

THIS PRINT COVERS CALENDAR ITEM NO: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving various routine parking and traffic modifications.

SUMMARY:

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Taxis are not exempt from any of these regulations.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action for Items A-K as defined by S.F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at:
https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

1. SFMTAB Resolution
2. Treasure Island/Yerba Buena Island Redevelopment Project Final Environmental Impact Report: <http://sfplanning.org/environmental-impact-reports-negative-declarations>
3. Treasure Island/Yerba Buena Island Redevelopment Project CEQA Findings: https://sfplanning.s3.amazonaws.com/default/files/meetingarchive/planning_dept/www.sf-planning.org/ftp/files/Commission/cpcpackets/2007.0903EBMRTUWZ.pdf
4. Treasure Island/Yerba Buena Island Redevelopment Project MMRP: https://sfplanning.s3.amazonaws.com/sfmea/MMRP_TI-YBI_Final-040711.pdf
5. Potrero Hope SF Master Plan Final Environmental Impact Report: <https://sfplanning.org/potrero-hope-sf#documents>
6. Potrero Hope SF Master Plan CEQA Findings: <https://sfplanning.s3.amazonaws.com/commissions/cpcpackets/2010.0515ETZ.pdf>
7. Potrero Hope SF Master Plan MMRP: <https://sfplanning.s3.amazonaws.com/sfmea/Potrero%20Hill%20FEIR%20EIS.pdf>
8. Better Streets Plan Mitigated Negative Declaration http://sfmea.sfplanning.org/2007.1238E_FMND.pdf
9. Better Streets Plan CEQA Findings, Planning Commission Resolution https://sfplanning.s3.amazonaws.com/default/files/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf
10. Better Streets Plan Mitigated Negative Declaration Shared Spaces Addendum <https://citypln-m->

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APPROVALS:

DATE

DIRECTOR  _____

November 15, 2023

SECRETARY  _____

November 15, 2023

ASSIGNED SFMTAB CALENDAR DATE: November 21, 2023

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PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

This action supports the following SFMTA Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

ITEMS

The following items were considered at Public Hearing on July 7, 2023

- A. ESTABLISH – CLASS IV BIKEWAY – Church Street, southbound, from Market Street to 200 feet southerly (Requested by SFMTA).

Modification A further clarifies legislation for the existing bike lane that was previously implemented.

The following item was considered at TASC on September 28, 2023 (**this MTAB meeting will serve as the public hearing forum**)

- B. ESTABLISH – CLASS IV BIKEWAY Bayshore Boulevard, northbound, east side, between Jerrold Avenue and Marin Street Cesar Chavez Street, eastbound, south side, between Vermont Street and Kansas Street (two-way protected bikeway).
- C. ESTABLISH – YIELD SIGN – Bayshore Boulevard, northbound, at southbound U.S. 101 Off-Ramp.

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- D. ESTABLISH – NO RIGHT TURN ON RED – Cesar Chavez Street, eastbound, at Kansas Street, Cesar Chavez Street, westbound, at Kansas Street, Kansas Street, northbound, at Cesar Chavez Street.
- E. ESTABLISH – RED ZONE – Marin Street, south side, from 19 feet to 39 feet east of Bayshore Boulevard (total 39 feet red curb).
- F. ESTABLISH – SPEED CUSHION – Bayshore Boulevard, midblock, approximately 145 feet north of Marin Street (1 speed cushion).
- G. ESTABLISH – RAISED CROSSWALK – Bayshore Boulevard, midblock, between Marin Street and Cesar Chavez Street at existing uncontrolled crosswalk.

Modifications B–G would implement bicycle, pedestrian, and traffic calming improvements to provide better and safer connections to and from the Bayview neighborhood.

The following items were considered at Public Hearing on October 6, 2023

- H. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs) – 921 Howard Street (Requested by resident).

Modification H would add RPP eligibility to the residents of 921 Howard Street so they can purchase parking permits for their vehicle to park within RPP Area U.

- I. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA A (Eligibility only, no signs) – 3030 Larkin Street (Requested by resident).

Modification I would add RPP eligibility to the residents of 3030 Larkin Street so they can purchase parking permits for their vehicle to park within RPP Area A.

- J. ESTABLISH – BUS ZONE – Sacramento Street, north side, from 65 feet to 80 feet west of Gough Street (extends existing bus zone by 15 feet) (Requested by SFMTA).

Modification J would extend the existing 65-foot-long bus zone to standard 80 feet far-side for better access to the zone.

- K. ESTABLISH – 60-DEGREE ANGLE PARKING – Taraval Street, south side, between 14th Avenue and 15th Avenue (Requested by merchants).

Modification K would install 60-degree angled parking on the south side of Taraval Street to improve availability of parking in the neighborhood.

- L. ESTABLISH – TRAFFIC SIGNAL – Clipper Cove Avenue and Treasure Island Road, Treasure Island Road, midblock, between Clipper Cove Avenue and Trade Winds Avenue, Trade Winds Avenue and Treasure Island Road, Seven Seas Avenue and Trade Winds Avenue (Requested by Public Works).

- M. ESTABLISH – STOP SIGNS – Clipper Cove Avenue and Seven Seas Avenue, making this intersection an all-way stop, Bruton Street, eastbound, at Seven Seas Avenue, Cravath Street, eastbound, at Seven Seas Avenue, Johnson Street, eastbound, at Seven Seas Avenue, Johnson Street and Avenue of the Palms, making this intersection an all-way stop, Cravath Street and Avenue of the Palms, northbound and southbound, making this intersection an all-way stop (Requested by Public Works).
- N. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME – Seven Seas Avenue, east side, from Johnson Street to Trade Winds Avenue, Avenue of the Palms, west side, from Johnson Street to Bruton Street, Trade Winds Avenue, north side, from Seven Seas Avenue to 200 feet westerly, Trade Winds Avenue, south side, from Seven Seas Avenue to Treasure Island Road, Clipper Cove Avenue, north side, from Seven Seas Avenue to Treasure Island Road, Clipper Cove Avenue, south side, from Treasure Island Road to 300 feet easterly, Treasure Island Road, east side, from Trade Winds Avenue to Clipper Cove Avenue, Treasure Island Road, east and west sides, from Clipper Cove Avenue to Macalla Road (Requested by Public Works).
- O. ESTABLISH - BUS ONLY LANE – Clipper Cove Avenue, eastbound, from Treasure Island Road to 300 feet easterly, Treasure Island Road, southbound, from Trade Winds Avenue to 185 feet south of Clipper Cove Avenue (Requested by Public Works).
- P. ESTABLISH - RED ZONES – Johnson Street, north and south sides, between the marked crosswalks at Garden Walk (18-foot red zone on north side, 18-foot red zone on south side), Avenue of the Palms, west side, opposite stem of T-intersection at Johnson Street (39 -foot red zone), Cravath Street, north and south sides, between the marked crosswalks at Garden Walk (17-foot red zone on north side, 15-foot red zone on south side), Avenue of the Palms, west side, opposite stem of T-intersection at Cravath Street (60-foot red zone), Bruton Street, south side, between the marked crosswalks at Garden Walk (34-foot red zone), Bruton Street north and south sides, between the marked crosswalks at Avenue of the Palms (35-foot red zone) (Requested by Public Works).
- Q. ESTABLISH – CLASS IV BIKEWAYS (Protected Bike Lane) – Trade Winds Avenue, north side (two-way), from Seven Seas Avenue to Treasure Island Road, Clipper Cove Avenue, south side (two-way), from Seven Seas Avenue to Treasure Island Road, Avenue of the Palms, west side (two-way), from Johnson Street to Trade Winds Avenue, Treasure Island Road, east side (northbound one-way), from Macalla Road to Clipper Cove Avenue, Treasure Island Road, west side (southbound one-way), from Clipper Cove Avenue to Macalla Road (Requested by Public Works).
- R. ESTABLISH – CLASS II BIKEWAYS (Bike Lane) – Seven Seas Avenue, west side (southbound one-way), from Johnson Street to Clipper Cove Avenue, Seven Seas Avenue, east side (northbound one-way), from Clipper Cove Avenue to Johnson Street, Clipper Cove Avenue, north side (westbound one-way), from Seven Seas Avenue to Treasure Island Road,

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Treasure Island Road, east side (northbound one-way), from Clipper Cove Avenue to Trade Winds Avenue, Trade Winds Avenue, south side (eastbound one-way), from Treasure Island Road to Seven Seas Avenue (Requested by Public Works).

- S. ESTABLISH – DO NOT ENTER, EXCEPT BIKES, EMERGENCY VEHICLES – Garden Walk, between Cravath Street and Johnson Street – Garden Walk, between Cravath Street and Bruton Street (Requested by Public Works).
- T. ESTABLISH – RAISED INTERSECTION – Seven Seas Avenue at Bruton Street, Seven Seas Avenue at Cravath Street, Seven Seas Avenue at Johnson Street, Johnson Street at Garden Walk, Cravath Street at Garden Walk, Bruton Street at Garden Walk (Requested by Public Works).
- U. ESTABLISH – TRANSIT BOARDING ISLAND – Seven Seas Avenue, east side, from 21 feet to 113 feet north of Bruton Street, Seven Seas Avenue, west side, from Johnson Street to 105 feet southerly, Seven Seas Avenue, west side, from Bruton Street to 88 feet southerly (Requested by Public Works).
- V. ESTABLISH - TRANSIT STOP – Clipper Cove Avenue, from Treasure Island Road to 272 feet easterly (Requested by Public Works).

Modifications L–V would install various street improvements associated with the Treasure Island Sub-Phase 1B, 1C and 1E Improvement Project.

- W. ESTABLISH – STOP SIGNS – Treasure Island Road, northbound and southbound, at Macalla Road, making this intersection an all-way STOP, Macalla Road, eastbound and westbound, and Yerba Buena Road, northbound, making this intersection an all-way STOP, Yerba Buena (Loop) Road, eastbound, at Yerba Buena Road, Signal Road, northbound, at Yerba Buena Road, Tank Access Road, northbound, at Yerba Buena Road (Requested by Public Works).
- X. ESTABLISH - MIDBLOCK CROSSWALK – Yerba Buena Road at 294 feet west of Signal Road (Requested by Public Works).
- Y. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME – Macalla Road, north and south sides, from Treasure Island Road to I-80 Westbound Ramps, Yerba Buena Road, west side from Macalla Road to 170 feet west of Signal Road, Yerba Buena Road, east side, from Macalla Road, around Yerba Buena (Loop) Road to 338 feet west of Yerba Buena Road (Requested by Public Works).
- Z. ESTABLISH – CLASS IV BIKEWAYS (Protected Bike Lane) – Macalla Road, eastbound (south side), from Treasure Island Road to Yerba Buena Road, Macalla Road, westbound (south side), from 150 feet west of I-80 Ramps to Yerba Buena Road (Requested by Public Works).

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- AA. ESTABLISH – CLASS III BIKEWAYS (Bike Route) – Macalla Road, eastbound (south side), from Yerba Buena Road to I-80 Ramps, Macalla Road, westbound (north side), from Yerba Buena Road to Treasure Island Road (Requested by Public Works).
- BB. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) – Yerba Buena Road, southbound (west side), from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road (Requested by Public Works).
- CC. ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING ZONE – Yerba Buena (Loop) Road, north side, from 65 feet to 87 feet west of Yerba Buena Road (Requested by Public Works).
- DD. ESTABLISH – RED ZONE, Yerba Buena (Loop) Road from Yerba Buena Road to 70 feet westerly, Yerba Buena (Loop) Road from 108 feet to 135 feet west of Yerba Buena Road (27-foot red zone), Yerba Buena (Loop) Road from 175 feet to 216 feet west of Yerba Buena Road (41-foot red zone), Yerba Buena (Loop) Road from 256 feet to 297 feet west of Yerba Buena Road (41-foot red zone), Yerba Buena (Loop) Road from 317 feet to 338 feet west of Yerba Buena Road (21-foot red zone) (Requested by Public Works).

Modifications W–DD would install various street improvements associated with the Yerba Buena Island Sub-Phase 1YA and 1YB Improvement Project.

- EE. ESTABLISH – RED ZONE – Wisconsin Street, east side, from 25th Street to 36 feet northerly, Wisconsin Street, east side, from 25th Street to 82 feet southerly, 25th Street, north side, from Wisconsin Street to 25 feet easterly, 25th Street, north side, from 34 feet east of Arkansas Street to 161 feet west of Arkansas Street, Arkansas Street (new street), west side, from 25th Street to 33 feet southerly, Arkansas Street (new street), east side, from 25th Street to 50 feet southerly, 25th Street, south side, from Arkansas Street (new street) to 32 feet westerly, 25th Street, south side, from Arkansas Street (new street) to 34 feet easterly, 25th Street, south side, from Connecticut Street to 62 feet westerly, Wisconsin Street, east side, from 26th Street to 33 feet northerly, Arkansas Street (new street), west side, from 26th Street to 32 feet northerly, Arkansas Street (new street), east side, from 26th Street to 40 feet northerly, 26th Street, north side, from Connecticut Street to 34 feet westerly, Connecticut Street, east side, from 84 feet north of 26th Street to 15 feet south of 26th Street, Connecticut Street, west side, from 26th Street to 30 feet northerly, Connecticut Street, west side, from 26th Street to 40 feet southerly (Requested by Public Works).
- FF. ESTABLISH – STOP SIGN – 25th Street, eastbound and westbound, and Arkansas Street, northbound, making this new intersection an all-way stop, 26th Street, eastbound and westbound, and Wisconsin Street, southbound, making this intersection an all-way stop, 26th Street, eastbound and westbound, and Arkansas Street, southbound, making this new intersection an all-way stop, Connecticut Street, northbound and southbound, at 26th Street, making this intersection an all-way stop (Requested by Public Works).
- GG. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 26th Street, south side, between

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Wisconsin Street and Connecticut Street (Requested by Public Works).

- HH. ESTABLISH – PERPENDICULAR PARKING – Arkansas Street (new street), east side, from 50 feet south 25th Street to 40 feet north of 26th Street (Requested by Public Works).

Modifications EE–HH would install various changes due to the new roadway improvements required for the Potrero Hope Phase 2 development site.

The following item was considered at ISCOTT public meeting on October 12, 2023

II. ESTABLISH – SHARED SPACES ROAD CLOSURE

Elm Street between Van Ness Avenue and Polk Street, Monday, November 27, 2023, through, Tuesday, November 26, 2024, 8 am to 4 pm, Monday through Friday, school days only (Requested by community organization).

Modification II would grant a permit for a Shared Spaces Road Closure to facilitate drop-off, pick-up, and mid-school-day outdoor recreation for students of the Tenderloin Community Elementary School.

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities pursuant to Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Item A (Case No. 2023-005894ENV, June 26, 2023) and Items H-K (Case No. 2023-009083ENV, September 25, 2023) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

On June 27, 2022, the Planning Department determined that the Hairball Intersection Improvement Project (Items B-G, Case No. 2022-005398ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action for Items A-K as defined by San Francisco Administrative Code Chapter 31.

On April 21, 2011, in Motion No. 18325 the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Treasure Island/Yerba Buena Island Redevelopment Project (Case No. 2007.0903E), inclusive of Items L-DD. On that same date, in Motion No. 18325 the San Francisco Planning Commission adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program

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(MMRP).

On December 10, 2015, in Motion No. M-19529 the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Potrero Hope SF Master Plan (Case No. 2010.0515E), inclusive of Items EE-HH. On that same date, in Motion No. M-19530 the San Francisco Planning Commission adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP).

On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of Item II, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E, September 17, 2010), and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. On October 28, 2010, the Planning Commission in Resolution No. 18211, adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), and a Mitigation Monitoring and Reporting Program (MMRP), associated with the Better Streets Plan.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. ESTABLISH – CLASS IV BIKEWAY – Church Street, southbound, from Market Street to 200 feet southerly.
- B. ESTABLISH – CLASS IV BIKEWAY Bayshore Boulevard, northbound, east side, between Jerrold Avenue and Marin Street Cesar Chavez Street, eastbound, south side, between Vermont Street and Kansas Street.
- C. ESTABLISH – YIELD SIGN – Bayshore Boulevard, northbound, at southbound U.S. 101 Off-Ramp.
- D. ESTABLISH – NO RIGHT TURN ON RED – Cesar Chavez Street, eastbound, at Kansas Street, Cesar Chavez Street, westbound, at Kansas Street, Kansas Street, northbound, at Cesar Chavez Street.
- E. ESTABLISH – RED ZONE – Marin Street, south side, from 19 feet to 39 feet east of Bayshore Boulevard.
- F. ESTABLISH – SPEED CUSHION – Bayshore Boulevard, midblock, approximately 145 feet north of Marin Street.
- G. ESTABLISH – RAISED CROSSWALK – Bayshore Boulevard, midblock, between Marin Street and Cesar Chavez Street at existing uncontrolled crosswalk.
- H. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U – 921 Howard Street.
- I. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA A 3030 Larkin Street.
- J. ESTABLISH – BUS ZONE – Sacramento Street, north side, from 65 feet to 80 feet west of Gough Street.
- K. ESTABLISH – 60-DEGREE ANGLE PARKING – Taraval Street, south side, between 14th Avenue and 15th Avenue.
- L. ESTABLISH – TRAFFIC SIGNAL – Clipper Cove Avenue and Treasure Island Road, Treasure Island Road, midblock, between Clipper Cove Avenue and Trade Winds Avenue, Trade Winds Avenue and Treasure Island Road, Seven Seas Avenue and Trade Winds Avenue.
- M. ESTABLISH – STOP SIGNS – Clipper Cove Avenue and Seven Seas Avenue, making this intersection an all-way stop, Bruton Street, eastbound, at Seven Seas Avenue, Cravath Street, eastbound, at Seven Seas Avenue, Johnson Street, eastbound, at Seven Seas Avenue, Johnson Street and Avenue of the Palms, making this intersection an all-way stop, Cravath Street and Avenue of the Palms, northbound and southbound, making this intersection an all-way stop.
- N. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME – Seven Seas Avenue, east side, from Johnson Street to Trade Winds Avenue, Avenue of the Palms, west side, from Johnson Street to Bruton Street, Trade Winds Avenue, north side, from Seven Seas Avenue to 200 feet westerly, Trade Winds Avenue, south side, from Seven Seas Avenue to Treasure Island Road, Clipper Cove Avenue, north side, from Seven Seas Avenue to Treasure Island Road, Clipper Cove Avenue, south side, from Treasure Island Road to

300 feet easterly, Treasure Island Road, east side, from Trade Winds Avenue to Clipper Cove Avenue, Treasure Island Road, east and west sides, from Clipper Cove Avenue to Macalla Road.

- O. ESTABLISH - BUS ONLY LANE – Clipper Cove Avenue, eastbound, from Treasure Island Road to 300 feet easterly, Treasure Island Road, southbound, from Trade Winds Avenue to 185 feet south of Clipper Cove Avenue.
- P. ESTABLISH - RED ZONES – Johnson Street, north and south sides, between the marked crosswalks at Garden Walk (18-foot red zone on north side, 18-foot red zone on south side), Avenue of the Palms, west side, opposite stem of T-intersection at Johnson Street (39-foot red zone), Cravath Street, north and south sides, between the marked crosswalks at Garden Walk (17-foot red zone on north side, 15-foot red zone on south side), Avenue of the Palms, west side, opposite stem of T-intersection at Cravath Street (60-foot red zone), Bruton Street, south side, between the marked crosswalks at Garden Walk (34-foot red zone), Bruton Street north and south sides, between the marked crosswalks at Avenue of the Palms (35-foot red zone).
- Q. ESTABLISH – CLASS IV BIKEWAYS (Protected Bike Lane) – Trade Winds Avenue, north side (two-way), from Seven Seas Avenue to Treasure Island Road, Clipper Cove Avenue, south side (two-way), from Seven Seas Avenue to Treasure Island Road, Avenue of The Palms, west side (two-way), from Johnson Street to Trade Winds Avenue, Treasure Island Road, east side (northbound one-way), from Macalla Road to Clipper Cove Avenue, Treasure Island Road, west side (southbound one-way), from Clipper Cove Avenue to Macalla Road.
- R. ESTABLISH – CLASS II BIKEWAYS (Bike Lane) – Seven Seas Avenue, west side (southbound one-way), from Johnson Street to Clipper Cove Avenue, Seven Seas Avenue, east side (northbound one-way), from Clipper Cove Avenue to Johnson Street, Clipper Cove Avenue, north side (westbound one-way), from Seven Seas Avenue to Treasure Island Road, Treasure Island Road, east side (northbound one-way), from Clipper Cove Avenue to Trade Winds Avenue, Trade Winds Avenue, south side (eastbound one-way), from Treasure Island Road to Seven Seas Avenue.
- S. ESTABLISH – DO NOT ENTER, EXCEPT BIKES, EMERGENCY VEHICLES – Garden Walk, between Cravath Street and Johnson Street – Garden Walk, between Cravath Street and Bruton Street.
- T. ESTABLISH – RAISED INTERSECTION – Seven Seas Avenue at Bruton Street, Seven Seas Avenue at Cravath Street, Seven Seas Avenue at Johnson Street, Johnson Street at Garden Walk, Cravath Street at Garden Walk, Bruton Street at Garden Walk.
- U. ESTABLISH – TRANSIT BOARDING ISLAND – Seven Seas Avenue, east side, from 21 feet to 113 feet north of Bruton Street, Seven Seas Avenue, west side, from Johnson Street to 105 feet southerly, Seven Seas Avenue, west side, from Bruton Street to 88 feet southerly.
- V. ESTABLISH - TRANSIT STOP – Clipper Cove Avenue, from Treasure Island Road to 272 feet easterly.
- W. ESTABLISH – STOP SIGNS – Treasure Island Road, northbound and southbound, at Macalla Road, making this intersection an all-way STOP, Macalla Road, eastbound and westbound, and Yerba Buena Road, northbound, making this intersection an all-way STOP, Yerba Buena (Loop) Road, eastbound, at Yerba Buena Road, Signal Road,

northbound, at Yerba Buena Road, Tank Access Road, northbound, at Yerba Buena Road.

- X. ESTABLISH - MIDBLOCK CROSSWALK – Yerba Buena Road at 294 feet west of Signal Road.
- Y. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME – Macalla Road, north and south sides, from Treasure Island Road to I-80 Westbound Ramps, Yerba Buena Road, west side,
from Macalla Road to 170 feet west of Signal Road, Yerba Buena Road, east side, from Macalla Road, around Yerba Buena (Loop) Road to 338 feet west of Yerba Buena Road.
- Z. ESTABLISH – CLASS IV BIKEWAYS (Protected Bike Lane) – Macalla Road, eastbound (south side), from Treasure Island Road to Yerba Buena Road, Macalla Road, westbound (south side), from 150 feet west of I-80 Ramps to Yerba Buena Road (Requested by Public Works).
- AA. ESTABLISH – CLASS III BIKEWAYS (Bike Route) – Macalla Road, eastbound (south side), from Yerba Buena Road to I-80 Ramps, Macalla Road, westbound (north side), from Yerba Buena Road to Treasure Island Road.
- BB. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) – Yerba Buena Road, southbound (west side), from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road.
- CC. ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING ZONE – Yerba Buena (Loop) Road, north side, from 65 feet to 87 feet west of Yerba Buena Road.
- DD. ESTABLISH – RED ZONE, Yerba Buena (Loop) Road from Yerba Buena Road to 70 feet westerly, Yerba Buena (Loop) Road from 108 feet to 135 feet west of Yerba Buena Road (27-foot red zone), Yerba Buena (Loop) Road from 175 feet to 216 feet west of Yerba Buena Road (41-foot red zone), Yerba Buena (Loop) Road from 256 feet to 297 feet west of Yerba Buena Road (41-foot red zone), Yerba Buena (Loop) Road from 317 feet to 338 feet west of Yerba Buena Road (21-foot red zone).
- EE. ESTABLISH – RED ZONE – Wisconsin Street, east side, from 25th Street to 36 feet northerly, Wisconsin Street, east side, from 25th Street to 82 feet southerly, 25th Street, north side, from Wisconsin Street to 25 feet easterly, 25th Street, north side, from 34 feet east of Arkansas Street to 161 feet west of Arkansas Street, Arkansas Street (new street), west side, from 25th Street to 33 feet southerly, Arkansas Street (new street), east side, from 25th Street to 50 feet southerly, 25th Street, south side, from Arkansas Street (new street) to 32 feet westerly, 25th Street, south side, from Arkansas Street (new street) to 34 feet easterly, 25th Street, south side, from Connecticut Street to 62 feet westerly, Wisconsin Street, east side, from 26th Street to 33 feet northerly, Arkansas Street (new street), west side, from 26th Street to 32 feet northerly, Arkansas Street (new street), east side, from 26th Street to 40 feet northerly, 26th Street, north side, from Connecticut Street to 34 feet westerly, Connecticut Street, east side, from 84 feet north of 26th Street to 15 feet south of 26th Street, Connecticut Street, west side, from 26th Street to 30 feet northerly, Connecticut Street, west side, from 26th Street to 40 feet southerly.
- FF. ESTABLISH – STOP SIGN – 25th Street, eastbound and westbound, and Arkansas Street, northbound, making this new intersection an all-way stop, 26th Street, eastbound and westbound, and Wisconsin Street, southbound, making this intersection an all-way stop, 26th Street, eastbound and westbound, and Arkansas Street, southbound, making this new intersection an all-way stop, Connecticut Street, northbound and southbound, at

26th Street, making this intersection an all-way stop.

- GG. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 26th Street, south side, between Wisconsin Street and Connecticut Street.
- HH. ESTABLISH – PERPENDICULAR PARKING – Arkansas Street (new street), east side, from 50 feet south 25th Street to 40 feet north of 26th Street.
- II. ESTABLISH – SHARED SPACES ROAD CLOSURE
Elm Street between Van Ness Avenue and Polk Street, Monday, November 27, 2023, through, Tuesday, November 26, 2024, 8 am to 4 pm, Monday through Friday, school days only, and,

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Item A (Case No. 2023-005894ENV) and Items H-K (Case No. 2023-009083ENV, September 25, 2023) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On June 27, 2022, the Planning Department determined, that the Hairball Intersection Improvement Project (Items B-G, Case No. 2022-005398ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action for Items A-K as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, The Treasure Island/Yerba Buena Island Redevelopment Project (Case No. 2007.0903E) Final Environmental Impact Report (FEIR), inclusive of Items L-DD, was certified by the San Francisco Planning Commission in Motion No. 18325 on April 21, 2011; on that same date, in Motion No. 18325 the San Francisco Planning Commission adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, Potrero Hope SF Master Plan (Case No. 2010.0515E) Final Environmental Impact Report (FEIR), inclusive of Items EE-HH, was certified by the San Francisco Planning Commission in Motion No. M-19529 on December 10, 2015; on that same date, in Motion No. M-19530 the San Francisco Planning Commission adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, On September 17, 2010, the San Francisco Planning Department published the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E), and under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code—the San Francisco Planning

Commission adopted CEQA Findings, a Mitigation Monitoring and Reporting Program (MMRP) on October 28, 2010 under Motion 18211; and,

WHEREAS, On April 19, 2021, the San Francisco Planning Department determined that the Shared Spaces Program (Case No. 2021-003010ENV), inclusive of inclusive of Item II, is within the scope of the Better Streets Plan FMND and that it would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan Final Mitigated Negative Declaration (FMND) and Addendum and finds that since adoption of the FMND, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMND, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, The SFMTA Board of Directors adopts these CEQA findings as its own; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, be it further

RESOLVED, That the SFMTA Board of Directors, upon recommendation of the Director of Transportation and the Director of the Streets Division approves the changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 21, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency