

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170221-012

WHEREAS, The 22nd Street Green Connections Project provides an important connection for people traveling between the Potrero Hill and Dogpatch neighborhoods; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modification along 22nd Street from Pennsylvania Avenue to Illinois Street as part of the 22nd Street Green Connections Project as follows:

- A. ESTABLISH - NO PARKING ANYTIME - 2nd Street, north side, from Pennsylvania Street to 31 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces); 22nd Street, south side, from Pennsylvania Street to 75 feet easterly (for a 6-foot wide bulb-out in rescinded bus zone); 22nd Street, north side, from Minnesota Street to 39 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces; existing fire hydrant red zone); 22nd Street, north side, from Tennessee Street to 37 feet easterly (for a 6-foot wide bulb-out; removes one unmetered space; one existing red zone); 22nd Street, south side, from Tennessee Street to 40 feet westerly (for a 6-foot wide bulb-out; removes two unmetered spaces); 22nd Street, north side, from 3rd Street to 28 feet westerly (for a 6-foot wide bulb-out; removes one unmetered parking space); 22nd Street, south side, from 3rd Street to 31 feet westerly (for a 6-foot wide bulb-out; removes two unmetered parking spaces); 22nd Street, north side, from 3rd Street to 40 feet easterly (for a 6-foot wide bulb-out; removes two unmetered parking spaces); 22nd Street, south side, from 3rd Street to 25 feet easterly (for a 6-foot wide bulb-out; removes one unmetered parking space); 3rd Street, west side, from 22nd Street to 23 feet northerly (for a 6-foot wide bulb-out; removes one unmetered parking space); 3rd Street, west side, from 22nd Street to 23 feet southerly (for a 6-foot wide bulb-out; removes one unmetered parking space)
- B. RESCIND - BUS ZONE - 2nd Street, south side, from Pennsylvania Street to 100 feet easterly (restores 1 unmetered space; remaining bus zone is a bulb-out); 22nd Street, south side, from Iowa Street to 80 feet easterly (restores 4 unmetered spaces); 22nd Street north side, from Iowa Street to 100 feet easterly (restores 5 unmetered spaces)
- C. ESTABLISH - BUS ZONE - 22nd Street, north side, from 8 feet to 88 feet west of Iowa Street (for an 80-foot long bus zone); 22nd Street, south side, from 8 feet to 108 feet west of Iowa Street (for a 100-foot long bus zone)
- D. ESTABLISH – BIKE ROUTE - 22nd Street, eastbound and westbound, between Pennsylvania Street and Illinois Street (Class III bike facility with sharrows).
- E. RESCIND – BUS FLAG STOP - 22nd Street, south side, east of Minnesota Street.
- F. ESTABLISH – BUS FLAG STOP - 22nd Street, south side, west of Minnesota Street

WHEREAS, On September 15, 2010, the San Francisco Planning Department adopted 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,

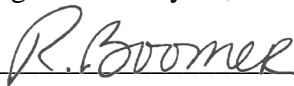
WHEREAS, On February 3, 2016, the San Francisco Planning Department determined that the 22nd Street Green Connections Project is within the scope of the Better Streets Plan FMND and that the parking and traffic modifications for the 22nd Street Green Connections Project would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, The SFMTA Board has reviewed the Better Streets Plan FMND and hereby 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 of additional or considerably different mitigation measures than those identified in the FMND; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications set forth in Items A through F above on 22nd Street from Pennsylvania Avenue to Illinois Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 21, 2017.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency