

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications on Palou Avenue between Barneveld Avenue and Crisp Road, as well as on Quesada Avenue between 3rd and Griffith streets, as part of the Palou Avenue Streetscape Improvement Project, to improve Muni service and support the SFMTA’s Vision Zero program.

SUMMARY:

- The project addresses traffic and pedestrian safety concerns on Palou Avenue, a Vision Zero high injury corridor
- The project addresses Muni safety concerns on Palou Avenue, near 3rd Street where there have been 15 collisions in the past 5 years (routes 23, 24 and 44).
- This project addresses closely spaced bus stops, which can lead to slow travel times and travel time variability through the neighborhood
- The project adds bicycle lanes on Quesada Avenue, improving east-west connectivity in the neighborhood
- Five community meetings were held between 2014-2016 to define, adjust, and finalize the proposed project scope based on community input, collision data, and project budget.
- The proposed action for the road diet, daylighting, on-street parking removal, transit stop consolidation, and sharrow removal on Palou Avenue, and the installation of Class II bike lane on Quesada Avenue is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTA Board Resolution
2. Better Streets Plan Mitigated Negative Declaration
http://sfmea.sfplanning.org/2007.1238E_FMND.pdf
3. Better Streets Plan CEQA Findings, Planning Commission Resolution
http://www.sf-planning.org/ftp/BetterStreets/docs/FINAL_BSP_PCresolutions_10.28.10.pdf
4. Better Streets Plan Checklist (Palou Avenue Complete Streets Project)

APPROVALS:

DATE

DIRECTOR _____

3/2/17

SECRETARY *R. Boomer* _____

3/2/17

ASSIGNED SFMTAB CALENDAR DATE: March 7, 2017

PAGE 2.

PURPOSE

Approving parking and traffic modifications on Palou Avenue between Barneveld Avenue and Crisp Road, as well as on Quesada Avenue between 3rd and Griffith streets, as part of the Palou Avenue Streetscape Improvement Project, to improve Muni service and support the SFMTA's Vision Zero program.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as the following SFMTA Strategic Plan Goals and Objectives:

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
 - Objective 2.2: Improve transit performance.
 - Objective 2.3: Increase use of all non-private auto modes.
- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.4: Deliver services efficiently.

This action also supports the following sections of the Transit-First Policy:

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.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

San Francisco Public Works and SFMTA are sponsoring this project on Palou Avenue between Barneveld Avenue and Crisp Road. The project results from previous outreach efforts conducted by the Department of Public Works, where residents expressed the following concerns about the Palou corridor: speeding traffic, conflicts between transit vehicles and people on bikes, donuts/exhibition driving, confusing five-leg intersections, inadequate streetscape, and walking conditions that could be improved. The project area is a Vision Zero high injury corridor served by the 23 Monterey, 24 Divisadero, and 44 O'Shaughnessy bus routes.

PAGE 3.

These three bus routes together carry over 31,000 daily riders on an average weekday. The project corridor is 1.7 miles and has bus stops at almost every intersection with about 10% of that daily ridership boarding or alighting within the project area. Almost all of the bus stops are flag stops which require passengers to get on and off the bus in the middle of the street and navigate through parked cars to reach the sidewalk.

To reduce collisions, improve the Muni passenger experience, improve bicycling conditions, and improve walking conditions, the SFMTA and San Francisco Public Works propose a variety of improvements on Palou and Quesada avenues, including:

- 10 corner bulbs to shorten street crossing distances, improving conditions for people walking in the area. All of the corner bulbs would be located at bus stops and would be slightly larger bulbs that provide space for passengers to access the front door of a bus. These bulbs would improve the existing flag stops and also improve accessibility for people who use walkers or wheelchairs. These corner bulbs would result in a removal of approximately 15 parking spaces.
- 15 medians in response to residents' requests to calm traffic and for space to potentially add short plantings. Medians also would address the issue of people in cars doing donuts in intersections, and would reduce illegal passing on the wrong side of the road at stop signs.
- Lane removal and widening on Palou Avenue near 3rd Street to address Muni collision patterns along a stretch of the Palou corridor where there is an additional traffic lane but lane widths are below standard, and match the lane configuration of the rest of the Palou corridor.
- Raised crosswalk at the intersection of Palou Avenue and Dunshee Street to provide traffic calming and an improved pedestrian crossing
- Creating a cul-de-sac at the intersection of Palou and Silver avenues with Quint Street using removable bollards to simplify the existing five-leg intersection and improve street crossings for pedestrians.
- Install new striping to visually narrow Palou Avenue to provide additional traffic calming.
- Install new paving and curb ramps.
- Increase bus stop spacing from one block to two blocks on Palou Avenue near 3rd Street. Currently the 23 and 44 bus routes stop five times in five blocks. By removing the closely-spaced bus stops on Palou Avenue at Lane and Newhall streets, buses would take less time to move through the corridor.
- Remove bike sharrows on Palou Avenue and install bike lanes on Quesada Avenue to address the above-mentioned conflicts between Muni buses and people riding bikes on Palou Avenue. Dedicated bicycle lanes on Quesada Avenue, a non-Muni street, would improve east-west connectivity through the neighborhood.

Proposed Cul-De-Sac on Quint Street

Early in the outreach process, residents asked Public Works and the SFMTA to evaluate the intersection of Palou and Silver avenues with Quint Street. Some of the residents said that the five-leg intersection was confusing to drive through and had long pedestrian crossings that could be improved. The project team collected traffic counts and collision data and proposed a cul-de-sac design for the southern portion of Quint Street at the intersection of Palou and Silver avenues based on this information. Adding a cul-de-sac in conjunction with a median island would address illegal vehicle passing collisions, shorten pedestrian crossings on the south side of Palou Avenue, and simplify the five-leg intersection by changing it to a four-leg intersection. The street will remain open and pedestrians will still be able to walk across to access the other side of Quint; however, vehicles

PAGE 4.

could not. The vehicular traffic circulation impacts would be minimal as the southern section of Quint Street has low traffic volumes (approximately 30 cars in the peak hour). Pursuant to California Vehicle Code section 21101, SFMTA staff determined that closing this portion of Quint Street to vehicular traffic by establishing a cul-de-sac implements Policies 18.1, 23.6, and 26.2 of the transportation element of the City's General Plan:

POLICY 18.1 - Wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.

POLICY 23.6 - Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

POLICY 26.2 - Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

Proposed Traffic Modifications

Together the proposed changes are anticipated to increase safety along the corridor, improve transit service on the 23, 24 and 44 bus lines, and improve east-west bicycling conditions in the area. These improvements are possible while retaining about 95% of the parking spaces on Palou and Quesada avenues. Collectively, these improvements play an important role in advancing SFMTA's Vision Zero goal to eliminate traffic fatalities by 2024.

The implementation of this project is scheduled to begin in 2017.

Specifically the SFMTA proposes the following:

- A. ESTABLISH – MEDIAN ISLAND - Palou Avenue at Industrial Street, east side; Palou Avenue at Selby Street, west side; Palou Avenue at Selby Street, east side; Palou Avenue at Rankin Street, west side; Palou Avenue at Rankin Street, east side; Palou Avenue at Phelps Street, west side; Palou Avenue at Newhall Street, east side; Palou Avenue at Keith Street, east side; Palou Avenue at Jennings Street, west side; Palou Avenue at Jennings Street, east side; Palou Avenue at Ingalls Street, west side; Palou Avenue at Ingalls Street, east side; Palou Avenue at Hawes Street, west side; Palou Avenue at Hawes Street east side.
- B. RESCIND – FLAG STOP - Palou Avenue, north side, at Newhall Street (northeast corner – 23 Monterey and 44 O'Shaughnessy bus stop); Palou Avenue, north side, at Newhall Street (northwest corner – 24 Divisadero bus stop); Palou Avenue, south side, at Newhall Street (southwest corner – 23 Monterey, 24 Divisadero, and 44 O'Shaughnessy bus stop); Palou Avenue, north side, at Lane Street (northeast corner – 23 Monterey and 44 O'Shaughnessy bus stop); Palou Avenue, south side, at Lane Street (southwest corner – 23 Monterey and 44 O'Shaughnessy bus stop).
- C. ESTABLISH – RAISED CROSSWALK - Palou Avenue at Dunshee Street, northside crossing.
- D. ESTABLISH – CLASS II BIKE LANE - Quesada Avenue, south side, from 3rd Street to Griffith Street; Quesada Avenue, north side, from 3rd Street to Griffith Street.
- E. ESTABLISH - CUL-DE-SAC - Quint Street at the southern intersection of Palou and Silver avenues.
- F. ESTABLISH – BLUE ZONE - Palou Avenue, south side, from 36 to 71 feet west of Phelps Street (replaces 2 parking spaces).
- G. ESTABLISH – RED ZONE - Palou Avenue, south side, from 0 to 20 feet west of Rankin Street (replaces 1 parking space); Palou Avenue, north side, from 0 to 20 feet west of Rankin

PAGE 5.

Street (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet east of Newhall Avenue (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet east of Keith Street (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet west of Hawes Street (replaces 1 parking space); Newhall Street, west side, from 0 to 20 feet north of Palou Avenue (replaces 1 parking space); Jennings Street, east side, from 0 to 20 feet south of Palou Avenue (replaces 1 parking space).

ALTERNATIVES CONSIDERED

Public Works, in conjunction with the SFMTA, considered installing corner bulbs at every intersection on Palou Avenue between Industrial and Griffith streets. This option would require the removal of approximately 15 more parking spaces than the current scope and would require the costly relocation of utilities at several of those locations. There were also several proposed corner bulbs at intersections that were not supported by residents at the community meetings. The project team reevaluated collision information to identify priority locations for new bulbs, and adjusted the project scope based on this feedback, collision information and project budget.

The intersection of Crisp Road, Griffith Avenue, and Palou Avenue was also considered for a redesign similar to the five-leg intersection at Quint Street and Silver Avenue. However, the project team was unable to reach a design that would accommodate the long-term considerations of the Hunter's Point Shipyard Development within a reasonable amount of time. The SFMTA will continue to work with partner agencies and developers to determine an appropriate intersection design as part of ongoing long-range planning efforts.

The installation of angled parking was also considered by the SFMTA in response to a community petition that was submitted in late 2016 to various city agencies and officials. The project team evaluated Palou Avenue for stretches of curb space uninterrupted by driveways that would be suitable for angled parking. There were few appropriate stretches identified due to the high number of homes with driveways on the corridor. Due to the low estimated net increase of parking spaces (six or less) and the Muni safety and reliability impacts that angled parking could present, the project team did not recommend adding angled parking along the Palou corridor. Additionally, due to the narrow width (34 feet) of the side streets intersecting Palou, the project team did not recommend adding angled parking on those streets.

STAKEHOLDER ENGAGEMENT

San Francisco Public Works and the SFMTA hosted five community meetings between 2014 and 2016 to define, adjust and finalize the proposed project scope. The initial three meetings in September 2014, February 2015 and July 2015 shaped an initial set of proposals for corner bulbs, the cul-de-sac on Quint Street, and improved streetscape along the corridor after residents expressed concerns about speeding traffic, conflicts between transit and people on bikes, donuts/exhibition driving, confusing five-leg intersections, inadequate streetscape, and pedestrian concerns.

Community meeting #3 in July 2015 was originally intended to be the final meeting at which a project scope was shared with the community. Around this time, additional funding was identified by the SFMTA to add medians and more corner bulbs to the project scope in response to community requests. The potential locations were shared with the community at this meeting and it was determined that another meeting should be held to share the added scope once it had been finalized.

At community meeting #4 in February 2016, these additional bulbs and medians were shown on plan view graphics. Although parking had previously been a tradeoff discussed among attendees, it was at this meeting that concerns over parking loss and requests for additional parking became controversial. Following this meeting, the project team conducted a project walk-through with several residents to discuss the project scope and parking tradeoffs. The project team also prioritized which locations would receive corner bulbs based on collision data and utility conflicts. A refined project scope with fewer corner bulbs and added medians was the result of this analysis, along with utility conflict cost considerations and community input. The final proposed project scope was presented at community meeting #5 in July 2016.

Following community meetings 4 and 5, multiple petitions were submitted by residents to the SFMTA, Public Works, and several city officials. These petitions called for the removal of corner bulbs that would reduce parking and called for the agencies to install angled parking in the neighborhood. The project team wrote a response to the petitioners and held stakeholder meetings to discuss these concerns. As part of the response, staff analysis showed that angled parking would not result in a significant gain in the number of parking spaces. Due to this and transit safety and reliability concerns, staff did not recommend the installation of angled parking.

In addition, the SFMTA project team attended the Woods and Kirkland division safety meetings to review the proposals and discuss potential impacts on transit. Among the many discussion items, there was support voiced for the lane removal and widening proposal for Palou Avenue near 3rd Street and for the installation of bike lanes on Quesada Avenue.

Throughout this effort, the SFMTA project team provided updates to other key stakeholders, including WalkSF, the SF Bicycle Coalition and Supervisor Malia Cohen's office.

All of the project outreach materials including presentations, meeting notes, and graphics, are on the project's website for viewing: <http://www.sfpublicworks.org/palou>.

FUNDING IMPACT

The total cost of this project is approximately \$10 million. The project is being funded by multiple sources, including Prop B funds (Public Works), Prop A funds (SFMTA), and Public Works sewer and paving programs.

Funding	Amount
Public Works – Road Repaving and Street Safety General Obligation Bond	\$3,669,000
SFMTA – Transportation and Road Improvement General Obligation Bond	\$981,000
Public Works - Sewer and paving programs	\$5,350,000
Total Funding	\$10,000,000

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA).

1. Palou Complete Streets Project (also referred to by San Francisco Public Works and the SFMTA as the Palou Avenue Streetscape Improvement project)

On June 27, 2016, the San Francisco Planning Department determined that the proposed Palou Complete Streets Project, consisting of proposed medians, corner bulbs, Quint Street cul-de-sac, and streetscape features, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. Subsequently, 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. The SFMTA Board of Directors adopts these findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval. A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are 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 are incorporated herein by reference.

2. Palou Avenue Streetscape Improvement Project and Quesada Avenue Bike Lanes

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, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

On January 20, 2017, the Planning Department determined (Case Number 2016-016584ENV) that the proposed road diet, daylighting, on-street parking removal, transit stop consolidation, and sharrow removal on Palou Avenue, and the installation of Class II bike lane on Quesada Avenue included in the Palou Avenue Streetscape Improvement Project and Quesada Avenue Bike Lanes project are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31. A copy of the CEQA determination is on file with the Secretary to

PAGE 8.

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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the parking and traffic modifications on Palou and Quesada avenues, as set forth in items A through G above, to support the SFMTA's Vision Zero program and to improve Muni service in these neighborhoods.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Public Works and the San Francisco Municipal Transportation Agency (SFMTA) are the project sponsors of the Palou Avenue Streetscape Improvement Project with the goals of improving safety on Palou Avenue for people walking and riding bikes; and,

WHEREAS, Palou Avenue between Rankin and Jennings streets is designated a High Injury Corridor by the San Francisco Department of Public Health and the Palou Avenue Streetscape Improvement Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, San Francisco Public Works and the SFMTA conducted a comprehensive public outreach process for the Palou Avenue Streetscape Improvement Project, including holding five community meetings, and multiple stakeholder meetings; and,

WHEREAS, Pursuant to California Vehicle Code section 21101, SFMTA staff determined that closing this portion of Quint Street to vehicular traffic by establishing a cul-de-sac implements Policies 18.1, 23.6, and 26.2 of the transportation element of the City's General Plan; and,

WHEREAS, Based on community input and an analysis of collision records and conditions in the field, San Francisco Public Works and SFMTA staff proposed the following parking and traffic modifications associated with the Palou Avenue Streetscape Improvement Project:

- A. ESTABLISH – MEDIAN ISLAND - Palou Avenue at Industrial Street, east side; Palou Avenue at Selby Street, west side; Palou Avenue at Selby Street, east side; Palou Avenue at Rankin Street, west side; Palou Avenue at Rankin Street, east side; Palou Avenue at Phelps Street, west side; Palou Avenue at Newhall Street, east side; Palou Avenue at Keith Street, east side; Palou Avenue at Jennings Street, west side; Palou Avenue at Jennings Street, east side; Palou Avenue at Ingalls Street, west side; Palou Avenue at Ingalls Street, east side; Palou Avenue at Hawes Street, west side; Palou Avenue at Hawes Street east side.
- B. RESCIND – FLAG STOP - Palou Avenue, north side, at Newhall Street (northeast corner – 23 Monterey and 44 O'Shaughnessy bus stop); Palou Avenue, north side, at Newhall Street (northwest corner – 24 Divisadero bus stop); Palou Avenue, south side, at Newhall Street (southwest corner – 23 Monterey, 24 Divisadero, and 44 O'Shaughnessy bus stop); Palou Avenue, north side, at Lane Street (northeast corner – 23 Monterey and 44 O'Shaughnessy bus stop); Palou Avenue, south side, at Lane Street (southwest corner – 23 Monterey and 44 O'Shaughnessy bus stop).
- C. ESTABLISH – RAISED CROSSWALK - Palou Avenue at Dunshee Street, northside crossing.
- D. ESTABLISH – CLASS II BIKE LANE - Quesada Avenue, south side, from 3rd Street to Griffith Street; Quesada Avenue, north side, from 3rd Street to Griffith Street.
- E. ESTABLISH - CUL-DE-SAC - Quint Street at the southern intersection of Palou and Silver avenues.
- F. ESTABLISH – BLUE ZONE - Palou Avenue, south side, from 36 to 71 feet west of Phelps Street (replaces 2 parking spaces).
- G. ESTABLISH – RED ZONE - Palou Avenue, south side, from 0 to 20 feet west of Rankin

Street (replaces 1 parking space); Palou Avenue, north side, from 0 to 20 feet west of Rankin Street (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet east of Newhall Avenue (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet east of Keith Street (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet west of Hawes Street (replaces 1 parking space); Newhall Street, west side, from 0 to 20 feet north of Palou Avenue (replaces 1 parking space); Jennings Street, east side, from 0 to 20 feet south of Palou Avenue (replaces 1 parking space).

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); and

WHEREAS, On June 27, 2016, the San Francisco Planning Department determined that the proposed Palou Complete Streets Project, consisting of proposed medians, corner bulbs, Quint Street cul-de-sac, and streetscape features, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; and

WHEREAS, Subsequently, 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; and

WHEREAS, The SFMTA Board of Directors adopts these CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are 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 are incorporated herein by reference; and

WHEREAS, 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, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and

WHEREAS, On January 20, 2017 the Planning Department determined (Case Number 2016-016584ENV) that the proposed road diet, daylighting, on-street parking removal, transit stop consolidation, and sharrows removal on Palou Avenue, and the installation of Class II bike lane on Quesada Avenue included in the Palou Avenue Streetscape Improvement Project and Quesada Avenue Bike Lanes project are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304, and the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31;

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 at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors finds that establishing a cul-de-sac on Quint Street south of the intersection of Palou and Silver avenues implements Policies 18.1, 23.6, and 26.2 of the transportation element of the City's General Plan; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications on Palou Avenue between Barneveld Avenue and Crisp Road, as well as on Quesada Avenue between 3rd and Griffith streets, as set forth in items A through G above, as part of the Palou Avenue Streetscape Improvement Project, to improve Muni service and support the SFMTA's Vision Zero program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 7, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency