

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Van Ness Avenue from Market to Lombard Streets and on South Van Ness Avenue from Mission to Market Streets associated with the Van Ness Corridor Transit Improvement Project, and on Van Ness Avenue from North Point to Bay Streets associated with the Muni Forward 28 19th Avenue Service Improvement - North Terminal.

SUMMARY:

- Van Ness Corridor Transit Improvement Project
 - The Van Ness Corridor Transit Improvement Project (also referred to as the Van Ness Bus Rapid Transit (BRT) Project) will create more reliable transit service along the Van Ness Avenue corridor, promote pedestrian safety and comfort, and enhance the urban design of the Van Ness Avenue corridor.
 - The San Francisco County Transportation Authority (SFCTA) certified the Van Ness Avenue Bus Rapid Transit Project Final EIS/EIR on September 10, 2013.
 - On December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Bus Rapid Transit Project.
- Muni Forward 28 19th Avenue Service Improvement – North Terminal
 - As part of Muni Forward/Transit Effectiveness Project (TEP) service changes, the 28 19th Avenue will be extended along Lombard Street to a new terminal at Van Ness Avenue and North Point Street to improve transit connections with Van Ness Avenue bus routes.
 - On March 27, 2014, the Planning Commission certified the TEP Final Environmental Impact Report (TEP FEIR).
- Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

11/4/14

SECRETARY _____

11/4/14

ASSIGNED SFMTAB CALENDAR DATE: November 18, 2014

PAGE 2.

PURPOSE

Approving various parking and traffic modifications on Van Ness Avenue from Market to Lombard Streets and on South Van Ness Avenue from Mission to Market Streets associated with the Van Ness Corridor Transit Improvement Project, and on Van Ness Avenue from North Point to Bay Streets associated with the Muni Forward 28 19th Avenue Service Improvement – North Terminal, part of the TEP.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Improve security for transportation system users.

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 2.1: Improve customer service and communications.

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 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise

Objective 3.2: Increase the transportation system's positive impact to the economy

Objective 3.3: Allocate capital resources effectively

Objective 3.4: Deliver services efficiently

Objective 3.5: Reduce capital and operating structural deficits

DESCRIPTION

Van Ness Corridor Transit Improvement Project

The Van Ness Corridor Transit Improvement Project (also referred to as the Van Ness Bus Rapid Transit (BRT) Project) is a package of features that create rapid and reliable transit service along the Van Ness Avenue corridor between Mission and Lombard Streets. Features will include: exclusive center median transit lanes for buses, transit signal priority, high quality stations located in the median, reduced left turns, pedestrian safety enhancements and the implementation of new low-floor buses. The Van Ness BRT Project is envisioned to fit together with the larger TEP which has a goal to establish a citywide network of "Rapid" transit routes. The Van Ness Corridor Transit Improvement Project brings faster and more reliable transit service to one of the most important north-south corridors in San Francisco.

On September 17, 2013, the SFCTA as the lead agency under the California Environmental Quality Act (CEQA) certified the Van Ness BRT Project Final EIS/EIR and approval of the Van Ness BRT Project. On September 10, 2013, the SFMTA Board of Directors, acting in the capacity of a responsible agency under CEQA adopted Resolution No. 13-214, which approved SFMTA's implementation of the Locally Preferred Alternative (LPA) with the Vallejo North Station Variant for the Van Ness Avenue Corridor

PAGE 3.

Transit Improvement Project. At the same time the SFMTA adopted CEQA Findings, which included rejecting alternatives identified in the Van Ness BRT Project Final EIS/EIR as infeasible and adopting a statement of overriding considerations and a Mitigation Monitoring and Reporting Program (MMRP).

Under the LPA alignment of the project, BRT lanes will be located in the center of the street with right side boarding platforms. In general, Van Ness Avenue and South Van Ness Avenue will have two traffic lanes in each direction between Mission and Lombard Streets. All left turns will be prohibited with the exception of left turns at Lombard in the northbound direction and Broadway in the southbound direction, in order to gain the most transit travel time benefits. Parking would be removed at locations with a boarding platform.

Commuter Shuttles are using some of the transit bus zones on Van Ness Avenue. As part of the Commuter Shuttles Policy and Pilot Program, SFMTA staff have converted those bus zones to shuttle bus zones or found alternate locations for a new shuttle bus zone. The Van Ness Corridor Transit Improvement Project staff has been coordinating with the Commuter Shuttle staff and will continue this coordination throughout the pilot program.

The following is the public outreach that SFMTA staff has performed during the design phase of the Van Ness BRT Project:

The SFMTA created a Citizen Advisory Committee (CAC) to provide input to the Van Ness BRT project team by providing varied perspectives from the surrounding communities and City, including feedback and guide decisions related to the design, construction and implementation of the Van Ness Corridor Transit Improvement Project. An overview of the parking and traffic changes and the announcement of the August 22 public hearing were given to the CAC at their July 24, 2014 meeting. The SFMTA received no comments from the CAC about the proposed parking and traffic changes. The issues, goals, and concerns relating to the surrounding community will be taken into consideration within the context of supporting this important project.

As part of the public hearing outreach, Van Ness BRT project staff has talked with the Board of Supervisors and/or their staff. Van Ness BRT project staff contacted and met with merchants with impacts to their color curbs to discuss proposed changes and alternatives. Staff also reached out to merchants fronting a station. The public hearing notices were posted on utility poles along Van Ness Avenue and on the SFMTA public hearing webpage. The public hearing notice/project brochure was mailed to 22,000 addresses covering the project area including those on Gough, Franklin, Van Ness, Polk, and Larkin. In addition, an e-mail blast was sent to 744 subscribers of the project updates e-mail list. A project e-mail address and telephone line was set-up to gather feedback about the parking and traffic changes. Van Ness BRT project staff had ongoing communications with neighbors and residents, advocacy groups, and senior housing complexes.

On August 22, 2014, a SFMTA public hearing was held to discuss the parking and traffic changes for the Van Ness Corridor Transit Improvement Project. The public comment received from public hearing included support for the project, but also included concerns of parking and left turn removals. As part of the Van Ness BRT Project's Final EIS/EIR condition of approval and considering the public hearing comments, the SFMTA has incorporated, where feasible, the following mitigation measures during the design phase of the Van Ness BRT Project:

- A. On-street parking will be created where bus stops are consolidated or moved to the center of the

PAGE 4.

street.

- B. Additional on-street parking will be provided where feasible by lane striping.
- C. Infill on-street parking spaces will be provided where they do not exist today as feasible.
- D. SFMTA will give priority to retaining color-painted on-street parking spaces, such as yellow freight loading zones, white passenger loading zones, green short-term parking, and blue handicapped parking.
- E. Blue handicapped parking spaces will be designed to provide a curb ramp behind each space.

Muni Forward 28 19th Avenue Service Improvement – North Terminal

The Muni Forward 28 19th Avenue Service Improvement is part of the TEP, an in-depth planning process that brought together technology, technical expertise, and deep community insight to better understand and thus better solve the problems affecting San Francisco's transit network, and represented the first major evaluation of the Muni system in 30 years. On March 28, 2014, following the certification of the TEP FEIR by the Planning Commission on March 27, 2014, the SFMTA Board of Directors, adopted Resolution No. 14-041, which approved SFMTA's implementation of the TEP and adoption of CEQA Findings which include rejecting alternatives identified in the FEIR as infeasible and adopting a statement of overriding considerations and a MMRP. In addition, the SFMTA Board of Directors also approved the majority of recommendations that emerged from this planning process, including an overall 12 percent service increase. The Muni Forward 28 19th Avenue Service Improvement – North Terminal proposal is within the scope of the TEP FEIR and was approved by the SFMTA Board in Resolution No. 14-041 as part of the TEP Service Improvements.

As part of the initial group of Muni Forward service changes, the 28 19th Avenue line will no longer terminate at Marina Blvd. and Laguna Street. Instead the 28 19th Avenue line will extend along Lombard and Van Ness to a new north terminal on Van Ness Avenue, east side, between Bay and North Point Streets (adjacent to the Galileo High School football field). The new north terminal would remove seven unmetered parking spaces. This extension would provide 28-line passengers with improved connections to bus routes along the Van Ness Corridor.

SFMTA staff performed public outreach for Muni Forward 28 19th Avenue Service Improvement as follows:

As part of the Muni Forward/TEP citywide public outreach, a District 2 community meeting was held on March 5, 2014 that focused on the service changes that are proposed for the district. Two citywide open houses were held on March 6th and 8th 2014 to collect feedback about the proposed service changes. In addition, SFMTA staff met with the Board of Supervisors and/or their staff about the proposed service changes. SFMTA staff also gathered extensive input through the project e-mail (tep@sfmta.com), e-mails to SFMTA staff, project telephone line, 311, and the tellmuni.com website. The public was informed about the public hearing for the north terminal for the 28 19th Avenue Service Improvement through the same effort mentioned above for the Van Ness Corridor Transit Improvement Project. In addition, SFMTA staff spoke with the Galileo High School's Assistant Principal about the proposed terminus of the 28-line adjacent to their football field. The high school had no concerns as long as the fire access gate to their football field is kept clear at all times.

PAGE 5.

On August 22, 2014, a SFMTA public hearing was held to discuss the parking changes for the north terminal of the 28 19th Avenue Service Improvement. No public comments were received about the proposed north terminal.

Based on the concerns and the Van Ness BRT and Muni Forward 28 19th Avenue Service Improvement projects' goals into consideration, the SFMTA proposes the following parking and traffic modifications. Items A through OO relate to the Van Ness BRT Project, and Item PP relates to the Muni Forward 28 19th Avenue Service Improvement Project.

- A. ESTABLISH – MUNI AND GOLDEN GATE TRANSIT ONLY LANE - South Van Ness Avenue, northbound and southbound, between Market Street and Mission Street; Van Ness Avenue, northbound and southbound, between Filbert Street and Market Street; and Van Ness Avenue, southbound, between Filbert Street and Lombard Street.
- B. ESTABLISH – NO LEFT OR U-TURN ANYTIME - Van Ness Avenue, northbound, at Grove Street; Van Ness Avenue, northbound, at McAllister Street; Van Ness Avenue, northbound, at Eddy Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Ellis Street; Van Ness Avenue, northbound, at Sutter Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Pine Street; Van Ness Avenue, northbound, at California Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Jackson Street; Van Ness Avenue, northbound, at Pacific Avenue; Van Ness Avenue, northbound, at Broadway (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Vallejo Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Green Street; Van Ness Avenue, northbound, at Filbert Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Greenwich Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Fell Street; Van Ness Avenue, southbound, at Grove Street; Van Ness Avenue, southbound, at McAllister Street; Van Ness Avenue, southbound, at Eddy Street; Van Ness Avenue, southbound, at Bush Street; Van Ness Avenue, southbound, at Pacific Avenue (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Vallejo Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Green Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Filbert Street; and Van Ness Avenue, southbound, at Greenwich Street (this adds a no U-Turn to the existing No Left Turn regulation)
- C. RESCIND – NO LEFT TURN EXCEPT BUSES - Van Ness Avenue, southbound, at Post Street
- D. RESCIND – NO LEFT TURN BUSES EXEMPT - Van Ness Avenue, southbound, at California Street
- E. ESTABLISH – NO LEFT TURN OR U-TURN EXCEPT MUNI - Van Ness Avenue, northbound and southbound, at Market Street (this adds a No U-Turn Except Muni to the existing No Left Turn Except Muni regulation); Van Ness Avenue, northbound, at Hayes Street; Van Ness Avenue, northbound, at Turk Street; Van Ness Avenue, northbound, at Geary Street; Van Ness Avenue, northbound, at Sacramento Street; Van Ness Avenue, northbound, at Union Street; Van Ness Avenue, southbound, at Union Street; Van Ness Avenue, southbound, at Washington Street; Van

PAGE 6.

Ness Avenue, southbound, at Clay Street; Van Ness Avenue, southbound, at California Street; Van Ness Avenue, southbound, at Post Street; and Van Ness Avenue, southbound, at O'Farrell Street

- F. ESTABLISH – NO LEFT TURN OR U-TURN EXCEPT MUNI AND GOLDEN GATE TRANSIT - Van Ness Avenue, southbound, at Golden Gate Avenue
- G. ESTABLISH – NO RIGHT TURN ON RED ARROW - South Van Ness Avenue, southbound, at Mission/Otis Street; Van Ness Avenue, northbound, at Post Street; Van Ness Avenue, southbound, at Pine Street; Van Ness Avenue, northbound, at California Street; Van Ness Avenue, southbound, at Jackson Street; Van Ness Avenue, northbound, at Pacific Avenue; Van Ness Avenue, northbound, at Broadway; and Van Ness Avenue, northbound, at Vallejo Street; and Van Ness Avenue, northbound, at Green Street
- H. RESCIND – TOW-AWAY NO STOPPING ANY TIME - Van Ness Avenue, east side, from Fell Street to Hayes Street (establishes 10 metered parking spaces); and Van Ness Avenue, east side, from 30 feet to 124 feet north of Hayes Street (establishes three metered parking spaces)
- I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - South Van Ness Avenue, west side, from 12th Street to 308 feet northerly (rescinds metered parking spaces #16, #18, #22, #24, #26, #32, #34, and #36); South Van Ness Avenue, east side, from 92 feet to 226 feet south of Market Street (rescinds the 30-foot white zone and metered parking spaces #15, #17, #19, #21 and #23); Van Ness Avenue, east side, from Market Street to 172 feet northerly; Van Ness Avenue, east side, from McAllister Street to 194 feet southerly (rescinds a 18-foot blue zone [new blue zone located middle of block] and metered parking spaces #8, #10, #12 and #14); Van Ness Avenue, west side, from McAllister Street to 192 feet northerly (rescinds Van Pool and metered parking spaces #5, #7, #9, #11, #13, #15, #17, #19, #21, #23, and #25); Van Ness Avenue, east side, from Eddy Street to 210 feet southerly (rescinds metered parking spaces #712-Q [15-minute green metered zone], #714, #716, #718, #720, #722, #724, and #726); Van Ness Avenue, west side, from Eddy Street to Willow Street (rescinds metered parking spaces #801, #811, #813, #815); Van Ness Avenue, west side, from Willow Street to 46 feet northerly (rescinds metered parking spaces #821, #823, and #825); Van Ness Avenue, east side, from Geary to O'Farrell Streets (rescinds passenger loading and bus zones); Van Ness Avenue, east side, from Geary Street to 53 feet northerly (rescinds yellow loading zones); Van Ness Avenue, east side, from Bush Street to Fern Street (rescinds yellow metered parking spaces #1322 and #1324 and metered parking spaces #1326 and 1330-G[green zone]); Van Ness Avenue, east side, from Fern Street to 68 feet southerly (the white zone will be relocated to just north of the corner sidewalk widening); Van Ness Avenue, west side, from Fern Street to Sutter Street (rescinds metered parking spaces #1303, #1305G, #1307-G [green zone], #1309, and #1311); Van Ness Avenue, west side, from Fern Street to 59 feet northerly (rescinds green metered parking spaces #1319-G and #1323-G); Van Ness Avenue, west side, from 156 feet to 224 feet north of Sacramento Street (rescinds metered parking spaces #1721, #1723, and #1725); Van Ness Avenue, east side, from Clay Street to 220 feet southerly (rescinds metered parking spaces #1704, #1708, #1710, #1712, #1714, #1716-G [green zone], #1718, #1720, #1724 and #1726); Van Ness Avenue, west side, from Jackson Street to 212 feet northerly (rescinds metered parking spaces #2001, #2003, #2005, #2009, #2011, 2013, #2021, and #2023); Van Ness Avenue, east side, from Pacific Avenue to 212 feet southerly (rescinds metered parking spaces #2018, #2020, #2022, #2024, and #2028); Van Ness Avenue, west side, from Broadway to 38 feet southerly (rescinds metered parking spaces #2127 and #2131); Van Ness Avenue, east side, from Broadway to 126 feet southerly (rescinds metered parking spaces #2116, #2118, #2122, #2124, #2126 and #2130); Van Ness Avenue, west

side, from Broadway to Vallejo Street (rescinds white zone for shuttle loading, passenger loading zone, and bus zone); Van Ness Avenue, east side, from Broadway to Vallejo Street; Van Ness Avenue, west side, from Green Street to 131 feet northerly; Van Ness Avenue, east side, from Green Street to Vallejo Street (rescinds metered parking spaces #2304 and #2306); Van Ness Avenue, east side, from 112 feet to 207 feet south of Union Street; Van Ness Avenue, west side, from Union to 185 feet northerly (rescinds green zone, which will be relocated on the block and bus zone); and Van Ness Avenue, west side, from Greenwich Street to Lombard Street

- J. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Van Ness Avenue, west side, from Broadway to Vallejo Street (rescinds white zone for shuttle loading and an 18-foot long passenger loading zone during business hours)
- K. ESTABLISH – NO PARKING ANYTIME - Van Ness Avenue, west side, from 10 feet to 30 feet north of Fell Street (extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, west side, from 10 feet to 30 feet south of Fell Street (this extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, east side, from Fell Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from 5 feet 28 feet north of Hayes Street (extends the existing corner sidewalk widening length by 23 feet); Van Ness Avenue, west side, from Hayes Street to 30 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Hayes Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Hayes Street to 25 feet southerly (rescinds metered parking 228-G); Van Ness Avenue, west side, from Grove Street to 30 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Grove Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from 5 feet to 25 feet south of Grove Street (extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, east side, from McAllister Street to 25 feet northerly (rescinds two yellow metered parking spaces, #502 and #504); Van Ness Avenue, west side, from Golden Gate Avenue to 30 feet southerly (existing blue zone is moved south of the corner sidewalk widening); Van Ness Avenue, west side, from 5 feet to 30 feet north of Golden Gate Avenue (extends the existing corner sidewalk widening length by 25 feet and rescinds metered space #603); Van Ness Avenue, east side, from 20 feet to 30 feet south of Golden Gate Avenue (extends the existing corner sidewalk widening length by 10 feet and rescinds metered space #528); Van Ness Avenue, east side, from Golden Gate Avenue to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking #604); Van Ness Avenue, west side, from Turk Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #627); Van Ness Avenue, west side, from Turk Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #701); Van Ness Avenue, east side, from 13 feet to 30 feet south of Turk (extends the existing corner sidewalk widening length by 17 feet and rescinds metered parking space #630); Van Ness Avenue, east side, from Turk Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Eddy Street to 25 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Eddy Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Ellis Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #829 and #831); Van Ness Avenue, west side, from 12 feet to 30 feet north of Ellis Street (extends the existing corner sidewalk widening length by 18 feet and rescinds metered parking space #903); Van Ness Avenue, east side, from 15 feet to 30 feet south of Ellis Street (extends the corner sidewalk widening length by 15 feet and rescinds metered parking space #830); Van Ness Avenue,

east side, from Ellis Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #902 and #904); Van Ness Avenue, east side, from 40 feet to 47 feet south of Cedar (extends the existing corner sidewalk widening length by 7 feet); Van Ness Avenue, west side, from 10 feet to 30 feet north of Post Street (extends the existing corner sidewalk widening length by 20 feet and rescinds green metered parking space #1203); Van Ness Avenue, east side, from 10 feet to 30 feet south of Post Street (extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, east side, from Post Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #1202); Van Ness Avenue, east side, from 10 feet to 30 feet south of Sutter Street (extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1230); Van Ness Avenue, west side, from Sutter Street to 30 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Sutter Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Bush Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds a white zone); Van Ness Avenue, west side, from 16 feet to 30 feet north of Bush Street (extends the existing corner sidewalk widening length by 14 feet and rescinds a 20-foot white zone); Van Ness Avenue, east side, from Bush Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds green metered parking space #1404-G); Van Ness Avenue, west side, from Pine Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1425 and #1427); Van Ness Avenue, east side, from 10 feet to 30 feet south of Pine Street (this extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1430); Van Ness Avenue, east side, from Pine Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds 27 feet of a 65-foot long white zone for taxis; 3 feet is existing red zone); Van Ness Avenue, west side, from California Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1527 and #1529-G [green zone]); Van Ness Avenue, west side, from 8 feet to 30 feet north of California Street (extends the existing corner sidewalk widening length by 22 feet and rescinds white zone metered parking space #1605); Van Ness Avenue, east side, from 5 feet to 30 feet south of California Street (extends the existing corner sidewalk widening length by 25 feet and rescinds metered parking space #1528); Van Ness Avenue, east side, from California Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from 5 feet to 25 feet south of Sacramento Street (extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1626); Van Ness Avenue, east side, from Sacramento Street to 30 feet northerly (moves existing blue zone north of the corner sidewalk widening and metered parking space #1704); Van Ness Avenue, west side, from Clay Street to 25 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1725 and #1727); Van Ness Avenue, west side, from 5 feet to 25 feet north of Clay Street (this extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1803); Van Ness Avenue, west side, from Washington Street to 25 feet southerly (for 6-foot wide corner sidewalk widening, rescinds 11 feet of white zone); Van Ness Avenue, west side, from Washington Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1901 and #1903); Van Ness Avenue, east side, from Washington Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1902-G [green zone] and #1904); Van Ness Avenue, east side, from Jackson Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #1926); Van Ness Avenue, east side, from Jackson Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Pacific Avenue to 25 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #2025); Van Ness Avenue, east side, from Pacific Avenue to 25 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #2102); Van Ness Avenue, east side, from Green Street to 30 feet northerly (for 6-foot wide corner

sidewalk widening); Van Ness Avenue, west side, from Union Street to 25 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Filbert Street to 25 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Filbert Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Greenwich Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Green Street to 25 feet southerly (for 4-foot wide corner sidewalk widening); and Grove Street, north side, from Van Ness Avenue to 17 feet easterly (for 13-foot wide corner sidewalk widening, rescinds two angled metered parking spaces, #92 and #93)

- L. RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 29 feet to 51 feet south of Hayes Street (reverts to 2-hour time limit for metered parking space #228); Van Ness Avenue, west side, from 38 feet to 58 feet north of Post Street (reverts to 2-hour time limit for metered parking space #1207); Van Ness Avenue, east side, from 7 feet to 21 feet south of Hemlock Street (reverts to 2-hour time limit for metered parking space #1212); Van Ness Avenue, east side, from 34 feet to 56 feet north of Bush Street (reverts to 2-hour time limit for metered parking space #1406); Van Ness Avenue, west side, from 3 feet to 25 feet south of California Street (reverts to 2-hour time limit for metered parking space #1529); Van Ness Avenue, east side, from 40 feet to 62 feet south of Jackson Street (green metered zones will be re-established next together on the block); and Van Ness Avenue, east side, from 104 feet to 124 feet south of Jackson Street (green metered zones will be re-established next together on the block)
- M. RESCIND – GREEN ZONE, 10-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 17 feet to 35 feet north of Vallejo Street; Van Ness Avenue, west side, from 140 feet to 160 feet north of Union Street; and Van Ness Avenue, west side, from 130 feet to 149 feet south of Lombard Street
- N. ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 74 feet to 94 feet north of Hayes Street; Van Ness Avenue, west side, from 66 feet to 106 feet south of Sutter Street (establishes two 20-foot long metered green zones); Van Ness Avenue, east side, from 44 feet to 84 feet south of Pine Street (establishes two 20-foot long green metered zones); and Van Ness Avenue, east side, from 92 feet to 132 feet south of Jackson Street (establishes two 20-foot long green metered zones)
- O. ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 10 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 150 feet north of California Street to 180 feet northerly (green metered parking space start time is at 10 AM instead of 9 AM due to shuttle bus zone)
- P. ESTABLISH – GREEN METERED ZONE, 15-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Fern Street, south side, from 8 feet to 40 feet east of Van Ness Avenue (converts metered parking spaces #139 and #143 to a green metered zone); Van Ness Avenue, east side, from 30 feet to 48 feet north of Turk Street; and Vallejo Street, north side, from 33 feet to 55 feet west of Van Ness Avenue (converts metered parking space #1604 to a green metered zone)

PAGE 10.

- Q. ESTABLISH – GREEN ZONE, 10-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 68 feet to 88 feet south of Filbert Street
- R. RESCIND – PASSENGER LOADING ZONE AT ALL TIMES - Van Ness Avenue, east side, from 53 feet to 107 feet south of Geary Street
- S. RESCIND – PASSENGER LOADING ZONE DURING BUSINESS HOURS - Van Ness Avenue, east side, from 92 feet to 122 feet south of Market Street
- T. RESCIND – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY; 9 AM TO 2 PM SATURDAY - Van Ness Avenue, west side, from 72 feet to 92 feet south of Vallejo Street
- U. RESCIND – SHUTTLE BUS LOADING ZONE, 7 AM TO 12 MIDNIGHT, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 139 feet to 179 feet south of Vallejo Street
- V. RESCIND – PASSENGER LOADING ZONE, 7:30 AM TO 3:30 PM, MONDAY THROUGH FRIDAY; 7:30 AM TO 12:30 PM, SUNDAY - Van Ness Avenue, east side, from 21 feet to 46 feet south of Clay Street
- W. RESCIND – PASSENGER LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY; 9 AM TO 4 PM, SATURDAY - Van Ness Avenue, west side, from 35 feet to 65 feet north of Vallejo Street
- X. RESCIND – TAXI LOADING ZONE - Van Ness Avenue, west side, from 21 feet to 51 feet south of Lombard Street
- Y. RESCIND – PASSENGER LOADING ZONE AT ALL TIMES - Van Ness Avenue, west side, from 51 feet to 109 feet south of Lombard Street
- Z. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES - Van Ness Avenue, west side, from 132 feet to 172 feet south of McAllister Street; Van Ness Avenue, east side, from 160 feet to 180 feet north of Pine Street; Alice B. Toklas Street (Myrtle Street), south side, from 24 feet to 88 feet east of Van Ness Avenue (the existing green metered parking space #137 will be rescinded); and Lombard Street, south side, from 57 feet to 80 feet (for a 23-foot long zone) and 144 feet to 186 feet (for a 42-foot long zone) west of Van Ness
- AA. ESTABLISH – PASSENGER LOADING ZONE DURING BUSINESS HOURS - Van Ness Avenue, east side, from 284 feet to 302 feet south of Market Street; Van Ness Avenue, west side, from 36 feet to 56 feet south of Bush Street; and Van Ness Avenue, east side, from 38 feet to 58 feet north of Sutter Street
- BB. ESTABLISH – PASSENGER LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY; 9 AM TO 4 PM, SATURDAY - Vallejo Street, north side, from 55 feet to 77 feet west of Van Ness Avenue

PAGE 11.

- CC. EXPAND HOURS – PASSENGER LOADING ZONE, 9 AM TO 5 PM, MONDAY THROUGH FRIDAY AND 9 AM TO 2 PM, SATURDAY - Vallejo Street, south side, from 8 feet to 28 feet west of Van Ness Avenue (the existing passenger loading zone regulation, Daily from 5PM TO 10PM remains)
- DD. ESTABLISH – PASSENGER LOADING ZONE 11:30 AM TO 2:30 PM AND 5 PM TO 10 PM MON TO SAT AND 5 PM TO 10 PM SUN - Van Ness, east side, from 48 feet to 68 feet north of Green Street (existing passenger loading zone will be shifted southerly due to the Union Street center bus boarding platform)
- EE. ESTABLISH – SHUTTLE BUS LOADING ZONE, 7 AM TO 12 MIDNIGHT, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 38 feet to 91 feet south of Broadway
- FF. ESTABLISH – TAXI LOADING ZONE - Lombard Street, south side, from 35 feet to 57 feet west of Van Ness Avenue
- GG. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 1 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 18 feet to 46 feet north of Geary Street
- HH. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Van Ness Avenue, east side, from 46 feet to 73 feet north of Geary Street
- II. ESTABLISH – YELLOW ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 108 feet to 148 feet south of Filbert Street
- JJ. RESCIND – BLUE ZONE, 6 PM TO 11 PM, DAILY - Van Ness Avenue, west side, from 27 feet to 68 feet north of McAllister Street (rescinds 2 blue parking spaces #5 and #7)
- KK. ESTABLISH – BLUE ZONE - Van Ness Avenue, east side, from 274 feet to 294 feet south of McAllister Street; Van Ness Avenue, west side, from 112 feet to 132 feet south of McAllister Street (this shifts the existing blue zone north of the existing white zone); and Van Ness Avenue, west side, from 30 feet to 80 feet south of Golden Gate Avenue
- LL. RESCIND – BUS ZONE - South Van Ness Avenue, east side, from Mission Street to 100 feet northerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Market Street to 120 feet northerly; Van Ness Avenue, east side, from McAllister Street to 95 feet southerly; Van Ness Avenue, east side, from Turk Street to 80 feet northerly (establishes two metered parking spaces); Van Ness Avenue, west side, from Eddy Street to 110 feet southerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Eddy Street to 75 feet northerly (establishes two metered parking spaces); Van Ness Avenue, west side, from O’Farrell Street to 75 feet southerly (establishes two metered parking spaces and corner sidewalk widening); Van Ness Avenue, east side, from O’Farrell Street to 80 feet northerly; Van Ness, west side, from Geary Street to 93 feet northerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Cedar Street to 60 feet southerly; Van Ness Avenue, west side, from Sutter Street to 120

feet southerly (establishes four metered parking spaces and corner sidewalk widening); Van Ness Avenue, east side, from Sutter Street to 90 feet northerly (establishes one metered parking space and corner sidewalk widening); Van Ness Avenue, west side, from Pine Street to 85 feet northerly; Van Ness Avenue, east side, from Clay Street to 65 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from Jackson Street to 100 feet southerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Jackson Street to 75 feet northerly (establishes one metered parking space and corner sidewalk widening); Van Ness Avenue, west side, from Pacific Street to 95 feet northerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Broadway Street to 80 feet northerly; Van Ness Avenue, west side, from Vallejo Street to 75 feet southerly; Van Ness Avenue, west side, from Union Street to 75 feet northerly; Van Ness Avenue, west side, from Greenwich to 85 feet southerly (establishes three parking spaces); and Van Ness Avenue, east side, from Greenwich Street to 75 feet northerly (establishes two parking spaces and corner sidewalk widening)

MM. ESTABLISH – CENTER BUS BOARDING PLATFORMS - Van Ness Avenue, from Market Street to 142 feet northerly (for southbound direction); Van Ness Avenue, from Market Street to 141 feet southerly (for northbound direction); Van Ness Avenue, from McAllister Street to 151 feet northerly (for southbound direction); Van Ness Avenue, from McAllister Street to 133 feet southerly (for northbound direction); Van Ness Avenue, from Eddy Street to 178 feet northerly (for southbound direction); Van Ness Avenue, from Eddy Street to 131 feet to southerly (for northbound direction); Van Ness Avenue, between O’Farrell Street and Geary Street (for northbound direction); Van Ness Avenue, between O’Farrell Street and Geary Street (for southbound direction); Van Ness Avenue, from Bush Street to 136 feet southerly; Van Ness Avenue, from Sutter Street to 141 feet northerly; Van Ness Avenue, from Sacramento Street to 144 feet northerly; Van Ness Avenue, from Clay Street to 133 feet southerly; Van Ness Avenue, from Jackson Street to 130 feet northerly; Van Ness Avenue, from Pacific Avenue to 145 feet southerly; Van Ness Avenue, east side, from Vallejo Street to 129 feet northerly (for northbound direction); Van Ness Avenue, west side, from Vallejo Street to 131 feet northerly (for southbound direction); Van Ness Avenue, from Union Street to 148 feet southerly (for northbound direction); and Van Ness Avenue, from Union Street to 133 feet northerly (for southbound direction)

NN. ESTABLISH – RIGHT LANE MUST TURN RIGHT - South Van Ness Avenue, west side, from 12th Street (newly re-aligned 12th Street) to Otis Street

OO. ESTABLISH – RIGHT TURN LANE - Van Ness Avenue, west side, from 20 feet to 150 feet north of Market Street (extends existing right turn lane by 130 feet); and Van Ness Avenue, west side, from Pine Street to 100 feet northerly

PP. ESTABLISH – BUS ZONE - Van Ness, east side, from 100 feet to 179 feet north of Bay Street (extends existing bus zone by 79 feet); and Van Ness, east side, from North Point Street to 54 feet southerly (for a 54-foot bus zone)

ALTERNATIVES CONSIDERED

No other alternatives were considered since the SFMTA has already adopted the Van Ness BRT Project and the Muni Forward/Transit Effectiveness Project. The action proposed furthers the implementation of these Projects.

FUNDING IMPACT

The Van Ness Corridor Transit Improvement Project is funded through Federal Transit Administration grants and Proposition K local sales tax dollars. The Muni Forward 28 19th Avenue Service Improvement – North Terminal has been allocated or is scheduled for allocation from SFMTA Revenue Bonds, Proposition K Sales Tax, and other local sources. For the 28 19th Avenue Service Improvement – North Terminal, additional funding is included in the proposed General Obligation Bond on the November 2014 ballot. If the General Obligation Bond does not pass, then SFMTA staff would look into other local funding sources such as Proposition K local sales tax dollars.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Van Ness Corridor Transit Improvement Project

On September 10, 2013, the SFCTA as the lead agency under CEQA certified the Van Ness BRT Project Final EIS/EIR and approved the Van Ness BRT Project. On September 17, 2013, the SFMTA Board, acting in the capacity as a responsible agency under CEQA, approved Board Resolution No. 13-214, which approved the Van Ness BRT Project, adopted environmental findings and a MMRP, and authorized the Director of Transportation to direct staff to continue with obtaining the necessary approvals and to implement the Van Ness BRT Project. SFMTA adopted and made mitigation measures a condition of the Van Ness BRT’s project approval. The proposed actions, related to the Van Ness BRT Project, are within the scope of the Van Ness BRT Project Final EIS/EIR.

Since the adoption of CEQA Findings and the approval of the Van Ness BRT Project, the SFCTA has prepared a memo to file dated July 15, 2014, titled “Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report” (Memo to File), which concludes that the removal of eleven parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, will not result in a new significant environmental impact due to parking loss.

The action proposed under this resolution related to various parking and traffic modifications on Van Ness Avenue from Market to Lombard Streets and on South Van Ness Avenue from Mission to Market Streets is part of the Van Ness BRT Project analyzed in the Van Ness BRT Project Final EIS/EIR.

Muni Forward 28 19th Avenue Service Improvement – North Terminal

The San Francisco Planning Commission certified the TEP FEIR for the Muni Forward/Transit Effectiveness Project on March 27, 2014. The SFMTA adopted a resolution that approved all of the TEP proposals and, in doing so, adopted environmental findings and a MMRP under the California Environmental Quality Act on March 28, 2014. This proposal is within the scope of the TEP FEIR.

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

RECOMMENDATION

SFMTA staff recommends approval of the parking and traffic modifications on Van Ness Avenue from Market to Lombard Streets and on South Van Ness Avenue from Mission to Market Streets associated with the Van Ness Corridor Transit Improvement Project, and on Van Ness Avenue from North Point to

PAGE 14.

Bay Streets associated with the Muni Forward 28 19th Avenue Service Improvement - North Terminal, part of the TEP.

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 associated with the Van Ness Corridor Transit Improvement Project under Items A through OO and Muni Forward 28 19th Avenue Service Improvement – North Terminal under item PP as follows:

- A. ESTABLISH – MUNI AND GOLDEN GATE TRANSIT ONLY LANE - South Van Ness Avenue, northbound and southbound, between Market Street and Mission Street; Van Ness Avenue, northbound and southbound, between Filbert Street and Market Street; and Van Ness Avenue, southbound, between Filbert Street and Lombard Street

- B. ESTABLISH – NO LEFT OR U-TURN ANYTIME - Van Ness Avenue, northbound, at Grove Street; Van Ness Avenue, northbound, at McAllister Street; Van Ness Avenue, northbound, at Eddy Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Ellis Street; Van Ness Avenue, northbound, at Sutter Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Pine Street; Van Ness Avenue, northbound, at California Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Jackson Street; Van Ness Avenue, northbound, at Pacific Avenue; Van Ness Avenue, northbound, at Broadway (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Vallejo Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Green Street; Van Ness Avenue, northbound, at Filbert Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, northbound, at Greenwich Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Fell Street; Van Ness Avenue, southbound, at Grove Street; Van Ness Avenue, southbound, at McAllister Street; Van Ness Avenue, southbound, at Eddy Street; Van Ness Avenue, southbound, at Bush Street; Van Ness Avenue, southbound, at Pacific Avenue (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Vallejo Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Green Street (this adds a no U-Turn to the existing No Left Turn regulation); Van Ness Avenue, southbound, at Filbert Street; and Van Ness Avenue, southbound, at Greenwich Street (this adds a no U-Turn to the existing No Left Turn regulation)

- C. RESCIND – NO LEFT TURN EXCEPT BUSES - Van Ness Avenue, southbound, at Post Street

- D. RESCIND – NO LEFT TURN BUSES EXEMPT - Van Ness Avenue, southbound, at California Street

- E. ESTABLISH – NO LEFT TURN OR U-TURN EXCEPT MUNI - Van Ness Avenue, northbound and southbound, at Market Street (this adds a No U-Turn Except Muni to the existing No Left Turn Except Muni regulation); Van Ness Avenue, northbound, at Hayes Street; Van Ness Avenue, northbound, at Turk Street; Van Ness Avenue, northbound, at Geary Street; Van Ness Avenue, northbound, at Sacramento Street; Van Ness Avenue, northbound, at Union Street; Van Ness Avenue, southbound, at Union Street; Van Ness Avenue, southbound, at Washington Street; Van Ness Avenue, southbound, at Clay Street; Van Ness Avenue, southbound, at California Street; Van Ness Avenue, southbound, at Post Street; and Van Ness Avenue, southbound, at O’Farrell Street

- F. ESTABLISH – NO LEFT TURN OR U-TURN EXCEPT MUNI AND GOLDEN GATE TRANSIT - Van Ness Avenue, southbound, at Golden Gate Avenue
- G. ESTABLISH – NO RIGHT TURN ON RED ARROW - South Van Ness Avenue, southbound, at Mission/Otis Street; Van Ness Avenue, northbound, at Post Street; Van Ness Avenue, southbound, at Pine Street; Van Ness Avenue, northbound, at California Street; Van Ness Avenue, southbound, at Jackson Street; Van Ness Avenue, northbound, at Pacific Avenue; Van Ness Avenue, northbound, at Broadway; Van Ness Avenue, northbound, at Vallejo Street; and Van Ness Avenue, northbound, at Green Street
- H. RESCIND – TOW-AWAY NO STOPPING ANY TIME - Van Ness Avenue, east side, from Fell Street to Hayes Street (establishes 10 metered parking spaces); and Van Ness Avenue, east side, from 30 feet to 124 feet north of Hayes Street (establishes three metered parking spaces)
- I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - South Van Ness Avenue, west side, from 12th Street to 308 feet northerly (rescinds metered parking spaces #16, #18, #22, #24, #26, #32, #34, and #36); South Van Ness Avenue, east side, from 92 feet to 226 feet south of Market Street (rescinds the 30-foot white zone and metered parking spaces #15, #17, #19, #21 and #23); Van Ness Avenue, east side, from Market Street to 172 feet northerly; Van Ness Avenue, east side, from McAllister Street to 194 feet southerly (rescinds a 18-foot blue zone [new blue zone located middle of block] and metered parking spaces #8, #10, #12 and #14); Van Ness Avenue, west side, from McAllister Street to 192 feet northerly (rescinds Van Pool and metered parking spaces #5, #7, #9, #11, #13, #15, #17, #19, #21, #23, and #25); Van Ness Avenue, east side, from Eddy Street to 210 feet southerly (rescinds metered parking spaces #712-Q [15-minute green metered zone], #714, #716, #718, #720, #722, #724, and #726); Van Ness Avenue, west side, from Eddy Street to Willow Street (rescinds metered parking spaces #801, #811, #813, #815); Van Ness Avenue, west side, from Willow Street to 46 feet northerly (rescinds metered parking spaces #821, #823, and #825); Van Ness Avenue, east side, from Geary to O’Farrell Streets (rescinds passenger loading and bus zone); Van Ness Avenue, east side, from Geary Street to 53 feet northerly (rescinds yellow loading zones); Van Ness Avenue, east side, from Bush Street to Fern Street (rescinds yellow metered parking spaces #1322 and #1324 and metered parking spaces #1326 and 1330-G[green zone]); Van Ness Avenue, east side, from Fern Street to 68 feet southerly (the white zone will be relocated to just north of the corner sidewalk widening); Van Ness Avenue, west side, from Fern Street to Sutter Street (rescinds metered parking spaces #1303, #1305G, #1307-G [green zone], #1309, and #1311); Van Ness Avenue, west side, from Fern Street to 59 feet northerly (rescinds green metered parking spaces #1319-G and #1323-G); Van Ness Avenue, west side, from 156 feet to 224 feet north of Sacramento Street (rescinds metered parking spaces #1721, #1723, and #1725); Van Ness Avenue, east side, from Clay Street to 220 feet southerly (rescinds metered parking spaces #1704, #1708, #1710, #1712, #1714, #1716-G [green zone], #1718, #1720, #1724 and #1726); Van Ness Avenue, west side, from Jackson Street to 212 feet northerly (rescinds metered parking spaces #2001, #2003, #2005, #2009, #2011, 2013, #2021, and #2023); Van Ness Avenue, east side, from Pacific Avenue to 212 feet southerly (rescinds metered parking spaces #2018, #2020, #2022, #2024, and #2028); Van Ness Avenue, west side, from Broadway to 38 feet southerly (rescinds metered parking spaces #2127 and #2131); Van Ness Avenue, east side, from Broadway to 126 feet southerly (rescinds metered parking spaces #2116, #2118, #2122, #2124, #2126 and #2130); Van Ness Avenue, west side, from Broadway to Vallejo Street (rescinds white zone for shuttle loading, passenger loading zone, and bus zone); Van Ness Avenue, east side, from Broadway to Vallejo Street; Van Ness Avenue, west side, from Green Street to 131 feet northerly; Van Ness Avenue, east side, from Green Street to Vallejo Street (rescinds metered parking spaces #2304 and #2306); Van Ness Avenue, east side, from 112 feet to 207 feet south of Union Street; Van Ness Avenue, west side, from Union to 185 feet northerly (rescinds green zone, which will be relocated on the block and bus zone); and Van Ness Avenue, west side, from Greenwich Street to Lombard Street

- J. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Van Ness Avenue, west side, from Broadway to Vallejo Street (rescinds white zone for shuttle loading and an 18-foot long passenger loading zone during business hours)
- K. ESTABLISH – NO PARKING ANYTIME - Van Ness Avenue, west side, from 10 feet to 30 feet north of Fell Street (extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, west side, from 10 feet to 30 feet south of Fell Street (this extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, east side, from Fell Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from 5 feet 28 feet north of Hayes Street (extends the existing corner sidewalk widening length by 23 feet); Van Ness Avenue, west side, from Hayes Street to 30 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Hayes Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Hayes Street to 25 feet southerly (rescinds metered parking 228-G); Van Ness Avenue, west side, from Grove Street to 30 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Grove Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from 5 feet to 25 feet south of Grove Street (extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, east side, from McAllister Street to 25 feet northerly (rescinds two yellow metered parking spaces, #502 and #504); Van Ness Avenue, west side, from Golden Gate Avenue to 30 feet southerly (existing blue zone is moved south of the corner sidewalk widening); Van Ness Avenue, west side, from 5 feet to 30 feet north of Golden Gate Avenue (extends the existing corner sidewalk widening length by 25 feet and rescinds metered space #603); Van Ness Avenue, east side, from 20 feet to 30 feet south of Golden Gate Avenue (extends the existing corner sidewalk widening length by 10 feet and rescinds metered space #528); Van Ness Avenue, east side, from Golden Gate Avenue to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking #604); Van Ness Avenue, west side, from Turk Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #627); Van Ness Avenue, west side, from Turk Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #701); Van Ness Avenue, east side, from 13 feet to 30 feet south of Turk (extends the existing corner sidewalk widening length by 17 feet and rescinds metered parking space #630); Van Ness Avenue, east side, from Turk Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Eddy Street to 25 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Eddy Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Ellis Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #829 and #831); Van Ness Avenue, west side, from 12 feet to 30 feet north of Ellis Street (extends the existing corner sidewalk widening length by 18 feet and rescinds metered parking space #903); Van Ness Avenue, east side, from 15 feet to 30 feet south of Ellis Street (extends the corner sidewalk widening length by 15 feet and rescinds metered parking space #830); Van Ness Avenue, east side, from Ellis Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #902 and #904); Van Ness Avenue, east side, from 40 feet to 47 feet south of Cedar (extends the existing corner sidewalk widening length by 7 feet); Van Ness Avenue, west side, from 10 feet to 30 feet north of Post Street (extends the existing corner sidewalk widening length by 20 feet and rescinds green metered parking space #1203); Van Ness Avenue, east side, from 10 feet to 30 feet south of Post Street (extends the existing corner sidewalk widening length by 20 feet); Van Ness Avenue, east side, from Post Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #1202); Van Ness Avenue, east side, from 10 feet to 30 feet south of Sutter Street (extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1230); Van Ness Avenue, west side, from Sutter Street to 30 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Sutter Street to 30 feet northerly (for 6-foot wide

corner sidewalk widening); Van Ness Avenue, west side, from Bush Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds a white zone); Van Ness Avenue, west side, from 16 feet to 30 feet north of Bush Street (extends the existing corner sidewalk widening length by 14 feet and rescinds a 20-foot white zone); Van Ness Avenue, east side, from Bush Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds green metered parking space #1404-G); Van Ness Avenue, west side, from Pine Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1425 and #1427); Van Ness Avenue, east side, from 10 feet to 30 feet south of Pine Street (this extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1430); Van Ness Avenue, east side, from Pine Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds 27 feet of a 65-foot long white zone for taxis; 3 feet is existing red zone); Van Ness Avenue, west side, from California Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1527 and #1529-G [green zone]); Van Ness Avenue, west side, from 8 feet to 30 feet north of California Street (extends the existing corner sidewalk widening length by 22 feet and rescinds white zone metered parking space #1605); Van Ness Avenue, east side, from 5 feet to 30 feet south of California Street (extends the existing corner sidewalk widening length by 25 feet and rescinds metered parking space #1528); Van Ness Avenue, east side, from California Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from 5 feet to 25 feet south of Sacramento Street (extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1626); Van Ness Avenue, east side, from Sacramento Street to 30 feet northerly (moves existing blue zone north of the corner sidewalk widening and metered parking space #1704); Van Ness Avenue, west side, from Clay Street to 25 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1725 and #1727); Van Ness Avenue, west side, from 5 feet to 25 feet north of Clay Street (this extends the existing corner sidewalk widening length by 20 feet and rescinds metered parking space #1803); Van Ness Avenue, west side, from Washington Street to 25 feet southerly (for 6-foot wide corner sidewalk widening, rescinds 11 feet of white zone); Van Ness Avenue, west side, from Washington Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1901 and #1903); Van Ness Avenue, east side, from Washington Street to 30 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking spaces #1902-G [green zone] and #1904); Van Ness Avenue, east side, from Jackson Street to 30 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #1926); Van Ness Avenue, east side, from Jackson Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Pacific Avenue to 25 feet southerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #2025); Van Ness Avenue, east side, from Pacific Avenue to 25 feet northerly (for 6-foot wide corner sidewalk widening, rescinds metered parking space #2102); Van Ness Avenue, east side, from Green Street to 30 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Union Street to 25 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Filbert Street to 25 feet southerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Filbert Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, east side, from Greenwich Street to 25 feet northerly (for 6-foot wide corner sidewalk widening); Van Ness Avenue, west side, from Green Street to 25 feet southerly (for 4-foot wide corner sidewalk widening); and Grove Street, north side, from Van Ness Avenue to 17 feet easterly (for 13-foot wide corner sidewalk widening, rescinds two angled metered parking spaces, #92 and #93)

- L. RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 29 feet to 51 feet south of Hayes Street (reverts to 2-hour time limit for metered parking space #228); Van Ness Avenue, west side, from 38 feet to 58 feet north of Post Street (reverts to 2-hour time limit for metered parking space #1207); Van Ness Avenue, east side, from 7 feet to 21 feet south of Hemlock Street (reverts to 2-hour time limit for metered parking space #1212); Van Ness Avenue, east side, from

34 feet to 56 feet north of Bush Street (reverts to 2-hour time limit for metered parking space #1406); Van Ness Avenue, west side, from 3 feet to 25 feet south of California Street (reverts to 2-hour time limit for metered parking space #1529); Van Ness Avenue, east side, from 40 feet to 62 feet south of Jackson Street (green metered zones will be re-established next together on the block); and Van Ness Avenue, east side, from 104 feet to 124 feet south of Jackson Street (green metered zones will be re-established next together on the block)

- M. RESCIND – GREEN ZONE, 10-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 17 feet to 35 feet north of Vallejo Street; Van Ness Avenue, west side, from 140 feet to 160 feet north of Union Street; and Van Ness Avenue, west side, from 130 feet to 149 feet south of Lombard Street
- N. ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 74 feet to 94 feet north of Hayes Street; Van Ness Avenue, west side, from 66 feet to 106 feet south of Sutter Street (establishes two 20-foot long metered green zones); Van Ness Avenue, east side, from 44 feet to 84 feet south of Pine Street (establishes two 20-foot long green metered zones); and Van Ness Avenue, east side, from 92 feet to 132 feet south of Jackson Street (establishes two 20-foot long green metered zones)
- O. ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 10 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 150 feet north of California Street to 180 feet northerly (green metered parking space start time is at 10 AM instead of 9 AM due to shuttle bus zone)
- P. ESTABLISH – GREEN METERED ZONE, 15-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY- Fern Street, south side, from 8 feet to 40 feet east of Van Ness Avenue (converts metered parking spaces #139 and #143 to a green metered zone); Van Ness Avenue, east side, from 30 feet to 48 feet north of Turk Street; and Vallejo Street, north side, from 33 feet to 55 feet west of Van Ness Avenue (converts metered parking space #1604 to a green metered zone)
- Q. ESTABLISH – GREEN ZONE, 10-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 68 feet to 88 feet south of Filbert Street
- R. RESCIND – PASSENGER LOADING ZONE AT ALL TIMES - Van Ness Avenue, east side, from 53 feet to 107 feet south of Geary Street
- S. RESCIND – PASSENGER LOADING ZONE DURING BUSINESS HOURS - Van Ness Avenue, east side, from 92 feet to 122 feet south of Market Street
- T. RESCIND – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY; 9 AM TO 2 PM SATURDAY - Van Ness Avenue, west side, from 72 feet to 92 feet south of Vallejo Street
- U. RESCIND – SHUTTLE BUS LOADING ZONE, 7 AM TO 12 MIDNIGHT, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 139 feet to 179 feet south of Vallejo Street
- V. RESCIND – PASSENGER LOADING ZONE, 7:30 AM TO 3:30 PM, MONDAY THROUGH FRIDAY; 7:30 AM TO 12:30 PM, SUNDAY - Van Ness Avenue, east side, from 21 feet to 46 feet south of Clay Street

- W. RESCIND – PASSENGER LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY; 9 AM TO 4 PM, SATURDAY - Van Ness Avenue, west side, from 35 feet to 65 feet north of Vallejo Street
- X. RESCIND – TAXI LOADING ZONE - Van Ness Avenue, west side, from 21 feet to 51 feet south of Lombard Street
- Y. RESCIND – PASSENGER LOADING ZONE AT ALL TIMES - Van Ness Avenue, west side, from 51 feet to 109 feet south of Lombard Street
- Z. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES - Van Ness Avenue, west side, from 132 feet to 172 feet south of McAllister Street; Van Ness Avenue, east side, from 160 feet to 180 feet north of Pine Street; Alice B. Toklas Street (Myrtle Street), south side, from 24 feet to 88 feet east of Van Ness Avenue (the existing green metered parking space #137 will be rescinded); and Lombard Street, south side, from 57 feet to 80 feet (for a 23-foot long zone) and 144 feet to 186 feet (for a 42-foot long zone) west of Van Ness
- AA. ESTABLISH – PASSENGER LOADING ZONE DURING BUSINESS HOURS - Van Ness Avenue, east side, from 284 feet to 302 feet south of Market Street; Van Ness Avenue, west side, from 36 feet to 56 feet south of Bush Street; and Van Ness Avenue, east side, from 38 feet to 58 feet north of Sutter Street
- BB. ESTABLISH – PASSENGER LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY; 9 AM TO 4 PM, SATURDAY - Vallejo Street, north side, from 55 feet to 77 feet west of Van Ness Avenue
- CC. EXPAND HOURS – PASSENGER LOADING ZONE, 9 AM TO 5 PM, MONDAY THROUGH FRIDAY AND 9 AM TO 2 PM, SATURDAY - Vallejo Street, south side, from 8 feet to 28 feet west of Van Ness Avenue (the existing passenger loading zone regulation, Daily from 5PM TO 10PM remains)
- DD. ESTABLISH – PASSENGER LOADING ZONE 11:30 AM TO 2:30 PM AND 5 PM TO 10 PM MON TO SAT AND 5 PM TO 10 PM SUN - Van Ness, east side, from 48 feet to 68 feet north of Green Street (existing passenger loading zone will be shifted southerly due to the Union Street center bus boarding platform)
- EE. ESTABLISH – SHUTTLE BUS LOADING ZONE, 7 AM TO 12 MIDNIGHT, MONDAY THROUGH SATURDAY - Van Ness Avenue, west side, from 38 feet to 91 feet south of Broadway
- FF. ESTABLISH – TAXI LOADING ZONE - Lombard Street, south side, from 35 feet to 57 feet west of Van Ness Avenue
- GG. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 1 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 18 feet to 46 feet north of Geary Street
- HH. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Van Ness Avenue, east side, from 46 feet to 73 feet north of Geary Street

- II. ESTABLISH – YELLOW ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Van Ness Avenue, east side, from 108 feet to 148 feet south of Filbert Street
- JJ. RESCIND – BLUE ZONE, 6 PM TO 11 PM, DAILY - Van Ness Avenue, west side, from 27 feet to 68 feet north of McAllister Street (rescinds 2 blue parking spaces #5 and #7)
- KK. ESTABLISH – BLUE ZONE - Van Ness Avenue, east side, from 274 feet to 294 feet south of McAllister Street; Van Ness Avenue, west side, from 112 feet to 132 feet south of McAllister Street (this shifts the existing blue zone north of the existing white zone); and Van Ness Avenue, west side, from 30 feet to 80 feet south of Golden Gate Avenue
- LL. RESCIND – BUS ZONE- South Van Ness Avenue, east side, from Mission Street to 100 feet northerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Market Street to 120 feet northerly; Van Ness Avenue, east side, from McAllister Street to 95 feet southerly; Van Ness Avenue, east side, from Turk Street to 80 feet northerly (establishes two metered parking spaces); Van Ness Avenue, west side, from Eddy Street to 110 feet southerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Eddy Street to 75 feet northerly (establishes two metered parking spaces); Van Ness Avenue, west side, from O’Farrell Street to 75 feet southerly (establishes two metered parking spaces and corner sidewalk widening); Van Ness Avenue, east side, from O’Farrell Street to 80 feet northerly; Van Ness, west side, from Geary Street to 93 feet northerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Cedar Street to 60 feet southerly; Van Ness Avenue, west side, from Sutter Street to 120 feet southerly (establishes four metered parking spaces and corner sidewalk widening); Van Ness Avenue, east side, from Sutter Street to 90 feet northerly (establishes one metered parking space and corner sidewalk widening); Van Ness Avenue, west side, from Pine Street to 85 feet northerly; Van Ness Avenue, east side, from Clay Street to 65 feet northerly (establishes three metered parking spaces); Van Ness Avenue, west side, from Jackson Street to 100 feet southerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Jackson Street to 75 feet northerly (establishes one metered parking space and corner sidewalk widening); Van Ness Avenue, west side, from Pacific Street to 95 feet northerly (establishes four metered parking spaces); Van Ness Avenue, east side, from Broadway Street to 80 feet northerly; Van Ness Avenue, west side, from Vallejo Street to 75 feet southerly; Van Ness Avenue, west side, from Union Street to 75 feet northerly; Van Ness Avenue, west side, from Greenwich to 85 feet southerly (establishes three parking spaces); and Van Ness Avenue, east side, from Greenwich Street to 75 feet northerly (establishes two parking spaces and corner sidewalk widening)
- MM. ESTABLISH – CENTER BUS BOARDING PLATFORMS - Van Ness Avenue, from Market Street to 142 feet northerly (for southbound direction); Van Ness Avenue, from Market Street to 141 feet southerly (for northbound direction); Van Ness Avenue, from McAllister Street to 151 feet northerly (for southbound direction); Van Ness Avenue, from McAllister Street to 133 feet southerly (for northbound direction); Van Ness Avenue, from Eddy Street to 178 feet northerly (for southbound direction); Van Ness Avenue, from Eddy Street to 131 feet to southerly (for northbound direction); Van Ness Avenue, between O’Farrell Street and Geary Street (for northbound direction); Van Ness Avenue, between O’Farrell Street and Geary Street (for southbound direction); Van Ness Avenue, from Bush Street to 136 feet southerly; Van Ness Avenue, from Sutter Street to 141 feet northerly; Van Ness Avenue, from Sacramento Street to 144 feet northerly; Van Ness Avenue, from Clay Street to 133 feet southerly; Van Ness Avenue, from Jackson Street to 130 feet northerly; Van Ness Avenue, from Pacific Avenue to 145 feet southerly; Van Ness Avenue, east side, from Vallejo Street to 129 feet northerly (for northbound direction); Van Ness Avenue, west side, from Vallejo Street to 131 feet northerly (for southbound direction); Van Ness Avenue, from Union Street to 148 feet southerly (for

northbound direction); and Van Ness Avenue, from Union Street to 133 feet northerly (for southbound direction)

- NN. ESTABLISH – RIGHT LANE MUST TURN RIGHT - South Van Ness Avenue, west side, from 12th Street (newly re-aligned 12th Street) to Otis Street
- OO. ESTABLISH – RIGHT TURN LANE - Van Ness Avenue, west side, from 20 feet to 150 feet north of Market Street (extends existing right turn lane by 130 feet); and Van Ness Avenue, west side, from Pine Street to 100 feet northerly
- PP. ESTABLISH – BUS ZONE - Van Ness, east side, from 100 feet to 179 feet north of Bay Street (extends existing bus zone by 79 feet); and Van Ness, east side, from North Point Street to 54 feet southerly (for a 54-foot bus zone)

WHEREAS, On September 10, 2013, the San Francisco County Transportation Authority (SFCTA) Board, as lead agency under the California Environmental Quality Act (CEQA), adopted Resolution No. 14-18, in which it certified the Final Environmental Impact Statement/Environmental Impact Report (Van Ness BRT Project Final EIS/EIR), adopted findings under CEQA, and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Corridor Transit Improvement Project (also referred to as the Van Ness Bus Rapid Transit (BRT) Project); and,

WHEREAS, On September 17, 2013, the San Francisco Municipal Transportation Agency (SFMTA) Board, acting as a responsible agency under CEQA, adopted Resolution No. 13-214, in which it considered the Van Ness BRT Project Final EIS/EIR, adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (Van Ness BRT Project CEQA Findings), including a statement of overriding considerations and a Mitigation Monitoring and Reporting Program (MMRP), and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Corridor Transit Improvement Project, which Resolution and Van Ness BRT Project CEQA Findings, including the statement of overriding considerations, and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution by this reference; and,

WHEREAS, As part of SFMTA Board Resolution No.13-214, the SFMTA Board authorized the Director of Transportation to direct staff to continue with obtaining necessary approvals and to carry out the actions to implement the Van Ness Corridor Transit Improvement Project; and,

WHEREAS, On December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Corridor Improvement Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final Environmental Impact Statement (EIS) document and process; and,

WHEREAS, A copy of the Federal Transit Administration's ROD is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, Since the certification of the Van Ness BRT Project Final EIS/EIR, adoption of the Van Ness BRT Project CEQA Findings, and approval of the Van Ness Corridor Transit Improvement Project, the SFCTA prepared a memo to file dated July 15, 2014, titled "Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report" (Memo to File), which concludes that the removal of eleven parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, will not result new significant environmental impact due to parking loss; a copy of which is on file with the Secretary to the SFMTA Board of Directors and incorporated in this Resolution by this reference; and,

WHEREAS, The proposed parking and traffic legislation under items A through OO is within the scope of the project analyzed in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, The SFCTA staff has made documents related to the Van Ness BRT Project Final EIS/EIR, including the Memo to File available to the SFMTA and the public, and these files are part of the record before the SFMTA; 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;

WHEREAS, The Muni Forward 28 19th Avenue Service Improvement – North Terminal was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, By SFMTA Resolution No. 14-041, which is on file with the Secretary to the SFMTA Board of Directors and incorporated in this Resolution by reference, the SFMTA Board of Directors approved the TEP project, including the proposal described herein as the Muni Forward 28 19th Avenue Service Improvement —North Terminal; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (TEP CEQA Findings), including a statement of overriding considerations and a MMRP, which TEP CEQA Findings, including the statement of overriding considerations and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution 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, That the SFMTA Board of Directors has considered the Van Ness BRT Project Final EIS/EIR, the TEP Final EIR, the CEQA Findings that were previously adopted by the SFMTA Board for the Van Ness BRT Project and the Muni Forward 28 19th Avenue Service Improvement, including, without limitation, the statements of overriding considerations and mitigation monitoring and reporting programs; and the Van Ness BRT Project Memo to File, and adopts the CEQA Findings and Memo to File as its own; and, be it further

RESOLVED, That the SFMTA Board finds and determines that the proposed parking and traffic legislation requires no further environmental review beyond the Van Ness BRT Project Final EIS/EIR and Memo to File, and the TEP FEIR pursuant to the State CEQA Guidelines Section 15180, 15162 and 15163 for the following reasons:

(1) approval of the proposed parking and traffic legislation does not require major revisions to the either the Van Ness BRT Project Final EIS/EIR or the TEP FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts;

(2) no substantial changes have occurred with respect to the circumstances under which the project analyzed in the Van Ness BRT Project Final EIS/EIR or the TEP FEIR will be undertaken that would require major revisions to the Van Ness BRT Project Final EIS/EIR or TEP FEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; and,

(3) no new information of substantial importance to the project analyzed in the Van Ness BRT

Project Final EIS/EIR or TEP FEIR has become available, which would indicated that (i) the project will have significant effects not discussed in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Van Ness BRT Project Final EIS/EIR or TEP FEIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Van Ness BRT Project Final EIS/EIR or TEP FEIR; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications, set forth in parking and traffic legislation items A and OO above, on Van Ness Avenue and South Van Ness Avenue between Mission and Lombard Streets associated with the Van Ness Corridor Transit Improvement Project, and item PP on Van Ness Avenue from North Point to Bay Streets associated with the Muni Forward 28 19th Avenue Service Improvement – North Terminal included in the TEP Service Improvements, as set forth above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 18, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency