

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-122

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications along the 5 Fulton Rapid Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals as follows:

- A. ESTABLISH – TRAFFIC CIRCLE - Intersection of McAllister Street at Steiner Street; and Intersection of McAllister Street at Lyon Street.
- B. REMOVE – STOP SIGN - Westbound and Eastbound on McAllister Street at Lyon Street; and Westbound and Eastbound on McAllister Street at Steiner Street.
- C. ESTABLISH – PEDESTRIAN REFUGE ISLAND - Westbound and Eastbound on McAllister Street at Buchanan Street (6 feet wide).
- D. ESTABLISH – TOW AWAY NO STOPPING ANY TIME - McAllister Street, north side, from Lyon Street to 30 feet easterly; McAllister Street, north side, from Lyon Street to 30 feet westerly (removes 2 parking spaces); McAllister Street, south side, from Lyon Street to 30 feet westerly; McAllister Street, south side, from Lyon Street to 30 feet easterly (removes 2 parking spaces); Lyon Street, west side, from McAllister Street to 15 feet northerly (removes 1 parking space); Lyon Street, east side, from McAllister Street to 15 feet southerly (removes 1 parking space); McAllister Street, north side, from Steiner Street to 30 feet easterly (removes 2 parking spaces); McAllister Street, north side, from Steiner Street to 39 feet westerly (removes 2 parking spaces); McAllister Street, south side, from Steiner Street to 30 feet easterly (removes 2 parking spaces); McAllister Street, south side, from Steiner Street to 30 feet westerly (removes 2 parking spaces); Steiner Street, west side, from McAllister Street to 15 feet northerly (removes 1 parking space); and Steiner Street, west side, from McAllister Street to 15 feet southerly (removes 1 parking space).
- E. ESTABLISH – TOW AWAY NO STOPPING ANY TIME AND SIDEWALK WIDENING - Fulton Street, north side, from Hemway Terrace to 40 feet easterly (extends sidewalk by 6-feet –existing red zone); Fulton Street, north side, from Hemway Terrace to 30 feet westerly (extends sidewalk by 6-feet; removes 1 parking space); Fulton Street, south side, from Ashbury Street to 25 feet westerly (extends sidewalk by 6-feet – existing red zone); Fulton Street, south side, from Ashbury Street to 15 feet easterly (extends sidewalk by 6-feet – existing red zone); Ashbury Street, east side, from Fulton Street to 20 feet southerly (extends sidewalk by 6-feet; removes 1 parking space); McAllister Street, north side, from Laguna Street to 20 feet easterly (extends sidewalk by 6-feet); McAllister Street, south side, from Laguna Street to 20 feet westerly (extends sidewalk by 6-feet); and McAllister Street, north side, from Larkin Street to 90 feet westerly (extends sidewalk by 6-feet for bus bulb - restores 4 metered motorcycle parking spaces).
- F. REMOVE – BUS ZONE - McAllister Street, north side, from Lyon Street to 100 feet easterly (restores 3 parking spaces); McAllister Street, south side, from Lyon Street to 100 feet westerly (restores 4 parking spaces); McAllister Street, north side, from Laguna Street to 75 feet easterly (restores 2 parking spaces – stop to be relocated far side); McAllister Street, south side, from Laguna Street to 76 feet westerly (restores 2 parking spaces – stop to be relocated far side); and McAllister Street, south side, from Gough Street to 100 feet westerly (restores 4 parking spaces – stop to be relocated far side).
- G. ESTABLISH – BUS ZONE - McAllister Street, north side, from Laguna Street to 80 feet

westerly (removes 4 parking spaces); McAllister Street, south side, from Laguna Street to 80 feet easterly (removes 4 parking spaces); and McAllister Street, south side, from Gough Street to 84 feet easterly (removes metered spaces #637, 635, 633, and 631).

- H. ESTABLISH – TRAFFIC SIGNAL - McAllister Street at Broderick Street; and McAllister Street at Scott Street.
- I. EXTEND – BUS ZONE - McAllister Street, north side, from 80 feet to 100 feet east of Baker Street (extends through 2 driveway); and McAllister Street, south side, from 70 feet to 100 feet west of Baker Street (removes 1 parking space and extends through 1 driveway).
- J. ESTABLISH – TOW-AWAY LANE MUST TURN RIGHT – Eastbound McAllister at Van Ness Avenue.

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for traffic and parking modifications to implement various projects along the 5 Fulton Muni transit corridor included in the Service-Related Capital Improvements of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and incorporated herein by reference; and,

WHEREAS, As part of Resolution No. 14-041, the SFMTA Board of Directors 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), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board adopts the following additional findings rejecting the TTRP.5 Moderate Alternative as infeasible and supporting its approval of the proposed project, due to the fact that, while the Expanded Alternative includes all of the same parking and traffic improvements that are included in the Moderate Alternative, it also includes the implementation of new traffic circles on McAllister Street, which is not specified within the Moderate Alternative. Even though the Expanded Alternative is found to have significant and unavoidable impacts at several locations within the project corridor, it offers substantial benefits that make it more favorable than the Moderate Alternative for implementation. Specifically, the lane modifications for Fulton Street, which have been found as having significant and unavoidable impacts to traffic at the intersection of Fulton Street and Masonic Avenue, will allow for dedicated turn lanes and will result in reduced queuing in through lanes. This will not only allow buses to move around queuing vehicles and travel through the intersection more efficiently, but will also enhance traffic safety by minimizing lane shifting; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses or conclusions set forth in the

FEIR. The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures than those identified in the FEIR; and,

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

RESOLVED, The SFMTA Board of Directors has reviewed and considered the TEP EIR and record as a whole, and finds that the proposed approvals herein are within the scope of the TEP and incorporates the CEQA findings contained in Resolution No. 14-041, including the Statement of Overriding Considerations by this reference thereto as though fully set forth, and be it further

RESOLVED, That the SFMTA Board of Directors approve the traffic and parking modifications along the 5 Fulton Rapid Muni transit corridor that are included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 1, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency