

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170221-013

WHEREAS, To reduce Muni travel times and enhance reliability on the routes that travel the Sansome Street corridor, the Muni Forward program identified a Service-Related Capital Improvement (the Sansome Street contraflow lane extension project) which was completed in July 2016 and converted a one-way portion of Sansome Street into a two-way street; and,

WHEREAS, In response to the two-way street conversion, SFMTA staff now proposes to extend the hours of PM peak tow-away lane along the east side of Sansome Street between Broadway and Pacific Avenue; and,

WHEREAS, This change will help alleviate traffic congestion for northbound vehicles, Golden Gate Transit buses and Muni buses due to the heavy left turn volumes and non-coordinated signals; and

WHEREAS, At the request of the San Francisco Fire Department (SFFD), the SFMTA proposes to remove three commercial metered spaces located directly across from SFFD Firehouse #13, located on Sansome Street between Washington and Merchant streets in order to reduce San Francisco Fire Department (SFFD) emergency response times; and

WHEREAS, SFMTA staff have proposed parking and traffic modifications as follows:

- A. ESTABLISH—TOW AWAY NO STOPPING: 7AM to 7PM, EVERYDAY
Sansome Street, east side, from Broadway to Pacific Avenue (removes eight metered spaces, Meter #810, #812, #814, #818, #820, #824, #826)
- B. ESTABLISH--TOW-AWAY, NO STOPPING ANYTIME - Sansome Street, west side, between Washington and Merchants streets (extends current red zone to the south by 66 feet and removes 3 commercial metered spaces, Meter #523, #521, #519)

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

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

WHEREAS, On March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements to improve transit performance along various Municipal Railway routes; 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 CEQA findings and MMRP are hereby incorporated by reference as though fully set forth; and,

WHEREAS, On September 28, 2016, the Planning Department reviewed the proposed modifications in Item A described herein and concluded that they are within the scope of the Service-related Capital Improvement (SCI) SCI.2 as defined in the TEP FEIR, and concluded that the proposed changes would not cause new significant impacts not identified in the FEIR, nor result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

WHEREAS, Title 14 of the California Code of Regulations Section 15301 provides an 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; and,

WHEREAS, The Planning Department has determined that the proposed parking and traffic modifications in Item B are categorically exempt from CEQA (Case No. 2016-016076ENV) pursuant to Title 14 of the California Code of Regulations Section 15301; The proposed action is the Approval Action for Item B as defined by S. F. Administrative Code Chapter 31; and

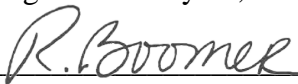
WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco; and,

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, The San Francisco Municipal Transportation Agency Board of Directors concurs with the Planning Department's conclusion that the proposed modifications in Item A are within the scope of the Service-related Capital Improvement (SCI) SCI.2 as defined in the TEP FEIR, and that the proposed changes will not cause new significant impacts not identified in the FEIR, nor result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves various parking and traffic modifications, as set forth in items A-B above, on Sansome Street between Pacific Avenue and Broadway to modify the PM peak tow-away lane from its current hours of 3 p.m. to 6 p.m. Monday thru Friday to 7 a.m. to 7 p.m. everyday and remove three commercial metered spaces on the west side of Sansome Street between Washington and Merchant streets.

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



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency