

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 13-204

WHEREAS, The San Francisco Municipal Transportation Agency has identified a need for traffic and parking modifications as follows:

- A. ESTABLISH – CLASS I BIKEWAY – Polk Street, northbound, from Market Street to Grove Street (existing vehicular traffic flows one-way southbound).
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Hayes Street to Market Street (this rescinds parking meter spaces #9, #11, #13, #15, and one blue zone); and, Polk Street, east side, from Hayes Street to Grove Street (this rescinds parking meter spaces #104, #106, #108, #110, #112, #114, #116, #118, #120, #122 and #124).
- C. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Lech Walesa to Hayes Street.
- D. ESTABLISH – BLUE ZONE – Polk Street, west side, from Lech Walesa to 20 feet southerly.
- E. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND TAXIS – Polk Street, southbound, at Market Street (eastbound Market Street private vehicle traffic is already required to turn right at the 10th/Polk/Market Streets intersection).

WHEREAS, At its hearing on June 25, 2009, the Planning Commission certified by Motion No. 17912 a Final Environmental Impact Report ("FEIR") for the 2009 San Francisco Bicycle Plan, which included Project 3-4 Polk Street: Market Street to McAllister Street. The Planning Commission certified the FEIR pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code, and the certification was affirmed by the San Francisco Board of Supervisors on July 15, 2009, in Board of Supervisors' Motion M09-136; and,

WHEREAS, On June 26, 2009, the San Francisco Municipal Transportation Agency Board of Directors adopted in Motion 09-105 the 2009 Bicycle Plan and made findings pursuant to CEQA; and,

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. A copy of Resolution 13-054 is on file with the Secretary to the SFMTA Board of Directors and is incorporated in this Resolution by reference; and,

WHEREAS, On July 18, 2013, Planning Department staff in a Note to File determined that no additional environmental review was required for the traffic modifications contemplated herein, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated in this Resolution by reference; and,

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

RESOLVED, That in accordance with the actions contemplated herein, the SFMTA Board has reviewed the FEIR and the Note to File, and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations and mitigation monitoring and reporting program, adopted by the SFMTA Board of Directors in Resolution No. 13-054 on May 7, 2013, pursuant to CEQA; and, be it

FURTHER RESOLVED, Based upon this Board's review of the FEIR, and the Note to File dated July 18, 2013, the Board further finds these traffic and parking changes would not result in new significant impacts, require new or modified mitigation measures, or cause impacts of greater severity than previously reported in the Bicycle Plan EIR, and that no changes have occurred with respect to circumstances surrounding the original Polk Street: Market to McAllister Bicycle Lane project that would cause significant environmental impacts to which the proposed bikeway would contribute considerably, and no new information has been put forward which shows that the proposed Polk Street bikeway would cause significant environmental impacts; and, be it

FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the following traffic and parking modifications for the Polk Street Northbound Separated Bikeway Project:

- A. ESTABLISH – CLASS I BIKEWAY – Polk Street, northbound, from Market Street to Grove Street (existing vehicular traffic flows one-way southbound).
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Hayes Street to Market Street (this rescinds parking meter spaces #9, #11, #13, #15, and one blue zone); and, Polk Street, east side, from Hayes Street to Grove Street (this rescinds parking meter spaces #104, #106, #108, #110, #112, #114, #116, #118, #120, #122 and #124).
- C. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Lech Walesa to Hayes Street.
- D. ESTABLISH – BLUE ZONE – Polk Street, west side, from Lech Walesa to 20 feet southerly.
- E. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND TAXIS – Polk Street, southbound, at Market Street (eastbound Market Street private vehicle traffic is already required to turn right at the 10th/Polk/Market Streets intersection).

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 3, 2013.

R. Bowmer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency