

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 13-222

WHEREAS, In order to implement the Central Subway Project, adopted in Resolution 08-150, the San Francisco Municipal Transportation Agency has identified a need for the following parking and traffic modifications:

- A. RESCIND – METERED PARKING
4th Street, east side, from Clara Street and Harrison (7 general spaces and 5 motorcycle spaces); 4th Street, west side, from 115 feet south of Harrison Street to Bryant Street (removes 14 spaces); 4th Street, east side, from Perry Street to Bryant Street (removes 10 spaces); 4th Street, west side, from 60 feet south of Bryant Street to Brannan Street (removes 17 spaces); 4th Street, east side, from Bryant Street to Freelon Street (removes 10 spaces); 4th Street, west side, from Brannan Street to Bluxome Street (removes 5 spaces); 4th Street, east side, from Brannan Street to Townsend Street (removes 18 spaces)
- B. RESCIND – WHITE ZONE
4th Street, east side, from 34 feet to 78 feet south of Welsh Street (44-foot zone); 4th Street, west side, from 108 feet south of Bryant Street to Welsh Street (44-foot zone); 4th Street, west side, from Freelon Street to 32 feet southerly (32-foot zone); 4th Street, east side, from 39 to 84 feet south of Brannan Street (45-foot zone)
- C. RESCIND – BUS STOP
4th Street, west side, from Brannan Street to 88 feet southerly; 4th Street, west side, from Bluxome Street to Townsend Street
- D. RESCIND – BUS STOP
4th Street, west side, from Brannan Street to 88 feet southerly; 4th Street, west side, from Bluxome Street to Townsend Street
- E. RESCIND – ONE-WAY STREET
4th Street, southbound, from Bryant Street to Townsend Street
- F. RESCIND – LEFT-THRU LANE
4th Street, northbound, approaching King Street
- G. RESCIND – RIGHT LANE MUST TURN RIGHT
4th Street, northbound, approaching King Street
- H. ESTABLISH – TWO-WAY STREET
4th Street, from Bryant Street to Townsend Street
- I. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
4th Street, west side, from 115.5 feet south of Harrison Street to Bryant Street; 4th Street, west side, from 60 feet south of Bryant Street to Townsend Street; 4th Street, east side, from Perry Street to Townsend Street
- J. ESTABLISH – RIGHT TURN ONLY
4th Street, northbound, approaching Bryant Street; Welsh Street, westbound, approaching 4th Street; Freelon Street, eastbound, approaching 4th Street; Bluxome Street, eastbound approaching 4th Street
- K. ESTABLISH – MUNI RIGHT-OF-WAY
4th Street, from Perry Street to Bryant Street, Muni Portal Area; 4th Street, northbound,

15 feet from east curb, from Bryant Street to King Street; 4th Street, southbound, 22 feet from west curb, from Brannan Street to Townsend Street; 4th Street, southbound, 36 feet from west curb, from Townsend Street to King Street

L. ESTABLISH – LEFT LANE MUST TURN LEFT

4th Street, southbound, approaching Bryant St.; 4th Street, northbound, approaching King St.

M. ESTABLISH – NO LEFT TURN

4th Street, southbound, approaching Bryant Street, south of the Muni right-of way; 4th Street, northbound, approaching Brannan Street; 4th Street, southbound, approaching Brannan Street; 4th Street, northbound, approaching Townsend Street; 4th Street, southbound, approaching Townsend Street; 4th Street, northbound, approaching Welsh Street; 4th Street, southbound, approaching Welsh Street; 4th Street, northbound, approaching Freelon Street; 4th Street, southbound, approaching Freelon Street; 4th Street, northbound, approaching Bluxome Street

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; and,

WHEREAS, On August 7, 2008, the San Francisco Planning Commission certified that the Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Final Supplemental EIS/EIR) for the Central Subway/Third Street Light Rail Phase 2 (Central Subway) was in compliance with the California Environmental Quality Act, Public Resources Code section 21000, et seq, and the CEQA Guidelines in Planning Commission Motion No. 17668. The Final Supplemental EIS/EIR and Motion No. 17668 are on file with the Secretary of the SFMTA Board of Directors and are incorporated by reference; and,

WHEREAS, On August 19, 2008, the SFMTA's Board of Directors, by Resolution No. 08-150, approved the Project, including the Fourth/Stockton Street alignment and semi-exclusive rail operations on Fourth Street, and adopted CEQA Findings, including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP) as required by CEQA. Resolution No. 08-150 is on file with the Secretary of the SFMTA Board of Directors and is incorporated by reference; and,

WHEREAS, Based on this Board's review of the Final Supplemental EIS/EIR, the Board finds that there have been no substantial changes proposed for the Central Subway Project that would require major revisions to the Final Supplemental EIS/EIR or that would result in significant environmental impacts that were not evaluated in the Final Supplemental EIS/EIR; and no new information has become available that was not known and could not have been known at the time the Final Supplemental EIS/EIR was certified as complete and that would result in significant environmental impacts not evaluated in the Final Supplemental EIS/EIR; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications, items A through M above, to implement the Central Subway Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 15, 2013.

R. Bowmer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency