

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approving additional parking and traffic modifications along the L Taraval Muni transit corridor as part of the L Taraval Rapid Project, a Muni Forward and Vision Zero supporting project, including establishing a transit boarding island at 17th Avenue (inbound) and relocating other transit stops between 15th Avenue and West Portal Station.



SUMMARY:

- The proposed parking and traffic modifications are updates to the L Taraval Rapid Project originally approved on September 20, 2016, and are recommended for inclusion in the upcoming infrastructure rehabilitation of Taraval Street planned for construction in 2019.
- Many of the project elements were implemented in early 2017 to deliver immediate safety benefits in advance of full project construction. Additional modifications to transit stop spacing and parking are proposed.
- The proposed changes will promote the City's Transit-First Policy.
- The six month Passenger Loading Zone Evaluation improvements did not achieve the 90% driver compliance threshold. Boarding islands will be installed to ensure passenger safety.

ENCLOSURES:

1. SFMTA Resolution
2. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. SFMTA Resolution No 16-132
<https://www.sfmta.com/sites/default/files/agendaitems/2016/9-20-16%20Item%2011%20Traffic%20Modifications%20-%20Muni%20Forward%20Taraval%20Street-RESOLUTION.pdf>
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
5. Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

APPROVALS:

	DATE
DIRECTOR 	<u>7/10/2018</u>
SECRETARY 	<u>7/10/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: July 17, 2018

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PURPOSE

Approving parking and traffic modifications along the L Taraval Muni transit corridor as part of the L Taraval Rapid Project, a Muni Forward and Vision Zero supporting project, including establishing a transit boarding island at 17th Avenue (inbound) and relocating other transit stops between 15th Avenue and West Portal Station.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
 - Objective 1.2: Improve the safety of the transit system.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.1: Improve transit service.
 - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

This action supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

Taraval Street is a mixed-use commercial and residential street in the Parkside District. It is a major transit corridor served by the L Taraval Muni Metro rail line, which carries over 33,000 customers on an average weekday. The surface portion of the L Taraval operates at an average speed of under eight miles per hour due to close transit stop spacing and frequent stop signs.

Taraval Street is also a high-injury corridor for pedestrians, with 46 pedestrian injury collisions in five years, 22 of which involved passengers boarding or alighting the L Taraval at stops without a boarding island. In conjunction with a planned state of good repair capital project to replace aging infrastructure on the street, the L Taraval Rapid Project will rebuild Taraval Street in a way that enhances both transit reliability and pedestrian safety. The full project includes transit boarding islands and transit bulbs, traffic signals at five locations to improve transit reliability and enhance pedestrian safety, transit-only lanes that also allow taxis and left turns, removal of closely spaced transit stops, and parking meters and time limits to improve parking availability. The state of good repair improvements include replacement of existing rail and overhead wire infrastructure, a new sewer and water system, curb ramp upgrades, and repaving.

After extensive community outreach in 2015 and 2016, the SFMTA Board approved the L Taraval Rapid Project on September 20, 2016. In advance of the full capital project, many of the project's pedestrian safety and transit reliability improvements that did not require construction of capital improvements were implemented in early 2017. This early implementation phase included a six month Passenger Loading Zone Evaluation at five stops, interim "clear zones" at eight stops where boarding islands will be later located, removal of eight closely spaced transit stops (out of 40 total surface stops), painted safety zones at six intersections where sidewalk bulbouts will later be installed, and new parking time limits and meters in commercial areas.

Staff continued to receive feedback from merchants, riders, and residents after implementation of initial improvements, and proposed several transit stop and parking management changes to further enhance the project based on this input and extensive analysis. These additional modifications were approved by the Board in December 2017 and April 2018, and many of them were implemented earlier this year. Four additional clear zones and one additional stop removal were also implemented at that time, after the six month Passenger Loading Zone Evaluation failed to meet its goal of increasing driver compliance in stopping behind loading trains. Staff is continuing to work with merchants on additional parking and loading changes to improve customer access.

At the December 2017 meeting, the SFMTA Board considered a proposal to remove the inbound 17th Avenue stop due to close stop spacing. This would have improved transit travel time through the slowest section of the L Taraval but would have increased walking distance from Safeway to the nearest transit stop by about 620 feet. Based on extensive community feedback about the proposal, primarily focused on the stop's proximity to a Safeway grocery store, the SFMTA Board instructed staff to remove the stop on a trial basis and evaluate the impacts on transit riders. Staff began preparation for this trial by surveying existing riders at the stop and conducting ridership counts, but has subsequently developed a revised proposal that would keep the 17th Avenue inbound stop while still providing the travel time and reliability benefits of the original proposal. This proposal was developed in close collaboration with Supervisor Norman Yee's office.

In summary, this updated proposal achieves the following benefits:

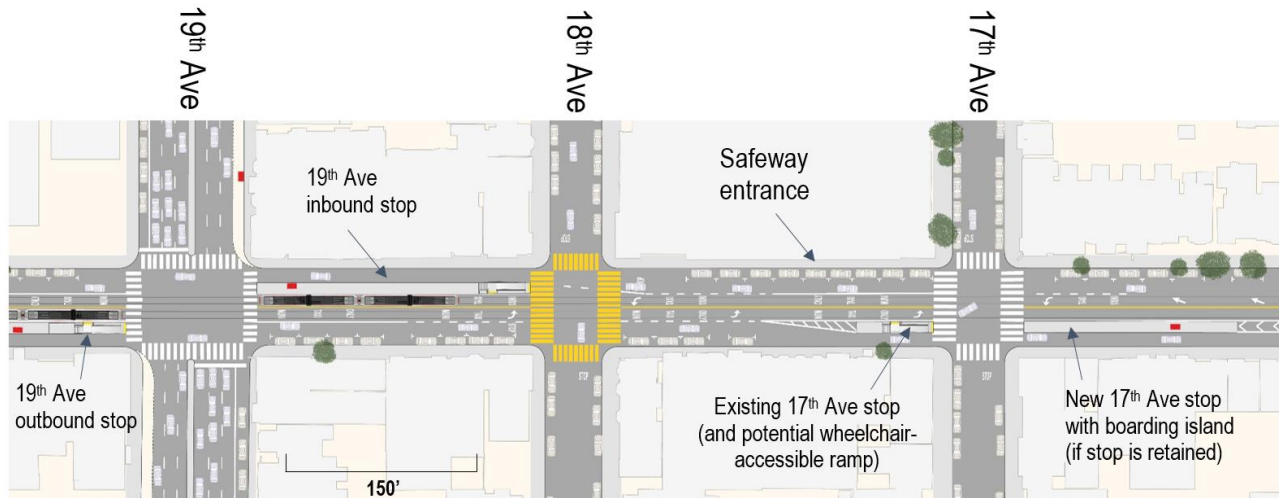
- Maintains convenient access to Safeway and nearby merchants at 17th Avenue
- Increases safety and accessibility by adding a boarding island and wheelchair ramp

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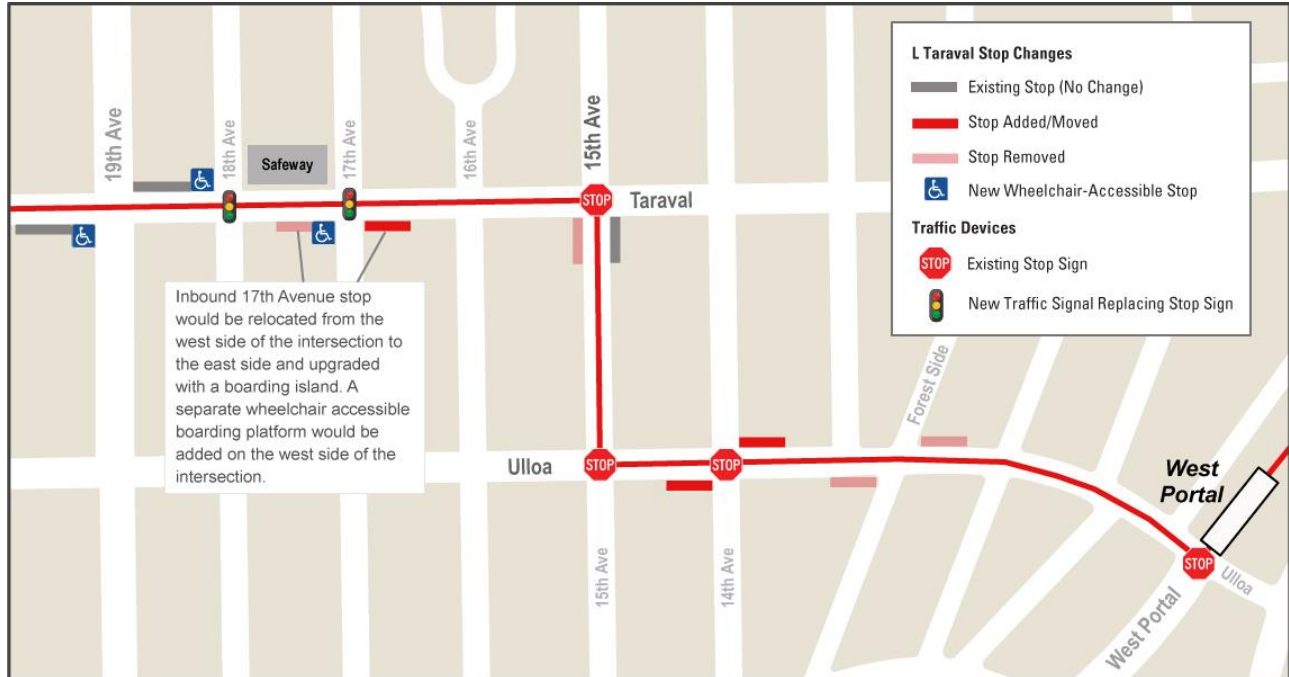
- Improves travel times through the slowest section of the L Taraval route by better aligning trains stops with STOP signs

Originally, the L Taraval Rapid Project was projected to reduce transit travel time by about three minutes in each direction (six minutes total) within the project area (20% reduction). This updated proposal allows the project to meet or exceed this target while retaining an important transit stop.

Specifically, the revised proposal for the inbound stop at 17th Avenue would retain the stop, move it from the near side of the intersection to the far side, construct a boarding island to improve passenger safety, and install a wheelchair-accessible platform at the near side of the intersection. In total, 11 metered parking spaces would be removed on the south side of Taraval Street, including five spaces west of 17th Avenue and six spaces east of 17th Avenue. This proposed new configuration is illustrated below.



Additionally, several stops between West Portal Station and 17th Avenue would be consolidated or relocated to better align with existing STOP signs. As illustrated in the diagram below, the train stops (inbound and outbound) at Forest Side Avenue would be moved 470 feet west to 14th Avenue, where trains already have to stop for an all-way STOP sign. No boarding islands or transit bulbs are proposed at the new train stops on Ulloa Street at 14th Avenue, as there is not a travel lane adjacent to the boarding zone, as there is on Taraval Street.



The inbound stop on 15th Avenue at Taraval Street would be removed, because the relocated 17th Avenue stop would shift closer to 15th Avenue – approximately 560 feet away. The new stop on Ulloa at 14th Avenue would provide another option for people who currently board at 15th Avenue.

The resulting transit stop spacing under this proposal would be within SFMTA’s policy of 900 to 1,500 feet for light rail lines. The spacing between West Portal Station and the new stop on Ulloa Street at 14th Avenue would be approximately 1,275 feet. Stop spacing from the relocated inbound 17th Avenue stop to the Ulloa Street at 14th Avenue stop would be approximately 1,465 feet.

The stops proposed for removal and relocation are among the least used on the L Taraval. On an average weekday in 2016, when ridership data was last collected for Muni’s light rail lines, 241 people boarded at the 15th Avenue/Taraval Street stop and 184 alighted. At the Forest Side Avenue stop, 43 people boarded and 35 alighted. These ridership numbers likely increased somewhat in 2017, when a nearby stop between these two stops was removed, at 15th Avenue and Ulloa Street. That stop had 90 boardings and 23 alightings on average. By contrast, the 17th Avenue inbound stop is much more heavily used, with 488 boardings and 184 alightings.

Community input on these potential stop changes is summarized in the Stakeholder Outreach section of this calendar item.

Specifically, SFMTA staff proposes the following transit stop and parking changes:

- A. ESTABLISH – TRANSIT BOARDING ISLAND - Taraval Street, south side, from 16th to 17th Avenue (removes 6 metered parking spaces #601, 609, 615, 617, 621, 625 for transit boarding island).

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- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 16th to 17th Avenue (removes 6 metered parking spaces #601, 609, 615, 617, 621, 625 for transit boarding island); Taraval Street, south side, from 17th Avenue to 140 feet westerly (removes 5 metered parking spaces #701, 703, 707, 709, 711 for transit high-level accessible boarding island with ramp).
- C. RESCIND – TRANSIT STOP - Ulloa Street, north side, east of Forest Side Avenue; Ulloa Street, south side, west of Forest Side Avenue; Taraval Street, south side, west of 15th Avenue.
- D. ESTABLISH – TRANSIT STOP - Ulloa Street, north side, east of 14th Avenue; Ulloa Street, south side, west of 14th Avenue.

In addition, staff are proposing to install a temporary no stopping zone at the inbound 17th Avenue stop to improve passenger safety until a full boarding island can be installed. The permanent boarding island would be constructed far side (east) of 17th Avenue, but staff have determined that an interim no stopping zone at the far side of an intersection would not provide an adequately safe loading experience, as vehicles turning onto 17th Avenue may not anticipate loading trains at the beginning of a block. To address this issue until a full boarding island is built, staff recommends installing a no stopping zone at the location of the existing 17th Avenue stop, near side (west) of the intersection:

- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 17th Avenue to 220 feet westerly (removes 8 metered parking spaces for clear zone at existing interim L Taraval transit stop).

STAKEHOLDER ENGAGEMENT

Prior to the SFMTA Board’s approval of the L Taraval Rapid Project in September 2016, the project underwent extensive community outreach. This included three open houses, multiple rounds of door-to-door merchant outreach, multilingual project surveys, rider outreach on trains and at stops, a series of focus groups comprised of key stakeholders, meetings with neighborhood and merchants groups, a project webinar, and a letter summarizing the project mailed to over 16,000 addresses within the Sunset. Input from stakeholders has shaped nearly every aspect of the project. This stakeholder engagement process is discussed in extensive detail in the Stakeholder Engagement sections of the September 20, 2016 and December 5, 2017 staff reports for the L Taraval Rapid Project.

After the project was approved, another small group meeting was held on December 8, 2016 to update key stakeholders representing merchants, residents, riders, and pedestrian safety advocates about the project and to discuss the launch of the six month Passenger Loading Zone Evaluation improvements. The project team continued to meet with stakeholders to provide progress updates and solicit feedback from community members. Three additional meetings were held in 2017.

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Since February 2017 when the initial rollout of changes began, 12 updates on construction and evaluation were provided to the community through email and project website updates. Staff has received over 100 emails and phone calls about topics such as stop removal and parking impacts. Staff also attended multiple meetings of People of Parkside-Sunset (POPS), a community group representing merchants and residents to provide project updates to residents and to introduce the next phase of construction, most recently in May 2018.

Stakeholder Feedback: Additional transit stop changes

The 17th Avenue inbound stop was originally proposed for removal in 2016, but the SFMTA Board gave staff direction to further study the impact of removing the stop before moving forward with a decision. Removing the stop was formally approved, but staff did not implement the removal, pending this additional analysis.

On-board surveys were conducted in September 2017 asking riders if they would prefer to keep or remove the 17th Avenue inbound stop. Of 123 responses, 68% preferred to keep the stop, with the understanding that a boarding island will be built and parking removed if the stop is retained. Convenient access to Safeway was the primary concern expressed by survey respondents.

Door-to-door surveys were administered to merchants on Taraval Street between 16th and 18th avenues in 2017. The surveys explained tradeoffs and asked for merchants to weigh in on the stop proposals. Of the nine merchants who expressed a preference, three supported removing the stop to retain parking and three voted to keep the stop and upgrade it with a boarding island. Loss of additional parking spaces in the area was a major concern for most merchants who were surveyed.

At the December 2017 SFMTA Board meeting, many riders spoke in favor of retaining the 17th Avenue inbound stop to preserve close access to the Safeway grocery store. The SFMTA Board asked that staff implement the stop removal on a trial basis, in consideration of these concerns. Staff continued to discuss the proposed stop removal with POPS members, riders, and Supervisor Norman Yee's office through early 2018, and developed a new proposal based on community input, as discussed in the Description section above. Supervisor Yee's office and POPS are in support of this revised proposal for the inbound 17th Avenue stop and surrounding stops.

In June 2018, staff returned to each merchant on Taraval Street near the 17th Avenue stop to discuss the revised proposal, which would retain the stop and install a boarding island and wheelchair-accessible platform. Similar to previous rounds of outreach to merchants near this stop, feedback was mixed, with merchants expressing support for retaining the stop and concern about parking and loading impacts of the boarding island. Safeway has also expressed support for retaining the stop, but opposition to upgrading it with a safety island.

SFMTA staff also mailed a description of the revised proposal to properties near the 17th Avenue stop, as well as properties between 17th Avenue and Forest Side Avenue along the L Taraval route, reaching 410 households in total. Stakeholder feedback has primarily been very positive about the updated proposal. One resident expressed concern about the impacts of moving a stop from Forest Side Avenue to 14th Avenue on Ulloa Street, due to parking impacts and security concerns from

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having a transit stop nearby. However, no parking would be removed at this new stop location, and the stop is not anticipated to be heavily used as it is in a primarily residential area, similar to the existing Forest Side Avenue stop. Approximately four residents spoke in opposition to the proposed removal of the 15th Avenue and Forest Side Avenue stops at a public hearing on the changes on June 15, 2018, due to the increased walking distance to remaining stops.

Stakeholder Feedback: Other Project Elements

The project team has heard a wide range of feedback in general since the early implementation phase began in early 2017, including items that are not before the Board as part of this updated proposal. Most feedback on the project is related to parking removal for boarding islands, transit stop removal, and the addition of transit-only lanes. Staff is continuing to gather input in advance of the larger construction project in 2019, which includes construction of boarding islands, traffic signals, and other improvements, and making adjustments wherever feasible. The project team is collecting data about transit travel time, traffic volumes, pedestrian counts, collisions, and other measures of project impacts on an ongoing basis and will prepare a final evaluation after the full project is constructed. Initial data on pedestrian injury collisions, transit travel time, and traffic volumes on Taraval and side streets will be shared before construction begins on the full project.

ALTERNATIVES CONSIDERED

Staff considered a range of options for the inbound 17th Avenue stop and surrounding stops, as discussed below. The final proposal is the result of extensive community input, and also accounts for technical challenges encountered with other alternatives.

In an early version of the project proposal, the inbound stop at 19th Avenue would have been moved from the near side of the intersection to the far side, bringing it between 19th and 18th avenues. This would have brought it closer to Safeway, which is between 18th and 17th avenues. The inbound stop at 17th Avenue was proposed for removal to reduce travel time and because of the close proximity of the newly relocated 19th Avenue stop. However, due to conflicts with trucks turning from 19th Avenue and concerns from the Fire Department about having two boarding islands on a single block (inbound and outbound), the proposal to move the 19th Avenue stop from near side to far side of the intersection was not pursued.

After this revision to the proposal, staff evaluated whether to still remove the inbound 17th Avenue stop, which would bring stop spacing into conformity with SFMTA's guidelines, or retain it and build a boarding island. Stop removal was approved in September 2016, but the SFMTA Board asked that staff continue to monitor and evaluate the stop before taking final action on removal. The SFMTA Board also instructed staff that if the stop remains permanently, a boarding island should be installed. In December 2017, the SFMTA Board reaffirmed its support for removing the stop, but on a trial basis due to concerns from riders about losing close access to Safeway.

To evaluate stop removal, staff regularly visited the site, conducted rider and merchant surveys, reviewed stop spacing guidelines, evaluated the potential for a boarding island at the stop, and

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reviewed video footage of the stop to determine the prevalence of shoppers walking from Safeway to the stop with grocery bags at various times of day and days of the week.

Removing the inbound 17th Avenue stop would be acceptable from a stop spacing standpoint, but staff and the SFMTA Board recognized it would create a more difficult connection to Safeway, an important destination. As a result, staff worked with the community to develop an alternative that preserves the stop and improves travel time and reliability, as discussed in the Description and Stakeholder Engagement sections.

Staff also evaluated the option of keeping the inbound 17th Avenue stop at its current location, which is near side of 17th Avenue, and upgrading it with a boarding island. This was found to be infeasible due to loading maneuvers by Safeway trucks that would conflict with the island.

Previously, the project included a plan to relocate the inbound 15th Avenue stop at Taraval from the far side of the intersection to the near side because there is a STOP sign at the intersection. Trains currently must stop twice here, first at the STOP sign and then again after turning the corner, to serve passengers. However, during the detailed design phase of the project, staff determined that a transit bulb would not be feasible near side at this intersection due to conflicts with the path of turning trains. As a result, moving the stop near side of the intersection (onto Taraval) is not feasible. By deleting the inbound 15th Avenue stop, trains will no longer have to stop twice at this intersection. As discussed in the Description section, transit riders at this stop would have the option of using the 17th Avenue stop, which would be relocated between 17th and 16th avenues.

FUNDING IMPACT

The total design and construction cost of the Muni Forward components of the project is \$20,865,000. These improvements will be funded through the Proposition A General Obligation Bond (GO Bond), and Proposition K. The additional changes to the project described in this calendar item would not affect the overall project budget or funding.

ENVIRONMENTAL REVIEW

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

The TEP Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, 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 and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. 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).

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On September 20, 2016, the SFMTA Board of Directors in Resolution 16-132 approved the Modified Expanded L Taraval Transit Improvements (TTRP.L), which contained updates to the previously approved TTRP.L. The San Francisco Planning Department's Environmental Planning Division has reviewed the proposed modifications to the Modified Expanded TTRP.L (Further Modified Expanded TTRP.L Project) described herein. The Planning Department determined on February 22, 2018 that the proposed further modifications that are the subject of this Item are within the scope of the TEP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project.

A subset of TEP MMRP that is pertinent to the TTRP.L: L Taraval is on file with the Secretary of the SFMTA Board of Directors.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

Staff recommends approving additional parking and traffic modifications along the L Taraval Muni transit corridor as part of the L Taraval Rapid Project, a Muni Forward and Vision Zero supporting project, as set forth in Items A through E above, including establishing a transit boarding island at 17th Avenue (inbound) and relocating other transit stops between 15th Avenue and West Portal Station.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modifications along the L Taraval Rapid Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals, including additional transit stop changes between 17th Avenue and Forest Side Avenue, as follows:

- A. ESTABLISH – TRANSIT BOARDING ISLAND - Taraval Street, south side, from 16th to 17th Avenue (removes 6 metered parking spaces #601, 609, 615, 617, 621, 625 for transit boarding island).
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 16th to 17th Avenue (removes 6 metered parking spaces #601, 609, 615, 617, 621, 625 for transit boarding island); Taraval Street, south side, from 17th Avenue to 140 feet westerly (removes 5 metered parking spaces #701, 703, 707, 709, 711 for transit high-level accessible boarding island with ramp).
- C. RESCIND – TRANSIT STOP - Ulloa Street, north side, east of Forest Side Avenue; Ulloa Street, south side, west of Forest Side Avenue; Taraval Street, south side, west of 15th Avenue.
- D. ESTABLISH – TRANSIT STOP - Ulloa Street, north side, east of 14th Avenue; Ulloa Street, south side, west of 14th Avenue.
- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Taraval Street, south side, from 17th Avenue to 220 feet westerly (removes 8 metered parking spaces for clear zone at existing interim L Taraval transit stop); and,

WHEREAS, Approval for traffic and parking modifications to implement various projects along the L Taraval 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, relies on said Final Environmental Impact Report, and information pertaining to the Final Environmental Impact Report is set forth in a SFMTA Resolution No 14-041, which is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; and,

WHEREAS, As part of the Resolution No. 14-041, the SFMTA Board of Directors adopted approval findings under the California Environmental Quality Act, the California Environmental Quality Act Guidelines, and Chapter 31 of the Administrative Code (California Environmental Quality Act Findings) and a Mitigation Monitoring and Reporting Program, which Resolution, California Environmental Quality Act Findings, and Mitigation Monitoring and Reporting Program are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

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WHEREAS, The SFMTA Board of Directors adopted the Modified Expanded Alternative which included the traffic and parking changes herein, but did not include retaining the inbound 17th Avenue and other stop changes included herein, on September 20, 2016 in Resolution 16-132, and adopted findings under California Environmental Quality Act including the Mitigation Monitoring and Reporting Program, which Resolution and Findings are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though; and,

WHEREAS, After significant outreach and study, SFMTA staff proposes to retain the inbound 17th Avenue, and make other stop changes between 17th Avenue and West Portal Station; and,

WHEREAS, The San Francisco Planning Department's Environmental Planning Division has reviewed the proposed modifications to the Modified Expanded TTRP.L (Further Modified Expanded TTRP.L Project) described herein and determined on February 22, 2018 that the proposed further modifications are within the scope of the Transit Effectiveness Project Final Environmental Impact Report; no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project; and,

WHEREAS, The SFMTA Board has reviewed the Transit Effectiveness Project Final Environmental Impact Report and hereby finds that actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in the Final Environmental Impact Report; and,

WHEREAS, With more reliable light rail transit service on one of the busiest lines, SFMTA will have fewer needs for last-minute service adjustments, a more stable service environment for resource-need assessment, and will be able to more reliably and effectively allocate transit resources and deliver service overall; 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 adopts the Transit Effectiveness Project Final Environmental Report California Environmental Quality Act findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the California Environmental Quality Act findings, and the California Environmental Quality Act determination 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 are incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Mitigation Monitoring and Reporting Program as a condition of approval; and be it further

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RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications, as set forth in items A through E above, along the L Taraval Muni transit corridor included in the Muni Forward Service-Related Capital Improvements and Travel Time Reduction Proposals and support the SFMTA's Vision Zero program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency