

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications associated with an inbound (northbound) route realignment for the 54 Felton along Moscow Street between Geneva and Avalon avenues as part of the 54 Felton Project.

**SUMMARY:**



- The proposed modifications are part of the 54 Felton Project.
- The Project would reduce vehicle conflicts and transit delays by realigning the 54 Felton in the Excelsior neighborhood to Moscow Street in the inbound (northbound) direction.
- The Project would improve traffic safety by installing an all-way stop sign at Moscow Street and Excelsior Avenue.
- Starting in October 2018 through April 2019, the SFMTA conducted extensive outreach to stakeholders in the community, through meetings, surveys, and door-to-door outreach.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at [https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR		May 14, 2019
SECRETARY		May 14, 2019

**ASSIGNED SFMTAB CALENDAR DATE:** May 21, 2019

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### **PURPOSE**

Approving parking and traffic modifications associated with an inbound (northbound) route realignment for the 54 Felton along Moscow Street between Geneva and Avalon avenues as part of the 54 Felton Project.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

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

Goal 1: Create a safer transportation experience for everyone

Objective 1.2: Improve the safety of the transportation system.

Goal 2: Make transit and other sustainable means 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.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

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.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

### **DESCRIPTION**

In early 2018, staff proposed the removal of two bus stops that would affect the 29 Sunset and 54 Felton Muni lines in the Excelsior neighborhood. For both lines, there are bus stops on Persia Avenue at Moscow Street and on Persia Avenue at Athens Street, a stop spacing of 200 feet. This spacing is below the SFMTA stop spacing standard of 800 feet to 1360 feet on grades of less than or equal to 10 percent, and as close as 500 feet on grades over 10 percent. Staff proposed removing the bus stops at Moscow Street and Persia Avenue due to their lower

ridership numbers, as compared to the bus stops at Athens Street and Persia Avenue. To solicit input on this change from stakeholders, staff posted notices at the two stops proposed to be removed, as well as at adjacent bus stops for each line. Electronic copies of the notice were distributed to community groups.



Figure 1: Map of Stop Removal Proposal at Persia Avenue and Moscow Street

In response to the notice, a resident who lives on the 200 block of Athens Street requested that SFMTA reroute the 54 Felton off of that section of Athens Street, which is between Excelsior and Avalon avenues. The District 11 Supervisor was informed of the request and ultimately supported further evaluation. The particular segment of Athens Street on which the resident lives is relatively narrow and winding. As a result, this block experiences vehicle conflicts such that a vehicle must pull out of the travel lane in order for the bus to continue north. The conflict is greater when there are larger vehicles, such as a delivery or a Recology (garbage) truck.

The stop removals at Persia Avenue and Moscow Street were put on hold pending this new request. The 54 Felton Project was created to address this resident's and District Supervisor's concern and to improve operational efficiency and safety.

### Existing Conditions

The 54 Felton provides connections for the Ingleside, Oceanview, Excelsior, Portola, and Bayview/Hunters Point neighborhoods to Daly City BART and other transit connections. The 54

Felton Project focuses on the Excelsior neighborhood segment of the line, between Geneva and Avalon avenues. The neighborhood is largely residential, with several schools.

Currently the 54 Felton routing features two sets of couplets in this neighborhood, shown in Figure 2. The bus operates inbound on one street and outbound on another street, in two different route segments. The couplets provide less transit access than if the line operated on the same street in both directions and reduce the area served by the 54 Felton, because Muni passengers need to be able to walk to both directions to fully access the line. Staff has also received feedback that the couplets can be difficult to understand for Muni passengers.



Figure 2: Map of Existing 54 Felton Alignment in the Excelsior

Vehicle conflicts occur on the 200 block of Athens Street due to its street alignment, with the bus blocking or being blocked by other vehicles. Specifically, two transit collisions have occurred at Athens Street and Avalon Avenue, in 2013 and 2015. Two SFPD-reported collisions occurred in 2014. An all-way stop sign was installed at Athens Street and Avalon Avenue in 2018. These conflicts and collisions inevitably cause transit delay.

Ridership on this segment of the route is relatively low when compared with bus stops at transit centers and major corridors such as Mission Street, shown in Tables 1 and 2. However, the 54 Felton remains a critical transit service that provides key connections to commercial areas and other transit services and is the only Muni line that travels north-south in the residential area of the Excelsior neighborhood. The Muni Service Equity Strategy identifies Excelsior-Outer Mission as an Equity Neighborhood, with the 54 Felton as a key line serving this neighborhood.

*Table 1. Average Weekday Ons and Offs for 54 Felton Bus Stops Within the Project Area*

<b>Inbound</b>	<b>Ons</b>	<b>Offs</b>	<b>Outbound</b>	<b>Ons</b>	<b>Offs</b>
Naples/Geneva	60	53	Moscow/Excelsior	14	30
Naples/Amazon	1	6	Moscow/Brazil	13	26
Naples/Italy	15	42	Moscow/Persia	48	62
Naples/France	13	73	Persia/Prague	29	24
Naples/Russia	13	29	Prague/Russia	17	10
Russia/Moscow	10	55	Russia/Moscow	36	13
Prague/Russia	7	31	Moscow/France	24	14
Prague/Persia	30	41	Moscow/Italy	16	11
Persia/Moscow	21	34	Geneva/Moscow	37	34
Persia/Athens	46	10	Geneva/Naples	82	25
Athens/Brazil	27	20	-		
Athens/Excelsior	19	24	-		
Athens/Avalon	15	34	-		

*Table 2. Average Weekday Ons and Offs for 54 Felton Bus Stops at Major Transit Centers and Connection Points*

<b>Stop Location</b>	<b>Inbound</b>		<b>Outbound</b>	
	<b>Ons</b>	<b>Offs</b>	<b>Ons</b>	<b>Offs</b>
Daly City BART	175	0	0	182
Plymouth & Broad	121	10	14	62
Balboa Park BART	423	248	395	415
Geneva & Mission	340	268	334	209
Bacon & San Bruno	488	244	148	310
Phelps & Williams/Vesta	110	152	133	52
Third & Palou/Oakdale	265	152	91	25

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**Proposal**

After considering alternatives and conducting extensive public outreach, staff proposes the changes shown in Figure 3. The 54 Felton would be rerouted in the inbound (northbound) direction along most of Moscow Street between Geneva and Avalon avenues. The line would deviate onto Russia Avenue, Prague Street, and Persia Avenue. This alignment is what the existing outbound direction follows. The outbound direction would remain unchanged. The proposed 54 Felton realignment does not require SFMTA Board approval, but staff wanted to provide stakeholders the opportunity to voice their support or opposition to the entire 54 Felton Project at an SFMTA Board meeting.

This proposal would provide a more reliable ride with less delay due to fewer turns and a more direct alignment. Moscow Street is wider than the 200 block of Athens Street, making it a more optimal street on which to operate Muni service. By updating the inbound route onto Moscow, the project would improve safety, eliminate the conflicts with vehicles experienced on Athens Street, and improve transit reliability by decreasing travel time.



# 54 Felton Project in Excelsior District



Figure 3: Map of 54 Felton Realignment Proposal

## Bus Stop Spacing and Transit Travel Times

The map above shows the proposed discontinued and new bus stop locations. There would be a net loss of two bus stops. Stop spacing would be maintained so that there is a bus stop at every block with the exception of Moscow Street between Amazon and Italy avenues - this block is only 230 feet long, so one bus stop here would provide appropriate access. All current stops in the residential area are flag stops, and all new bus stops would be the same. There will be one

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new 54 bus stop on Geneva Avenue at Naples Street, which is an existing bus stop with a bus zone and is served by the 8 Bayshore, 8BX Bayshore B Express, and 91 Owl lines. This proposal is estimated to decrease travel time by approximately one minute. SFMTA Board approval is requested to rescind the existing stops and establish the proposed stops.

### **Traffic Modifications**

As part of this project, an all-way stop will be installed at Moscow Street and Excelsior Avenue. This is a direct result of resident feedback concerning vehicles speeding, limited visibility, and the offset streets at this intersection. The installation of the stop signs would rescind the No Parking Any Time parking restrictions at this location and restore two parking spaces.

### **Parking and Curb Management Modifications**

The proposal would require new parking restrictions to provide adequate turn clearances for the bus. At three locations, the clearance space needed is at the driveway of a residence. No Parking Any Time parking restrictions would be installed for these driveways at Persia Avenue and Moscow Street and at Moscow Street and Russia Avenue. In addition, one red curb at Persia Avenue and Moscow Street would be extended to provide enough turn clearance, removing one parking space. The project would restore two parking spaces and remove one parking space for a net gain of one parking space.

Specifically, the SFMTA proposes the following transit and parking and traffic modifications:

- A. RESCIND – MUNI FLAG STOP - Naples Street, east side, 80 feet north of Geneva Avenue; Naples Street, east side, 60 feet north of Amazon Avenue; Naples Street, east side, south of Italy Avenue; Naples Street, east side, south of France Avenue; Naples Street, east side, south of Russia Avenue; Russia Avenue, south side, west of Moscow Street; Persia Avenue, north side, east of Athens Street (54 Felton only); Athens Street, east side, south of Brazil Avenue; Athens Street, east side, south of Excelsior Avenue; Athens Street, east side, south of Avalon Avenue
- B. ESTABLISH – MUNI FLAG STOP - Moscow Street, east side, 80 feet north of Geneva Avenue; Moscow Street, east side, south of Italy Avenue; Moscow Street, east side, south of France Avenue; Moscow Street, east side, south of Russia Avenue; Moscow Street, east side, south of Brazil Avenue; Moscow Street, east side, south of Excelsior Avenue; Moscow Street, east side, south of Avalon Avenue
- C. ESTABLISH – NO PARKING ANY TIME - Moscow Street, west side, from Russia Avenue to 28 feet southerly; Russia Avenue, south side, from Moscow Street to 18 feet easterly; Moscow Street, east side, from Persia Avenue to 15 feet northerly #
- D. ESTABLISH – RED ZONE - Persia Street, south side, from 15 feet to 34 feet east of Moscow Avenue (removes 1 parking space)
- E. ESTABLISH – STOP SIGNS - Moscow Street, northbound and southbound, at Excelsior Avenue, making this intersection an all-way STOP #
- F. RESCIND – NO PARKING ANY TIME - Moscow Street, east side, from Excelsior



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Avenue to 33 feet southerly (adds 1 parking space); Moscow Street, west side, from Excelsior Avenue to 36 feet southerly (adds 1 parking space) #

## STAKEHOLDER ENGAGEMENT

Staff conducted extensive stakeholder engagement from October 2018 through April 2019. The project engaged with diverse populations, including seniors, people with disabilities, Muni passengers, neighbors, community organizations, and schools in the Excelsior neighborhood. To support the multi-lingual needs of these communities, outreach materials were translated into Spanish, Chinese, and Filipino. Community feedback directly shaped the final proposal.

A range of methods was used to engage with Muni passengers, residents, and the community. Outreach strategies included:

- An on-board Muni survey, translated into Chinese, Spanish, and Filipino. Staff surveyed Muni customers over a period of approximately three weeks at a variety of travel times on the 54 Felton line in the Excelsior district, to fully capture the range of passengers in the neighborhood. The multi-lingual survey was also offered online and at community meetings.
- In-person meetings and phone calls with all nearby schools: Cleveland Elementary School, School of the Epiphany, City Arts and Tech High School, June Jordan School for Equity, and Monroe Elementary School.
- Presentations, surveys, and briefings with community and citywide advocacy groups and SFMTA advisory committees at existing meetings and community events, such as Sunday Streets.
- Door-to-door canvassing to reach Moscow Street residents.
- Three meetings with the District 11 Supervisor's office.
- Postings at all existing and proposed bus stop locations soliciting feedback.
- A project website with online survey links and email updates to more than 100 recipients.
- Internal vetting with SFMTA staff, including operators, field managers, division management, Transport Workers Union Local 250A leadership, project managers for SFMTA projects on intersecting streets and in the neighborhood, and Taxi and Accessible Services staff.
- Consulted the San Francisco Police and Fire departments in the project development process.

These outreach activities provided the project with feedback from a total of 477 survey respondents regarding the proposed route update and fostered a community dialogue through fifteen stakeholder meetings and neighborhood events.

The original project proposal is shown in Figure 4. Staff proposed rerouting the 54 Felton inbound to run on Moscow Street between Geneva and Avalon avenues. The outbound direction would also run on this segment of Moscow Street, without the current deviation onto Russia Avenue, Prague Street, and Persia Avenue.



Figure 4: Map of Original 54 Felton Realignment Proposal Before Outreach

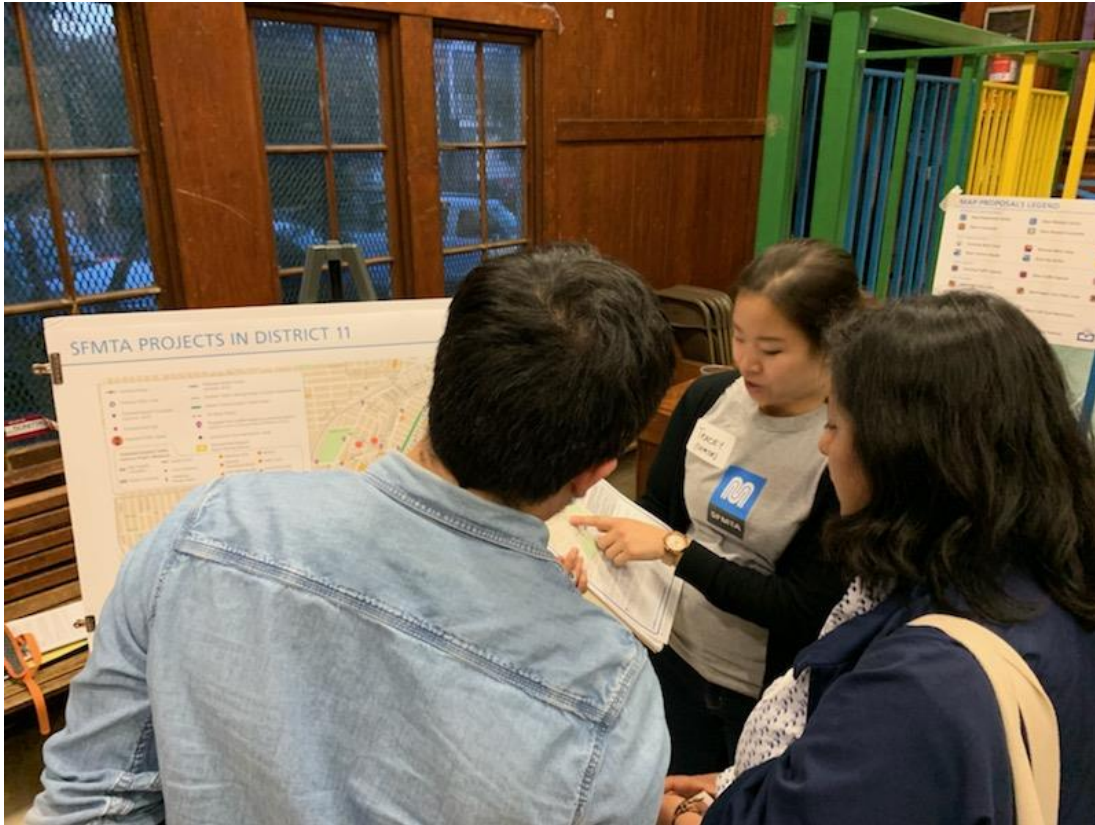
Key findings from the stakeholder process included:

- A majority (56.6%) of survey respondents support the proposal.
- A number of seniors, June Jordan School for Equity, and City Arts and Tech High School requested keeping the existing deviation onto Russia Avenue, Prague Street, and Persia Avenue.
- Cleveland Elementary and School of the Epiphany reported that Muni is delayed by their school drop-offs and pick-ups on Athens Street and Naples Street, respectively, and the project would resolve those conflicts.
- Residents on the 200 block of Athens support the proposal
- Many Moscow Street residents oppose the route change onto their street.
- The District 11 supervisor supports the proposal.
- Muni operations staff support the proposal because it decreases the number of turning movements that operators need to make and improves safety by shifting the bus onto a

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wider street.

- Some stakeholders indicated that the realignment would negatively impact seniors and people with disabilities who live on Naples Street.



*Figure 5: Staff solicited feedback at the Mission Street Excelsior Safety Project Open House on April 10.*

The original resident on Athens that asked for the realignment submitted to staff several support letters and a support petition with neighbor signatures. She also attended a number of community events, as well as public hearing, to communicate her support for the project.

As a result of stakeholder engagement, staff revisited the original proposal and added back the existing deviation onto Russia Avenue, Prague Street, and Persia Avenue in the inbound direction. This change would allow the updated route to maintain access to nearby high schools, June Jordan School for Equity and City Arts and Tech High School, as well as residents near Prague Street. The existing outbound routing would remain unchanged.

Feedback from Moscow residents opposed to the original proposal largely involved concerns with speeding vehicles and limited visibility at the Moscow Street and Excelsior Avenue intersection. Staff received mail from a number of neighbors that provided detail regarding their opposition. To directly address these concerns, staff included a new all-way stop sign at the intersection. After these proposal changes, staff followed up with stakeholders to provide project

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updates and to solicit additional feedback. One of the neighbors appreciated the new bus stop but reiterated that she did not want the 54 Felton to operate on her street.

Staff presented the revised proposal at public hearing. Two people voiced support for the project and none opposed. In addition, staff received thirteen emails in support and seven in opposition. Follow-ups were conducted to better understand concerns.

### **ALTERNATIVES CONSIDERED**

Staff considered four alternatives.

#### **Routing Along Naples Street**

This was an option suggested by the Athens Street resident. This alternative would keep the couplet on Naples and Moscow streets and deviate onto segments of Brazil Avenue and Naples Street. The route would increase by 0.21 miles and add approximately one minute of travel time. While this alternative would resolve the vehicle conflict issue on Athens Street, it would impact the 54 Felton with increased travel time and several turns that would likely have required parking space removal or new curb restrictions. The alignment would be harder to understand and remember due to the number of turns and streets the bus would operate on. There would be nine turns total in the project area, compared with five turns in the proposal. Access to Muni would not improve with this option, as the couplet streets would be further apart than they are now (moved from Athens and Moscow streets to Naples and Moscow streets between Brazil and Avalon avenues). This alternative would introduce more possibilities for vehicle conflicts. The bus would also continue to conflict with Cleveland Elementary School and School of the Epiphany pick-ups and drop-offs. For these reasons staff found this option not viable.

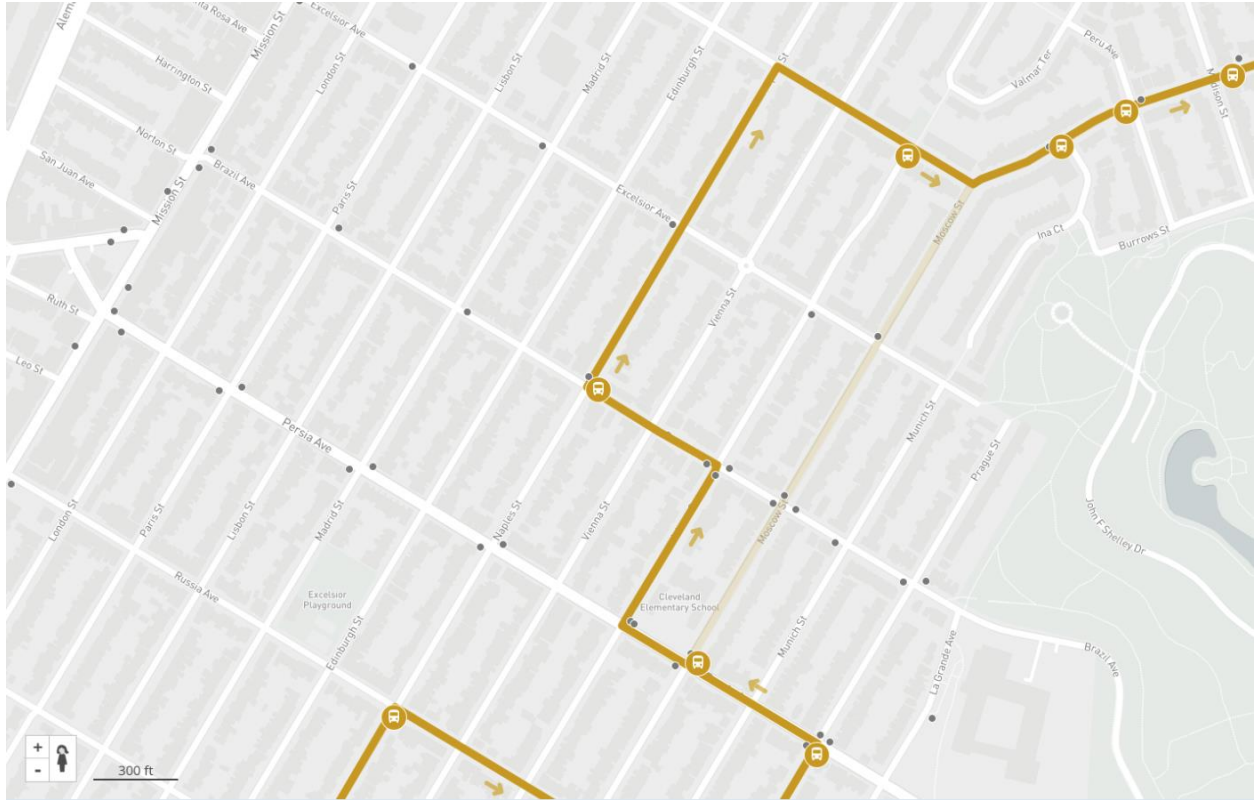


Figure 6: Map of Inbound Alternative Using Naples Street

### Routing Along Moscow Street Between Persia and Avalon Avenues

This alternative would keep the couplet on Naples and Moscow streets and alter the inbound routing to operate on Moscow Street between Persia and Avalon avenues, shown on the following page. This alignment would be easier to understand than the existing alignment but would not decrease the number of turns the bus would make. The bus would also continue to conflict with School of the Epiphany pick-ups and drop-offs. Access to transit services would improve for residents living north of Russia Avenue but remain the same for residents living south of the street. Staff conducted a bus test to determine the feasibility of operating this routing safely; parking changes would be necessary at Persia Avenue and Moscow Street so that two buses can complete their respective turning movements safely. Compared to the project proposal, this option would not provide as many benefits to Muni customers and the community, and for this reason staff chose not to pursue this alignment.



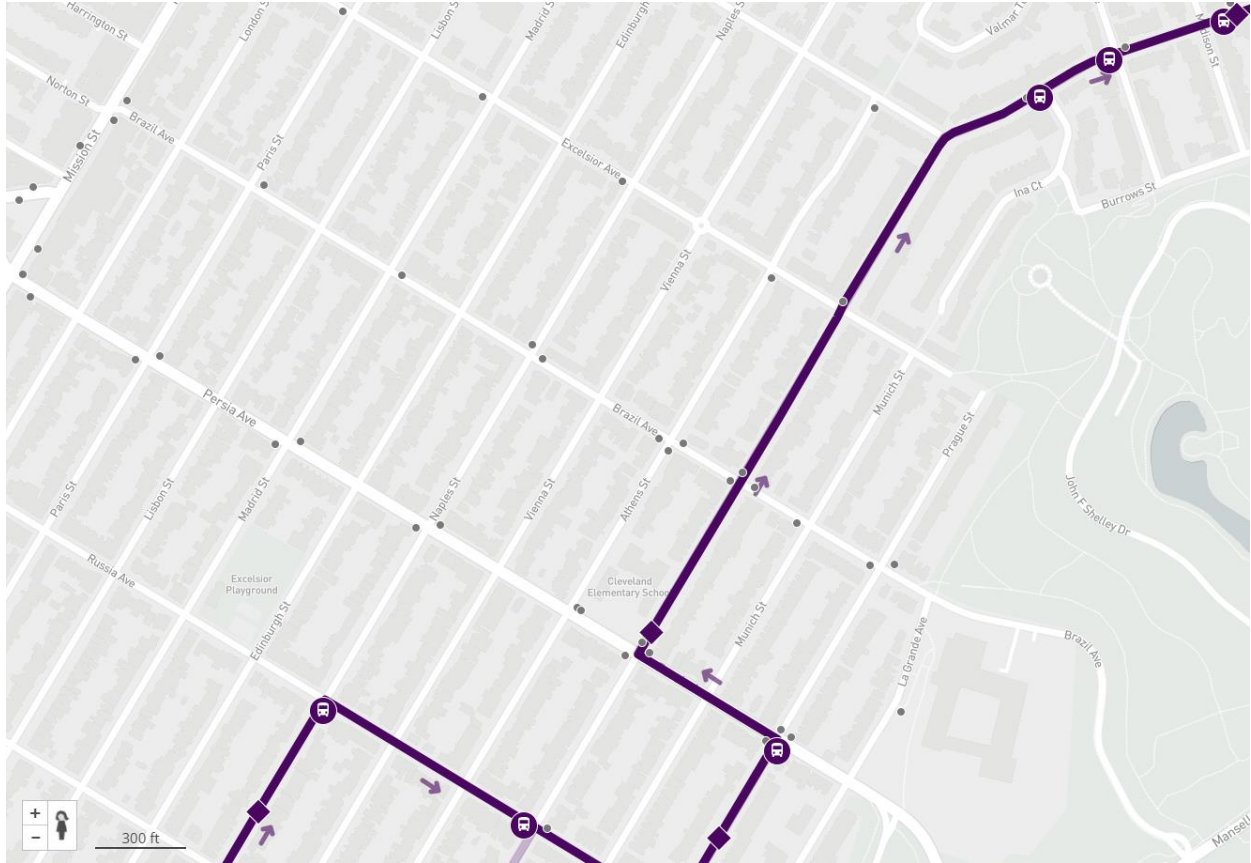


Figure 7: Map of Inbound Alternative Using Moscow Street Between Persia and Avalon Avenues

### Routing Along Brazil Avenue

This alternative would keep the inbound alignment the same except the bus would turn onto Brazil Avenue from Athens Street and continue north on Moscow Street, shown in Figure 8. This routing would resolve the vehicle conflicts on the 200 block of Athens Street but provide fewer improvements than the project proposal. The routing features several turns near each other. Compared to the project proposal, this alternative would not be as easy to understand and remember for 54 Felton customers and does not alleviate the school pick-up and drop-off conflicts for Cleveland Elementary School. Staff conducted a bus test to determine the feasibility of operating this routing safely; parking changes would be necessary at Athens Street and Brazil Avenue so that two buses can complete their respective turning movements safely.



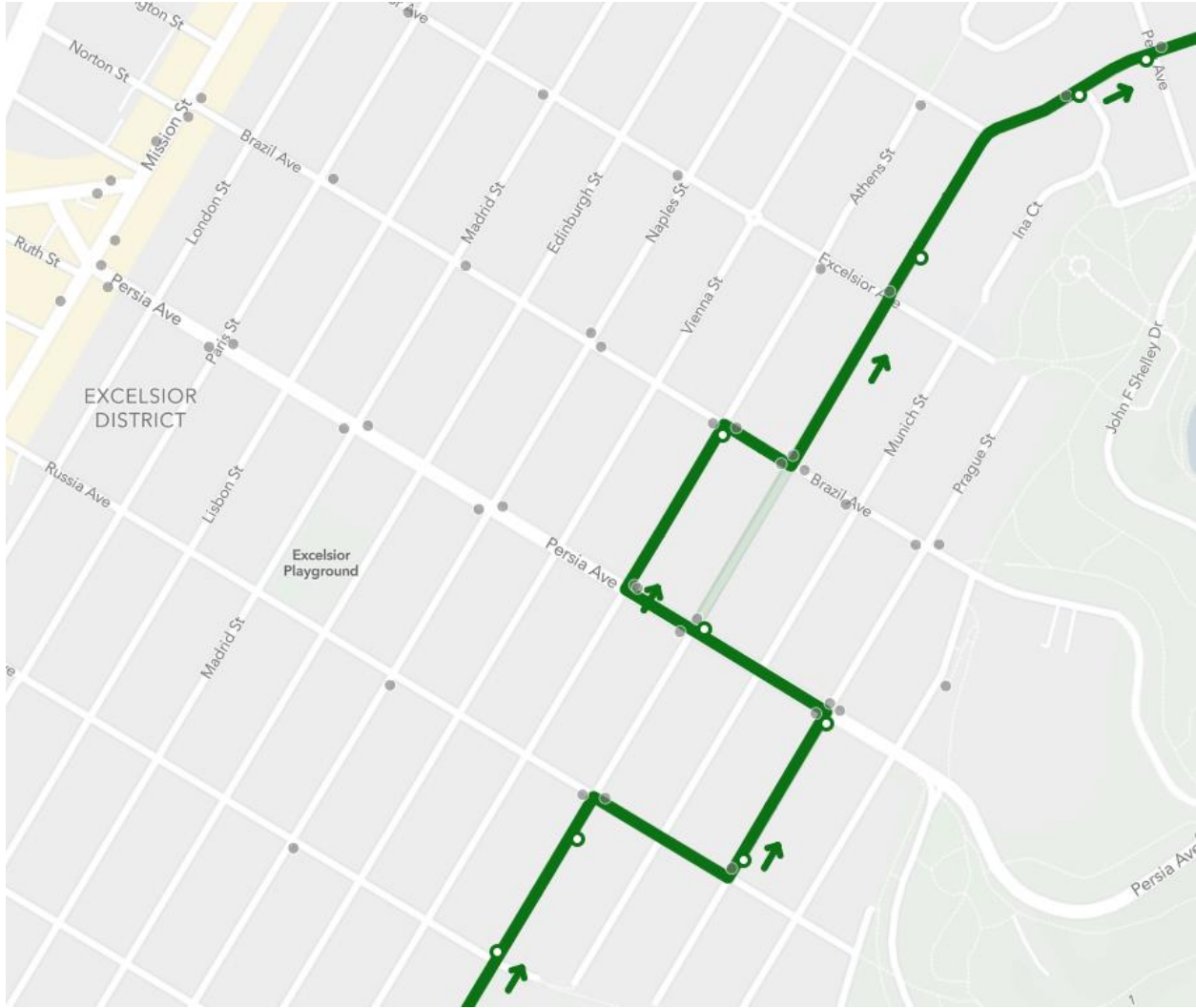


Figure 8: Map of Inbound Alternative Using Brazil Avenue

### Routing Along Excelsior Avenue

This alternative would be the same as the previous alternative, except the bus would turn onto Excelsior Avenue and continue north on Moscow Street. Compared to the project proposal, this option would not be as easy to understand and remember for 54 Felton customers and does not alleviate the school pick-up and drop-off conflicts for Cleveland Elementary School. The routing features several turns near each other. Excelsior Avenue also has an abrupt grade change between Athens and Moscow streets that creates visibility issues and safety impacts, and staff found this alternative not viable.

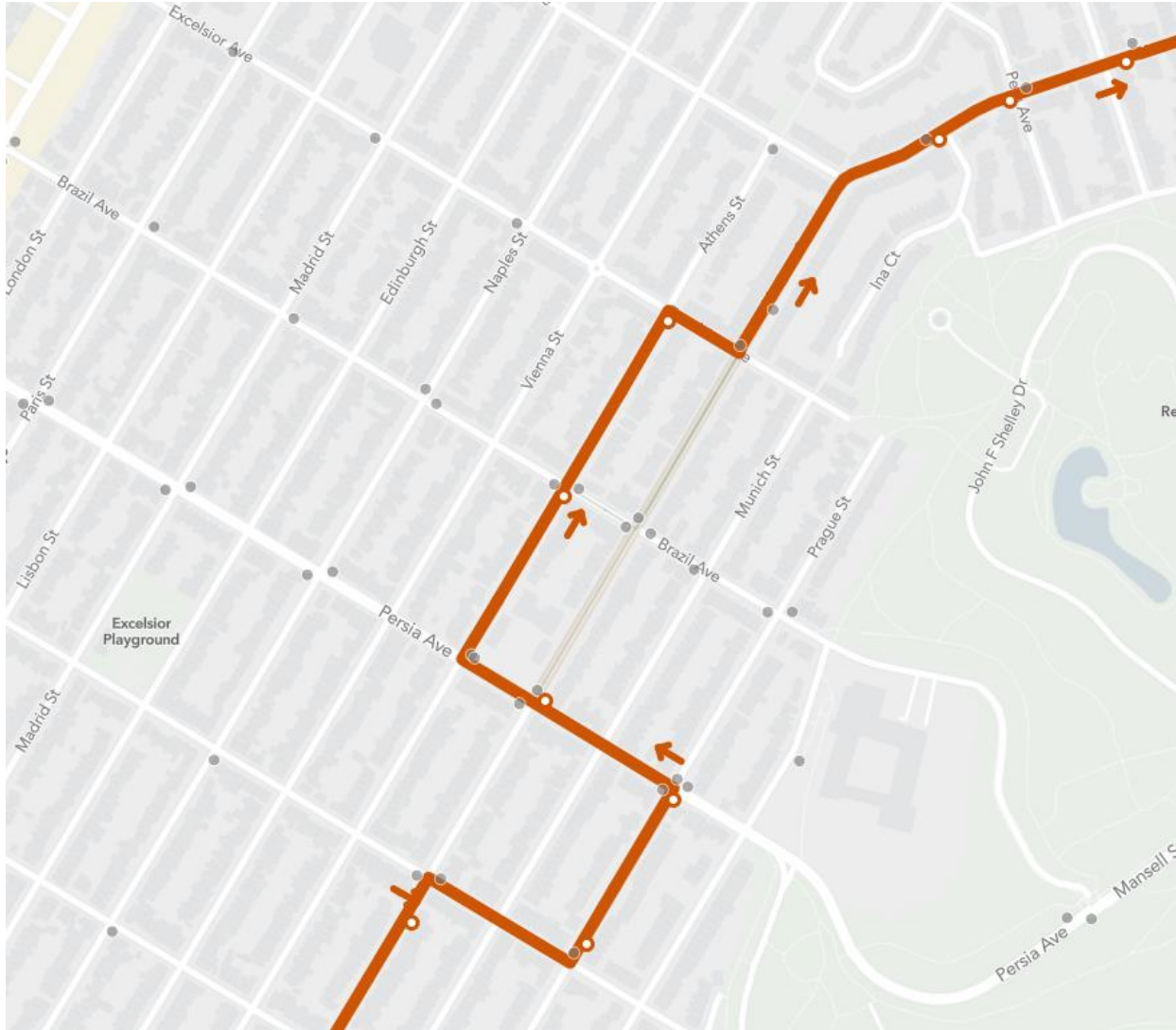


Figure 9: Map of Inbound Alternative Using Excelsior Avenue

### No Changes to 54 Felton Line

The Muni Service Equity Strategy identified the 54 Felton for “potential alignment adjustments to improve reliability on the entire 54 line pending additional outreach.” The 54 Felton Project would accomplish this recommendation by saving approximately one minute of travel time that would contribute to improved reliability while incorporating community feedback.

Staff found the project proposal to contain the most improvements to Muni customers and the community while resulting in the least parking impacts. Outreach results indicate that the majority of those impacted by the project support the proposal. The proposed change is not considered a major service change under the Agency’s definition and therefore a Title VI Analysis is not required.

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## **FUNDING IMPACT**

The project would have minimal funding impacts. The proposal would not change the number of buses needed to maintain the current route frequency. Costs include materials and labor for paint and sign changes.

## **ENVIRONMENTAL REVIEW**

The proposed 54 Felton Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical 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 as defined in Title 14 of the California Code of Regulations Section 15301.

On April 18, 2019, the Planning Department determined (Case Number 2019-005449ENV) that the proposed project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is 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 is incorporated herein by reference.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

Certain final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

[https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf).

Items C, E, and F are Final SFMTA Decisions as defined by Ordinance 127-18 because these are either an adoption of a time limitation for which a vehicle may be parked or involve installing a stop sign.

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

## **RECOMMENDATION**

Staff recommend that the SFMTA Board of Directors approve the transit and parking and traffic modifications, as set forth in Items A through F above, associated with the proposed inbound (northbound) route realignment for the 54 Felton along Moscow Street between Geneva and Avalon avenues as part of the 54 Felton Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The 54 Felton Muni line experiences vehicle conflicts on the 200 block of Athens Street in the Excelsior neighborhood, leading to transit delay; and,

WHEREAS, The 54 bus line currently operates on two separate couplets in the neighborhood, providing less transit access and reducing the area served by the 54 Felton; and,

WHEREAS, Realigning the 54 Felton to a wider street on Moscow Street would reduce vehicle conflicts, improve safety, reduce transit delay, and improve transit reliability; and,

WHEREAS, Traffic safety can be improved by adding an all-way stop sign at the intersection of Moscow Street and Excelsior Avenue to improve visibility of oncoming vehicles and pedestrians and discouraging speeding; and,

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

- A. RESCIND – MUNI FLAG STOP - Naples Street, east side, 80 feet north of Geneva Avenue; Naples Street, east side, 60 feet north of Amazon Avenue; Naples Street, east side, south of Italy Avenue; Naples Street, east side, south of France Avenue; Naples Street, east side, south of Russia Avenue; Russia Avenue, south side, west of Moscow Street; Persia Avenue, north side, east of Athens Street (54 Felton only); Athens Street, east side, south of Brazil Avenue; Athens Street, east side, south of Excelsior Avenue; Athens Street, east side, south of Avalon Avenue
- B. ESTABLISH – MUNI FLAG STOP - Moscow Street, east side, 80 feet north of Geneva Avenue; Moscow Street, east side, south of Italy Avenue; Moscow Street, east side, south of France Avenue; Moscow Street, east side, south of Russia Avenue; Moscow Street, east side, south of Brazil Avenue; Moscow Street, east side, south of Excelsior Avenue; Moscow Street, east side, south of Avalon Avenue
- C. ESTABLISH – NO PARKING ANY TIME - Moscow Street, west side, from Russia Avenue to 28 feet southerly; Russia Avenue, south side, from Moscow Street to 18 feet easterly; Moscow Street, east side, from Persia Avenue to 15 feet northerly
- D. ESTABLISH – RED ZONE - Persia Street, south side, from 15 feet to 34 feet east of Moscow Avenue (removes 1 parking space)
- E. ESTABLISH – STOP SIGNS - Moscow Street, northbound and southbound, at Excelsior Avenue, making this intersection an all-way STOP
- F. RESCIND – NO PARKING ANY TIME - Moscow Street, east side, from Excelsior Avenue to 33 feet southerly (adds 1 parking space); Moscow Street, west side, from Excelsior Avenue to 36 feet southerly (adds 1 parking space) and,

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WHEREAS, The proposed 54 Felton Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical 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 as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On April 18, 2019, the Planning Department determined (Case No. 2019-005449ENV) that the proposed project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is 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 is incorporated herein by reference; and,

WHEREAS, The proposed actions for Items C, E, and F are Final SFMTA Decisions as defined by Ordinance 127-18; and,

WHEREAS, Final SFMTA Decisions can be reviewed by the Board of Supervisors; 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 San Francisco Municipal Transportation Agency Board of Directors approves the parking, transit and traffic modifications, as set forth in Items A through F above, associated with an inbound (northbound) route realignment for the 54 Felton along Moscow Street between Geneva and Avalon avenues as part of the 54 Felton Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 21, 2019.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency