

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170307-028

WHEREAS, San Francisco Public Works and the San Francisco Municipal Transportation Agency (SFMTA) are the project sponsors of the Palou Avenue Streetscape Improvement Project with the goals of improving safety on Palou Avenue for people walking and riding bikes; and,

WHEREAS, Palou Avenue between Rankin and Jennings streets is designated a High Injury Corridor by the San Francisco Department of Public Health and the Palou Avenue Streetscape Improvement Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, San Francisco Public Works and the SFMTA conducted a comprehensive public outreach process for the Palou Avenue Streetscape Improvement Project, including holding five community meetings, and multiple stakeholder meetings; and,

WHEREAS, Pursuant to California Vehicle Code section 21101, SFMTA staff determined that closing this portion of Quint Street to vehicular traffic by establishing a cul-de-sac implements Policies 18.1, 23.6, and 26.2 of the transportation element of the City's General Plan; and,

WHEREAS, Based on community input and an analysis of collision records and conditions in the field, San Francisco Public Works and SFMTA staff proposed the following parking and traffic modifications associated with the Palou Avenue Streetscape Improvement Project:

- A. ESTABLISH – MEDIAN ISLAND - Palou Avenue at Industrial Street, east side; Palou Avenue at Selby Street, west side; Palou Avenue at Selby Street, east side; Palou Avenue at Rankin Street, west side; Palou Avenue at Rankin Street, east side; Palou Avenue at Phelps Street, west side; Palou Avenue at Newhall Street, east side; Palou Avenue at Keith Street, east side; Palou Avenue at Jennings Street, west side; Palou Avenue at Jennings Street, east side; Palou Avenue at Ingalls Street, west side; Palou Avenue at Ingalls Street, east side; Palou Avenue at Hawes Street, west side; Palou Avenue at Hawes Street east side.
- B. RESCIND – FLAG STOP - Palou Avenue, north side, at Newhall Street (northeast corner – 23 Monterey and 44 O'Shaughnessy bus stop); Palou Avenue, north side, at Newhall Street (northwest corner – 24 Divisadero bus stop); Palou Avenue, south side, at Newhall Street (southwest corner – 23 Monterey, 24 Divisadero, and 44 O'Shaughnessy bus stop); Palou Avenue, north side, at Lane Street (northeast corner – 23 Monterey and 44 O'Shaughnessy bus stop); Palou Avenue, south side, at Lane Street (southwest corner – 23 Monterey and 44 O'Shaughnessy bus stop).
- C. ESTABLISH – RAISED CROSSWALK - Palou Avenue at Dunshee Street, northside crossing.
- D. ESTABLISH – CLASS II BIKE LANE - Quesada Avenue, south side, from 3rd Street to Griffith Street; Quesada Avenue, north side, from 3rd Street to Griffith Street.
- E. ESTABLISH - CUL-DE-SAC - Quint Street at the southern intersection of Palou and Silver avenues.
- F. ESTABLISH – BLUE ZONE - Palou Avenue, south side, from 36 to 71 feet west of Phelps Street (replaces 2 parking spaces).
- G. ESTABLISH – RED ZONE - Palou Avenue, south side, from 0 to 20 feet west of Rankin Street (replaces 1 parking space); Palou Avenue, north side, from 0 to 20 feet west of Rankin Street (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet east of

Newhall Avenue (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet east of Keith Street (replaces 1 parking space); Palou Avenue, south side, from 0 to 20 feet west of Hawes Street (replaces 1 parking space); Newhall Street, west side, from 0 to 20 feet north of Palou Avenue (replaces 1 parking space); Jennings Street, east side, from 0 to 20 feet south of Palou Avenue (replaces 1 parking space).

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

WHEREAS, On June 27, 2016, the San Francisco Planning Department determined that the proposed Palou Complete Streets Project, consisting of proposed medians, corner bulbs, Quint Street cul-de-sac, and streetscape features, is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; and

WHEREAS, Subsequently, on October 28, 2010, the Planning Commission in Resolution No. 18211, 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), associated with the Better Streets Plan; and

WHEREAS, The SFMTA Board of Directors adopts these CEQA 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 CEQA findings, and the CEQA 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

WHEREAS, 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 well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and

WHEREAS, On January 20, 2017 the Planning Department determined (Case Number 2016-016584ENV) that the proposed road diet, daylighting, on-street parking removal, transit stop consolidation, and sharrow removal on Palou Avenue, and the installation of Class II bike lane on Quesada Avenue included in the Palou Avenue Streetscape Improvement Project and Quesada Avenue Bike Lanes project are categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304, and the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31;

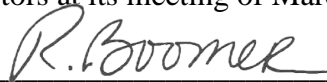
WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and

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, That the San Francisco Municipal Transportation Agency Board of Directors finds that establishing a cul-de-sac on Quint Street south of the intersection of Palou and Silver avenues implements Policies 18.1, 23.6, and 26.2 of the transportation element of the City's General Plan; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications on Palou Avenue between Barneveld Avenue and Crisp Road, as well as on Quesada Avenue between 3rd and Griffith streets, as set forth in items A through G above, as part of the Palou Avenue Streetscape Improvement Project, to improve Muni service 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 March 7, 2017.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency