

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various routine parking and traffic modifications.


SUMMARY:

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Taxis are not exempt from any of these regulations.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action for Items K-Y as defined by 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

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTAB Resolution No. 14-041 (TEP)
<http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP Final Environmental Impact Report <http://www.sf-planning.org/index.aspx?page=2970>
4. TEP 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:

DIRECTOR  _____

SECRETARY  _____

DATE

March 30, 2020

March 30, 2020

ASSIGNED SFMTAB CALENDAR DATE: April 7, 2020

PAGE 2

PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

- 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.
 - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

This action supports the following SFMTA 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.

ITEMS

The following items are corrections/additions to legislation approved by the SFMTA Board of Directors on September 17, 2019 as part of the Mission Street Excelsior Safety Project. This April 7, 2019 SFMTA Board of Directors meeting is the public hearing for these items and has been noticed to the public as such.

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Mission Street, west side, from Admiral Avenue to 18 feet northerly; Geneva Avenue, south side, from Athens Street to 22 feet easterly; Geneva Avenue, south side, from Moscow Street to 147 feet easterly.

Modification A amends previously approved legislation which incorrectly specified ‘from Ney Street’ instead of ‘from Admiral Avenue’, incorrectly specified ‘to 22 feet westerly’ instead of ‘to 22 feet easterly’, and incorrectly specified ‘to 147 feet westerly’ instead of ‘to 147 feet easterly’, respectively.

PAGE 3

- B. ESTABLISH – RED ZONE – Mission Street, east side, from Seneca Avenue northern crosswalk to 17 feet southerly; Geneva Avenue, north side, from Prague Street western crosswalk to 20 feet east of Prague Street.

Modification B amends previously approved legislation which incorrectly specified ‘Mission Street, south side’ instead of ‘Mission Street, east side’ and incorrectly specified ‘to 20 feet west of Prague Street’ instead of ‘to 20 feet east of Prague Street’, respectively.

- C. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – France Avenue, north side, from 20 feet to 82 feet east of Mission Street; France Avenue, south side, from 4 feet to 82 feet east of Mission Street.

Modification C amends previously approved legislation which incorrectly specified ‘west of Mission Street’ instead of ‘east of Mission Street’.

- D. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – London Street, west side, from 10 feet to 70 feet north of Geneva Avenue.

- E. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – London Street, west side, from Amazon Avenue to 100 feet north of Geneva Avenue.

Modifications D and E supplement previously approved legislation which established visibility daylighting, requiring shifting existing metered and time-limited parking north of their current locations.

- F. ESTABLISH – WHITE PASSENGER LOADING ZONE, DURING POSTED EVENTS – Mission Street, east side, from Seneca Avenue to 44 feet northerly.

Modification F amends previously approved legislation which incorrectly specified ‘from Italy Avenue’ instead of ‘from Seneca Avenue’.

- G. ESTABLISH – BUS ZONE – Mission Street, west side, from Ocean Avenue to Persia Avenue, Geneva Avenue, north side, from Naples Street to 101 feet westerly.

Modification G supplements previously approved legislation which established transit bulbs, requiring establishing bus zones at the new stop locations.

- H. ESTABLISH – NO LEFT TURN, ANY TIME – Mission Street southbound onto Ney Street.

Modification H supplements previously approved legislation establishing new traffic signals at this intersection, requiring prohibiting southbound left-turn movements for safety.

PAGE 4

- I. RESCIND – METERED GREEN ZONE, 15-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY TO SATURDAY – Mission Street, west side, from 254 feet to 298 feet south of Leo Street.

Modification I amends previously approved legislation which incorrectly specified ‘Mission Street, east side’ instead of ‘Mission Street, west side’.

- J. ESTABLISH – BLUE ZONE – Mission Street, west side, from 50 feet north to 72 feet north of Admiral Avenue.

Modification J supplements previously approved legislation that established new corner bulb-outs, adding a blue zone adjacent to an existing curb ramp that will no longer serve a crosswalk.

The following items were considered at Public Hearing on February 21, 2020

- K. ESTABLISH – NO STOPPING FIRE LANE – Sussex Street, north side, from 53 feet to 153 feet east of Diamond Street.

Modifications K was requested by the SF Fire Department to restrict parking along the curve of the road to provide clearance for emergency services.

- L. ESTABLISH – MIDBLOCK CROSSWALK – Highland Avenue at Bernal Cut Path.

Modification L would mark a crosswalk for Bernal Cut Path users crossing Highland Avenue after the Department of Public Works installs curb ramps at this location.

- M. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I – (eligibility only; no signs), 3410 - 3424 25th Street (even addresses only), 2884 - 2890 Mission Street (even addresses only). #

Modification M will extend RPP permit eligibility to the residents and businesses of one building located at the corner of Mission and 25th streets.

- N. ESTABLISH – BUS ZONE – Mission Bay Boulevard North, north side, from 61 feet to 246 feet west of 3rd Street.

- O. ESTABLISH – PASSENGER LOADING ZONE – Mission Bay Boulevard North, north side, from 41 feet to 61 feet west of 3rd Street. #

Modifications N and O was requested by Family House (540 MBBN) to extend by 20’ their existing passenger loading zone westward from 3rd St. The SFMTA Transit Division also requested an extension for the 55 Dogpatch stop to bring stop up to midblock standards and accommodate future 22 Fillmore service. The bus stop would be extended from 142’ to 185’

PAGE 5

westward from 3rd St. Three parking spaces would be converted as a result of these proposed curb changes.

- P. RESCIND – 1-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA I PERMITS – Lucky Street, west side, from 15 feet to 30 feet north of 25th Street (adjacent resident would remain eligible to purchase residential parking permits). #
- Q. ESTABLISH – NO PARKING ANYTIME – Lucky Street, west side, from 15 feet to 30 feet north of 25th Street. #

Modifications P and Q removes 1 RPP space to facilitate street access. Adjacent residents would remain eligible to purchase residential parking permits. Some residents requested elimination of all the parking of the west side of the street, but this was not supported by a majority of the residents on the block.

- R. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 12th Street, both sides, between South Van Ness Avenue and Harrison Street. #
- S. ESTABLISH – METERED MOTORCYCLED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 12th Street, south side, from 389 feet to 410 feet east of Howard Street, 12th Street, north side, from 190 feet to 212 feet west of Folsom Street, 12th Street, south side, from 79 feet to 94 feet east of Folsom Street.
- T. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 12th Street, south side, from 127 feet to 168 feet east of Howard Street, 12th Street, south side, from 427 feet to 450 feet east of Howard Street, 12th Street, north side, from 17 feet to 48 feet west of Folsom Street, 12th Street, north side, from Kissling Street to 60 feet west, 12th Street, north side, from 46 feet to 94 feet east of Folsom Street, and 12th Street, north side, from 110 feet to 144 feet east of Folsom Street.
- U. ESTABLISH – GREEN METERED ZONE, 30-MIN TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 12th Street, south side, from 95 feet to 135 feet east of South Van Ness Avenue, 12th Street, north side, from 81 feet to 121 feet west of Kissling Street. #
- V. ESTABLISH – RED ZONES – 12th Street, south side, from Howard Street to 20 feet west 12th Street, north side, from Howard Street to 20 feet east.

Modifications R, S, T, U, and V would install new meters to better regulate the parking and increase turn over, especially with nearby high-density mixed-use buildings nearing completion. Expansion of commercial loading zones should help alleviate the double parking.

PAGE 6

W. ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY) – Division Street, eastbound, south side, between San Bruno Avenue and Vermont Street (curbside bike lane with buffer and floating parking), Division Street, westbound, north side, between 8th Street and Vermont Street (curbside bike lane with buffer).

X. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Division Street, south side, from San Bruno Avenue to 123 feet easterly (extends existing TANSAT and removes 2 general metered parking space).

Y. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Division Street, south side, from Vermont Street to 56 feet westerly (removes 2 general metered parking space) Division Street, north side, from 8th Street to 178 feet westerly (removes 2 general metered parking spaces and 2 metered motorcycle spaces). #

Modifications W, X, and Y explain the Division Street and Vermont Street Bike Spot Improvements that will upgrade existing bikeway to a parking-protected facility and improve the sense of safety for all users of the intersection.

Z. ESTABLISH – CROSSWALK – Visitacion Avenue at Visitacion Valley Middle School, north crossing.

AA. ESTABLISH – MEDIAN ISLANDS – Visitacion Avenue at Visitacion Valley Middle School, north and south of new crosswalk.

BB. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON – Visitacion Avenue at Visitacion Valley Middle School, north crossing.

Modification Z, AA, and BB are requested by the Recreation and Parks Department to install a new crosswalk between Visitacion Valley Middle School and McClaren Park.

CC. ESTABLISH – CLASS IV PROTECTED BIKEWAY – Berry Street, westbound, north side, between 3rd Street and 4th Street.

DD. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Berry Street, north side, from 4th Street to 449 feet easterly, Berry Street, north side, from 3rd Street to 278 feet westerly.

EE. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Berry Street, south side, from 331 feet to 258 feet west of 3rd Street. #

FF. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Berry Street, south side, from 168 feet to 208 feet west of 3rd Street (converts two general metered parking spaces). #

GG. ESTABLISH – METERED YELLOW ZONE, TRUCK LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Berry Street, south side, from 228 feet to 258 feet west of 3rd Street (extends existing 20 feet yellow zone). #

- HH. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES – Berry Street, north side, from 449 feet to 515 feet east of 4th Street (extending existing 44-foot white zone). #
- II. ESTABLISH – CROSSWALK – Berry Street, north side, between 3rd Street and 4th Street, (marked crosswalk between sidewalk and white zone).

Modifications CC, DD, EE, FF, GG, HH, and II are part of the Berry Street Contraflow Bikeway Project and are to improve bikeway facilities and sightlines near residential driveways.

ENVIRONMENTAL REVIEW

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

California Environmental Quality Act (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. CEQA provides a categorical exemption from environmental review for replacement or reconstruction of existing structures and facilities as defined in Title 14 of the California Code of Regulations Section 15302. CEQA provides a categorical exemption from environmental review for minor public or private alterations in the condition of land, water and/or vegetation as defined in Title 14 of the California Code of Regulations Section 15304.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items K-Y (Case No. 2020-002341ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301.

The San Francisco Planning Department determined that the proposed parking and traffic modifications in Items Z-BB (Case No. 2018-013570ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15304.

The San Francisco Planning Department determined that the Third Street Bridge Rehabilitation Project (Case No. 2015-009647ENV) was categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15302. The San Francisco Planning Department has determined that the proposed parking and traffic modifications to the Third Street Bridge Rehabilitation Project (Items CC-II) do not constitute a substantial modification and no further environmental review is necessary.

The proposed action is the Approval Action for Items K-Y as defined by San Francisco Administrative Code Chapter 31.

The Transit Effectiveness Project Final Environmental Impact Report (TEP 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).

The San Francisco Planning Department reviewed the Mission Street Excelsior Safety Project and determined that the project was within the scope of the TEP FEIR. The proposed parking and traffic modifications in Items A-J (Case No. 2011.0558E) are within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

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 are incorporated herein by reference.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Mission Street, west side, from Admiral Avenue to 18 feet northerly; Geneva Avenue, south side, from Athens Street to 22 feet easterly; Geneva Avenue, south side, from Moscow Street to 147 feet easterly.
- B. ESTABLISH – RED ZONE – Mission Street, east side, from Seneca Avenue northern crosswalk to 17 feet southerly; Geneva Avenue, north side, from Prague Street western crosswalk to 20 feet east of Prague Street.
- C. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – France Avenue, north side, from 20 feet to 82 feet east of Mission Street; France Avenue, south side, from 4 feet to 82 feet east of Mission Street.
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- M. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I – , 3410 - 3424 25th Street, 2884 - 2890 Mission Street.
- N. ESTABLISH – BUS ZONE – Mission Bay Boulevard North, north side, from 61 feet to 246 feet west of 3rd Street.
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- V. ESTABLISH – RED ZONES – 12th Street, south side, from Howard Street to 20 feet west 12th Street, north side, from Howard Street to 20 feet east.
- W. ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY) – Division Street, eastbound, south side, between San Bruno Avenue and Vermont Street, Division Street, westbound, north side, between 8th Street and Vermont Street.
- X. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Division Street, south side, from San Bruno Avenue to 123 feet easterly.
- Y. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Division Street, south side, from Vermont Street to 56 feet westerly Division Street, north side, from 8th Street to 178 feet westerly
- Z. ESTABLISH – CROSSWALK – Visitacion Avenue at Visitacion Valley Middle School, north crossing.
- AA. ESTABLISH – MEDIAN ISLANDS – Visitacion Avenue at Visitacion Valley Middle School, north and south of new crosswalk.
- BB. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON – Visitacion Avenue at Visitacion Valley Middle School, north crossing.
- CC. ESTABLISH – CLASS IV PROTECTED BIKEWAY – Berry Street, westbound, north side, between 3rd Street and 4th Street.
- DD. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Berry Street, north side, from 4th Street to 449 feet easterly, Berry Street, north side, from 3rd Street to 278 feet westerly.
- EE. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Berry Street, south side, from 331 feet to 258 feet west of 3rd Street.

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- HH. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES — Berry Street, north side, from 449 feet to 515 feet east of 4th Street.
- II. ESTABLISH – CROSSWALK – Berry Street, north side, between 3rd Street and 4th Street, and,

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

WHEREAS, California Environmental Quality Act (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; CEQA provides a categorical exemption from environmental review for replacement or reconstruction of existing structures and facilities as defined in Title 14 of the California Code of Regulations Section 15302; CEQA provides a categorical exemption from environmental review for minor public or private alterations in the condition of land, water and/or vegetation as defined in Title 14 of the California Code of Regulations Section 15304; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items K-Y (Case No. 2020-002341ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The San Francisco Planning Department determined that the proposed parking and traffic modifications in Items Z-BB (Case No. 2018-013570ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15304; and,

WHEREAS, The San Francisco Planning Department has determined that the Third Street Bridge Rehabilitation Project (Case No. 2015-009647ENV) was categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15302; The San Francisco Planning Department has determined that the proposed parking and traffic modifications to the Third Street Bridge Rehabilitation Project (Items CC-II) do not constitute a substantial modification and no further environmental review is necessary; and,

WHEREAS, The proposed action is the Approval Action for Items K-Y as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP 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); and,

WHEREAS, The San Francisco Planning Department reviewed the Mission Street Excelsior Safety Project and determined that the project was within the scope of the TEP FEIR; The proposed parking and traffic modifications in Items A-J (Case No. 2011.0558E) are within the scope of the TEP FEIR; No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and,

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 are incorporated herein by reference; 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 Impact Report 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, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 7, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency