

**THIS PRINT COVERS CALENDAR ITEM NO.: 14**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit Services

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications along the Mission Street Rapid Muni transit corridor.

**SUMMARY:**

- On December 1, 2015, the SFMTA Board approved parking and traffic changes within the Mission Rapid Muni transit corridor (the Project).
- Since implementation Muni reliability has improved by approximately 25% and travel time has dropped by two minutes in each direction.
- Muni has seen only seven collisions in this corridor since late March. Prior to project implementation the transit corridor experienced about three per week.
- In 2016, the SFMTA conducted meetings, door-to-door outreach, and surveys with people on Mission Street to discuss the proposed parking and traffic modifications.
- Muni riders and neighborhood residents have expressed positive feedback. In addition, local and regional drivers have expressed concern because they are finding it difficult to access Mission Street. Merchants have expressed concern that access to Mission Street and parking was causing a decrease in sales.
- Staff believes the proposed modifications will still achieve the Project goals of improving safety and Muni reliability, will address some of the concerns heard from merchants and will promote the City's Transit-First Policy.

**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. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
4. 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  8/9/16

SECRETARY  8/9/16

**ASSIGNED SFMTAB CALENDAR DATE:** August 16, 2016

## **PURPOSE**

Approve parking and traffic modifications along the Mission Street Rapid Muni transit corridor.

## **GOAL**

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

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

## **DESCRIPTION**

To reduce Muni travel times and enhance reliability on the routes that make up Muni's Rapid Network, the Muni Forward program identifies various Travel Time Reduction Proposals (TTRPs), which are engineering strategies oriented to specifically address the delays transit vehicles face along rapid routes. The TTRPs draw from the Transit Preferential Streets Toolkit, which includes different engineering measures to improve transit service, such as transit-only lanes, modern signal infrastructure, and transit bulbs. The 14 Mission was one of the transit lines for which a TTRP was identified, the background and specific details of which are described below.

Muni's 14 Mission, 14R Mission Rapid, and 49 Van Ness/Mission bus routes together carry over 67,000 daily customers on an average weekday. The ridership is over 80% low income or minority. The route's corridor is 2.5 miles along Mission and Otis Streets between 11<sup>th</sup> Street and Randall Street. Historically, during the p.m. peak period, the 14 Mission local service operated very slowly given the closely spaced bus stops and traffic congestion.

On December 1, 2015, the SFMTA Board approved parking and traffic changes with the goals of improving safety, reducing transit travel times, and improving reliability within the 14/14R Mission Rapid Muni transit corridor (the Project). The Project included:

- Increasing bus stop spacing from one block to two blocks on Mission Street from Randall Street to 14<sup>th</sup> Street
- Adding transit bulbs at two intersections on Mission Street: --16<sup>th</sup> Street and 20<sup>th</sup> Street
- Consolidating travel lanes and optimizing lane widths on Mission Street
- Required right turns at six intersections in the northbound direction
- Implementing transit only lanes on Mission and Otis Streets to give Muni vehicles their own lane separated from regular traffic
- Restricting left turns at every intersection on Mission Street from 14<sup>th</sup> Street to Cesar Chavez
- Adding pedestrian bulbs at two intersections: Otis Street and 18<sup>th</sup> Street
- Adding right turn pockets at most intersections on Mission Street

The Mission Rapid Project was implemented starting in March 2016. While SFMTA only recently completed construction on most of the changes (with the exception of changes to sidewalks given the longer lead time required), there has been a significant amount of positive feedback from Muni riders and neighborhood residents. The feedback ranges, but is focused on the appreciation of an improved Muni travel time and reliability and a sense that Mission Street is a safer place to walk. In addition to the positive feedback, there have also been negative feedback about the Project from local and regional drivers who were finding it more difficult to access Mission Street and to find parking on or near Mission Street. As a result, merchants have shared feedback that this difficulty was causing a decrease in sales.

With twelve weeks of post-implementation results, the Project has improved Muni reliability by approximately 25% and travel time has dropped by two minutes in each direction. While two minutes may seem like a minimal impact, when the time saved is multiplied by the tens of thousands of daily riders, it results in hundreds of hours saved. If a rider were to take the bus twice a day, five days a week for a year, they would save 70 hours per year. Five minutes of travel time saved in each direction is expected once the remaining project elements are installed. The remaining items, such as the new transit bulbs, and extension of the red lanes from 30<sup>th</sup> Street to Randall Street and from 13<sup>th</sup> Street to South Van Ness Avenue, are expected to be installed by the end of 2017.

With regard to street safety, early data from the Police Department indicate there has been no change to collision data on Mission Street compared to prior to the project. While it is too early to make a conclusion, there has been no improvement or worsening of collisions on Mission Street.

With regard to Muni safety, there have been only seven collisions total in this corridor in the last twelve weeks. Based on historical data, this same time period would result in over 45 Muni related collisions. Reducing collisions improves passenger safety and the safety of others on the roadway, has real impacts in maintaining system reliability and has a financial savings.

With regard to parking supply and utilization on or near Mission Street, the project removed two percent of parking supply within a one-block area around Mission Street. Since implementation of the Project, utilization of on-street parking has not changed, indicating that drivers are still finding and accessing parking on Mission Street. The SFMTA also has two parking garages near Mission Street, including 16th & Hoff near Mission Street and 16th Street (98 parking spaces), and the Mission-Bartlett near Mission Street and 21st Street (350 parking spaces). The utilization of on-street parking remains high; however, the parking garages have the ability to serve many more customers: Mission-Bartlett occupancy is 64% during the day and 80%+ in the evening, 16th & Hoff is similar with occupancy at 68% during the day and 80%+ in the evening. This occupancy has not change since Project implementation.

Projects of this complexity often require adjustments following implementation. SFMTA has been responsive to feedback we have received throughout the project implementation. Changes not requiring MTA Board legislation have been implement as quickly as possible to address specific observations or feedback from the community. Changes implemented include:

- Extended the northbound red carpet at Cesar Chavez to improve traffic flow for all roadway users, improvement muni reliability, and improve safety
- Added safe hit posts at Cesar Chavez to improve safety and reliability for Muni

- Implemented a dedicated right turn signal phase at Cesar Chavez to reduce roadway congestion
- Added additional No Left Turn signs at Cesar Chavez to improve safety
- Installed a straight green arrow in the southbound direction at Cesar Chavez to improve safety and clarity of no left turns
- Adjusted sign placement along the corridor for better visibility
- Adjusted signal timing at 16th/Capp and Cesar Chavez/South Van Ness to reduce roadway congestion
- Added new left turn phases at Valencia and 29th streets to improve pedestrian safety and reduce roadway congestion
- Posted large electronic signage to inform motorists of new traffic configuration
- Found new locations for Mobile Food Vendors on Mission Street

In addition to the feedback SFMTA has heard since the start of Project implementation, the SFMTA Board requested staff revisit the legislation to address three specific modifications: 1) establish left turn restriction exemptions for taxis where feasible, 2) evaluate the inclusion of leading pedestrian intervals (LPIs) at all intersections and, 3) analyze the possibility of a transit bulb at the northeast corner of Mission Street and 14th Street for inbound Muni service:

1. After further technical analysis of the Mission Street corridor and consultation with the SFMTA Taxi Task Force, staff recommends exempting taxis from left turn restrictions at 21st Street in both directions at all times of the day. This location is in the middle of the corridor, and is a location that should have less impact to Muni as compared to other Mission Street intersections. Adding more than one location for taxi left turn exemptions will adversely impact Muni travel time and reliability and overall roadway safety.
2. After analyzing the signal timing at Mission Street intersections in the project corridor, staff has determined that it is feasible to add leading pedestrian intervals (LPIs) at all intersections for all four crosswalks. Staff implemented this change in February 2016.
3. Finally, staff has determined that it is not feasible to add a transit bulb at the northeast corner of Mission Street and 14th Street. This location is not conducive to a transit bulb because it is a Local bus stop and the roadway is not wide enough to fit two travel lanes that would enable Rapid Muni buses to bypass waiting Local Muni buses.

Based on feedback obtained through various outreach activities described below and additional engineering analysis, the SFMTA proposes the following changes to both preserve the goals of the project and address comments received (collectively, the Proposed Project Modifications):

- Remove the required right turns at 26<sup>th</sup> Street and 22<sup>nd</sup> Street – removing two of the six required right turns will provide four-block long distances for private motorists to travel on Mission Street, but will not adversely impact Muni reliability improvements, Muni travel-time savings, or the early safety improvements observed.
- Additional wayfinding and signage to direct motorists to SFMTA parking garages.
- Marketing for Mission Street area merchants – in coordination with the Office of Economic and Workforce Development, the SFMTA will support marketing for Mission Street area businesses to highlight the unique resources in the neighborhood and provide information on the various transportation options to access the area.
- Relocating the outbound Cortland stop to the nearside of the intersection. Moving the bus

stop nearside will improve boarding ease for Muni riders.

- Installation of safety and greening treatments on Mission Street south of Cesar Chavez. Improvements will enhance the character of the Mission-Bernal neighborhood, improve safety for pedestrians, and add opportunities to build community.
- Exploring with OEWD and Mission merchants the possibility of extending meter time limits, expanding the use of the SFMTA garage parking validation program, and other means to maximize the benefit of existing parking in the neighborhood.

Specifically, the SFMTA proposes the following Proposed Project Modifications:

- A. RESCIND – RIGHT TURN ONLY, EXCEPT TRANSIT AND COMMERCIAL VEHICLES - Mission Street, northbound, at 26th Street; Mission Street, northbound, at 22nd Street.
- B. ESTABLISH – NO LEFT TURN AT ANY TIME EXCEPT BUSES AND TAXIS - Mission Street, northbound and southbound, at 21st Street (modifies existing turn restriction to allow taxis to turn left).
- C. ESTABLISH – BUS STOP - Mission Street, west side, from Cortland Avenue to 122 feet northerly.
- D. ESTABLISH – YELLOW METERED LOADING ZONE (8AM TO 6 PM, MON-FRI) - Mission Street, west side, from 5 to 35 feet south of Cortland Avenue.

## **ALTERNATIVES CONSIDERED**

The SFMTA originally considered several alternatives to the Project. In December 2015, the SFMTA considered retaining two general-use travel lanes in each direction and converting the existing two travel lanes to transit-only red lanes. This option retained 92% of the parking supply on Mission Street and within one block of Mission Street on cross streets; however, this option would require the transit-only lane in the northbound direction to be located next to the curb. Additional analysis by the project team indicated that this option might not result in significant travel time savings for Muni service because this curbside northbound transit-only lane could become congested with right-turning vehicles, resulted in this option being dropped as a recommendation.

Based on recent feedback and analysis, several alternatives to the Proposed Project Modifications were considered. Staff considered removing the northbound required right turn from Mission Street to Cesar Chavez Street. Approximately 400 cars turn right at Cesar Chavez during the morning peak hour with the current required right turn. Reallocating the traffic volumes proportionally to match the pre-project traffic movements would result in hundreds of additional cars travelling northbound. This would result in worse transit performance on northbound Mission Street than pre-implementation, due to the fact that there would be one less traffic lane post-implementation. Specifically, if SFMTA removed the required right turns at Cesar Chavez and at 26th Streets; staff estimate it would add 200+ cars in the northbound direction resulting in about 14% increase in delay than prior to implementation on northbound Mission Street between Cesar Chavez and 24th Streets. Those estimated 200+ cars would then be required to turn right at 24th Street which would result in congestion on 24th Street which is a neighborhood commercial street not designed to accommodate that level of increased traffic. Furthermore, increasing traffic volumes at 24<sup>th</sup> Street will increase the likelihood of conflicts between cars and people walking at an already busy transit

and community hub. When those vehicles try to turn left at Capp Street or South Van Ness Avenue to continue north, which will also increase the left turn versus pedestrian conflicts. This conflict does not exist with the current required right turn at Mission Street and Cesar Chavez, because cars on Cesar Chavez can turn left (northbound) at protected left turn signals onto South Van Ness Ave, Folsom Street, and other streets.

Staff also considered reducing the hours of this required right turn to between 7AM-7PM, however this would require the removal of the northbound red pocket lane and physical delineators at the intersection, thus reducing the self-enforcing properties of the intersection design. It is likely that a full-time Parking Control Officer (PCO) would be required at the intersection to make this design function by diverting cars onto Cesar Chavez.

Staff also considered reducing the hours of the required right turns on Mission Street at 26th, 24th, 22nd, 20th and 16th streets. Much of the feedback received about the required right turns is that they are confusing, and implementing a part-time restriction would require additional information to be placed on the signage and would not reduce confusion for drivers.

Staff also considered removing the northbound required right turns on Mission Street at 24th and 16th streets. However, this would increase the amount of through traffic on Mission at intersections where transit dwell times are already the longest and would result in traffic queues that could block the intersecting cross streets. This could also increase the amount of cars being diverted from Mission at the remaining intersections (funneling cars to 20th Street, for example), which are already narrow, and primarily serving as local circulation routes.

## FUNDING IMPACT

The total cost of this project is \$7,224,000. This project is fully funded, as detailed below. The cost to remove the required right turns at 26<sup>th</sup> Street and 22<sup>nd</sup> Street is estimated to cost \$25,000. Project contingency funding is anticipated to be adequate to cover the additional costs.

<b>Funding Source</b>	<b>Amount</b>
CCSF – GO Bond	\$7,132,000
SFCTA-Prop K-EP1	\$92,000
<b>Total</b>	<b>\$7,224,000</b>

## STAKEHOLDER ENGAGEMENT

### Pre-Implementation Outreach

Prior to approving the original Project, the SFMTA conducted extensive public outreach on the 14 Mission project proposals. Specifically, between late 2014 and early 2015, the Agency facilitated three community meetings at central, accessible locations within the project corridor to gather public input about project proposals. Additionally, agency representatives met directly with merchants to collect additional feedback via small group meetings and walking door to door to speak to every available merchant along the 2.5-mile corridor.

Staff also conducted an intercept survey of 1,200 people on Mission Street to better understand how people access and use Mission Street. The survey included a representative sample of neighborhood demographics; 47% of surveys were collected in Spanish and the remaining in English or Cantonese. An even distribution of ages was represented and approximately 59% of survey respondents identified as Hispanic. The results of the survey include:

- 60% of respondents indicated they usually arrive to Mission Street via transit (Muni or BART)
- 23% walk to Mission Street
- 12% drive to Mission Street
- The remainder biked or used taxi or rideshare services

To better engage riders of the Mission Street routes, staff conducted a pop-up meeting at the 24<sup>th</sup> Street BART station to talk to riders about the project proposals and collect surveys. Staff rode the bus during rush hour to talk to riders about the project. Overall, the SFMTA received considerable input about the proposed enhancements throughout the corridor from a variety of stakeholders. Specifically, riders, residents and merchants expressed support for improved pedestrian safety and improving travel times via transit stop consolidation, red transit-only lanes, and left-turn restrictions along the corridor. Negative feedback has been shared regarding the forced right turns; however, the preservation of parking was communicated as more important to Mission Street merchants.

A summary of additional outreach activities pre-implementation includes:

- Received survey feedback from 564 community members
- Posted project information posters at project corridor bus stops for all community meetings
- Mailed over 25,500 post cards to nearby residents
- Distributed over 2,200 project information flyers to Muni customers along the project corridor
- Engaged via email with 31 local neighborhood groups, schools, senior centers, and merchant groups
- Discussed the project with nearly all local businesses along the project corridor

Additionally, project information was available on the SFMTA website, including a detailed description of the project proposal, open house materials, and meeting notices. Email alerts were distributed to Muni Forward listserv subscribers, which described the project and informed stakeholders about the open house event. Furthermore, traditional news media and social media outlets were employed to distribute the survey and open house notices.

From February 10 through 19, 2016, ambassadors conducted outreach to merchants and bus riders along Mission Street to provide information of upcoming Project implementation.

### Post-Implementation Outreach

In late April 2016, after Project implementation, ambassadors visited nearly all merchants on Mission Street from Courtland Avenue to 16th Street to discuss how the changes were affecting customer traffic to businesses. A total of 423 businesses were contacted, of which 338 responded to surveyor questions. The results indicated that:

- 22% of businesses reported a decrease in business

- 74% of businesses reported no impacts to business
- 4% of businesses reported an increase in business

Of the merchants surveyed, the following percentage expressed concern about specific elements of the Project:

- “Parking loss” = 60%
- “Required Right Turns” = 20%
- “Loading Zones” = 17%
- “Bus Stop Removal” = 15%
- “No Left Turns” = 12%

During this period, SFMTA also received over 500 emails, hundreds of social media comments, and a handful of 311 comments. Of the comments received during this period about 75% were positive and 25% were not supportive.

#### Proposed Project Modifications Outreach

SFMTA staff engaged with David Campos, District 9 Supervisor, community members, neighborhood organizations, and other non-profit organizations to discuss how the recently implemented roadway changes are being perceived by neighborhood residents, bus riders, motorists, and others using Mission Street. This outreach included several small group discussions, a community hearing, merchant walks, and an intercept survey of people on Mission Street.

On June 20, in collaboration with District 9 Supervisor David Campos, the SFMTA held a community hearing on the Mission Rapid Project. Supervisor Campos and SFMTA Director of Transportation, Ed Reiskin, were in attendance. The community hearing afforded an opportunity for the SFMTA and Supervisor Campos to hear from community members about effects of the project, both positive and negative. The forum also enabled attendees to hear different perspectives on how the roadway changes are being perceived by people from the neighborhood, across San Francisco, and from around the Bay Area. The feedback fell into major themes such as:

- importance of increasing the safety for people walking,
- difficulty with required right turns and red transit-only lanes and how they are affecting access to businesses on Mission Street,
- support for transit-only lanes because they have shortened commute times for bus riders through the Mission corridor,
- support and critique of bus stop consolidation,
- difficulty with the required right turn at Cesar Chavez because it separates the Mission neighborhood and divides the community by creating a psychological and cultural barrier,
- concerns that project notices were not distributed to a large enough geographic area during the outreach period or prior to implementation,
- concerns private commuter shuttle buses are too large for Mission neighborhood streets, and
- desire for rapid buses should travel on South Van Ness not Mission Street.

To gather input from a wide variety of Mission Street visitors and residents, staff administered a pedestrian intercept survey that asked people about their perceptions of the Project, most notably the red transit-only lanes, transit and pedestrian bulbs, stop consolidation, turn restrictions and



forced turns. The survey was conducted on Tuesday, June 28, Wednesday, June 29, and Saturday, July 9, 2016. Pedestrians were intercepted at select midblock and intersection locations between 16th Street and 30th Street between the hours of noon and 6:00 pm each day. Surveyors administered the questionnaire in English, Spanish, and Cantonese.

A total of 1400 responses were collected over the three survey days. The sample was 56% Hispanic (Figure 1), with three-quarters earning a household income of less than \$50,000 (Figure 2). The sample composition was 53% male and 47% female, spread evenly across all age cohorts. The majority of respondents lived within the two ZIP codes bisected by the Mission Street project corridor, and three-quarters of the respondents visited Mission Street at least a few times a week. Of those surveyed, 69% reported typically accessing Mission Street via public transit, while 15% walked or cycled and only 13% came by car (Figure 3). The majority of these trips were made for the purpose of commuting or shopping.

**Figure 1: Reported race/ethnicity of respondents**

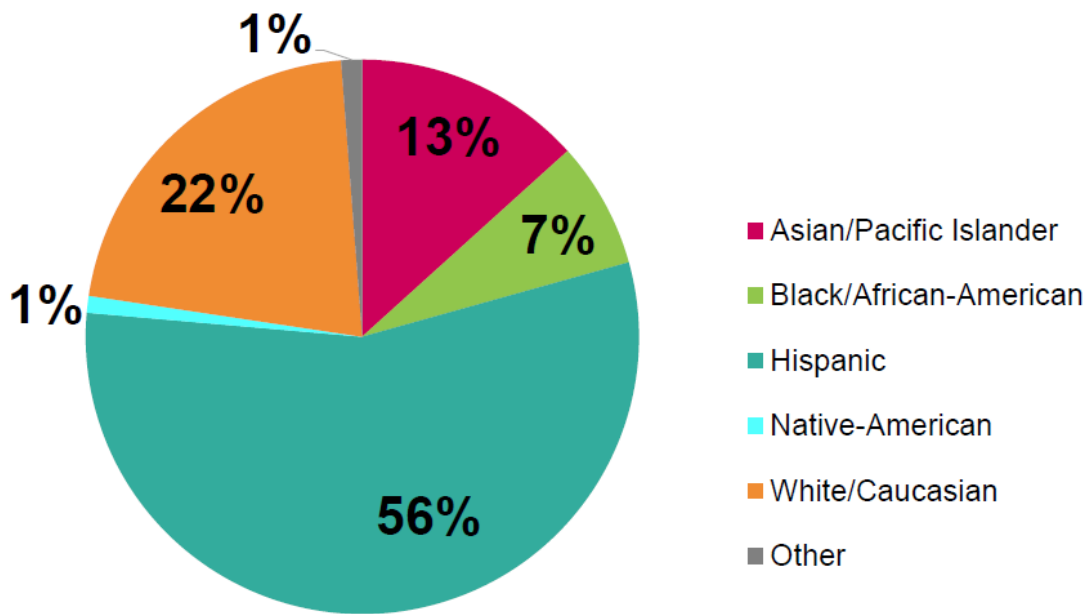


Figure 2: Reported household income

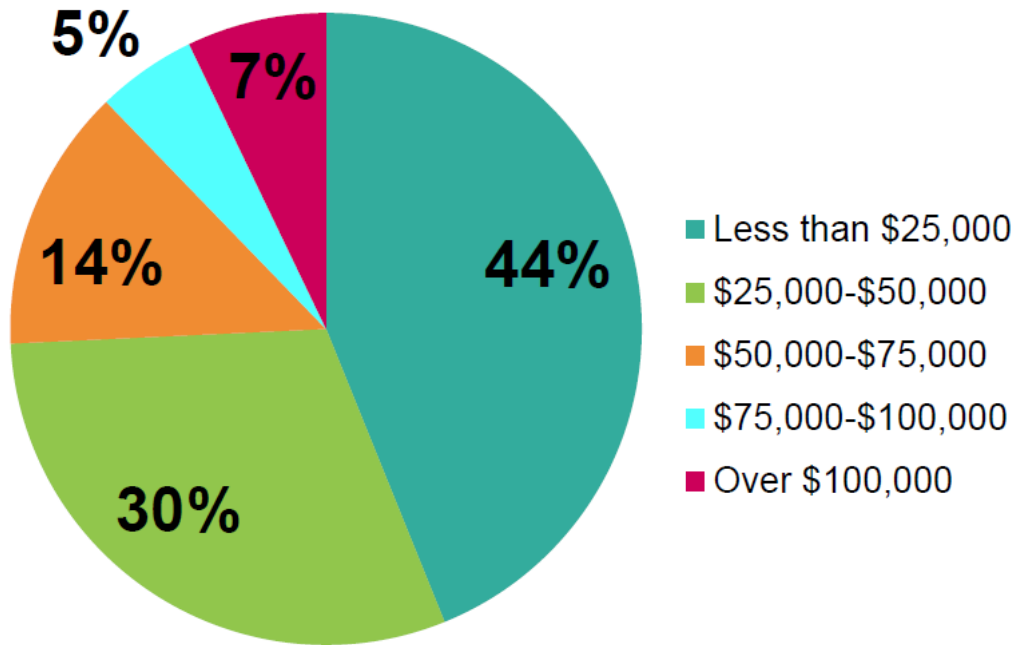
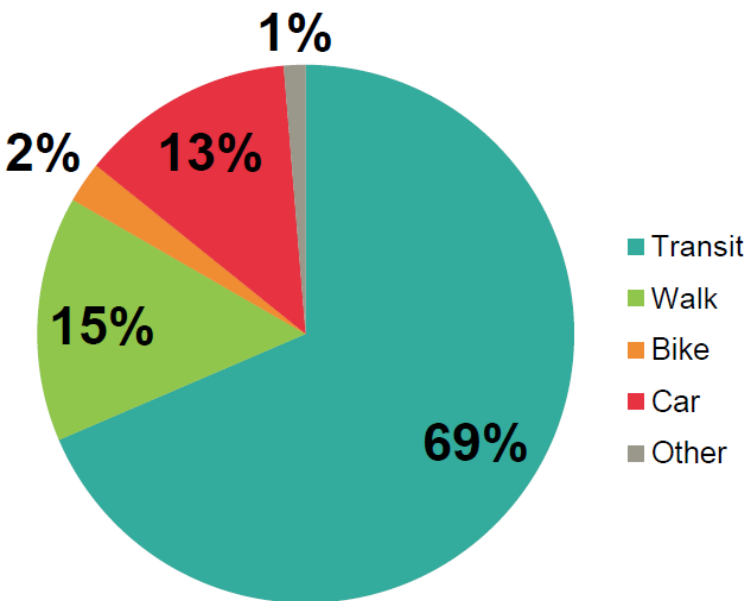


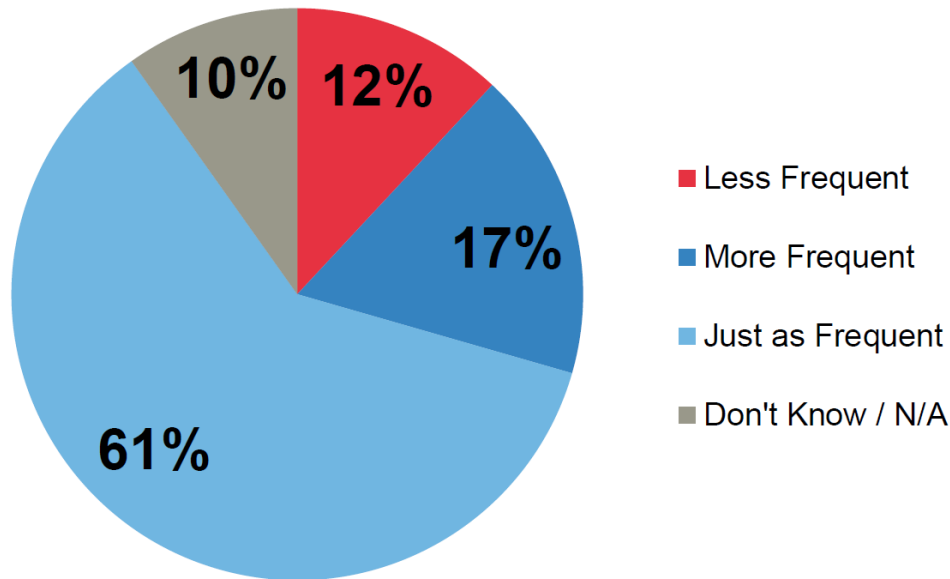
Figure 3: Typical travel mode to the Mision District



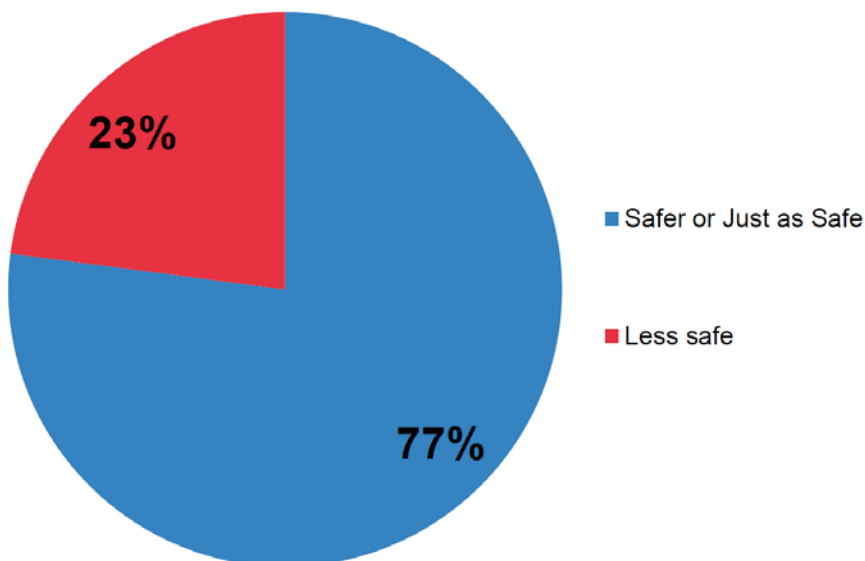
Most respondents reported visiting the Mission District just as often or more since the roadway changes were made (Figure 4), and almost two-thirds agreed that the transit and roadway changes either maintained or improved access to local businesses. Overall, half of respondents supported the project, with a quarter opposing the changes and a quarter ambivalent. Among transit riders, 84% either supported or felt neutral about the project. Over three-quarters of respondents stated that they

feel safe or safer as pedestrians since the changes (Figure 5), and this number rises to 81% for those who regularly access Mission Street on foot or by transit.

**Figure 4: Change in visit frequency since project implementation**



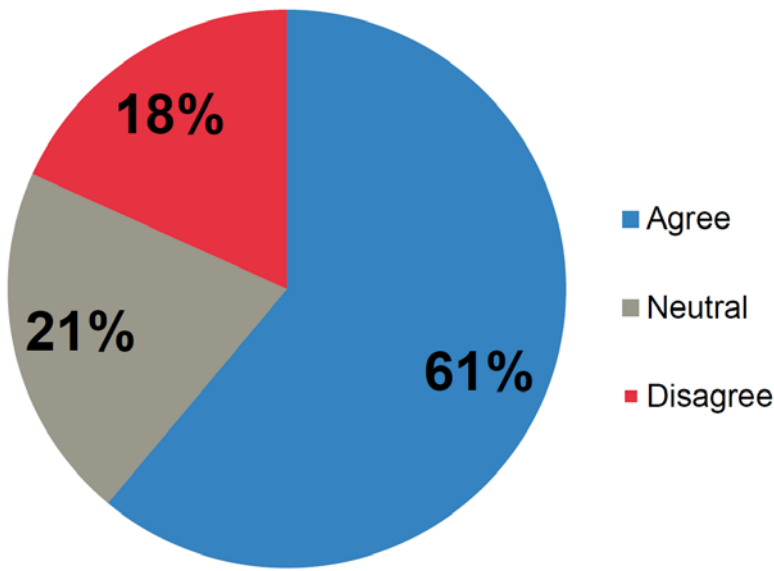
**Figure 5: Change in perceptions of pedestrian safety along Mission Street**



Of Muni riders, 61% reported a perception of quicker and more reliable bus service (Figure 6), with time savings reported to feel like ten minutes on an average trip. Of the 83 respondents who sometimes drive to the Mission district, 53% reported a perception of quicker and more reliable bus service. The 13% (~180) of survey respondents identified as car drivers were less favorable of the project, with almost two-thirds of motorists describing driving through the Mission District as more

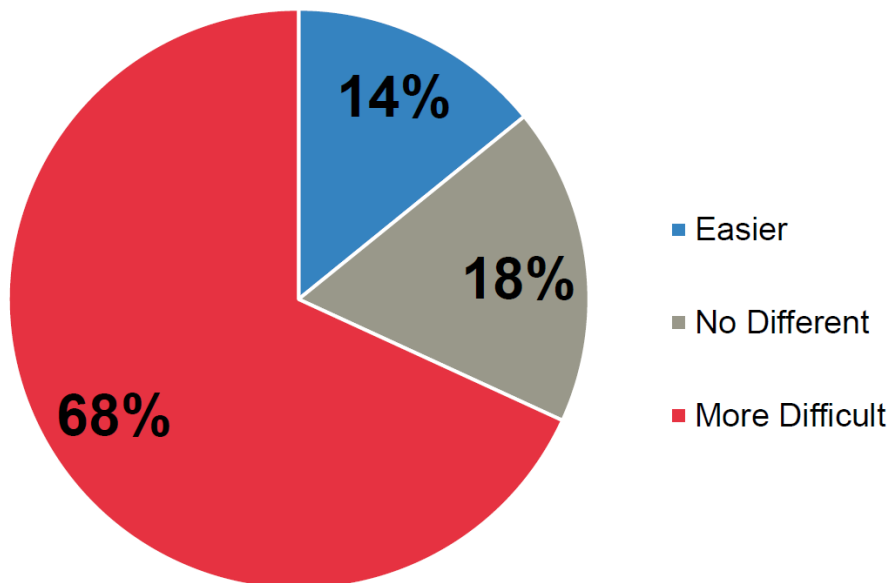
difficult than before, and 68% of motorists perceiving more difficulty in finding parking since the project was completed (Figure 7).

**Figure 6: Perception of improved Muni travel time and reliability since project implementation**



Survey results suggest that, while motorist access along Mission Street is seen to be more difficult, most respondents (87%) used other modes to access their Mission Street destinations, and the majority of these respondents were supportive of the Mission Street transit and roadway improvements.

**Figure 7: Perception of difficulty finding parking since changes**



Staff also walked door-to-door to speak to merchants after implementation to gather input on things that could be modified or improved. Many merchants interviewed expressed concern that the changes were negatively affecting sales. Of these merchants nearly all mentioned that more parking could address the drop in sales.

### **ENVIRONMENTAL REVIEW**

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). All of the project proposals are within the scope of the TTRP.14 14 Mission Modified Expanded Alternative as defined in the TEP FEIR. The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the TTRP.14 described here and determined that the proposed project is 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 pertinent to the TTRP.14 Mission is on file with the Secretary of the SFMTA Board of Directors.

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

The City Attorney has reviewed this item. No other approvals are required.

### **RECOMMENDATION**

Approving parking and traffic modifications along the Mission Street Rapid Muni transit corridor.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the Mission Street Rapid Muni transit corridor based on community feedback and a project update with early safety and transit reliability results (Proposed Project Modifications):

- A. RESCIND – RIGHT TURN ONLY, EXCEPT TRANSIT AND COMMERCIAL VEHICLES - Mission Street, northbound, at 26th Street; Mission Street, northbound, at 22nd Street.
- B. ESTABLISH – NO LEFT TURN AT ANY TIME EXCEPT BUSES AND TAXIS - Mission Street, northbound and southbound, at 21st Street (modifies existing turn restriction to allow taxis to turn left).
- C. ESTABLISH – BUS STOP - Mission Street, west side, from Cortland Avenue to 122 feet northerly.
- D. ESTABLISH – YELLOW METERED LOADING ZONE (8AM TO 6 PM, MON-FRI) - Mission Street, west side, from 5 to 35 feet south of Cortland Avenue

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for parking and traffic modifications along the Mission Street Rapid Muni transit corridor of the Muni Forward program, which was previously referred to as the Transit Effectiveness Project (TEP), relies on said FEIR, and information pertaining to the FEIR 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 (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth; and,

WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FEIR. The actions approved herein would not necessitate implementation of additional or considerably different mitigation measures that those identified in the FEIR; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through D above, along the Mission Street Rapid Muni transit corridor.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency