

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-060

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

- A. ESTABLISH – STOP SIGNS – Clement Street, eastbound and westbound, at 12th Avenue, making this intersection an all-way STOP.
- B. ESTABLISH – LEFT LANE MUST TURN LEFT – Sloat Boulevard, eastbound, from 21st Avenue to 19th Avenue.
- C. ESTABLISH – STOP SIGNS – Glenview Drive, northbound and southbound, at Dawnview Way, making this intersection an all-way STOP; and Dawnview Way, westbound, at Glenview Drive, making this intersection an all-way STOP.
- D. ESTABLISH – STOP SIGN – Dawnview Way, eastbound, at Burnett Avenue, stopping the stem of the "T" intersection.
- E. ESTABLISH – STOP SIGNS – Glenview Drive, eastbound and westbound, at Burnett Avenue, making this intersection a two-way STOP.
- F. ESTABLISH – NO PARKING VEHICLES GREATER THAN 6 FEET HIGH – Bayshore Boulevard, east side, between Carroll Avenue/Thornton Avenue and Quint Street.
- G. ESTABLISH – STOP SIGN – Beach Street, westbound, at Baker Street, stopping the stem of the "T" intersection.
- H. ESTABLISH – STOP SIGN – Jefferson Street, westbound, at Baker Street, stopping the stem of the "T" intersection.
- I. ESTABLISH – STOP SIGN – North Point Street, westbound, at Baker Street, stopping the stem of the "T" intersection.
- J. ESTABLISH – TOW AWAY, NO PARKING ANYTIME – Linares Avenue, south side, from 8th Avenue to 135 feet easterly (restricts parking on the northeast and southeast sides of the traffic island).
- K. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Mission Street, west side, from 143 feet to 197 feet south of Trumbull Street (54 feet of new red zone south of existing bus zone); Mission Street, west side, from southern crosswalk to 132 feet northerly (red zone through the intersection); Mission Street, east side, from 138 feet to 298 feet south of Trumbull Street (155 feet of new red zone south of existing bus zone. Red zone along entire block face); Trumbull Street, south side, from Mission Street to 20 feet easterly; and Trumbull Street, north side, from Mission Street to 33 feet easterly.
- L. ESTABLISH – RED ZONE – Elm Street, north side, from Polk Street to 31 feet westerly (removes parking meter #102).
- M. ESTABLISH – SFMTA-ISSUED PERMIT PARKING ONLY, 8AM TO 5PM, MONDAY THROUGH FRIDAY – Elm Street, north side, from 52 feet to 73 feet westerly (meter #106).
- N. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – Evans Avenue, north side, from Phelps Street to 52 feet easterly (7-foot bus bulb).
- O. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Phelps Street, west side, from Evans to 100 feet northerly (removes 5 unmetered parking spaces).
- P. ESTABLISH – BIKE LANE – Golden Gate Avenue, eastbound, from Polk Street to Market Street.

- Q. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT TRANSIT AND BIKES – Golden Gate Avenue, eastbound, at Polk Street.
- R. ESTABLISH – FLAG STOP – Golden Gate Avenue, south side, east of Leavenworth Street.
- S. RESCIND – FLAG STOP – Golden Gate Avenue, south side, east of Jones Street.
- T. RESCIND – BUS ZONE – Golden Gate Ave, south side, from Hyde Street to 75 feet easterly.
- U. RESCIND – BUS ZONE – RESCIND – SIDEWALK WIDENING (RELOCATED BUS BULBS) – 2nd Street, east side, from 12 feet to 83 feet south of Stevenson Street (relocated south of Market Street); 2nd Street, east side, from Minna Street to 64 feet southerly (relocated north of Howard Street); 2nd Street, west side, from 110 to 135 feet south of Howard Street (shortens bus bulb from 135 feet to 110 feet); 2nd Street, east side, from 71 feet to 94 feet north of Harrison Street (shortens bus bulb from 121 feet to 98 feet); 2nd Street, west side, from 69 feet to 141 feet south of Dow Place (relocated south of Harrison Street); and 2nd Street, west side, from South Park Street to 100 feet northerly (relocated south of South Park Street).
- V. ESTABLISH – BUS ZONE – ESTABLISH – SIDEWALK WIDENING (BUS BULBS) – 2nd Street, east side, from Market Street to 45 feet southerly (45-foot bus bulb, rescinds motorcycle REINO meters #1, #3, #5, #7, #9, #11, #13, #15, #17, #19, #21, #23, #25) (relocated from south of Stevenson Street); 2nd Street, east side, from 17 feet to 98 feet north of Howard Street (81-foot bus bulb) (relocated from south of Minna Street); 2nd Street, west side, from 22 feet to 107 feet south of Harrison Street (85-foot bus bulb) (relocated from south of Dow Place); 2nd Street, west side, from South Park Street to 60 feet southerly (60-foot bus bulb) (relocated from north of South Park Street); and 2nd Street, east side, from 174 feet to 183 feet north of Townsend Street (lengthens bus bulb from 100 feet to 109 feet).
- W. ESTABLISH – CLASS IV SEPARATED BIKEWAY – 2nd Street, northbound, between Market Street and Steven Street.
- X. ESTABLISH – STREET CLOSURE, EXCEPT EMERGENCY VEHICLES AND BICYCLES AT ALL TIMES – Natoma Street, from 2nd Street to 100 feet easterly.
- Y. ESTABLISH – TOW-AWAY NO STOPPING EXCEPT PERMITTED CITY CAR SHARE VEHICLES – South Park Street, north side, from 29 feet to 47 feet west of 2nd Street (relocated 18 foot zone, removes REINO meters #8, #10).
- Z. ESTABLISH – TOW AWAY NO PARKING ANY TIME and ESTABLISH – SIDEWALK WIDENING – South Park Street, north side, from 2nd Street to 29 feet westerly (12-foot wide bulb, removes REINO meter #2 and car share zone); and South Park Street, south side, from 2nd Street to 29 feet westerly (15-foot wide bulb, removes REINO meters #1, #3, #5).
- AA. ESTABLISH – TOW-AWAY NO PARKING ANY TIME – 2nd Street, west side, from 237 to 290 feet south of Brannan Street (lengthens fire zone, rescinds meters #262, #628).
- BB. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES – Howard Street, westbound at 2nd Street; Folsom Street, eastbound at 2nd Street; and 2nd Street, northbound at Townsend Street.
- CC. RESCIND – NO TURN ON RED EXCEPT BICYCLES – 2nd Street, southbound at Townsend Street.
- DD. RESCIND – MID-BLOCK CROSSWALK – 2nd Street, east side, between Stevenson Street and Mission Street (crosswalk between sidewalk and relocated bus bulb); 2nd Street, east side, between Minna Street and Natoma Street (crosswalk between sidewalk and relocated bus bulb); 2nd Street, west side, between Dow Place and Harrison Street (crosswalk between sidewalk and relocated bus bulb); and 2nd Street, west side, between South Park Street and Taber Place (crosswalk between sidewalk and relocated bus bulb).

EE. ESTABLISH – MID-BLOCK CROSSWALK – 2nd Street, east side, between Market Street and Stevenson Street (marked crosswalk between sidewalk and relocated bus bulb); 2nd Street, east side, between Natoma Street and Howard Street (marked crosswalk between sidewalk and relocated bus bulb); 2nd Street, west side, between Harrison Street and Stillman Street (marked crosswalk between sidewalk and relocated bus bulb; and 2nd Street, west side, between South Park Street and Brannan Street (marked crosswalk between sidewalk and relocated bus bulb).

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

WHEREAS, The SFMTA, under authority delegated by the Planning Department, determined that the proposed traffic and parking modifications in Items A-O are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301 which provides an 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; the proposed action is the Approval Action for Items A-O as defined by S. F. Administrative Code Chapter 31; and

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 10-106, and adopted the modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, On August 13, 2015, the San Francisco Planning Commission certified a Supplemental Environmental Impact Report (SEIR) to the Bicycle Plan FEIR for the Second Street Improvement Project; On August 18, 2015 the SFMTA Board of Directors subsequently reviewed the contents of the Bicycle Plan FEIR and the Second Street Improvement Project SEIR, and approved related parking and traffic modifications associated with the Second Street Improvement Project; and,

WHEREAS, On November 17, 2015, the Planning Department issued an Addendum to the Second Street Improvement Project SEIR to the Bicycle Plan FEIR for the proposed parking and traffic modifications in Items U-EE which concluded that the proposed revisions contained in Items U-EE would not cause new significant impacts not identified in the SEIR, no new mitigation measures would be necessary to reduce significant impacts, no changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows the project would cause significant environmental impacts; and,

WHEREAS, On February 25, 2016, the Planning Department issued an Addendum (Case Number 2007.0347E) to the Bicycle Plan Final Environmental Impact Report (Bicycle Plan EIR) for the Modified Long Term Improvement L-8 Golden Gate Avenue Bike Lanes and Road Diet project which concluded that the proposed traffic and parking modifications in Items P-T would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

WHEREAS, The SFMTA Board has reviewed the Bicycle Plan EIR and hereby finds that since certification of the EIR, no changes have occurred in the proposed projects or in the circumstances under which the projects would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the EIR, and that no new information has emerged that would materially change the analysis of conclusions set forth in the EIR, and the actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the EIR; 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 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 May 17, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency