

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 14-128

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, and identified a need for traffic, parking and pedestrian changes in the Persia Triangle as follows:

A. ESTABLISH – NO PARKING ANYTIME

Ocean Avenue, north side, from Alemany Boulevard to 70 feet easterly (extends existing 40-ft red zone; in conjunction with closure of Westbound Right Turn Slip Lane).

Ocean Avenue, north side, from Mission Street, 15 feet to 35 feet westerly (extends existing 15-ft red zone; in conjunction with sidewalk widening)

B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Alemany Boulevard, east side, from Ocean Avenue to 55 feet northerly (closing WBRT Slip Lane)

Alemany Boulevard, east side, from Ocean Avenue to 55 feet southerly (square up curb return)

Mission Street, west side, from Ocean Avenue to 50 feet southerly (new pedestrian bulb)

Mission Street, west side, from Persia Avenue to 25 feet northerly (new pedestrian bulb)

Ocean Avenue, north side, from Alemany Boulevard to 70 feet easterly (closing WBRT Slip Lane)

Ocean Avenue, south side, from Alemany Boulevard to 35 feet easterly (square up curb return)

Ocean Avenue, north side, from Mission Street to 30 feet westerly (new pedestrian bulb)

Ocean Avenue, south side, from Mission Street to 76 feet westerly (new pedestrian bulb)

Ocean Avenue, south side, from Persia Avenue to 20 feet westerly (new pedestrian bulb)

Ocean Avenue, south side, from Persia Avenue to 15 feet easterly (new pedestrian bulb)

Persia Avenue, east side, from Mission Street to 20 feet northerly (new pedestrian bulb)

Persia Avenue, east side, from Ocean Avenue to 20 feet southerly (new pedestrian bulb)

C. ESTABLISH – BUS ZONE

Ocean Avenue, north side, from Alemany Boulevard to 110 feet easterly

Ocean Avenue, south side, from Mission Street to 75 feet westerly

WHEREAS, The pilot project was approved by the SFMTA Board of Directors on February 18, 2014 prior to long-term permanent improvements in the area; and,

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 the conversion of temporary bulb-outs to permanent bulb-outs, and additional traffic, parking and pedestrian changes to re-align sidewalks and relocate a bus zone in the Persia Triangle area relies on said FEIR, and information pertaining to the FEIR and its certification are set forth in 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 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 analyses or conclusions set forth in the FEIR. The actions approved herein would no necessitate implementation or additional or considerably different mitigation measures that those identified in the FEIR; and,

WHEREAS, Between March and June 2013 SFMTA staff conducted numerous community meetings to review the detailed plans for various traffic, parking and pedestrian changes in the area; 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 approves converting temporary bulb-outs to permanent bulb-outs, and additional traffic, parking and pedestrian changes to re-align sidewalks and relocate a bus zone in the Persia Triangle area; and be it further

RESOLVED, That the SFMTA Board of Directors adopts all mitigation measures set forth in the Mitigation Monitoring and Reporting Program applicable to the actions set forth above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 19, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency