

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-131

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications associated with the Van Ness Corridor Transit Improvement Project as follows:

- A. ESTABLISH – BLUE ZONE – 12th Street, west side, from 3 feet to 12 feet south of Market Street (converts metered space #2); Fell Street, north side, from 20 feet to 41 feet west of Van Ness Avenue (converts metered space #6); Golden Gate Avenue, south side, from Van Ness to 18 feet easterly (motorcycle spaces shifted east); Eddy Street, north side, from 5 feet to 27 feet west of Van Ness Avenue (converts metered space #802-G); Hemlock Street, south side, from 5 feet to 25 feet east of Van Ness Avenue (converts metered space #139); Broadway Street, north side, from Van Ness Avenue to 18 feet westerly.
- B. ESTABLISH – RIGHT LANE MUST TURN RIGHT – South Van Ness Avenue, northbound, approaching Mission Street.

WHEREAS, On November 18, 2014, the SFMTA Board approved transit-only lanes on South Van Ness Avenue between Market and Mission streets in both directions, Van Ness Avenue between Filbert and Market streets in both directions, and Van Ness Avenue between Filbert and Lombard streets southbound were also approved. However, at that time, the Transportation Code was not updated to include these transit-only lanes in Division II, Section 601; and,

WHEREAS, On September 10, 2013, the San Francisco County Transportation Authority (SFCTA) Board, as lead agency under the California Environmental Quality Act (CEQA), adopted Resolution No. 14-18, in which it certified the Final Environmental Impact Statement/Environmental Impact Report (Van Ness BRT Project Final EIS/EIR), adopted findings under CEQA, and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Corridor Transit Improvement Project (also referred to as the Van Ness Bus Rapid Transit (BRT) Project); and,

WHEREAS, On September 17, 2013, the SFMTA Board of Directors, acting as a responsible agency under CEQA, adopted Resolution No. 13-214, in which it considered the Van Ness BRT Project Final EIS/EIR, adopted findings under CEQA, the CEQA Guidelines including a statement of overriding considerations and a Mitigation Monitoring and Reporting Program (MMRP), and approved the locally preferred alternative with the Vallejo North Station Variant for the Van Ness Corridor Transit Improvement Project, which Resolution and Van Ness BRT Project CEQA Findings, including the statement of overriding considerations, and MMRP, are on file with the Secretary to the SFMTA Board of Directors and are incorporated in this Resolution by this reference; and,

WHEREAS, As part of SFMTA Board Resolution No.13-214, the SFMTA Board of Directors authorized the Director of Transportation to direct staff to continue with obtaining necessary approvals and to carry out the actions to implement the Van Ness Corridor Transit Improvement Project; and,

WHEREAS, On December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Corridor Improvement Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final Environmental Impact Statement (EIS) document and process; and,

WHEREAS, A copy of the Federal Transit Administration's Record of Decision is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, Since the certification of the Van Ness BRT Project Final EIS/EIR, adoption of the Van Ness BRT Project CEQA Findings, and approval of the Van Ness Corridor Transit Improvement Project, the SFCTA prepared a memo to file dated July 15, 2014, titled "Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report" (Memo to File), which concludes that the removal of eleven parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, will not result new significant environmental impact due to parking loss; a copy of which is on file with the Secretary to the SFMTA Board of Directors and incorporated in this Resolution by this reference; and,

WHEREAS, As part of the Resolution No. 14-164, the San Francisco Municipal Transportation Agency Board of Directors on November 18, 2014 approved traffic and parking modifications on Van Ness Avenue and South Van Ness Avenue between Mission and Lombard Streets associated with the Van Ness Corridor Transit Improvement Project; and,

WHEREAS, The proposed parking and traffic legislation under items A and B are within the scope of the project analyzed in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, The SFCTA staff has made documents related to the Van Ness BRT Project Final EIS/EIR, including the Memo to File available to the SFMTA and the public, and these files are part of the record before the SFMTA Board of Directors; and,

WHEREAS, The approval of the proposed parking and traffic legislation does not require major revisions to the either the Van Ness BRT Project Final EIS/EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; and,

WHEREAS, No substantial changes have occurred with respect to the circumstances under which the project analyzed in the Van Ness BRT Project Final EIS/EIR will be undertaken that would require major revisions to the Van Ness BRT Project Final EIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Van Ness BRT Project Final EIS/EIR; and,

WHEREAS, No new information of substantial importance to the project analyzed in the Van Ness BRT Project Final EIS/EIR has become available, which would indicated that (i) the project will have significant effects not discussed in the Van Ness BRT Project Final EIS/EIR; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the Van Ness BRT Project Final EIS/EIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the Van Ness BRT Project Final EIS/EIR; 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 has considered the Van Ness BRT Project Final EIS/EIR, the CEQA Findings that were previously adopted by the SFMTA Board for the Van Ness BRT Project, and the categorical exemption issued for the South Van Ness and Mission Intersection Improvements, including, without limitation, the statements of overriding considerations and mitigation monitoring and reporting programs; and the Van Ness BRT Project Memo to File, and adopts the CEQA Findings and Memo to File as its own; and be it further

RESOLVED, That the SFMTA Board finds and determines that the proposed parking and traffic legislation requires no further environmental review beyond the Van Ness BRT Project Final EIS/EIR and Memo to File pursuant to the State CEQA Guidelines Section 15180, 15162 and 15163; and be it further
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed parking and traffic modifications, set forth in parking and traffic legislation items A and B above, associated with the Van Ness Corridor Transit Improvement Project, as set forth above; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 601 to designate a transit-only lane on South Van Ness Avenue between Market and Mission Streets in both directions, Van Ness Avenue between Filbert and Market Streets in both directions, and Van Ness Avenue between Filbert and Lombard Streets southbound.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 15, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Van Ness Avenue and South Van Ness Avenue Transit-Only Lanes]

Resolution amending Division II of the Transportation Code by revising Section 601 to designate transit-only lanes on Van Ness Avenue between Filbert and Market Streets in both directions and between Filbert and Lombard Streets southbound, and on South Van Ness Avenue between Market and Mission Streets in both directions.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 601, to read as follows:

Sec. 601. DESIGNATED TRANSIT-ONLY AREAS.

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

(1) Cable Car Lanes On Powell Street Between California Street and Sutter Street. Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

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(2) West Portal Avenue Between 15th Avenue and Sloat Boulevard. Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(3) Exclusive Commercial Vehicle/Transit Area on Sansome Street. Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) Judah Street, from 9th Avenue to 20th Avenue. Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(5) Van Ness Avenue, from Filbert Street to Market Street. Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Market Street.

(6) Van Ness Avenue, from Filbert Street to Lombard Street. Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Van Ness Avenue from Filbert Street to Lombard Street southbound.

(7) South Van Ness Avenue, from Market Street to Mission Street. Except as to Municipal Railway and Golden Gate Transit vehicles and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on South Van Ness Avenue from Market Street to Mission Street.

(58) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or existing from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

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	Hours of Operation	Street	From	To
1	All Times	1st St.	Market St.	Howard St.
2		3rd St.	Townsend St.	Market St.
3		4th St.	Harrison St.	Townsend St.
4		4th St.	Market St.	Howard St.
5		Church St.	16th St.	Duboce Ave.
6		Clay St.	Sansome St.	Davis St.
7		Fremont St.	Mission St.	Market St.
8		Geary St.	Market St.	Powell St.
9		Geary St.	Mason St.	Gough St.
10		Judah St.	20th Ave	La Playa St.
11		Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
12		Market St. (Inbound)	12th St.	3rd St.
13		Market St. (Outbound)	So. Van Ness Ave.	3rd St.
14		O'Farrell St.	Gough St.	Hyde St.
15		O'Farrell St.	Jones St.	Powell St.
16		Post St.	Gough St.	Grant St.
17		Potrero Ave. (SB)	25th St.	18th St.
18		Stockton St.	Bush St.	Geary St.
19		Sutter St.	Gough St.	Kearny St.
20	7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.

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	Hours of Operation	Street	From	To
21	7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
22	7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
23		Mission St. (Outbound)	Main St.	4th St.
24	7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
25		O'Farrell St.	Hyde St.	Jones St.
26		Clay St.	Powell St.	Battery St.
27	4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
28		Mission St. (Outbound)	4th St.	11th St.
29		Geary St.	Mason St.	Powell St.
30		Sacramento St.	Kearny St.	Larkin St.
31	3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
32	3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
33		4th St.	Howard St.	Clementina

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

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Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 15, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency