

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-128

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications along the 5/5R Fulton Rapid corridor to support 60-foot articulated electric trolley buses on Muni's 5R Fulton Rapid route as follows:

- A. RESCIND – BUS ZONE - Fulton Street, south side, from Masonic Avenue to 70 feet westerly
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Fulton Street, south side, from Masonic Avenue to 60 feet westerly (right-turn only except Muni)
- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI - Fulton Street, eastbound, at Masonic Avenue
- D. ESTABLISH – BUS ZONE - Fulton Street, south side, from Masonic Avenue to 100 feet easterly (removes five unmetered parking spaces); Fulton Street, north side, from 6th Avenue to 105 feet westerly (prohibits parking across driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, north side, from 8th Avenue to 100 feet westerly (removes one unmetered parking space, extends existing 75-foot bus zone to 100 feet); Fulton Street, south side, from 10th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 90-foot bus zone to 100 feet); Fulton Street, south side, from 18th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 18th Avenue to 105 feet westerly (removes one unmetered parking space and prohibits parking across one driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, south side, from 22nd Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 75-foot bus zone to 100 feet); Fulton Street, north side, from 22nd Avenue to 105 feet westerly (removes one unmetered parking space and prohibits parking across one driveway, extends existing 75-foot bus zone to 105 feet); Fulton Street, south side, from 30th Avenue to 100 feet easterly (removes one unmetered parking space, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 30th Avenue to 100 feet westerly (prohibits parking across driveway, extends existing 80-foot bus zone to 100 feet); Fulton Street, north side, from 36th Avenue to 100 feet westerly (prohibits parking across driveway, extends existing 75-foot bus zone to 100 feet); 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 traffic and parking modifications to implement various projects along the 5/5R Fulton Rapid Muni transit corridor included in the Service-Related Capital Improvements 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,

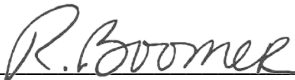
WHEREAS, The SFMTA Board has reviewed the FEIR and hereby finds that since certification of the FEIR, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FEIR, and that no new information has emerged that would materially change the analyses 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; 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 adopts the attached Mitigation Monitoring and Reporting Program as conditions of approval; and be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications, as set forth in items A through D above, along the 5/5R Fulton Rapid corridor.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 20, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency