

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 14-148

WHEREAS, The San Francisco Municipal Transportation Agency have proposed the installation of new various traffic and parking modifications along the 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's Service-Related Capital Improvements and Travel Time Reduction Proposals as follows:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - 11th Street, east side, from Market Street to 108 feet southerly (removes 12 motorcycle spaces and meter #21100310 for a 6-foot wide transit bulb); 11th Street, east side, from Harrison Street to 165 feet northerly (removes commercial metered spaces #354 and #356, public parklet, and five bike corrals for a 6-foot wide transit bulb); 11th Street, east side, from Harrison Street to 106 feet southerly; Bayshore Boulevard, east side, from 730 feet to 805 feet south of Jerrold Avenue. (75-foot long, 6-foot wide transit bulb); Bayshore Boulevard, west side, from Oakdale Avenue to 110 feet southerly (110-foot long, 6-foot wide transit bulb); Bayshore Boulevard, east side, from Flower Street to 145 feet southerly (for a bus boarding island and bike channelization lane); Bayshore Boulevard, west side, from Cortland Avenue to 110 feet southerly (Removes 38-foot green zone for a 110-foot long, 6-foot wide transit bulb); and Bayshore Boulevard, east side, from 103 to 125 feet north of Cortland Avenue (removes 23 feet of commercial loading zone for a bus boarding island in place of existing bus zone).
- B. ESTABLISH – METERED MOTORCYCLE PARKING - 11th Street, east side, from 108 to 154 feet south of Market Street (removes meters #21100330 and #21100350 for 12 metered motorcycle spaces).
- C. ESTABLISH – BLUE ZONE - 11th Street, east side, from 5 feet to 30 feet north of Folsom Street; and 11th Street, west side, from 5 feet to 30 feet south of Folsom Street.
- D. RESCIND – BUS ZONE - 11th Street, east side, from Folsom Street to 75 feet northerly; 11th Street, west side, from Folsom Street to 75 feet southerly; Bayshore Boulevard, west side, from 40 to 120 feet north of Oakdale Avenue (restores 4 parking spaces); Bayshore Boulevard, east side, from Oakdale Avenue to 120 feet southerly (restores 3 parking spaces); Bayshore Boulevard, west side, from 20 to 100 feet north of Cortland Avenue (restores 4 parking spaces); and Bayshore Boulevard, east side, from Marengo Street to 100 feet northerly (restores 4 parking spaces).
- E. RESCIND – GENERAL METERED PARKING - 11th Street, east side, from Folsom Street to 25 feet southerly (daylighting, removes meter #301); and 11th Street, west side, from Folsom Street to 19 feet northerly (daylighting, removes meter #256).
- F. RESCIND – FLAG STOP - Bayshore Boulevard, east side, 270 feet south of Jerrold Avenue; and Bayshore Boulevard, west side, at “380” Bayshore Boulevard (south of Jack in the Box driveway).
- G. ESTABLISH – YELLOW METERED LOADING ZONE (7AM to 6PM, Mon-Sat) - 11th Street, west side, from Harrison Street to 40 feet northerly (at meters #354 and #356).

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 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and Travel Time Reduction Proposals relies on said FEIR, and information pertaining to the FEIR and its certification are 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 or additional or considerably different mitigation measures than 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 approves these traffic and parking modifications to implement various projects along the 9 San Bruno rapid Muni transit route included in the Transit Effectiveness Project's (TEP) Service-Related Capital Improvements and Travel Time Reduction Proposals.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 7, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency