

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-048

WHEREAS, On March 15, 2016, the SFMTA Board approved the two parking and traffic modifications below that included incorrect directional notations:

RESCIND – BUS ZONE- Chestnut Street, north side, from Pierce Street to 75 feet (*missing direction*); Chestnut Street, south side, from Gough Street to 75 feet *westerly*; Chestnut Street, north side, from Gough Street to 75 feet *easterly*.

ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at *eastbound* Fillmore Street.

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the following to correct these directional inaccuracies:

- A. RESCIND – BUS ZONE- Chestnut Street, north side, from Pierce Street to 75 feet **westerly**; Chestnut Street, south side, from Gough Street to 75 feet **easterly**; Chestnut Street, north side, from Gough Street to 75 feet **westerly**.
- B. ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at Fillmore Street.

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 as described in the March 15, 2016 MTA Board calendar item; and,

WHEREAS, This project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (FEIR), Case No. 2011.0558E , certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, Approval for parking and traffic modifications to implement various projects along the 30 Stockton Muni transit corridor included in the Travel Time Reduction Proposals 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 than those identified in the FEIR; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications along the 30 Stockton Muni transit corridor, as set forth in items A through B above, to correct the directional inaccuracies in two parking and traffic modifications approved on March 15, 2016.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 19, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency