

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various routine parking and traffic modifications.

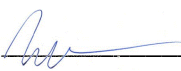

SUMMARY:

- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Taxis are not exempt from any of these regulations.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action for Items A, B-F, and G as defined by S.F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at:
https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

- A. SFMTAB Resolution
- B. Geary Corridor BRT Final EIR and Addenda, and CEQA Findings and MMRP:
- C. www.sfcta.org/geary-corridor-bus-rapid-transit-final-eir
https://www.sfcta.org/sites/default/files/content/Executive/Meetings/board/2017/01-Jan/Signed-resos/r17_21_geary_brt_final_eir_certification.pdf
- D. CPMC Final EIR, CEQA Findings and MMRP:
<https://sfplanning.org/california-pacific-medical-center-cpmc#info>
http://default.sfplanning.org/publications_reports/cpmc/CEQA_Findings_Signed.pdf
http://default.sfplanning.org/meetingarchive/planning_dept/commissions.sfplanning.org/cpcpackets/CPMC%20Packet_withDirReport.pdf
- E. Eastern Neighborhoods Final EIR, CEQA Findings and MMRP:
<http://sf-planning.org/area-plan-eirs>
https://archives.sfplanning.org/documents/1268-EN_BOS_Vol4_CEQA_Part7_Web.pdf

APPROVALS:

DIRECTOR  _____
SECRETARY  _____

DATE

October 30, 2019

October 28, 2019

ASSIGNED SFMTAB CALENDAR DATE: November 5, 2019

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PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
 - Objective 1.2: Improve the safety of the Transit System.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel
 - Objective 2.1: Improve transit service.
 - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.
 - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

This action supports the following SFMTA Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

ITEMS

The following items were considered at Public Hearing on August 2, 2019

- A. RESCIND – TOW-AWAY, NO PARKING ANYTIME – Colin P. Kelly Jr Street, west side, from Brannan Street to 140 feet southerly.

Modification A was legislated for metered parking on December 4, 2018. This proposed modification will rescind the TANPAT to allow for the installation of more meters along the block face.

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The following items were considered at Public Hearing on September 13, 2019

- B. ESTABLISH – GENERAL METERED PARKING, FOUR HOUR TIME LIMIT, 9 AM TO 10 PM, MONDAY THROUGH SATURDAY – 18th Street, both sides, between Connecticut Street and Texas Street. #
- C. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 18th Street, south side, from 20 feet to 65 feet west of Texas Street. #
- D. ESTABLISH – RED ZONES – 18th Street, north side, from Missouri Street to 20 feet easterly; and 18th Street, south side, from Missouri Street to 20 feet westerly.
- E. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X – 18th Street, both sides, between Connecticut Street and Texas Street (eligibility only, no signs). #
- F. ESTABLISH – METERED MOTORCYCLE PARKING – 18th Street, north side, from 25 feet to 35 feet west of Missouri Street.

Modifications B—F pertain to the 18th Street corridor in Potrero Hill which is a mixed-use district with several blocks of commercial establishments. The installation of parking meters with evening operating hours will benefit the merchants and community by enhancing parking turn over. Outreach has been conducted as part of the Chase Center Curb Management Plan with community groups and businesses.

The following items were considered at Public Hearing on October 4, 2019

- G. ESTABLISH – PERPENDICULAR PARKING – Broadway, south side, between Scott Street and Pierce Street; Collingwood Street, east side, between 19th Street and 20th Street; and Colby Street, west side, between Olmstead Street and northern terminus (700 block).

Modification G legislates the existing parking practices on these blocks.

- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Geary Boulevard, south side, from Laguna Street to 165 feet westerly (extends transit bulb legislated in 2018 by 12 feet); Geary Boulevard, north side, from Laguna Street to 181 feet easterly (extends transit bulb legislated in 2018 by 8 feet).
- I. ESTABLISH – NO STOPPING ANYTIME – Gough Street, west side, from Geary Boulevard to 8 feet southerly (4-foot wide bulbout in place of painted safety zone).
- J. ESTABLISH – BUS ZONE – Geary Boulevard, south side, from St. Joseph’s Avenue to 105 feet easterly (extends existing bus zone).

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- K. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 105 feet to 117 feet east of St. Joseph’s Avenue (extends length of existing metered parking spaces); Geary Boulevard, north side, from 191 feet to 285 feet west of Steiner Street (retains five metered parking spaces that were previously legislated to be removed). #
- L. ESTABLISH – RED ZONE – Geary Boulevard, south side, from Gough Street to 25 feet easterly (extends legislated red zone by 10 feet with no impact to the number of future additional metered parking spaces).
- M. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – O’Farrell Street, south side, from 8 feet to 57 feet east of Hyde Street (modifies length of legislated yellow 6-wheel commercial metered loading zone to accommodate fire hydrant; implemented in October 2018 through Order 5987). #
- N. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 183 feet to 231 feet west of Fillmore Street (legislates yellow 6-wheel commercial metered loading spaces implemented in October 2018 through Order 5975). #
- O. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 137 feet to 183 feet west of Fillmore Street (legislates green metered spaces implemented in October 2018 through Order 5975). #
- P. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 20 feet to 137 feet west of Fillmore Street (legislates yellow metered loading spaces implemented in October 2018 through Order 5975). #
- Q. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES – Geary Boulevard, north side, from 112 feet to 191 feet west of Steiner Street (relocates legislated passenger loading zone eastwards to retain five metered parking spaces that were previously legislated to be removed); Geary Boulevard, north side, from 180 feet to 236 feet east of Webster Street (converts shuttle bus zone to passenger loading zone). #
- R. ESTABLISH – RIGHT TURN LANE – ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Geary Boulevard, north side, from Divisadero Street to 88 feet westerly (rescinds metered parking spaces 2204, 2206, 2208 and 2210). #
- S. ESTABLISH – RIGHT TURN LANE – ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Laguna Street, west side, from Geary Boulevard to 87 feet northerly (legislates removal of metered parking spaces 1503, 1505, 1507 which was implemented in April 2019 through Order 6081).

Modifications G–S are minor design adjustments in response to the Geary Rapid Project that were brought up by staff and the public during and after the near-term implementation of transit and pedestrian safety treatments at the end of 2018. Some changes have already been implemented in the field through a construction directive. Construction of the overall project is underway and expected to be complete in mid-2021.

- T. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Franklin Street, east side, between Geary Street and Post Street.

Modification T removes parking due to the recently completed CPMC Hospital to facilitate access to driveways for loading docks and emergency room.

- U. ESTABLISH – RED ZONE – Tennessee Street, east side, from 20th Street to 41 feet southerly.

Modification U removes parking due to sidewalk improvements for 901 Tennessee Street.

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Item A (Case No. 2019-014661ENV), Items B-F (Case No. 2019-016297ENV) and Item G (Case No. 2019-017292ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for Items A, B-F, and G as defined by San Francisco Administrative Code Chapter 31.

On January 5, 2017 the San Francisco County Transportation Authority (SFCTA) certified the Geary Corridor Bus Rapid Transit Project Final Environmental Impact Report (Geary BRT FEIR), adopted the CEQA Findings, Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan. On May 19, 2019 and August 10, 2018, SFCTA issued Addendum No. 1 and Addendum No. 2 (Addenda) to the FEIR respectively and determined that minor design changes to the Geary BRT project would not result in new significant effects, substantial increase in significant effects already identified or new mitigation measure. The Geary BRT FEIR and Addenda evaluated the environmental impacts of the proposed parking and traffic modifications in Items H-S. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Items H-S.

On April 26, 2012, the San Francisco Planning Commission certified the California Pacific Medical Center Long Range Development Plan Final Environmental Impact Report (CPMC FEIR, Case No. 2005.0555E) by Motion No. 18588, adopted the CEQA Findings, Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan. The CPMC FEIR evaluated the environmental impacts of the proposed parking and traffic modification in Item T. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Item T.

On August 7, 2008, the San Francisco Planning Commission in Motion 17659 certified the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods FEIR, Case No. 2004.0160E), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program. The Planning Department has determined that the proposed parking and traffic modification in Item U (Case No. 2013.0321E) is consistent with the Eastern Neighborhoods FEIR and is therefore exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15183. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the Item U.

The SFMTA Board of Directors has subsequently reviewed the Geary BRT FEIR, CPMC FEIR, and Eastern Neighborhoods FEIR, and hereby adopts the Geary BRT, CPMC, and Eastern Neighborhoods CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Programs as its own.

Copies of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. RESCIND – TOW-AWAY, NO PARKING ANYTIME – Colin P. Kelly Jr Street, west side, from Brannan Street to 140 feet southerly.
- B. ESTABLISH – GENERAL METERED PARKING, FOUR HOUR TIME LIMIT, 9 AM TO 10 PM, MONDAY THROUGH SATURDAY – 18th Street, both sides, between Connecticut Street and Texas Street.
- C. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 18th Street, south side, from 20 feet to 65 feet west of Texas Street.
- D. ESTABLISH – RED ZONES – 18th Street, north side, from Missouri Street to 20 feet easterly; and 18th Street, south side, from Missouri Street to 20 feet westerly.
- E. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X – 18th Street, both sides, between Connecticut Street and Texas Street.
- F. ESTABLISH – METERED MOTORCYCLE PARKING – 18th Street, north side, from 25 feet to 35 feet west of Missouri Street.
- G. ESTABLISH – PERPENDICULAR PARKING – Broadway, south side, between Scott Street and Pierce Street; Collingwood Street, east side, between 19th Street and 20th Street; and Colby Street, west side, between Olmstead Street and northern terminus.
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Geary Boulevard, south side, from Laguna Street to 165 feet westerly; Geary Boulevard, north side, from Laguna Street to 181 feet easterly.
- I. ESTABLISH – NO STOPPING ANYTIME – Gough Street, west side, from Geary Boulevard to 8 feet southerly.
- J. ESTABLISH – BUS ZONE – Geary Boulevard, south side, from St. Joseph’s Avenue to 105 feet easterly.
- K. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 105 feet to 117 feet east of St. Joseph’s Avenue; Geary Boulevard, north side, from 191 feet to 285 feet west of Steiner Street.
- L. ESTABLISH – RED ZONE – Geary Boulevard, south side, from Gough Street to 25 feet easterly.
- M. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – O’Farrell Street, south side, from 8 feet to 57 feet east of Hyde Street.
- N. ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 183 feet to 231 feet west of Fillmore Street.

- O. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 137 feet to 183 feet west of Fillmore Street.
- P. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Geary Boulevard, south side, from 20 feet to 137 feet west of Fillmore Street.
- Q. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES – Geary Boulevard, north side, from 112 feet to 191 feet west of Steiner Street; Geary Boulevard, north side, from 180 feet to 236 feet east of Webster Street.
- R. ESTABLISH – RIGHT TURN LANE – ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Geary Boulevard, north side, from Divisadero Street to 88 feet westerly.
- S. ESTABLISH – RIGHT TURN LANE – ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Laguna Street, west side, from Geary Boulevard to 87 feet northerly.
- T. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Franklin Street, east side, between Geary Street and Post Street.
- U. ESTABLISH – RED ZONE – Tennessee Street, east side, from 20th Street to 41 feet southerly, and;

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Item A (Case No. 2019-014661ENV), Items B-F (Case No. 2019-016297ENV), and Item G (Case No. 2019-017292ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action for Items A, B-F, and G as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, On January 5, 2017 the San Francisco County Transportation Authority (SFCTA) certified the Geary Corridor Bus Rapid Transit Project Final Environmental Impact Report (Geary BRT FEIR), adopted the CEQA Findings, Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan; On May 19, 2019 and August 10, 2018, SFCTA issued Addendum No. 1 and Addendum No. 2 (Addenda) to the FEIR respectively and determined that minor design changes to the Geary BRT project would not result in new significant effects, substantial increase in significant effects already identified or new mitigation measure; and,

WHEREAS, The Geary BRT FEIR and Addenda evaluated the environmental impacts of the proposed parking and traffic modifications in Items H-S; No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Items H-S; and

WHEREAS, On April 26, 2012, the San Francisco Planning Commission certified the California Pacific Medical Center Long Range Development Plan Final Environmental Impact Report (CPMC FEIR, Case No. 2005.0555E) by Motion No. 18588, adopted the CEQA Findings, Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan; and

WHEREAS, The CPMC FEIR evaluated the environmental impacts of the proposed parking and traffic modification in Item T; No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for Item T; and

WHEREAS, On August 7, 2008, the San Francisco Planning Commission in Motion 17659 certified the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods FEIR, Case No. 2004.0160E), and adopted CEQA Findings including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program; and

WHEREAS, The Planning Department has determined that the proposed parking and traffic modification in Item U (Case No. 2013.0321E) is consistent with the Eastern Neighborhoods FEIR and is therefore exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15183; No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the Item U; and

WHEREAS, Copies of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; 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, The SFMTA Board of Directors has subsequently reviewed the Geary BRT FEIR, CPMC FEIR, and Eastern Neighborhoods FEIR, and hereby adopts the Geary BRT, CPMC, and Eastern Neighborhoods CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Programs as its own; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 5, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency