

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**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-D and Items J-N, O-U as defined by S. F. Administrative Code Chapter 31.

ENCLOSURES:

- A. SFMTAB Resolution
- B. <http://sf-planning.org/AREA-PLAN-EIRS> (CEQA Clearance for Items E-I)
- C. http://sf-planning.org/sites/default/files/FileCenter/Documents/1268-EN_BOS_Vol4_CEQA_Part7_Web.pdf (CEQA Findings, Planning Commission Resolution for Item E-I)

APPROVALS:

	DATE
DIRECTOR 	<u>1/8/2018</u>
SECRETARY 	<u>1/8/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: January 16, 2018

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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: Improve security for transportation system users.

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.1: Improve customer service and communications.

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

Objective 2.4: Improve parking utilization and manage parking demand.

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

- A. RESCIND – 2-HOUR TIME LIMIT, 7 AM TO 6 PM, EXCEPT SUNDAYS – Girard Street, east side, between Fratessa Court and Wilde Avenue. **PH 11/17/17 Requested by SFMTA**
- B. ESTABLISH – NO PARKING VEHICLES GREATER THAN 6 FEET TALL – Fairfax Avenue, north side, from Mendell Street to 100 feet easterly; Fairfax Avenue, south side, from Mendell Street to 100 feet westerly; Galvez Avenue, south side, from Mendell Street to 100 feet westerly; Mendell Street, west side, from Galvez Avenue to 100 feet northerly; Hudson Avenue, north side, from Mendell Street to 100 feet easterly; Hudson Avenue, south side, from Mendell Street to 100 feet westerly; Mendell Street, east side, from Hudson Avenue to 100 feet southerly; Kirkwood Avenue, south side, from Mendell Street to 100 feet westerly, and Mendell Street, east side, from Kirkwood Avenue to 100 feet southerly. **PH 11/17/17 Requested by SFMTA**
- C. ESTABLISH – CLASS IV BIKE LANE – 16th Street, westbound, between 7th Street and Missouri Street. **PH 11/17/17 Requested by SFMTA**
- D. ESTABLISH – CLASS III BIKE ROUTE – Missouri Street, southbound, between 16th Street and 17th Street. **PH 11/17/17 Requested by SFMTA**
- E. RESCIND – 45 DEGREE BACK IN ANGLED PARKING – Townsend Street, south side, from west side of east crosswalk at 6th Street to 455 feet westerly (accommodates proposed 15 foot wide sidewalk fronting 510 Townsend Street). **PH 11/17/17 Requested by Staff**

- F. ESTABLISH – PARALLEL PARKING – Townsend Street, south side, from 43 feet west of west side of east crosswalk at 6th Street to 412 feet westerly (replaces existing 45 degree back in angled parking, results in a net decrease of 13 parking spaces). **PH 11/17/17 Requested by Staff**
- G. ESTABLISH – RED ZONE – Townsend Street, south side, from west side of east crosswalk at 6th Street to 43 feet westerly (removes three metered parking spaces at meter #684-04890, spaces 5, 6, and 7). **PH 11/17/17 Requested by Staff**
- H. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, north side, from 6th Street to 83 feet westerly (removes one non-compliant blue zone and one Area Y RPP parking space). **PH 11/17/17 Requested by Staff**
- I. ESTABLISH – BLUE ZONE – 6th Street, east side, from 30 feet to 50 feet northerly (removes one metered space at meter #206-06621). **PH 11/17/17 Requested by Staff**
- J. ESTABLISH – STOP SIGN – Capra Way, westbound, at Scott Street, stopping the stem of this T-intersection. **PH 12/1/17 Requested by SFMTA**
- K. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA S, 2- HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS – 22nd Street, both sides, between Castro Street and Diamond Street (3900 block) (signs to be posted from Castro Street west 437 feet up to staircase only). **PH 12/1/17 Requested by Residents**
- L. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA I – Cypress Street, both sides, from 25th Street to 26th Street (100 block). **PH 12/1/17 Requested by Residents**
- M. RESCIND – BUS FLAG STOP – Market Street, north side, 205 feet west of Castro Street (outbound 37-Corbett Muni stop). **PH 12/1/17 Requested by MUNI**
- N. ESTABLISH – BUS FLAG STOP – Market Street, north side, 70 feet east of Castro Street (outbound 37-Corbett Muni stop). **PH 12/1/17 Requested by MUNI**
- O. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“595” Madrid Street, east side, from approximately 28 feet to 40 feet north of Russia Avenue (20-foot zone) Exact dimensions to correspond with post-construction stall markings configuration. **PH 12/15/17 Requested by Resident**
- P. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
597 Castro Street, east side, from 19th Street to 18 feet northerly, replacing metered parking stall #551 (18-foot zone). **PH 12/15/17 Requested by Resident**
- Q. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“802” 27th Street, north side, from Douglass Street to 22 feet westerly (22-foot zone). **PH 12/15/17 Requested by Resident**
- R. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“2099” Palou Avenue, south side, from Selby Street to 22 feet easterly (20-foot zone). **PH 12/15/17 Requested by Resident**
- S. ESTABLISH – STOP SIGNS – Diamond Heights Boulevard, northbound and southbound, at Diamond Street, making this intersection, an all-way STOP (north intersection). **No PH Requested by Residents**
- T. RESCIND – BUS ZONE – Diamond Heights Boulevard, west side, from Diamond Street north crosswalk to 85 feet southerly. **No PH Requested by Residents**
- U. ESTABLISH – BUS ZONE – Diamond Heights Boulevard, west side, from Diamond Street north crosswalk to 100 feet northerly (shifts existing bus zone 60 feet north). **No PH Requested by Residents**

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA). Title 14 of the California Code of Regulations Section 15301 provides an 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. Title 14 of the California Code of Regulations Section 15304 provides an exemption from environmental review for minor public alterations in the condition of land including creation of bicycle lanes on existing right-of-way.

The Planning Department or the SFMTA has determined that the proposed parking, traffic, and bike modifications in Items A-D (Case No. 2017-015224ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15304, and that the proposed parking and traffic modifications in Items J-N (Case No. 2017-015228ENV), Items O-R (Case No. 2017-016144ENV), and Items S-U (Case No. 2017-016423ENV) 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-D and Items J-N, O-U as defined by S.F. Administrative Code Chapter 31.

On August 5, 2015, the San Francisco Planning Department determined that Items E-I (Case No. 2014.0679E) are within the scope of the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods EIR, Case No. 2004.0160E), as certified by the Planning Department on August 7, 2008, and that the proposal would not require further environmental review pursuant to CEQA Guidelines Section 15183. On August 7, 2008, the Planning Commission in Motion No 17661 adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP), associated with the Eastern Neighborhoods Rezoning and Area Plans. The SFMTA Board of Directors adopts these findings and Statement of Overriding Considerations as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, 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 – 2-HOUR TIME LIMIT, 7 AM TO 6 PM, EXCEPT SUNDAYS – Girard Street, east side, between Fratessa Court and Wilde Avenue.
- B. ESTABLISH – NO PARKING VEHICLES GREATER THAN 6 FEET TALL – Fairfax Avenue, north side, from Mendell Street to 100 feet easterly; Fairfax Avenue, south side, from Mendell Street to 100 feet westerly; Galvez Avenue, south side, from Mendell Street to 100 feet westerly; Mendell Street, west side, from Galvez Avenue to 100 feet northerly; Hudson Avenue, north side, from Mendell Street to 100 feet easterly; Hudson Avenue, south side, from Mendell Street to 100 feet westerly; Mendell Street, east side, from Hudson Avenue to 100 feet southerly; Kirkwood Avenue, south side, from Mendell Street to 100 feet westerly, and Mendell Street, east side, from Kirkwood Avenue to 100 feet southerly.
- C. ESTABLISH – CLASS IV BIKE LANE – 16th Street, westbound, between 7th Street and Missouri Street.
- D. ESTABLISH – CLASS III BIKE ROUTE – Missouri Street, southbound, between 16th Street and 17th Street.
- E. RESCIND – 45 DEGREE BACK IN ANGLED PARKING – Townsend Street, south side, from west side of east crosswalk at 6th Street to 455 feet westerly.
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- P. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES 597 Castro Street, east side, from 19th Street to 18 feet northerly.
- Q. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES “802” 27th Street, north side, from Douglass Street to 22 feet westerly.
- R. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES “2099” Palou Avenue, south side, from Selby Street to 22 feet easterly.
- S. ESTABLISH – STOP SIGNS – Diamond Heights Boulevard, northbound and southbound, at Diamond Street.

- T. RESCIND – BUS ZONE – Diamond Heights Boulevard, west side, from Diamond Street north crosswalk to 85 feet southerly.
- U. ESTABLISH – BUS ZONE – Diamond Heights Boulevard, west side, from Diamond Street north crosswalk to 100 feet northerly.

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); Title 14 of the California Code of Regulations Section 15301 provides an 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 and Section 15304 provides an exemption from environmental review for minor public alterations in the condition of land including creation of bicycle lanes on existing right-of-way; and,

WHEREAS, The Planning Department or the SFMTA has determined that the proposed parking, traffic and bike modifications in Items A-D (Case No. 2017-015224ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304, and that the proposed parking and traffic modifications in Items J-N (Case No. 2017-015228ENV), Items O-R (2017-016144ENV), and Items S-U (2017-016423ENV) 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-D and Items J-N, O-U as defined by S.F. Administrative Code Chapter 31; and,

WHEREAS, On August 7, 2008, the San Francisco Planning Commission certified the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods EIR, Case No. 2004.0160E); On August 7, 2008, the San Francisco Planning Commission adopted CEQA Findings, including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP) in Motion No 17661; and,

WHEREAS, On August 5, 2015, the Planning Department determined that Items E-I (Case No. 2014.0679E) are within the scope of the Eastern Neighborhoods EIR and that it would not require further environmental review under CEQA Guidelines Section 15183; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Eastern Neighborhoods EIR and finds that since certification of the EIR, no changes have occurred in the proposed project stated in Items E-I 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 EIR, and that no new information has emerged that would materially change the analysis or conclusions set forth in the EIR; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures than those identified in the EIR; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, 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, That the SFMTA Board of Directors adopts the CEQA findings and Statement of Overriding Considerations as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are 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, 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 January 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency