

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 Item A and Items E-S as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

- A. SFMTAB Resolution
- B. <https://sanfrancisco.buildingeye.com/planningceqa/list/type/agencycatex> (CEQA Clearance for Item A and Items E-S)
- C. San Francisco State Recreation Wellness Center Mitigated Negative Declaration and Initial Study (CEQA Clearance for Item B)
- D. <http://sf-planning.org/area-plan-eirs> (CEQA Clearance for Items C-D)

APPROVALS:


DATE

DIRECTOR



10/11/16

SECRETARY



10/11/16

ASSIGNED SFMTAB CALENDAR DATE: October 18, 2016

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PURPOSE

To approve various routine parking and traffic modifications.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

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.

ITEMS

A. ESTABLISH – NO PARKING VEHICLES OVER 22 FEET LONG OR SEVEN FEET HIGH, MIDNIGHT TO 6 AM, DAILY – Marina Boulevard, both sides, between Laguna Street and Buchanan Street; Buchanan Street, both sides, between Marina Boulevard and North Point Street; and North Point Street, both sides, between Laguna Street and Buchanan Street.

PH 8/5/16 Requested by Residents.

This location was identified in the study of oversize vehicle parking conducted by the SFMTA in 2011, which found high numbers of oversize vehicles parked on these streets overnight. Supervisor Farrell's office has asked the SFMTA to implement measures on these streets to prohibit long-term parking by oversize vehicles, and though various measures and tools were suggested and explored by the SFMTA, no other regulation was found satisfactory by the neighbors and supervisor's office. Due to the dense mix of businesses and residences and park edges, staff feels that the oversize vehicle overnight parking restriction is appropriate for this location.

B. ESTABLISH – SIDEWALK WIDENING – Lake Merced Boulevard, east side, from 322 to 402 feet south of Font Boulevard (sidewalk widened by 5.2 feet); and Lake Merced Boulevard, east side, from 707 to 767 feet south of Font Boulevard (sidewalk widened 6 feet). **PH 8/19/16 Requested by SFDPW.**

Requested by SFDPW.

C. RESCIND – GENERAL METER PARKING – Mission Street, north side, from 17 feet to 104 feet west of Fremont Street (4 meters, #404 to 410). **PH 8/19/16 Requested by SFDPW.**

D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Mission Street, north side, from 1st Street to Fremont Street. **PH 8/19/16 Requested by SFDPW.**

E. ESTABLISH – STOP SIGN – 26th Street, eastbound, at Connecticut Street, stopping the stem of this "T" intersection. **PH 9/16/16 Requested by Resident.**

F. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – 6th Avenue, west side, from Geary Boulevard to 65 feet southerly (6-foot wide bus bulb). **PH 9/16/16 Requested by SFMTA.**

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- G. ESTABLISH – STOP SIGNS – Clement Street, eastbound and westbound, at 5th Avenue, making this intersection an all-way STOP. **PH 9/16/16 Requested by Resident.**
- H. ESTABLISH – STOP SIGNS – Ingerson Avenue, westbound and eastbound, at Hawes Street, making this intersection an all-way STOP. **PH 9/16/16 Requested by SFMTA.**
- I. RESCIND – 30 MILES PER HOUR SPEED LIMIT – ESTABLISH – 25 MILES PER HOUR SPEED LIMIT – 16th Street, between 3rd Street and 7th Street. **PH 9/16/16 Requested by SFMTA.**
- J. ESTABLISH – RED ZONE – Judah Street, north side, from 27th Avenue to 34 feet easterly (removes 2 unmetered parking spaces); and Judah Street, south side, from 29th Avenue to 46 feet westerly (removes 3 unmetered parking spaces). **PH 9/16/16 Requested by SFMTA.**
- K. ESTABLISH – NO PARKING ANYTIME – 20th Street, north side, at Treat Avenue, between the east and west crosswalks (30-foot red zone). **PH 9/16/16 Requested by SFMTA.**
- L. ESTABLISH – STOP SIGN – Arelious Walker Drive, southbound, at Innes Avenue, stopping the stem of this "T" intersection. **PH 9/16/16 Requested by SFMTA.**
- M. ESTABLISH – STOP SIGN – Bay Street, eastbound, at Scott Street, stopping the stem of this "T" intersection. **PH 9/16/16 Requested by SFMTA.**
- N. ESTABLISH – NO PARKING VEHICLES OVER 6 FEET HIGH – Carolina Street, east side, from Mariposa Street to 97 feet southerly. **PH 9/16/16 Requested by SFMTA.**
- O. ESTABLISH – STOP SIGN – Mizpah Street, southbound, at Chenery Street, stopping the stem of this intersection; and Surrey Street, southbound, at Chenery Street, stopping the stem of this intersection. **PH 9/16/16 Requested by SFMTA.**
- P. ESTABLISH – STOP SIGN – 3rd Avenue, southbound, at Parnassus Avenue, stopping the stem of this "T" intersection. **PH 9/16/16 Requested by SFMTA.**
- Q. ESTABLISH – RED ZONE – Parnassus Avenue, south side, from east 3rd Avenue curb line to 23 feet westerly (between crosswalks, removes meter #597-R). **PH 9/16/16 Requested by SFMTA.**
- R. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – ESTABLISH – SIDEWALK WIDENING – 4th Street, east side, from Harrison Street to 32 feet northerly (for 6-foot sidewalk widening); 4th Street, west side, from Harrison Street to 40 feet northerly (for 6-foot sidewalk widening); 4th Street, west side, from proposed crosswalk to 85 feet south of Harrison Street (for sidewalk widening up to 8 feet); Harrison Street, north side, from 4th Street to 43 feet easterly (for 7-foot sidewalk widening); Harrison Street, south side, from new crosswalk to 47 feet west of 4th Street (for 6-foot sidewalk widening); Bryant Street, north side, from 4th Street to 33 feet westerly (for 7-foot sidewalk widening); and Bryant Street, south side, from 4th Street to 79 feet westerly (for 7-foot sidewalk widening). **PH 9/16/16 Requested by SFMTA.**
- S. ESTABLISH – BUS ZONE – Harrison Street, north side, from 4th Street to 146 feet westerly (extends existing 113-foot bus zone to 146 feet). **PH 9/16/16 Requested by SFMTA.**

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.

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The SFMTA, under authority delegated by the Planning Department, determined that the proposed parking and traffic modifications in Item A and Items E-S 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 Item A and Items E-S as defined by S. F. Administrative Code Chapter 31.

The San Francisco State University Recreation Wellness Center Initial Study/Mitigated Negative Declaration (RWC MND)—prepared in March 2014 under State Clearinghouse Number 2012102005—evaluated the environmental impacts of the proposed parking and traffic modifications in Item B. On May 21, 2014, the California State University Board of Trustees passed Resolution *RCPBG 05-14-07* approving the Recreation Wellness Center project, and adopting the CEQA Findings and the Mitigation Monitoring and Reporting Plan.

The Transit Center District Plan and Transit Tower Final Environmental Impact Report (TCDP FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Items C-D. On May 24, 2012, the San Francisco Planning Commission passed Motion 18629 certifying the FEIR (Case Nos. 2007.0558E and 2008.0789E), and adopting the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors 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 traffic modifications as follows:

- A. ESTABLISH – NO PARKING VEHICLES OVER 22 FEET LONG OR SEVEN FEET HIGH, MIDNIGHT TO 6 AM, DAILY – Marina Boulevard, both sides, between Laguna Street and Buchanan Street; Buchanan Street, both sides, between Marina Boulevard and North Point Street; and North Point Street, both sides, between Laguna Street and Buchanan Street.
- B. ESTABLISH – SIDEWALK WIDENING – Lake Merced Boulevard, east side, from 322 to 402 feet south of Font Boulevard (sidewalk widened by 5.2 feet); and Lake Merced Boulevard, east side, from 707 to 767 feet south of Font Boulevard (sidewalk widened 6 feet).
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- S. ESTABLISH – BUS ZONE – Harrison Street, north side, from 4th Street to 146 feet westerly (extends existing 113-foot bus zone to 146 feet).

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,

WHEREAS, The SFMTA, under authority delegated by the Planning Department, determined that the proposed parking and traffic modifications in Item A and Items E-S 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 Item A and Items E-S as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, The San Francisco State University Recreation Wellness Center Initial Study/Mitigated Negative Declaration (RWC MND)—prepared in March 2014 under State Clearinghouse Number 2012102005—evaluated the environmental impacts of the proposed parking and traffic modifications in Item B; On May 21, 2014, the California State University Board of Trustees passed Resolution *RCPBG 05-14-07* approving the Recreation Wellness Center project, and adopting the CEQA Findings and the Mitigation Monitoring and Reporting Plan; and,

WHEREAS, The Transit Center District Plan and Transit Tower Final Environmental Impact Report (TCDP FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Items C-D; On May 24, 2012, the San Francisco Planning Commission passed Motion 18629 certifying the FEIR (Case Nos. 2007.0558E and 2008.0789E), and adopting the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, 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 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 October 18, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency