

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: 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-F 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:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	<u>March 27, 2024</u>
SECRETARY 	<u>March 27, 2024</u>

ASSIGNED SFMTAB CALENDAR DATE: April 2, 2024

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PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

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 February 16, 2024

- A. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs) – 1375 Harrison Street (Requested by residents).

Modification A would add RPP eligibility to the residents of 1375 Harrison Street so they can purchase parking permits for their vehicle to park within RPP Area U.

- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA C (Eligibility only, no signs) – 1000-1014 Larkin Street (Requested by residents).

Modification B would add RPP eligibility to the residents of 1000-1014 Larkin Street so they can purchase parking permits for their vehicle to park within RPP Area C.

- C. ESTABLISH – RED ZONE – Oxford Street, west side, from 22 feet to 32 feet north of Wayland Street (Requested by SFPUC).

- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Wayland Street, south side, from Oxford Street east property line extension to 104 feet northwesterly (Requested by SFPUC).

- E. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – ESTABLISH – SIDEWALK WIDENING, Wayland Street, south side, from Yale Street to 23 feet easterly (6-foot bulb), Yale Street, east side, from Wayland Street to 22 feet southerly (6-foot bulb) (Requested by SFPUC).
- F. ESTABLISH – WHITE ZONE, PASSENGER LOADING ONLY, 5-MINUTE TIME LIMIT, AT ALL TIMES, EVERYDAY, ACCESSIBLE SYMBOL – Wayland Street, south side, from 71 feet to 93 feet east of Yale Street Wayland Street, south side, from 2 feet to 24 feet east of Princeton Street (Requested by SFPUC).

Modifications C–F would widen sidewalks, install Tow-Away No Stopping and install white zones due to sidewalk improvements which will be constructed by SFPUC/SFRPD’s Upper Yosemite Creek Daylighting Project. "Creek Daylighting" refers to exposing the creek.

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 pursuant to 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 Items A-B (Case No. 2024-001232ENV, February 7, 2024) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

On December 14, 2022, SFPUC, under authority delegated by the San Francisco Planning Department, determined that the Upper Yosemite Creek Daylighting Project (Items C-F, Case No. 2014.0098E) is 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-F as defined by San Francisco Administrative Code Chapter 31.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 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. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs) – 1375 Harrison Street.
- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA C (Eligibility only, no signs) – 1000-1014 Larkin Street.
- C. ESTABLISH – RED ZONE – Oxford Street, west side, from 22 feet to 32 feet north of Wayland Street.
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Wayland Street, south side, from Oxford Street east property line extension to 104 feet northwesterly.
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – ESTABLISH – SIDEWALK WIDENING, Wayland Street, south side, from Yale Street to 23 feet easterly, Yale Street, east side, from Wayland Street to 22 feet southerly.
- F. ESTABLISH – WHITE ZONE, PASSENGER LOADING ONLY, 5-MINUTE TIME LIMIT, AT ALL TIMES, EVERYDAY, ACCESSIBLE SYMBOL – Wayland Street, south side, from 71 feet to 93 feet east of Yale Street Wayland Street, south side, from 2 feet to 24 feet east of Princeton Street, 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 pursuant to 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 Items A-B (Case No. 2024-001232ENV, February 7, 2024) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On December 14, 2022, SFPUC, under authority delegated by the San Francisco Planning Department, determined that the Upper Yosemite Creek Daylighting Project (Items C-F, Case No. 2014.0098E) is 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-F as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 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 adopts these CEQA findings as its own; a copy of the CEQA findings and the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is 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 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 April 2, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency