

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 D-O as defined by S.F. Administrative Code Chapter 31.
- The “PH” date refers to the date that the SFMTA held a public hearing pursuant to the requirements established in Transportation Code, Division II, Sections 201 and 202. If a public hearing date is not provided, the public hearing for the proposed modifications will be held at the SFMTA Board and posted in accordance with the provisions of Transportation Code, Division II, Section 202.
- 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

APPROVALS:

| | DATE |
|---|-------------------|
| DIRECTOR  _____ | <u>12/11/2018</u> |
| SECRETARY  _____ | <u>12/11/2018</u> |

ASSIGNED SFMTAB CALENDAR DATE: December 18, 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: 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

- A. ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, east side, from 8 feet to 54 feet south of Folsom Street (up to 2 full-sized yellow metered parking spaces). # **PH 10/5/18 Requested by SFMTA**
- B. ESTABLISH – GENERAL METERED PARKING – 8th Street, both sides, between Folsom Street and Harrison Street (up to 16 full-sized metered parking spaces). **PH 10/5/18 Requested by SFMTA**
- C. ESTABLISH – METERED MOTORCYCLE PARKING – 8th Street, east side, from 30 feet to 52 feet north of Harrison Street (up to 6 metered motorcycle parking spaces). **PH 10/5/18 Requested by SFMTA**
- D. ESTABLISH – NO PARKING, 12:01 AM to 6 AM, EVERY DAY – Egbert Avenue, both sides, between Newhall Street and Caltrain right-of-way (1700 block of Egbert Ave). # **PH 11/2/18 Requested by Businesses**

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- E. ESTABLISH – NO PARKING, 12:01 AM to 6 AM, EVERY DAY – Keith Street, both sides, between Carroll Avenue and Armstrong Avenue; Armstrong Avenue, both sides, between Keith Street and Jennings Street; Jennings Street, both sides, between Armstrong Avenue and Carroll Avenue; and Bancroft Avenue, both sides, between Keith Street and Jennings Street. # **PH 11/2/18 Requested by Businesses**
- F. ESTABLISH – NO PARKING, 12:01 AM to 2 AM, EVERY DAY – Carroll Avenue, both sides, between Keith Street and Jennings Street # **PH 11/16/18 Requested by Businesses**
- G. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA ELIGIBILITY – 3207 Mission Street (eligibility only; no signs). **PH 11/16/18 Requested by Resident**
- H. ESTABLISH – NO LEFT TURN EXCEPT MUNI – Haight Street, eastbound, at Divisadero Street. **PH 11/16/18 Requested by SFMTA**
- I. ESTABLISH – STOP SIGNS – Baker Street, northbound and southbound, at Beach Street, making this intersection an all-way STOP. # **PH 11/16/18 Requested by SFMTA**
- J. ESTABLISH – BUS ZONE – Powell Street, east side, from Francisco Street to 120 feet south (extends existing 75-foot bus zone and removes 2 parking spaces). **PH 11/16/18 Requested by SFMTA**
- K. ESTABLISH – PERPENDICULAR PARKING – 23rd Street, south side, between Tennessee Street and Minnesota Street. **PH 11/16/18 Requested by SFMTA**
- L. ESTABLISH – NO PARKING ANYTIME – 23rd Street, north side, from Tennessee Street to 66 feet westerly (removes three parking spaces). # **PH 11/16/18 Requested by SFMTA**
- M. RESCIND – ANGLE PARKING – Grove Street, north side, from 27 feet to 135 feet west of Larkin Street (rescinds 9 angle parking spaces #446-00004). **PH 11/16/18 Requested by Bi-Rite**
- N. RESCIND – BLUE ZONE (Diagonal) – Grove Street, north side, from 15 feet to 27 feet west of Larkin Street (12-foot blue zone). **PH 11/16/18 Requested by Bi-Rite**
- O. ESTABLISH – BLUE ZONE (Parallel) – Grove Street, north side, from 5 feet to 25 feet west of Larkin Street (20-foot blue zone). **PH 11/16/18 Requested by Bi-Rite**

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 well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively. The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items D-F (Case No 2018-013898ENV) and Items G-O (Case No. 2018-015391ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

On November 8, 2016, the Planning Department determined that the 8th Street Safety Project (Case No. 2016-011267ENV) is categorically exempt from CEQA pursuant to Title 14 of the

California Code of Regulations Section 15301 and 15304. On September 26, 2018, the San Francisco Planning Department determined that Items A-C (Case No. 2016-011267ENV) did not constitute a substantial modification to the project and no further environmental review is necessary.

The proposed action is the Approval Action for Items D-O 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 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. ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, east side, from 8 feet to 54 feet south of Folsom Street.
- B. ESTABLISH – GENERAL METERED PARKING – 8th Street, both sides, between Folsom Street and Harrison Street.
- C. ESTABLISH – METERED MOTORCYCLE PARKING – 8th Street, east side, from 30 feet to 52 feet north of Harrison Street.
- D. ESTABLISH – NO PARKING, 12:01 AM to 6 AM, EVERY DAY – Egbert Avenue, both sides, between Newhall Street and Caltrain right-of-way.
- E. ESTABLISH – NO PARKING, 12:01 AM to 6 AM, EVERY DAY – Keith Street, both sides, between Carroll Avenue and Armstrong Avenue; Armstrong Avenue, both sides, between Keith Street and Jennings Street; Jennings Street, both sides, between Armstrong Avenue and Carroll Avenue; and Bancroft Avenue, both sides, between Keith Street and Jennings Street.
- F. ESTABLISH – NO PARKING, 12:01 AM to 2 AM, EVERY DAY – Carroll Avenue, both sides, between Keith Street and Jennings Street.
- G. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA ELIGIBILITY – 3207 Mission Street.
- H. ESTABLISH – NO LEFT TURN EXCEPT MUNI; RESCIND – NO LEFT TURN – Haight Street, eastbound, at Divisadero Street.
- I. ESTABLISH – STOP SIGNS – Baker Street, northbound and southbound, at Beach Street.
- J. ESTABLISH – BUS ZONE – Powell Street, east side, from Francisco Street to 120 feet south.
- K. ESTABLISH – PERPENDICULAR PARKING – 23rd Street, south side, between Tennessee Street and Minnesota Street.
- L. ESTABLISH – NO PARKING ANYTIME – 23rd Street, north side, from Tennessee Street to 66 feet westerly.
- M. RESCIND – ANGLE PARKING – Grove Street, north side, from 27 feet to 135 feet west of Larkin Street.
- N. RESCIND – BLUE ZONE – Grove Street, north side, from 15 feet to 27 feet west of Larkin Street.
- O. ESTABLISH – BLUE ZONE – Grove Street, north side, from 5 feet to 25 feet west of Larkin 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, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items D-F (Case No 2018-013898ENV) and Items G-O (Case No. 2018-015391ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On November 8, 2016, the Planning Department determined that the 8th Street Safety Project (Case No. 2016-011267ENV) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304. On September 26, 2018, the San Francisco Planning Department determined that Items A-C (Case No. 2016-011267ENV) did not constitute a substantial modification to the project and no further environmental review is necessary; and,

WHEREAS, The proposed action is the Approval Action for Items D-O as defined by San Francisco Administrative Code Chapter 3I; 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 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 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 December 18, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency