

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the conversion from one-way traffic to two-way traffic on Spear and Steuart streets between Mission and Howard streets, and the associated parking changes between Mission and Harrison streets.



SUMMARY:

- The San Francisco Municipal Transportation Agency (SFMTA) proposes to convert Steuart Street and Spear Street between Mission Street and Howard Street to two-way traffic operations. The block between Mission Street and Howard Street is the only remaining block on the Steuart Street and Spear Street corridors that is still designated for one-way southbound traffic.
- This project also proposes parking and loading changes to accommodate the conversion from one-way southbound to two-way traffic. On Steuart Street between Mission Street and Folsom Street, the project would remove a total of one general metered parking space and two yellow metered spaces. On Spear Street between Mission Street and Harrison Street, the project would remove a total of three general metered parking spaces, 13 yellow metered spaces, and one green metered space.
- SFMTA project staff and City partners conducted extensive outreach that informed the current design proposal, including various accommodations for parking and loading to support nearby businesses and residential buildings.
- The San Francisco Planning Department has determined that the proposed changes are categorically exempted from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	<u>April 10, 2024</u>
SECRETARY 	<u>April 9, 2024</u>

ASSIGNED SFMTAB CALENDAR DATE: April 16, 2024

PURPOSE

Approving the conversion from one-way traffic to two-way traffic on Spear and Steuart streets between Mission and Howard streets, and the parking modifications between Mission and Harrison streets to accommodate two-way traffic.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following 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.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Project Background

In September 2016, the SFMTA Board of Directors approved converting Spear Street between Howard Street and Harrison Street from one-way southbound to two-way traffic. In April 2022, the SFMTA converted Spear Street between Market Street and Mission Street from one-way southbound to two-way traffic. The proposed changes build off of the previous traffic conversions on Spear Street, the San Francisco Planning Department's South Downtown Design + Activation (Soda) Plan, and the proposed Transbay Howard Streetscape Improvement Project to implement two-way traffic on the corridors of Spear Street and Steuart Street to improve circulation in the area as well as the safety and travel experience of all road users. On Spear Street between Howard Street and Harrison Street, the previously approved conversion to two-way traffic in 2016 did not include parking modifications to accommodate two-way traffic so those changes are included in this proposed project.

Existing Conditions

Steuart Street

Steuart Street from Mission Street to Howard Street is one-way southbound with one through lane and one left turn lane. The roadway width is generally 58.5 feet. The existing sidewalks are 10 feet on the east side with a 14.5-foot midblock bulbout and 14 feet on the west side with a 22-foot midblock bulbout.

There is metered parking on both sides of the street – angled parking on the east side and parallel parking on the west side. On the east side of the street, there are two spaces near the intersection of Howard Street that are in parallel configuration instead of angled.

There are no existing bicycle facilities on this block of Steuart Street.

There is no Muni service on this block of Steuart Street. However, multiple Muni buses and trains make non-revenue movements on southbound Steuart Street that turn onto Mission Street to head back to their appropriate yard or are deadheading back to their appropriate southern terminal.

Spear Street

Spear Street from Mission Street to Harrison Street is one-way southbound with two lanes and one through lane and one left turn lane between Folsom and Harrison streets. The roadway width is generally 53.5 feet between Mission and Howard streets, 52.5 feet and 36 feet between Howard and Folsom streets, and generally 36 feet between Folsom and Harrison streets. The existing sidewalks range between 22 feet and 14 feet on the east side with a midblock bulbout and 15 feet on the west side between Mission and Howard streets, 15 feet on both sides with a portion of the west sidewalk at 31.5 feet between Howard and Folsom streets, and 15 feet on the east side and generally 31.5 feet on the west side between Folsom and Harrison streets.

There is metered parking on both sides of the street between Mission and Folsom streets and metered parking on the east side and unmetered parking on the west side between Folsom and Harrison streets. On the block between Mission and Howard streets, there is metered angled parking on the east side of the street.

There are no existing bicycle facilities on this block of Steuart Street.

The 12 Folsom/Pacific makes a southbound right turn from Spear Street onto Folsom Street.

Volumes

Steuart Street at Howard Street (Aug 2016):

AM Peak (8 AM – 9 AM) – 576 vehicles (Howard), 121 vehicles (Spear), 352 pedestrians, 124 bicycles

PM Peak (5 PM – 6 PM) – 528 vehicles (Howard), 241 vehicles (Spear), 620 pedestrians, 117 bicycles

Spear Street at Howard Street (Aug 2016):

AM Peak (8 AM – 9 AM) – 681 vehicles (Howard), 442 vehicles (Spear), 4,739 pedestrians, 134 bicycles

PM Peak (4:45 PM – 5:45 PM) – 701 vehicles (Howard), 602 vehicles (Spear), 4,098 pedestrians, 114 bicycles

Proposed Improvements

The proposed project would adjust the travel lane configuration, adjust the parking configuration, update traffic signals, and make color curb changes on Steuart Street between Mission and Howard Street, and Spear Street between Mission Street and Harrison Street.

Travel Lane Reconfiguration

This project proposes adjustments to the configuration of travel lanes on Steuart Street between Mission Street and Howard Street to accommodate two-way traffic. This project proposes to have one lane northbound and one lane southbound. This design conforms with the lane configuration north of Mission Street and south of Howard Street.

Although conversion to two-way traffic was approved on Spear Street between Howard Street and Harrison Street in 2016, parking modifications to accommodate two-way traffic were not also approved so the street was not changed to two-way traffic and continues to operate as one-way southbound within the limits of Howard and Harrison streets. This project will include parking modifications on Spear Street between Howard and Harrison streets with the two-way traffic conversion and associated parking modifications on the block of Spear Street between Mission and Howard Street. Thus, this project proposes adjustments to the configuration of travel lanes on Spear Street between Mission Street and Harrison Street to accommodate two-way traffic. This project proposes to have one lane northbound and two lanes southbound from Mission Street to south of Howard Street, and one lane northbound and one lane southbound from north of Folsom Street to Harrison Street.

Pedestrian Improvements

This project proposes the installation of advanced limit lines and daylighting at nearside intersection approaches on Steuart Street at Mission Street and at Howard Street, and at all nearside intersection approaches on Spear Street from Mission Street to Harrison Street.

Curb Management Changes

This project proposes parking and loading changes to accommodate two-way traffic and improve intersection visibility.

On the east side of Steuart Street, the angled parking between Mission Street and Howard Street will be flipped to face northbound. The two spaces on the east side of the street that are adjacent to the north crosswalk leg at Howard Street will remain parallel. Overall, one general metered parking space and two yellow metered spaces would be removed to accommodate two-way

traffic, maintain driveway access, and improve visibility at intersections.

On the east side of Spear Street between Mission Street and Howard Street, the angled parking will be converted to parallel parking to accommodate two southbound lanes and one northbound lane. Overall, three general metered parking spaces, 13 yellow metered spaces, and one green metered space would be removed to accommodate two-way traffic, maintain driveway access, and improve visibility at intersections. All of the impacted yellow metered spaces are on the block between Mission Street and Howard Street.

Traffic Signal Upgrades

The project proposal includes traffic signal timing and hardware upgrades. New poles and traffic signal heads will be installed to accommodate two-way traffic.

Implementation

Construction would include standard installation of roadway striping, curb painting, signs, traffic signal retiming, traffic signal upgrades, and parking meter relocation on Steuart Street between Mission Street and 80 feet south of Howard Street, and Spear Street between Mission Street and Harrison Street. This scope of work would be led by SFMTA Operations crews.

Construction would also include new traffic signals (signal heads, controllers, conduit, wiring, and poles). This scope of work would be in coordination with the proposed Transbay Howard Streetscape Improvement project and led by San Francisco Public Works via a private contractor and would be subject to the Citywide project Labor Agreement. The anticipated construction duration is one year.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items B, N, and O require SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201 delegates to the City Traffic Engineer the authority to approve all other items, the City Traffic Engineer recommends that the SFMTA Board approve Items A, C through M, and P through W, as part of these proposed changes.

- A. ESTABLISH –TWO-WAY STREET – Steuart Street, between Mission Street and Howard Street (currently one-way southbound)
- B. ESTABLISH – 45-DEGREE ANGLE PARKING – Steuart Street, east side, from Mission Street to 469 feet southerly (converts angled southbound to angled northbound)
- C. ESTABLISH – RED ZONE – Steuart Street, east side, from Mission Street to 16 feet southerly; Steuart Street, east side, from 88 feet to 143 feet south of Mission Street; Steuart Street, east side, from 263 feet to 282 feet south of Mission Street (fire hydrant); Steuart Street, east side, from 50 feet to 62 feet north of Howard Street; Steuart Street, east side, from 82 feet to 97 feet north of Howard Street; Steuart Street, east side, from 2 feet to 22 feet south of Howard Street; Steuart Street, west side, from 2 feet to 22 feet north of Howard Street
- D. ESTABLISH – WHITE ZONE, PASSENGER LOADING ZONE, 11 AM TO 2 AM,

- DAILY – Stuart Street, east side, from 16 feet to 88 feet south of Mission Street (6 angled spaces)
- E. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, AT ALL TIMES – Stuart Street, east side, from 227 feet to 251 feet south of Mission Street (2 angled spaces); Stuart Street, east side, from 207 feet to 233 feet north of Howard Street (2 angled spaces)
- F. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, 5 PM TO 2 AM, DAILY – Stuart Street, east side, from 251 feet to 263 feet south of Mission Street (1 angled space)
- G. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Stuart Street, east side, from 97 feet to 121 feet north of Howard Street (2 angled spaces)
- H. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, 7 AM TO 10 PM, MONDAY THROUGH FRIDAY – Stuart Street, east side, from 169 feet to 207 feet north of Howard Street (3 angled spaces)
- I. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, 11 AM TO 3 PM, 5 PM TO 1 AM, DAILY – Stuart Street, east side, from 233 feet to 269 feet north of Howard Street (3 angled spaces)
- J. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY – Stuart Street, east side, from 52 feet to 88 feet south of Mission Street (3 angled dual use spaces); Stuart Street, east side, from 143 feet to 227 feet south of Mission Street (7 angled spaces); Stuart Street, east side, from 233 feet to 269 feet north of Howard Street (3 angled dual use spaces)
- K. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Stuart Street, east side, from 2 feet to 50 feet north of Howard Street (2 parallel spaces)
- L. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY TO FRIDAY – Stuart Street, east side, from 121 feet to 169 feet north of Howard Street (4 angled spaces)
- M. ESTABLISH – TWO-WAY STREET – Spear Street, between Mission Street and Howard Street (currently one-way southbound)
- N. RESCIND – 45-DEGREE ANGLE PARKING – Spear Street, east side, between Mission Street and Howard Street
- O. ESTABLISH – PARALLEL PARKING – Spear Street, east side, between Mission Street and Howard Street (currently 45-degree angled)
- P. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY – Spear Street, east side, from 124 feet to 280 feet south of Mission Street (7 spaces)
- Q. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Spear Street, east side, from 20 feet to 66 feet north of Howard Street (2 spaces)
- R. ESTABLISH – RED ZONE – Spear Street, east side, from Howard Street to 20 feet northerly; Spear Street, west side, from 3 feet to 23 feet north of Howard Street; Spear Street, east side, from 3 feet to 23 feet south of Howard Street; Spear Street, east side, from 143 feet to 148 feet south of Howard Street (driveway red zone); Spear Street, east side, from 177 feet to 180 feet south of Howard Street (driveway red zone); Spear Street,

- east side, from Folsom Street to 35 feet northerly; Spear Street, east side, from 125 feet to 135 feet north of Folsom Street (fire hydrant); Spear Street, east side, from 163 feet to 173 feet north of Folsom Street (driveway red zone); Spear Street, west side, from 16 feet to 36 feet north of Folsom Street; Spear Street, east side, from 9 feet to 29 feet south of Folsom Street; Spear Street, west side, from Harrison Street to 20 feet northerly
- S. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, AT ALL TIMES – Spear Street, east side, from 23 feet to 63 feet south of Howard Street (2 spaces)
 - T. ESTABLISH – GENERAL METERED PARKING – Spear Street, east side, from 63 feet to 143 feet south of Howard Street (4 spaces)
 - U. ESTABLISH – GREEN METERED PARKING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Spear Street, east side, from 35 feet to 95 feet north of Folsom Street (3 spaces); Spear Street, west side, from 22 feet to 62 feet south of Howard Street (2 spaces); Spear Street, east side, from 29 feet to 68 feet south of Folsom Street (2 spaces)
 - V. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Spear Street, east side, from 105 feet to 185 feet north of Howard Street (4 spaces); Spear Street, east side, from 95 feet to 125 feet north of Folsom Street (1 space); Spear Street, east side, from 135 feet to 163 feet north of Folsom Street (1 space)
 - W. ESTABLISH – BLUE ZONE – Spear Street, west side, from 3 feet to 22 feet south of Howard Street (1 space)

STAKEHOLDER ENGAGEMENT

Between 2017 and 2019, the San Francisco Planning Department and the East Cut Community Benefits District co-hosted a variety of in-person outreach events for the Soda Plan. In May 2018, there was a Spear Street pop-up party event to promote the plan and encourage community engagement. In addition to in-person outreach meetings and events, two websites were created and included project information and an interactive platform for members of the public to leave comments on their priorities for the neighborhood.

In October 2022, the project team conducted door-to-door site visits to 10 businesses in the project area and shared business owners draft designs. This outreach included the United States Postal Service Post Office at 180 Steuart Street and the employee expressed they were neutral on the project and not concerned about the parking and loading changes along their frontage.

On March 8, 2024, the project proceeded to the SFMTA Engineering Public Hearing for public comment. Staff heard comments concerned with pedestrian safety at intersections due to the new roadway configuration, opinions on 45-degree parking compared to parallel parking and perpendicular parking. There was also comment on the various color curb changes along the two streets focusing on concerns with angled commercial loading spaces. For Spear Street, there was a request for a 'keep clear' roadway marking in front of a residential building driveway.

Staff responded by stating that bi-directional streets generally have slower vehicle speeds, provide more circulation routes through neighborhoods, and are very common throughout San

Francisco. In terms of color curb mix and location, staff attempted to keep the same percentage mix of commercial, accessible, and general parking spaces as current conditions. Angled commercial loading spaces currently exist on Steuart and Spear streets and will continue to do so under the proposed project conditions.

ALTERNATIVES CONSIDERED

A “no-build” option alternative was considered as part of this project. If the current one-way southbound traffic configuration remained on Steuart Street between Mission Street and Howard and on Spear Street between Mission and Howard Street, traffic circulation in the neighborhood would be impacted due to the one block gap where northbound vehicles would not be able to continue past Howard Street. Keeping this condition and not moving forward with the two-way conversion would result in a combination of one-way and two-way streets along Steuart and Spear streets and would force vehicles to turn off of the streets when confronted with a one-way block. For this reason, the “no-build” option was rejected.

FUNDING IMPACT

San Francisco Public Works is funding this project and is responsible for all concurrent budget and financial responsibilities. The capital cost for SFMTA to implement roadway striping, curb painting, signage, traffic signal retiming, traffic signal upgrades, and parking meter relocation are funded by Interagency Planning Implementation Committee (IPIC) Developer Fees and total \$2 million. These roadway changes would be maintained by SFMTA through the operating budget. Traffic signal work that would be led by San Francisco Public Works via a private contractor is also funded by IPIC.

ENVIRONMENTAL REVIEW

The proposed project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for construction of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another pursuant to Title 14 of the California Code of Regulations Section 15303.

The proposed changes on Steuart Street and Spear Street were reviewed in combination with the proposed Transbay Howard Streetscape Improvement Project (Case Number 2023-007606ENV) and the Planning Department determined on November 09, 2023 the proposed project is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15303.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31. A copy 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 <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-007606ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approves the two-way traffic conversion and parking changes on Steuart Street between Mission Street and Howard Street and Spear Street between Mission Street and Harrison Street, as set forth in Items A-W above.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the two-way traffic conversion and parking and traffic modifications along Spear Street from Mission Street to Harrison Street as follows:

- A. ESTABLISH –TWO-WAY STREET – Stuart Street, between Mission Street and Howard Street (currently one-way southbound)
- B. ESTABLISH – 45-DEGREE ANGLE PARKING – Stuart Street, east side, from Mission Street to 469 feet southerly (converts angled southbound to angled northbound)
- C. ESTABLISH – RED ZONE – Stuart Street, east side, from Mission Street to 16 feet southerly; Stuart Street, east side, from 88 feet to 143 feet south of Mission Street; Stuart Street, east side, from 263 feet to 282 feet south of Mission Street (fire hydrant); Stuart Street, east side, from 50 feet to 62 feet north of Howard Street; Stuart Street, east side, from 82 feet to 97 feet north of Howard Street; Stuart Street, east side, from 2 feet to 22 feet south of Howard Street; Stuart Street, west side, from 2 feet to 22 feet north of Howard Street
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- H. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, 7 AM TO 10 PM, MONDAY THROUGH FRIDAY – Stuart Street, east side, from 169 feet to 207 feet north of Howard Street (3 angled spaces)
- I. ESTABLISH – WHITE ZONE PASSENGER LOADING ZONE, 11 AM TO 3 PM, 5 PM TO 1 AM, DAILY – Stuart Street, east side, from 233 feet to 269 feet north of

Howard Street (3 angled spaces)

- J. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY – Steuart Street, east side, from 52 feet to 88 feet south of Mission Street (3 angled dual use spaces); Steuart Street, east side, from 143 feet to 227 feet south of Mission Street (7 angled spaces); Steuart Street, east side, from 233 feet to 269 feet north of Howard Street (3 angled dual use spaces)
- K. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Steuart Street, east side, from 2 feet to 50 feet north of Howard Street (2 parallel spaces)
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- N. RESCIND – 45-DEGREE ANGLE PARKING – Spear Street, east side, between Mission Street and Howard Street
- O. ESTABLISH – PARALLEL PARKING – Spear Street, east side, between Mission Street and Howard Street (currently 45-degree angled)
- P. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY – Spear Street, east side, from 124 feet to 280 feet south of Mission Street (7 spaces)
- Q. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Spear Street, east side, from 20 feet to 66 feet north of Howard Street (2 spaces)
- R. ESTABLISH – RED ZONE – Spear Street, east side, from Howard Street to 20 feet northerly; Spear Street, west side, from 3 feet to 23 feet north of Howard Street; Spear Street, east side, from 3 feet to 23 feet south of Howard Street; Spear Street, east side, from 143 feet to 148 feet south of Howard Street (driveway red zone); Spear Street, east side, from 177 feet to 180 feet south of Howard Street (driveway red zone); Spear Street, east side, from Folsom Street to 35 feet northerly; Spear Street, east side, from 125 feet to 135 feet north of Folsom Street (fire hydrant); Spear Street, east side, from 163 feet to 173 feet north of Folsom Street (driveway red zone); Spear Street, west side, from 16 feet to 36 feet north of Folsom Street; Spear Street, east side, from 9 feet to 29 feet south of Folsom Street; Spear Street, west side, from Harrison Street to 20 feet northerly
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- U. ESTABLISH – GREEN METERED PARKING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Spear Street, east side, from 35 feet to 95 feet north of Folsom Street (3 spaces); Spear Street, west side, from 22 feet to 62 feet south of Howard Street (2 spaces); Spear Street, east side, from 29 feet to 68 feet south of Folsom Street (2 spaces)
- V. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Spear Street, east side, from 105 feet to 185 feet north of Howard Street (4 spaces); Spear Street, east side, from 95 feet to 125 feet

north of Folsom Street (1 space); Spear Street, east side, from 135 feet to 163 feet north of Folsom Street (1 space)

W. ESTABLISH – BLUE ZONE – Spear Street, west side, from 3 feet to 22 feet south of Howard Street (1 space)

WHEREAS, Although the City Traffic Engineer has the authority to install color curb markings, the SFMTA Board of Directors is requested to approve color curb markings for Items A, C through M, and P through W; 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; and,

WHEREAS, The California Environmental Quality Act (CEQA) provides a categorical exemption from environmental review for construction of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another pursuant to Title 14 of the California Code of Regulations Section 15303; and,

WHEREAS, the Planning Department determined on November 09, 2023 that the proposed changes on Steuart Street and Spear Street in combination with the proposed Transbay Howard Streetscape Improvement Project (Case Number 2023-007606ENV) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15303; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy 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 <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-007606ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed parking and traffic modifications associated with the proposed changes on Steuart Street from Mission Street to Howard Street and Spear Street from Mission Street to Harrison Street listed as Items A-W above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 16, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency