

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-F and Item H as defined by S. F. Administrative Code Chapter 31.

ENCLOSURES:

- A. SFMTAB Resolution
- B. http://sfmea.sfplanning.org/2007.1238E_FMND.pdf (Better Streets Plan Final Mitigated Negative Declaration, CEQA Clearance for Item G)
- C. http://208.121.200.84/ftp/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf (CEQA Findings, Planning Commission Resolution for Item G)

APPROVALS:

DIRECTOR  _____

DATE

2/12/2018

SECRETARY  _____

2/12/2018

ASSIGNED SFMTAB CALENDAR DATE: February 20, 2018

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. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 14th Street, north side, from Trainor Street to 55 feet easterly. **PH 1/12/18 Requested by Business**
- B. ESTABLISH – STOP SIGN – 19th Street, westbound, at Indiana Street, stopping the stem of this "T" intersection. **PH 1/12/18 Requested by Resident**
- C. ESTABLISH – STOP SIGNS – 30th Avenue, northbound and southbound, at Pacheco Street, making this intersection an all-way STOP. **PH 1/12/18 Requested by SFMTA**
- D. ESTABLISH – STOP SIGN – 35th Avenue, northbound, at Clement Street, stopping the stem of this T-intersection. **PH 1/12/18 Requested by SFMTA**
- E. ESTABLISH – STOP SIGNS – Irving Street, eastbound and westbound, at 28th Avenue, making this intersection an all-way STOP. **PH 1/12/18 Requested by Resident**
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA L, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA L PERMITS – Balboa Street, both sides, between 2nd Avenue and Arguello Street (00-99 block). **PH 1/12/18 Requested by Resident**
- G. ESTABLISH – RED ZONE – 10th Street, east side, from 20 feet to 40 feet north of Mission Street (extends red zone by an additional 20 feet, removing parking meter #59); 10th Street, west side, from Mission Street to 48 feet northerly (48-foot red zone, removing meters #60 and 62); 10th Street, east side, from 17 feet to 39 feet north of Folsom Street (extends red zone by 22 feet, removing parking meter #259); 10th Street, west side, from Harrison Street to 40 feet northerly (40-foot red zone, removing parking meters #358 and 360);

and 10th Street, east side, from Bryant Street to 40 feet northerly (40-foot red zone). **PH 1/12/18 Requested by Resident**

H. ESTABLISH – STOP SIGNS – Mendell Street, northbound and southbound, at Fairfax Avenue. **PH 2/16/18 Requested by Resident**

ENVIRONMENTAL REVIEW

The proposed parking and traffic 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 defined in Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the Planning Department, has determined that the proposed parking and traffic modifications in Items A-F (Case No. 2018-000847ENV) and Item H (Case No. 2018-001372ENV) 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-F and Item H as defined by S.F. Administrative Code Chapter 31.

A copy of the CEQA determinations is 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 is incorporated herein by reference.

On November 10, 2016, the San Francisco Planning Department determined that Item G is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) as adopted by the Planning Department on September 15, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. Subsequently, on October 28, 2010, the Planning Commission in Resolution No. 18211, adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), and a Mitigation Monitoring and Reporting Program (MMRP), associated with the Better Streets Plan. The SFMTA Board of Directors adopts these findings 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.

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 – TOW-AWAY, NO PARKING ANYTIME – 14th Street, north side, from Trainor Street to 55 feet easterly.
- B. ESTABLISH – STOP SIGN – 19th Street, westbound, at Indiana Street.
- C. ESTABLISH – STOP SIGNS – 30th Avenue, northbound and southbound, at Pacheco Street, making this intersection an all-way STOP.
- D. ESTABLISH – STOP SIGN – 35th Avenue, northbound, at Clement Street.
- E. ESTABLISH – STOP SIGNS – Irving Street, eastbound and westbound, at 28th Avenue, making this intersection an all-way STOP.
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA L, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA L PERMITS – Balboa Street, both sides, between 2nd Avenue and Arguello Street.
- G. ESTABLISH – RED ZONE – 10th Street, east side, from 20 feet to 40 feet north of Mission Street; 10th Street, west side, from Mission Street to 48 feet northerly; 10th Street, east side, from 17 feet to 39 feet north of Folsom Street; 10th Street, west side, from Harrison Street to 40 feet northerly; and 10th Street, east side, from Bryant Street to 40 feet northerly.
- H. ESTABLISH – STOP SIGNS – Mendell Street, northbound and southbound, at Fairfax Avenue.

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); CEQA 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 as defined in Title 14 of the California Code of Regulations Section 15301; and

WHEREAS, The SFMTA, under authority delegated by the Planning Department, determined that the proposed parking and traffic modifications in Items A-F (Case No. 2018-000847ENV) and Item H (2018-001372ENV) 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 Items A-F and Item H as defined by S.F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determinations is 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 is incorporated herein by reference; and

WHEREAS, On September 15, 2010, the San Francisco Planning Department adopted the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E), and under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code—the San Francisco Planning Commission adopted CEQA Findings, a Mitigation Monitoring and Reporting Program (MMRP) on October 28, 2010 under Motion 18211; and,

WHEREAS, On November 10, 2016, the San Francisco Planning Department determined that Item G is within the scope of the Better Streets Plan FMND and that Item G would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan Final Mitigated Negative Declaration (FMND) and finds that since adoption of the FMND, no changes have occurred in the proposed project 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 FMND, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; therefore be it,

RESOLVED, The SFMTA Board of Directors adopts these CEQA findings 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,

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 February 20, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency