

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-I, P-R 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 Items K, M-O)
- 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 Items K, M-O)
- D. https://www.sfmta.com/sites/default/files/agendaitems/2015/3-3-15%20Item%2012%20Polk%20St%20%20Environmental%20Review_0.pdf (CEQA Clearance for Items M-O)
- E. <http://sf-planning.org/AREA-PLAN-EIRS> (CEQA Clearance for Item L)
- F. http://sf-planning.org/sites/default/files/FileCenter/Documents/1268-EN_BOS_Vol4_CEQA_Part7_Web.pdf (CEQA Findings, Planning Commission Resolution for Item L)

APPROVALS:

	DATE
DIRECTOR 	<u>2/27/2018</u>
SECRETARY 	<u>2/27/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: March 6, 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: 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 – STOP SIGNS – Baden Street, northbound and southbound, at Mangels Avenue, making this intersection a two-way STOP. **PH 2/2/18 Requested by Resident**
- B. ESTABLISH – STOP SIGNS – 18th Street, eastbound and westbound, at Minnesota Street, making this intersection an all-way STOP. **PH 2/2/18 Requested by SFMTA**
- C. ESTABLISH – NO PARKING ANYTIME – Innes Avenue, north side from Middle Point Road to 25 feet easterly (removes one unmetered parking space for a 6-foot wide bulb-out). **PH 2/2/18 Requested by SFMTA**
- D. EXTEND – BUS ZONE – 48th Avenue, west side, from the north curb line of Geary Boulevard to 20 feet southerly (extends existing 253-foot Muni terminal to 273 feet and removes one parking space). **PH 2/2/18 Requested by SFMTA**
- E. ESTABLISH – TRANSIT BULB – Divisadero Street, west side, from Clay Street to 35 feet northerly (for a 6-foot wide transit bulb-out in an existing bus zone). **PH 2/2/18 Requested by SFMTA**
- F. RESCIND – BUS ZONE – Divisadero Street, west side, from 35 feet to 100 feet north of Clay Street (restores one unmetered parking space). **PH 2/2/18 Requested by SFMTA**
- G. ESTABLISH – NO PARKING ANYTIME – San Anselmo Avenue, south side, from Santa Ana Avenue to 45 feet easterly; San Anselmo Avenue, north side, from Portola Drive to 30 feet easterly; and Santa Ana Avenue, east side, from San Anselmo Avenue to 30 feet southerly. **PH 2/2/18 Requested by SFMTA**

- H. RESCIND – NO LEFT TURN, TRUCKS OVER 22 FEET – Naples Street, northbound, at Russia Avenue; Naples Street, southbound, at Russia Avenue; Russia Avenue, eastbound, at Naples Street; Russia Avenue, westbound, at Naples Street; Naples Street, northbound, at Excelsior Avenue; Naples Street, southbound, at Excelsior Avenue; Excelsior Avenue, eastbound, at Naples Street; and Excelsior Avenue, westbound, at Naples Street. **PH 2/2/18 Requested by SFMTA**
- I. RESCIND – TOW-AWAY, NO PARKING ANYTIME – Naples Street, west side, from Russia Avenue to 15 feet southerly; Naples Street, west side, from Russia Avenue to 15 feet northerly; Naples Street, east side, from Russia Avenue to 15 feet southerly; Naples Street, east side, from Russia Avenue to 15 feet northerly; Russia Avenue, south side, from Naples Street to 20 feet westerly; Russia Avenue, south side, from Naples Street to 25 feet easterly; Russia Avenue, north side, from Naples Street to 15 feet westerly; Russia Avenue, north side, from Naples Street to 34 feet easterly; Naples Street, west side, from Excelsior Avenue to 20 feet southerly; Naples Street, west side, from Excelsior Avenue to 15 feet northerly; Naples Street, east side, from Excelsior Avenue to 29 feet southerly; Naples Street, east side, from Excelsior Avenue to 15 feet northerly; Excelsior Avenue, south side, from Naples Street to 25 feet westerly; Excelsior Avenue, south side, from Naples Street to 30 feet easterly; Excelsior Avenue, north side, from Naples Street to 15 feet westerly; and Excelsior Avenue, north side, from Naples Street to 15 feet easterly. **PH 2/2/18 Requested by SFMTA**
- J. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Folsom Street, south side, from 12th Street to 10 feet easterly; Folsom Street, south side, from Norfolk Street to 20 feet westerly; and Folsom Street, south side, from Norfolk Street to 16 feet easterly. **PH 2/2/18 Requested by SFMTA**
- K. ESTABLISH – NO PARKING ANYTIME – Seneca Avenue, south side, from Mission Street to 39 feet westerly (sidewalk widening for 6-foot wide bulb). **PH 2/2/18 Requested by SFPW**
- L. ESTABLISH – NO PARKING ANYTIME – Arkansas Street, east side, from 17th Street to 137 feet northerly (sidewalk widened from 15 to 20 feet; 6 parking spaces to be removed). **PH 2/2/18 Requested by SFPW–BSM**
- M. ESTABLISH – RED ZONE – Austin Street, south side, from Polk Street to 44 feet westerly (rescinds meters #101,103 and installs 6-foot wide bulb). **PH 2/2/18 Requested by SFMTA**
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Austin Street, south side, from 133 feet to 163 feet east of Van Ness Avenue (rescinds meters #125, #123 and installs 6-foot wide bulb) (north side of Austin St. has no parking/existing TANSAT). **PH 2/2/18 Requested by SFMTA**
- O. ESTABLISH – SHARED STREET – Austin Street, from Polk Street to 34 feet westerly (includes raised roadway). **PH 2/2/18 Requested by SFMTA**
- P. ESTABLISH – UNMETERED GENERAL PARKING, 2 HOUR TIME LIMIT, 8 AM TO 6 PM MONDAY THROUGH SATURDAY – Taraval Street, north side, from 33rd Avenue to 34th Avenue; Taraval Street, south side, from 33rd Avenue to 34th Avenue; Taraval Street, north side, from 34th Avenue to 35th Avenue; Taraval Street, south side, from 34th Avenue to 35th Avenue; Taraval Street, north side, from 25 feet to 140 feet west of 35th Avenue; and Taraval Street, south side, from 35th Avenue to 36th Avenue. **PH 10/6/17 Requested by SFMTA**
- Q. ESTABLISH – UNMETERED GENERAL PARKING, 4 HOUR TIME LIMIT, 8 AM TO 6 PM MONDAY THROUGH SATURDAY – Taraval Street, south side, from 43rd Avenue to 44th Avenue; Taraval Street, north side, from 44th Avenue to 45th Avenue; Taraval Street, south side, from 45th Avenue to 46th Avenue; Taraval Street, north side, from 46th Avenue to 47th Avenue; and Taraval Street, south side, from 46th Avenue to 47th Avenue. **PH 10/6/17 Requested by SFMTA**

R. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH SATURDAY AND RESCIND – TRANSIT BOARDING ISLAND AND TOW-AWAY NO STOPPING ANYTIME – Taraval Street, north side, from 25th Avenue to 24 feet westerly. **PH 10/6/17 Requested by SFMTA**

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; for the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity as defined in Title 14 of the California Code of Regulations Section 15302; and for the minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry and agricultural purposes, including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Section 15304.

The SFMTA, under authority delegated by the Planning Department, and the Planning Department have determined that the proposed parking and traffic modifications in Items A-I (Case No. 2018-001319ENV and Items P-R (Case No. 2017-013269ENV) 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-I, P-R as defined by S.F. Administrative Code Chapter 31.

On September 18, 2017, the Planning Department determined (Case Number 2017-006586ENV) that the proposal is categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304. On January 18, 2018, the Planning Department determined that proposed parking and traffic modifications in Item J did not constitute a substantial modification and no further environmental review is necessary.

On January 15, 2015, the Planning Department determined (Case Number 2007.1238E) that the Items M-O are categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301, 15302, and 15304.

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.

The San Francisco Planning Department determined, on June 22, 2016, that Item K and, on August 9, 2017, that Items M-O are 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.

On July 19, 2016, the San Francisco Planning Department determined that Item L (Case No. 2015-009928ENV) is within the scope of the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods EIR, Case No. 2004.0160E), as certified by the Planning Department on August 7, 2008, and that the proposal would not require further environmental review pursuant to CEQA Guidelines Section 15183. On August 7, 2008, the Planning Commission in Motion No 17661 adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP), associated with the Eastern Neighborhoods Rezoning and Area Plans. The SFMTA Board of Directors adopts these findings and Statement of Overriding Considerations 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 – STOP SIGNS – Baden Street, northbound and southbound, at Mangels.
- B. ESTABLISH – STOP SIGNS – 18th Street, eastbound and westbound, at Minnesota Street.
- C. ESTABLISH – NO PARKING ANYTIME – Innes Avenue, north side from Middle Point Road to 25 feet easterly.
- D. EXTEND – BUS ZONE – 48th Avenue, west side, from the north curb line of Geary Boulevard to 20 feet southerly.
- E. ESTABLISH – TRANSIT BULB – Divisadero Street, west side, from Clay Street to 35 feet northerly.
- F. RESCIND – BUS ZONE – Divisadero Street, west side, from 35 feet to 100 feet north of Clay Street.
- G. ESTABLISH – NO PARKING ANYTIME – San Anselmo Avenue, south side, from Santa Ana Avenue to 45 feet easterly; San Anselmo Avenue, north side, from Portola Drive to 30 feet easterly; and Santa Ana Avenue, east side, from San Anselmo Avenue to 30 feet southerly.
- H. RESCIND – NO LEFT TURN, TRUCKS OVER 22 FEET – Naples Street, northbound, at Russia Avenue; Naples Street, southbound, at Russia Avenue; Russia Avenue, eastbound, at Naples Street; Russia Avenue, westbound, at Naples Street; Naples Street, northbound, at Excelsior Avenue; Naples Street, southbound, at Excelsior Avenue; Excelsior Avenue, eastbound, at Naples Street; and Excelsior Avenue, westbound, at Naples Street.
- I. RESCIND – TOW-AWAY, NO PARKING ANYTIME – Naples Street, west side, from Russia Avenue to 15 feet southerly; Naples Street, west side, from Russia Avenue to 15 feet northerly; Naples Street, east side, from Russia Avenue to 15 feet southerly; Naples Street, east side, from Russia Avenue to 15 feet northerly; Russia Avenue, south side, from Naples Street to 20 feet westerly; Russia Avenue, south side, from Naples Street to 25 feet easterly; Russia Avenue, north side, from Naples Street to 15 feet westerly; Russia Avenue, north side, from Naples Street to 34 feet easterly; Naples Street, west side, from Excelsior Avenue to 20 feet southerly; Naples Street, west side, from Excelsior Avenue to 15 feet northerly; Naples Street, east side, from Excelsior Avenue to 29 feet southerly; Naples Street, east side, from Excelsior Avenue to 15 feet northerly; Excelsior Avenue, south side, from Naples Street to 25 feet westerly; Excelsior Avenue, south side, from Naples Street to 30 feet easterly; Excelsior Avenue, north side, from Naples Street to 15 feet westerly; and Excelsior Avenue, north side, from Naples Street to 15 feet easterly.
- J. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Folsom Street, south side, from 12th Street to 10 feet easterly; Folsom Street, south side, from Norfolk Street to 20 feet westerly; and Folsom Street, south side, from Norfolk Street to 16 feet easterly.
- K. ESTABLISH – NO PARKING ANYTIME – Seneca Avenue, south side, from Mission Street to 39 feet westerly.
- L. ESTABLISH – NO PARKING ANYTIME – Arkansas Street, east side, from 17th Street to 137 feet northerly.
- M. ESTABLISH – RED ZONE – Austin Street, south side, from Polk Street to 44 feet westerly.

- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Austin Street, south side, from 133 feet to 163 feet east of Van Ness Avenue.
- O. ESTABLISH – SHARED STREET – Austin Street, from Polk Street to 34 feet westerly.
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- R. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH SATURDAY AND RESCIND – TRANSIT BOARDING ISLAND AND TOW-AWAY NO STOPPING ANYTIME – Taraval Street, north side, from 25th Avenue to 24 feet westerly; and,

WHEREAS, 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; for the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity as defined in Title 14 of the California Code of Regulations Section 15302; and for the minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry and agricultural purposes, including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Section 15304; and,

WHEREAS, The SFMTA, under authority delegated by the Planning Department, and the Planning Department have determined that the proposed parking and traffic modifications in Items A-I (Case No. 2018-001319ENV and Items P-R (Case No. 2017-013269ENV) 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-I, P-R as defined by S.F. Administrative Code Chapter 31; and,

WHEREAS, On September 18, 2017, the Planning Department determined (Case Number 2017-006586ENV) that the proposal is categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304. On January 18, 2018, the Planning Department determined that proposed parking and traffic modifications in Item J did not constitute a substantial modification and no further environmental review is necessary; and,

WHEREAS, On January 15, 2015, the Planning Department determined (Case Number 2007.1238E) that the Items M-O are categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301, 15302, and 15304; 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, The San Francisco Planning Department determined, on June 22, 2016, that Item K and, on August 9, 2017, that Items M-O are within the scope of the Better Streets Plan FMND and 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 than 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, On August 7, 2008, the San Francisco Planning Commission certified the Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (Eastern Neighborhoods EIR, Case No. 2004.0160E) and adopted CEQA Findings, including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP) under Motion No 17661; and,

WHEREAS, On July 19, 2016, the San Francisco Planning Department determined that Item L (Case No. 2015-009928ENV) is within the scope of the Eastern Neighborhoods EIR and that it would not require further environmental review under CEQA Guidelines Section 15183; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Eastern Neighborhoods EIR and finds that since certification of the EIR, no changes have occurred in the proposed project stated in Item L 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 EIR, and that no new information has emerged that would materially change the analysis or conclusions set forth in the EIR; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures than those identified in the EIR; and, 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 March 6, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency