

**THIS PRINT COVERS CALENDAR ITEM NO: 10.1**

**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-N 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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

**ENCLOSURES:**

A. SFMTAB Resolution

**APPROVALS:**

DIRECTOR



SECRETARY



**DATE**

May 1, 2019

April 30, 2019

**ASSIGNED SFMTAB CALENDAR DATE:** May 7, 2019

## **PAGE 2**

### **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**

The following items were considered at the Color Curb Public Hearing on March 29, 2019

- A. ESTABLISH WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES - 30 Van Ness Avenue, east side, from 103 feet to 142 feet south of Fell Street, replacing metered stall no. 20 and one Blue Zone (39-foot zone, two parking spaces).

Modification A are initiated by Traffic Operations to reduce double parking and stopping in the bus stop.

- B. ESTABLISH METERED YELLOW ZONES, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY - 582 Washington Street, north side, from 5 feet to 53 feet west of Hotaling Place, at reconfigured metered stall no. 532 and new stall no. 530, replacing a non-compliant Blue Zone (48-foot zone, two parking spaces).

**PAGE 3**

Modification B are initiated by Traffic Operations to reduce double parking and stopping in the bus stop.

- C. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 710 Montgomery Street, east side, from 16 feet to 36 feet north of crosswalk at Columbus Avenue (20-foot zone, one parking space).

Modification C changes are initiated by the Color Curb Program to reduce double parking and to relocate a non-compliant Blue Zone to a compliant location.

- D. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 1195 York Street, east side, from 2 feet to 22 feet north of 24th Street, replacing metered stall #1197 (20-foot zone, one parking space).

Modification D requested from a local resident.

- E. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 1500 Noriega Street, north side, from 12 feet to 24 feet west of 22nd Street (12-foot zone, one diagonal parking space) Request from a local business.

Modification E requested from a local business.

- F. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES, VAN ACCESSIBLE - 2450 22nd Street, north side, from 6 feet to 15 feet west of the mid-block crosswalk (9-foot zone, one perpendicular parking space) Request from the SF General Hospital staff.

Modification F request from the SF General Hospital staff.

The following items were considered at the Public Hearing on April 5, 2019

- G. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Fell Street, south side, from 50 feet to 90 feet east of Laguna Street (40-foot zone for 2 shared vehicle parking permits). #

Modification G The proposed modification was requested to provide on-street car share in front of the new building (nominally 455 Fell Street) as an amenity for the residents and the community at large. The Hayes Valley Neighborhood Association are also supportive of this proposed curb use.

- H. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z – ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA Z PERMIT - Jersey Street, both sides, between Dolores Street and Church Street. #

## PAGE 4

Modification H The proposed modification was requested by residents of Jersey Street to park within Area Z.

- I. ESTABLISH – STOP SIGN – Woodland Avenue, northbound, at Parnassus Avenue, stopping the stem of this "T" intersection. #

Modification I is being recommended by the SFMTA staff to stop the stem of this "T" intersection to better clarify the right-of-way.

- J. ESTABLISH – STOP SIGNS – Rhode Island Street, northbound and southbound, at Alameda Street, making this intersection an all-way STOP. #

Modification J is being recommended by SFMTA staff to make this intersection an all-way STOP to mitigate a broadside collision pattern at this intersection.

- K. ESTABLISH – STOP SIGN – Oakwood Street, northbound, at 18th Street, stopping the stem of this "T" intersection. #

Modification K is being recommended by SFMTA staff to stop the stem of this "T" intersection to better clarify the right-of-way.

- L. RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Laguna Street, west side, from 25 feet to 65 feet north of Post Street (restores meter Post IDs 540-16030, 540-16050).
- M. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES - Post Street, south side, from 100 feet to 138 feet east of Laguna Street (38-foot zone for 2 shared vehicle parking permits). #

Modification L and M was requested by the Japantown Task Force (JTF) to relocate two on-street car share parking spaces established under the 2013-2016 pilot. After consultation with the JTF, and with their endorsement, an alternative location was identified which would keep the shared vehicles in the same vicinity (on a one-hour time-limited block face).

- N. ESTABLISH – LEFT LANE MUST TURN LEFT – Sutter Street, westbound, at Webster Street.

Modification N is recommended by SFMTA staff to convert the two westbound lanes into one left turn lane and one through lane. Restriping the lanes will result in one through lane between Buchanan Street and Fillmore Street.

## 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 defined in Title 14 of the California Code of Regulations Section 15301. The SFMTA, under authority delegated by the San Francisco Planning Department, and the Planning Department have determined that the proposed parking and traffic modifications in Items A-F (Case No. 2019-004108ENV), Items G-M (Case No. 2019-004338ENV) and Item N (Case No. 2019-001852ENV) 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-N 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 WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES - 30 Van Ness Avenue, east side, from 103 feet to 142 feet south of Fell Street, replacing metered stall no. 20 and one Blue Zone.
- B. ESTABLISH METERED YELLOW ZONES, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY - 582 Washington Street, north side, from 5 feet to 53 feet west of Hotaling Place, at reconfigured metered stall no. 532 and new stall no. 530, replacing a non-compliant Blue Zone.
- C. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 710 Montgomery Street, east side, from 16 feet to 36 feet north of crosswalk at Columbus Avenue.
- D. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 1195 York Street, east side, from 2 feet to 22 feet north of 24th Street, replacing metered stall #1197.
- E. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - 1500 Noriega Street, north side, from 12 feet to 24 feet west of 22nd Street.
- F. ESTABLISH BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES, VAN ACCESSIBLE - 2450 22nd Street, north side, from 6 feet to 15 feet west of the mid-block crosswalk.
- G. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Fell Street, south side, from 50 feet to 90 feet east of Laguna Street.
- H. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z – ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA Z PERMIT - Jersey Street, both sides, between Dolores Street and Church Street.
- I. ESTABLISH – STOP SIGN – Woodland Avenue, northbound, at Parnassus Avenue.
- J. ESTABLISH – STOP SIGNS – Rhode Island Street, northbound and southbound, at Alameda Street.
- K. ESTABLISH – STOP SIGN – Oakwood Street, northbound, at 18th Street.
- L. RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Laguna Street, west side, from 25 feet to 65 feet north of Post Street.
- M. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES -Post Street, south side, from 100 feet to 138 feet east of Laguna Street.
- N. ESTABLISH – LEFT LANE MUST TURN LEFT – Sutter Street, westbound, at Webster 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 defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, and the Planning Department have determined that the proposed parking and traffic modifications in A-F (Case No. 2019-004108ENV), Items G-M (Case No. 2019-004338ENV) and Item N (Case No. 2019-001852ENV) 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-N 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 May 7, 2019.

---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency