

**THIS PRINT COVERS CALENDAR ITEM NO: 10.2**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** 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-J 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:**

1. SFMTAB Resolution

**APPROVALS:**

DIRECTOR  \_\_\_\_\_

SECRETARY  \_\_\_\_\_

**DATE**

September 29, 2021

September 29, 2021

**ASSIGNED SFMTAB CALENDAR DATE:** October 5, 2021

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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**

The following items were considered at Public Hearing on September 3, 2021

- A. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA A – 371 Broadway, east of Bartol Street (Requested by residents).

Modification A extended RPP area eligibility will allow residents to purchase permits to park within RPP Area A.

- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA R (Eligibility only, no signs) – 971 Eddy Street, east of Gough Street eligibility for residents (Requested by residents).

Modification B added 971 Eddy Street to RPP Area R so residents will be eligible for Area R permits.

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- C. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA V (Eligibility only, no signs) – 352 Brighton Avenue, north of Ocean Avenue (Requested by residents).

Modification C extended RPP area eligibility will allow residents to purchase permits to park within RPP Area V

- D. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I – 1600 15th Street, west of Mission Street (Requested by residents).

Modification D added 1600 15th Street to RPP Area I so residents will be eligible to purchase permits and park within the general Area I.

- E. RESCIND – RESIDENTIAL PERMIT PARKING AREA C – ESTABLISH– RESIDENTIAL PERMIT PARKING AREA G – 1211 Polk Street between Bush and Sutter Streets (Requested by residents).

Modification E moved 1211 Polk Street from Area C to RPP Area G so residents will be eligible for Area G permits.

- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Polk Street, west side, from Grove Street to Hayes Street (removes all parking and loading on this block) (Requested by SFMTA).

Modification F established a Tow-Away restriction to install Class IV protected bikeway in the southbound direction on Polk Street between Grove Street and Hayes Street. The proposed modification, accompanied by a reclassification of an existing Class II bike lane to a Class IV bikeway and relocation of loading zones and blue zone to the side streets, is in response to a recent traffic collision resulting in fatality at the intersection of Polk and Hayes streets.

- G. RESCIND – TOW-AWAY NO STOPPING 4 PM TO 6 PM – Geary Street, south side, from Van Ness Avenue to Polk Street (rescinds peak-hour travel lane)

- H. RESCIND – TOW-AWAY NO STOPPING ANYTIME – ESTABLISH TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, north side, from Van Ness Avenue to 133 feet easterly (rescinds travel lane and establishes turn pocket to be consistent with rest of corridor) (Both G and H requested by SFMTA).

Modifications G and H rescinded Tow-Away restrictions to install parking and loading zones as part of treatments to facilitate vehicle turning movements onto reconfigured Van Ness Avenue.

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- I. ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6PM, DAILY – Innes Avenue, south side, from Selby Street to Milton I. Ross Lane – Rankin Street, east side, from McKinnon Avenue to Innes Avenue – Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane
- J. ESTABLISH – PERPENDICULAR PARKING – Innes Avenue, south side, from Rankin Street to Milton I. Ross Lane – Rankin Street, east side, from McKinnon Avenue to Jerrold Avenue – Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane (Both I and J requested by business)

Modifications I and J formalized customary perpendicular parking on portions of Innes Avenue, Rankin Street, and Kirkwood Avenue on the campus of the SF Market, and established daytime parking time limits on those streets to address curb congestion and refuse accumulation (the SF Market is also working with SF Public Works to program street cleaning for these and other streets).

## **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 pursuant to Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items A-J (Case No. 2021-008969ENV) 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-J as defined by San Francisco 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 by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 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 - RESIDENTIAL PERMIT PARKING AREA A – 371 Broadway, east of Bartol Street.
- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA R – 971 Eddy Street, east of Gough Street eligibility for residents.
- C. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA V – 352 Brighton Avenue, north of Ocean Avenue.
- D. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I – 1600 15th Street, west of Mission Street.
- E. RESCIND – RESIDENTIAL PERMIT PARKING AREA C – ESTABLISH– RESIDENTIAL PERMIT PARKING AREA G – 1211 Polk Street between Bush and Sutter Streets.
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Polk Street, west side, from Grove Street to Hayes Street.
- G. RESCIND – TOW-AWAY NO STOPPING 4 PM TO 6 PM – Geary Street, south side, from Van Ness Avenue to Polk Street.
- H. RESCIND – TOW-AWAY NO STOPPING ANYTIME – ESTABLISH – TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – O’Farrell Street, north side, from Van Ness Avenue to 133 feet easterly.
- I. ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6PM, DAILY – Innes Avenue, south side, from Selby Street to Milton I. Ross Lane – Rankin Street, east side, from McKinnon Avenue to Innes Avenue – Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane.
- J. ESTABLISH – PERPENDICULAR PARKING – Innes Avenue, south side, from Rankin Street to Milton I. Ross Lane – Rankin Street, east side, from McKinnon Avenue to Jerrold Avenue – Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane, 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 pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items A-J (Case No. 2021-008969ENV) 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-J as defined by San Francisco Administrative Code Chapter 3I; 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 by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 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 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 October 5, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency