

**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-X 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**

July 9, 2019

July 9, 2019

**ASSIGNED SFMTAB CALENDAR DATE:** July 16, 2019

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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 April 19, 2019

- A. RESCIND – NO PARKING, 12:01 AM to 6 AM, EVERY DAY – Egbert Avenue, both sides, from Newhall Street to 480 feet easterly.

Modification A is requested by residents of Portola Place that the blanket overnight parking restriction posted on this segment of Egbert Avenue last year be modified to only restrict oversized vehicles, allowing them to park on the street overnight.

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The following items were considered at Public Hearing on May 3, 2019

- B. ESTABLISH – TOW – AWAY, NO STOPPING, 12:01 AM TO 6 AM, DAILY; Stevenson Street, north side, between 7th Street and 8th Street.

Modification B is being recommended in order to reduce illegal curb use along the alley. Converting the 600 block of Stevenson Street to yellow or white zones during the day would promote more business activity.

- C. ESTABLISH - STOP SIGN – Moraga Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection; Ortega Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection; Ulloa Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection; Cutler Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection; and Wawona Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection

Modification C was developed through a community outreach process as part of the Lower Great Highway Pedestrian Improvements Project and are meant to address clarification of right-of-way (stopping the stem of "T" intersection.)

The following items were considered at Public Hearing on May 31, 2019

- D. ESTABLISH – STOP SIGN – Jasper Place, northbound, at Filbert Street, stopping the stem of this "T" intersection.

Modification D stops the stem of this "T" intersection to better clarify the right of way.

- E. ESTABLISH - STOP SIGN – Jasper Place, southbound, at Union Street.

Modification E stops the stem of this "T" intersection to better clarify the right of way.

- F. ESTABLISH – STOP SIGN – Jasper Place, southbound, at Green Street, stopping the stem of this "T" intersection.

Modification F stops the stem of this "T" intersection to better clarify the right of way.

- G. ESTABLISH – STOP SIGN – Bannam Place, northbound, at Union Street, stopping the stem of this "T" intersection.

Modification G stops the stem of this "T" intersection to better clarify the right of way.

- H. ESTABLISH – STOP SIGN – Bannam Place, southbound, at Green Street, stopping the stem of this "T" intersection

Modification H stops the stem of this "T" intersection to better clarify the right of way.

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- I. ESTABLISH – BUS ZONE – Laguna Street, east side, from Hayes Street to 108 feet northerly (extends existing bus zone by 33 feet).

Modification I extends the bus zone to standardize the length of this zone.

- J. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – Paul Avenue, south side, from San Bruno Avenue to 126 feet easterly.

Modification J is requested by the Portola Neighborhood Association to remove 15-minute and all day parking for this stretch along Paul Avenue.

- K. ESTABLISH – BUS ZONE – Sunnydale Avenue, south side, from 0 feet to 240 feet west of 2055 Sunnydale Avenue (extends existing bus terminal to 240 feet by removing one unmetered parking space).

Modification K would extend the bus zone by 35 feet at the request of the community.

- L. ESTABLISH – STOP SIGNS – Silliman Street, eastbound and westbound, at Brussels Street, making this intersection an all-way STOP.

Modification L stops the stem of this "T" intersection to better clarify the right of way.

- M. ESTABLISH – STOP SIGN – Bernard Street, westbound, at Leavenworth Street, stopping the stem of this "T" intersection.

Modification M stops the stem of this "T" intersection to better clarify the right of way.

- N. ESTABLISH – RED ZONE – Silver Avenue, north side, from Bowdoin Street to 28 feet easterly; Silver Avenue, south side, from 25 feet to 45 feet west of Bowdoin Street

Modification N establishes red zones on Silver Avenue at Bowdoin Street to improve pedestrian visibility.

- O. ESTABLISH – STOP SIGN – Arnold Avenue, northbound, at Crescent Avenue, stopping the stem of this "T" intersection.

Modification O stops the stem of this "T" intersection to better clarify the right of way.

- P. ESTABLISH – STOP SIGN – Roscoe Street, northbound, at Crescent Avenue, stopping the stem of this "T" intersection.

Modification P stops the stem of this "T" intersection to better clarify the right of way.

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- Q. ESTABLISH – STOP SIGN – Porter Street, northbound, at Crescent Avenue, stopping the stem of this "T" intersection.

Modification Q stops the stem of this "T" intersection to better clarify the right of way.

The following items were considered at Public Hearing on June 14, 2019

- R. ESTABLISH – STOP SIGN – Wentworth Place, southbound, at Washington Street, stopping the stem of this "T" intersection. #

Modification R stops the stem of this "T" intersection to better clarify the right of way.

- S. ESTABLISH – NO TURN ON RED – Golden Gate Avenue, eastbound, at Hyde Street; Hyde Street, southbound, at Golden Gate Avenue

Modification S establishes No Turn on Red for both approaches at Golden Gate Avenue and Hyde Street to support a pedestrian scramble at this intersection.

- T. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS – 17th Street, both sides, between Clayton Street and Belvedere Street. #

Modification T proposes extension of Area J will allow the residents of 17th Street to park within Area.

- U. ESTABLISH – NO TURN ON RED – Bush Street, eastbound, at Kearny Street; Kearny Street, northbound, at Bush Street.

Modification U would accompany a non-diagonal pedestrian scramble to enhance pedestrian safety.

- V. ESTABLISH – PERPENDICULAR PARKING – Iowa Street, east side, from 23rd Street to 25th Street. #

Modification V establishes perpendicular parking along Iowa Street to provide safe access to parking meters and increase parking supply.

- W. ESTABLISH – PARKING METERS, 1-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Iowa Street, east side, from 55 feet to 81 feet northerly of 25th Street (establishes 3 perpendicular one-hour parking spaces). #

Modification W establishes perpendicular parking along Iowa Street to provide safe access to parking meters and increase parking supply.

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X. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Iowa Street, west side, from 23rd Street to 25th Street. #

Modification X establishes perpendicular parking along Iowa Street to provide safe access to parking meters and increase parking supply.

**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, has determined that the proposed parking and traffic modifications in Item A (Case No. 2019-004927ENV), Item B (Case No. 2019-005698ENV), Item C (Case No. 2019-005757ENV), Items D-Q (Case No. 2019-007147ENV) and Items R-X (Case No. 2019-012378ENV) 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-X 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. RESCIND – NO PARKING, 12:01 AM to 6 AM, EVERY DAY – Egbert Avenue, both sides, from Newhall Street to 480 feet easterly.
- B. ESTABLISH – TOW – AWAY, NO STOPPING, 12:01 AM TO 6 AM, DAILY; Stevenson Street, north side, between 7th Street and 8th Street.
- C. ESTABLISH - STOP SIGN – Moraga Street, westbound, at Lower Great Highway; Ortega Street, westbound, at Lower Great Highway; Ulloa Street, westbound, at Lower Great Highway; Cutler Street, westbound, at Lower Great Highway; and Wawona Street, westbound, at Lower Great Highway.
- D. ESTABLISH – STOP SIGN – Jasper Place, northbound, at Filbert Street.
- E. ESTABLISH - STOP SIGN – Jasper Place, southbound, at Union Street.
- F. ESTABLISH – STOP SIGN – Jasper Place, southbound, at Green Street.
- G. ESTABLISH – STOP SIGN – Bannam Place, northbound, at Union Street.
- H. ESTABLISH – STOP SIGN – Bannam Place, southbound, at Green Street.
- I. ESTABLISH – BUS ZONE – Laguna Street, east side, from Hayes Street to 108 feet northerly.
- J. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – Paul Avenue, south side, from San Bruno Avenue to 126 feet easterly.
- K. ESTABLISH – BUS ZONE – Sunnysdale Avenue, south side, from 0 feet to 240 feet west of 2055 Sunnysdale Avenue.
- L. ESTABLISH – STOP SIGNS – Silliman Street, eastbound and westbound, at Brussels Street.
- M. ESTABLISH – STOP SIGN – Bernard Street, westbound, at Leavenworth Street.
- N. ESTABLISH – RED ZONE – Silver Avenue, north side, from Bowdoin Street to 28 feet easterly; Silver Avenue, south side, from 25 feet to 45 feet west of Bowdoin Street
- O. ESTABLISH – STOP SIGN – Arnold Avenue, northbound, at Crescent Avenue.
- P. ESTABLISH – STOP SIGN – Roscoe Street, northbound, at Crescent Avenue.
- Q. ESTABLISH – STOP SIGN – Porter Street, northbound, at Crescent Avenue.
- R. ESTABLISH – STOP SIGN – Wentworth Place, southbound, at Washington Street.
- S. ESTABLISH – NO TURN ON RED – Golden Gate Avenue, eastbound, at Hyde Street; Hyde Street, southbound, at Golden Gate Avenue
- T. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS – 17th Street, both sides, between Clayton Street and Belvedere Street.
- U. ESTABLISH – NO TURN ON RED – Bush Street, eastbound, at Kearny Street; Kearny Street, northbound, at Bush Street.
- V. ESTABLISH – PERPENDICULAR PARKING – Iowa Street, east side, from 23rd Street to 25th Street.

- W. ESTABLISH – PARKING METERS, 1-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Iowa Street, east side, from 55 feet to 81 feet northerly of 25th Street.
- X. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Iowa Street, west side, from 23rd Street to 25th 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, has determined that the proposed parking and traffic modifications Item A (Case No. 2019-004927ENV), Item B (Case No. 2019-005698ENV), Item C (Case No. 2019-005757ENV), Items D-Q (Case No. 2019-007147ENV) and Items R-X (Case No. 2019-012378ENV) 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-X 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 SFMTA Board of Directors finds that since the 6th Street Safety Project Final Negative Declaration was finalized and approved by this Board, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the Final Negative Declaration due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, there is no new information of substantial importance that would change the conclusions set forth in the Final Negative Declaration, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; and be it further

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 July 16, 2019.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency