

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**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-B 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

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTAB Resolution No. 14-041 (TEP)
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process#info>
4. TEP Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

APPROVALS:

	DATE
DIRECTOR 	July 28, 2021
SECRETARY 	July 27, 2021

ASSIGNED SFMTAB CALENDAR DATE: August 3, 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 June 4, 2021

- A. ESTABLISH – CROSSWALK – Columbus Avenue at Green Street and Stockton Street, connecting northeast and southwest corners.
- B. ESTABLISH – NO LEFT TURN – Columbus Avenue, northbound, at Stockton Street and at Beach Blanket Babylon Boulevard, Columbus Avenue, southbound, at Stockton Street and at Green Street. (Both A and B requested by SFMTA)

Modification A and B established a diagonal crosswalk in the middle of the intersection of Columbus, Stockton, and Green to improve pedestrian safety and enhance the walking experience by decreasing crossing and waiting times. The left turn restrictions are intended to increase pedestrian safety and improve traffic flow.

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The following items were considered at Public Hearing on July 2, 2021

- C. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – ESTABLISH – SIDEWALK WIDENING (4 FEET), Italy Avenue, south side, from Mission Street to 20 feet easterly.
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – ESTABLISH – SIDEWALK WIDENING (6 FEET), Mission Street, west side, from 401 feet to 497 feet south of Onondaga Avenue (removes meter #568-48440).
- E. ESTABLISH – NO RIGHT TURN ON RED, Mission Street, northbound, at Admiral Avenue/Ney Street. (C, D, and E requested by SFMTA).

Modifications C, D, and E modify components of the Mission / Geneva Safety Project originally approved in September 2019 to accommodate changes realized during detailed design. A new corner bulb-out at Mission Street & Italy Avenue is necessary to build accessible curb ramps. An extension of the previously legislated bulb-out at Mission Street & France Street is needed to provide sufficient space for the existing driveway and new curb ramps. A new 'no right turn on red' restriction is necessary at Mission Street & Admiral Avenue / Ney Street to clarify right-of-way allocation at the intersection when a new traffic signal is installed.

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-B (Case No. 2021-005505ENV) 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-B as defined by San Francisco Administrative Code Chapter 31.

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors 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

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Reporting Program (MMRP).

On August 6, 2019, the San Francisco Planning Department determined that Items C-E were within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required.

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 <https://sfplanning.org/> 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 – CROSSWALK – Columbus Avenue at Green Street and Stockton Street, connecting northeast and southwest corners.
- B. ESTABLISH – NO LEFT TURN – Columbus Avenue, northbound, at Stockton Street and at Beach Blanket Babylon Boulevard, Columbus Avenue, southbound, at Stockton Street and at Green Street.
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – ESTABLISH – SIDEWALK WIDENING, Italy Avenue, south side, from Mission Street to 20 feet easterly.
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – ESTABLISH – SIDEWALK WIDENING, Mission Street, west side, from 401 feet to 497 feet south of Onondaga Avenue.
- E. ESTABLISH – NO RIGHT TURN ON RED, Mission Street, northbound, at Admiral Avenue/Ney 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 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-B (Case No. 2021-005505ENV) 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-B as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act, the CEQA Guidelines, and Chapter 31 of the Administrative Code and a Mitigation Monitoring and Reporting Program; the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and,

WHEREAS, On August 6, 2019, the San Francisco Planning Department determined that Items C-E were within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required; 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 sfplanning.org 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 SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent Items C-E are associated with any mitigation measures and improvement measures, the SFMTA Board of Directors adopts these mitigation 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 <https://sfplanning.org> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the SFMTA 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 August 3, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency