

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 B-MM as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

A. SFMTAB Resolution

B. http://sfmea.sfplanning.org/2007.1238E_FMND.pdf (CEQA Clearance for Item A)

APPROVALS:

DATE

DIRECTOR _____

2/10/17

SECRETARY R. Boomer _____

2/10/17

ASSIGNED SFMTAB CALENDAR DATE: February 21, 2017

PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

- 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 – NO PARKING ANYTIME –Lincoln Way, north side, from the west property line of 11th Avenue to 55 feet easterly (extends existing red zone by 20-feet, removes 1 parking space); Lincoln Way, north side, from the west property line of 15th Avenue to 55 feet easterly (extends existing red zone by 20-feet, removes 1 parking space); Lincoln Way, north side, from the west property line of 17th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 21st Avenue to 70 feet easterly (removes 3 parking spaces); Lincoln Way, north side, from the west property line of 23rd Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 27th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 29th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 31st Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 33rd Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); and Lincoln Way, north side, from the west property line of 35th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces). **PH 11/18/16 Requested by BOS.**

- B. ESTABLISH – BUS ZONE – Donahue Street, east side, from Innes Avenue to 110 feet northerly (extends existing bus zone by 20 feet). **PH 12/2/16 Requested by SFMTA.**
- C. RESCIND – BUS ZONE – Townsend Street, south side, from 4th Street to 137 feet westerly (to be relocated further west). **PH 12/2/16 Requested by SFMTA.**
- D. RESCIND – TAXI ZONE – Townsend Street, south side, from 177 feet to 304 feet west of 4th Street (to be relocated further east). **PH 12/2/16 Requested by SFMTA.**
- E. RESCIND – TOW AWAY NO STOPPING ANY TIME – Townsend Street, south side, from 404 feet to 407 feet west of 4th Street; and Townsend Street, south side, from 477 feet to 479 feet west of 4th Street. **PH 12/2/16 Requested by SFMTA.**
- F. RESCIND – SHUTTLE BUS LOADING ZONE – Townsend Street, south side, from 479 feet to 514 feet west of 4th Street (shortens existing zone by 35 feet, remaining zone will be 125 feet). **PH 12/2/16 Requested by SFMTA.**
- G. ESTABLISH – TOW AWAY NO STOPPING ANY TIME – Townsend Street, south side, from 4th Street to 20 feet westerly; Townsend Street, south side, from 439 feet to 442 feet west of 4th Street; and Townsend Street, south side, from 512 feet to 514 feet west of 4th Street. **PH 12/2/16 Requested by SFMTA.**
- H. ESTABLISH – TAXI ZONE – Townsend Street, south side, from 20 feet to 166 feet west of 4th Street. **PH 12/2/16 Requested by SFMTA.**
- I. ESTABLISH – BUS ZONE – Townsend Street, south side, from 206 feet to 346 feet west of 4th Street. **PH 12/2/16 Requested by SFMTA.**
- J. REVOKE – BLUE ZONE – 2325 Union Street, south side, from 50 feet to 72 feet west of Steiner Street (22-foot zone). **PH 12/16/16 Requested by SFMTA.**
- K. ESTABLISH – BLUE ZONE – 2300 Union Street, north side, from Steiner Street to 20 feet westerly (20-foot zone). **PH 12/16/16 Requested by SFMTA.**
- L. ESTABLISH – RED ZONE – Dolores Avenue, east side, from Clipper Street to 25 feet southerly. **PH 12/23/16 Requested by SFMTA.**
- M. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Hyde Street, west side, from Golden Gate Avenue to 69 feet northerly; and Golden Gate Avenue, north side, from Hyde Street to 119 feet westerly. **PH 12/23/16 Requested by SFPD.**
- N. ESTABLISH – STOP SIGN – 22nd Street, eastbound, at Diamond Street, stopping the stem of the T-intersection. **PH 12/23/16 Requested by Residents.**
- O. ESTABLISH – STOP SIGN – Sproule Lane, southbound, at Sacramento Street. **PH 12/23/16 Requested by Residents.**
- P. ESTABLISH – NO VEHICLES GREATER THAN 6 FEET TALL – 20th Street, south side, from Vermont Street to 100 feet westerly. **PH 12/23/16 Requested by Residents.**
- Q. ESTABLISH – RED ZONE – Lincoln Way, north side, from the west property line of 47th Avenue to 97 feet easterly; and Lincoln Way, south side, from 47th Avenue to 25 feet westerly. **PH 12/23/16 Requested by SFMTA.**
- R. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME, 8 AM TO 3 PM, SCHOOL DAYS – Bertha Lane, west side, from 24 feet to 127 feet south of Harbor Road. **PH 12/23/16 Requested by SFUSD.**
- S. ESTABLISH – STOP SIGN – Andover Street, northbound, at Powhattan Avenue, stopping the stem of this T-intersection. **PH 12/23/16 Requested by SFMTA.**
- T. ESTABLISH – STOP SIGNS – Darien Way, southbound, at Kenwood Way/Upland Drive, making this intersection into a two-way STOP; and Kenwood Way, eastbound, at Darien Way/Upland Drive, making this intersection into a two-way STOP. **PH 12/23/16 Requested by SFMTA.**
- U. ESTABLISH – STOP SIGN – Fairmount Street, westbound, at Laidley Street, stopping the stem of this T-intersection. **PH 12/23/16 Requested by SFMTA.**
- V. ESTABLISH – STOP SIGN – Tompkins Avenue, westbound, at Putnam Street, stopping the stem of this T-intersection. **PH 12/23/16 Requested by SFMTA.**

- W. ESTABLISH – STOP SIGNS – 26th Street, eastbound and westbound, at Kansas Street, making this intersection an all-way STOP. **PH 12/23/16 Requested by Residents.**
- X. ESTABLISH – STOP SIGN – Rhode Island Street, southbound, at 26th Street, stopping the stem of this T-intersection. **PH 12/23/16 Requested by SFMTA.**
- Y. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Jamestown Avenue, west side, from 170 feet west of Griffith Street north property line to 837 feet southerly (removing one northbound traffic lane). **PH 12/23/16 Requested by SFPW.**
- Z. ESTABLISH – 15 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN ARE PRESENT – Sacramento Street, between Presidio Avenue and Lyon Street. **PH 12/23/16 Requested by SFMTA.**
- AA. ESTABLISH – PART TIME BUS ZONE, 7:00 PM TO 11:59 PM, MONDAY THROUGH FRIDAY, AND ALL DAY SATURDAY THROUGH SUNDAY – Pacific Avenue, north side, from 98 feet to 139 feet east of Polk Street (impacts two metered parking spaces: 1510, 1512). **PH 12/23/16 Requested by SFMTA.**
- BB. ESTABLISH – TOW AWAY NO STOPPING ANY TIME – 17th Street, north side, between Kansas Street and Rhode Island Street. **PH 12/23/16 Requested by SFMTA.**
- CC. ESTABLISH – BIKE LANE – 17th Street, westbound and eastbound, from Kansas Street to Rhode Island Street (Class II bikeway). **PH 12/23/16 Requested by SFMTA.**
- DD. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 3rd Street, east side, from Howard Street to 201 feet northerly (replaces the 7-9 AM, 3-6 PM Monday to Friday peak hour tow-away regulation and five parking meters to create a full-time area for active loading). **PH 1/6/17 Requested by SFMOMA.**
- EE. ESTABLISH – RED ZONE – San Jose Avenue, south side, from Havelock Avenue to 27 feet westerly; San Jose Avenue, south side, from Baden Street to 25 feet westerly; and San Jose Avenue, south side, at Baden Street from west crosswalk to 28 feet easterly (removes parking within this T-intersection, approximately 1 space). **PH 1/6/17 Requested by SFMTA.**
- FF. ESTABLISH – PERPENDICULAR PARKING – Bryant Street, east side, from 18 feet to 186 feet south of 22nd Street; Bryant Street, east side, from 126 feet to 202 feet north of 23rd Street; and Bryant Street, west side, from 28 feet to 126 feet north of 23rd Street. **PH 1/6/17 Requested by SFMTA.**
- GG. ESTABLISH – RED ZONE – Buchanan Street, east side, from Market Street to 79 feet northerly. **PH 1/6/17 Requested by SFMTA.**
- HH. ESTABLISH – STOP SIGN – Dormitory Road, southbound, at Kiska Road/Kirkwood Avenue, stopping the stem of this T-intersection. **PH 1/6/17 Requested by SFMTA.**
- II. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – Fulton Street, north side, from Cole Street east property line to 25 feet easterly. **PH 1/6/17 Requested by SFMTA.**
- JJ. ESTABLISH – TOW-AWAY NO STOPPING, PART TIME BUS ZONE, 6 AM TO 10 AM AND 3 PM TO 4 PM, MONDAY THROUGH FRIDAY – Geary Boulevard, north side, from 29th Avenue to 120 feet westerly (Muni zone replaces six parking spaces for one additional hour per weekday from 3pm-4pm). **PH 1/6/17 Requested by SFMTA.**
- KK. RESCIND – RESIDENTIAL PERMIT PARKING, AREA G, 2 HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA G PERMIT –Franklin Street, east side, between California Street and Pine Street. **PH 1/6/17 Requested by SFMTA.**
- LL. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA G, 2 HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA G PERMIT –Franklin Street, west side, between California Street and Pine Street. **PH 1/6/17 Requested by SFMTA.**

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MM. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Franklin Street, east side, between California Street and Pine Street (establishes up to 10 full-sized metered parking spaces). PH 1/6/17 Requested by SFMTA.

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA). Title 14 of the California Code of Regulations Section 15301 provides an 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 and Section 15304 provides an exemption for the creation of bicycle lanes on exiting rights-of-way.

The SFMTA, under authority delegated by the Planning Department, has determined that the proposed parking and traffic modifications in Items B-MM are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Sections 15301 and/or 15304 (Case Nos. 2016-015058ENV, 2016-016064ENV, 2016-016070ENV and 2017-000794ENV). The proposed action is the Approval Action for Items B-MM as defined by the S.F. Administrative Code Chapter 31.

On January 6, 2017, the San Francisco Planning Department determined that the proposed Lincoln Way Daylighting project in Item A is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, 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 traffic modifications as follows:

- A. ESTABLISH – NO PARKING ANYTIME –Lincoln Way, north side, from the west property line of 11th Avenue to 55 feet easterly (extends existing red zone by 20-feet, removes 1 parking space); Lincoln Way, north side, from the west property line of 15th Avenue to 55 feet easterly (extends existing red zone by 20-feet, removes 1 parking space); Lincoln Way, north side, from the west property line of 17th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 21st Avenue to 70 feet easterly (removes 3 parking spaces); Lincoln Way, north side, from the west property line of 23rd Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 27th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 29th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 31st Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); Lincoln Way, north side, from the west property line of 33rd Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces); and Lincoln Way, north side, from the west property line of 35th Avenue to 65 feet easterly (extends existing red zone by 40-feet, removes 2 parking spaces).
- B. ESTABLISH – BUS ZONE – Donahue Street, east side, from Innes Avenue to 110 feet northerly (extends existing bus zone by 20 feet).
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WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); Title 14 of the California Code of Regulations Section 15301 provides an 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, and Section 15304 provides an exemption for creation of bicycle lanes in existing rights-of-way; and,

WHEREAS, The SFMTA, under authority delegated by the Planning Department, has determined that the proposed parking and traffic modifications in Items B-MM are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Sections 15301 and/or 15304 (Case Nos. 2016-015058ENV, 2016-016064ENV, 2016-016070ENV and 2017-000794ENV); and

WHEREAS, The proposed action is the Approval Action for Items B-MM as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, On January 6, 2017, the San Francisco Planning Department determined that the proposed Lincoln Way Daylighting project in Item A is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; 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 February 21, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency