

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-G 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:

- A. SFMTAB Resolution
- B. <http://sf-planning.org/area-plan-eirs> (CEQA Clearance for Items H-J)
- C. <http://commissions.sfplanning.org/cpcmotions/2012/18628.pdf>;
http://commissions.sfplanning.org/cpcmotions/2012/18629%20TCDP_CEQAFindings_Reso_lution.pdf (CEQA Findings, Planning Commission Resolution for Items H-J)

APPROVALS:

DIRECTOR  _____
SECRETARY  _____

DATE

February 11, 2019
February 11, 2019

ASSIGNED SFMTAB CALENDAR DATE: February 19, 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 held on January 11, 2019

- A. ESTABLISH – CROSSWALK – I-80 Off-Ramp, crossing Fremont Street, south side

This modification is funded by OCII to add a signalized pedestrian crosswalk crossing Fremont Street at the existing traffic signal at Fremont Street and I-80 Off-Ramp.

- B. RESCIND – NO LEFT TURN, 7 AM TO 9 AM, 4 PM TO 6 PM EXCEPT SUNDAY – Bay Street, eastbound and westbound at Van Ness Avenue
C. ESTABLISH – NO LEFT TURN – Bay Street, eastbound at Van Ness Avenue

Modifications B and C are being proposed by SFMTA staff to address an ongoing collision pattern involving eastbound and westbound left turns at this intersection.

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- D. ESTABLISH – NO LEFT TURN, 7:30 AM TO 8:30 AM AND 1:30 PM TO 2:30 PM, SCHOOL DAYS – Union Street, eastbound, at Franklin Street.

Modification D was requested by the School District to restrict left turns during pickup drop-off times at Sherman Elementary School.

- E. ESTABLISH – STOP SIGNS – Plymouth Avenue, northbound and southbound, at Montana Street, making this intersection an all-way STOP. #
- F. ESTABLISH – MUNI FLAG STOP – Plymouth Avenue, west side, north of Montana Street (relocates existing southbound far-side stop to near-side)
- G. RESCIND – MUNI FLAG STOP – Plymouth Avenue, west side, south of Montana Street.

Modification E proposes an all-way STOP at the intersection of Montana Street to clarify right-of-way to address residents' safety concerns as part of this change, modification F and G relocate the flag stop for the southbound 54 Felton to north of the intersection (near-side).

- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 1st Street, east side, from 119 to 233 feet north of Folsom Street (3 meters, spaces no. 237 to 241)

Modification H is recommended by SFMTA staff to accompany sidewalk widening for a 10-foot wide bulb located at the northeast corner at 1st Street/Clementina Street for the proposed 245 1st Street development.

- I. ESTABLISH – TRAFFIC SIGNAL – 1st Street and Clementina Street (new mid-block pedestrian crossing)
- J. ESTABLISH – CROSSWALK – 1st Street, north leg, at Clementina Street

Modifications I and J are recommended in association with the proposed 245-1st Street development.

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 Items A-G (Case No 2019-000390ENV) 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-G as defined by San Francisco Administrative Code Chapter 31.

The Transit Center District Plan and Transit Tower Final Environmental Impact Report (TCDP FEIR) evaluated the environmental impacts of the proposed traffic, parking, and streetscape modifications in Items H-J. On May 24, 2012, the San Francisco Planning Commission in Motions 18628 and 18629 adopted the Transit Center District Plan (TCDP), certified its Final Environmental Impact Report (FEIR), and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. On September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan.

The proposed traffic, parking, and streetscape modifications described in Items H-J are within the scope of the TCDP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project. The SFMTA Board of Directors has subsequently reviewed the TCDP FEIR and CEQA Findings; the SFMTA Board of Directors adopts these findings as its own.

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 – CROSSWALK – I-80 Off-Ramp, crossing Fremont Street, south side.
- B. RESCIND – NO LEFT TURN, 7 AM TO 9 AM, 4 PM TO 6 PM EXCEPT SUNDAY – Bay Street, eastbound and westbound at Van Ness Avenue.
- C. ESTABLISH – NO LEFT TURN – Bay Street, eastbound at Van Ness Avenue.
- D. ESTABLISH – NO LEFT TURN, 7:30 AM TO 8:30 AM AND 1:30 PM TO 2:30 PM, SCHOOL DAYS – Union Street, eastbound, at Franklin Street.
- E. ESTABLISH – STOP SIGNS – Plymouth Avenue, northbound and southbound, at Montana Street.
- F. ESTABLISH – MUNI FLAG STOP – Plymouth Avenue, west side, north of Montana Street.
- G. RESCIND – MUNI FLAG STOP – Plymouth Avenue, west side, south of Montana Street.
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 1st Street, east side, from 119 to 233 feet north of Folsom Street.
- I. ESTABLISH – TRAFFIC SIGNAL – 1st Street and Clementina Street.
- J. ESTABLISH – CROSSWALK – 1st Street, north leg, at Clementina 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 in A-G (Case No 2019-000390ENV) 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-G as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, The Transit Center District Plan and Transit Tower Final Environmental Impact Report (TCDP FEIR) evaluated the environmental impacts of the proposed traffic, parking, and streetscape modifications in Items H-J; on May 24, 2012, the San Francisco Planning Commission in Motions 18628 and 18629 adopted the Transit Center District Plan (TCDP), certified its Final Environmental Impact Report (FEIR), and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA; on September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan; and

WHEREAS, The proposed traffic, parking, and streetscape modifications described in Items H-J are within the scope of the TCDP FEIR; no new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project; the SFMTA Board of Directors has subsequently reviewed the TCDP FEIR and CEQA Findings and the SFMTA Board of Directors adopts these findings as its own; 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 19, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency