

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**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 Item E 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

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

January 26, 2020

January 26, 2020

ASSIGNED SFMTAB CALENDAR DATE: February 4, 2020

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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 December 11, 2019

- A. RESCIND – BUS ZONE – 7th Street, east side, from Townsend Street to 130 feet northerly (relocates bus stop to Townsend Street midblock between 7th Street and 8th Street, no longer available for commuter shuttles).
- B. ESTABLISH – METERED PARKING – 7th Street, east side, from Cleveland Street to Harrison Street, 7th Street, west side, from Folsom Street to Harrison Street and 7th Street, both sides, from Bryant Street to Townsend Street.

Modifications A and B are part of the 7th Street Safety Project (Phase 3). The proposed modifications are to improve bus operations and promote parking turnover.

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- C. RESCIND – BUS ZONE – RESCIND – TOW-AWAY, NO STOPPING ANYTIME
Howard Street, north side, from Fremont Street to 74 feet easterly (relocated to far-side of intersection).
- D. ESTABLISH – TRANSIT BOARDING ISLAND – ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Howard Street, north side, from 2nd Street to 85 feet westerly (2nd/Howard far side boarding island), Howard Street, north side, from 5 feet to 90 feet west of Fremont Street (Fremont/Howard far side boarding island) and Howard Street, north side, from Spear Street to 50 feet easterly (Spear/Howard near side boarding island).

Modifications C and D are part of the Howard Street Quick-Build Project. The proposed modifications are to improve bus operations.

The following items were considered at Public Hearing on December 27, 2019

- E. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – 37th Avenue, east side, from Kirkham Street to 20 feet northerly.

Modification E establishes a car share space at 37th and Kirkham Avenue based on demand for car sharing in the area. This location has been amended from its original location (39th and Kirkham) due to neighborhood feedback.

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). California Environmental Quality Act (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-B (Case No. 2016-011501ENV and 2017-002114ENV), Items C-D (Case No. 2019-021133ENV), and Item E (Case No. 2019-023167ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for Item E 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 – BUS ZONE – 7th Street, east side, from Townsend Street to 130 feet northerly.
- B. ESTABLISH – METERED PARKING – 7th Street, east side, from Cleveland Street to Harrison Street, 7th Street, west side, from Folsom Street to Harrison Street and 7th Street, both sides, from Bryant Street to Townsend Street.
- C. RESCIND – BUS ZONE — RESCIND – TOW-AWAY, NO STOPPING ANYTIME Howard Street, north side, from Fremont Street to 74 feet easterly.
- D. ESTABLISH – TRANSIT BOARDING ISLAND – ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Howard Street, north side, from 2nd Street to 85 feet westerly, Howard Street, north side, from 5 feet to 90 feet west of Fremont Street and Howard Street, north side, from Spear Street to 50 feet easterly.
- E. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – 37th Avenue, east side, from Kirkham Street to 20 feet northerly, and,

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act the California Environmental Quality Act (CEQA). California Environmental Quality Act (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 Items A-B (Case No. 2016-011501ENV and 2017-002114ENV), Items C-D (Case No. 2019-021133ENV), and Item E (Case No. 2019-023167ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action for Item E 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 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 4, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency