

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 Items A-J and Item L as defined by S. F. Administrative Code Chapter 31.

ENCLOSURES:


A. SFMTAB Resolution

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

C. http://208.121.200.84/ftp/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf (CEQA Findings, Planning Commission Resolution for Item L)

APPROVALS:

	DATE
DIRECTOR 	11/27/2017

SECRETARY 	11/27/2017
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ASSIGNED SFMTAB CALENDAR DATE: December 5, 2017

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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: 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 – TOW-AWAY, NO STOPPING ANYTIME – Mississippi Street, east side, from 17 feet to 45 feet north of 22nd Street. **PH 11/3/17 Requested by SFMTA**
- B. ESTABLISH – STOP SIGN – Pico Avenue, eastbound, at Ashton Avenue, stopping the stem of this T-intersection. **PH 11/3/17 Requested by SFMTA**
- C. ESTABLISH – STOP SIGN – Greenwich Street, westbound, at Hyde Street, making this intersection a two-way STOP. **PH 11/3/17 Requested by Resident**
- D. ESTABLISH – 1-HOUR PARKING, 9 AM TO 7 PM, MONDAY THROUGH FRIDAY, AND 9 AM TO 6 PM, SATURDAY – Lowell Street, south side, between Mission Street and Morse Street (Unit Block). **PH 11/3/17 Requested by Business**
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Potrero Avenue, east side, from 120 feet to 135 feet north of 16th Street. **PH 11/3/17 Requested by SFMTA**
- F. ESTABLISH – STOP SIGNS – Persia Street, eastbound and westbound, at Paris Street, making this intersection an all-way STOP. **PH 11/3/17 Requested by SFMTA**
- G. EXTEND – RED ZONE – Stanyan Street, east side, from 7 feet to 22 feet south of the northerly marked crosswalk at McAllister Street (15-foot extension). **PH 11/3/17 Requested by SFMTA**

- H. ESTABLISH – 45 DEGREE ANGLE PARKING – Lisbon Street, west side, from Peru Avenue to 10 feet north of Avalon Avenue. **PH 11/3/17 Requested by District 11**
- I. ESTABLISH – NO PARKING ANYTIME – Carroll Avenue, north side, from 295 feet to 338 feet west of Third Street (for existing 9-foot bulb); and Carroll Avenue, north side, from 490 feet to 533 feet west of Third Street (for existing 9-foot bulb). **PH 11/3/17 Requested by Residents**
- J. ESTABLISH – PERPENDICULAR PARKING – Carroll Avenue, north side, from 338 feet to 490 feet west of Third Street; and Carroll Avenue, north side, from 533 feet west of Third Street to Mendell Street. **PH 11/3/17 Requested by Residents**
- K. ESTABLISH – NO PARKING ANYTIME – Mission Street, west side, from 222 feet to 280 feet north of 22nd Street (6-foot wide sidewalk widening). **PH 11/3/17 Requested by DPW**
- L. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES
“698” 18th Avenue, east side, from 1 foot to 21 feet north of Cabrillo Street (20-foot zone). **PH 10/27/17 Requested by Resident**

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.

The Planning Department or the SFMTA has determined that the proposed parking and traffic modifications in Items A-J (Case No. 2017-013886ENV), and Item L (Case No. 2017-013880ENV) 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-J and Item L as defined by S.F. Administrative Code Chapter 31.

On April 18, 2017, the San Francisco Planning Department determined that Item K is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) as adopted by the Planning Department on September 15, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. Subsequently, on October 28, 2010, the Planning Commission in Resolution No. 18211, 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 Reporting Program (MMRP), associated with the Better Streets Plan. The SFMTA Board of Directors adopts these findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval.

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 parking and traffic modifications as follows:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Mississippi Street, east side, from 17 feet to 45 feet north of 22nd Street.
- B. ESTABLISH – STOP SIGN – Pico Avenue, eastbound, at Ashton Avenue.
- C. ESTABLISH – STOP SIGN – Greenwich Street, westbound, at Hyde Street.
- D. ESTABLISH – 1-HOUR PARKING, 9 AM TO 7 PM, MONDAY THROUGH FRIDAY, AND 9 AM TO 6 PM, SATURDAY – Lowell Street, south side, between Mission Street and Morse Street.
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Potrero Avenue, east side, from 120 feet to 135 feet north of 16th Street.
- F. ESTABLISH – STOP SIGNS – Persia Street, eastbound and westbound, at Paris Street.
- G. EXTEND – RED ZONE – Stanyan Street, east side, from 7 feet to 22 feet south of the northerly marked crosswalk at McAllister Street.
- H. ESTABLISH – 45 DEGREE ANGLE PARKING – Lisbon Street, west side, from Peru Avenue to 10 feet north of Avalon Avenue
- I. ESTABLISH – NO PARKING ANYTIME – Carroll Avenue, north side, from 295 feet to 338 feet west of Third Street; and Carroll Avenue, north side, from 490 feet to 533 feet west of Third Street.
- J. ESTABLISH – PERPENDICULAR PARKING – Carroll Avenue, north side, from 338 feet to 490 feet west of Third Street; and Carroll Avenue, north side, from 533 feet west of Third Street to Mendell Street.
- K. ESTABLISH – NO PARKING ANYTIME – Mission Street, west side, from 222 feet to 280 feet north of 22nd Street.
- L. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES “698” 18th Avenue, east side, from 1 foot to 21 feet north of Cabrillo Street.

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,

WHEREAS, The Planning Department or the SFMTA has determined that the proposed parking and traffic modifications in Items A-J (Case No. 2017-013886ENV), and Item L (Case No. 2017-013880ENV) 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-J and Item L as defined by S.F. Administrative Code Chapter 31; and,

WHEREAS, On September 15, 2010, the San Francisco Planning Department adopted the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E); On October 28, 2010, the San Francisco Planning Commission adopted CEQA Findings and a Mitigation Monitoring and Reporting Program (MMRP) as part of Motion 18211; and,

WHEREAS, On April 18, 2017, the Planning Department determined that Item K is within the scope of the Better Streets Plan FMND and that it would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan Final Mitigated Negative Declaration (FMND) and finds that since adoption of the FMND, no changes have occurred in the proposed project stated in Item K or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMND, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; and,

WHEREAS, 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; 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 CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those 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 1650 Mission Street in San Francisco, and are incorporated herein by reference; 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 December 5, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency