

THIS PRINT COVERS CALENDAR ITEM NO: 10.2

**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 Item A 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. <https://sfgov.org/sfplanningarchive/area-plan-eirs> (Items B-L)
3. <http://commissions.sfplanning.org/cpcmotions/2012/18628.pdf>;
http://commissions.sfplanning.org/cpcmotions/2012/18629%20TCDP_CEQAFindings_Reso_lution.pdf (Items B-L)

APPROVALS:

DIRECTOR



SECRETARY



DATE

March 30, 2022

March 29, 2022

ASSIGNED SFMTAB CALENDAR DATE: April 5, 2022

PAGE 2

PURPOSE

To approve various routine parking and traffic modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

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 February 18, 2022

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Hyde Street, east side, from 12 feet to 27 feet south of Filbert Street (Requested by SFMTA).

Modification A would remove one on-street parking space to increase sight lines for the vehicles crossing Hyde Street from Filbert Street.

- B. RESCIND – TOW-AWAY NO STOPPING 7AM TO 9AM, 3PM TO 7PM, MONDAY THROUGH FRIDAY – 1st Street, west side between Mission and Market Streets (Requested by SFMTA).

- C. RESCIND – TOW-AWAY NO STOPPING, 3PM TO 7PM, MONDAY THROUGH FRIDAY – 1st Street, east side, from Market Street to 221 feet southerly (Requested by SFMTA).

PAGE 3

- D. ESTABLISH –NO STOPPING ANYTIME, SUPPORT PUBLIC WORKS (PW) TO ESTABLISH SIDEWALK WIDENING, RESCIND – YELLOW COMMERCIAL LOADING ZONE, 9AM TO 6PM, MONDAY THROUGH FRIDAY – 1st Street, east side, from Market Street to 60 feet southerly (6-foot-wide bulb, removes meters 3 and 5) – 1st Street, east side, from Mission Street to 46 feet northerly (6-foot-wide bulb, removes meter 51 and 53) (Requested by SFMTA).
- E. ESTABLISH – SIDEWALK WIDENING – ESTABLISH –NO STOPPING ANYTIME 1st Street, west side, from Market Street to 60 feet southerly (6-foot-wide bulb and 4-foot-wide sidewalk widening) (Requested by SFMTA).
- F. SUPPORT PW TO ESTABLISH – SIDEWALK WIDENING – 1st Street, west side, from Market to Mission Street (4-foot wide, block long sidewalk widening) (Requested by SFMTA).
- G. ESTABLISH – TOW AWAY NO PARKING ANYTIME – 1st Street, west side, from 126 feet to 155 feet southerly (fire hydrant red zone for existing hydrant, removes meter 14) (Requested by SFMTA).
- H. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 1st Street, west side, from 140 feet to 187.5 feet south of Stevenson Street (red zone for SFFD) – 1st Street, west side, from Mission Street to 100 feet northerly (extends existing TANSAT by 50 feet, removes commercial loading meters 46 and 48) (Requested by SFMTA).
- I. ESTABLISH – NO STOPPING ANYTIME, SUPPORT PW TO ESTABLISH SIDEWALK WIDENING, Fremont Street, west side, from Market Street to 245 feet southerly (5-foot-wide sidewalk widening, replaces commercial loading spaces 20 and 22) – Fremont Street, west side, from Mission Street to 48 feet north of Mission Street (5-foot-wide widening, replaces 11 motorcycle parking spaces) (Requested by SFMTA).
- J. SUPPORT PW TO ESTABLISH – SIDEWALK WIDENING – Fremont Street, east side, from Market Street to Mission Street (5-foot-wide block long widening) (Requested by SFMTA).
- K. ESTABLISH – WHITE ZONE PASSENGER LOADING, AT ALL TIMES, SUPPORT PW TO ESTABLISH SIDEWALK NARROWING – Fremont Street, west side, from 48 feet to 218 feet north of Mission Street (removes meters 40, 42, 44, 46, 48 and 50 and narrows sidewalk by 1.5 feet from 15 feet to 13.5 feet for loading bay) (Requested by SFMTA).
- L. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Fremont Street, east side, from 220 feet to 230 feet south of Market Street (reduces passenger loading zone from 66 feet to 56 feet) (Requested by SFMTA).

Modifications B – L would widen sidewalks, add corner bulbs and adjust parking and loading zones to support the objectives of the Transit Center District Plan to improve the pedestrian environment between the Salesforce Transit Center and Market Street.

PAGE 4

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 Item A (Case No. 2022-001390ENV, February 8, 2022) 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 Item A 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 parking modifications in Items B-L. 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.

On January 13, 2021, the Planning Department reviewed the proposed parking modifications described in Items B-L and determined that they 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.

Copies of 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 by Case Number at <https://sfplanninggis.org/pim/> 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 – TOW-AWAY, NO STOPPING ANYTIME – Hyde Street, east side, from 12 feet to 27 feet south of Filbert Street.
- B. RESCIND – TOW-AWAY NO STOPPING 7AM TO 9AM, 3PM TO 7PM, MONDAY THROUGH FRIDAY – 1st Street, west side between Mission and Market Streets.
- C. RESCIND – TOW-AWAY NO STOPPING, 3PM TO 7PM, MONDAY THROUGH FRIDAY – 1st Street, east side, from Market Street to 221 feet southerly.
- D. ESTABLISH –NO STOPPING ANYTIME, SUPPORT PUBLIC WORKS (PW) TO ESTABLISH SIDEWALK WIDENING, RESCIND – YELLOW COMMERCIAL LOADING ZONE, 9AM TO 6PM, MONDAY THROUGH FRIDAY – 1st Street, east side, from Market Street to 60 feet southerly – 1st Street, east side, from Mission Street to 46 feet northerly.
- E. ESTABLISH – SIDEWALK WIDENING – ESTABLISH –NO STOPPING ANYTIME 1st Street, west side, from Market Street to 60 feet southerly.
- F. SUPPORT PW TO ESTABLISH – SIDEWALK WIDENING – 1st Street, west side, from Market to Mission Street.
- G. ESTABLISH – TOW AWAY NO PARKING ANYTIME – 1st Street, west side, from 126 feet to 155 feet southerly.
- H. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 1st Street, west side, from 140 feet to 187.5 feet south of Stevenson Street – 1st Street, west side, from Mission Street to 100 feet northerly.
- I. ESTABLISH – NO STOPPING ANYTIME, SUPPORT PW TO ESTABLISH SIDEWALK WIDENING Fremont Street, west side, from Market Street to 245 feet southerly (5-foot-wide sidewalk widening, replaces commercial loading spaces 20 and 22) – Fremont Street, west side, from Mission Street to 48 feet north of Mission Street.
- J. SUPPORT PW TO ESTABLISH – SIDEWALK WIDENING – Fremont Street, east side, from Market Street to Mission Street.
- K. ESTABLISH – WHITE ZONE PASSENGER LOADING, AT ALL TIMES, SUPPORT PW TO ESTABLISH SIDEWALK NARROWING – Fremont Street, west side, from 48 feet to 218 feet north of Mission Street.
- L. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Fremont Street, east side, from 220 feet to 230 feet south of Market 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 Item A (Case No. 2022-001390ENV, February 8, 2022) 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 Item A 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 parking modifications in Items B-L; 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, On January 13, 2021, the Planning Department reviewed the proposed parking modifications described in Items B-L and determined that they 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; and

WHEREAS, Copies of 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 by Case Number at <https://sfplanninggis.org/pim/> 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 has reviewed and considered the TCDP FEIR, and records as a whole and finds that they are adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the TCDP FEIR CEQA findings by this reference as though set forth in this Resolution, 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; 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 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 April 5, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency