

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-M 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. <https://sfgov.org/sfplanningarchive/environmental-impact-reports-negative-declarations> (CEQA Clearance for Item N)
- C. <http://citypln-m-extnl.sfgov.org/link.ashx?Action=Download&ObjectVersion=-1&vault=%7BA4A7DACD-B0DC-4322-BD29-F6F07103C6E0%7D&objectGUID=%7B6F7EC801-BF7D-4721-BDFE-52F7C78355CF%7D&fileGUID=%7BA0EEF2DC-A6E4-4B98-B04A-F4DCE8AB5D5B%7D> (CEQA Findings, Planning Commission Resolution for Item N)

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

April 9, 2019

April 9, 2019

ASSIGNED SFMTAB CALENDAR DATE: April 16, 2019

PAGE 2

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 the Color Curb Public Hearing on February 22, 2019

- A. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – 400 Parnassus Street, north side, from 216 feet to 238 feet west of Hillway Avenue (22-foot zone).

Modification A is a reconfigured zone in front of UCSF hospital, and requested by the hospital.

- B. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “1670” Indiana Street, west side, from the ramp for the north crosswalk at Marin Street to 22 feet southerly (22-foot zone).

PAGE 2

Modification B is a Blue Zone near Islais Creek facility, and requested by Mari Hunter (SFMTA)

The following items were considered at the Public Hearing on March 8, 2019

- C. ESTABLISH – STOP SIGNS – Steiner Street, northbound and southbound, at Ellis Street making this intersection an all-way STOP. #

Modification C is to make this intersection an All-Way STOP was requested by area residents to improve safety.

- D. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, DAILY – Webster Street, northbound, at Bush Street.

Modification D establishes a part-time, right turn on red restriction to improve pedestrian safety at the southern crosswalk at the request of a local resident.

- E. ESTABLISH – BUS ZONE – Sansome Street, east side, from Lombard Street to 62 feet southerly (modifies existing part time bus zone, removes general meter spaces No. 1428 and 1426).

Modification E to part-time bus zone hours requested by Golden Gate Transit to accommodate expanded bus service in San Francisco.

- F. ESTABLISH – STOP SIGNS – Brazil Avenue, eastbound and westbound, at Paris Street making this intersection an all-way STOP. #

Modification F proposed by the SFMTA recommends the installation of an all-way STOP to mitigate a broadside collision pattern at this intersection.

- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Boardman Place, west side, from 94 feet to 124 feet north of Brannan Street.

Modification G extends the tow-away zone to aid large vehicles entering the driveway at 75 Brannan Street.

- H. RESCIND – NO LEFT TURN – Fulton Street, eastbound, at 10th Avenue.

Modification H Eastbound left-turn restriction no longer needed as a result of removal of westbound lagging left-turn arrow at the intersection of 10th Avenue and Fulton Street. The westbound left-turn arrow will be removed in response to resident complaints about compliance with the pedestrian signals versus eastbound traffic signals.

PAGE 3

- I. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA; ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA AA PERMITS – Lundys Lane, both sides, between Esmeralda Street and Fair Avenue (Install signs on the east side of Lundys Lane and all sides of dead end where Lundys intersects with Fair Avenue right of way). #

Modification I would extend Area AA to allow residents of Lundys Lane with permits to park within Area AA

- J. RESCIND – TOW-AWAY, NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 60 feet to 136 feet south of Hayes Street.
- K. ESTABLISH – TOW-AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 60 feet to 94 feet south of Hayes Street (extends commercial loading zones by two hours to 6 PM). #
- L. ESTABLISH – RED ZONE – Divisadero Street, west side, from 9 to 19 feet north of Fell Street (increasing length of visibility red zone).
- M. ESTABLISH – TOW-AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 19 to 59 feet north of Fell Street (relocating yellow zone due to visibility red zone, realigning parking spaces). #

Modifications J–M would remove a PM peak tow-away restriction from a portion of the block in order to accommodate loading needs of businesses and adds visibility red zone approaching intersection.

- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 12th Street, west side, from South Van Ness Avenue to 171 feet northerly (removes metered spaces 68, 70, and 78) (Supervisor District 6) James Shahamiri, james.shahamiri@sfmta.com

Modification N is to implement parking removal to create space for plaza to be constructed by 30 Otis project. Parking meters 82 and 84 were previously legislated as No Parking Anytime by Resolution 15-129.

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, and the Planning Department have determined that the proposed parking and traffic modifications in Items A-B (Case No. 2019-002028ENV) and Items C-M (Case No. 2019-003917ENV) 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-M as defined by San Francisco Administrative Code Chapter 31.

The proposed traffic and parking modifications in Item N (Case No. 2015-010013ENV) are within the scope of the 30 Otis Street Project Final Environmental Impact Report, as certified by the Planning Commission on September 27, 2018 in Planning Commission Motion No. 20291. On the same day, the Planning Commission, in Motion No. 20292, adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP), associated with the 30 Otis Street Project. The SFMTA Board of Directors adopts these findings and Statement of Overriding Considerations 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, 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 – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – 400 Parnassus Street, north side, from 216 feet to 238 feet west of Hillway Avenue.
- B. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “1670” Indiana Street, west side, from the ramp for the north crosswalk at Marin Street to 22 feet southerly.
- C. ESTABLISH – STOP SIGNS – Steiner Street, northbound and southbound, at Ellis Street.
- D. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, DAILY – Webster Street, northbound, at Bush Street.
- E. ESTABLISH – BUS ZONE – Sansome Street, east side, from Lombard Street to 62 feet southerly.
- F. ESTABLISH – STOP SIGNS – Brazil Avenue, eastbound and westbound, at Paris Street.
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Boardman Place, west side, from 94 feet to 124 feet north of Brannan Street.
- H. RESCIND – NO LEFT TURN – Fulton Street, eastbound, at 10th Avenue.
- I. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA; ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA AA PERMITS – Lundys Lane, both sides, between Esmeralda Street and Fair Avenue.
- J. RESCIND – TOW-AWAY, NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 60 feet to 136 feet south of Hayes Street.
- K. ESTABLISH – TOW-AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 60 feet to 94 feet south of Hayes Street.
- L. ESTABLISH – RED ZONE – Divisadero Street, west side, from 9 to 19 feet north of Fell Street.
- M. ESTABLISH – TOW-AWAY, NO PARKING, METERED COMMERCIAL LOADING ONLY, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY – Divisadero Street, west side, from 19 to 59 feet north of Fell Street.
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 12th Street, west side, from South Van Ness Avenue to 171 feet northerly; 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, and the Planning Department have determined that the proposed parking and traffic modifications in Items A-B (Case No. 2019-002028ENV) and Items C-M (Case No. 2019-003917ENV) 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-M as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, The proposed traffic and parking modifications in Item N (Case No. 2015-010013ENV) are within the scope of the 30 Otis Street Project Final Environmental Impact Report; and,

WHEREAS, On September 27, 2018, the San Francisco Planning Commission in Motion No. 20291, certified the 30 Otis Street Project Final Environmental Impact and in Motion No. 20292, adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP); 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 SFMTA Board of Directors adopts the 30 Otis Street Project Final Environmental Impact Report 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 April 16, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency