

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-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



DATE

May 13, 2019

SECRETARY



May 13, 2019

ASSIGNED SFMTAB CALENDAR DATE: May 21, 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 on April 19, 2019

- A. ESTABLISH – STOP SIGN – Lyon Street, northbound, at Turk Boulevard, stopping the stem of this "T" intersection. #

Modification A is recommended by SFMTA staff to stop the stem of this "T" intersection to better clarify the right-of- way.

- B. ESTABLISH – NO PARKING, 6 AM TO 8 AM, MONDAYS – Minnesota Street, west side, from 440 feet to 449 feet north of 22nd Street. #

Modification B was requested by the adjacent residential building for a 9-foot parking restriction to aid with building operations.

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- C. ESTABLISH – STOP SIGNS – Cabrillo Street, eastbound and westbound, at 20th Avenue, making this intersection an all- way STOP. #

Modification C is recommended by SFMTA staff to install an all-way STOP to mitigate visibility constraints from roadway grade changes on Cabrillo Street.

- D. ESTABLISH – RED ZONES – Judson Avenue, south side, from Foerster Street to 53 feet easterly (between stop limit lines); Judson Avenue, south side, from Foerster Street to 20 feet westerly; Judson Avenue, south side, from west Genessee Street curb line to 29 feet easterly (between crosswalks); and Judson Avenue, south side, from Genessee Street to 20 feet westerly.

Modification D are recommended to install red zones at the stem of the T and west approaches to the two intersections to improve pedestrian visibility.

- E. ESTABLISH – TOW AWAY, NO PARKING ANYTIME – California Street, south side, from 16th Avenue to 40 feet easterly. #

Modification E is one component of a package of measures to install median islands to increase pedestrian safety and visibility as part of the Central Richmond Traffic Safety Project.

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-E (Case No. 2019-004927ENV) 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-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. ESTABLISH – STOP SIGN – Lyon Street, northbound, at Turk Boulevard.
- B. ESTABLISH – NO PARKING, 6 AM TO 8 AM, MONDAYS – Minnesota Street, west side, from 440 feet to 449 feet north of 22nd Street.
- C. ESTABLISH – STOP SIGNS – Cabrillo Street, eastbound and westbound, at 20th Avenue.
- D. ESTABLISH – RED ZONES – Judson Avenue, south side, from Foerster Street to 53 feet easterly (between stop limit lines); Judson Avenue, south side, from Foerster Street to 20 feet westerly; Judson Avenue, south side, from west Genessee Street curb line to 29 feet easterly (between crosswalks); and Judson Avenue, south side, from Genessee Street to 20 feet westerly.
- E. ESTABLISH – TOW AWAY, NO PARKING ANYTIME – California Street, south side, from 16th Avenue to 40 feet easterly; 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-E (Case No. 2019-004927ENV) 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-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 May 21, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency