

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 C-L 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. [6th Street Pedestrian Safety Project MTAB Resolution No. 181016-140](#)
- C. [6th Street Pedestrian Safety Project Final Negative Declaration](#)
- D. [6th Street Pedestrian Safety Project Final Negative Declaration, Note to File](#)

APPROVALS:

DIRECTOR



DATE

June 11, 2019

SECRETARY



June 11, 2019

ASSIGNED SFMTAB CALENDAR DATE: June 18, 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 September 14, 2018

- A. ESTABLISH – GENERAL METERED PARKING, 9AM TO 6PM, MONDAY THROUGH SATURDAY – 6th Street, both sides, between Folsom Street and Brannan Street.

Modification A introduces parking meters to three blocks of 6th Street to better manage parking demand due to increase in development.

- B. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 9AM TO 6PM, MONDAY THROUGH SATURDAY – 6th Street, west side from 115 feet to 145 feet north of Brannan Street.

Modification B replaces yellow curb with yellow commercial metered zone to facilitate business deliveries.

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The following items were considered at Public Hearing on May 17, 2019

- C. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA AA – Godeus Street between Mission Street and Coleridge Street (Eligibility Only, No Signs); The residents of Godeus Street (one block) have "No Parking Any Time" on both sides of the street.

Modification C would allow residents to park within the adjacent RPP Area AA.

- D. ESTABLISH-RESIDENTIAL PERMIT PARKING, AREA I – Folsom Street, both sides, between 20th Street and 21st Street (eligibility only; no signs)

Modification D would extend RPP permit eligibility to residents of Folsom Street.

- E. ESTABLISH- BIKE LANES (CLASS II BIKEWAY); Alemany Boulevard, northbound, from Niagara Avenue to Geneva Avenue; Alemany Boulevard, southbound, from Seneca Avenue to 65 feet southerly.

Modification E would close the bike lane gap between Niagara and Seneca with a two-foot bike buffer adjacent to the Alemany Bike Lanes between Lawrence and Rousseau.

- F. ESTABLISH- RED ZONES – 46th Avenue, west side, from Judah Street to 29 feet northerly (removes 2 parking spaces) 46th Avenue, east side, from Judah Street to 24 feet southerly (removes 1 parking space).

Modification F would add clearance zones for the 18-46th Avenue, 46th Avenue/Judah Street bus stop.

- G. ESTABLISH - LEFT LANE MUST TURN LEFT– Silver Avenue, eastbound, at Bayshore Boulevard.

Modification G clarifies the lane assignment between the two eastbound lanes on Silver and upgrades the bus zone length to meet current standards.

- H. ESTABLISH - BUS ZONE – Silver Avenue, south side, from Bayshore Boulevard to 90 feet easterly (extends the existing 70-foot bus zone by 20 feet and removes approximately one parking space).

Modification H clarifies the lane assignment between the two eastbound lanes on Silver and upgrades the bus zone length to meet current standards.

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- I. ESTABLISH – RED ZONE – Fell Street, north side, from Stanyan Street to 23 feet easterly (Painted Safety Zone); Fell Street, south side, from Stanyan Street to 90 feet easterly (removes 4 parking spaces).

Modification I would create a red zone and install a Painted Safety Zone to increase pedestrian visibility and slow turning speeds from westbound Fell Street onto Stanyan Street.

- J. RESCIND TOW AWAY NO STOPPING 9AM to 7PM EVERYDAY – Fell Street, north side, from Stanyan Street to 120 feet easterly.

Modification J would create a red zone and install a Painted Safety Zone to increase pedestrian visibility and slow turning speeds from westbound Fell Street onto Stanyan Street.

- K. ESTABLISH 2HR PARKING 8AM to 6M, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH L PERMITS – Fell Street, north side, from 23 feet to 120 feet east of Stanyan (restores 2 parking spaces).

Modification K would create a red zone and install a Painted Safety Zone to increase pedestrian visibility and slow turning speeds from westbound Fell Street onto Stanyan Street.

- L. RESCIND-PERPENDICULAR PARKING – ESTABLISH -COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, DAILY; Rescue Row (Alabama Street), west side, from 53 feet to 78 feet north of 16th Street (establishes one parallel space).
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Modification L will address commercial loading and parking issues around Dandelion Chocolate.

ENVIRONMENTAL REVIEW

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA).

On August 30, 2017, the San Francisco Planning Department issued a Preliminary Negative Declaration, finding that the 6th Street Pedestrian Safety Project could not have a significant adverse impact on the environment (Case No. 2014.1010E). The Preliminary Negative Declaration was available for public review from August 30 until September 29, 2017. On October 23, 2017, the Planning Department issued a Final Negative Declaration (FND). On September 13, 2018, in a note to the file, the Planning Department reviewed proposed changes to the 6th Street Pedestrian Safety Project, and found that the proposed changes, including Items A-B, would not result in new impacts and would not change the impact finding in the FND. On October 16, 2018, in Resolution No. 181016-140, the SFMTA Board of Directors adopted the Final Negative Declaration and found that the FND is adequate, accurate and objective, and that there is no substantial evidence that the 6th Street Pedestrian Safety Project will have a significant effect on the environment.

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 C-L (Case No. 2019-006469ENV) 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 C-L 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 – GENERAL METERED PARKING, 9AM TO 6PM, MONDAY THROUGH SATURDAY – 6th Street, both sides, between Folsom Street and Brannan Street.
- B. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE, 9AM TO 6PM, MONDAY THROUGH SATURDAY – 6th Street, west side from 115 feet to 145 feet north of Brannan Street.
- C. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA AA – Godeus Street between Mission Street and Coleridge Street; The residents of Godeus Street have "No Parking Any Time" on both sides of the street.
- D. ESTABLISH-RESIDENTIAL PERMIT PARKING, AREA I – Folsom Street, both sides, between 20th Street and 21st Street.
- E. ESTABLISH- BIKE LANES (CLASS II BIKEWAY); Alemany Boulevard, northbound, from Niagara Avenue to Geneva Avenue; Alemany Boulevard, southbound, from Seneca Avenue to 65 feet southerly.
- F. ESTABLISH- RED ZONES – 46th Avenue, west side, from Judah Street to 29 feet northerly 46th Avenue, east side, from Judah Street to 24 feet southerly.
- G. ESTABLISH - LEFT LANE MUST TURN LEFT– Silver Avenue, eastbound, at Bayshore Boulevard.
- H. ESTABLISH - BUS ZONE – Silver Avenue, south side, from Bayshore Boulevard to 90 feet easterly.
- I. ESTABLISH – RED ZONE – Fell Street, north side, from Stanyan Street to 23 feet easterly; Fell Street, south side, from Stanyan Street to 90 feet easterly.
- J. RESCIND TOW AWAY NO STOPPING 9AM to 7PM EVERYDAY – Fell Street, north side, from Stanyan Street to 120 feet easterly.
- K. ESTABLISH 2HR PARKING 8AM to 6M, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH L PERMITS – Fell Street, north side, from 23 feet to 120 feet east of Stanyan.
- L. RESCIND-PERPENDICULAR PARKING – ESTABLISH -COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, DAILY; Rescue Row, west side, from 53 feet to 78 feet north of 16th Street; and,

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, On October 23, 2017, the San Francisco Planning Department, issued a Final Negative Declaration for the 6th Street Pedestrian Safety Project; and,

WHEREAS, On September 13, 2018, in a note to the file, the Planning Department reviewed proposed changes to the 6th Street Pedestrian Safety Project and found that the proposed

changes, including Items A-B, would not result in new impacts and would not change the impact finding in the Final Negative Declaration (FND); and,

WHEREAS, On October 16, 2018, the SFMTA Board of Directors approved Resolution No. 181016-140, which stated, in part, that the Board reviewed and considered the 6th Street Pedestrian Safety Project FND and the record as a whole and found that there is no substantial evidence that the 6th Street Pedestrian Safety Project would have a significant effect on the environment; and,

WHEREAS, 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 in Items C-L (Case No. 2019-006469ENV) 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 C-L 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 SFMTA Board of Directors finds that since the 6th Street Safety Project Final Negative Declaration was finalized and approved by this Board, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, there is no new information of substantial importance that would change the conclusions set forth in the Final Negative Declaration , and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162; 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 June 18, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency