

**THIS PRINT COVERS CALENDAR ITEM NO: 10.2**

**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-D 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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

**ENCLOSURES:**

- A. SFMTAB Resolution
- B. [http://sfmea.sfplanning.org/2007.1238E\\_FMND.pdf](http://sfmea.sfplanning.org/2007.1238E_FMND.pdf) (CEQA Clearance for Item E)
- C. [https://sfplanning.org/ftp/BetterStreets/docs/FINAL\\_BSP\\_PCresolutions\\_10.28.10.pdf](https://sfplanning.org/ftp/BetterStreets/docs/FINAL_BSP_PCresolutions_10.28.10.pdf) (CEQA Findings, Planning Commission Resolution for Item E)

**APPROVALS:**

DIRECTOR



SECRETARY



**DATE**

November 25, 2019

November 25, 2019

**ASSIGNED SFMTAB CALENDAR DATE:** December 3, 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 November 1, 2019

- A. ESTABLISH – RED ZONE – Washington Street, south side, from Mason Street to 30 feet easterly.

Modification A will improve Muni operations at times of Cable Car bus substitution.

- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S — ESTABLISH – 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS; Dolores Street, east side, between 19th Street and Cumberland Street. #

Modification B would establish new parking regulations and allow residents to purchase permits to park within RPP Area S.

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- C. ESTABLISH – 15 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN ARE PRESENT – Golden Gate Avenue, between Hyde Street and Leavenworth Street; Golden Gate Avenue, between Leavenworth Street and Jones Street

Modification C falls under the Mayor's Pedestrian Executive Directive regarding 15mph zones near schools.

- D. ESTABLISH – 25 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN ARE PRESENT – Visitacion Avenue, between Mansell Street and Hahn Street.

Modification D establishes a reduced school speed limit for Visitacion Avenue, next to Visitacion Valley Middle School.

- E. ESTABLISH – NO PARKING ANYTIME — Harrison Street, south side, from Spear Street to 29 feet easterly. #

Modification E establishes a no parking regulation adjacent to a new 6-ft wide bulb-out in the original Harrison Street Streetscape Project passed by the SFMTA Board on 1/16/2018.

**ENVIRONMENTAL REVIEW**

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). California Environmental Quality Act (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-D (Case No. 2019-020006ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for Items A-D as defined by San Francisco Administrative Code Chapter 31.

On November 1, 2017, the San Francisco Planning Department determined that the proposed Harrison Streetscape Project (Item E) 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. On October 28, 2010, the Planning Commission in Resolution No. 18211, adopted 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, including the mitigation measures applicable to the proposed Harrison Streetscape Project, M-Cul-1: Archeological Resources –

Accidental Discovery and M-Bio-1: Biological Resources – Nesting Birds; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval.

Copies of the California Environmental Quality Act (CEQA) determination is 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 – RED ZONE – Washington Street, south side, from Mason Street to 30 feet easterly.
- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S – ESTABLISH – 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS; Dolores Street, east side, between 19th Street and Cumberland Street.
- C. ESTABLISH – 15 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN ARE PRESENT – Golden Gate Avenue, between Hyde Street and Leavenworth Street; Golden Gate Avenue, between Leavenworth Street and Jones Street
- D. ESTABLISH – 25 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN ARE PRESENT – Visitacion Avenue, between Mansell Street and Hahn Street.
- E. ESTABLISH – NO PARKING ANYTIME – Harrison Street, south side, from Spear Street to 29 feet easterly, and;

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act the California Environmental Quality Act (CEQA). California Environmental Quality Act (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 Items A-D (Case No. 2019-020006ENV) are categorically exempt from the California Environmental Quality Act (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-D as defined by San Francisco Administrative Code Chapter 3I; 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 November 1, 2017, the Planning Department determined that the proposed Harrison Streetscape Project (Item E) is within the scope of the Better Streets Plan FMND and that the Project would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, Copies of the California Environmental Quality Act (CEQA) determination is 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 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 Harrison Streetscape Project 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, 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, The SFMTA Board of Directors adopts these CEQA findings as its own, including the mitigation measures applicable to the proposed Harrison Streetscape Project, M-Cul-1: Archeological Resources – Accidental Discovery and M-Bio-1: Biological Resources – Nesting Birds; the SFMTA Board of Directors adopts these mitigation 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 3, 2019.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency