

THIS PRINT COVERS CALENDAR ITEM NO: 10.1

**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 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:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR



SECRETARY



DATE

July 30, 2026

July 30, 2026

ASSIGNED SFMTAB CALENDAR DATE: August 4, 2026

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 June 26, 2026

- A. ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME, Mission Street, south side, from 206 feet to 226 feet west of South Van Ness Avenue (removes meter #1629) (Requested by SFMTA).

Modification A would extend existing Tow-Away No Stopping Any Time (TANSAT) zone to enhance Muni operational efficiency by increasing maneuvering space for buses entering the rightmost lane.

- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs), 6th Street, east side, between Clara Street and Harrison Street (Requested by constituents).

Modification B would add RPP Area U to this block facing restricted street parking to allow the residents to purchase parking permits for their vehicle to park within area U.

- C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA (Eligibility only, no signs), Mission Street, east side, between Fair Avenue and Powers Avenue (Requested by constituents).

Modification C would add RPP Area AA to this block facing restricted street parking to allow the residents to purchase parking permits for their vehicle to park within Area AA.

- D. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA (Eligibility only, no signs), Mission Street, east side, between Eugenia Avenue and Godeus Street (Requested by constituents).

Modification D would add RPP Area AA to this block facing restricted street parking to allow the residents to purchase parking permits for their vehicle to park within area AA.

- E. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9AM TO 6PM MONDAY THROUGH SATURDAY, Arkansas Street, both sides, from 16th Street to 200 feet southerly (Requested by constituents).

- F. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X (Eligibility only, no signs), Arkansas Street, both sides, between 16th Street and 17th Street (Requested by constituents).

- G. ESTABLISH – BLUE ZONE, Connecticut Street, west side, from 20 feet to 33 feet south of 16th Street, Arkansas Street, west side, from 20 feet to 33 feet south of 16th Street (Requested by constituents).

Modifications E–G would convert 4-hour General Time Limited Parking Monday-Saturday, from 8AM-6PM, to General metered parking operating from 9AM-6PM with no time limits to increase parking turnover and availability. Residential Permit Parking eligibility will also be granted to parcels on this block facing restricted parking.

- H. RESCIND – 45-DEGREE ANGLED PARKING, ESTABLISH – PERPENDICULAR PARKING, Harrison Street, east side, from 62 feet to 270 feet south of 23rd Street (208-foot zone), Harrison Street, east side, from 23rd Street to 320 feet northerly (320-foot zone) (Requested by constituents).

Modification H would convert existing 45-degree parking to 90-degree parking, aligning with long-standing community practice and restoring available parking capacity.

- I. RESCIND – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM, Post Street, north side, from Taylor Street to Mason Street, Post Street, north side, from Mason Street to 55 feet west of Powell Street, Post Street, north side, from Powell Street to Stockton Street, Post Street, north side, from Stockton Street to 80 feet west of Grant Avenue (Requested by SFMTA).

Modification I would rescind AM peak Tow-Away regulations to complement color curb changes.

- J. ESTABLISH – RED ZONE, Potrero Avenue, east side, from Alameda Street to 20 feet southerly (20-foot zone), Alameda Street, south side, from Potrero Avenue to 23 feet westerly (23-foot zone), Alameda Street, north side, from Potrero Avenue to 20 feet easterly (20-foot zone) (Requested by constituents).
- K. RESCIND – BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES, Alameda Street, south side, from 18 feet to 38 feet west of Potrero Avenue (20-foot zone) (Requested by constituents).
- L. ESTABLISH – BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES, Alameda Street, south side, from 23 feet to 47 feet west of Potrero Avenue (24-foot zone), Potrero Avenue, east side from 20 feet to 44 feet south of Alameda Street (24-foot zone) (Requested by constituents).
- M. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Alameda Street, south side, from Potrero Avenue to Hampshire Street, Potrero Avenue, east and west sides, from Alameda Street to 15th Street (Requested by constituents).

Modifications J–M would establish metered parking and establish parking restrictions to support accessible parking policy and Assembly Bill 413 state law.

- N. RESCIND – TOW AWAY NO STOPPING ANY TIME, EXCEPT COMMERCIAL LOADING, 30 MINUTE LIMIT, ESTABLISH – TOW AWAY NO STOPPING ANYTIME, Powell Street, west side from 84 feet to 174 feet north of Ellis Street, Powell Street, east side, from 92 feet to 152 feet north of Ellis Street, Powell Street, east side, from 97 feet to 177 feet north of O’Farrell Street (Requested by SFPW).
- O. RESCIND – PASSENGER LOADING ZONE AT ALL TIMES, ESTABLISH – TOW AWAY NO STOPPING ANYTIME, Powell Street, west side, from 89 feet to 149 feet north of O’Farrell Street (Requested by SFPW).
- P. RESCIND – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – TOW AWAY NO STOPPING ANYTIME EXCEPT COMMERCIAL LOADING, 30 MINUTE LIMIT, Powell Street, west side, from 22 feet to 82 feet north of Ellis Street, Powell Street, east side, from 20 feet to 80 feet south of O’Farrell Street, Powell Street, west side, from 13 feet to 68 feet south of Geary Street, Powell Street, east side, from 21 feet to 78 feet south of Geary Street (Requested by SFPW).
- Q. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, Powell Street, west side, from Geary Street to 13 feet southerly (Requested by SFPW).

- R. RESCIND – CABLE CAR STOP, Powell Street, east side, south of O’Farrell Street, Powell Street, east side, south of Geary Street, Powell Street, west side, north of O’Farrell Street, Powell Street, west side, north of Geary Street (Requested by SFPW).
- S. ESTABLISH – CABLE CAR STOP, Powell Street, east side, midblock between O’Farrell Street and Geary Street, Powell Street, west side, midblock between O’Farrell Street and Geary Street (Requested by SFPW).

Modifications N–S would establish parking restrictions and consolidate cable car stops as part of the Powell Street Improvement 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 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 Items A-M (Case No. 2026-006040ENV, June 11, 2026) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

On May 19, 2025, the Planning Department issued concurrence that the Powell Street Improvement Project (Items N-S, Case No. 2007.1238E), is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) certified by the Planning Commission on September 17, 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 findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), and a Mitigation Monitoring and Reporting Program (MMRP), associated with the Better Streets Plan. As part of the approval of this item, the SFMTA Board of Directors would adopt these findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors would adopt those measures as conditions of this approval.

The proposed action is the Approval Action for Items A-M 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 by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco,

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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, ANY TIME, Mission Street, south side, from 206 feet to 226 feet west of South Van Ness Avenue (removes meter #1629)
- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs), 6th Street, east side, between Clara Street and Harrison Street (Requested by constituents).
- C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA (Eligibility only, no signs), Mission Street, east side, between Fair Avenue and Powers Avenue.
- D. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA (Eligibility only, no signs), Mission Street, east side, between Eugenia Avenue and Godeus Street.
- E. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9AM TO 6PM MONDAY THROUGH SATURDAY, Arkansas Street, both sides, from 16th Street to 200 feet southerly.
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA X (Eligibility only, no signs), Arkansas Street, both sides, between 16th Street and 17th Street.
- G. ESTABLISH – BLUE ZONE, Connecticut Street, west side, from 20 feet to 33 feet south of 16th Street, Arkansas Street, west side, from 20 feet to 33 feet south of 16th Street.
- H. RESCIND – 45-DEGREE ANGLED PARKING, ESTABLISH – PERPENDICULAR PARKING, Harrison Street, east side, from 62 feet to 270 feet south of 23rd Street (208-foot zone), Harrison Street, east side, from 23rd Street to 320 feet northerly (320-foot zone).
- I. RESCIND – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM, Post Street, north side, from Taylor Street to Mason Street, Post Street, north side, from Mason Street to 55 feet west of Powell Street, Post Street, north side, from Powell Street to Stockton Street, Post Street, north side, from Stockton Street to 80 feet west of Grant Avenue.
- J. ESTABLISH – RED ZONE, Potrero Avenue, east side, from Alameda Street to 20 feet southerly (20-foot zone), Alameda Street, south side, from Potrero Avenue to 23 feet westerly (23-foot zone), Alameda Street, north side, from Potrero Avenue to 20 feet easterly (20-foot zone).
- K. RESCIND – BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES, Alameda Street, south side, from 18 feet to 38 feet west of Potrero Avenue (20-foot zone).
- L. ESTABLISH – BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES, Alameda Street, south side, from 23 feet to 47 feet west of Potrero Avenue (24-foot zone), Potrero Avenue, east side from 20 feet to 44 feet south of Alameda Street (24-foot zone).
- M. ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Alameda Street, south side, from Potrero Avenue to Hampshire Street, Potrero Avenue, east and west sides, from Alameda Street to 15th Street.

- N. RESCIND – TOW AWAY NO STOPPING ANY TIME, EXCEPT COMMERCIAL LOADING, 30 MINUTE LIMIT, ESTABLISH – TOW AWAY NO STOPPING ANYTIME, Powell Street, west side from 84 feet to 174 feet north of Ellis Street, Powell Street, east side, from 92 feet to 152 feet north of Ellis Street, Powell Street, east side, from 97 feet to 177 feet north of O’Farrell Street.
- O. RESCIND – PASSENGER LOADING ZONE AT ALL TIMES, ESTABLISH – TOW AWAY NO STOPPING ANYTIME, Powell Street, west side, from 89 feet to 149 feet north of O’Farrell Street.
- P. RESCIND – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – TOW AWAY NO STOPPING ANYTIME EXCEPT COMMERCIAL LOADING, 30 MINUTE LIMIT, Powell Street, west side, from 22 feet to 82 feet north of Ellis Street, Powell Street, east side, from 20 feet to 80 feet south of O’Farrell Street, Powell Street, west side, from 13 feet to 68 feet south of Geary Street, Powell Street, east side, from 21 feet to 78 feet south of Geary Street.
- Q. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, Powell Street, west side, from Geary Street to 13 feet southerly.
- R. RESCIND – CABLE CAR STOP, Powell Street, east side, south of O’Farrell Street, Powell Street, east side, south of Geary Street, Powell Street, west side, north of O’Farrell Street, Powell Street, west side, north of Geary Street.
- S. ESTABLISH – CABLE CAR STOP, Powell Street, east side, midblock between O’Farrell Street and Geary Street, Powell Street, west side, midblock between O’Farrell Street and Geary 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 Items A-M (Case No. 2026-006040ENV, June 11, 2026) 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, 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), and under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code—the San Francisco Planning Commission adopted CEQA Findings, a Mitigation Monitoring and Reporting Program (MMRP) on October 28, 2010 under Motion 18211; and,

WHEREAS, On May 19, 2025, the Planning Department issued concurrence that the Powell Street Improvement Project (Items N-S, Case No. 2007.1238E) is within the scope of the Better Streets Plan FMND and that the Powell Street Improvement Project would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; 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 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, 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 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, The SFMTA Board of Directors adopts these CEQA findings as its own, and to the extent the above actions in Items N-S 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 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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 August 4, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency