

THIS PRINT COVERS CALENDAR ITEM NO: 10.2

**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-I 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  _____

DATE

May 25, 2021

SECRETARY  _____

May 25, 2021

ASSIGNED SFMTAB CALENDAR DATE: June 1, 2021

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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 16, 2021

- A. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, Northridge Road, south side, from Harbor Road west property line to 95 feet easterly (in between the perpendicular parking bays on Northridge Road at Harbor Road). (Requested by SFMTA).

Modification A adds a Tow-Away No Stopping Anytime regulation to improve Muni operations and safety.

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- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, Kirkwood Avenue, south side, from La Salle Avenue to Nautilus Court. (Requested by SFMTA).

Modification B adds a Tow-Away No Stopping Anytime regulation to improve Muni operations. The proposed section currently has painted red curbs by another entity.

- C. ESTABLISH – CLASS 2 BIKE LANE, Geneva Avenue, both directions, between Prague Street and Brookdale Avenue. (Requested by SFMTA).

Modification C upgrades narrow shoulders to 5-foot bike lane in both directions by narrowing existing traffic lanes. No changes to parking and no change to the number of lanes.

- D. ESTABLISH – TOW-AWAY NO PARKING ANYTIME, Kimball Place, west side, from 64 feet to 86 feet south of Sacramento Street. (Requested by Residents).

Modification D is a restriction supplement to an existing red zone to allow for the towing of any parking violations.

- E. ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, Egbert Avenue, north side, from Ingalls Street to 300 feet southerly. (Requested by Business).

Modification E establishes weekday parking time limits on half of the block face fronting 1240/1260/1280 Egbert Avenue.

- F. RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE, Post Street, north side, from Franklin Street to 22 feet westerly.

- G. ESTABLISH – RED ZONE, Post Street, north side, from Franklin Street to 22 feet westerly.

- H. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE, Post Street, north side, from Franklin Street, 43 feet to 64 feet westerly (removes Post ID #614-13060). (F, G, and H requested Resident).

Modifications F, G, and H establish a sightline safety zone (“daylighting”) at the northwest corner of Post Street at Franklin Street.

- I. ESTABLISH – RED ZONES, Sutter Street, north side, from 8 feet to 29 feet east of Polk, Street, Willow Street, south side, from Polk Street to 24 feet east, Ellis Street, north side, from 12 feet to 33 feet east of Polk Street, Hemlock Street, south side, from 4 feet to 25 feet west of Polk Street. (Requested by SFMTA).

Modification I is designed to improve safety by daylighting intersections. Other related parking changes are being done on City Traffic Engineer authority.

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-I (Case No. 2021-003718ENV) 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-I as defined by San Francisco Administrative Code Chapter 31.

A copy of the 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 <https://sfplanning.org/> or 49 South Van Ness Avenue, Suite 1400 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 – TOW-AWAY NO STOPPING ANYTIME, Northridge Road, south side, from Harbor Road west property line to 95 feet easterly.
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME, Kirkwood Avenue, south side, from La Salle Avenue to Nautilus Court.
- C. ESTABLISH – CLASS 2 BIKE LANE, Geneva Avenue, both directions, between Prague Street and Brookdale Avenue.
- D. ESTABLISH – TOW-AWAY NO PARKING ANYTIME, Kimball Place, west side, from 64 feet to 86 feet south of Sacramento Street.
- E. ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, Egbert Avenue, north side, from Ingalls Street to 300 feet southerly.
- F. RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE, Post Street, north side, from Franklin Street to 22 feet westerly.
- G. ESTABLISH – RED ZONE, Post Street, north side, from Franklin Street to 22 feet westerly.
- H. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE, Post Street, north side, from Franklin Street, 43 feet to 64 feet westerly.
- I. ESTABLISH – RED ZONES, Sutter Street, north side, from 8 feet to 29 feet east of Polk Street, Willow Street, south side, from Polk Street to 24 feet east, Ellis Street, north side, from 12 feet to 33 feet east of Polk Street, Hemlock Street, south side, from 4 feet to 25 feet west of Polk 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-I (Case No. 2021-003718ENV) 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-I as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and some may be found in the records of the Planning Department at sfplanning.org 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, 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 June 1, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency