

THIS PRINT COVERS CALENDAR ITEM NO: 17.2

**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-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
2. <https://sfgov.org/sfplanningarchive/environmental-review> (Market and Octavia Area Plan Final Environmental Impact Report, Item N)

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

September 30, 2020

September 29, 2020

ASSIGNED SFMTAB CALENDAR DATE: October 6, 2020

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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 4, 2020

- A. ESTABLISH – TRAFFIC SIGNAL – Oakdale Avenue and Loomis Street.
- B. ESTABLISH – NO TURN ON RED – Oakdale Avenue, westbound, at Loomis Street.
- C. ESTABLISH – PERPENDICULAR PARKING – Loomis Street, east side, from 10 feet north of Oakdale Avenue to 10 feet south of Barneveld Avenue. (Requested by Supervisor District 10).

Modifications A, B, and C would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines, visibility red zones and, in this case, a bike box and legislated perpendicular parking.

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- D. ESTABLISH – TRAFFIC SIGNAL – Kezar Drive and Lincoln Way.
- E. ESTABLISH – NO TURN ON RED – Lincoln Way, northbound, at Kezar Drive.
- F. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Kezar Drive, south side, from Lincoln Way to 65 feet easterly. (Requested by Supervisor District 5)

Modifications D, E, and F would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines. Parking removal is proposed to better align the eastbound Lincoln Way-Kezar Drive intersection legs and to mitigate collision patterns.

- G. ESTABLISH – TRAFFIC SIGNAL – Alemany Boulevard and Rousseau Street.
(Requested by Supervisor Districts 8 and 11)

Modification G would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.

- H. ESTABLISH – TRAFFIC SIGNAL – Alemany Boulevard and Lawrence Street.
(Requested by Supervisor District 11)

Modification H would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.

- I. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB) – Market Street at Hattie Street.
- J. ESTABLISH – RED ZONE – Market Street, north side, from Hattie Street to 25 feet easterly, Market Street, south side, from Hattie Street to 29 feet westerly. (Requested by Supervisor District 8)

Modifications I and J would install a new rectangular rapid flashing beacon to enhance pedestrian right-of-way allocation. The beacon will include all necessary beacon infrastructure including poles, signals, and lighting in addition to extended visibility red zones for pedestrian visibility.

- K. ESTABLISH – TRAFFIC SIGNAL – 9th Street, Division Street, and San Bruno Avenue.

Modification K would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals (including bike signals), accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines. (Requested by Supervisor Districts 6 and 10)

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- L. ESTABLISH – TRAFFIC SIGNAL – Alemany Boulevard and Theresa Street.
- M. RESCIND – RIGHT TURN ONLY – Theresa Street, eastbound and westbound, at Alemany Boulevard. (Requested by Supervisor District 11)

Modifications L and M would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.

- N. ESTABLISH – RED ZONE – ESTABLISH – SIDEWALK EXTENSION (4 FEET), Octavia Street, east side, from Page Street to 57 feet southerly. (Requested by Supervisor District 5)

Modification N legislates a new sidewalk bulb out for 188 Octavia Street. Octavia Street sidewalk widened from 12 to 16 feet.

- O. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – ESTABLISH – SIDEWALK EXTENSION (6 FEET), Hawthorne Street, east side, from Folsom Street to 275 feet southerly. (Requested by Supervisor District 6)

Modification O removes parking (2 yellow zone spaces and 9 metered spaces) due to sidewalk widening for 633 Folsom Street. Hawthorne Street sidewalk widened from 5 to 11 feet.

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 2020-003876ENV) 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-M as defined by San Francisco Administrative Code Chapter 31.

The Market and Octavia Final Environmental Impact Report (Market and Octavia FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Item N. On April 5, 2007, the San Francisco Planning Commission in Motion 17406 certified the Market and Octavia FEIR (Case No. 2003.0347E), and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. No new significant effects have been identified, there is no substantial increase in significant

effects already identified, and no new mitigation is required for the project. The SFMTA Board of Directors has subsequently reviewed the Market and Octavia FEIR and CEQA Findings and adopts these findings as its own.

CEQA provides a categorical exemption from environmental review for in-fill development projects pursuant to Title 14 of the California Code of Regulations Section 15332. The San Francisco Planning Department, on November 30, 2016, determined that the proposed parking and traffic modifications in Item O (Case No. 2014.1063E) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15332.

Copies of 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 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 – TRAFFIC SIGNAL – Oakdale Avenue and Loomis Street.
- B. ESTABLISH – NO TURN ON RED – Oakdale Avenue, westbound, at Loomis Street.
- C. ESTABLISH – PERPENDICULAR PARKING – Loomis Street, east side, from 10 feet north of Oakdale Avenue to 10 feet south of Barneveld Avenue
- D. ESTABLISH – TRAFFIC SIGNAL – Kezar Drive and Lincoln Way.
- E. ESTABLISH – NO TURN ON RED – Lincoln Way, northbound, at Kezar Drive.
- F. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Kezar Drive, south side, from Lincoln Way to 65 feet easterly.
- G. ESTABLISH – TRAFFIC SIGNAL – Alemany Boulevard and Rousseau Street.
- H. ESTABLISH – TRAFFIC SIGNAL – Alemany Boulevard and Lawrence Street.
- I. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON – Market Street at Hattie Street.
- J. ESTABLISH – RED ZONE – Market Street, north side, from Hattie Street to 25 feet easterly, Market Street, south side, from Hattie Street to 29 feet westerly.
- K. ESTABLISH – TRAFFIC SIGNAL – 9th Street, Division Street, and San Bruno Avenue.
- L. ESTABLISH – TRAFFIC SIGNAL – Alemany Boulevard and Theresa Street.
- M. RESCIND – RIGHT TURN ONLY – Theresa Street, eastbound and westbound, at Alemany Boulevard.
- N. ESTABLISH – RED ZONE – ESTABLISH – SIDEWALK EXTENSION, Octavia Street, east side, from Page Street to 57 feet southerly.
- O. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – ESTABLISH – SIDEWALK EXTENSION, Hawthorne Street, east side, from Folsom Street to 275 feet southerly, 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 2020-003876ENV) 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-C as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, The Market and Octavia Final Environmental Impact Report (Market and Octavia FEIR) evaluated the environmental impacts of the proposed parking and traffic modifications in Item N; On April 5, 2007, the San Francisco Planning Commission in Motion 17406 certified the Market and Octavia FEIR (Case No. 2003.0347E), and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA; No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project; and,

WHEREAS, CEQA provides a categorical exemption from environmental review for infill projects pursuant to Title 14 of the California Code of Regulations Section 15332; and,

WHEREAS, The San Francisco Planning Department, on November 30, 2016, determined that the proposed parking and traffic modifications in Item O (Case No. 2014.1063E) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15332; and,

WHEREAS, Copies of 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 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 has subsequently reviewed the Market and Octavia Final Environmental Impact Report and California Environmental Quality Act Findings and adopts these findings as its own; now, therefore, 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 October 6, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency