

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



SECRETARY



DATE

July 16, 2026

July 16, 2026

ASSIGNED SFMTAB CALENDAR DATE: July 21, 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 May 22, 2026

A. ESTABLISH – SCHOOL SPEED LIMITS Citywide (Requested by SFMTA).

Modification A would establish Citywide the lowest prima facie school speed limit in school zones (15 MPH or 20 MPH) as allowed in California Vehicle Code Sections 22352, 22352.5, and 22358.4.

B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA (Eligibility only, no signs), Eugenia Ave, north side, between Mission Street and Coleridge Street (Requested by residents).

Modification B would add RPP eligibility to the residents of Eugenia Avenue so they can purchase parking permits for their vehicle to park within RPP Area AA.

C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs), Valencia Street, both sides, between 19th Street and 20th Street (Requested by residents).

Modification C would add RPP eligibility to the residents of Valencia Street (both sides between 19th and 20th Streets) so they can purchase parking permits for their vehicle to park within RPP Area I.

The following items were considered at Public Hearing on June 12, 2026

- D. ESTABLISH – 15 MPH SPEED LIMIT, Cayuga Avenue between Naglee Avenue and Rousseau Street (Requested by SFMTA).

Modification D would establish a 15 MPH speed limit based on new speed survey findings.

- E. ESTABLISH – NO PARKING ANY TIME, VEHICLES OVER 7 FEET HIGH, Innes Avenue, north side, from Phelps Street to 100 feet easterly (Requested by SFMTA).

Modification E would establish a parking restriction to improve STOP sign visibility.

- F. RESCIND – TOW-AWAY, NO PARKING ANY TIME, ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Turk Street, north side, from Taylor Street to 250 feet easterly (Requested by SFPD).

Modification F would establish tow-away no stopping zone with white delineators at the request of the San Francisco Police Department to deter criminal activity.

- G. RESCIND – BUS ZONE, ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Harrison Street, north side, from 4th Street to 92 feet westerly (Requested by SFMTA).
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME (for sidewalk widening), Harrison Street, north side, from 92 feet to 146 feet west of 4th Street (for 6-foot-wide transit bulb) (Requested by SFMTA).

Modifications G and H would implement a 54-foot-long transit bulb to be constructed within a portion of the existing bus zone that was previously legislated but not yet implemented.

- I. ESTABLISH – BUS ZONE, Ocean Avenue, north side, from Cayuga Avenue to 138 feet easterly (extending existing bus zone 101 feet. Removes 2 unmetered parking spaces) (Requested by SFMTA).

Modification I would extend an existing bus zone on Ocean Avenue as part of the Cayuga Slow Street Upgrades, in conjunction with other proposals to add daylight hardening, traffic calming, pedestrian safety, and green infrastructure along the Cayuga Slow Street and nearby watershed.

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-C (Case No. 2026-004184ENV, May 11, 2026) and Items D-F (Case No. 2026-004893ENV, June 1, 2026) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

CEQA provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; transit prioritization projects; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with the specified project types.

On May 13, 2026, the Planning Department determined that the Harrison Street Transit Bulb Between Fourth and Fifth Streets (Items G-H, Case 2026-004020ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

On June 11, 2026, the Planning Department determined that the Cayuga Slow Street Upgrades and Green Infrastructure Project (Item I, Case 2026-004549ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action for Items A-I 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, 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 – SCHOOL SPEED LIMITS Citywide.
- B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA (Eligibility only, no signs), Eugenia Ave, north side, between Mission Street and Coleridge Street.
- C. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs), Valencia Street, both sides, between 19th Street and 20th Street.
- D. ESTABLISH – 15 MPH SPEED LIMIT, Cayuga Avenue between Naglee Avenue and Rousseau Street.
- E. ESTABLISH – NO PARKING ANY TIME, VEHICLES OVER 7 FEET HIGH, Innes Avenue, north side, from Phelps Street to 100 feet easterly.
- F. RESCIND – TOW-AWAY, NO PARKING ANY TIME, ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Turk Street, north side, from Taylor Street to 250 feet easterly.
- G. RESCIND – BUS ZONE, ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Harrison Street, north side, from 4th Street to 92 feet westerly.
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME (for sidewalk widening), Harrison Street, north side, from 92 feet to 146 feet west of 4th Street (for 6-foot-wide transit bulb).
- I. ESTABLISH – BUS ZONE, Ocean Avenue, north side, from Cayuga Avenue to 138 feet easterly extending existing bus zone 101 feet. Removes 2 unmetered parking spaces, 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-C (Case No. 2026-004184ENV, May 11, 2026) and Items D-F (Case No. 2026-004893ENV, June 1, 2026) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, CEQA provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way; projects that

improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; transit prioritization projects; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with the specified project types; and,

WHEREAS, On May 13, 2026, the Planning Department determined that the Harrison Street Transit Bulb Between Fourth and Fifth Streets (Items G-H, Case 2026-004020ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, On June 11, 2026, the Planning Department determined that the Cayuga Slow Street Upgrades and Green Infrastructure Project (Item I, Case 2026-004549ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action for Items A-I as defined by San Francisco Administrative Code Chapter 31; 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, 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 July 21, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency