

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-J 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

October 29, 2025

October 29, 2025

ASSIGNED SFMTAB CALENDAR DATE: November 4, 2025

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 16, 2025

- A. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME, Fulton Street, south side, from 100 feet to 160 feet west of Arguello Boulevard (removes 3 parking spaces), Fulton Street, north side, from 25 feet to 110 feet east of Arguello Boulevard (removes 4 parking spaces and restricts parking across 1 driveway) (Requested by SFMTA).

Modification A would improve 5-Fulton operations and overall intersection safety by removing parking to add a left turn pocket for eastbound Fulton Street at Arguello Boulevard.

The following items were considered at Public Hearing on September 5, 2025

- B. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME (for sidewalk widening), Mission Street, south side, from 2nd Street to 115 feet westerly (6-foot-wide transit bulb) (Requested by Public Works).
- C. ESTABLISH – NO PARKING ANY TIME (for sidewalk widening), Mission Street, south side, from New Montgomery Street to 91 feet westerly (6-foot- wide bulb), Mission Street, south side, from 2nd Street to 60 feet easterly (6-foot-wide bulb), Mission Street, south side,

from Shaw Alley to 68 feet westerly (4-foot-wide bulb), Mission Street, south side, from Beale Street to 40 feet easterly (5-foot-wide bulb), Mission Street, south side, from Spear Street to 38 feet westerly (6-foot-wide bulb), Mission Street, south side, from Spear Street to 48 feet easterly (6-foot-wide bulb), Mission Street, south side, from Steuart Street to 48 feet westerly (6-foot-wide bulb) (Requested by Public Works).

- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Mission Street, south side, from 115 feet to 140 feet east of 2nd Street (Requested by Public Works).
- E. ESTABLISH – BUS ZONE, Mission Street, south side, from Main Street to 150 feet easterly (extends existing bus zone by 27 feet) (Requested by Public Works).
- F. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Mission Street, south side, from 91 feet to 201 feet west of New Montgomery Street, Mission Street, south side, from 48 feet to 73 feet east of New Montgomery Street, Mission Street, south side, from 103 feet to 147 feet east of 2nd Street, Mission Street, south side, from 44 feet to 88 feet west of Main Street, Mission Street, south side, from 38 feet to 126 feet west of Spear Street (Requested by Public Works).
- G. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE TIME LIMIT, AT ALL TIMES, Mission Street, south side, from 60 feet to 103 feet east of 2nd Street, Mission Street, south side, from 48 feet to 92 feet west of Steuart Street (Requested by Public Works).
- H. ESTABLISH – BLUE ZONE, Mission Street, south side, from 48 feet to 71 feet east of Spear Street (Requested by Public Works).
- I. ESTABLISH – TOW-AWAY, NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 8 PM, MONDAY THROUGH FRIDAY, Mission Street, south side, from 71 feet to 181 feet east of Spear Street (Requested by Public Works).

Modifications B–I would implement widened sidewalks at various locations on Mission Street between 3rd Street and The Embarcadero, including associated changes to parking and loading zones.

The following items were considered at Public Hearing on September 19, 2025

- J. ESTABLISH – TOW AWAY, NO STOPPING, 12 PM TO 10 PM, DAILY, Washington Street, north side, from 14 feet to 32 feet west of Fillmore Street (in meter 2502) (Requested by merchant).

Modification J would establish parking restriction for an approved movable Shared Spaces parklet during their parklet operating hours of 12 PM to 10 PM daily.

The following item was considered at TASC on September 25, 2025 (*this MTAB meeting will serve as the public hearing forum*)

- K. RESCIND – BUS ZONE, Fulton Street, south side, from 22 feet to 172 feet west of Shrader Street (restores 6 RPP parking spaces), Hayes Street, north side, from Stanyan Street to 75 feet easterly (no parking restoration due to daylighting, driveway, and fire hydrant red zones), Hayes Street, south side, from Shrader Street to 74 feet easterly (restores 2 RPP parking spaces), Hayes Street, north side, from Shrader Street to 83 feet easterly (retains 20 feet of daylighting; restores 3 RPP parking spaces), Hayes Street, south side, from Clayton Street to 100 feet westerly (retains 20 feet of daylighting; restores 4 RPP parking spaces), Hayes Street, north side, from Clayton Street to 100 feet easterly (retains 20 feet of daylighting; restores 3 RPP parking spaces)

Hayes Street, north side, from Masonic Avenue to 75 feet westerly (restores 3 general parking spaces) (Requested by SFMTA).

- L. ESTABLISH – RED ZONE, Hayes Street, north side, from Stanyan Street to 43 feet easterly (for right turns; no parking restoration due to daylighting, driveway, and fire hydrant red zones) (Requested by SFMTA).

Modifications K and L would rescind existing bus zones and restore approximately 18 residential permit parking spaces and 3 general parking spaces.

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 Item A (Case No. 2025-004100ENV, May 5, 2025) and Item J (Case No. 2025-008630ENV, September 9, 2025) 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 October 28, 2025, the Planning Department determined that the Mission Street Safety

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Improvement Project (Items B-I, Case No. 2024-011669ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

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

On April 9, 2025, the Planning Department determined (Case No. 2025-002948ENV) that the various parking and traffic modifications needed to accommodate route changes to the 5 Fulton, 9 San Bruno, and 6 Hayes-Parnassus included in the Muni Summer 2025 Service Changes is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301. On October 6, 2025, the Planning Department determined (Case No. 2025-002948ENV) that the proposed supplemental traffic and parking modifications under Items K-L do not constitute a substantial modification to the categorical exemption issued on April 9, 2025, and are categorically exempt under Title 14 of the California Code of Regulations Section 15301.

The proposed action is not an Approval Action, as defined by the S.F. Administrative Code Chapter 31, section 31.04(h)(2)(A), for Items K-L. The project approved by the SFMTA Board of Directors on June 17, 2025 constituted the Approval Action under 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 – TOW AWAY, NO STOPPING ANYTIME, Fulton Street, south side, from 100 feet to 160 feet west of Arguello Boulevard, Fulton Street, north side, from 25 feet to 110 feet east of Arguello Boulevard.
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME (for sidewalk widening), Mission Street, south side, from 2nd Street to 115 feet westerly.
- C. ESTABLISH – NO PARKING ANY TIME, Mission Street, south side, from New Montgomery Street to 91 feet westerly, Mission Street, south side, from 2nd Street to 60 feet easterly, Mission Street, south side, from Shaw Alley to 68 feet westerly, Mission Street, south side, from Beale Street to 40 feet easterly, Mission Street, south side, from Spear Street to 38 feet westerly, Mission Street, south side, from Spear Street to 48 feet easterly, Mission Street, south side, from Steuart Street to 48 feet westerly.
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Mission Street, south side, from 115 feet to 140 feet east of 2nd Street.
- E. ESTABLISH – BUS ZONE, Mission Street, south side, from Main Street to 150 feet easterly.
- F. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Mission Street, south side, from 91 feet to 201 feet west of New Montgomery Street, Mission Street, south side, from 48 feet to 73 feet east of New Montgomery Street, Mission Street, south side, from 103 feet to 147 feet east of 2nd Street, Mission Street, south side, from 44 feet to 88 feet west of Main Street, Mission Street, south side, from 38 feet to 126 feet west of Spear Street.
- G. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE TIME LIMIT, AT ALL TIMES, Mission Street, south side, from 60 feet to 103 feet east of 2nd Street, Mission Street, south side, from 48 feet to 92 feet west of Steuart Street.
- H. ESTABLISH – BLUE ZONE, Mission Street, south side, from 48 feet to 71 feet east of Spear Street.
- I. ESTABLISH – TOW-AWAY, NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 8 PM, MONDAY THROUGH FRIDAY, Mission Street, south side, from 71 feet to 181 feet east of Spear Street.
- J. ESTABLISH – TOW AWAY, NO STOPPING, 12 PM TO 10 PM, DAILY, Washington Street, north side, from 14 feet to 32 feet west of Fillmore Street.
- K. RESCIND – BUS ZONE, Fulton Street, south side, from 22 feet to 172 feet west of Shrader Street, Hayes Street, north side, from Stanyan Street to 75 feet easterly, Hayes Street, south side, from Shrader Street to 74 feet easterly, Hayes Street, north side, from Shrader Street to 83 feet easterly, Hayes Street, south side, from Clayton Street to 100 feet westerly, Hayes Street, north side, from Clayton Street to 100 feet easterly Hayes Street, north side, from Masonic Avenue to 75 feet westerly.

L. ESTABLISH – RED ZONE, Hayes Street, north side, from Stanyan Street to 43 feet easterly, 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 Item A (Case No. 2025-004100ENV, May 5, 2025) and Item J (Case No. 2025-008630ENV, September 9, 2025) 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 October 28, 2025, the Planning Department determined that the Mission Street Safety Improvement Project (Items B-I, Case No. 2024-011669ENV) 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-J as defined by San Francisco Administrative Code Chapter 31; and,

WHEREAS, On April 9, 2025, the Planning Department determined (Case No. 2025-002948ENV) that the various parking and traffic modifications needed to accommodate route changes to the 5 Fulton, 9 San Bruno, and 6 Hayes-Parnassus included in the Muni Summer 2025 Service Changes is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; on October 6, 2025, the Planning Department determined (Case No. 2025-002948ENV) that the proposed supplemental traffic and parking modifications under Items K-L do not constitute a substantial modification to the categorical exemption issued on April 9, 2025, and are categorically exempt under Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is not an Approval Action, as defined by the S.F. Administrative Code Chapter 31, section 31.04(h)(2)(A), for Items K-L. The project approved by the SFMTA Board of Directors on June 17, 2025 constituted the Approval Action under 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 November 4, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency