

**THIS PRINT COVERS CALENDAR ITEM NO: 10.1**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving various routine parking and traffic modifications.

**SUMMARY:**

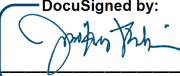
- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Taxis are not exempt from any of these regulations.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action for Items A-G 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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

**ENCLOSURES:**

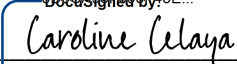
1. SFMTAB Resolution
2. [http://sfmea.sfplanning.org/2007.1238E\\_FMND.pdf](http://sfmea.sfplanning.org/2007.1238E_FMND.pdf)  
[http://208.121.200.84/ftp/meetingarchive/planning\\_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf](http://208.121.200.84/ftp/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf) (Item H)
3. [https://sfmea.sfplanning.org/2012.0342E\\_FMND.pdf](https://sfmea.sfplanning.org/2012.0342E_FMND.pdf) (Item I)

**APPROVALS:**

DIRECTOR

DocuSigned by:  


SECRETARY

DocuSigned by:  
  
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**DATE**

December 8, 2020

December 8, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** December 15, 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 August 2, 2019

- A. RESCIND - 2 HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA N PERMITS, ESTABLISH - 2 HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA N PERMITS 12th Avenue, both sides, between Geary Boulevard and Anza Street.

Modification A will result in the installation of RPP Area N signage on 12th Avenue, between Geary Boulevard and Anza Street.

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The following items were considered at Public Hearing on October 30, 2020

- B. ESTABLISH - PERPENDICULAR PARKING - Texas Street, east side, from 20 feet to 210 feet north of 25th Street. (Requested by SFMTA).

Modification B legislates existing parking conditions.

- C. ESTABLISH - NO PARKING ANYTIME - Jennings Street, east side, from the north curb line of Newhall Street to 100 feet southerly. (Requested by Citizens).

Modification C prohibits parking to daylight the north side unmarked crosswalk.

- D. ESTABLISH - BUS ZONE Hayes Street, north side, from Baker Street to 80 feet westerly (extends existing 70 foot zone by an additional 10 feet).

- E. RESCIND - TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE - Hayes Street, north side, from Baker Street to 19 feet easterly.

- F. ESTABLISH - TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE - Hayes Street, north side, from Baker Street, 38 feet to 57 feet easterly (relocates 19-foot zone at the corner to the next available space). (D, E, and F Requested by SFMTA).

Modifications D, E, and F are part of a project to install new accessible pedestrian signals where the crosswalks would also be widened to meet ADA requirements. The car share space is being relocated as a result, and the bus zone is being lengthened to maintain a standard length.

- G. RESCIND - TOW-AWAY, NO PARKING ANYTIME - ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME, Sickles Avenue, south side, from San Jose Avenue to Alemany Boulevard. (Requested by SFMTA).

Modification G is part of a package of measures to improve this intersection and requires MTAB approval. Other improvements to be done under City Traffic Engineer authority include center island removal to make room to install a new Sickles Avenue eastbound left turn lane to improve traffic safety, as well as re-align the existing Sickles Avenue westbound left turn lane to improve a vehicular lateral transition. A new bike box at the corner to facilitate eastbound Sickles Avenue bikes to turn north onto the Alemany Boulevard bike lanes would also be installed.

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- H. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - ESTABLISH - SIDEWALK EXTENSION (6 FEET), Golden Gate Avenue, north and south sides, from 25 feet west of Buchanan Street to 20 feet east of Buchanan Street (total bulb out length of 114 feet). Turk Street, north and south sides, from 20 feet west of Buchanan Street to 25 feet east of Buchanan Street (total bulb out length of 114 feet). (Requested by SFMTA).

Modification H is designed to reduce pedestrian crossing distances, improve pedestrian visibility and reduce vehicle speeds adjacent to the Buchanan Street Mall.

- I. ESTABLISH - RED ZONE ESTABLISH - SIDEWALK WIDENING Evans Avenue, south side, from Toland Street to 287 feet easterly (6-foot bulb) Toland Street, east side, from Evans Avenue to 176 feet southerly (8-foot bulb and 8-foot sidewalk). (Requested by SFPW-BSM).

Modification I installs a red zone due to sidewalk improvements for the proposed SFPD Traffic Company and Forensic Services Division Facility at 1995 Evans Avenue.

**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. 2019-014050ENV) and Items B-G (Case No. 2020-009844ENV) 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-G as defined by San Francisco Administrative Code Chapter 31.

On October 30, 2020, the San Francisco Planning Department determined that Item H is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) as adopted by the Planning Department on September 15, 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.

On November 15, 2013, the San Francisco Planning Department issued the Final Mitigated Negative Declaration (FMND) for the 1995 Evans Avenue Project (Case No. 2013.0342E). The 1995 Evans Avenue Project FMND evaluated the environmental impacts of the proposed parking

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and traffic modification in Item I. No new significant effects have been identified and no new mitigation is required for Item I.

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 at [sfplanning.org](http://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. RESCIND - 2 HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA N PERMITS, ESTABLISH - 2 HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA N PERMITS 12th Avenue, both sides, between Geary Boulevard and Anza Street.
- B. ESTABLISH - PERPENDICULAR PARKING - Texas Street, east side, from 20 feet to 210 feet north of 25th Street.
- C. ESTABLISH - NO PARKING ANYTIME - Jennings Street, east side, from the north curb line of Newhall Street to 100 feet southerly.
- D. ESTABLISH - BUS ZONE Hayes Street, north side, from Baker Street to 80 feet westerly.
- E. RESCIND - TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE - Hayes Street, north side, from Baker Street to 19 feet easterly.
- F. ESTABLISH - TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE - Hayes Street, north side, from Baker Street, 38 feet to 57 feet easterly.
- G. RESCIND - TOW-AWAY, NO PARKING ANYTIME - ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME, Sickles Avenue, south side, from San Jose Avenue to Alemany Boulevard.
- H. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - ESTABLISH - SIDEWALK EXTENSION, Golden Gate Avenue, north and south sides, from 25 feet west of Buchanan Street to 20 feet east of Buchanan Street. Turk Street, north and south sides, from 20 feet west of Buchanan Street to 25 feet east of Buchanan Street.
- I. ESTABLISH - RED ZONE ESTABLISH - SIDEWALK WIDENING Evans Avenue, south side, from Toland Street to 287 feet easterly Toland Street, east side, from Evans Avenue to 176 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 Item A (Case No 2019-014050ENV) and Items B-G (Case No 2020-009844ENV) 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-G as defined by San Francisco Administrative Code Chapter 3I; 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 October 30, 2020, the San Francisco Planning Department determined that Item H is within the scope of the Better Streets Plan FMND and that Item H would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, On November 15, 2013, the San Francisco Planning Department issued the Final Mitigated Negative Declaration for the 1995 Evans Avenue Project (Case No. 2013.0342E); and,

WHEREAS, The 1995 Evans Avenue Project FMND evaluated the environmental impacts of the proposed parking and traffic modification in Item I; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan and the 1995 Evans Avenue Project Final Mitigated Negative Declarations (FMNDs) and finds that since adoption of the FMNDs, no changes have occurred in the proposed projects or in the circumstances under which the projects would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMNDs, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMNDs; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMNDs;

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 at [sfplanning.org](http://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, The San Francisco Municipal Transportation Agency Board of Directors adopts these CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the San Francisco Municipal Transportation Agency Board of Directors adopts those measures as conditions of this approval; and 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 December 15, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



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[https://www.sfmta.com/sites/default/files/reports-and-documents/2020/12/12-15-20\\_item\\_10.1\\_traffic\\_modifications.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/12/12-15-20_item_10.1_traffic_modifications.pdf)