

**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-P 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:**

- A. SFMTAB Resolution
- B. <https://www.sfmta.com/about-sfmta/reports/central-subway-final-seis-seir> (Central Subway Final SEIS/SEIR and Mitigation Monitoring and Reporting Program)

**APPROVALS:**

DIRECTOR  \_\_\_\_\_

SECRETARY  \_\_\_\_\_

**DATE**

February 26, 2020

February 26, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** March 3, 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 January 24, 2020

- A. ESTABLISH – NO PARKING ANYTIME – Hawes Street, east side, between Fitzgerald Avenue and Egbert Avenue. #

Modifications A Petition from the residents of the 2500 block of Hawes Street to restrict parking along the retaining wall across from their homes.

- B. RESCIND – TOW-AWAY, NO PARKING ANYTIME – ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Daniel Burnham Court, both sides, between Franklin Street and Van Ness Avenue

Modification B establishes a No Stopping restriction at the request of the medical office to keep the curb clear for ambulances.

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- C. ESTABLISH – CROSSWALK CLOSURE – Diamond Heights Boulevard at Berkeley Way (E), north leg.

Modification C officially closes the northern leg to direct pedestrians to cross Diamond Heights Boulevard at the ADA accessible crossing at this intersection. A white staggered continental crosswalk will be installed for the southern leg.

- D. ESTABLISH – NO PARKING, 12:01 AM TO 6 AM, EVERYDAY – Hilton Street, east side, from Cortland Avenue to 240 feet southerly (restricts parking at 6 parking spaces). #

Modification D proposes parking restriction addresses a safety concern for 24 OWL Divisadero operators on Hilton Street between Bayshore Boulevard and Cortland Avenue.

- E. ESTABLISH – NO PARKING ANY TIME – Dewey Boulevard, south side, from Dewey Circle to 55 feet easterly (new parking restriction), Dewey Boulevard, north side, from Pacheco Street to 49 feet westerly (new parking restriction), Dewey Boulevard, south side, from 15 feet to 45 feet west of Pacheco Street (extends existing 15-foot hydrant red curb), Dewey Boulevard, north side, from 15 feet to 55 feet east of Pacheco Street (extends existing 15-foot hydrant red curb), Dewey Boulevard, south side, from Pacheco Street to 39 feet easterly. #

Modification E is for no parking any time is needed to extend the Dewey Boulevard bike lanes to Pacheco Street and to Dewey Circle.

- F. RESCIND – TOW – AWAY, NO PARKING, 10 PM TO 6 AM, EVERYDAY – ESTABLISH – 45 DEGREE ANGLE PARKING, Alemany Boulevard, north side, between Sagamore Street and Habitat Terrace.

- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Alemany Boulevard, north side, between Habitat Terrace and Crystal Street.

Modification F and G is a proposal to remove the overnight parking restriction, install 17 45-degree angled parking stalls, and formalize a full-time parking restriction near the freeway overpass.

- H. RESCIND – NO PARKING VEHICLES OVER 6 FEET – Sanchez Street, west side, from Alvarado Street to 89 feet northerly, Sanchez Street, west side, from Alvarado Street to 95 feet southerly.

- I. ESTABLISH – RED ZONE – Sanchez Street, west side, from Alvarado Street to 12 feet northerly Sanchez Street, west side, from Alvarado Street to 10 feet southerly.

Modification H and I is to establish daylighting in lieu of tall vehicle restrictions to improve visibility at this “T” intersection.

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- J. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Fulton Street, south side, from 20 feet east of 14th Avenue crosswalk to Park Presidio (removes 5 legislated parking spaces).
- K. ESTABLISH – RED ZONE – Fulton Street, south side, from west crosswalk at 18th Avenue to 20 feet easterly (extends existing red zone to 40 feet within stem of the T and removes 1 parking space).
- L. ESTABLISH – BUS ZONE – Fulton Street, south side, from 75 feet to 95 feet east of Clayton Street (extends existing bus zone to 95 feet and removes 1 parking space).

Modifications J, K, and L proposals will improve traffic flow at various locations along Fulton Street.

- M. ESTABLISH – PERPENDICULAR PARKING – ESTABLISH – NO VEHICLES OVER 18 FEET LONG – Gilman Avenue, north side, between Griffith Street and Arelious Walker Drive, temporarily until December 31, 2023.
- N. ESTABLISH – RED ZONE – Gilman Avenue, north side, from 40 feet east of Giants Drive to 74 feet westerly (74-foot painted safety zone to daylight marked crosswalk), Gilman Avenue, south side, from east curb line of Griffith Street to 26 feet westerly (painted safety zone between the two marked crosswalks), Gilman Avenue, south side, from 30 feet to 50 feet west of Giants Drive.
- O. ESTABLISH – BUS ZONE – Gilman Avenue, south side, from 50 feet to 240 feet west of Giants Drive (190-foot bus zone).
- P. ESTABLISH – 60-DEGREE ANGLED PARKING – Carroll Avenue, south side, from west crosswalk to 290 feet westerly, temporarily until December 31, 2029.

Modifications M, N, O and P modifications create an interim parking and transit plan to improve transportation options and pedestrian safety for the Alice Griffith Development. Parking changes include 1) convert parallel to 60 degree on Carroll Avenue between Arelious Walker Drive and Giants Drive and 2) convert parallel to perpendicular on the north side of Gilman Avenue between Griffith Avenue and Arelious Walker Drive.

- Q. ESTABLISH – TOW-AWAY, NO STOPPING, FIRE LANE – 4th Street, west side, from 188 feet to 227 feet south of Howard Street, (39-foot zone, 2.5-foot wide bulb, removes 3 parking spaces).

Modification Q is part of the Central Subway Project, sidewalk adjustments are needed to accommodate emergency access and public utility.

## **ENVIRONMENTAL REVIEW**

The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA). California Environmental Quality Act (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 as defined in 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-E and H-P (Case No. 2020-001196ENV), and Items F-G (Case No. 2019-020982ENV) are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15301.

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

The Central Subway Final Supplemental Environmental Impact Statement / Supplemental Environmental Impact Report (Central Subway SEIS/SEIR) evaluated the environmental impacts of the Central Subway project, including construction of the subway stations. On August 7, 2008, the San Francisco Planning Commission certified the Final SEIR (Case No. 1996.281E). On August 19, 2008, the SFMTA Board of Directors approved Resolution 08-150 adopting Central Subway Project Alternative 3B as the Locally Preferred Alternative, the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan.

The proposed parking modification (Item Q) falls within the scope of the Central Subway SEIS/SEIR.

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 1650 Mission Street 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 – NO PARKING ANYTIME – Hawes Street, east side, between Fitzgerald Avenue and Egbert Avenue.
- B. RESCIND – TOW-AWAY, NO PARKING ANYTIME – ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Daniel Burnham Court, both sides, between Franklin Street and Van Ness Avenue
- C. ESTABLISH – CROSSWALK CLOSURE – Diamond Heights Boulevard at Berkeley Way (E), north leg.
- D. ESTABLISH – NO PARKING, 12:01 AM TO 6 AM, EVERYDAY – Hilton Street, east side, from Cortland Avenue to 240 feet southerly.
- E. ESTABLISH – NO PARKING ANY TIME – Dewey Boulevard, south side, from Dewey Circle to 55 feet easterly, Dewey Boulevard, north side, from Pacheco Street to 49 feet westerly, Dewey Boulevard, south side, from 15 feet to 45 feet west of Pacheco Street, Dewey Boulevard, north side, from 15 feet to 55 feet east of Pacheco Street, Dewey Boulevard, south side, from Pacheco Street to 39 feet easterly.
- F. RESCIND – TOW – AWAY, NO PARKING, 10 PM TO 6 AM, EVERYDAY – ESTABLISH – 45 DEGREE ANGLE PARKING, Alemany Boulevard, north side, between Sagamore Street and Habitat Terrace.
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, Alemany Boulevard, north side, between Habitat Terrace and Crystal Street.
- H. RESCIND – NO PARKING VEHICLES OVER 6 FEET – Sanchez Street, west side, from Alvarado Street to 89 feet northerly, Sanchez Street, west side, from Alvarado Street to 95 feet southerly.
- I. ESTABLISH – RED ZONE – Sanchez Street, west side, from Alvarado Street to 12 feet northerly Sanchez Street, west side, from Alvarado Street to 10 feet southerly.
- J. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Fulton Street, south side, from 20 feet east of 14th Avenue crosswalk to Park Presidio.
- K. ESTABLISH – RED ZONE – Fulton Street, south side, from west crosswalk at 18th Avenue to 20 feet easterly.
- L. ESTABLISH – BUS ZONE – Fulton Street, south side, from 75 feet to 95 feet east of Clayton Street.
- M. ESTABLISH – PERPENDICULAR PARKING – ESTABLISH – NO VEHICLES OVER 18 FEET LONG – Gilman Avenue, north side, between Griffith Street and Arelious Walker Drive, temporarily until December 31, 2023.
- N. ESTABLISH – RED ZONE – Gilman Avenue, north side, from 40 feet east of Giants Drive to 74 feet westerly, Gilman Avenue, south side, from east curb line of Griffith Street to 26 feet westerly, Gilman Avenue, south side, from 30 feet to 50 feet west of Giants Drive.

- O. ESTABLISH – BUS ZONE – Gilman Avenue, south side, from 50 feet to 240 feet west of Giants Drive.
- P. ESTABLISH – 60-DEGREE ANGLED PARKING – Carroll Avenue, south side, from west crosswalk to 290 feet westerly, temporarily until December 31, 2029.
- Q. ESTABLISH – TOW-AWAY, NO STOPPING, FIRE LANE — 4th Street, west side, from 188 feet to 227 feet south of Howard Street, and,

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act the California Environmental Quality Act (CEQA). California Environmental Quality Act (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 as defined in 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 in Items A-E and H-P (Case No. 2020-001196ENV), and Items F-G (Case No. 2019-020982ENV) are categorically exempt from the California Environmental Quality Act (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-P as defined by San Francisco Administrative Code Chapter 3I; and,

WHEREAS, The Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Central Subway SEIS/SEIR) evaluated the environmental impacts of the Central Subway Project, including construction of the subway stations; on August 7, 2008, the San Francisco Planning Commission certified the Final SEIR (Case No. 1996.281E); on August 19, 2008, the SFMTA Board of Directors approved Resolution 08-150 adopting Central Subway Project Alternative 3B as the Locally Preferred Alternative, the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan; and,

WHEREAS, The proposed parking modification (Item Q) falls within the scope of the Central Subway SEIS/SEIR; 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 at 1650 Mission Street 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 SFMTA Board has reviewed and considered the Central Subway SEIS/SEIR and record as a whole, and finds that the Central Subway SEIS/SEIR is adequate for the Board’s use as the decision-making body for the actions taken herein relative to construction of the Project, and incorporates the CEQA findings by this reference as though set forth in this Resolution; 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 March 3, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



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