

**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).
- 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. SFMTAB Resolution No. 14-041  
(TEP) <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
3. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process>
4. TEP Mitigation Monitoring and Reporting  
Program [http://default.sfplanning.org/MEA/tep/TEP\\_CEQA-FinalMMRP\\_March272014.pdf](http://default.sfplanning.org/MEA/tep/TEP_CEQA-FinalMMRP_March272014.pdf)

**APPROVALS:**

DIRECTOR



SECRETARY



**DATE**

August 24, 2020

August 24, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** September 1, 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 July 17, 2020

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING, Fulton Street, south side, from 18 feet west of 6th Avenue to 125 feet east of 6th Avenue (removes 3 motorcycle spaces and 1 parking space, relocates 2 blue zones for a 6-foot wide transit and pedestrian bulb).

Modification A is for sidewalk widening, legislation to be handled by the Department of Public Works.

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- B. ESTABLISH – RED ZONES, Fulton Street, south side from 10 to 54 feet west of Willard Street North east crosswalk

Modification B is for Red zones approval and implementation.

- C. ESTABLISH – RED ZONES, Fulton Street, north side, from 7 to 37 feet east of 46th Avenue

Modification C is for Red zones approval and implementation.

- D. ESTABLISH – NO PARKING, Fulton Street, south side, between the east crosswalk and west crosswalk at La Playa. #

Modification D establishes a no parking zone for the purpose of daylighting the intersection.

- E. ESTABLISH – CAR SHARE, Fulton Street, north side, from 20 feet to 37 feet east of 37th Avenue (relocation).

Modification E relocates a car share space for the purpose of accommodating a red zone to daylight the intersection.

## **ENVIRONMENTAL REVIEW**

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors 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).

On July 6, 2020, the San Francisco Planning Department determined that Items A-E are within the scope of the TEP FEIR. No substantial changes have occurred with respect to the circumstances under which the project will be undertaken, no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

A copy of the CEQA determination is 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 – TOW-AWAY, NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING, Fulton Street, south side, from 18 feet west of 6th Avenue to 125 feet east of 6th Avenue.
- B. ESTABLISH – RED ZONES, Fulton Street, south side from 10 to 54 feet west of Willard Street North east crosswalk.
- C. ESTABLISH – RED ZONES, Fulton Street, north side, from 7 to 37 feet east of 46th Avenue.
- D. ESTABLISH – NO PARKING, Fulton Street, south side, between the east crosswalk and west crosswalk at La Playa.
- E. ESTABLISH – CAR SHARE, Fulton Street, north side, from 20 feet to 37 feet east of 37th Avenue, and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors 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); the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and

WHEREAS, On July 6, 2020, the San Francisco Planning Department reviewed the Mission Street Excelsior Safety Project and determined that the project was within the scope of the TEP FEIR; no substantial changes have occurred with respect to the circumstances under which the project will be undertaken, no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and,

WHEREAS, A copy of the CEQA determination is 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, That the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures and improvement measures, including Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources and Improvement Measure Improvement Measure I-TR-1: Construction Measures; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and 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, 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 as set forth in Items A through E above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 1, 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/2020/08/9-1-20\\_item\\_10.1\\_traffic\\_modifications.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/08/9-1-20_item_10.1_traffic_modifications.pdf)