



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6062
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, April 5, 2019, at 10:00 AM, in Room 416 (Hearing Room 4), City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102, to consider the following proposals:

455 Fell Street (at Laguna Street) – Tow-Away, No Stopping Anytime, Car Share Only

1. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES

Fell Street, south side, from 50 feet to 90 feet east of Laguna Street (40-foot zone for 2 shared vehicle parking permits) (Supervisor District 5) Andy Thornley, andy.thornley@sfmta.com

Mercy Housing has requested provision of on-street car share in front of the new building (nominally 455 Fell Street) as an amenity for the residents and the community at large. The Hayes Valley Neighborhood Association are also supportive of this proposed curb use.

00 - 99 block of Jersey Street – Residential Permit Parking Area Extension

**2. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z
ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA Z PERMIT**

Jersey Street, both sides, between Dolores Street and Church Street (Supervisor District 8) Gerry Porras, gerry.porras@sfmta.com

Extension of Area Z will allow residents of Jersey Street with permits to park within Area Z.

1300 block of Plymouth Avenue – Residential Permit Parking Area Extension

**3. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA V
ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA V PERMITS**

Plymouth Avenue, both sides, between San Ramon Way and Wildwood Way (Supervisor District 7) Gerry Porras, gerry.porras@sfmta.com

Extension of Area V will allow residents of Plymouth Avenue with permits to park within Area V.

Woodland Avenue at Parnassus Avenue – STOP Signs

4. ESTABLISH – STOP SIGN

Woodland Avenue, northbound, at Parnassus Avenue, stopping the stem of this "T" intersection (Supervisor District 5) Sam Dosick, sam.dosick@sfmta.com

SFMTA recommends stopping the stem of this "T" intersection to better clarify the right-of-way.



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Rhode Island Street at Alameda Street – STOP Signs

5. ESTABLISH – STOP SIGNS

Rhode Island Street, northbound and southbound, at Alameda Street, making this intersection an all-way STOP (Supervisor District 10) Sam Dosick, sam.dosick@sfmta.com

SFMTA recommends the installation of an all-way STOP to mitigate a broadside collision pattern at this intersection.

Oakwood Street at 18th Street – STOP Signs

6. ESTABLISH – STOP SIGN

Oakwood Street, northbound, at 18th Street, stopping the stem of this "T" intersection (Supervisor District 8) Sam Dosick, sam.dosick@sfmta.com

SFMTA recommends stopping the stem of this "T" intersection to better clarify the right-of-way.

Natoma Street at 2nd Street – Parking Meters

7. ESTABLISH – METERED MOTORCYCLE PARKING

Natoma Street, south side, from 102 feet to 168 feet west of 2nd Street (converts three general metered parking stalls no. 115, 113, and 111 to 18 metered motorcycle parking spaces).(Supervisor District 6) ♦ Laura Stonehill, laura.stonehill@sfmta.com

This proposal creates eighteen motorcycle parking stalls in place of three general metered parking spaces.

Washington Street at Polk Street-Parking Meters

8(a). ESTABLISH RED ZONE

Washington Street, south side, from 0 feet to 20 feet west of Polk Street (intersection daylighting) ♦

8(b). ESTABLISH – METERED MOTORCYCLE PARKING

“1711” Washington Street, south side, from 20 feet to 52 feet west of Polk Street (converts metered parking stall 1715 to 8 metered motorcycle parking spaces).
(Supervisor District 3) ♦ Matt Lasky, matt.lasky@sfmta.com

This proposal prohibits parking on the south side of Washington Street within 20 feet of the Polk Street intersection for better visibility and creates eight motorcycle parking stalls in place of one general metered parking space.

Post Street and Laguna Street – Tow-Away, No Stopping Anytime, Car Share Only

9(a). RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES

Laguna Street, west side, from 25 feet to 65 feet north of Post Street (restores meter Post IDs 540-16030, 540-16050)



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9(b). ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES

Post Street, south side, from 100 feet to 138 feet east of Laguna Street (38-foot zone for 2 shared vehicle parking permits)
(Supervisor District 5) Andy Thornley, andy.thornley@sfmta.com

The Japantown Task Force has requested the relocation of two on-street car share parking spaces established under the 2013-2016 pilot. After consultation with the JTF, and with their endorsement, an alternative location was identified which would keep the shared vehicles in the same vicinity (on a one-hour time-limited block face).

Categorically exempt from Environmental Review:
CEQA Guidelines Section 15301 Class 1(c): Operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

Andrea Contreras, SFMTA Date

The following items have been environmentally cleared by the Planning Department on February 4, 2019, Case 2019-001852ENV:

Sutter Street at Webster Street – Left Lane Must Turn Left

10. ESTABLISH – LEFT LANE MUST TURN LEFT

Sutter Street, westbound, at Webster Street (Supervisor District 5) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to convert the two westbound lanes into one left turn lane and one through lane. Restriping the lanes will result in one through lane between Buchanan Street and Fillmore Street.

The following items have been environmentally cleared by the Planning Department on December 18, 2015, Case 2015-005492ENV:

Fern Street at Polk Street – Bike Share Station

**11. ESTABLISH – NO STOPPING EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION**

Fern Street, south side, from 26 feet to 89 feet west of Polk Street (58-foot bike share station with red zones on either end) (Supervisor District 3) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane on the south side of Fern Street, adjacent to 1221 Polk Street.



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The following items have been environmentally cleared by the Planning Department on December 18, 2015, Case 2015-005492ENV:

Folsom Street at 2nd Street – Bike Share Station

**12. ESTABLISH – NO STOPPING EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION**

Folsom Street, south side, from 2nd Street to 120 feet westerly (112-foot bike share station, with red zones on either end) (Supervisor District 6) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane on the south side of Folsom, adjacent to 601/611 Folsom Street. This is a temporary relocation of the previous station on 2nd Street south of Folsom, to accommodate construction on 2nd Street.

The following items have been environmentally cleared by the Planning Department on October 23, 2018, Case 2018-014462ENV:

20th Avenue, from Lincoln Way to Wawona Street – 20th Avenue Neighborway Project

13(a). ESTABLISH – BIKE LANES (CLASS II BIKE FACILITY)

- A. 20th Avenue, northbound, from Irving Street to Lincoln Way
- B. 20th Avenue, southbound, from Irving Street to Lawton Street
- C. 20th Avenue, southbound, from 193 feet north of Noriega Street to Quintara Street
- D. 20th Avenue, northbound, from Taraval Street to Quintara Street
- E. 20th Avenue, northbound, from Wawona Street to 234 feet south of Taraval Street

13(b). ESTABLISH – TRAFFIC CIRCLE

- 20th Avenue and Kirkham Street
- 20th Avenue and Ulloa Street

13(c). ESTABLISH – NO LEFT TURN VEHICLES OVER 30 FEET

- A. 20th Avenue, northbound and southbound, at Kirkham Street
- B. Kirkham Street, eastbound and westbound, at 20th Avenue
- C. 20th Avenue, northbound and southbound, at Ulloa Street
- D. Ulloa Street, eastbound and westbound, at 20th Avenue

13(d). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- 20th Avenue, east side, from Lincoln Way to 60 feet southerly (right-turn pocket)
- 20th Avenue, east side, from Kirkham Street to 15 feet northerly (turn accommodation)

13(e). ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES

- 20th Avenue, southbound at Irving Street

13(f). ESTABLISH – NO PARKING AT ANY TIME

- Judah Street, north side, from 20th Avenue to 20 feet westerly (extends existing 12-foot fire hydrant red zone by 8 feet, removes one parking space, widens sidewalk by 6 feet)



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13(g). ESTABLISH – RED ZONE

- A. 20th Avenue, west side, from Lincoln Way to 20 feet southerly (turn accommodation)
- B. 20th Avenue, west side, from Irving Street to 20 feet northerly (visibility red zone)
- C. 20th Avenue, east side, from Irving Street to 16 feet southerly (visibility red zone, removes one yellow commercial loading zone)
- D. Irving Street, south side, from 20th Avenue to 11 feet westerly (visibility red zone, removes one general metered parking space)
- E. 20th Avenue, west side, from Judah Street to 3 feet northerly (visibility red zone)
- F. 20th Avenue, east side, from Judah Street to 6 feet southerly (visibility red zone)
- G. 20th Avenue, west side, from Kirkham Street to 3 feet northerly (visibility red zone)
- H. 20th Avenue, east side, from Kirkham Street to 10 feet southerly (visibility red zone)
- I. 20th Avenue, west side, from Kirkham Street to 5 feet southerly (turn accommodation)
- J. Kirkham Street, south side, from 20th Avenue to 8 feet westerly (visibility red zone)
- K. Kirkham Street, north side, from 20th Avenue to 15 feet westerly (turn accommodation)
- L. Kirkham Street, north side, from 20th Avenue to 20 feet easterly (visibility red zone)
- M. 20th Avenue, west side, from Lawton Street to 20 feet northerly (visibility red zone)
- N. 20th Avenue, east side, from Lawton Street to 10 feet southerly (visibility red zone)
- O. Lawton Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
- P. Lawton Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- Q. 20th Avenue, west side, from Moraga Street to 10 feet northerly (visibility red zone)
- R. 20th Avenue, east side, from Moraga Street to 10 feet southerly (visibility red zone)
- S. 20th Avenue, east side in intersection, from Moraga Street to 10 feet southerly (visibility red zone in stem of T)
- T. 20th Avenue, east side in intersection, from Moraga Street to 10 feet northerly (visibility red zone in stem of T)
- U. Moraga Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- V. 20th Avenue, west side, from Noriega Street to 18 feet northerly (visibility red zone, removes one general metered parking space)
- W. Noriega Street, south side, from 20th Avenue to 6 feet westerly (visibility red zone)
- X. 20th Avenue, west side, from Ortega Street to 10 feet northerly (visibility red zone)
- Y. 20th Avenue, east side, from Ortega Street to 10 feet southerly (visibility red zone)
- Z. Ortega Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- AA. Ortega Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
- BB. 20th Avenue, east side, from Pacheco Street to 10 feet southerly (visibility red zone)
- CC. Pacheco Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- DD. Pacheco Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
- EE. 20th Avenue, west side, from Quintara Street to 10 feet northerly (visibility red zone)
- FF. 20th Avenue, east side, from Quintara Street to 10 feet southerly (visibility red zone)
- GG. Quintara Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- HH. Quintara Street, south side, from 20th Avenue to 10 feet easterly (visibility red zone)



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- II. 20th Avenue, west side, from Rivera Street to 10 feet northerly (visibility red zone)
- JJ. 20th Avenue, east side, from Rivera Street to 9 feet southerly (visibility red zone)
- KK. Rivera Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
- LL. Rivera Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- MM. 20th Avenue, west side, from Santiago Street to 10 feet northerly (visibility red zone)
- NN. 20th Avenue, east side, from Santiago Street to 10 feet southerly (visibility red zone)
- OO. Santiago Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- PP. Santiago Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
- QQ. 20th Avenue, west side, from Taraval Street to 10 feet northerly (visibility red zone)
- RR. 20th Avenue, west side, from Ulloa Street to 10 feet northerly (visibility red zone)
- SS. 20th Avenue, east side, from Ulloa Street to 10 feet northerly (turn accommodation)
- TT. 20th Avenue, east side, from Ulloa Street to 10 feet southerly (visibility red zone)
- UU. 20th Avenue, west side, from Ulloa Street to 12 feet southerly (turn accommodation)
- VV. Ulloa Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
- WW. Ulloa Street, south side, from 20th Avenue to 25 feet easterly (turn accommodation)
- XX. Ulloa Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- YY. Ulloa Street, north side, from 20th Avenue to 12 feet westerly (turn accommodation)
- ZZ. 20th Avenue, west side, from Vicente Street to 10 feet northerly
- AAA. 20th Avenue, east side, from Vicente Street to 10 feet southerly
- BBB. Vicente Street, south side, from 20th Avenue to 10 feet westerly
- CCC. 20th Avenue, west side, from Wawona Street to 10 feet northerly

13(h). RESCIND – 45-DEGREE GENERAL METERED PARKING (CONVERT TO PARALLEL)

20th Avenue, west side, from 10 feet to 94 feet north of Irving Street
20th Avenue, east side, from 30 feet to 94 feet south of Irving Street

13(i). ESTABLISH – GENERAL METERED PARKING (CONVERT FROM 45-DEGREE)

20th Avenue, west side, from 20 feet to 94 feet north of Irving Street (net reduction of two general metered spaces)
20th Avenue, east side, from 44 feet to 102 feet south of Irving Street (net reduction of two general metered spaces)

13(j). RESCIND – 45-DEGREE PARKING (CONVERT TO PARALLEL)

20th Avenue, east side, from Ortega Street to 140 feet southerly (net reduction of five parking spaces)
20th Avenue, east side, from 10 feet to 104 feet north of Quintara Street (net reduction of three parking spaces)

13(k). ESTABLISH – 45-DEGREE FRONT-IN PARKING

Pacheco Street, north side, from 20th Avenue to 89 feet westerly (establishes six 45 degree parking spaces, net addition of 1 space)



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Pacheco Street, north side, from 10 feet to 81 feet easterly of 20th Avenue (establishes five 45 degree parking spaces, net addition of 1 space)

13(l). ESTABLISH – 45-DEGREE BACK-IN PARKING (CONVERT FROM FRONT-IN)

- A. 20th Avenue, east side, from 10 feet south of Lawton Street to Moraga Street (establishes 44 45-degree parking spaces, net reduction of 1 space)
- B. 20th Avenue, east side, from 10 feet south of Moraga Street to 277 feet south of Moraga Street (establishes 22 45-degree spaces)
- C. 20th Avenue, west side, from 24 feet south of Taraval Street to 102 feet south of Taraval Street (establishes six 45-degree parking spaces)

13(m). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

20th Avenue, east side, from 16 to 44 feet south of Irving Street

13(n). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 9:30 AM, 11 AM TO 12:30 PM, SCHOOL DAYS

20th Avenue, from Quintara Street to 100 feet northerly (expands white zone by 10 feet)

13(o). ESTABLISH – SPEED CUSHIONS (TWO-SLOT)

- A. 20th Avenue, between Lincoln Way and Irving Street (2 speed cushions)
- B. 20th Avenue, between Irving Street and Judah Street (2 speed cushions)
- C. 20th Avenue, between Judah Street and Kirkham Street (2 speed cushions)
- D. 20th Avenue, between Kirkham Street and Lawton Street (2 speed cushions)
- E. 20th Avenue, between Noriega Street and Ortega Street (2 speed cushions)
- F. 20th Avenue, between Ortega Street and Pacheco Street (2 speed cushions)
- G. 20th Avenue, between Pacheco Street and Quintara Street (2 speed cushions)
- H. 20th Avenue, between Quintara Street and Rivera Street (2 speed cushions)
- I. 20th Avenue, between Rivera Street and Santiago Street (2 speed cushions)
- J. 20th Avenue, between Santiago Street and Taraval Street (2 speed cushions)
- K. 20th Avenue, between Ulloa Street and Vicente Street (2 speed cushions)

The 20th Avenue Neighborway Project is proposing a number of changes to the 20th Avenue corridor to create a more pleasant north-south route for people walking and biking to Golden Gate Park, Stern Grove, or other neighborhood destinations in the Sunset District. Elements of the proposal include new uphill buffered bike lanes, sharrows, two traffic circles, parking configuration changes, visibility red zone, bulbouts, bike boxes, and new bike signals and bike crossing treatments to Golden Gate Park at Lincoln. (Supervisor District 4) Nick Smith, nick.smith@sfmta.com

♦ *Items denoted with an asterisk (♦) can be given approval by the City Traffic Engineer after the public hearing. Otherwise, the SFMTA Board will make the final approval at a later date based on the outcome at the public hearing.*



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California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code: For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at <http://www.sf-planning.org/index.aspx?page=3447>. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Whether the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on <https://www.sfmta.com/committees/engineering-public-hearings> by 5 p.m. on the Friday following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

Approved for Public Hearing by:

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

cc: Debbie Borthne, SFMTA Parking and Enforcement
James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:ND
ISSUE DATE: 3/22/18