



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6218
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, February 21, 2020, 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:

Unit Block of Sussex Street – No Stopping Fire Lane

1. ESTABLISH – NO STOPPING FIRE LANE

Sussex Street, north side, from 53 feet to 153 feet east of Diamond Street
(Supervisor District 8) Bryant Woo, bryant.woo@sfmta.com

Request from SF Fire Department to restrict parking along the curve of the road to provide clearance for emergency services.

Mount Vernon Avenue at Getz Street – Red Zone

2. ESTABLISH – RED ZONE

Mount Vernon Avenue, south side, from Getz Street to 15 feet easterly
(removes 1 parking space) (Supervisor District 11) ♦ Hester Yu, hester.yu@sfmta.com

Proposal will add a red zone to improve Muni Operations for the 54 Felton.

Golden Gate Avenue and Jones Street – No Turn on Red

3. ESTABLISH – NO TURN ON RED

Jones Street, northbound, at Golden Gate Avenue
(Supervisor District 6) ♦ James Shahamiri, james.shahamiri@sfmta.com

With the upcoming two-way conversion of Jones Street between McAllister Street and Golden Gate Avenue, there will be a new northbound right turn movement added at the intersection of Golden Gate Avenue and Jones Street. To improve pedestrian safety, this proposal is to add a No Turn on Red restriction for this new movement.

Highland Avenue at Bernal Cut Path – Midblock Crosswalk

4. ESTABLISH – MIDBLOCK CROSSWALK

Highland Avenue at Bernal Cut Path
(Supervisor District 9) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to mark a crosswalk for Bernal Cut Path users crossing Highland Avenue.

Baker Street and Anzavista Avenue – STOP Signs

5. ESTABLISH – STOP SIGNS

Baker Street, northbound and southbound, at Anzavista Avenue, making this intersection an all-way STOP (Supervisor District 5) ♦ Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to make this intersection an all-way STOP to better clarify right of way.



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3414 25th Street – Residential Permit Parking Extension

**6. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I
(eligibility only; no signs)**

3410 - 3424 25th Street (even addresses only)

2884 - 2890 Mission Street (even addresses only)

(Supervisor District 9) Kathryn Studwell, kathryn.studwell@sfmta.com

This will extend RPP permit eligibility to the residents and businesses of one building located at the corner of Mission and 25th streets.

Mansell Street, between John F. Shelley Drive (West) and Visitacion Avenue

7. ESTABLISH – SPEED TABLES

Mansell Street, between John F. Shelley Drive (West) and John F. Shelley Drive (East)
(2 speed tables)

Mansell Street, between John F. Shelley Drive (East) and Visitacion Avenue

(1 speed table) (Supervisor District 10) ♦ Mark Dreger, mark.dreger@sfmta.com

Proposal establishes three speed tables on Mansell Street in McLaren Park to address high travel speeds.

Beaumont Avenue at Anza Street and at Turk Street – STOP Signs

8. ESTABLISH – STOP SIGNS

Beaumont Avenue, northbound and southbound, at Anza Street, stopping the minor side streets of this offset intersection

Beaumont Avenue, southbound, at Turk Street, stopping the stem of this “T” intersection
(Supervisor District 1) ♦ Daniel Mackowski, daniel.mackowski@sfmta.com

SFMTA recommends stopping the minor side streets of these intersections to better clarify the right of way.

500 Block Mission Bay Boulevard North – Bus Stop and Passenger Loading Zone

9(a). ESTABLISH – BUS ZONE

Mission Bay Boulevard North, north side, from 61 feet to 246 feet west of 3rd Street

9(b). ESTABLISH – PASSENGER LOADING ZONE

Mission Bay Boulevard North, north side, from 41 feet to 61 feet west of 3rd Street

(Supervisor District 6) Tracy Minicucci, tracy.minicucci@sfmta.com

Family House (540 MBBN) requested a 20’ extension of their existing passenger loading zone westward from 3rd St. Transit also requested an extension for the 55 Dogpatch stop to bring stop up to midblock standards and accommodate future 22 Fillmore service. The bus stop would be extended from 142’ to 185’ westward from 3rd St. Three parking spaces would be converted as a result of these proposed curb changes.



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Unit Block of Lucky Street, between 25th Street and 24th Street – No Parking Anytime

10(a). RESCIND – 1-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA I PERMITS

Lucky Street, west side, from 15 feet to 30 feet north of 25th Street (residents on both sides of the street remain eligible to purchase residential parking permits)

10(b). ESTABLISH – NO PARKING ANYTIME

Lucky Street, west side, from 15 feet to 30 feet north of 25th Street
(removes 1 RPP space) (Supervisor District 9) Alvin Lam, alvin.lam@sfmta.com

This proposal removes 1 RPP space. Residents on both sides of the street remain eligible to purchase residential parking permits.

12th Street, between South Van Ness Avenue and Harrison Street – Parking Meters

11(a). ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

12th Street, both sides, between South Van Ness Avenue and Harrison Street

11(b). ESTABLISH – METERED MOTORCYCLED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

- A. 12th Street, south side, from 389 feet to 410 feet east of Howard Street
- B. 12th Street, north side, from 190 feet to 212 feet west of Folsom Street
- C. 12th Street, south side, from 79 feet to 94 feet east of Folsom Street

11(c). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

- A. 12th Street, south side, from 127 feet to 168 feet east of Howard Street
- B. 12th Street, south side, from 427 feet to 450 feet east of Howard Street
- C. 12th Street, north side, from 17 feet to 48 feet west of Folsom Street
- D. 12th Street, north side, from Kissling Street to 60 feet west
- E. 12th Street, north side, from 46 feet to 94 feet east of Folsom Street
- F. 12th Street, north side, from 110 feet to 144 feet east of Folsom Street

11(d). ESTABLISH – GREEN METERED ZONE, 30-MIN TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

12th Street, south side, from 95 feet to 135 feet east of South Van Ness Avenue
12th Street, north side, from 81 feet to 121 feet west of Kissling Street

11(e). ESTABLISH – RED ZONES

12th Street, south side, from Howard Street to 20 feet west
12th Street, north side, from Howard Street to 20 feet east
(Supervisor District 6) Becca Homa, becca.homa@sfmta.com



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New meters will better regulate the parking and increase turn over, especially with nearby high-density mixed-use buildings nearing completion. Expansion of commercial loading zones should help alleviate the double parking.

Division Street at Vermont Street – Class IV Bike Lane Upgrade

12(a). ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)

Division Street, eastbound, south side, between San Bruno Avenue and Vermont Street (curbside bike lane with buffer and floating parking)

Division Street, westbound, north side, between 8th Street and Vermont Street (curbside bike lane with buffer)

12(b). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

Division Street, south side, from San Bruno Avenue to 123 feet easterly (extends existing TANSAT and removes 2 general metered parking space)

12(c). ESTABLISH – TOW-AWAY, NO PARKING ANYTIME

Division Street, south side, from Vermont Street to 56 feet westerly (removes 2 general metered parking space)

Division Street, north side, from 8th Street to 178 feet westerly (removes 2 general metered parking spaces and 2 metered motorcycle spaces) (Supervisor Districts 6 & 10) Ashley Kim, ashley.kim@sfmta.com

The Division Street and Vermont Street Bike Spot Improvement will upgrade existing bikeway to a parking-protected facility and improve the sense of safety for all users of the intersection.

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 for 2/7/20
Andrea Contreras, SFMTA Date

The following items have been environmentally cleared by the Planning Department on January 30, 2019, Case 2018-013570ENV:

Visitacion Avenue at Visitacion Valley Middle School – Crosswalk and Median Islands

13(a). ESTABLISH – CROSSWALK

Visitacion Avenue at Visitacion Valley Middle School, north crossing

13(b). ESTABLISH – MEDIAN ISLANDS

Visitacion Avenue at Visitacion Valley Middle School, north and south of new crosswalk



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- 13(c). ESTABLISH – RECTANGULAR RAPID FLASHING BEACON**
Visitacion Avenue at Visitacion Valley Middle School, north crossing
(Supervisor District 10) Daniel Carr, daniel.carr@sfmta.com

The following items have been environmentally cleared by the Planning Department on October 19, 2015, Case 2015-005492ENV:

Laurel Street at California Street – Bike Share Station

- 14. ESTABLISH – NO STOPPING EXCEPT BICYCLES**
ESTABLISH – BIKE SHARE STATION
Laurel Street, east side, from California Street to 77 feet southerly
(62-foot bike share station with red zones on either side)
(Supervisor District 2) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the east side of Laurel Street, adjacent to the future Prado Group housing development (formerly UCSF Laurel Heights Campus).

18th Avenue at California Street – Bike Share Station

- 15. ESTABLISH – NO STOPPING EXCEPT BICYCLES**
ESTABLISH – BIKE SHARE STATION
18th Avenue, west side, from 241 feet to 310 feet north of California Street
(62-foot bike share station with red zones on either side)
(Supervisor District 1) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the west side of 18th Avenue, adjacent to the Richmond Playground.

Clement Street at 32nd Avenue – Bike Share Station

- 16. ESTABLISH – NO STOPPING EXCEPT BICYCLES**
ESTABLISH – BIKE SHARE STATION
Clement Street, north side, from 62 feet to 131 feet west of 32nd Avenue
(62-foot bike share station with red zones on either side)
(Supervisor District 1) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the north side of Clement Street, adjacent to the CVS/grocery store.

Alameda Street at Henry Adams Street – Bike Share Station

- 17. ESTABLISH – NO STOPPING EXCEPT BICYCLES**
ESTABLISH – BIKE SHARE STATION
Alameda Street, south side, from Henry Adams Street to 81 feet westerly
(72-foot bike share station with red zones on either side)
(Supervisor District 10) ♦ Laura Stonehill, laura.stonehill@sfmta.com



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Proposing a Bay Wheels bike share station in the parking lane on the south side of Alameda Street, adjacent to the San Francisco Design Center parking lot.

Spruce Street at California Street – Bike Share Station

18. ESTABLISH – SIDEWALK BIKE SHARE STATION

Spruce Street, east side, from California Street to 90 feet northerly
(83-foot bike share station with angled plates)
(Supervisor District 2) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station on the sidewalk on the east side of Spruce Street, adjacent to the parking lot for 3584 California Street.

Brannan Street at Colin P. Kelly Jr. Street – Bike Share Station

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

Brannan Street, south side, from 65 feet to 166 feet west of Colin P. Kelly Jr. Street
(92-foot bike share station with red zones on either side)
(Supervisor District 6) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Shifting and expanding an existing Bay Wheels bike share station in the parking lane on the south side of Brannan Street, adjacent to Github.

The following items are pending environmental clearance:

Berry Street, between 3rd Street and 4th Street – Contraflow Bike Lane

20(a). ESTABLISH – CLASS IV PROTECTED BIKEWAY

Berry Street, westbound, north side, between 3rd Street and 4th Street

20(b). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

Berry Street, north side, from 4th Street to 449 feet easterly
Berry Street, north side, from 3rd Street to 278 feet westerly

20(c). ESTABLISH – TOW-AWAY, NO PARKING ANYTIME

Berry Street, south side, from 331 feet to 258 feet west of 3rd Street

**20(d). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM,
MONDAY THROUGH FRIDAY**

Berry Street, south side, from 168 feet to 208 feet west of 3rd Street
(converts two general metered parking spaces)

**20(e). ESTABLISH – METERED YELLOW ZONE, TRUCK LOADING, 7 AM TO 6 PM,
MONDAY THROUGH FRIDAY**

Berry Street, south side, from 228 feet to 258 feet west of 3rd Street
(extends existing 20 feet yellow zone)

20(f). ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

Berry Street, north side, from 449 feet to 515 feet east of 4th Street



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(extending existing 44-foot white zone)

20(g). ESTABLISH – CROSSWALK

Berry Street, north side, between 3rd Street and 4th Street
(marked crosswalk between sidewalk and white zone)
(Supervisor District 6) Laura Stonehill, laura.stonehill@sfmta.com

SFMTA recommends permanent establishment of the contraflow, westbound bike lane on Berry Street between 3rd Street and 4th Street.

♦ *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.*

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:

A handwritten signature in black ink, appearing to read 'R. Olea', is written over a horizontal line.

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: 2/7/20