



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
Order # 6041  
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, February 15, 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:

**9<sup>th</sup> Street at Harrison Street – Tow-Away, No Stopping Anytime**

**1. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME**

9<sup>th</sup> Street, west side, from Harrison Street to 50 feet southerly  
(Supervisor District 6) Sam Dosick, sam.dosick@sfmta.com

Parking removal to allow for improved pedestrian visibility for northbound 9<sup>th</sup> Street traffic turning westbound on Harrison Street

**Coleridge Street at Eugenia Avenue – STOP Signs**

**2. ESTABLISH – STOP SIGNS**

Coleridge Street, northbound and southbound, at Eugenia Avenue, making this intersection an all-way STOP (Supervisor District 9) Sam Dosick, sam.dosick@sfmta.com

SFMTA recommends making this intersection an all-way STOP to better clarify right-of-way

**Hoff Street at 17<sup>th</sup> Street – STOP Signs**

**3. ESTABLISH – STOP SIGN**

Hoff Street, southbound, at 17<sup>th</sup> Street, stopping the stem of this T-intersection (Supervisor District 9) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to stop the stem of this T-intersection to clarify right-of-way.

**Judson Avenue at Frida Kahlo Way – STOP Signs**

**4. ESTABLISH – STOP SIGN**

Judson Avenue, eastbound, at Frida Kahlo Way, stopping the stem of this "T" intersection (Supervisor District 7) André Wright, andre.wright@sfmta.com

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

**Church Street at Randall Street – STOP Signs**

**5. ESTABLISH – STOP SIGN**

Church Street, southbound, at Randall Street, stopping the stem of this "T" intersection (Supervisor District 8) André Wright, andre.wright@sfmta.com

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



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**6. ESTABLISH - TOW-AWAY, NO PARKING ANYTIME, PART-TIME ACCESSIBLE PASSENGER LOADING ZONE, 8AM TO 5:30PM, MONDAY THROUGH FRIDAY**

25<sup>th</sup> Avenue, east side, from 238 feet to 348 feet north of Judah Street (110-foot zone)  
(Supervisor District 4) ♦ André Wright, andre.wright@sfmta.com

To establish a passenger loading zone for the Jefferson Early Education School buses and parents

**7. ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7AM-9AM, 2PM-4PM, SCHOOL DAYS**

Washington Street, north side, from 114 feet to 302 east of Larkin Street (188-foot zone)  
(Supervisor District 3) ♦ André Wright, andre.wright@sfmta.com

The purpose of this proposal is to establish a safer passenger loading zone for Spring Valley Science Elementary School.

**Webster Street at Bush Street – No Turn on Red**

**8. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, MONDAY TO FRIDAY**

Webster Street, northbound, at Bush Street  
(Supervisor District 5) Garnet Wing, garnet.wing@sfmta.com

Part-time, right turn on red restriction to improve pedestrian safety at the southern crosswalk at the request of a local resident.

**25<sup>th</sup> Avenue, between Ulloa Street and Vicente Street – Speed Humps**

**9. ESTABLISH – SPEED HUMPS**

25<sup>th</sup> Avenue, between Ulloa Street to Vicente Street (2 Speed Cushions) (Supervisor District 4) ♦ Ariel Ward, ariel.ward@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds are above the legal speed limit of 25 MPH.

**Raymond Avenue, between Delta Street and Elliot Street – Speed Cushions**

**10. ESTABLISH – SPEED CUSHIONS**

Raymond Avenue, between Delta Street and Elliot Street (2 Speed Cushions) (Supervisor District 10) ♦ Ariel Ward, ariel.ward@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds are above the legal speed limit of 25 MPH.



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**1400-1490 12<sup>th</sup> Avenue – Residential Permit Parking Extension**

- 11. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J  
ESTABLISH – 2-HOUR PARKING, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY,  
EXCEPT VEHICLES WITH AREA J PERMITS**  
1400 block of 12<sup>th</sup> Avenue, both sides, between Judah Street and Kirkham Street  
(Supervisor District 7) Gerry Porras, Gerry.porras@sfmta.com

Extension of Area J will allow residents with permits to park within Area J.

**Donahue Street and Kirkwood Avenue – STOP Signs**

- 12. ESTABLISH – STOP SIGNS**  
Donahue Street, southbound, at Kirkwood Avenue  
Kirkwood Avenue, eastbound, at Donahue Street, making this intersection an all-way STOP  
(Supervisor District 10) Sam Dosick, sam.dosick@sfmta.com

SFMTA recommends making this intersection an all-way STOP to clarify the right-of-way

**Connecticut Street, between 20<sup>th</sup> Street and Potrero Hill Park – Residential Permit Parking Extension**

- 13. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA X  
ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY,  
EXCEPT VEHICLES WITH AREA X PERMITS**  
Connecticut Street, both sides, between 20<sup>th</sup> Street and Potrero Hill Park (500 & 600 blocks)  
(Supervisor District 10) Gerry Porras, gerry.porras@sfmta.com

This proposal will extend Area X permits for residents of Connecticut Street.

**Cranleigh Drive, between Sloat Boulevard and Lagunitas Street – Residential Permit Parking Extension**

- 14(a). RESCIND – 2-HOUR PARKING, 7 AM TO 6 PM, EXCEPT SUNDAYS**  
Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive
- 14(b). ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA H**  
Cranleigh Drive, west side, between Sloat Boulevard and Lagunitas Drive
- 14(c). ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY,  
EXCEPT VEHICLES WITH AREA H PERMITS**  
Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive  
(Supervisor District 7) Gerry Porras, gerry.porras@sfmta.com

This proposal will extend Area H permits for residents of Cranleigh Drive.



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**Geary Boulevard and Broderick Street, Divisadero Street and Garden Street – Loading Zones and Motorcycle Parking**

**15(a). ESTABLISH – RED ZONE**

- A. Broderick Street, east side, from Geary Boulevard to 2 feet northerly♦
- B. Broderick Street, east side, from 25 feet to 30 feet north of Geary Boulevard♦
- C. Broderick Street, east side, from 36 feet to 39 feet north of Geary Boulevard♦
- D. Divisadero Street, west side, from Garden Street to 8 feet northerly♦
- E. Divisadero Street, west side, from 22 feet to 25 feet north of Garden Street♦

**15(b). ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Broderick Street, east side, from 2 feet to 25 feet north of Geary Boulevard (converts RPP parking space to yellow loading) ♦

**15(c). ESTABLISH – UNMETERED MOTORCYCLE PARKING**

Broderick Street, east side, from 30 feet to 36 feet north of Geary Boulevard (converts RPP parking space to 2 motorcycle parking spaces) ♦

**15(d). ESTABLISH – METERED MOTORCYCLE PARKING**

Divisadero Street, west side, from 8 feet to 22 feet north of Garden Street (establishes 4 motorcycle parking spaces, rescinds metered space 1517) ♦  
(Supervisor Districts 2 and 5) Hester Yu, hester.yu@sfmta.com

Proposal to establish motorcycle parking in the area at the request of residents. A yellow zone is proposed to accommodate Kaiser Permanente’s loading needs.

**Indiana Street, between Cesar Chavez Street and Tulare Street – Red Zones**

**16. ESTABLISH – RED ZONE**

- A. Indiana Street, west side, from 72 feet to 92 feet north of Marin Street♦
- B. Indiana Street, west side, from 117 feet to 137 feet north of Marin Street♦
- C. Indiana Street, west side, from 70 feet to 90 feet north of Tulare Street♦
- D. Indiana Street, east side, from Tulare Street to 20 feet northerly♦  
(Supervisor District 10) Felipe Robles, felipe.robles@sfmta.com

These red zones would provide turning clearance for Muni buses entering and exiting Islais Creek Division

**27<sup>th</sup> Street, between Dolores Street and Guerrero Street – Speed Cushions**

**17. ESTABLISH – SPEED CUSHIONS**

27<sup>th</sup> Street, between Dolores Street and Guerrero Street (2 3-lump speed cushions)  
(Supervisor District 8) ♦ Jarrett Hornbostel, jarrett.hornbostel@sfmta.com

Speed cushions proposed in conjunction with the installation of a new traffic signal at the intersection of 27<sup>th</sup> Street and Guerrero Street to mitigate vehicle speeding and cut through traffic concerns expressed by 27<sup>th</sup> Street residents.



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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.

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Andrea Contreras, SFMTA    Date

The following items are pending environmental clearance:

Elk/Diamond Heights/Sussex Intersection Improvements

**18(a). ESTABLISH – RECTANGULAR RAPID FLASHING BEACON**

Elk Street / Diamond Heights Boulevard at Sussex Street

**18(b). ESTABLISH - TOW AWAY, NO STOPPING ANYTIME**

Diamond Heights Boulevard, west side, from Sussex Street to Arbor Street  
Sussex Street, south side, from Elk Street to 33 feet easterly  
Sussex Street, north side, from Diamond Heights Boulevard to 15 feet easterly

**18(c). RESCIND – NO PARKING, PASSENGER LOADING ZONE, 8AM – 9AM, MONDAY – FRIDAY, JUNE – AUGUST**

Diamond Heights Boulevard, west side, from Sussex Street to 120 feet northerly

**18(d). ESTABLISH – CROSSWALK CLOSURE**

Diamond Heights Boulevard at Arbor Street, south crossing  
Diamond Heights Boulevard at Arbor Street, north crossing

**18(e). ESTABLISH – 25 MPH SPEED LIMIT**

Diamond Heights Boulevard, between Berkeley Way (west) and Sussex Street (reduces speed limit from 30 mph) (Supervisor District 8) Gabriel Ho, gabriel.ho@sfmta.com

SFMTA recommends various intersection changes to improve pedestrian access to Glen Canyon in response to resident requests.

The following items are pending environmental clearance:

**19(a). 27 Bryant Line - Various Locations between 5<sup>th</sup> Street/Market Street and Jackson Street/Van Ness Avenue – 27 Bryant Transit Reliability Project  
ESTABLISH – BUS ZONE**

- A.** Jackson Street, north side, from Hyde Street to 80 feet westerly (converts Muni flag stop into a bus zone and eliminates 4 parking spaces)
- B.** Washington Street, south side, from Larkin Street to 112 feet westerly (converts existing Muni flag stop into a bus zone and removes metered parking spaces 1601 and 1605)



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- C. Jones Street, west side, from O'Farrell Street to 90 feet southerly (new bus zone as part of rerouted 27 line removes meters 423, 425, and 427)
- D. Leavenworth Street, east side, from 75 feet to 100 feet south of California Street (extends bus zone by removing 1 parking space)
- E. Leavenworth Street, east side, from 74 feet to 100 feet south of Sacramento Street (extends bus zone through driveway – no parking impact)
- F. Hyde Street, west side, from 77 feet to 100 feet north of Clay Street (extends bus zone by removing 1 parking space)
- G. Hyde Street, west side, from 78 feet to 93 feet north of California Street (extends bus zone through driveway – no parking impact)
- H. Jones Street, west side, from 76 feet to 98 feet north of Sutter Street (extends bus zone by removing meter 809)
- I. Jones Street, west side, from 74 feet to 96 feet north of Post Street (extends bus zone by removing meter 709)
- J. Jones Street, west side, from 68 feet to 102 feet north of Geary Street (extends bus zone by removing meter 609)
- K. Eddy Street, south side, from 80 feet to 110 feet east of Jones Street (extends bus zone by removing yellow meter 235)

**19(b). RESCIND – BUS ZONE**

- A. Ellis Street, north side, from Mason Street to 89 feet easterly
- B. Ellis Street, north side, from Jones Street to 77 feet westerly
- C. Leavenworth Street, east side, from Washington Street to 80 feet southerly
- D. Bush Street, south side, from Leavenworth Street to 80 feet easterly
- E. Mason Street, west side, from Ellis Street to 70 feet southerly

**19(c). RESCIND – MUNI FLAG STOP**

- A. Jackson Street, north side, east of Larkin Street
- B. Washington Street, south side, east of Van Ness Avenue
- C. Washington Street, south side, west of Hyde Street
- D. Hyde Street, west side, south of Sacramento Street
- E. Mason Street, west side, south of O'Farrell Street

**19(d). ESTABLISH – SIDEWALK WIDENING**

**ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

- A. Ellis Street, north side, from Leavenworth Street to 54 feet easterly (adds 6-foot wide bus bulb at existing Muni flag stop and removes parking metered space 434)
- B. Leavenworth Street, east side, from O'Farrell Street to 78 feet southerly (adds 5-foot wide bus bulb at existing bus zone)
- C. Leavenworth Street, east side, from Geary Street to 79 feet southerly (adds 5-foot wide bus bulb at existing bus zone)
- D. Leavenworth Street, east side, from Post Street to 68 feet southerly (adds 5-foot wide bus bulb at existing bus zone)
- E. Leavenworth Street, east side, from Sutter Street to 68 feet southerly (adds 6-foot wide bus bulb at existing bus zone)



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- F. Leavenworth Street, east side, from Bush Street to 68 feet southerly (adds 6-foot wide bus bulb at existing bus zone)
- G. Leavenworth Street, east side, from Pine Street to 68 feet southerly (adds 6-foot wide bus bulb at existing bus zone)
- H. Bush Street, south side, from Jones Street to 58 feet westerly (adds 6-foot wide bus bulb at existing flag stop and removes 2 parking spaces)

**19(e). ESTABLISH – SIDEWALK WIDENING  
ESTABLISH – NO STOPPING ANYTIME**

- A. Leavenworth Street, west side, from Pine Street to 35 feet southerly (adds 6-foot wide pedestrian bulb at existing red zone)
- B. Leavenworth Street, west side, from Pine Street to 25 feet northerly
- C. Pine Street, north side, from Leavenworth Street to 25 feet westerly (adds a wraparound 6-foot wide pedestrian bulb and removes two parking spaces)

**19(f). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**

- A. Ellis Street, north side, from 60 feet to 89 feet east of Mason Street (yellow metered parking space replaces part of the rescinded Muni bus zone)
- B. Ellis Street, north side, from 10 feet to 33 feet west of Jones Street
- C. Ellis Street, north side, from 54 feet to 96 feet east of Leavenworth Street (converts parking meters 430 and 432 to metered commercial loading zones)
- D. Sutter Street, north side from 75 feet to 115 feet west of Jones Street (converts meters 810 and 812 to metered commercial loading zones)
- E. Mason Street, west side, from 10 feet to 30 feet south of Ellis Street (replaces part of rescinded bus zone)

**19(g). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Eddy Street, south side, from 168 feet to 190 feet east of Jones Street (converts meter 227 to a metered commercial loading zone)

**19(h). ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Jones Street, west side, from 7 feet to 28 feet south of Bush Street (converts meter 825 into a metered commercial loading zone)

Hyde Street, east side, from 3 feet to 59 feet south of California Street (converts meter 1024 to a metered commercial loading zone)

**19(i). RESCIND – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Hyde Street, east side, from 3 feet to 19 feet south of California Street (converts yellow meters 1026 and 1028 to two larger sized yellow loading zones by removing yellow metered space 1024)



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- 19(j) ESTABLISH – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**  
Jones Street, west side, from 30 feet to 52 feet north of Ellis Street (converts yellow meter 403 to short term metered parking)
- 19(k) ESTABLISH – YELLOW LOADING ZONE, 30 MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**  
Leavenworth Street, from 55 feet to 80 feet south of Washington Street (replaces part of rescinded bus zone)
- 19(k) ESTABLISH – GENERAL METERED PARKING**  
Sutter Street, north side, from 115 feet to 135 feet west of Jones Street (metered parking space replaces 5 motorcycle parking spaces)
- 19(l). ESTABLISH – METERED MOTORCYCLE PARKING**  
Sutter Street, north side, from 135 to 154 feet west of Jones Street (5 metered motorcycle parking spaces replaces unregulated parking space)
- 19(m). ESTABLISH – RED ZONE**
- A.** Ellis Street, north side, from Mason Street to 22 feet easterly (replaces part of rescinded bus zone)
  - B.** Leavenworth Street, west side, from Clay Street to 20 feet northerly (removes one parking space)
  - C.** Clay Street, north side, from Leavenworth Street to 20 feet westerly (removes one parking space)
  - D.** Hyde Street, east side, from Jackson Street to 20 feet southerly (removes one parking space)
  - E.** Larkin Street, east side, from Washington Street to 20 feet southerly (removes one parking space)

Various improvements to improve transit reliability and pedestrian safety.  
(Supervisor Districts 3 and 6) Felipe Robles, Felipe.robles@sfmta.com

The following items have been environmentally cleared by the Planning Department on March 7, 2018, Case 2018-0002734ENV:

**27<sup>th</sup> Street and Guerrero Street Intersection – New Traffic Signal**

- 20(a). ESTABLISH – TRAFFIC SIGNAL**  
27<sup>th</sup> Street and Guerrero Street

- 20(b). RESCIND – RIGHT TURN ONLY**

27<sup>th</sup> Street, westbound, at Guerrero Street  
(Supervisor Districts 8 and 9) Jarrett Hornbostel, jarrett.hornbostel@sfmta.com

SFMTA staff recommends the installation of a new traffic signal to improve intersection safety, in particular for pedestrians crossing Guerrero. The signal will be funded by





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California Pacific Medical Center as a condition of their Development Agreement with the City and County of San Francisco.

The following items have been environmentally cleared by the Planning Department on January 16, 2019, Case 2019-000689ENV:

**20<sup>th</sup> Avenue and Judah Street – Rectangular Rapid Flash Beacons (RRFB)**

**21. ESTABLISH – RECTANGULAR RAPID FLASH BEACONS**

20<sup>th</sup> Avenue and Judah Street, crossing Judah Street  
(Supervisor District 4) ♦ Celine Leung, celine.leung@sfmta.com

Proposal to install a pedestrian activated flashing beacon to enhance pedestrian crossing safety.

The following items have been environmentally cleared by the Planning Department on January 16, 2019, Case 2019-000574ENV:

**Delano Avenue and Ocean Avenue – Rectangular Rapid Flash Beacons (RRFB)**

**22. ESTABLISH – RECTANGULAR RAPID FLASH BEACONS**

Delano Avenue and Ocean Avenue, crossing Ocean Avenue  
(Supervisor District 11) ♦ Celine Leung, celine.leung@sfmta.com

Proposal to install a pedestrian activated flashing beacon to enhance pedestrian crossing safety.

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

**Buchanan Street at Marina Boulevard – Bike Share Station**

**23. ESTABLISH – SIDEWALK BIKE SHARE STATION**

Buchanan Street, east side, from 109 feet to 222 feet south of Marina Boulevard (113-foot bike share station) (Supervisor District 2) ♦ Laura Stonehill, Laura.Stonehill@sfmta.com

Proposing a Ford GoBike bike share on the sidewalk on the east side of Buchanan Street, adjacent to the Safeway parking lot.

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

**Bay Street at Fillmore Street – Bike Share Station**

**24. ESTABLISH – NO PARKING EXCEPT BICYCLES**

**ESTABLISH – BIKE SHARE STATION**

Bay Street, south side, from 91 feet to 163.5 feet east of Fillmore Street (72-foot, 1-inch bike share station in floating parking lane) (Supervisor District 2) ♦  
Laura Stonehill, Laura.Stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the floating parking lane on the south side of Bay Street, adjacent to Marina Middle School.



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

**25(a). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

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

**25(b). ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES**

- 20th Avenue, southbound at Irving Street

**25(c). ESTABLISH – NO PARKING AT ANY TIME**

- Judah Street, north side, from 20<sup>th</sup> 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)

**25(d). ESTABLISH – RED ZONE**

- A. 20<sup>th</sup> Avenue, west side, from Lincoln Way to 20 feet southerly (turn accommodation)
- B. 20<sup>th</sup> Avenue, west side, from Irving Street to 20 feet northerly (visibility red zone)
- C. 20<sup>th</sup> 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 20<sup>th</sup> Avenue to 11 feet westerly (visibility red zone, removes one general metered parking space)
- E. 20<sup>th</sup> Avenue, west side, from Judah Street to 3 feet northerly (visibility red zone)
- F. 20<sup>th</sup> Avenue, east side, from Judah Street to 6 feet southerly (visibility red zone)
- G. 20<sup>th</sup> Avenue, west side, from Kirkham Street to 3 feet northerly (visibility red zone)
- H. 20<sup>th</sup> Avenue, east side, from Kirkham Street to 10 feet southerly (visibility red zone)
- I. 20<sup>th</sup> Avenue, west side, from Kirkham Street to 5 feet southerly (turn accommodation)
- J. Kirkham Street, south side, from 20<sup>th</sup> Avenue to 8 feet westerly (visibility red zone)
- K. Kirkham Street, north side, from 20<sup>th</sup> Avenue to 15 feet westerly (turn accommodation)
- L. Kirkham Street, north side, from 20<sup>th</sup> Avenue to 20 feet easterly (visibility red zone)
- M. 20<sup>th</sup> Avenue, west side, from Lawton Street to 20 feet northerly (visibility red zone)
- N. 20<sup>th</sup> Avenue, east side, from Lawton Street to 10 feet southerly (visibility red zone)
- O. Lawton Street, north side, from 20<sup>th</sup> Avenue to 10 feet easterly (visibility red zone)
- P. Lawton Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- Q. 20<sup>th</sup> Avenue, west side, from Moraga Street to 10 feet northerly (visibility red zone)
- R. 20<sup>th</sup> Avenue, east side, from Moraga Street to 10 feet southerly (visibility red zone)
- S. 20<sup>th</sup> Avenue, east side in intersection, from Moraga Street to 10 feet southerly (visibility red zone in stem of T)
- T. 20<sup>th</sup> 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 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- V. 20<sup>th</sup> 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 20<sup>th</sup> Avenue to 6 feet westerly (visibility red zone)
- X. 20<sup>th</sup> Avenue, west side, from Ortega Street to 10 feet northerly (visibility red zone)
- Y. 20<sup>th</sup> Avenue, east side, from Ortega Street to 10 feet southerly (visibility red zone)



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- Z. Ortega Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- AA. Ortega Street, north side, from 20<sup>th</sup> Avenue to 10 feet easterly (visibility red zone)
- BB. 20<sup>th</sup> Avenue, east side, from Pacheco Street to 10 feet southerly (visibility red zone)
- CC. Pacheco Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- DD. Pacheco Street, north side, from 20<sup>th</sup> Avenue to 10 feet easterly (visibility red zone)
- EE. 20<sup>th</sup> Avenue, west side, from Quintara Street to 10 feet northerly (visibility red zone)
- FF. 20<sup>th</sup> Avenue, east side, from Quintara Street to 10 feet southerly (visibility red zone)
- GG. Quintara Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- HH. Quintara Street, south side, from 20<sup>th</sup> Avenue to 10 feet easterly (visibility red zone)
- II. 20<sup>th</sup> Avenue, west side, from Rivera Street to 10 feet northerly (visibility red zone)
- JJ. 20<sup>th</sup> Avenue, east side, from Rivera Street to 9 feet southerly (visibility red zone)
- KK. Rivera Street, north side, from 20<sup>th</sup> Avenue to 10 feet easterly (visibility red zone)
- LL. Rivera Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- MM. 20<sup>th</sup> Avenue, west side, from Santiago Street to 10 feet northerly (visibility red zone)
- NN. 20<sup>th</sup> Avenue, east side, from Santiago Street to 10 feet southerly (visibility red zone)
- OO. Santiago Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- PP. Santiago Street, north side, from 20<sup>th</sup> Avenue to 10 feet easterly (visibility red zone)
- QQ. 20<sup>th</sup> Avenue, west side, from Taraval Street to 10 feet northerly (visibility red zone)
- RR. 20<sup>th</sup> Avenue, west side, from Ulloa Street to 10 feet northerly (visibility red zone)
- SS. 20<sup>th</sup> Avenue, east side, from Ulloa Street to 10 feet northerly (turn accommodation)
- TT. 20<sup>th</sup> Avenue, east side, from Ulloa Street to 10 feet southerly (visibility red zone)
- UU. 20<sup>th</sup> Avenue, west side, from Ulloa Street to 12 feet southerly (turn accommodation)
- VV. Ulloa Street, north side, from 20<sup>th</sup> Avenue to 10 feet easterly (visibility red zone)
- WW. Ulloa Street, south side, from 20<sup>th</sup> Avenue to 25 feet easterly (turn accommodation)
- XX. Ulloa Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly (visibility red zone)
- YY. Ulloa Street, north side, from 20<sup>th</sup> Avenue to 12 feet westerly (turn accommodation)
- ZZ. 20<sup>th</sup> Avenue, west side, from Vicente Street to 10 feet northerly
- AAA. 20<sup>th</sup> Avenue, east side, from Vicente Street to 10 feet southerly
- BBB. Vicente Street, south side, from 20<sup>th</sup> Avenue to 10 feet westerly
- CCC. 20<sup>th</sup> Avenue, west side, from Wawona Street to 10 feet northerly

**25(e). RESCIND – 45-DEGREE GENERAL METERED PARKING (CONVERT TO PARALLEL)**

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

**25(f). ESTABLISH – GENERAL METERED PARKING (CONVERT FROM 45-DEGREE)**

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



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- 25(g). RESCIND – 45-DEGREE PARKING (CONVERT TO PARALLEL)**  
20<sup>th</sup> Avenue, east side, from Ortega Street to 140 feet southerly (net reduction of five parking spaces)  
20<sup>th</sup> Avenue, east side, from 10 feet to 104 feet north of Quintara Street (net reduction of three parking spaces)
- 25(h) ESTABLISH – 45-DEGREE FRONT-IN PARKING**  
Pacheco Street, north side, from 20<sup>th</sup> Avenue to 89 feet westerly (establishes six 45 degree parking spaces, net addition of 1 space)  
Pacheco Street, north side, from 10 feet to 81 feet easterly of 20<sup>th</sup> Avenue (establishes five 45 degree parking spaces, net addition of 1 space)
- 25(i). ESTABLISH – 45-DEGREE BACK-IN PARKING (CONVERT FROM FRONT-IN)**  
**A.** 20<sup>th</sup> 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.** 20<sup>th</sup> Avenue, east side, from 10 feet south of Moraga Street to 277 feet south of Moraga Street (establishes 22 45-degree spaces)  
**C.** 20<sup>th</sup> Avenue, west side, from 24 feet south of Taraval Street to 102 feet south of Taraval Street (establishes six 45-degree parking spaces)
- 25(j). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**  
20<sup>th</sup> Avenue, east side, from 16 to 44 feet south of Irving Street
- 25(k). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 9:30 AM, 11 AM TO 12:30 PM, SCHOOL DAYS**  
20<sup>th</sup> Avenue, from Quintara Street to 100 feet northerly (expands white zone by 10 feet)
- 25(l). ESTABLISH – SPEED CUSHIONS (TWO-SLOT)**  
**A.** 20<sup>th</sup> Avenue, between Lincoln Way and Irving Street (2 speed cushions)  
**B.** 20<sup>th</sup> Avenue, between Irving Street and Judah Street (2 speed cushions)  
**C.** 20<sup>th</sup> Avenue, between Judah Street and Kirkham Street (2 speed cushions)  
**D.** 20<sup>th</sup> Avenue, between Kirkham Street and Lawton Street (2 speed cushions)  
**E.** 20<sup>th</sup> Avenue, between Noriega Street and Ortega Street (2 speed cushions)  
**F.** 20<sup>th</sup> Avenue, between Ortega Street and Pacheco Street (2 speed cushions)  
**G.** 20<sup>th</sup> Avenue, between Pacheco Street and Quintara Street (2 speed cushions)  
**H.** 20<sup>th</sup> Avenue, between Quintara Street and Rivera Street (2 speed cushions)  
**I.** 20<sup>th</sup> Avenue, between Rivera Street and Santiago Street (2 speed cushions)  
**J.** 20<sup>th</sup> Avenue, between Santiago Street and Taraval Street (2 speed cushions)  
**K.** 20<sup>th</sup> Avenue, between Ulloa Street and Vicente Street (2 speed cushions)

The 20<sup>th</sup> Avenue Neighborway Project is proposing a number of changes to the 20<sup>th</sup> 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,



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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](mailto:nick.smith@sfmta.com)

**♦ Items denoted with a diamond (♦) 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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf).*

Approved for Public Hearing by:

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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: 2/1/19