



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6054
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, March 22, 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:

1245 Kearny Street – Unmetered Motorcycle Parking

1. ESTABLISH - UNMETERED MOTORCYCLE PARKING

Kearny Street, west side, from 58 feet to 70 feet south of Green Street (2 parking stalls)
(Supervisor District 3) ♦ Sam Dosick, sam.dosick@sfmta.com

SFMTA recommends this unmetered motorcycle parking to mitigate parking issues within the neighborhood.

Ney Street, between Craut Street and Congdon Street – Speed Humps

2. ESTABLISH – SPEED HUMPS

Ney Street, between Craut Street and Congdon Street (2 Humps)
(Supervisor District 11) ♦ Nick Carr, nick.carr@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai

Cambridge Street at Gladstone Drive – Raised Crosswalk

3. ESTABLISH – RAISED CROSSWALK

Cambridge Street at Gladstone Drive, west side (1 asphalt raised crosswalk) (Supervisor District 11) ♦ Nick Carr, nick.carr@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai.

Capitol Avenue, at Lobos Street and at Minerva Street – Raised Crosswalks

4. ESTABLISH – RAISED CROSSWALKS

Capitol Avenue at Lobos Street, north side (1 asphalt raised crosswalk)
Capitol Avenue at Minerva Street, north side (1 asphalt raised crosswalk) (Supervisor District 11) ♦ Nick Carr, nick.carr@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai.

Morse Street at Lowell Street – Raised Crosswalk

5. ESTABLISH – RAISED CROSSWALK

Morse Street at Lowell street, north side (1 asphalt raised crosswalk across Morse Street)
(Supervisor District 11) ♦ Nick Carr, nick.carr@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai.



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Ashbury Street, between Waller Street and Frederick Street – Speed Cushions

6. ESTABLISH – SPEED CUSHIONS

Ashbury Street, between Waller Street and Frederick Street (2 5-lump cushions)
(Supervisor District 5) ♦ John Garzee, john.garzee@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 15 MPH.

17th Avenue, between Pacheco Street and Quintara Street – Speed Cushions

7. ESTABLISH – SPEED CUSHIONS

17th Avenue, between Pacheco Street and Quintara Street (2 3-lump cushions)
(Supervisor District 7) ♦ John Garzee, john.garzee@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.

17th Avenue, between Taraval Street and Ulloa Street – Speed Humps

8. ESTABLISH – SPEED CUSHIONS

17th Avenue, between Taraval Street and Ulloa Street (2 speed humps)
(Supervisor District 7) ♦ John Garzee, john.garzee@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.

Joost Street, between Edna Street and Detroit Street – Speed Humps

9. ESTABLISH – SPEED HUMPS

Joost Street, between Edna Street and Detroit Street (2 speed humps)
(Supervisor District 7) ♦ Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.

DeLong Street, between San Jose Avenue and Crystal Street – Speed Cushions

10. ESTABLISH – SPEED HUMPS

DeLong Street, between San Jose Avenue and Rice Street (2 speed cushions)
DeLong Street, between Crystal Street and Rice Street (1 speed cushion)
(Supervisor District 11) ♦ Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the above block segments at the request of residents.



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Anzavista Avenue, between Barcelona Avenue and Terra Vista Avenue – Speed Humps

11. ESTABLISH – SPEED HUMPS

Anzavista Avenue, between Barcelona Avenue and Vega Street (2 speed humps)
Anzavista Avenue, between Vega Street and Terra Vista Avenue (1 speed hump)
(Supervisor District 2) ♦ Daniel Carr, daniel.carr@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 school speed limit of 15 MPH.

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

12. 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.

Niagara Avenue, between San Jose Avenue and Delano Avenue – Speed Table

13. ESTABLISH – SPEED TABLE

Niagara Avenue, between San Jose Avenue and Delano Avenue (1 speed table) (Supervisor District 11) ♦ Jennifer Molina, jennifer.molina@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai.

Edinburgh Street, between Russia Avenue and Persia Avenue – Speed Humps

14. ESTABLISH – SPEED HUMPS

Edinburgh Street, between Russia Avenue and Persia Avenue (2 humps)
(Supervisor District 11) Jennifer Molina, jennifer.molina@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai

Prague Street, between Winding Way and Cordova Street – Speed Hump and Cushion

15(a). ESTABLISH – SPEED HUMP

Prague Street, between Winding Way and Drake Street (1 Hump) ♦

15(b). ESTABLISH – SPEED CUSHION

Prague Street, between Drake Street and Cordova Street (1 3-lump cushion)
(Supervisor District 11) ♦ Jennifer Molina, jennifer.molina@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai



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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.

Andrea Contreras, SFMTA Date

The following items are pending environmental clearance:

Jackson Street, between Van Ness Avenue and Polk Street – Bus Zones for 12-Folsom /Pacific and 27-Bryant Layovers

16(a). ESTABLISH – BUS ZONE

Jackson Street, north side, from Van Ness Avenue to 104 feet easterly (extends existing bus zone by 25 feet, rescinds one existing passenger loading zone)

Jackson Street, north side, from Polk Street to 123 feet westerly (rescinds one blue handicapped zone, one yellow-metered commercial space No. 1612, and four general-metered spaces Nos. 1604, 1606, 1608, and 1610).

16(b). ESTABLISH – PASSENGER LOADING ZONE, 8 AM TO 8 PM, MONDAY THROUGH SATURDAY

Jackson Street, north side, from 125 feet to 145 feet east of Van Ness Avenue (rescinds general-metered space No. 1630) ♦

16(c). RESCIND – BUS ZONE

Jackson Street, south side, from 138 feet to 209 feet east of Van Ness Avenue

16(d). ESTABLISH - METERED MOTORCYCLE PARKING

Jackson Street, south side, from 200 feet to 207 feet east of Van Ness Avenue ♦

16(e). RESCIND - BUS FLAG STOP

Jackson Street, northeast corner of Jackson Street and Polk Street;
Jackson Street, northwest corner of Jackson Street and Polk Street
(Supervisor District 3) ♦ Michael Tamin, Michael.Tamin@sfmta.com

This proposal establishes two new bus zones to improve layover operations for the 12-Folsom/Pacific and 27-Bryant.



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

Octavia Street at Page Street – Bike Share Station

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

Octavia Street, east side, from 24 feet to 100 feet north of Page Street (72-foot bike share station with red zones on either end)

(Supervisor District 5) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station on the east side of Octavia Street, adjacent to the community garden.

Greenwich Street at Webster Street – Bike Share Station

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

Greenwich Street, south side, from Webster Street to 61 feet westerly (53-foot bike share station with red zones on either end)

(Supervisor District 2) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station on the south side of Greenwich Street, adjacent to the Hotel Del Sol.

♦ 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.



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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: 3/8/19