



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6364
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, March 5, 2021, at 10:00 AM to consider the various matters listed on the agenda below.

The purpose of the public hearing will be to get public feedback on these proposals. **No decisions will be made on these items at the public hearing.** Based upon all public feedback received, the SFMTA will make and post the decision on these items by 5 pm. the following Friday on the SFMTA website.

Public opinion about these proposals can be shared in any of the following ways:

- Online Skype Meeting: [SFMTA.com/ENGhearing](https://www.sfmta.com/ENGhearing) to speak about any items, please follow the phone-in instructions.
- Phoning during the public hearing: please dial **888-398-2342** and enter the code 8647385. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.
- Sending an email to Sustainable.Streets@SFMTA.com with the subject line "Public Hearing."

Online Participation

1. For the best online experience, join the Skype session and select "Don't join audio". For the audio, use the phone instructions below. This will allow you to listen and participate through the same audio experience.

Phone Participation

- Ensure you are in a quiet location
- Speak clearly
- *Turn off any TVs or radios around you*

1. When prompted, dial "1 - 0" to be added to the speaker line. The auto-prompt will indicate callers are entering "Question and Answer" time; this is the "Public Comment" period.

2. Callers will hear silence when waiting for your turn to speak.

3. When prompted, callers will have the standard two minutes to provide comment.

For clarification about any items before the public hearing, the responsible staff person is listed, along with an email address.

Indiana Street, from Cesar Chavez to Tulare Street – Parking

1. RESCIND – 2-HOUR PARKING, 9 AM TO 6 PM

Indiana Street, both sides, from Cesar Chavez to Tulare Street (Requires MTAB Approval)
(Supervisor District 10) Becca Homa, becca.homa@sfmta.com



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Rescinding existing 2 Hour Parking time limit so that MUNI operators can utilize parking adjacent to Islais Creek Division.

Bayshore Boulevard between Fitzgerald Avenue and Paul Avenue

2. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Bayshore Boulevard, east side, between Fitzgerald Avenue and Paul Avenue

(Requires MTAB Approval)

Fitzgerald Avenue, south side, from Bayshore Blvd to 90 feet easterly

(Requires MTAB Approval) (Supervisor District 10) Becca Homa, becca.homa@sfmta.com

The Bayshore Business Center, located on this block of Bayshore Blvd, is requesting parking management to encourage turnover and increase parking availability for customers. This proposal will create approximately 27 parking spaces.

Valencia Street, between Cesar Chavez Street and Mission Street – Tow-Away No Stopping Anytime

3. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Valencia Street, east side, from 208 feet to 363 feet north of Mission Street.

(Requires MTAB Approval) (Supervisor District 9) Winnie Lee, Winnie.Lee@sfmta.com

Converts existing Tow-Away No Parking Anytime zone to Tow-Away No Stopping Anytime zone.

Lower Great Highway, between Lawton Street and Kirkham Street - Speed Cushion

4. ESTABLISH – SPEED CUSHIONS

Lower Great Highway, between Kirkham Street and Lawton Street (1 speed cushion) (City Traffic Engineer Approvable) (Supervisor District 4) Maurice Growney, maurice.growney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure and increasing pedestrian safety and comfort along the Lower Great Highway and surrounding neighborhood.

Revere Avenue, between Ingalls Street and Jennings Street – Speed Cushions

5. ESTABLISH – SPEED CUSHIONS

Revere Avenue, between Ingalls Street and Jennings Street (2 speed cushions) (City Traffic Engineer Approvable)

(Supervisor District 10) Shahram Shariati, Shahram.shariati@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 exceed agency thresholds to qualify for traffic calming.



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10th Avenue, between Noriega Street and Moraga Street – Speed Humps

6. ESTABLISH – SPEED HUMPS

10th Avenue, between Noriega Street and Moraga Street (2 Speed Humps)
(City Traffic Engineer Approvable)
(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 exceed agency thresholds to qualify for traffic calming.

10th Avenue, between Irving Street and Judah Street – Speed Humps

7. ESTABLISH – SPEED HUMPS

10th Avenue, between Irving Street and Judah Street (2 Speed Humps)
(City Traffic Engineer Approvable) (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 exceed agency thresholds to qualify for traffic calming.

28th Avenue, between Cabrillo Street and Fulton Street – Speed Humps

8. ESTABLISH – SPEED HUMPS

28th Avenue, between Cabrillo Street and Fulton Street (2 Speed Humps)
(City Traffic Engineer Approvable) (Supervisor District 1)
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 exceed agency thresholds to qualify for traffic calming.

Idora Avenue, between Laguna Honda Boulevard and Garcia Avenue – Speed Humps

9. ESTABLISH – SPEED HUMPS

Idora Avenue, between Laguna Honda Boulevard and Garcia Avenue (2 speed humps)
(City Traffic Engineer Approvable) (Supervisor District 7)
Alison Mathews, alison.mathews@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 exceed agency thresholds to qualify for traffic calming.

19th Street, between Dolores Street and Guerrero Street– Speed Humps

10. ESTABLISH – SPEED HUMPS

19th Street, between Dolores Street and Guerrero Street (2 speed humps)
(City Traffic Engineer Approvable) (Supervisor District 8)
Alison Mathews, alison.mathews@sfmta.com



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This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Divisadero Street, between 14th Street and Duboce Avenue – Speed Humps

11. ESTABLISH – SPEED HUMPS

Divisadero Street, between 14th Street and Duboce Avenue (2 speed humps)
(City Traffic Engineer Approvable) (Supervisor District 8)
Pallavi Panyam, pallavi.panyam@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 exceed agency thresholds to qualify for traffic calming.

Lawton Street, between 11th Avenue and 12th Avenue – Speed Cushion

12. ESTABLISH – SPEED CUSHION

Lawton Street, between 11th Avenue and 12th Avenue (1 speed cushion)
(City Traffic Engineer Approvable) (Supervisor District 7)
Pallavi Panyam, pallavi.panyam@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 exceed agency thresholds to qualify for traffic calming.

Guttenberg Street, between Mission Street and Morse Street – Speed Hump

13. ESTABLISH – SPEED HUMP

Guttenberg Street, between Mission Street and Morse Street (1 speed hump)
(City Traffic Engineer Approvable) (Supervisor District 11)
Mark Manalo, mark.manalo@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 exceed agency thresholds to qualify for traffic calming.

14th Street, between Alpine Terrace and Divisadero Street – Speed Cushion

14. ESTABLISH – SPEED CUSHION

14th Street, between Alpine Terrace and Divisadero Street (1 speed cushion)
(City Traffic Engineer Approvable) (Supervisor District 8)
Mark Manalo, mark.manalo@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 exceed agency thresholds to qualify for traffic calming.



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14th Street, between Castro Street and Divisadero Street – Speed Cushion

15. ESTABLISH – SPEED CUSHION

14th Street, between Castro Street and Divisadero Street (1 speed cushion)
(City Traffic Engineer Approvable) (Supervisor District 8)
Mark Manalo, mark.manalo@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 exceed agency thresholds to qualify for traffic calming.

18th Avenue, between Ulloa Street and Vicente Street – Speed Humps

16. ESTABLISH – SPEED HUMP

18th Avenue, between Ulloa Street and Vicente Street (2 speed humps)
(City Traffic Engineer Approvable) (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 exceed agency thresholds to qualify for traffic calming.

Hancock Street, between Noe Street and Sanchez Street – Speed Tables

17. ESTABLISH – SPEED TABLES

Hancock Street between Noe Street and Sanchez Street (2 speed tables)
(City Traffic Engineer Approvable) (Supervisor District 8)
Alison Mathews, alison.mathews@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 exceed agency thresholds to qualify for traffic calming.

Hancock Street, between Church Street and Sanchez Street – Speed Tables

18. ESTABLISH – SPEED TABLES

Hancock Street between Church Street and Sanchez Street (2 speed tables)
(City Traffic Engineer Approvable) (Supervisor District 8)
Alison Mathews, alison.mathews@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 exceed agency thresholds to qualify for traffic calming.

Jersey Street, between Castro Street and Diamond Street – Speed Humps

19. ESTABLISH – SPEED HUMPS

Jersey Street between Castro Street and Diamond Street (2 speed humps)
(City Traffic Engineer Approvable) (Supervisor District 8)
Pallavi Panyam, pallavi.panyam@sfmta.com



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This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Chestnut Street, between Mason Street and Powell Street – Speed Humps

20. ESTABLISH – SPEED HUMPS

Chestnut Street, between Mason Street and Powell Street (2 Speed Humps)
(City Traffic Engineer Approvable) (Supervisor District 1)
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 exceed agency thresholds to qualify for traffic calming.

23rd Street, between Noe Street and Sanchez Street – Speed Cushions

21. ESTABLISH – SPEED CUSHIONS

23rd Street, between Noe Street and Sanchez Street (2 Speed cushions)
(City Traffic Engineer Approvable) (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 exceed agency thresholds to qualify for traffic calming.

28th Street between Church Street and Sanchez Street – Speed Humps

22. ESTABLISH – SPEED HUMPS

28th Street between Church Street and Sanchez Street (City Traffic Engineer Approvable)
(2 Speed Humps) (Supervisor District 8) Mark Manalo, mark.manalo@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 exceed agency thresholds to qualify for traffic calming.

11th Avenue between Cabrillo Street and Fulton Street – Speed Cushions

23. ESTABLISH – SPEED CUSHIONS

11th Avenue between Cabrillo Street and Fulton Street (2 Speed Cushions)
(City Traffic Engineer Approvable) (Supervisor District 1)
Mark Manalo, mark.manalo@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 exceed agency thresholds to qualify for traffic calming.



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Flood Avenue, between Foerster Street and Genessee Street – Speed Cushions

24. ESTABLISH – SPEED CUSHIONS

Flood Avenue, between Foerster Street and Genessee Street (2 three-lump cushions)
(City Traffic Engineer Approvable) (Supervisor District 7)
Jeff Banks, jeffrey.banks@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 exceed agency thresholds to qualify for traffic calming.

Loma Vista Terrace, between Masonic Avenue and Roosevelt Way – Speed Cushion

25. ESTABLISH – SPEED CUSHION

Loma Vista Terrace, between Masonic Avenue and Roosevelt Way (1 three-lump cushion)
(City Traffic Engineer Approvable) (Supervisor District 8)
Jeff Banks, jeffrey.banks@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 exceed agency thresholds to qualify for traffic calming.

Palmetto Avenue, between Alemany Boulevard and Chester Avenue – Speed Cushion

26. ESTABLISH – SPEED CUSHION

Palmetto Avenue between Alemany Boulevard and Chester Avenue (1 three-lump cushion)
(City Traffic Engineer Approvable) (Supervisor District 7)
Alison Mathews, alison.mathews@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 exceed agency thresholds to qualify for traffic calming.

Palou Avenue, between Barneveld Avenue and Industrial Street – Speed Cushions

27. ESTABLISH – SPEED CUSHIONS

Palou Street between Barneveld Avenue and Industrial Street (3 three-lump cushions)
(City Traffic Engineer Approvable) (Supervisor District 10)
Pallavi Panyam, pallavi.panyam@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 exceed agency thresholds to qualify for traffic calming.

Upland Drive, between Manor Drive and North Gate Drive – Speed Cushions

28. ESTABLISH – SPEED CUSHIONS

Upland Drive between Manor Drive and North Gate Drive (2 three-lump cushions)
(City Traffic Engineer Approvable) (Supervisor District 7)
Pallavi Panyam, pallavi.panyam@sfmta.com



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This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Clipper Street, between Dolores Street and Sanchez Street – Speed Cushions

29. ESTABLISH – SPEED CUSHIONS

Clipper Street, between Dolores Street and Church Street (2 3-lump cushions)

(City Traffic Engineer Approvable)

Clipper Street, between Church Street and Sanchez Street (2 3-lump cushions)

(City Traffic Engineer Approvable) (Supervisor District 8)

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 exceed agency thresholds to qualify for traffic calming.

Cortland Avenue, between Mission Street and Bayshore Boulevard – Speed Cushions

30. ESTABLISH – SPEED CUSHIONS

A. Cortland Avenue, between Mission Street and Coleridge Street (1 Speed Cushion)
(City Traffic Engineer Approvable)

B. Cortland Avenue, between Prospect Avenue and Winfield Street (1 Speed Cushion) (City Traffic Engineer Approvable)

C. Cortland Avenue, between Bronte Street and Bradford Street (1 Speed Cushion)
(City Traffic Engineer Approvable)

D. Cortland Avenue, between Peralta Avenue and Hilton Street (1 Speed Cushion) (City Traffic Engineer Approvable) (Supervisor District 9) Daniel Carr, daniel.carr@sfmta.com

This proposal installs four (4) traffic calming speed cushions at the request of the community.

Vicente Street from West Portal Avenue to Portola Avenue – Class II Bike Lane, Class III Bike Route and No Parking

31(a). ESTABLISH - CLASS II BIKEWAY (BIKE LANE)

Vicente Street, southbound, from West Portal to Portola (Requires MTAB Approval)

31(b). ESTABLISH - CLASS III BIKEWAY

Vicente Street, northbound, from West Portal to Portola
(City Traffic Engineer Approvable)

31(c). ESTABLISH - TOW AWAY NO PARKING ANY TIME

Vicente Street, east side, from Portola 23 feet northerly (Requires MTAB Approval)
(Supervisor District 7) Jonathan.Chimento@sfmta.com

Clean up legislation to close a gap in the bike network, parking removal to improve 48 muni bus turn.



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Alameda Street, from Utah Street to San Bruno Avenue – Parking Meters

32(a). ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH SATURDAY

Alameda Street, both sides, from Utah Street, to San Bruno Avenue
(Requires MTAB Approval)

32(b). ESTABLISH – RED ZONE

Alameda Street, south side from San Bruno Avenue to 15 feet east.
(City Traffic Engineer Approvable) (Supervisor District 10) Becca Homa,
becca.homa@sfmta.com

This block of Alameda Street is currently unregulated during the day with a No Parking 12AM-6AM night time prohibition. It is surrounded by regulated, metered parking. Legislation will result in approximately 11 new meters. Standardizing the parking regulations will help increase turn over for the businesses of Showplace Square. Daylighting at the stop sign will help increase pedestrian visibility.

Kearny Street from Geary Street to Sutter Street - Remove Peak Tow Away Lane

33(a). RESCIND - TOW AWAY NO STOPPING 7AM-9AM and 3PM-7PM

Kearny Street, west side, from Geary Street to Sutter Street (Requires MTAB Approval)

33(b). ESTABLISH - LEFT LANE MUST TURN LEFT

Kearny Street, northbound, at Sutter Street (City Traffic Engineer Approvable)

33(c). ESTABLISH - RED ZONE

Sutter Street, south side, from Kearny Street to 28 feet westerly
(extends existing red zone by 10 feet) (Requires MTAB Approval)
(Supervisor District 3) Edgar Orozco, edgar.orozco@sfmta.com

This proposal eliminates the peak TOW AWAY lane and removes the dual left turn onto Sutter Street from northbound Kearny Street. This measure addresses both pedestrian and transit safety.

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 2/19/21
Andrea Contreras, SFMTA Date



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♦ **Items denoted with (Engineer) 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:

Ricardo Olea

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

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

RO:TF: ND
ISSUE DATE: 2/19/21