



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6127
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, August 16, 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:

Metered Motorcycle Parking

1. ESTABLISH-METERED MOTORCYCLE PARKING

Channel Street, South Side, from 20 feet to 80 feet west of 7th Street (60 feet zone for 16 motorcycle stalls) (Supervisor District 10) ♦ Alvin Lam, Alvin.Lam@sfmta.com

SFMTA recommends installing metered motorcycle parking spaces on Channel Street due to demand from the new Adobe offices at 100 Hooper Street and other nearby developments.

Clarence Place and Ritch Street – Metered Motorcycle Parking

2. ESTABLISH – METERED MOTORCYCLE PARKING

Ritch Street, west side, from Townsend Street to 19 feet northerly (replacing existing parking stall with 4 motorcycle parking stalls)

Clarence Place, east side, from 40 feet to 60 feet north of Townsend Street (replacing existing parking stall adding 6 additional motorcycle parking stalls)

(Supervisor District 6) ♦ Cameron Beck, cameron.beck@sfmta.com

Proposal to install metered motorcycle parking spaces near Townsend Street at the request of a Townsend Street employee.

Columbus Avenue, between North Point Street and Bay Street – Bus Zone Extension

3(a). ESTABLISH – BUS ZONE

Columbus Avenue, west side, from 77 feet to 201 feet south of North Point Street (extends the existing bus zone by 48 feet, removes general meter parking spaces 1227 and 1229)

3(b). ESTABLISH – GENERAL METERED PARKING

Columbus Avenue, west side, from 201 feet to 221 feet south of North Point Street (aggregates an additional parking space)

(Supervisor District 3) Edgar Orozco, edgar.orozco@sfmta.com

Proposal to extend a mid-block bus zone based on bus stop length standards to allow space for the bus to pull to the curb.



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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.

 8/2/2019

Andrea Contreras, SFMTA Date

The following items are pending environmental clearance:

Daylighting Financial District Area

4(a). RED ZONE - ESTABLISH

- A. Battery Street, east side, from 4 to 24 feet north of California Street (removes yellow meter 324-02020) ♦
- B. Battery Street, east side, from 5 to 27 feet north of Bush Street (removes yellow meter 324-00020) ♦
- C. Battery Street, west side, from 0 to 18 feet north of Sacramento Street (removes meter 324-03010) ♦
- D. Battery Street, west side, from 4 to 26 feet north of Clay Street (removes yellow meter 324-04030) ♦
- E. Battery Street, west side, from 5 to 25 feet north of Pacific Avenue (removes meter 324-07010) ♦
- F. Bush Street, south side, from 10 to 32 feet west of Grant Avenue (removes yellow meter 336-05050) ♦
- G. Clay Street, north side, from 0 to 20 feet west of Front Street (removes meter 359-03020) ♦
- H. Clay Street, north side, from 0 to 22 feet west of Davis Street (removes meter 359-02020) ♦
- I. Clay Street, north side, from 4 to 22 feet west of Drumm Street (removes meter 359-01020) ♦
- J. Clay Street, north side, from 4 to 26 feet west of Battery Street (removes meter 359-04020) ♦
- K. Davis Street, east side, from 0 to 18 feet north of Sacramento (removes yellow meter 380-02020) ♦
- L. Davis Street, west side, from 0 to 23 feet north of Pine Street (removes meter 380-00010) ♦
- M. Drumm Street, west side, from 4 to 26 feet north of Washington Street (removes meter 386-03010) ♦
- N. Drumm Street, west side, from 6 to 26 feet north of California Street (removes yellow meter 386-00030) ♦
- O. Front Street, east side, from 0 to 27 feet south of California Street (removes yellow meter 422-01280) ♦



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- P.** Front Street, east side, from 6 to 27 feet south of Clay Street (removes meter 422-03240) ♦
- Q.** Front Street, east side, from 7 to 27 feet south of Broadway (removes meter 422-07440) ♦
- R.** Front Street, west side, from 0 to 21 feet south of Sacramento Street (removes meter 422-02290) ♦
- S.** Front Street, west side, from 3 to 25 feet south of Pine Street (removes yellow meter 422-00190) ♦
- T.** Front Street, west side, from 5 to 25 feet north of Jackson Street (removes meter 422-06010) ♦
- U.** Front Street, west side, from 5 to 25 feet south of California Street (removes yellow meter 422-01290) ♦
- V.** Jackson Street, north side, from 5 to 27 feet east of Front Street (removes meter Jackson-01240) ♦
- W.** Montgomery Street, east side, from Bush Street to 20 feet northerly ♦
- X.** Montgomery Street, east side, from California Street to 20 feet northerly ♦
- Y.** Montgomery Street, east side, from Pine Street to 20 feet northerly ♦
- Z.** Montgomery Street, east side, from Post Street to 20 feet northerly ♦
- AA.** Montgomery Street, east side, from Sacramento Street to 20 feet northerly ♦
- BB.** Montgomery Street, east side, from Sutter Street to 20 feet northerly ♦
- CC.** Montgomery Street, west side, from 10 to 33 feet north of Pine Street (removes yellow meter 606-03010) ♦
- DD.** Montgomery Street, west side, from 5 to 27 feet north of Post Street (removes yellow meter 571-00010) ♦
- EE.** Montgomery Street, west side, from 6 to 28 feet north of Clay Street (removes yellow meter 571-06010) ♦
- FF.** Montgomery Street, west side, from California Street to 10 feet northerly (shortens existing part-time passenger loading zone by 10 feet) ♦
- GG.** Pine Street, north side, from 3 to 23 feet east of Battery Street (removes yellow meter 606-01240) ♦
- HH.** Pine Street, south side, from 5 to 25 feet east of Montgomery Street (removes meter 606-03450) ♦
- II.** Pine Street, south side, from 6 to 28 feet east of Battery Street (removes yellow meter 606-01230) ♦
- JJ.** Post Street, north side, from 5 to 26 feet west of Montgomery Street (removes meter 614-00210) ♦
- KK.** Post Street, south side, from 14 to 36 feet west of Montgomery Street (removes meter 614-00030) ♦
- LL.** Sacramento Street, south side, from 0 to 20 feet east of Front Street (removes yellow meter 650-02270) ♦
- MM.** Sacramento Street, south side, from 13 to 31 feet east of Montgomery Street (removes yellow meter 650-05410) ♦
- NN.** Sacramento Street, south side, from 8 to 30 feet east of Davis Street (removes meter 650-01250) ♦
- OO.** Sansome Street, east side, from 0 to 17 feet south of Sacramento Street (removes yellow meter 651-03300) ♦



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- PP. Sansome Street, east side, from 9 to 27 feet south of Clay Street (removes yellow meter 651-04260) ♦
- QQ. Sutter Street, south side, from 9 to 31 feet east of Montgomery Street (removes yellow meter 666-00390) ♦
- RR. Washington Street, north side, from 4 to 22 feet east of Davis Street (removes meter 720-01260) ♦
- SS. Washington Street, south side, from 5 to 27 feet east of Davis Street (removes meter 720-01270) ♦
- TT. Washington Street, south side, from 5 to 27 feet west of The Embarcadero (removes meter 720-00010) ♦

4(b). YELLOW COMMERCIAL LOADING (7 AM TO 3 PM, MONDAY THROUGH FRIDAY) – ESTABLISH

Pine Street, south side, from 43 feet west of Petrarch to 72 feet east of Petrarch (five metered spaces from meter 606-03430 to meter 606-03310) ♦

4(c). SIX WHEEL YELLOW COMMERCIAL LOADING (7 AM TO 1 PM, MONDAY THROUGH FRIDAY) – ESTABLISH

Bush Street, south side, from 54 to 76 feet west of Grant Avenue (at meter 336-05110) ♦
Ricardo Olea, Ricardo.Olea@sfmta.com

4th Street, between Howard Street and Folsom Street – Yellow Meter Loading

5(a). ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES

4th Street, west side, from 28 feet to 100 feet south of Howard Street (rescinds 72 feet of bus zone)

5(b). ESTABLISH – TOW-AWAY, NO PARKING

4th Street, west side, from Howard Street to 28 feet southerly (rescinds 28 feet of bus zone, provides fire hydrant clearance)

5(c). ESTABLISH – BUS ZONE

4th Street, west side, from Clementina Street to Folsom Street (150-foot zone, replaces Tow-Away, No Stopping Anytime)
(Supervisor District 6) Edgar Orozco, edgar.orozco@sfmta.com

As a part of the 4th Street Transit Priority Project, SFMTA is looking to make bus stop and curb changes.

4th Street, between Market Street and Shipley Street – 4th Street Transit Priority Project

6(a). ESTABLISH – BUS TAXI ONLY LANE

4th Street, southbound, from Howard Street to Folsom Street

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

4th Street, west side, from Minna Street to Howard Street



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4th Street, west side, from Jessie Street to Mission Street (removes green metered parking spaces 46-Q and 48-Q and a 60-foot passenger loading zone)

6(c). ESTABLISH – YELLOW METERED LOADING ZONE

Jessie Street, south side, from 145 feet to 185 feet west of 4th Street (converts general metered parking spaces 343 and 345 to yellow loading zones)

4th Street, east side, from 10 feet to 170 feet south of the northern crosswalk at Minna Street (adds seven yellow metered loading spaces, converts an 84-foot white passenger loading into yellow loading)

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

Jessie Street, south side, from 57 feet to 75 feet west of 4th Street (removes general metered parking space 335)

6(e). ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES

4th Street, east side, from Mission Street to Minna Street (118-foot zone, replaces Tow-Away, No Stopping Anytime, created through lane reduction)
(Supervisor District 6) Edgar Orozco, edgar.orozco@sfmta.com

Optimizing transit operations and safety on 4th Street, between Market and Shipley Streets, by extending a transit-only lane on southbound 4th Street between Howard and Shipley Streets, extending existing bus zones and making loading changes in preparation for the restoration of 4th Street following Central Subway Project construction.

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

Arguello Boulevard at Geary Boulevard – Bike Share Station

7. ESTABLISH – SIDEWALK BIKE SHARE STATION

Arguello Boulevard, east side, from Geary Boulevard to 52 feet northerly
(Supervisor District 2) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station on the sidewalk on the east side of Arguello Boulevard, adjacent to the Wells Fargo parking lot.

McAllister Street at Arguello Boulevard – Bike Share Station

8. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

McAllister Street, north side, from 28 feet to 87 feet east of Arguello Boulevard (53-foot station with red zones on either end)

(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 McAllister Street, adjacent to Velo Rouge Café.



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11th Avenue at Cabrillo Street – Bike Share Station

- 9. ESTABLISH – NO STOPPING EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION**

11th Avenue, west side, from Cabrillo Street to 81 feet southerly (73-foot station with red zones on either end)

(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 11th Avenue, adjacent to Yonder Shop.

7th Avenue at Cabrillo Street – Bike Share Station

- 10. ESTABLISH – NO STOPPING EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION**

7th Avenue, west side, from Cabrillo Street to 72 feet southerly (62-foot station with red zones on either end)

(Supervisor District 1) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane on the west side of 7th Avenue, adjacent to Safeway.

7th Avenue at Irving Street – Bike Share Station

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

7th Avenue, east side, from 122 feet to 198 feet south of Irving Street (73-foot station with red zones on either end)

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

Proposing a Bay Wheels bike share station in the parking lane on the east side of 7th Avenue, adjacent to the public parking lot.

Frederick Street at Arguello Boulevard – Bike Share Station

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

Frederick Street, north side, from Arguello Boulevard to 61 feet easterly, adjacent to the triangular island (53-foot station with red zones on either end)

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

Proposing a Bay Wheels bike share station in the parking lane on the north side of Frederick Street, adjacent to the triangular island.

♦ 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,



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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:

A handwritten signature in black ink, appearing to read 'Ricardo 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: 8/2/18