



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6210
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, January 24, 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:

Florida Street, between 18th Street and 19th Street – Perpendicular Parking

1. RESCIND – PERPENDICULAR PARKING

Florida Street, west side, from 18th Street to 19th Street
(Supervisor District 9) Mari Hunter, mari.hunter@sfmta.com

The west side of this block will be restored to parallel parking to ensure there is sufficient clearance for emergency vehicles.

Monterey Boulevard at Acadia Street – Establish Red Zone

2. ESTABLISH – RED ZONE

Monterey Boulevard, south side, from Acadia Street to 20 feet westerly
(new red zone will be painted through the driveway of 101 Monterey Boulevard).
(Supervisor District 7) ♦ Ashley.Kim@sfmta.com

Monterey Boulevard has been selected by SFMTA and Supervisor Yee's office to daylight all new side intersection approaches between San Anselmo Way and Acadia Street. This is batch 4 of 4 (between Foerster Street and Acadia Street).

Hawes Street, between Fitzgerald Avenue and Egbert Avenue – No Parking Anytime

3. ESTABLISH – NO PARKING ANYTIME

Hawes Street, east side, between Fitzgerald Avenue and Egbert Avenue
(Supervisor District 10) Elizabeth Chen, elizabeth.chen@sfmta.com

Petition from the residents of the 2500 block of Hawes Street to restrict parking along the retaining wall across from their homes.

Theresa Street at Alemany Boulevard – Right Turn Only

4. ESTABLISH – RIGHT TURN ONLY

Theresa Street, eastbound and westbound at Alemany Boulevard
(Supervisor District 11) ♦ Bryant Woo, Bryant.woo@sfmta.com

Right-Turn Only from Theresa to Alemany is an interim measure to address broadside collision patterns before a traffic signal is installed at the intersection. Left-turns and through movements will be allowed once a traffic signal is installed.

Vicente Street – Red Zone

5. ESTABLISH - RED ZONE

Vicente Street, south side, from 43rd Avenue to 20-ft westerly
(Supervisor District 4) ♦ Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to prohibit parking for an ADA accessible curb ramp.



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Missouri Street and 22nd Street – STOP Signs

6. ESTABLISH – STOP SIGNS

Missouri Street, northbound and southbound, at 22nd Street
22nd Street, eastbound, at Missouri Street
(Supervisor District 10) ♦ Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to make this T-intersection all-way stop controlled to better clarify right of way and improve pedestrian safety.

Daniel Burnham Court, between Franklin Street and Van Ness Avenue – Tow-Away, No Stopping Anytime

RESCIND – TOW-AWAY, NO PARKING ANYTIME

7. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

Daniel Burnham Court, both sides, between Franklin Street and Van Ness Avenue
(Supervisor District 2) Larry Yee, larry.yee@sfmta.com

Establishing No Stopping restriction at the request of the medical office to keep curbs clear for ambulances.

Grand View Avenue at 22nd Street and Hoffman Avenue – STOP Signs

8. ESTABLISH – STOP SIGNS

22nd Street, westbound, at Grand View Avenue, making this intersection an all-way STOP
Hoffman Avenue, northbound, at Grand View Avenue, stopping the stem of this "T"
intersection (Supervisor District 8) ♦ Larry Yee, larry.yee@sfmta.com

Proposal to clarify the right-of-way at these intersections.

Moraga Street at 10th Avenue – STOP Signs

9. ESTABLISH – STOP SIGNS

Moraga Street, eastbound and westbound, at 10th Avenue, making this intersection an all-way STOP (Supervisor District 7) ♦ Ricardo Olea, ricardo.olea@sfmta.com

Proposal to clarify the right-of-way at this intersection.

Scott Street, between Ellis Street and O'Farrell Street – Speed Hump

10. ESTABLISH – SPEED HUMP

Scott Street, between Ellis Street and O'Farrell Street (1 speed hump)
(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.



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Eureka Street, between 18th Street and 21st Street – Speed Cushions

11. ESTABLISH – SPEED CUSHIONS

Eureka Street, between 18th Street and 19th Street (2 speed cushions)
Eureka Street, between 20th Street and 21st Street (2 speed cushions)
(Supervisor District 8) ♦ 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.

Roosevelt Way – Speed Cushions

12. ESTABLISH – SPEED CUSHIONS

Roosevelt Way, between Loma Vista Terrace and Masonic Avenue (1 speed cushion)
Roosevelt Way, between Levant Street and Museum Way (1 speed cushion)
(Supervisor District 8) ♦ Ashley Kim, ashley.kim@sfmta.com

This proposal installs traffic calming devices on the block to address safety concerns of a nearby resident and Supervisor Mandelman. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Dakota Street, between 23rd Street and 25th Street – Speed Cushions

13. ESTABLISH – SPEED CUSHIONS

Dakota Street, between 23rd Street and 25th Street (3 3-lump speed cushions)
(Supervisor District 10) ♦ 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.

Diamond Heights Boulevard and Berkeley Way (E) – Crosswalk Closure

14. ESTABLISH – CROSSWALK CLOSURE

Diamond Heights Boulevard at Berkeley Way (E), north leg
(Supervisor District 8) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to officially close the northern leg to direct pedestrians to cross Diamond Heights Boulevard at the ADA accessible crossing at this intersection. A white staggered continental crosswalk will be installed for the southern leg.

7th Avenue at Lincoln Way – No Turn on Red

15. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY

7th Avenue, northbound, at Lincoln Way
(Supervisor District 5) ♦ Simon Qin, simon.qin@sfmta.com

This proposal would improve safety of pedestrians crossing 7th Avenue by prohibiting drivers on 7th Avenue from make a right turn on red.



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Hilton Street at Cortland Avenue – Overnight Parking Restriction

16. ESTABLISH – NO PARKING, 12:01 AM TO 6 AM, EVERYDAY

Hilton Street, east side, from Cortland Avenue to 240 feet southerly (restricts parking at 6 parking spaces) (Supervisor District 10) Kevin Shue, kevin.shue@sfmta.com

The proposed parking restriction addresses a safety concern for 24 OWL Divisadero operators on Hilton Street between Bayshore Boulevard and Cortland Avenue.

7th Avenue, between California Street and Lake Street – Speed Humps

17. ESTABLISH – SPEED HUMPS

7th Avenue, between California Street and Lake Street (2 speed humps)
(Supervisor District 2) ♦ Winnie Lee, winnie.lee@sfmta.com

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

Hampshire Street, between 19th Street and 20th Street – Speed Humps

18. ESTABLISH – SPEED HUMPS

Hampshire Street, between 19th Street and 20th Street (1 speed hump)
(Supervisor District 10) ♦ Jenn Chan, jennifer.chan@sfmta.com

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

Dewey Boulevard, between Dewey Circle and Laguna Honda Boulevard – No Parking Any Time

19. ESTABLISH – NO PARKING ANY TIME

- A. Dewey Boulevard, south side, from Dewey Circle to 55 feet easterly
(new parking restriction)
- B. Dewey Boulevard, north side, from Pacheco Street to 49 feet westerly
(new parking restriction)
- C. Dewey Boulevard, south side, from 15 feet to 45 feet west of Pacheco Street
(extends existing 15-foot hydrant red curb)
- D. Dewey Boulevard, north side, from 15 feet to 55 feet east of Pacheco Street
(extends existing 15-foot hydrant red curb)
- E. Dewey Boulevard, south side, from Pacheco Street to 39 feet easterly
(new parking restriction) (Supervisor District 7) Nick Carr, nick.carr@sfmta.com

No Parking Any Time is needed to extend the Dewey Boulevard bike lanes to Pacheco Street and to Dewey Circle.



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Chenery Street, between Diamond Street and Elk Street – Speed Humps

20(a). ESTABLISH – SPEED HUMPS

Chenery Street, between Diamond Street and Lippard Avenue (1 speed humps) ♦
Chenery Street, between Elk Street and Lippard Avenue (2 speed humps) ♦

20(b). ESTABLISH – RAISED CROSSWALK

Chenery Street and Lippard Avenue, west crossing (1 raised crosswalk)
(Supervisor District 8) ♦ Ashley Kim, ashley.kim@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.

Madrid Street, between Excelsior Avenue & Avalon Avenue – Passenger Loading

21(a). RESCIND – PART-TIME PASSENGER LOADING ZONE, 7:30AM-9:00AM AND 2:00PM-3:00PM, SCHOOL DAYS

Madrid Street, west side, from 232 feet to 292 feet, north of Excelsior Street
(60-foot zone) ♦

21(b). ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW-AWAY, NO PARKING, 7:30AM-9:00AM AND 2:00PM-6:00PM, SCHOOL DAYS

Madrid Street, west side, from 176 feet to 351 feet, north of Excelsior Street
(175-foot zone) (Supervisor District 11) ♦ Andre Wright, andre.wright@sfmta.com

Proposal to extend the existing passenger loading zone on Madrid Street to better accommodate the school's pickup and drop-off, and help with congestion.

Alemaney Boulevard, between Sagamore Street and Crystal Street – Angle Parking and Parking Restrictions

**22(a). RESCIND – TOW-AWAY, NO PARKING, 10 PM TO 6 AM, EVERYDAY
ESTABLISH – 45 DEGREE ANGLE PARKING**

Alemaney Boulevard, north side, between Sagamore Street and Habitat Terrace

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

Alemaney Boulevard, north side, between Habitat Terrace and Crystal Street
(Supervisor District 11) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to remove the overnight parking restriction, install 17 45-degree angled parking stalls, and formalize a full-time parking restriction near the freeway overpass.



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Sanchez Street and Alvarado Street – STOP Signs and Daylighting

23(a). ESTABLISH – STOP SIGN

Alvarado Street, eastbound, at Sanchez Street, stopping the stem of this "T" intersection♦

23(b). RESCIND – NO PARKING VEHICLES OVER 6 FEET

Sanchez Street, west side, from Alvarado Street to 89 feet northerly
Sanchez Street, west side, from Alvarado Street to 95 feet southerly

23(c). ESTABLISH – RED ZONE

Sanchez Street, west side, from Alvarado Street to 12 feet northerly
Sanchez Street, west side, from Alvarado Street to 10 feet southerly
(Supervisor District 8) ♦ Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to better clarify the right of way and improve visibility at this "T" intersection

Various locations on Fulton Street – Tow-Away, Red Zone, and Bus Zone

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

Fulton Street, south side, from 20 feet east of 14th Avenue crosswalk to Park Presidio
(removes 5 legislated parking spaces)

24(b). ESTABLISH – RED ZONE

Fulton Street, south side, from west crosswalk at 18th Avenue to 20 feet easterly
(extends existing red zone to 40 feet within stem of the T and removes 1 parking space)♦

24(c). ESTABLISH – BUS ZONE

Fulton Street, south side, from 75 feet to 95 feet east of Clayton Street
(extends existing bus zone to 95 feet and removes 1 parking space)
(Supervisor District 1) Kevin Shue, kevin.shue@sfmta.com

Proposals will improve traffic flow at various locations along Fulton Street.

Gilman Avenue and Carroll Avenue at Arelious Walker Drive – Angle Parking and Red Zones

25(a). ESTABLISH – PERPENDICULAR PARKING

ESTABLISH – NO VEHICLES OVER 18 FEET LONG

Gilman Avenue, north side, between Griffith Street and Arelious Walker Drive,
temporarily until December 31, 2023

25(b). ESTABLISH – RED ZONE

A. Gilman Avenue, north side, from 40 feet east of Giants Drive to 74 feet westerly
(74-foot painted safety zone to daylight marked crosswalk)

B. Gilman Avenue, south side, from east curb line of Griffith Street to 26 feet westerly
(painted safety zone between the two marked crosswalks)

C. Gilman Avenue, south side, from 30 feet to 50 feet west of Giants Drive



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25(c). ESTABLISH – BUS ZONE

Gilman Avenue, south side, from 50 feet to 240 feet west of Giants Drive
(190-foot bus zone)

25(d). ESTABLISH – 60-DEGREE ANGLED PARKING

Carroll Avenue, south side, from west crosswalk to 290 feet westerly,
temporarily until December 31, 2029
(Supervisor District 10) Elizabeth Chen, elizabeth.chen@sfmta.com

Interim parking and transit plan to improve transportation options and pedestrian safety for the Alice Griffith Development. Parking changes include 1) convert parallel to 60 degree on Carroll Ave between Arelious Walker Dr and Giants Dr and 2) convert parallel to perpendicular on the north side of Gilman Ave between Griffith Ave and Arelious Walker Dr.

Townsend Street and 3rd Street – Bus Only Lane

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

Townsend Street, south side, from 3rd Street to 209 feet westerly
(removes 5 general meter parking spaces)

26(b). ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY)

Townsend Street, eastbound, south side, between Lusk Street and 3rd Street

**26(c). REVOKE -- BLUE ZONE, DISABLED PARKING AT ALL TIMES
ESTABLISH – RED ZONE**

Townsend Street, south side, from crosswalk at Lusk Street to 15 feet southerly.

26(d). ESTABLISH -- BLUE ZONE, DISABLED PARKING AT ALL TIMES

Townsend Street, south side, from 15 to 38 feet east of crosswalk at Lusk Street,
replacing metered stall #233.

26(e). ESTABLISH – BUS ONLY LANE (LEFT-TURNS ONLY)

Townsend Street, eastbound, at 3rd Street

26(f). ESTABLISH – BUS ZONE

Townsend Street, south side, from 72 feet to 117 feet east of 3rd Street
(extends existing bus zone by 45 feet and removes 2 metered parking spaces)

**26(g). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 1-HOUR TIME
LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Townsend Street, south side, from 159 feet to 222 feet east of 3rd Street
(converts general metered parking spaces to loading zones)
(Supervisor District 6) Kevin Shue, kevin.shue@sfmta.com

Proposal establishes bus only lane for buses operating eastbound on Townsend Street at 3rd Street.



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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.

 1/10/2020

Andrea Contreras, SFMTA Date

The following items have been environmentally cleared by the Planning Department on March 27, 2019, Case 2011.0558E:

4th Street, between Clementina Street and Howard Street – Mid-Block Sidewalk Widening and Narrowing

27(a). ESTABLISH – SIDEWALK WIDENING

ESTABLISH – TOW-AWAY, NO STOPPING, FIRE LANE

4th Street, west side, from 188 feet to 227 feet south of Howard Street
(39-foot zone, 2.5-foot wide bulb, removes 3 parking spaces)

27(b). ESTABLISH – SIDEWALK NARROWING

4th Street, east side, from 162 feet to 197 feet south of Howard Street
(35-foot zone, 2-foot wide narrowing, 1.5-foot proposed width)
(Supervisor District 6) Larry Yee, larry.yee@sfmta.com

As part of the Central Subway Project, sidewalk adjustments are needed to accommodate emergency access and public utility.

The following items have been environmentally cleared by the Planning Department on September 23, 2019, Case 2019-015895ENV:

Geary Boulevard at Commonwealth Avenue/Beaumont Avenue – New Traffic Signal and Turn Restrictions

28(a). ESTABLISH – TRAFFIC SIGNAL

Geary Boulevard, at Commonwealth Avenue and Beaumont Avenue
(replaces two-way STOP control) (Supervisor Districts 1 and 2)

28(b). ESTABLISH – RIGHT TURN ONLY

Commonwealth Avenue, southbound, at Geary Boulevard
(prohibits left-turns and through movements at all times) (Supervisor District 2)
Beaumont Avenue, northbound, at Geary Boulevard (Supervisor District 1)
(prohibits left-turns and through movements at all times) ♦
Dan Mackowski, daniel.mackowski@sfmta.com

Proposal to install a new traffic signal at the existing crosswalk to improve pedestrian safety. This would require prohibiting north- and southbound through vehicle traffic and



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left turns from Beaumont and Commonwealth onto Geary. More information is available at: SFMTA.com/CommonwealthSafety.

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

Scott Street at California Street – Bike Share Station

29. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Scott Street, west side, from California Street to 81 feet southerly
(73-foot station with red zones on either end)

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

Proposing a Bay Wheels bike share station in the parking lane on the west side of Scott Street, adjacent to William Cobb Elementary School schoolyard.

Anza Street at Collins Street – Bike Share Station

30. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Anza Street, south side, from 157 feet to 206 feet west of crosswalk at Collins Street (bike share station with back-to-back plates)

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

Proposing a Bay Wheels bike share station in the perpendicular parking lane on the south side of Anza Street, adjacent to the USF Loyola Village Residence Hall.

St. Joseph's Avenue at Geary Boulevard – Bike Share Station

31. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

St. Joseph's Avenue, west side, from 121 feet to 200 feet south of Geary Boulevard
(70-foot bike share station with red zones on either end)

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

Proposing a Bay Wheels bike share station in the parking lane on the west side of St. Joseph's Avenue, adjacent to the Kaiser Hospital.

Evans Avenue at Newhall Street – Bike Share Station

32. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Evans Avenue, north side, from 67 feet to 146 feet west of Newhall Street
(72-foot bike share station with red zones on either side)

(Supervisor District 11) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the north side of Evans Avenue, adjacent to the future Southeast Community Facility.



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Post Street at Webster Street – Bike Share Station

33. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Post Street, north side, from 14 feet to 99 feet west of Webster Street
(84-foot bike share station with red zones on either side)
(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 Post Street, adjacent to the Golden Gate Apartments.

♦ 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 blue 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: 1/10/20