



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
Order # 6037  
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, February 1, 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:

**25<sup>th</sup> Street, between Noe Street and Sanchez Street – Speed Cushions (Three-Lump Cushions)**

**1. ESTABLISH – SPEED CUSHIONS**

25<sup>th</sup> Street, between Noe Street and Sanchez Street (2 three-lump cushions) ♦  
(Supervisor District 8) Daniel Carr, daniel.carr@sfmta.com

This proposal installs two three-lump cushions on the block at the request of local residents. SFMTA data confirmed that typical motorists' speeds were above the de-facto speed limit of 25 MPH.

**25<sup>th</sup> Street, between Church Street and Dolores Street – Speed Cushions (Three-Lump Cushions)**

**2. ESTABLISH – SPEED CUSHIONS**

25<sup>th</sup> Street, between Church Street and Dolores Street (2 three-lump cushions) ♦  
(Supervisor District 8) Daniel Carr, daniel.carr@sfmta.com

This proposal installs two three-lump cushions on the block at the request of local residents. SFMTA data confirmed that typical motorists' speeds were above the de-facto speed limit of 25 MPH.

**Alviso Street, between Holloway Avenue and Urbano Drive – Speed Humps**

**3. ESTABLISH – SPEED HUMPS**

Alviso Street, between Holloway Avenue and Urbano Drive (2 speed humps) ♦  
(Supervisor District 7) 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.

**Fitzgerald Avenue, between Hawes Street and Ingalls Street – Speed Cushions**

**4. ESTABLISH – SPEED CUSHIONS**

Fitzgerald Avenue, between Hawes Street and Ingalls Street (2 three-lump 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 are above the legal speed limit of 25 MPH. These devices will have slots in the eastbound direction only.



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**Post Street, between Scott Street and Pierce Street – Speed Cushion**

**5. ESTABLISH – SPEED CUSHION**

Post Street, between Scott Street and Pierce Street (1 cushion)  
(Supervisor District 5) ♦ Nick Carr, [nick.carr@sfmta.com](mailto:nick.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 legal speed limit of 25 MPH.

**4<sup>th</sup> Avenue, between Balboa Street and Fulton Street – Speed Cushions**

**6. ESTABLISH – SPEED CUSHIONS**

4<sup>th</sup> Avenue, between Balboa Street and Cabrillo Street (2 3-lump cushions)  
4<sup>th</sup> Avenue, between Cabrillo Street and Fulton Street (2 3-lump cushions)  
(Supervisor District 1) ♦ Ariel Ward, [ariel.ward@sfmta.com](mailto:ariel.ward@sfmta.com)

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

**Fitzgerald Avenue, between Ingalls Street and Jennings Street – Speed Cushions**

**7. ESTABLISH – SPEED CUSHIONS**

Fitzgerald Avenue, between Ingalls Street and Jennings Street (2 three-lump cushions)  
(Supervisor District 10) ♦ Daniel Carr, [daniel.carr@sfmta.com](mailto: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 legal speed limit of 25 MPH. These cushions will have slots in the eastbound direction only.

**Baker Street, between Anza Vista Avenue and Terra Vista Avenue – Speed Humps**

**8. ESTABLISH – SPEED HUMP**

Baker Street, between Anza Vista Avenue and Terra Vista Avenue (2 humps) (Supervisor District 2) ♦ Nick Carr, [nick.carr@sfmta.com](mailto:nick.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 legal speed limit of 25 MPH.

**15<sup>th</sup> Avenue, between Anza Street and Geary Boulevard – Speed Cushions**

**9. ESTABLISH – SPEED CUSHIONS**

15<sup>th</sup> Avenue, between Anza Street and Geary Boulevard (2 3-lump cushions)  
(Supervisor District 1) ♦ John Garzee, [john.garzee@sfmta.com](mailto: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.



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**Ellsworth Street, between Ogden Avenue and Tompkins Avenue – Speed Hump**

**10. ESTABLISH – SPEED HUMP**

Ellsworth Street, between Ogden Avenue and Tompkins Avenue (1 speed hump)  
(Supervisor District 9) ♦ John Garzee, [John.garzee@sfmta.com](mailto: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.

**Shannon Street, between Geary Street and O’Farrell Street – Speed Humps**

**11. ESTABLISH – SPEED HUMP**

Shannon Street, between Geary Street and O’Farrell Street  
(Supervisor District 6) ♦ Ariel Ward, [ariel.ward@sfmta.com](mailto: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 15 MPH.

**Theresa Street, between Cayuga Avenue and San Jose Avenue – Speed Hump**

**12. ESTABLISH – SPEED HUMP**

Theresa Street, between Cayuga Avenue and San Jose Avenue (1 hump) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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

**Naples Street, between Rolph Street and Athens Street – Speed Cushion**

**13. ESTABLISH – SPEED CUSHION**

Naples Street, between Rolph Street and Athens Street (1 cushion)  
(Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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

**Shields Street, between Arch Street and Ramsell Street – Speed Hump**

**14. ESTABLISH – SPEED HUMP**

Shields Street, between Arch Street and Ramsell Street (1 hump)  
(Supervisor District 11) ♦ Jennifer Molina, [Jennifer.molina@sfmta.com](mailto:Jennifer.molina@sfmta.com)

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

**Brunswick Street, between Lowell Street and Whittier Street – Speed Hump**

**15. ESTABLISH – SPEED HUMP**

Brunswick Street, between Lowell Street and Whittier Street (1 speed hump) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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



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**San Juan Avenue, between Cayuga Avenue and Capistrano Street – Speed Hump**

**16. ESTABLISH – SPEED HUMP**

San Juan Avenue, between Cayuga Avenue and Capistrano Street (1 hump) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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

**Cotter Street, between Cayuga Avenue and San Jose Avenue – Speed Humps**

**17. ESTABLISH – SPEED HUMPS**

Cotter Street, between Cayuga Avenue and San Jose Avenue (2 Humps) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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

**Seneca Avenue, between Cayuga Avenue and Delano Avenue – Speed Humps**

**18. ESTABLISH – SPEED HUMPS**

Seneca Avenue, between Cayuga Avenue and Delano Avenue (2 humps) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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

**Byxbee Street, between Shields Street and Sargent Street – Speed Hump**

**19. ESTABLISH – SPEED HUMP**

Byxbee Street, between Shields Street and Sargent Street (1 hump) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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

**Russia Avenue, between Madrid Street and Edinburgh Street – Speed Hump**

**20. ESTABLISH – SPEED HUMP**

Russia Avenue, between Madrid Street and Edinburgh Street (1 hump) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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

**Plymouth Avenue, between Lobos Street and Minerva Street – Speed Cushion**

**21. ESTABLISH – SPEED CUSHION**

Plymouth Avenue, between Lobos Street and Minerva Street (1 cushion) (Supervisor District 11) ♦ Jennifer Molina, [jennifer.molina@sfmta.com](mailto:jennifer.molina@sfmta.com)

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



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**Winding Way, between Cordova Street and Naylor Street – Speed Hump**

**22. ESTABLISH – SPEED HUMP**

Winding Way, between Cordova Street and Naylor Street (1 hump)  
(Supervisor District 11) ♦ Jennifer Molina, jennifer.molina@sfmta.com

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

**Excelsior Avenue, between Paris Street and Lisbon Street and between Edinburg Street and Naples Street – Speed Cushions**

**23. ESTABLISH – SPEED CUSHIONS**

Excelsior Avenue, between Paris Street and Lisbon Street (1 cushion)  
Excelsior Avenue, between Naples Street and Edinburg Street (1 cushion)  
(Supervisor District 11) ♦ Jennifer Molina, jennifer.molina@sfmta.com

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

**Ney Street, between Mission Street and Craut Street and between Congdon Street and Trumbull Street – Speed Humps**

**24. ESTABLISH – SPEED HUMPS**

Ney Street, between Mission Street and Craut Street (1 hump)  
Ney Street, between Congdon Street and Trumbull Street (2 humps)  
(Supervisor District 11) ♦ Jennifer Molina, Jennifer.molina@sfmta.com

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

**Shotwell Street, between 19<sup>th</sup> Street and 22<sup>nd</sup> Street – Speed Humps**

**25. ESTABLISH – SPEED HUMPS**

A. Shotwell Street, between 19<sup>th</sup> Street and 20<sup>th</sup> Street (2 speed humps)  
B. Shotwell Street, between 20<sup>th</sup> Street and 21<sup>st</sup> Street (2 speed humps)  
C. Shotwell Street, between 21<sup>st</sup> Street and 22<sup>nd</sup> Street (2 speed humps)  
(Supervisor District 9) ♦ 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 legal speed limit.

**Rolph Street, between Naples Street and Mission Street – Speed Hump and Raised Crosswalk**

**26(a). ESTABLISH – SPEED HUMP**

Rolph Street, between Mission Street and Curtis Street (1 hump) ♦

**26(b). ESTABLISH – RAISED CROSSWALK**

Rolph Street and Newton Street (1 raised asphalt crosswalk)  
(Supervisor District 11) ♦ Jennifer Molina, jennifer.molina@sfmta.com

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



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

**27(a). ESTABLISH – SPEED HUMP**

Cordova Street, between Rolph Street and Athens Street (1 hump) ♦

**27(b). ESTABLISH – SPEED CUSHION**

Cordova Street, between Prague Street and Winding Way (1 cushion)  
(Supervisor District 11) ♦ Jennifer Molina, jennifer.molina@sfmta.com

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

**18<sup>th</sup> Avenue, from Lawton Street to Wawona Street – Speed Cushions and Speed Humps**

**28(a). ESTABLISH – SPEED CUSHIONS**

18<sup>th</sup> Avenue, between Lawton Street and Moraga Street (2 3-lump cushions) ♦  
18<sup>th</sup> Avenue, between Moraga Street and Noriega Street (2 3-lump cushions) ♦

**28(b). ESTABLISH – SPEED HUMPS**

18<sup>th</sup> Avenue, between Vicente Street and Wawona Street (2 speed humps)  
(Supervisor District 7) ♦ Nick Carr, nick.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 legal speed limit of 25 MPH.

**Buena Vista East Avenue, between Duboce Avenue and Waller Street – Raised Crosswalk and Speed Humps**

**29(a). ESTABLISH – RAISED CROSSWALK**

Buena Vista East Avenue at Duboce Avenue (1 raised crosswalk) ♦

**29(b). ESTABLISH – SPEED HUMPS**

Buena Vista East Avenue, between Duboce Avenue and Haight Street  
(2 speed humps) ♦

**29(c). ESTABLISH – RED ZONE**

Buena Vista East Avenue, east side, from Waller Street steps to 30 feet northerly  
(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 are above the legal speed limit of 25 MPH.



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**Hazelwood Avenue at Casitas Avenue and Yerba Buena Avenue – Sidewalk Extension, Red Zones, and Stop Signs**

**30(a). ESTABLISH – STOP SIGNS**

Casitas Avenue, southbound, at Hazelwood Avenue, stopping the stem of this “T” intersection (existing three-way intersection will be refigured into a “T” intersection)  
Hazelwood Avenue, westbound, at Yerba Buena Ave, stopping the stem of this “T” intersection

**30(b). ESTABLISH – SIDEWALK EXTENSION  
ESTABLISH – RED ZONE**

- A.** Hazelwood Avenue, north side, from Casitas Avenue to 60 feet easterly (for sidewalk extension)
- B.** Casitas Avenue, east side, from Hazelwood Avenue to 80 feet northerly (removes 1 space)
- C.** Casitas Avenue, west side, from Yerba Buena Avenue to 80 feet northerly (for sidewalk extension; removes 1 space)
- D.** Yerba Buena Avenue, east side, from Casitas Avenue to 50 feet northerly (for sidewalk extension)
- E.** Hazelwood Avenue, south side, from Yerba Buena Avenue to 30 feet easterly (for sidewalk extension; removes 1 space)
- F.** Yerba Buena Avenue, east side, from Hazelwood Avenue to 40 feet southerly (for sidewalk extension; removes 1 space)  
(Supervisor District 7) John Garzee, john.garzee@sfmta.com

Proposing parking restrictions and two stop signs to support a new corner sidewalk extension (bulb-out) – developed with neighbors to better clarify right-of-way and shorten pedestrian crossing distances at this three-way intersection.

**Dogpatch Neighborhood – Parking Time Limit**

**31(a). RESCIND – 1-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA EE PERMITS**

- A.** Minnesota Street, west side, between 18<sup>th</sup> Street and 19<sup>th</sup> Street
- B.** Indiana Street, east side, between 19<sup>th</sup> Street and 20<sup>th</sup> Street
- C.** 19<sup>th</sup> Street, north side, between Indiana Street and Tennessee Street

**31(b). ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Minnesota Street, west side, between 18<sup>th</sup> Street and 19<sup>th</sup> Street  
19<sup>th</sup> Street, north side, between Indiana Street and Minnesota Street

**31(c). ESTABLISH – 4-HOUR TIME-LIMITED PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**

Indiana Street, east side, between 19<sup>th</sup> Street and 20<sup>th</sup> Street  
19<sup>th</sup> Street, north side, between Minnesota Street and Tennessee Street  
(Supervisor District 10) Kathryn Studwell, kathryn.studwell@sfmta.com



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These parking modifications will optimize the use of available on-street parking in the Dogpatch neighborhood.

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 have been environmentally cleared by the Planning Department on November 18, 2016, Case 2015-004109ENV:

**Norfolk Street, between Harrison Street and Folsom Street – Tow-Away, No Stopping Anytime**

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

Norfolk Street, east side, from Harrison Street to 450 feet northerly  
(Supervisor District 6) Norman Wong, [norman.wong@sfmta.com](mailto:norman.wong@sfmta.com)

Sidewalk being widened from 3.5 to 7 feet adjacent to the proposed 333 12<sup>th</sup> Street and 1532 Harrison Street developments. The no stopping restriction is required to maintain a 14.5 foot travel lane on Norfolk Street.

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

**Parker Avenue at McAllister Street – Bike Share Station**

**33. ESTABLISH – NO STOPPING EXCEPT BICYCLES\ ESTABLISH – BIKE SHARE STATION**

Parker Avenue, west side, from 102 feet to 181 feet north of McAllister Street (72-foot bike share station with red zones on either end)  
(Supervisor District 5) ♦ Laura Stonehill, [laura.stonehill@sfmta.com](mailto:laura.stonehill@sfmta.com)

Proposing a Ford GoBike bike share station in the parking lane on the west side of Parker Avenue, adjacent to USF's Nogosco Stadium.

**♦ 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





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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: 1/18/19