





SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
Order # 6554  
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, July 8, 2022, 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.

<b>Online Participation</b>	Join Online Teams Meeting: <a href="https://SFMTA.com/EngHearing">SFMTA.com/EngHearing</a>  Click on the Raise your hand icon  . When you are prompted to unmute, click on the microphone icon  to speak.
<b>Telephone Participation</b>	Join by telephone: Dial (415) 915-0757 and enter conference ID 177 427 087 #  Dial *5 to be placed in the queue for public comment. When prompted dial *6 to unmute yourself.  When speaking: <ul style="list-style-type: none"><li>• Ensure you are in a quiet location</li><li>• Turn off any TVs or radios around you</li><li>• Speak Clearly</li></ul>
<b>Email Participation</b>	Submit your written comments to <a href="mailto:Sustainable.Streets@SFMTA.com">Sustainable.Streets@SFMTA.com</a> with “Public Hearing” in the subject line.

**CALL TO ORDER**

**INTRODUCTION/OVERVIEW**

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



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1. **Bacon Street between Girard Street and Goettingen Street – Traffic Calming Speed Cushions**

**ESTABLISH - SPEED CUSHIONS**

Bacon Street between Brussels Street and Goettingen Street (1 5-lump speed cushion)  
Bacon Street between Girard Street and Brussels Street (1 5-lump speed cushion)  
(Supervisor District 9) (Approvable by the City Traffic Engineer) Jeff Banks,  
jeffrey.banks@sfmta.com

This proposal installs traffic calming devices at the request of SFMTA staff based on community input gathered during a Walk Audit at Martin Luther King, Jr. Middle School in February 18, 2020. SFMTA is recommending these measures to improve pedestrian safety on the block.

**Quintara Street at 21<sup>st</sup> Avenue**

2. **ESTABLISH - STOP SIGN**

Quintara Street, eastbound and westbound, at 21st Avenue, making this intersection an all-way STOP (Supervisor District 4) (Approvable by the City Traffic Engineer) Andre Wright,  
Andre.Wright@sfmta.com

This proposal installs an all-way STOP to better clarify right-of-way.

**21<sup>st</sup> Street at Fair Oaks Street**

3. **ESTABLISH - STOP SIGN**

21st Street at Fair Oaks Street, all approaches, making this intersection an all-way STOP (Supervisor District 8) (Approvable by the City Traffic Engineer) Andre Wright,  
Andre.Wright@sfmta.com

This proposal installs an all-way STOP to better clarify right-of-way.

**Oakdale Avenue, and Newcomb Avenue - Traffic Calming**

4(a). **ESTABLISH – SPEED CUSHIONS**

Oakdale Avenue, Lane Street to Mendell Street (2 3-lump speed cushions) (Approvable by the City Traffic Engineer)

4(b). **ESTABLISH – RAISED CROSSWALKS**

Newcomb Avenue at Mendell Street, east and west crossings (2 raised crosswalks) (Supervisor District 10) (Approvable by the City Traffic Engineer) Daniel Carr,  
daniel.carr@sfmta.com

Installs traffic calming for Joseph Lee Recreation Center, Leola M. Havard Early Education School and Bayview Opera House at the request of RPD and Supervisor Walton's office



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**Burrows Street at San Bruno Avenue and Bacon Street at San Bruno Avenue – Red Zone**

**5(a). ESTABLISH – RED ZONES**

Bacon Street, south side, from 5 to 27 feet west of San Bruno Avenue (rescinds Yellow Metered Parking # 320-101)

Burrows Street, south side, from 5 to 26 feet west of San Bruno Avenue (rescinds General Metered Parking # 335-101) (Approvable by the City Traffic Engineer)

**5(b). ESTABLISH - YELLOW METERED PARKING - 30 MINUTE TIME LIMIT - 9AM TO NOON - MONDAY THROUGH SATURDAY**

Bacon Street, south side, from 27 to 49 feet west of San Bruno Avenue (converting General Metered Parking # 320-103 to Yellow Metered Loading) (Supervisor District 9) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

As part of SFMTA's School Walk Audit program, this repurposes one general and one yellow metered parking spaces to provide daylighting.

**3950 Sacramento Street, Claire Lilienthal School-Madison Campus**

**6(a). RESCIND - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7 AM-9 AM AND 12 PM-2:30 PM, SCHOOL DAYS**

**ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8 AM-10 AM AND 2 PM-4:30 PM, SCHOOL DAYS**

Sacramento Street, north side, from 54 feet to 167 feet west of the school's eastern property line (Approvable by the City Traffic Engineer)

**6(b). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM-4 PM, SCHOOL DAYS ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM-10 AM AND 2PM-4:30 PM, SCHOOL DAYS**

Clay Street, south side, from school's eastern property line to 77 feet westerly (Supervisor District 2) (Approvable by the City Traffic Engineer) André Wright, andre.wright@sfmta.com

This proposal aligns the loading zone times with the new start and end time schedules for Claire Lilienthal's Madison Campus beginning in the Fall of the 2022-2023 school year.

**Corbett Avenue - Rooftop Elementary Schools (Twin Peaks & Mayeda Campuses)**

**7(a). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM TO 3 PM, SCHOOL DAYS**

**ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 4:30 PM, SCHOOL DAYS**

800 Corbett Avenue, west side, from 16 feet to 151 feet north of school driveway (Approvable by the City Traffic Engineer)



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- 7(b). RESCIND - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7 AM TO 9 AM AND 1 PM TO 3 PM, SCHOOL DAYS**  
**ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS**  
Corbett Avenue, west side, from Romain Street to 100 feet southerly (Approvable by the City Traffic Engineer)
- 7(c). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM TO 9 AM AND 12PM TO 2:30 PM, SCHOOL DAYS**  
**ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS**  
Corbett Avenue, west side, from 40 feet to 83 feet south of Iron Alley (Approvable by the City Traffic Engineer)
- 7(d). RESCIND - PART-TIME ACCESSIBLE SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM TO 9AM AND 12 PM TO 2:30 PM, SCHOOL DAYS**  
**ESTABLISH - PART-TIME ACCESSIBLE SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS**  
Corbett Avenue, west side, from 101 feet to 200 feet south of Iron Alley (Supervisor District 8) (Approvable by the City Traffic Engineer) André Wright, [andre.wright@sfmta.com](mailto:andre.wright@sfmta.com)

This proposal implements school loading zone time changes based on new school schedules beginning. Fall 2022.

**8. Various Locations in District 10 – Bulb-outs**

**ESTABLISH – RED ZONES**

**ESTABLISH – SIDEWALK WIDENING**

- A.** Silver Avenue, north side, from 19 feet west of Topeka Avenue to 29 feet east of Topeka Avenue (removes 2 parking spaces, 6-foot sidewalk widening)
- B.** Bayview Street, south side, from 3rd Street to 24 feet westerly (existing red zone, 6-foot sidewalk widening)
- C.** Wallace Avenue, north and south sides, from 3rd Street to 23 feet easterly (removes 2 parking spaces, 6-foot sidewalk widening)
- D.** 3rd Street, east side, from Wallace Avenue to 25 feet southerly (removes 1 parking space, 6-foot sidewalk widening)
- E.** Oakdale Avenue, north side, from Lane Street to 30 feet westerly (removes 2 parking spaces, 14-foot sidewalk widening)
- F.** Oakdale Avenue, south side, from Lane Street to 24 feet westerly (removes 1 parking space, 6-foot sidewalk widening)
- G.** Lane Street, west side, from Oakdale Avenue to 21 feet northerly (removes 1 parking space, 6-foot sidewalk widening)
- H.** Lane Street, west side, from Oakdale Avenue to 19 feet southerly (removes 1 parking space, 4-foot sidewalk widening)



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- I. Lane Street, east side, from Quesada Avenue to 23 feet southerly (removes 1 parking space, 6-foot sidewalk widening)
- J. Quesada Avenue, south side, from Lane Street to 18 feet easterly (removes 1 parking space, 6-foot sidewalk widening)
- K. Revere Avenue, south side, from Lane Street to 33 feet westerly (removes 2 parking spaces, 6-foot sidewalk widening)
- L. Revere Avenue, north side, from Lane Street to 35 feet easterly (removes 2 parking spaces, 6-foot sidewalk widening)
- M. Lane Street, east side, from Revere Avenue to 23 feet northerly (removes 1 parking space, 6-foot sidewalk widening)
- N. Lane Street, west side, from Revere Avenue to 19 feet southerly (removes 1 parking space, 4-foot sidewalk widening) (Supervisor Districts 10 & 11) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install bulb-outs as part of the Bayview Community Based Transportation Plan to improve pedestrian safety.

9. **Page Street, between Pierce Street and Steiner Street – White Zone Changes**  
**ESTABLISH – PASSENGER LOADING ZONE, 9 AM TO 2 PM SUNDAY AND 6 PM TO 9 PM WEDNESDAY AND THURSDAY**

Page Street, south side, from 206 to 264 feet east of Pierce Street (specifies posted service hours) (Supervisor District 5) (Approvable by the City Traffic Engineer)  
Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would specify the “posted service hours” restriction for the existing white zone in front of Second Union Baptist Church at 739 Page Street.

10. **Page Street, between Stanyan Street and Shrader Street – White Zone Changes**  
**ESTABLISH – PASSENGER LOADING ZONE, 7:30 AM TO 9 AM AND 3:30 TO 6:30 PM, MONDAY THROUGH FRIDAY**

Page Street, north side, from 102 to 199 feet east of Stanyan Street (extends existing white zone by 97 feet) (Supervisor District 5) (Approvable by the City Traffic Engineer)  
Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would extend the white zone in front of the SF High School of the Arts at 1950 Page Street to the full frontage of the school.

**Page Street at Masonic Avenue - Traffic Diverter**

11(a). **ESTABLISH – RIGHT OR LEFT TURN ONLY, EXCEPT BICYCLES**

Page Street, eastbound, at Masonic Street (Approvable by the City Traffic Engineer)

11(b). **ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES**

Masonic Avenue, northbound, at Page Street  
(Supervisor District 5) (Approvable by the City Traffic Engineer)  
Pallavi Panyam, pallavi.panyam@sfmta.com



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This proposal would add an eastbound traffic diverter to the signalized intersection at Page Street and Masonic Avenue.

**Page Street at Stanyan Street – Traffic Diverter**

**12(a). ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES**

Stanyan Street, northbound, at Page Street (Approvable by the City Traffic Engineer)

**12(b). ESTABLISH – NO LEFT TURN, EXCEPT BICYCLES**

Stanyan Street, southbound, at Page Street (Approvable by the City Traffic Engineer)

**12(c). ESTABLISH – RED ZONE**

Page Street, south side, from Stanyan Street to 20 feet easterly  
(Supervisor District 5) (Approvable by the City Traffic Engineer)  
Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would add an eastbound traffic diverter at the signalized intersection of Page Street and Stanyan Street.

**North Point Street between Divisadero Street and Scott Street**  
**Beach Street between Divisadero Street and Scott Street**

**13(a). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM-5 PM, SCHOOL DAYS**

**ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8 AM-10 AM AND 2 PM-4:30 PM, SCHOOL DAYS**

North Point Street, north side, from 10 feet to 278 feet east of Divisadero Street  
(Approvable by the City Traffic Engineer)

**13(b). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 6 AM-10 AM, MONDAY TO FRIDAY**

**ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM-10 AM AND 2PM-4:30 PM, SCHOOL DAYS**

Beach Street, south side, from Divisadero Street to 106 feet easterly  
(Approvable by the City Traffic Engineer)

**13(c). RESCIND - PART-TIME ACCESSIBLE PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7 AM-9 AM AND 12 PM-2:30 PM, SCHOOL DAYS**

Beach Street, south side, from 168 feet to 207 feet east of Divisadero Street  
(Supervisor District 2) (Approvable by the City Traffic Engineer)  
Andre Wright, Andre.Wright@sfmta.com

This proposal reconfigures the loading zones and aligns the loading zone times with the new start and end time schedules for Claire Lilienthal’s Scott Campus beginning in the Fall of the 2022-2023 school year to assist with the congestion of the pickup and drop-off operations.



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**Rockdale Drive at Omar Way**

**14(a). ESTABLISH - STOP SIGN**

Rockdale Drive, southbound, at Omar Way stopping the stem of this "T" intersection (Approvable by the City Traffic Engineer)

**14(b). RESCIND - BLUE ZONE  
ESTABLISH - RED ZONE**

Omar Way, south side, from 231 feet to 251 feet east of Myra Way (Approvable by the City Traffic Engineer)

**14(c). RESCIND - RED ZONE  
ESTABLISH - BLUE ZONE**

Omar Way, south side, from 264 feet to 286 feet east of Myra Way (Supervisor District 7) (Approvable by the City Traffic Engineer)  
Andre Wright, Andre.Wright@sfmta.com

This proposal stops the stem of this "T" intersection to better clarify the right-of-way. This will also mark the eastern crosswalk crossing Omar Way, which requires the relocation of the existing blue zone for visibility.

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*

June 24, 2022

Andrea Contreras, SFMTA

Date

**The following items have been environmentally cleared by the Planning Department on April 11, 2022, Better Streets Plan Note to File (Case 2013.1238E):**

**Ivy Street, between Laguna Street and Octavia Street – Sidewalk Extension and Raised Crosswalks**

**15(a). ESTABLISH – TOW-AWAY, NO PARKING ANY TIME  
ESTABLISH – SIDEWALK EXTENSION (6-FOOT WIDENING)**

Ivy Street, north side, from Octavia Street to 40 feet westerly (40-foot long extension) (Requires approval by the SFMTA Board)





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**15(b). ESTABLISH – RAISED CROSSWALKS**

Ivy Street, east crosswalk, at Laguna Street  
Ivy Street, west crosswalk, at Octavia Street  
(Supervisor District 5) (Approvable by the City Traffic Engineer)  
Garnet Wing, garnet.wing@sfmta.com

Proposal to establish raised crosswalks and sidewalk extension is part of the Market Octavia Living Alleys Phase 1A project led by SFPW.

The following items have been environmentally cleared by the Planning Department on December 10, 2015, Case No. 2010.0515E:

**25<sup>th</sup> Street at Connecticut Street, 25<sup>th</sup> Street at Texas Street/Dakota Street – Red Zone, STOP Signs**

**16(a). ESTABLISH – RED ZONE**

- A. 25<sup>th</sup> Street, south side, from Connecticut Street to 29 feet easterly (removes 1 parking space)
- B. 25<sup>th</sup> Street, south side, from 184 feet to 306 feet east of Connecticut Street (removes 6 parking spaces)
- C. 25<sup>th</sup> Street, south side, from Texas Street/Dakota Street to 105 feet westerly (removes 5 parking spaces)
- D. Connecticut Street, east side, from 25<sup>th</sup> Street to 53 feet southerly (removes 1 parking space)
- E. Texas Street, east side, from 25<sup>th</sup> Street to 20 feet northerly (removes 2 perpendicular parking spaces) (Approvable by the City Traffic Engineer)

The proposed red zones are required due to the proposed bulbs and sidewalk widening for Phase 1 of the Potrero Hope project

**16(b). ESTABLISH – STOP SIGNS**

25<sup>th</sup> Street, eastbound and westbound, at Texas Street/Dakota Street  
Texas Street, southbound, at 25<sup>th</sup> Street (Supervisor District 10)  
(Approvable by the City Traffic Engineer) Westley Myles; Westley.Myles@sfmta.com

Proposal makes the 25<sup>th</sup> Street/Dakota Street/Texas Street intersection an all-way stop and clarifies the right of way. Parking legislation change associated with new bulb out construction related to the Potrero Hope SF Phase 1 Infrastructure Project.

**PUBLIC COMMENT**

Members of the public may provide comments on matters that are not on today's calendar.

**ADJOURNMENT**

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 [SFMTA.com/EngineeringResults](https://www.sfmta.com/EngineeringResults) 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 [SFMTA.com/BOSAppeal](https://www.sfmta.com/BOSAppeal).*

Approved for Public Hearing by:

*Ricardo Olea*

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Ricardo Olea  
City Traffic Engineer  
Streets Division

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

RO:ET:ND  
ISSUE DATE: 6/24/22