





SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6696
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, October 6, 2023, 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 by the end of the day of the public hearing, the SFMTA will make and post the decision on these items by 5pm. the following Friday on the SFMTA website.

Online Participation	Join Online Teams Meeting: SFMTA.com/EngHearing Click on the Raise your hand icon  . When you are prompted to unmute, click on the microphone icon  to speak.
Telephone Participation	Join by telephone: Dial (415) 523-2709 and enter conference ID 396 848 05 # 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">• Ensure you are in a quiet location• Turn off any TVs or radios around you• Speak Clearly
Written Participation	Submit your written comments to Sustainable.Streets@SFMTA.com with “Public Hearing” in the subject line or by mail to SFMTA, 1 South Van Ness, 7 th Floor, San Francisco, CA 94103.

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.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
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1. **921 Howard Street, between 5th Street and Mary Street**

ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

921 HOWARD STREET (Supervisor District 6) (Requires approval by the SFMTA Board)
Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 921 HOWARD STREET so they can purchase parking permits for their vehicle to park within RPP Area U

2. **3030 Larkin Street between Beach and North Point Streets**

ESTABLISH - RESIDENTIAL PERMIT PARKING AREA A (Eligibility only, no signs)

3030 Larkin Street (Supervisor District 2) (Requires approval by the SFMTA Board)
Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 3030 Larkin Street so they can purchase parking permits for their vehicle to park within RPP Area A

3. **Sacramento Street and Gough Street**

ESTABLISH - BUS ZONE

Sacramento Street north side, from 65 feet to 80 feet west of Gough Street (extends existing bus zone by 15 feet) (Supervisor District 5) (Requires approval by the SFMTA Board) Kevin Shue, kevin.shue@sfmta.com

4. **Lunado Way, between Estero Avenue and Mercedes Way**

ESTABLISH – SPEED CUSHIONS

Lunado Way, between Estero Avenue and Mercedes Way (2 3-lump speed cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Henry Ly, henry.ly@sfmta.com

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

5. **Green Street, between Gough Street and Octavia Street**

ESTABLISH - SPEED CUSHIONS

Green Street, between Gough Street and Octavia Street)1 3-lump speed cushion) (Supervisor District 2) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

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

6. **Sotelo Avenue, between 9th Avenue and Santa Rita Avenue**

ESTABLISH - SPEED CUSHIONS

Sotelo Avenue, between 9th Avenue and Santa Rita Avenue (2 speed humps) (Supervisor District 7) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

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



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SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**7. Wilde Avenue, between Rutland Street and Goettingen Street
ESTABLISH - SPEED CUSHIONS**

Wilde Avenue, between Rutland Street and Goettingen Street (3 5-lump speed cushions) (Supervisor District 10) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

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

**8. Venus Street, Topeka Avenue to Thornton Avenue
ESTABLISH - SPEED CUSHION**

Venus Street, Topeka Avenue to Thornton Avenue (1 3-lump speed cushion) (Supervisor District 10) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

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

**9. Middle Point Road between Innes Avenue and West Point Road
ESTABLISH - SPEED CUSHION**

Middle Point Road between Innes Avenue and West Point Road (1 4-lump cushions) (Supervisor District 10) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

This proposal installs traffic calming devices on the block.

**10. Kirkwood Avenue between Earl Street and Dormitory Road
ESTABLISH - SPEED CUSHIONS**

Kirkwood Avenue between Earl Street and Dormitory Road (2 3-lump cushions) (Supervisor District 10) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

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

**11. Funston Avenue between Judah Street and Kirkham Street
ESTABLISH - SPEED CUSHIONS**

Funston Avenue between Judah Street and Kirkham Street (2 3-lump cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

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



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12. 16th Avenue between Quintara Street and Rivera Street

ESTABLISH - SPEED CUSHIONS

16th Avenue between Quintara Street and Rivera Street (2 3-lump cushions)
(Supervisor District 7) (Approvable by the City Traffic Engineer) Joceline Suhaimi,
joceline.suhaimi@sfmta.com

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

13. Jones Street, between Greenwich Street and Lombard Street

ESTABLISH – SPEED HUMPS

Jones Street between Greenwich Street and Lombard Street (1 Speed hump)
(Supervisor District 3) (Approvable by the City Traffic Engineer) Elliot Goodrich,
elliott.goodrich@sfmta.com

This proposal installs a traffic calming device 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.

14. San Benito Way, between Ocean Avenue and Upland Drive

ESTABLISH - SPEED CUSHIONS

San Benito Way between Ocean Avenue and Upland Drive (2 3-lump Cushions)
(Supervisor District 7) (Approvable by the City Traffic Engineer) Elliot Goodrich,
elliott.goodrich@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.

Raymond Avenue, between Elliot Street and western terminus

15(a). ESTABLISH - SPEED CUSHIONS

Raymond Avenue between Elliot Street and Sawyer Street (2 3-lump speed cushions)

15(b). ESTABLISH - SPEED HUMPS

Raymond Avenue between Sawyer Street and western terminus (2 speed humps)
(Supervisor District 10) (Approvable by the City Traffic Engineer) Elliot Goodrich,
elliott.goodrich@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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Taraval Street, between 15th Avenue and 14th Avenue – Angled Parking

- 16(a). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH FRIDAY**
Taraval Street, north side, from 11 feet to 31 feet east of 15th Avenue
(Approvable by the City Traffic Engineer)
- 16(b). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH SATURDAY**
Taraval Street, south side, from 47 feet to 91 feet east of 15th Avenue
(Approvable by the City Traffic Engineer)
- 16(c). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**
Taraval Street, south side, from 132 feet to 152 feet east of 15th Avenue
(Approvable by the City Traffic Engineer)
- 16(d). RESCIND – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 4 PM, SUNDAY**
Taraval Street, south side, from 208 feet to 246 feet east of 15th Avenue
(Approvable by the City Traffic Engineer)
- 16(e). ESTABLISH – 60-DEGREE ANGLE PARKING**
Taraval Street, south side, between 14th Avenue and 15th Avenue
(Requires approval by the SFMTA Board)
- 16(f). ESTABLISH – RED ZONE**
- A.** Taraval Street, north side, from 11 feet to 14 feet east of 15th Avenue (extends existing 11-foot hydrant red zone to 14 feet to accommodate a newly installed fire hydrant)
 - B.** Taraval Street, south side, from 47 feet to 61 feet east of 15th Avenue
 - C.** Taraval Street, south side, from 132 feet to 141 feet east of 15th Avenue
 - D.** Taraval Street, south side, from 166 feet to 176 feet east of 15th Avenue
(Approvable by the City Traffic Engineer)
- 16(g). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH FRIDAY**
Taraval Street, north side, from 14 feet to 69 feet east of 15th Avenue (converts yellow metered space #430 and general metered spaces #428 and #424 to two 27.5-foot-long yellow metered spaces) (Approvable by the City Traffic Engineer)
- 16(h). ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Taraval Street, north side, from 83 feet to 100 feet east of 15th Avenue
(converts existing general metered space #420 to green metered space)
Taraval Street, south side, from 83 feet to 113 feet east of 15th Avenue (3 angled green metered spaces) (Approvable by the City Traffic Engineer)



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- 16(i). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH SATURDAY**
Taraval Street, south side, from 61 feet to 83 feet east of 15th Avenue (2 angled yellow metered spaces) (Approvable by the City Traffic Engineer)
- 16(j). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**
Taraval Street, south side, from 141 feet to 152 feet east of 15th Avenue (1 angled yellow metered space)
(Approvable by the City Traffic Engineer)
- 16(k). ESTBALISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 4 PM, SUNDAY**
Taraval Street, south side, from 226 feet to 246 feet east of 15th Avenue
(Approvable by the City Traffic Engineer) (Supervisor District 7) Steven Wong,
steven.wong@sfmta.com

Proposal to install 60-degree angled parking on the south side of Taraval Street to improve availability of parking in the neighborhood.

MONROE ELEMENTARY SCHOOL, 260 MADRID STREET

- 17(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)
- 17(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)
- 17(c). RESCIND – PART-TIME SCHOOL BUS LOADING ZONE, 7AM-4PM, SCHOOL DAYS
ESTABLISH – PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7AM-5PM, SCHOOL DAYS**
Lisbon Street, east side, from 24 feet to 174 feet south of the school's north property line (150-foot zone) (Supervisor District 11) (Approvable by the City Traffic Engineer) Andre Wright, andre.wright@sfmta.com

This proposal establishes changes that were pre-approved before the COVID-19 pandemic began, and also accommodates a new SFUSD Transportation Hub.



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CLAIRE LILIENTHAL (SCOTT CAMPUS)-3630 DIVISADERO STREET

- 18(a). **RESCIND - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8:45AM-9:45AM, MONDAY-FRIDAY, AND 3:30PM-4:30PM, MON, TUES, THURS, FRI, AND 2PM-3PM, WED, SCHOOL DAYS**

North Point Street, north side, from 10 feet to 220 feet east of Divisadero Street

- 18(b). **ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8:45AM-9:45AM, MONDAY-FRIDAY, AND 3:30PM-4:30PM, MON, TUES, THURS, FRI, AND 2PM-3PM, WED, SCHOOL DAYS**

North Point Street, north side, from 10 feet to 278 feet east of Divisadero Street

- 18(c). **RESCIND - 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

- 18(d). **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 168 feet easterly
(Supervisor District 2) (Approvable by the City Traffic Engineer) Andre Wright,
andre.wright@sfmta.com

This proposal extends the existing passenger loading zone (PLZ) on North Point Street to help alleviate congestion experienced during pickup and drop-off at school. It also extends the existing school bus loading zone (SBLZ) on Beach Street to accommodate additional buses

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
Andrea Contreras, SFMTA

September 25, 2023
Date

The following items have been environmentally cleared by the Planning Department on April 21, 2011, Treasure Island/Yerba Buena Island Redevelopment Project (Case No 2007.0903E):

Treasure Island – Street Improvements

- 19(a). **ESTABLISH – TRAFFIC SIGNAL**

- A. Clipper Cove Avenue and Treasure Island Road
- B. Treasure Island Road, midblock, between Clipper Cove Avenue and Trade Winds Avenue
- C. Trade Winds Avenue and Treasure Island Road



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D. Seven Seas Avenue and Trade Winds Avenue
(Approvable by the City Traffic Engineer)

19(b). ESTABLISH – STOP SIGNS

- A.** Clipper Cove Avenue and Seven Seas Avenue, making this intersection an all-way stop
- B.** Bruton Street, eastbound, at Seven Seas Avenue
- C.** Cravath Street, eastbound, at Seven Seas Avenue
- D.** Johnson Street, eastbound, at Seven Seas Avenue
- E.** Johnson Street and Avenue of the Palms, making this intersection an all-way stop
- F.** Cravath Street and Avenue of the Palms, northbound and southbound, making this intersection an all-way stop (Approvable by the City Traffic Engineer)

19(c). ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME

- A.** Seven Seas Avenue, east side, from Johnson Street to Trade Winds Avenue
- B.** Avenue of the Palms, west side, from Johnson Street to Bruton Street
- C.** Trade Winds Avenue, north side, from Seven Seas to 200 feet westerly
- D.** Trade Winds Avenue, south side, from Seven Seas Avenue to Treasure Island Road
- E.** Clipper Cove Avenue, north side, from Seven Seas Avenue to Treasure Island Road
- F.** Clipper Cove Avenue, south side, from Treasure Island Road to 300 feet easterly
- G.** Treasure Island Road, east side, from Trade Winds Avenue to Clipper Cove Avenue
- H.** Treasure Island Road, east and west sides, from Clipper Cove Avenue to Macalla Road (Requires approval by the SFMTA Board)

19(d). ESTABLISH - BUS ONLY LANE

Clipper Cove Avenue, eastbound, from Treasure Island Road to 300 feet easterly
Treasure Island Road, southbound, from Trade Winds Avenue to 185 feet south of
Clipper Cove Avenue (Requires approval by the SFMTA Board)

19(e). ESTABLISH - RED ZONES

- A.** Johnson Street, north side and south sides, between the marked crosswalks at Garden Walk (18-foot red zone on north side, 18-foot red zone on south side)
- B.** Avenue of the Palms, west side, opposite stem of T-intersection at Johnson Street (39-foot red zone)
- C.** Cravath Street, north and south sides, between the marked crosswalks at Garden Walk (17-foot red zone on north side, 15-foot red zone on south side)
- D.** Avenue of the Palms, west side, opposite stem of T-intersection at Cravath Street (60-foot red zone)
- E.** Bruton Street, south side, between the marked crosswalks at Garden Walk (34-foot red zone)
- F.** Bruton Street north and south sides, between the marked crosswalks at Avenue of the Palms (35-foot red zone) (Approvable by the City Traffic Engineer)



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- 19(f). ESTABLISH – CLASS IV Bikeways (Protected Bike Lane)**
- A. Trade Winds, north side (two-way), from Seven Seas Avenue to Treasure Island Road
 - B. Clipper Cove Avenue, south side (two-way), from Seven Seas Avenue to Treasure Island Road
 - C. Avenue of the Palms, west side (two-way), from Johnson Street to Trade Winds Avenue
 - D. Treasure Island Road, east side (northbound one-way), from Macalla Road to Clipper Cove Avenue
 - E. Treasure Island Road, west side (southbound one-way), from Clipper Cove Avenue to Macalla Road
- (Requires approval by the SFMTA Board)
- 19(g). ESTABLISH – CLASS II Bikeways (Bike Lane)**
- A. Seven Seas Avenue, west side (southbound one-way), from Johnson Street to Clipper Cove Avenue
 - B. Seven Seas Avenue, east side (northbound one-way), from Clipper Cove Avenue to Johnson Street
 - C. Clipper Cove Avenue, north side (westbound one-way), from Seven Seas Avenue to Treasure Island Road
 - D. Treasure Island Road, east side (northbound one-way), from Clipper Cove Avenue to Trade Winds Avenue
 - E. Trade Winds Avenue, south side (eastbound one-way), from Treasure Island Road to Seven Seas Avenue (Requires approval by the SFMTA Board)
- 19(h). ESTABLISH – DO NOT ENTER, EXCEPT BIKES, EMERGENCY VEHICLES**
Garden Walk, between Cravath Street and Johnson Street
Garden Walk, between Cravath Street and Bruton Street
(Approvable by the City Traffic Engineer)
- 19(i). ESTABLISH – Raised Intersection**
- A. Seven Seas Avenue at Bruton Street
 - B. Seven Seas Avenue at Cravath Street
 - C. Seven Seas Avenue at Johnson Street
 - D. Johnson Street at Garden Walk
 - E. Cravath Street at Garden Walk
 - F. Bruton Street at Garden Walk
- (Approvable by the City Traffic Engineer)
- 19(j). ESTABLISH – TRANSIT BOARDING ISLAND**
- A. Seven seas Avenue, east side, from 21 feet to 113 feet north of Bruton Street
 - B. Seven Seas Avenue, west side, from Johnson Street to 105 feet southerly
 - C. Seven Seas Avenue, west side, from Bruton Street to 88 feet southerly
- (Approvable by the City Traffic Engineer)



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19(k). ESTABLISH - TRANSIT STOP

Clipper Cove Avenue, from Treasure Island Road to 272' easterly
(Approvable by the City Traffic Engineer)
(Supervisor District 6) Westley Myles, westley.myles@sfmta.com

Street improvements associated with the Treasure Island Sub-Phase 1B, 1C and 1E Improvement Project.

The following items have been environmentally cleared by the Planning Department on October 19, 2015, SFMTA Bay Area Bicycle Share Project (Case 2015-005492ENV):

Larkin Street at California Street – Bike Share Station

**20. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION**

Larkin Street, east side, from California Street to 70 feet southerly (62-foot station with red zones) (Supervisor District 3) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to install a Bay Wheels bike share station in the parking lane on the east side of Larkin Street, south of California Street, adjacent to Core 40 gym.

The following items have been environmentally cleared by the Planning Department on April 21, 2011, Treasure Island/Yerba Buena Island Redevelopment Project (Case No 2007.0903E):

Yerba Buena Island – Street Improvements

21(a). ESTABLISH – STOP SIGNS

- A. Treasure Island Road, northbound and southbound, at Macalla Road, making this intersection an all-way STOP
- B. Macalla Road, eastbound and westbound, and Yerba Buena Road, northbound, making this intersection an all-way STOP
- C. Yerba Buena (Loop) Road, eastbound, at Yerba Buena Road
- D. Signal Road, northbound, at Yerba Buena Road
- E. Tank Access Road, northbound, at Yerba Buena Road
(Approvable by the City Traffic Engineer)

21(b). ESTABLISH - MIDBLOCK CROSSWALK

Yerba Buena Road at 294 feet west of Signal Road
(Requires approval by the SFMTA Board)

21(c). ESTABLISH TOW-AWAY NO STOPPING ANYTIME

- A. Macalla Road, north and south side, from Treasure Island Road to I-80 Westbound Ramps
- B. Yerba Buena Road, west side, from Macalla Road to 170 feet west of Signal Road.
- C. Yerba Buena Road, east side, from Macalla Road, around Yerba Buena (Loop) Road to 338' west of Yerba Buena Road (Requires approval by the SFMTA Board)



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21(d). ESTABLISH – CLASS IV Bikeways (Protected Bike Lane)

Macalla Road, eastbound (south side), from Treasure Island Road to Yerba Buena Road
Macalla Road, westbound (south side), from 150 ft west of I-80 Ramps to Yerba Buena Road (Requires approval by the SFMTA Board)

21(e). ESTABLISH – CLASS III Bikeways (Bike Route)

Macalla Road, eastbound (south side), from Yerba Buena Road to I-80 Ramps
Macalla Road, westbound (north side), from Yerba Buena Road to Treasure Island Road (Requires approval by the SFMTA Board)

21(f). ESTABLISH – CLASS II BIKEWAY (BIKE LANE)

Yerba Buena Road, southbound (west side), from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road (Requires approval by the SFMTA Board)

21(g). ESTABLISH – 15 MPH SPEED LIMIT

Yerba Buena Road, from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road (Requires approval by the SFMTA Board)

21(h). ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING ZONE

Yerba Buena (Loop) Road, north side, from 65 feet to 87 feet west of Yerba Buena Road. (Approvable by the City Traffic Engineer)

21(i). ESTABLISH – RED ZONE

- A. Yerba Buena (Loop) Road from Yerba Buena Road to 70 feet westerly
- B. Yerba Buena (Loop) Road from 108 feet to 135 feet west of Yerba Buena Road (27-foot red zone)
- C. Yerba Buena (Loop) Road from 175 feet to 216 feet west of Yerba Buena Road (41-foot red zone)
- D. Yerba Buena (Loop) Road from 256 feet to 297 feet west of Yerba Buena Road (41-foot red zone)
- E. Yerba Buena (Loop) Road from 317 feet to 338 feet west of Yerba Buena Road (21-foot red zone) (Approvable by the City Traffic Engineer) (Supervisor District 6) Westley Myles, westley.myles@sfmta.com

Street improvements associated with the Yerba Buena Island Sub-Phase 1YA and 1YB Improvement Project.

The following items were environmentally cleared by the Planning Department on December 10, 2015, Potrero Hope SF Master Plan (Case No. 2010.0515E):

Potrero Hope – Red Zone, Stop Sign, Tow-Away No Stopping, Perpendicular Parking

22(a). ESTABLISH – RED ZONE

- A. Wisconsin Street, east side, from 25th Street to 36 feet northerly
- B. Wisconsin Street, east side, from 25th Street to 82 feet southerly
- C. 25th Street, north side, from Wisconsin Street to 25 feet easterly



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- D. 25th Street, north side, from 34 feet east of Arkansas Street to 161 feet west of Arkansas Street
- E. Arkansas Street (new street), west side, from 25th Street to 33 feet southerly
- F. Arkansas Street (new street), east side, from 25th Street to 50 feet southerly
- G. 25th Street, south side, from Arkansas Street (new street) to 32 feet westerly
- H. 25th Street, south side, from Arkansas Street (new street) to 34 feet easterly
- I. 25th Street, south side, from Connecticut Street to 62 feet westerly
- J. Wisconsin Street, east side, from 26th Street to 33 feet northerly
- K. Arkansas Street (new street), west side, from 26th Street to 32 feet northerly
- L. Arkansas Street (new street), east side, from 26th Street to 40 feet northerly
- M. 26th Street, north side, from Connecticut Street to 34 feet westerly
- N. Connecticut Street, east side, from 84 feet north of 26th Street to 15 feet south of 26th Street
- O. Connecticut Street, west side, from 26th Street to 30 feet northerly
- P. Connecticut Street, west side, from 26th Street to 40 feet southerly
(Approvable by the City Traffic Engineer)

22(b). ESTABLISH – STOP SIGN

- A. 25th Street, eastbound and westbound, and Arkansas Street, northbound, making this new intersection an all-way stop
- B. 26th Street, eastbound and westbound, and Wisconsin Street, southbound, making this intersection an all-way stop
- C. 26th Street, eastbound and westbound, and Arkansas Street, southbound, making this new intersection an all-way stop
- D. Connecticut Street, northbound and southbound, at 26th Street, making this intersection an all-way stop (Approvable by the City Traffic Engineer)

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

26th Street, south side, between Wisconsin Street and Connecticut Street (Requires approval by the SFMTA Board)

22(d). ESTABLISH – PERPENDICULAR PARKING

Arkansas Street (new street), east side, from 50 feet south 25th Street to 40 feet north of 26th Street (Requires approval by the SFMTA Board)
(Supervisor District 10) Westley Myles, Westley.Myles@sfmta.com

These changes are due to the new roadway improvements required for the Potrero Hope Phase 2 development site.

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,



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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 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.

Approved for Public Hearing by:

Ricardo Olea

Ricardo Olea
City Traffic Engineer
Streets Division

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

RO:ET:ND
ISSUE DATE: 9/22/23