



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6199
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, December 27, 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:

Buchanan Street and Bay Street – Red Zone

1. ESTABLISH – RED ZONE

Buchanan Street, east side, from Bay Street to 19 feet northerly (removes 1 parking space) (Supervisor District 2) ♦ Michael Tamin, michael.tamin@sfmta.com

The proposed red zone will improve Muni operations for the 43 Masonic inbound.

28th Avenue, between Moraga Street and Noriega Street – Speed Humps

2. ESTABLISH – SPEED HUMPS

28th Avenue, between Moraga Street and Noriega Street (2 speed humps) (Supervisor District 4) ♦ Jenn Chan, jennifer.chan@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Manor Drive, between Kenwood Way and Ocean Avenue – Speed Humps

3. ESTABLISH – SPEED HUMPS

Manor Drive, between Kenwood Way and Ocean Avenue (2 speed humps) (Supervisor District 7) ♦ Jenn Chan, jennifer.chan@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

22nd Street, between Guerrero Street and Dolores Street – Speed Humps

4. ESTABLISH – SPEED HUMPS

22nd Street, between Guerrero Street and Dolores Street (2 speed humps) (Supervisor District 8) ♦ Winnie Lee, winnie.lee@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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Order # 6199
FOR PUBLIC HEARING

Kirkham Street, between 37th Avenue and 38th Avenue – Speed Hump

5. ESTABLISH – SPEED HUMP

Kirkham Street, between 37th Avenue and 38th Avenue (1 speed hump)
(Supervisor District 4) ♦ Winnie Lee, winnie.lee@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.

Byxbee Street, between Sargent Street and Shields Street – Speed Humps

6. ESTABLISH – SPEED HUMP

Byxbee Street, between Sargent Street and Shields Street (1 speed hump)
(Supervisor District 11) ♦ 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.

Jersey Street, between Diamond Street and Douglass Street – Speed Humps

7. ESTABLISH – SPEED HUMPS

Jersey Street, between Diamond Street and Douglass Street (2 speed humps)
(Supervisor District 8) ♦ Jenn Chan, jennifer.chan@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.

Granville Way, between Claremont Boulevard and Ulloa Street – Speed Humps

8. ESTABLISH – SPEED HUMPS

Granville Way, between Claremont Boulevard and Ulloa Street (4 speed humps)
(Supervisor District 7) ♦ 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.

19th Street, between Seward Street and Yukon Street – Speed Humps

9. ESTABLISH – SPEED HUMP

19th Street, between Seward Street and Yukon Street (1 speed hump)
(Supervisor District 8) ♦ Jenn Chan, jennifer.chan@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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Order # 6199
FOR PUBLIC HEARING

De Haro Street, between 22nd Street and 23rd Street – Speed Cushions

10. ESTABLISH – SPEED CUSHIONS

De Haro Street, between 22nd Street and 23rd Street (2 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.

Sadowa Street, between Capitol Avenue and Plymouth Avenue – Speed Tables

11. ESTABLISH – SPEED TABLES

Sadowa Street, between Capitol Avenue and Plymouth Avenue (3 speed tables)
(Supervisor District 11) ♦ 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.

23rd Street, between Castro Street and Diamond Street – Speed Cushions

12. ESTABLISH – SPEED CUSHIONS

23rd Street, between Castro Street and Diamond Street (2 speed cushions)
(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.

Havelock Street, between Edna Street and Circular Avenue – Raised Crosswalk

13. ESTABLISH – RAISED CROSSWALK

Havelock Street, between Edna Street and Circular Avenue
(removes one 16-foot parking space to create 1 raised crosswalk)
(Supervisor District 7) ♦ Ashley Kim, ashley.kim@sfmta.com

District 7 neighborhood streets traffic calming location, CRT-funded and prioritized by Supervisor Norman Yee. The new mid-block crosswalk will provide an accessible path from the pedestrian bridge that crosses I-280 to the CCSF Ocean Campus.

100 block of Coleridge Street – One-Way Street

14. ESTABLISH – ONE-WAY STREET

Coleridge Street, northbound, from Virginia Avenue to Esmeralda Avenue
(Supervisor District 9) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to convert the 100 block of Coleridge Street to one-way to conform with the rest of the block.



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Order # 6199
FOR PUBLIC HEARING

19th Street and Church Street – No Left Turns

15. RESCIND – NO LEFT TURN

19th Street, eastbound, at Church Street
Church Street, northbound, at 19th Street
(Supervisor District 8) Elizabeth Chen, elizabeth.chen@sfmta.com

Concrete island in the intersection that physically prevented left turns has been removed.

37th Avenue and Kirkham Street – Car Share Parking

16. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES

37th Avenue, east side, from Kirkham Street to 20 feet northerly
(Supervisor District 4) Tracy Minicucci, tracy.minicucci@sfmta.com

Staff recommends a car share space be located at 37th and Kirkham Avenue based on demand for car sharing in the area. This location has been amended from its original location (39th and Kirkham) due to neighborhood feedback.

San Anselmo Avenue, between San Benito Way and Santa Clara Avenue – Speed Humps

17. ESTABLISH – SPEED HUMPS

San Anselmo Avenue, between San Benito Way and Santa Clara Avenue (1 speed hump)
(Supervisor District 7) ♦ 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.

Lyell Street, between Bosworth Street and Cayuga Street – Speed Cushions

18. ESTABLISH – SPEED CUSHIONS

Lyell Street, between Bosworth Street and Still Street (1 speed cushion)
Lyell Street, between Cayuga Street and Still Street (1 speed cushion)
(Supervisor District 8) ♦ Daniel Carr, daniel.carr@sfmta.com

This proposal installs traffic calming devices on two blocks at the request of the supervisor's office. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Ellsworth Street, between Alemany Boulevard and Ogden Avenue – Speed Cushions and Humps

19(a). ESTABLISH – SPEED CUSHIONS

Ellsworth Street, between Alemany Boulevard and Crescent Avenue
(2 speed cushions) ♦



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6199
FOR PUBLIC HEARING

19(b). ESTABLISH – SPEED HUMPS

Ellsworth Street, between Crescent Avenue and Ogden Avenue (2 speed humps)
(Supervisor District 9) ♦ Ashley Kim, ashley.kim@sfmta.com

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

20(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) ♦

20(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.

South Van Ness Avenue from 14th Street to Cesar Chavez Street – Red Zone

21(a). ESTABLISH – RED ZONE

- A. South Van Ness Avenue, west side, from 14th Street to 20 feet northerly♦
- B. South Van Ness Avenue, west side, from 15th Street to 20 feet northerly♦
- C. South Van Ness Avenue, east side, from 15th Street to 20 feet southerly♦
- D. 15th Street, north side, from South Van Ness Avenue to 20 feet easterly♦
- E. 17th Street, south side, from 9 feet to 27 feet west of South Van Ness Avenue
(extends existing red zone and removes 1 metered parking space) ♦
- F. South Van Ness Avenue, east side, from 12 feet to 20 feet south of 17th Street♦
- G. South Van Ness Avenue, west side, from 18th Street to 10 feet northerly♦
- H. South Van Ness Avenue, east side, from 5 feet to 20 feet south of 18th Street♦
(shortens existing passenger loading zone by 15 feet)
- I. 18th Street, south side, from 5 feet to 23 feet west of South Van Ness Avenue♦
(extends existing red zone and removes 1 metered parking space)
- J. South Van Ness Avenue, west side, from 20th Street to 15 ft northerly♦
- K. South Van Ness Avenue, east side, from 9.5 feet to 20 feet south of 20th Street♦
- L. 20th Street, north side, from 13 feet to 20 feet east of South Van Ness Avenue♦
- M. South Van Ness Avenue, east side, from 10 feet to 20 feet south of 21st Street♦
- N. 21st Street, north side, from 13 feet to 20 feet east of South Van Ness Avenue♦
- O. South Van Ness Avenue, west side, from 13 feet to 20 feet north of 22nd Street♦
- P. 22nd Street, south side, from South Van Ness Avenue to 27 feet westerly♦
(removes 1 metered parking space)
- Q. South Van Ness Avenue, west side, from 10 feet to 20 feet north of 23rd Street♦
- R. 23rd Street, north side, from 8 feet to 20 feet east of South Van Ness Avenue♦
- S. South Van Ness Avenue, west side, from 5 feet to 20 feet north of 24th Street♦



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 6199
FOR PUBLIC HEARING

- T. 24th Street, north side, from 4 feet to 28 feet east of South Van Ness Avenue♦
(extends existing red zone and removes 1 metered parking space)
- U. 24th Street, south side, from 5 feet to 26 feet west of South Van Ness Avenue♦
(extends existing red zone and removes 1 metered parking space)
- V. South Van Ness Avenue, west side, from 11 feet to 20 feet north of 25th Street♦
- W. South Van Ness Avenue, east side, from 25th Street to 20 feet southerly♦
- X. 25th Street, north side, from South Van Ness Avenue to 13 feet easterly♦
- Y. 25th Street, south side, from 6.5 feet to 28.5 feet west of South Van Ness Avenue♦
(extends existing red zone and removes 1 metered parking space)
- Z. South Van Ness Avenue, west side, from 26th Street to 20 feet northerly♦
- AA. South Van Ness Avenue, east side, from 9.5 feet to 29.5 feet south of 26th Street♦
(extends existing red zone and removes 1 metered parking space)
- BB. 26th Street, south side, from South Van Ness Avenue to 20 feet westerly♦
- CC. 26th Street, north side, from South Van Ness Avenue to 20 feet easterly♦

21(b). ESTABLISH – YELLOW ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

21st Street, north side, from 20 feet to 60 feet east of South Van Ness Avenue
(shifts existing yellow zone 7 feet easterly) ♦

21(c). ESTABLISH – PASSENGER LOADING ZONE, 5 PM TO 12 AM, MONDAY THROUGH FRIDAY, 11 AM TO 12 AM SATURDAY & SUNDAY

South Van Ness Ave, west side, from 20 feet to 38.5 feet north of 22nd Street
(shifts existing loading zone by 7 feet; in-street bike corral shortened by 7 feet)

21(d). ESTABLISH – PASSENGER LOADING ZONE, DURING POSTED SERVICES

South Van Ness Avenue, east side, from 96 feet to 111.5 feet south of 18th Street
(extends existing passenger loading zone by 15.5 feet)
(Supervisor District 9) ♦ Alison Mathews, alison.mathews@sfmta.com

Proposal to daylight intersections along South Van Ness Avenue from 14th Street to Cesar Chavez Street to improve pedestrian safety along the corridor.

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.

AMC/nc for 12/13/19
Andrea Contreras, SFMTA Date

♦ 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.




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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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf).

Approved for Public Hearing by:



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: 12/13/19