



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
Order # 6446  
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, September 3, 2021, 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.

Public opinion about these proposals can be shared in any of the following ways:

- Online Teams Meeting: [SFMTA.com/EngHearing](https://www.sfmta.com/EngHearing)
- To speak about any items, please follow the phone-in instructions.
- Phoning during the public hearing: please dial **888-398-2342** and enter the code 8647385. When public comment is open key in “1” and then “0” to join the queue of people wishing to comment.
- Sending an email to [Sustainable.Streets@SFMTA.com](mailto:Sustainable.Streets@SFMTA.com) with the subject line “Public Hearing.”

**Online Participation**

1. For the best online experience, join the Teams session and select “Don’t join audio”. For the audio, use the phone instructions below. This will allow you to listen and participate through the same audio experience.

**Phone Participation**

- Ensure you are in a quiet location
- Speak clearly
- *Turn off any TVs or radios around you*

1. When prompted, dial "1 - 0" to be added to the speaker line. The auto-prompt will indicate callers are entering "Question and Answer" time; this is the "Public Comment" period.

2. Callers will hear silence when waiting for your turn to speak.

3. When prompted, callers will have the standard two minutes to provide comment.

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

**Newman Street at Holly Park Circle – STOP Sign**

**1. ESTABLISH – STOP SIGN**

Newman Street, westbound, at Holly Park Circle, stopping the stem of this T-intersection (Supervisor District 9) (Approvable by the City Traffic Engineer) Simon Qin, [simon.qin@sfmta.com](mailto:simon.qin@sfmta.com)



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Proposal to stop the stem of this T-intersection to clarify right-of-way.

**Park Street (East) at Holly Park Circle – STOP Sign**

**2. ESTABLISH – STOP SIGN**

Park Street (East), westbound, at Holly Park Circle, stopping the stem of this T-intersection (Supervisor District 9) (Approvable by the City Traffic Engineer) Simon Qin, [simon.qin@sfmta.com](mailto:simon.qin@sfmta.com)

Proposal to stop the stem of this T-intersection to clarify right-of-way.

**Cotter Street at Alemany Boulevard – Right Turn Only**

**3. ESTABLISH – RIGHT TURN ONLY**

Cotter Street, northbound and southbound, at Alemany Boulevard (Supervisor District 11) (Approvable by the City Traffic Engineer) Simon Qin, [simon.qin@sfmta.com](mailto:simon.qin@sfmta.com)

Right turn restriction is an interim measure to address broadside collision patterns before a traffic signal is installed at Alemany Boulevard and Theresa Street.

**Linden Street at Octavia Boulevard – STOP Sign**

**4. ESTABLISH – STOP SIGN**

Linden Street, eastbound, at Octavia Boulevard (Supervisor District 5) (Approvable by the City Traffic Engineer) Jeffrey Tom, [jeffrey.tom@sfmta.com](mailto:jeffrey.tom@sfmta.com)

Proposal to establish a STOP sign to control traffic at this intersection.

**Balboa Street at Arguello Boulevard – Yield Sign**

**5. ESTABLISH – YIELD SIGN**

Balboa Street (frontage road), westbound, at Balboa Street (approximately 30 feet west of Arguello Boulevard) (Supervisor District 1) (Approvable by the City Traffic Engineer) Jeffrey Tom, [jeffrey.tom@sfmta.com](mailto:jeffrey.tom@sfmta.com)

Proposal to require westbound vehicles north of the transit boarding island on Balboa Street to yield to through vehicles south of the island.

**Irving Street at 40<sup>th</sup> Avenue – STOP Signs**

**6. ESTABLISH – STOP SIGNS**

Irving Street, eastbound and westbound, at 40<sup>th</sup> Avenue, making this intersection an all-way STOP (Supervisor District 4) (Approvable by the City Traffic Engineer) Jeffrey Tom, [jeffrey.tom@sfmta.com](mailto:jeffrey.tom@sfmta.com)

Proposal to make this intersection an all-way STOP to address collisions.

**12<sup>th</sup> Avenue between Kirkham Street and Lawton Street – Loading Zones**

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

12<sup>th</sup> Avenue, west side, from 121 feet to 221 feet north of Lawton Street (100-foot zone)



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(Supervisor District 7) (Approvable by the City Traffic Engineer) André Wright,  
[andre.wright@sfmta.com](mailto:andre.wright@sfmta.com)

School has requested a passenger loading zone to accommodate pickup/dropoff of students.

**2400 Block of Sacramento Street between Fillmore and Webster Streets – Metered Motorcycle Parking**

**8. ESTABLISH - METERED MOTORCYCLE PARKING**

Sacramento Street, south side, from 94 feet to 106 feet east of Fillmore Street (creates two general metered motorcycle spaces) (Supervisor District 2) (Approvable by the City Traffic Engineer) Alvin Lam, [alvin.lam@sfmta.com](mailto:alvin.lam@sfmta.com)

Proposal to re-purpose the 12-foot red zone to two general metered motorcycle spaces in response to driveway blockages.

**27<sup>th</sup> Street between Church Street and Sanchez Street – Speed Humps**

**9. ESTABLISH - SPEED HUMPS**

27<sup>th</sup> Street between Church Street and Sanchez Street (2 speed humps) (Supervisor District 8) (Approvable by the City Traffic Engineer) Jeff Banks, [jeffrey.banks@sfmta.com](mailto:jeffrey.banks@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.

**33<sup>rd</sup> Avenue, between Ulloa Street and Vicente Street – Speed Humps**

**10. ESTABLISH – SPEED HUMPS**

33<sup>rd</sup> Avenue between Ulloa Street and Vicente Street (2 speed humps) (Supervisor District 4) (Approvable by the City Traffic Engineer) Alison Mathews, [Alison.Mathews@sfmta.com](mailto:Alison.Mathews@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.

**Berry Street, between 5<sup>th</sup> Street and Mission Bay Drive – Speed Humps**

**11. ESTABLISH - SPEED HUMP & RAISED CROSSWALK**

Berry Street, between 5<sup>th</sup> Street and Mission Bay Drive (3 speed humps & 2 raised crosswalks) (Supervisor District 6) (Approvable by the City Traffic Engineer) 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 exceed agency thresholds to qualify for traffic calming.

**Dolores Street at Cumberland Street – Raised Crosswalk**

**12. ESTABLISH - RAISED CROSSWALK**



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Dolores Street at Cumberland Street, north crossing (1 raised crosswalk) (Supervisor District 8) (Approvable by the City Traffic Engineer) Daniel Carr, [daniel.carr@sfmta.com](mailto:daniel.carr@sfmta.com)

This proposal installs a raised crosswalk at Dolores Park at the request of the District Supervisor.

**371 Broadway and Bartol Street – Residential Permit Parking Extension**

13. **ESTABLISH - RESIDENTIAL PERMIT PARKING AREA A (Eligibility only, no signs)**  
371 Broadway, east of Bartol Street (Supervisor District 3) (Requires approval by the SFMTA Board) Gerry Porras, [gerry.porras@sfmta.com](mailto:gerry.porras@sfmta.com)

Extending RPP area eligibility will allow residents to purchase permits to park within RPP Area A.

**971 Eddy Street – Residential Permit Parking Eligibility Only**

14. **ESTABLISH – RESIDENTIAL PERMIT PARKING AREA R (Eligibility only, no signs)**  
971 Eddy Street, east of Gough Street eligibility for residents (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, [gerry.porras@sfmta.com](mailto:gerry.porras@sfmta.com)

The proposal will add 971 Eddy Street to RPP Area R so residents will be eligible for Area R permits.

**352 Brighton Avenue at Ocean Avenue**

15. **ESTABLISH - RESIDENTIAL PERMIT PARKING AREA V (Eligibility only, no signs)**  
352 Brighton Avenue, north of Ocean Avenue (Supervisor District 7) (Requires approval by the SFMTA Board) Gerry Porras, [gerry.porras@sfmta.com](mailto:gerry.porras@sfmta.com)

Extending RPP area eligibility will allow residents to purchase permits to park within RPP Area V.

**1600 15<sup>th</sup> Street between Mission Street and Julian Avenue**

16. **ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)**  
1600 15<sup>th</sup> Street, west of Mission Street (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, [gerry.porras@sfmta.com](mailto:gerry.porras@sfmta.com)

This proposal will add 1600 15<sup>th</sup> Street to RPP Area I so residents will be eligible to purchase permits and park within the general Area I.

**Polk Street, west side, between Bush and Sutter (1211) – Residential Parking Permit Extension**

17. **RESCIND – RESIDENTIAL PERMIT PARKING AREA C  
ESTABLISH–RESIDENTIAL PERMIT PARKING AREA G (Eligibility only, no signs)**  
1211 Polk Street between Bush and Sutter Streets (Supervisor District 3) (Requires approval by the SFMTA Board) Raynell Cooper, [raynell.cooper@sfmta.com](mailto:raynell.cooper@sfmta.com)

The proposal will move 1211 Polk Street from Area C to RPP Area G so residents will be



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eligible for Area G permits.

**Polk Street, between Grove Street and Hayes Street – Protected Bikeway**

**18(a). ESTABLISH – CLASS IV PROTECTED BIKEWAY**

Polk Street, southbound, from Grove Street to Hayes Street (Approvable by the City Traffic Engineer)

**18(b). ESTABLISH – TOW AWAY NO STOPPING ANYTIME**

Polk Street, west side, from Grove Street to Hayes Street (removes all parking and loading on this block)

**18(c). ESTABLISH – BLUE ZONE**

Dr. Tom Waddell Place, north side, from 20 feet to 40 feet west of Polk Street (Approvable by the City Traffic Engineer)

**18(d). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Dr. Tom Waddell Place, north side, from 40 feet to 80 feet west of Polk Street  
Dr. Tom Waddell Place, north side, from 108 feet to 131 feet west of Polk Street (Approvable by the City Traffic Engineer)

**18(e). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**

Hayes Street, north side, from 9 feet to 53 feet west of Polk Street (Supervisor District 6) (Approvable by the City Traffic Engineer) Cameron Beck, [cameron.beck@sfmta.com](mailto:cameron.beck@sfmta.com)

Proposing to install Class IV protected bikeway in the southbound direction on Polk Street between Grove Street and Hayes Street. This proposal is in response to a recent traffic collision resulting in fatality at the intersection of Polk and Hayes streets.

**On Geary and O'Farrell streets, east of Van Ness Avenue – Parking Changes**

**19(a). RESCIND – TOW-AWAY NO STOPPING 4 PM TO 6 PM**

Geary Street, south side, from Van Ness Avenue to Polk Street (rescinds peak-hour travel lane) (Requires approval by the SFMTA Board)

**19(b). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**

Geary Street, south side, from 15 feet to 59 feet east of Van Ness Avenue (for 1050 Van Ness operations) (Approvable by the City Traffic Engineer)

**19(c). ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Geary Street, south side, from 59 feet to 81 feet east of Van Ness Avenue (establishes one short term parking space) (Approvable by the City Traffic Engineer)

**19(d). ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**



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Geary Street, south side, from 81 feet to 125 feet east of Van Ness Avenue (Approvable by the City Traffic Engineer)

**19(e).RESCIND – TOW-AWAY NO STOPPING ANYTIME**

**ESTABLISH – TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY**

O'Farrell Street, north side, from Van Ness Avenue to 133 feet easterly (rescinds travel lane and establishes turn pocket to be consistent with rest of corridor) (Requires approval by the SFMTA Board)

**19(f). ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY**

O'Farrell Street, north side, from 1 foot to 67 feet east of Van Ness Avenue (Approvable by the City Traffic Engineer)

**19(g).ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY**

O'Farrell Street, north side, from 67 feet to 111 feet east of Van Ness Avenue (establishes two short term parking spaces) (Approvable by the City Traffic Engineer)

**19(h).ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY**

O'Farrell Street, north side, from 111 feet to 133 feet east of Van Ness Avenue (Supervisor District 6) (Approvable by the City Traffic Engineer) Daniel Mackowski, [daniel.mackowski@sfmta.com](mailto:daniel.mackowski@sfmta.com)

Proposal to install parking and loading zones as part of treatments to facilitate vehicle turning movements onto reconfigured Van Ness Avenue.

**SF Market, Innes Avenue / Rankin Street / Kirkwood Avenue – Parking Time Limits & Perpendicular Parking**

**20(a).ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6PM, DAILY**

- A. Innes Avenue, south side, from Selby Street to Milton I. Ross Lane
- B. Rankin Street, east side, from McKinnon Avenue to Innes Avenue
- C. Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane (Requires approval by the SFMTA Board)

**20(b).ESTABLISH – PERPENDICULAR PARKING**

- A. Innes Avenue, south side, from Rankin Street to Milton I. Ross Lane
- B. Rankin Street, east side, from McKinnon Avenue to Innes Avenue
- C. Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane (Supervisor District 10) (Requires approval by the SFMTA Board) Andy Thornley, [andy.thornley@sfmta.com](mailto:andy.thornley@sfmta.com)

Formalizing customary perpendicular parking on portions of Innes Avenue, Rankin Street, and Kirkwood Avenue on the campus of the SF Market, and establishing daytime parking



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time limits on those streets to address curb congestion and refuse accumulation (the SF Market is also working with SF Public Works to program street cleaning for these and other streets).

**Various locations in District 11 – Various Traffic Calming Devices**

**21(a). ESTABLISH - SPEED HUMPS**

- A. Farallones Street, between Capitol Avenue and Plymouth Avenue (2 speed humps)
- B. Guttenberg Street, between Brunswick Street and Morse Street (1 speed hump)
- C. Jules Avenue, between Grafton Avenue and Holloway Avenue (1 speed hump)
- D. London Street, between Avalon Avenue and Excelsior Avenue (1 speed hump)
- E. Lowell Street, between Brunswick Street and Morse Street (1 speed hump)
- F. Maynard Street, between Gladstone Drive and Mission Street (2 speed humps)
- G. Montana Street, between Capitol Avenue and Plymouth Avenue (1 Speed Hump)
- H. Orizaba Avenue, between Broad Street and Sadowa Street (1 speed hump)
- I. Ottawa Street, between Alemany Boulevard and Cayuga Avenue (2 speed humps)
- J. Pope Street, between Hanover Street and Prague Street (1 speed hump)
- K. Rome Street, between Mount Vernon Avenue and Ottawa Street (2 speed humps)
- L. Santa Ynez Avenue, between Capistrano Avenue and Cayuga Avenue (1 speed hump)
- M. South Hill Boulevard, between Rolph Street and Canyon Drive (1 speed hump)
- N. Theresa Street, between Alemany Boulevard and Mission Street (1 speed hump)  
(Approvable by the City Traffic Engineer)

**21(b). ESTABLISH - SPEED CUSHIONS**

- A. Athens Street, between Cordova Street and Rolph Street (1 3-lump speed cushion)
- B. Brunswick Street, between Concord Street and Whittier Street (3 3-lump speed cushions)
- C. Cayuga Avenue, between Regent Street and Sickles Avenue (1 3-lump speed cushion)
- D. Lakeview Avenue, between Lee Avenue and San Jose Avenue (2 3-lump speed cushions)
- E. Paris Street, between Avalon Avenue and Excelsior Avenue (1 3-lump speed cushions)
- F. Plymouth Avenue, between Grafton Avenue and Holloway Avenue (2 5-lump speed cushions)
- G. Russia Avenue, between London Street and Paris Street (1 3-lump speed cushion)
- H. Russia Avenue, between Moscow Street and Munich Street (1 5-lump speed cushion)
- I. Santa Rosa Avenue, between Alemany Boulevard and Mission Street (1 3-lump speed cushion)
- J. Allison Street, between Brunswick Street and Hanover Street (1 3-lump speed cushion)
- K. Pope Street, between Brunswick Street and Hanover Street (1 3-lump speed cushion)  
(Approvable by the City Traffic Engineer)

**21(c). ESTABLISH - RAISED CROSSWALKS**

- A. Byxbee Street at Garfield Street, west leg (1 raised crosswalk)



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- B. Byxbee Street at Shields Street, west leg (1 raised crosswalk)
- C. Mount Vernon Avenue at Del Monte Street, east leg (1 raised crosswalk)
- D. South Hill Boulevard at Rolph Street, north leg and south leg (2 raised crosswalks)
- E. South Hill Boulevard at Canyon Drive, north leg (1 raised crosswalk)  
(Approvable by the City Traffic Engineer)

**21(d).ESTABLISH – SPEED TABLE**

Mount Vernon Avenue, between Alemany Boulevard and Mission Street (1 speed table)  
(Supervisor District 11) (Approvable by the City Traffic Engineer) Daniel Carr,  
[daniel.carr@sfmta.com](mailto:daniel.carr@sfmta.com)

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

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      8/20/2021  
Andrea Contreras, SFMTA      Date

The following item has been environmentally cleared by the Planning Department on July 15, 2021  
Case 2021-007227ENV:

**Sanchez Street, from 23<sup>rd</sup> Street to 30<sup>th</sup> Street – Slow Street**

**22. ESTABLISH - SLOW STREET (NO THROUGH TRAFFIC)**

Sanchez Street, 23<sup>rd</sup> Street to 30<sup>th</sup> Street (Supervisor District 8) (Approvable by the City  
Traffic Engineer) Ariel Ward [ariel.ward@sfmta.com](mailto:ariel.ward@sfmta.com)

Extends the classification of Sanchez Street as a Slow Street post-emergency. Additional  
Slow Street traffic calming treatments will be added to the corridor, including new pavement  
markings and signs.

The following item has been environmentally cleared by the Planning Department on July 15, 2021  
Case 2021-007227ENV:

**Shotwell Street, 14<sup>th</sup> Street to Cesar Chavez Street – Slow Street**

**23(a).ESTABLISH - SLOW STREET (NO THROUGH TRAFFIC)**

Shotwell Street, 14<sup>th</sup> Street to Cesar Chavez Street (Approvable by the City Traffic  
Engineer)





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**23(b).ESTABLISH - RIGHT TURN ONLY EXCEPT BICYCLES AND EMERGENCY VEHICLES**

- A. Shotwell Street, northbound and southbound at 16<sup>th</sup> Street
- B. Shotwell Street, northbound and southbound at 20<sup>th</sup> Street
- C. Shotwell Street, northbound and southbound at 24<sup>th</sup> Street (Approvable by the City Traffic Engineer)

**23(c).ESTABLISH - NO LEFT TURN EXCEPT BICYCLES AND EMERGENCY VEHICLES**

- A. 16<sup>th</sup> Street, eastbound and westbound at Shotwell Street
- B. 20<sup>th</sup> Street, eastbound and westbound at Shotwell Street
- C. 24<sup>th</sup> Street, eastbound and westbound at Shotwell Street (Supervisor District 9) (Approvable by the City Traffic Engineer) Ellen Robinson [ellen.robinson@sfmta.com](mailto:ellen.robinson@sfmta.com)

Extends the classification of Shotwell Street as a Slow Street post-emergency. Additional Slow Street traffic calming treatments will be added to the corridor, including new pavement markings, signs and median treatments prohibiting through traffic at three locations.

The following item has been environmentally cleared by the Planning Department on August 8, 2021 Case 2007.1238E:

**Valencia Street, between 16<sup>th</sup> Street and 25<sup>th</sup> Street – Red Zones and Bike Corrals**

**24(a).RESCIND – GENERAL METERED PARKING**

**ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES (BIKE CORRAL)**

Valencia Street, west side, from 10 feet to 30 feet north of 19<sup>th</sup> Street (removes general metered space #770) (Approvable by the City Traffic Engineer)

**24(b).RESCIND – COMMERCIAL METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**

**ESTABLISH – RED ZONE**

Valencia Street, west side, from 20<sup>th</sup> Street to 21 feet northerly (removes parking meter #858) (Approvable by the City Traffic Engineer)

**24(c).RESCIND – COMMERCIAL METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**

**ESTABLISH – RED ZONE**

Valencia Street, east side, from 20<sup>th</sup> Street to 20 feet southerly (removes parking meter #901) (Approvable by the City Traffic Engineer)

**24(d).ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES (BIKE CORRAL)**

Valencia Street, east side, from 10 feet to 24 feet south of 21<sup>st</sup> Street (Approvable by the City Traffic Engineer)

**24(e).RESCIND – GREEN METERED PARKING**

**ESTABLISH – RED ZONE**



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Valencia Street, west side, from 3 feet to 23 feet north of 22<sup>nd</sup> Street (removes parking meter 1058-G)

**ESTABLISH – GREEN METERS, 30-MINUTE PARKING LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Valencia Street, west side, from 43 feet to 63 feet north of 22<sup>nd</sup> Street (relocates green metered parking to space #1052) (Approvable by the City Traffic Engineer)

**24(f). RESCIND – COMMERCIAL METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**

**ESTABLISH – RED ZONE**

17<sup>th</sup> Street, north side, from 12 feet to 20 feet east of Valencia (shortens existing metered loading zone and extends existing red zone by 8 feet) (Approvable by the City Traffic Engineer)

**24(g). RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 11 PM, DAILY**

**ESTABLISH – RED ZONE**

18<sup>th</sup> Street, south side, from 10 feet to 20 feet west of Valencia Street (shortens existing yellow zone and extends existing red zone by 10 feet) (Approvable by the City Traffic Engineer)

**24(h). RESCIND – GREEN METERED PARKING**

**ESTABLISH – RED ZONE**

22<sup>nd</sup> Street, south side, from 6 feet to 24 feet west of Valencia Street (removes parking meter 3301-G) (Approvable by the City Traffic Engineer)

**24(i). RESCIND – COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**

**ESTABLISH – RED ZONE**

23<sup>rd</sup> Street, south side, from Valencia Street to 20 feet westerly

**ESTABLISH – COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**

23<sup>rd</sup> Street, south side, from 20 feet to 40 feet west of Valencia Street (relocates existing yellow zone) (Approvable by the City Traffic Engineer)

**24(j). RESCIND – GENERAL METERED PARKING**

25<sup>th</sup> Street, north side, from 7 feet to 29 feet east of Valencia Street (removes parking meter #3449)

**ESTABLISH – RED ZONE**

25<sup>th</sup> Street, north side, from 7 feet to 10 feet east of Valencia Street (extends existing zone 3 feet)

**ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES (BIKE CORRAL)**

25<sup>th</sup> Street, north side, from 10 feet to 29 feet east of Valencia Street (removes one general metered space) (Approvable by the City Traffic Engineer)

(Supervisor Districts 8 and 9) Victoria Chong, [victoria.chong@sfmta.com](mailto:victoria.chong@sfmta.com)



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The proposal includes installing daylighting at intersection approaches on Valencia Street and cross streets in order to improve intersection visibility and safety.

**PUBLIC COMMENT**

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

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 [SFMTA.com/EngineeringResults](http://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/BOSApeal](http://SFMTA.com/BOSApeal).*

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:TL  
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