





SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6542
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, June 17, 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.

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) 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">• Ensure you are in a quiet location• Turn off any TVs or radios around you• Speak Clearly
Email Participation	Submit your written comments to Sustainable.Streets@SFMTA.com 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. **Lippard Avenue between Bosworth Street and Chenery Street – Red Zone**
ESTABLISH - RED ZONE

Lippard Avenue, east side, from 40 feet to 56 feet north of Bosworth Street
Lippard Avenue, west side, from 38 feet to 56 feet north of Bosworth Street
(Supervisor District 8) (Approvable by the City Traffic Engineer)
André Wright, andre.wright@sfmta.com

This proposal restricts parking at the newly improved Glen Park Greenway Trail to improve visibility of pedestrians accessing the pathway.

2. **Lincoln Way at 46th Avenue – STOP Signs**
ESTABLISH – STOP SIGNS

Lincoln Way, eastbound and westbound, at 46th Avenue, making this intersection an all-way STOP (Supervisor District 4) (Approvable by the City Traffic Engineer)
Jeffrey Tom, jeffrey.tom@sfmta.com

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

3. **Oakdale Avenue, between 3rd Street and Lane Street – Tow-Away, No Stopping Any Time**
ESTABLISH – TOW-AWAY, STOPPING ANY TIME

Oakdale Avenue, north side, from 215 to 285 feet east of 3rd Street (70-foot zone, extending the existing Tow-Away No Stopping Any Time zone easterly) (Supervisor District 10)
(Requires approval by the SFMTA Board) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to extend tow-away zone in front of the Joseph Lee Recreation Center and Playground at the request of the Recreation and Park Department. Due to the nature of the request, this tow-away zone has already been implemented through directive.

4. **Kimball Place, south of Sacramento Street**
ESTABLISH – TOW-AWAY, NO PARKING ANYTIME

Kimball Place, west side, from 86 feet to 95 feet south of Sacramento Street (extend existing 22-foot zone by an additional 9 feet) (Supervisor District 3) (Requires approval by the SFMTA Board) Eddie Tsui, eddie.tsui@sfmta.com

Proposal to extend existing tow-away zone to assist resident with garage access

5. **38th Avenue and Ulloa Street – STOP Signs**
ESTABLISH – STOP SIGNS

38th Avenue, northbound and southbound, at Ulloa Street, making this intersection an all-way STOP (Supervisor District 4) (Approvable by the City Traffic Engineer)
Edward Tang, edward.tang@sfmta.com

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



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Two-Way Conversion - Spear Street between Mission Street and Market Street

6(a). ESTABLISH – RED ZONE

Spear Street, east side, from 200 feet to 209 feet south of Market Street
(extends an existing red zone by 9 feet)

Spear Street, east side, from 520 feet to 540 feet south of Market Street
(extends an existing red zone by 20 feet) (Approvable by the City Traffic Engineer)

6(b). ESTABLISH – BLUE ZONE

Spear Street, east side, from 13 feet to 30 feet south of Market Street
(Approvable by the City Traffic Engineer)

**6(c). ESTABLISH – 30 DEGREE ANGLED 6 WHEEL COMMERCIAL LOADING ZONE
MONDAY-FRIDAY 7AM-11AM**

Spear Street, east side, from 98 feet to 200 feet south of Market Street
(meters #11, #13, #15, #17, #19, and #21)

Spear Street, east side, from 401 feet to 486 feet south of Market Street
(meters #71, #73, #75, #77, and #79) (Requires approval by the SFMTA Board)

**6(d). ESTABLISH – 30 DEGREE ANGLED YELLOW METER LOADING ZONE MONDAY-
FRIDAY 7AM-11AM**

Spear Street, east side, from 30 feet to 98 feet south of Market Street
(meters #3, #5, #7, and #9)

Spear Street, east side, from 486 feet to 520 feet south of Market Street (meters #81 and
#83) (Supervisor District 6) (Requires approval by the SFMTA Board) Edgar Orozco,
edgar.orozco@sfmta.com

This is follow-up legislation for directive number 6528 related to a two-way conversion of Spear Street between Mission Street and Market Street, which required a change in direction and angle of the loading zones.

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

June 3, 2022

Date



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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 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/BOSAAppeal.

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: 6/3/22