





SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6633
FOR PUBLIC HEARING

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



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1. **330-350 Gough Street between/and 381-395 Hayes and 286 Linden Streets**
ESTABLISH - RESIDENTIAL PERMIT PARKING AREA HV (Eligibility only, no signs)
330-350 Gough Street (Supervisor District 5) (Requires approval by the SFMTA Board)
Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 330-350 Gough Street so they can purchase parking permits for their vehicle to park within RPP Area HV

2. **3364-3366 19th Street between Mission and Capp Streets**
ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)
3364-3366 19th Street (Supervisor District 9) (Requires approval by the SFMTA Board)
Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 3364-3366 19th Street so they can purchase parking permits for their vehicle to park within RPP Area I

3. **Quesada Avenue, between 3rd Street and Lane Street – Parking Conversion**
RESCIND – PERPENDICULAR PARKING
ESTABLISH – PARALLEL PARKING
Quesada Avenue, south side, at 15 feet to 108.5 feet east of Third Street (Supervisor District 10) Gerry Porras, gerry.porras@sfmta.com

Proposal to convert perpendicular parking to parallel parking as a request from District 10 Supervisor's Office as a safety measure.

4. **Apollo Street at Williams Avenue – STOP Sign**
ESTABLISH – STOP Sign
Apollo Street, southbound, at Williams Avenue
(Supervisor District 10) (Approvable by the City Traffic Engineer)
Edward Tang, edward.tang@sfmta.com

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

5. **Gilman Avenue at Bill Walsh Way – STOP Sign**
ESTABLISH - STOP SIGNS
Gilman Avenue at Bill Walsh Way, all approaches making this intersection an all-way STOP
(Supervisor District 10) André Wright, andre.wright@sfmta.com

SFMTA proposes an all-way STOP to better clarify right-of-way.



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**6. Belvedere Street at Parnassus Avenue – STOP Sign
ESTABLISH – STOP Sign**

Belvedere Street, northbound, at Parnassus Avenue
(Supervisor District 8) (Approvable by the City Traffic Engineer)
Edward Tang, edward.tang@sfmta.com

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

**7. Mangels Avenue at Baden Street – No Parking Any Time
ESTABLISH – NO PARKING ANY TIME**

Mangels Avenue, north side, from Baden Street east curb line to 19 feet westerly
(Supervisor District 8) (Requires approval by the SFMTA Board)
Edward Tang, edward.tang@sfmta.com

Courtesy notice to inform residents of illegal parking across the north unmarked crosswalk alongside dirt portion on north side.

**8. Webster Street, between Hermann Street and Hermann Street south terminus – Residential Permit Parking Extension
RESCIND – 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 9 PM, EXCEPT AREA S PERMITS
ESTABLISH – 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 9 PM, EXCEPT AREA S AND AREA HV PERMITS**

Webster Street, west side and east side, between Hermann Street and Hermann Street south terminus (Supervisor District 8) Raynell Cooper, raynell.cooper@sfmta.com

Proposal to convert parking on Webster Street from S to HV/S buffer to match regulation in the rest of the surrounding area one block west of the edge of HV.

**9. Castro Street at 21st Street – STOP Signs
ESTABLISH – STOP Signs**

Castro Street, northbound and southbound, at 21st Street
(Supervisor District 8) (Approvable by the City Traffic Engineer)
Edward Tang, edward.tang@sfmta.com

Proposal to convert this intersection to an all-way STOP.

**10. Sanchez Street at 19th Street – Red Zone
ESTABLISH – RED ZONE**

Sanchez Street, west side, from 19th Street to 15 feet northerly
(Supervisor District 8) Andy Thornley, andy.thornley@sfmta.com

Proposal to establish red zone to improve visibility.



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11. Mark Lane, from Bush Street to Harlan Place – No Parking Any Time

ESTABLISH – NO PARKING ANY TIME

Mark Lane, west side and east side, from Bush Street to Harlan Place
(Supervisor District 3) Simon Qin, simon.qin@sfmta.com

Proposal to establish No Parking Any Time for Mark Lane due to limited width of the alley.

12. Pacific Avenue, between Walnut Street and Laurel Street – Tow-Away, No Parking Any Time

ESTABLISH – TOW AWAY, NO PARKING ANY TIME

Pacific Avenue, north side, from 200 feet east of Laurel Street to 220 feet westerly (220-ft zone) (Supervisor District 2) Simon Qin, simon.qin@sfmta.com

Proposal to establish parking restrictions on the north side of the 3300 block of Pacific Avenue to provide better fire access and traffic movement for residents.

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

March 7, 2023

Date

The following items have been environmentally cleared by the Planning Department on March 3, 2023, Bayshore Boulevard Quick-Build Project (Case 2022-010932ENV):

Bayshore Boulevard, between Boutwell Street and Oakdale Avenue–Class IV Protected Bikeway

13(a). ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY) Bayshore Boulevard, northbound and southbound, between Silver Avenue and Oakdale Avenue

13(b). ESTABLISH – TRANSIT BOARDING ISLAND

Bayshore Boulevard, east side, from 107 feet to 132 feet north of Cortland (extends existing island 25 feet)

13(c). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Bayshore Boulevard, east side, from Marengo Street to Waterloo Street (removes 9 parking spaces)

Bayshore Boulevard, east side, from Flower Street to Oakdale Avenue (removes 6 parking spaces)



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13(d). ESTABLISH – TOW-AWAY, NO PARKING ANY TIME

- A. Bayshore Boulevard, east side, from 246 feet to 366 feet north of Cortland Avenue (daylighting and low-pressure fire hydrant, removes 4 parking spaces)
- B. Bayshore Boulevard, east side, from 456 feet to 516 feet north of Cortland Avenue (low-pressure fire hydrant, removes 3 parking spaces)
- C. Bayshore Boulevard, east side, from 300 feet to 338 feet south of Flower Street (removes 2 parking spaces)
- D. Bayshore Boulevard, east side, from 157 feet to 211 feet south of Flower Street (removes 1 parking space)
- E. Bayshore Boulevard, west side, from Oakdale Avenue to 123 feet southerly (removes 1 parking space)
- F. Bayshore Boulevard, west side, from 161 feet to 305 feet south of Oakdale Avenue (driveway clearance and low-pressure fire hydrant, removes 4 parking spaces and shortens existing green zone)
- G. Bayshore Boulevard, west side, from 386 feet to 679 feet south of Oakdale Street (driveway clearance and low-pressure fire hydrant, removes 9 parking spaces)
- H. Bayshore Boulevard, west side, from Cortland Avenue to 103 feet northerly (removes 4 parking spaces)
- I. Bayshore Boulevard, west side, from 346 feet to 366 feet north of Cortland Avenue (driveway clearance, removes 1 parking space)
- J. Bayshore Boulevard, west side, from 395 feet to 522 feet north of Cortland Avenue (driveway clearance, removes 2 parking spaces)

13(e). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8:30 AM TO 7:00 PM, EVERYDAY

Bayshore Boulevard, west side, from 522 feet to 604 feet north of Cortland

13(f). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY

Bayshore Boulevard, east side, from 112 feet to 194 feet north of Cortland Avenue (moves existing commercial loading zone 20 feet south)

Bayshore Boulevard, west side, from 305 feet to 386 feet south of Oakdale Avenue

13(g). ESTABLISH – TRAFFIC ISLAND

Bayshore Boulevard from Cortland Avenue to Oakdale Avenue (new concrete median, removes center lane and prevents left turns except at intersections)

(Supervisor Districts 9 and 10) Jonathan Chimento, jonathan.chimento@sfmta.com

Proposal to install new safety measures on Bayshore Boulevard including parking protected bikeway.



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The following items have been environmentally cleared by the Planning Department on November 11, 2022, SFMTA Slow Streets Program (Case 2022-008095ENV):

Cayuga Avenue, from Naglee Avenue to Rousseau Street – Slow Street Treatments

14(a). ESTABLISH – SPEED CUSHIONS

- A. Cayuga Avenue, between Santa Ynez Avenue and San Juan Avenue (1 3-lump speed cushion)
- B. Cayuga Avenue, between San Juan Avenue and Santa Rosa Avenue (2 3-lump speed cushions)
- C. Cayuga Avenue, between Santa Rosa Avenue and Cotter Street (1 3-lump speed cushion)
- D. Cayuga Avenue, between Lamartine Street and Danton Street (1 3-lump speed cushion)

14(b). ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES

Cayuga Avenue, northbound and southbound, at Geneva Avenue

14(c). ESTABLISH – NO LEFT TURN

Geneva Avenue, eastbound, at Cayuga Avenue

14(d). ESTABLISH – RED ZONE

- A. Cayuga Street, east side, from Cotter Street to 15 feet northerly (for painted safety zone, removes one unmetered parking space)
- B. Cayuga Street, west side, from Cotter Street to 15 feet southerly (for painted safety zone, removes one unmetered parking space)
- C. Cotter Street, south side, from Cayuga Street to 10 feet westerly (for painted safety zone, removes one unmetered parking space)
- D. Cotter Street, north side, from Cayuga Street to 10 feet easterly (for painted safety zone, removes one unmetered parking space)
(Supervisor District 11) (Approvable by the City Traffic Engineer) Ellen Robinson, ellen.robinson@sfmta.com

Proposal to implement Slow Street treatments on Cayuga Avenue which includes: five new 3-lump speed cushions, a median diverter at Geneva Avenue, painted safety zones with planters at Cotter Street, and Slow Streets-branded delineators, pavement stencils, wayfinding, and identification signs along the corridor.

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

Ricardo Olea
City Traffic Engineer
Streets Division

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

RO:ET:ND
ISSUE DATE: 3/2/23