




SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6863
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, March 7, 2025, 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 5.p.m. the following Friday on the SFMTA website. Items may be heard out of sequence.

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 836 632 456# 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 the project staff listed 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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PUBLIC COMMENT

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

1. Brady Street at Otis Street – STOP Sign

ESTABLISH – STOP SIGN

Brady Street, southbound, at Otis Street

(Supervisor District 6) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

2. 700 John Muir Drive – Tow-Away, No Stopping Any Time

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

John Muir Drive, east side, from 700 John Muir Drive driveway to 120 feet

Southerly (Supervisor District 7) (Requires approval by the SFMTA Board) Amy Chun, amy.chun@sfmta.com

Proposal to restrict parking to improve egress visibility concerns at 700 John Muir Drive driveway.

3. Point Lobos Avenue, between 42nd Avenue and the Great Highway – Speed Limit

RESCIND – 30 MPH SPEED LIMIT

ESTABLISH – 25 MPH SPEED LIMIT

Point Lobos Avenue, between 42nd Avenue and the Great Highway (Supervisor District 1) (Requires approval by the SFMTA Board) Alvin Lam, Alvin.Lam@sfmta.com

Proposal to lower speed limit based on latest speed survey

4. Haight Street between Clayton Street and Ashbury Street

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

Haight Street between Clayton Street and Ashbury Street, both sides (Supervisor District 5) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area J to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area J (excluding parcels already granted eligibility)

5. Folsom Street, between 7th Street and 8th Street

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

Folsom Street, both sides, between 7th Street and 8th Street (Supervisor District 6) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area U to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area U (excluding parcels already granted RPP Eligibility)



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6. Mission Street, between 6th Street and 7th Street

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

Mission Street, both sides, between 6th Street and 7th Street (Supervisor District 6) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area U to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area U (excluding parcels that already have RPP Eligibility, and parcels that are more than 500' away from an RPP regulated parking space

Indiana Street between Cesar Chavez Street and Tulare Street, and Cesar Chavez Street between Pennsylvania and Tennessee – Parking Meter and Curb Restrictions Proposal

7(a). ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Indiana Street, both sides, between Tulare Street and Cesar Chavez Street
Cesar Chavez Street, south side, from 180 feet west of Indiana Street to Tennessee Street

7(b). ESTABLISH – TOW AWAY NO STOPPING AT ALL TIMES

Cesar Chavez Street, south side, from Tennessee Street to 3rd Street

7(c). ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES

- A. 1301 Cesar Chavez Street, south side, from 20 feet to 40 feet west of Indiana Street
- B. 1673 Indiana Street, east side, from 10 feet to 30 feet north of Marin Street
- C. 1675 Indiana Street, east side, from 20 feet to 40 feet south of Marin Street

7(d). ESTABLISH – NO PARKING VEHICLES OVER SIX FEET HIGH

- A. Cesar Chavez Street, north side, from Tennessee Street to 100 feet easterly
 - B. Cesar Chavez Street, north side, from Minnesota Street to 100 feet easterly
 - C. Cesar Chavez Street, north side, from Indiana Street to 100 feet easterly
 - D. Cesar Chavez Street, south side, from Indiana Street to 100 feet easterly
- (Supervisor District 10) (Requires approval by the SFMTA Board) Adrienne.Mau@sfmta.com

Parking needs on Indiana and Cesar Chavez have increased over the years, especially during the work week period. The proposal aims to improve parking turnover and safe parking access to the area, the San Francisco Municipal Transportation Agency (SFMTA) proposes to install parking meters on both sides of Indiana Street between Tulare and Cesar Chavez streets and the south side of Cesar Chavez between Pennsylvania and 3rd streets.

Minna Street at 5th Street – Bike Hangar Relocation

8(a). RESCIND – NO PARKING ANY TIME, EXCEPT BICYCLES

4th Street, east side, from 17 feet to 40 feet north of Minna Street

8(b). ESTABLISH – NO PARKING ANY TIME, EXCEPT BICYCLES

Minna Street, south side, from 122 feet to 143 feet east of 5th Street



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(Supervisor District 6) (Approvable by the City Traffic Engineer) Jason Hyde,
jason.hyde@sfmta.com

Proposal to relocate two adjacent bike hangars from current location (4th Street at Minna Street) to new location (Minna Street at 5th Street). Metreon management has asked for bikehangars to be relocated to make room for an expanded loading zone, and University of the Pacific expressed interest in having the bikehangars adjacent to their 5th & Minna campus.

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.

Jenny Delumo February 21, 2025

Jenny Delumo, SFMTA Date

The following items have been environmentally cleared by the Planning Department on November 22, 2022, SFMTA Slow Streets Program (Case 2022-008095ENV):

Sanchez Next Gen Slow Street Project – Parking and traffic legislation

9(a). ESTABLISH – RED ZONE

- A. Sanchez Street, west side, from 30th St to 16 feet northerly (for daylighting and Painted Safety Zone/6-foot island bulb)
- B. Sanchez Street, east side, from 30th Street to 20 feet northerly (for Painted Safety Zone/10-foot island bulb and mountable bike channelizing island)
- C. Sanchez Street, east side, from Day Street to 20 feet southerly (for daylighting and Painted Safety Zone/6-foot island bulb)
- D. Sanchez Street, east side, from Day Street to 20 feet northerly (for Painted Safety Zone/10-foot island bulb and mountable bike channelizing island)
- E. Sanchez Street, west side, from Day Street to 15 feet northerly (for daylighting and Painted Safety Zone/6-foot island bulbout)
- F. Day Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone)
- G. Day Street, north side, from Sanchez Street to 10 feet easterly (for daylighting and Painted Safety Zone)
- H. 29th Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone/traffic island)
- I. 29th Street, south side, from Sanchez Street to 16 feet easterly (for traffic island)
- J. 29th Street, north side, from Sanchez Street to 10 feet easterly (for daylighting and Painted Safety Zone, traffic island)
- K. Sanchez Street, east side, from Cesar Chavez Street to 20 feet southerly (for daylighting and Painted Safety Zone/6-foot island bulb)



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- L. Cesar Chavez Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone)
- M. Sanchez Street, west side, from Clipper Street to 18 feet southerly (for Painted Safety Zone, extends existing fire zone by 3 feet)
- N. Sanchez Street, east side, from Clipper Street to 20 feet northerly (for Painted Safety Zone/10-foot island bulb and mountable bike channelizing island)
- O. Clipper Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone)
- P. Clipper Street, north side, from Sanchez Street to 10 feet easterly (for daylighting and Painted Safety Zone)
- Q. Sanchez Street, west side, from 24th Street to 27 feet southerly (for Painted Safety Zone, removes parking meter #1102)
- R. Sanchez Street, east side, from 24th Street to 18 feet southerly (for daylighting and Painted Safety Zone, removes parking meter #1101)
- S. Sanchez Street, west side, from 24th street to 14 feet northerly (for daylighting and Painted Safety Zone, extends existing red zone by 6 feet, shifts parking meters #1068, 1070 & 1072 north)
- T. Sanchez Street, east side, from 24th Street to 25 feet northerly (for bike parking corral, removes parking meter #1071)
- U. 24th Street, south side, from Sanchez Street to 21 feet westerly (for daylighting and Painted Safety Zone, removes green parking meter #3901Q)

9(b). RESCIND – RED ZONE

Sanchez Street, west side, from 67 feet to 70 feet north of 24th Street (shifting parking meters #1068, 1070 & 1072 north)

9(c). ESTABLISH – GREEN METERED ZONE, 15-MINUTE METERED PARKING, 9 AM TO 6 PM MONDAY THROUGH SATURDAY

24th Street, south side, 43 feet to 65 feet west of Sanchez Street (converts general parking meter #3905 to green meter)

9(d). ESTABLISH – BLUE ZONE

- A. 24th Street, north side, from Noe Street to 18 feet westerly (converts parking meter #3850)
- B. 24th Street, south side, from Sanchez St Street to 20 feet easterly (converts parking meter #3879)
- C. 24th Street, south side, from Noe Street to 19 feet easterly (converts parking meter #3967) (Supervisor District 8) (Approvable by the City Traffic Engineer) Ellen Robinson, ellen.robinson@sfmta.com

Proposal to enhance the existing Sanchez Slow Street by adding daylighting, Painted Safety Zones and island bulbs at several intersections from 24th Street to 30th Street, as well as traffic calming islands on 29th Street approaching Sanchez Street, a bike parking corral on Sanchez Street north of 24th Street, and converting three parking meters on 24th Street to Blue Zones.

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



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10. Folsom Street at 21st Street – Bike Share Station
ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION

Folsom Street, west side, from 35 feet to 87 feet north of 21st Street (52-foot station) (Supervisor District 9) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a Bay Wheels bike share station in the parking lane on the west side of Folsom Street, north of 21st Street, adjacent to Jose Coronado Park.

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/BOSAppeal.

Approved for Public Hearing by:

Ricardo Olea

Ricardo Olea
City Traffic Engineer
Streets Division

cc: Shawn McCormick, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:ET:ND
ISSUE DATE: 2/21/25