



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6234
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, March 20, 2020, 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:

12th Street at Mission Street – Parking Prohibited Except Vehicles Authorized by SFDPH and SFFD

- 1. ESTABLISH – NO STOPPING ANYTIME, 7 AM TO 5 PM, MONDAY THROUGH THURSDAY, EXCEPT VEHICLES AUTHORIZED BY SFDPH OR SFFD**
12th Street, south side, from Mission Street to 40 feet easterly
(Supervisor District 6) Tracy Minicucci, Tracy.Minicucci@sfmta.com

SFDPH, SFFD and the City Manager requested that the SFMTA assist them in finding an on-street location to inspect Mobile Food Facility vehicles (e.g. food trucks) in walking distance from the new permit center at 1500 Mission Street.

Oak Street, between Ashbury Street and Masonic Avenue – Speed Limit

- 2. ESTABLISH – 25 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN ARE PRESENT**
Oak Street between Ashbury Street and Masonic Avenue
(Supervisor District 5) André Wright, Andre.Wright@sfmta.com

This sets a reduced school speed limit on Oak Street adjacent to The Urban School's Mark Salkind campus.

Visitacion Avenue, between Schwerin Street and Cora Street – Speed Cushions

- 3. ESTABLISH – SPEED CUSHIONS**
Visitacion Avenue, between Schwerin Street and Delta Street (2 Speed Cushions)
(Supervisor District 10) ♦ André Wright, Andre.Wright@sfmta.com

Traffic calming devices are being installed proactively near school loading zones, to ensure motorists are adhering to reduced speeds in school areas.

28th Street and Dolores Street – STOP Signs

- 4. ESTABLISH – STOP SIGNS**
Dolores Street, northbound and southbound, at 28th Street, making this intersection an all-way STOP (Supervisor District 9) ♦ Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to make this intersection an all-way STOP to better clarify right of way.

Jack London Alley at Brannan Street – STOP Sign

- 5. ESTABLISH – STOP SIGN**
Jack London Alley, southbound, at Brannan Street, stopping the stem of this T-intersection (Supervisor District 6) ♦ Simon Qin, simon.qin@sfmta.com

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



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Townsend Street at 7th Street – Tow-Away, No Right Turn on Red Except Bicycles

6. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES

Townsend Street, westbound, at 7th Street
(Supervisor District 6) ♦ Alan Uy, alan.uy@sfmta.com

Proposal to implement a No Right Turn on Red Except Bicycles restriction to improve bicycle safety.

500 Block Mission Bay Boulevard North – Bus Stop and Passenger Loading Zone

7(a). ESTABLISH – BUS ZONE

Mission Bay Boulevard North, north side, from 61 feet to 246 feet west of 3rd Street

7(b). ESTABLISH – PASSENGER LOADING ZONE

Mission Bay Boulevard North, north side, from 41 feet to 61 feet west of 3rd Street
(Supervisor District 6) Tracy Minicucci, tracy.minicucci@sfmta.com

Family House (540 MBBN) requested a 20' extension of their existing passenger loading zone westward from 3rd St. Transit also requested an extension for the 55 Dogpatch stop to bring stop up to midblock standards and accommodate future 22 Fillmore service. The bus stop would be extended from 142' to 185' westward from 3rd St. Three parking spaces would be converted as a result of these proposed curb changes.

Church Street at 27th, 29th, 30th and Clipper Streets – J Church Improvement Project

8(a). ESTABLISH – RED ZONE (PAINTED SAFETY ZONE AT J CHURCH STOP)

Church Street, west side, from Clipper Street to 40 feet northerly (painted safety zone replaces two parking spaces at existing J Church car stop)
Church Street, west side, from 27th Street to 40 feet northerly (painted safety zone replaces two parking spaces at existing J Church car stop)

8(b). RESCIND – J CHURCH STOP

Church Street at 29th Street (removes inbound J Church stop at boarding island)

8(c). ESTABLISH – J CHURCH STOP

30th Street at Church Street (relocates inbound J Church stop around the corner from Church Street to 30th Street, before making the right turn)
(Supervisor District 8) Felipe Robles, felipe.robles@sfmta.com

These proposed improvements are part of the J Church Improvement Project, which has been discussed with the community over the past year. More information is available at www.sfmta.com/JChurchProject.



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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 3/6/20
Andrea Contreras, SFMTA Date

The following items are pending environmental clearance:

Various Intersections – Left Turn Traffic Calming Pilot Project

9. ESTABLISH – RED ZONES

A. Leavenworth Street, west side, from Sutter Street to 20 feet south.

The following intersections will be part of the left turn traffic calming pilot program:

- | | |
|---------------------------------|---------------------------------|
| 1. 10 th St/Folsom | 2. 17 th Ave/Lincoln |
| 3. 18 th Ave/Lincoln | 4. Broadway/Montgomery |
| 5. Ellis/Leavenworth | 6. Gough/Sacramento |
| 7. Leavenworth/Sutter | |

(Supervisor Districts 1, 3, 5 & 6) ♦ Shahram Shariati, shahram.shariati@sfmta.com

SFMTA will be piloting a left turn traffic calming project that was conducted by NYMTA last year. The intention is to reduce left turn collisions and the severity of injury as part of SF's Vision Zero goal.

The following items have been environmentally cleared by the Planning Department on October 19, 2015, Case 2015-005492ENV:

34th Avenue at Balboa Street – Bike Share Station

10. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

34th Avenue, east side, from Balboa Street to 61 feet southerly
(53-foot bike share station with red zones)

(Supervisor District 1) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the east side of 34th Avenue, adjacent to the Talisman Banquet Hall.

Arlington Street at Roanoke Street – Bike Share Station

11. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Arlington Street, south side, from Roanoke Street to 65 feet westerly
(53-foot bike share station with red zones)

(Supervisor District 8) ♦ Laura Stonehill, laura.stonehill@sfmta.com



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Proposing a Bay Wheels bike share station in the parking lane on the south side of Arlington Street, adjacent to the green space owned by the City and County of San Francisco.

21st Avenue at Geary Boulevard – Bike Share Station

12. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

21st Avenue, east side, from 43 feet to 98 feet south of Geary Boulevard
(51-foot bike share station with red zones)
(Supervisor District 1) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the east side of 21st Avenue, adjacent to the Chase Bank at 5655 Geary Boulevard.

♦ *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.*

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:

A handwritten signature in blue ink that reads "R. Olea".

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



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RO:TF:ND
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