



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY Order # 6080 FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, May 3, 2019, 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:

Items denoted with a pound sign (#) 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.

1. ESTABLISH – SPEED HUMPS

Byxbee Street, between Garfield Street and Shields Street (2 speed humps)
(Supervisor District 11) # Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.

2. ESTABLISH – SPEED HUMPS

Hester Avenue, between Lauren Court and Lois Lane (1 speed hump)

Hester Avenue, between Lois Lane and Bayshore Boulevard (2 speed humps)
(Supervisor District 10) # Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.

3. ESTABLISH – SPEED HUMPS

Sanchez Street, between 30th Street and Randall Street (2 speed humps)

(Supervisor District 8) # Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.

4. ESTABLISH – SPEED HUMPS

10th Avenue, between Kirkham Street and Lawton Street (2 speed humps)

(Supervisor District 7) # Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.

5. ESTABLISH – RAISED CROSSWALK

Alabama Street, between 24th Street and 25th Street (1 raised crosswalk)

(Supervisor District 9) # Daniel Carr, daniel.carr@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 are above the school speed limit of 15 MPH.

6. ESTABLISH – SPEED CUSHION

Rhode Island Street, between 22nd Street and 23rd Street (1 3-lump cushion)

(Supervisor district 10) # Daniel Carr, daniel.carr@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 are above the legal speed limit of 25 MPH.



7. ESTABLISH – SPEED CUSHIONS

12th Avenue, between Anza Street and Balboa Street (2 three-lump cushions)
(Supervisor District 1) # Nick Carr, nick.carr@sfmta.com
This location is a 2017-2018 Traffic Calming Program Application location.

8. ESTABLISH – SPEED HUMPS

24th Avenue, between Anza Street and Geary Boulevard (2 humps)
(Supervisor District 1) # Nick Carr, nick.carr@sfmta.com
This location is a 2017-2018 Traffic Calming Program Application location.

9. ESTABLISH – SPEED HUMPS

Magellan Avenue, westbound, between Plaza Street and Castenada Avenue (2 speed humps)
Magellan Avenue, eastbound, between Plaza Street and Marcelo Avenue (1 speed hump)
(Supervisor District 7) # Nick Carr, nickcarr@sfmta.com
This location is a 2017-2018 Traffic Calming Program Application location.

10. ESTABLISH – SPEED CUSHIONS

12th Avenue, between Anza Street and Balboa Street (2 three-lump cushions)
(Supervisor District 1) # Nick Carr, nick.carr@sfmta.com
This location is a 2017-2018 Traffic Calming Program Application location.

11. ESTABLISH – SPEED HUMP

15th Street, between Noe Street and Castro Street (2 Speed Humps)
(Supervisor District 8) # John Garzee, john.garzee@sfmta.com
Local residents submitted an application to the 2017-18 Traffic Calming Program.

12. ESTABLISH – SPEED HUMPS

Capp Street, between 23rd Street and 24th Street (2 speed humps)
Capp Street, between 24th Street and 25th Street (2 speed humps)
(Supervisor District 9) # Daniel Carr, daniel.carr@sfmta.com
This proposal establishes two traffic calming speed humps each on the two blocks of Capp Street between 23rd Street and 25th Street in response to resident requests.

13. ESTABLISH – SPEED CUSHIONS

Hudson Avenue, between Keith Street and Mendell Street (3 speed cushions)
(Supervisor District 10) # Daniel Carr, daniel.carr@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 are above the legal speed limit of 25 MPH.

14. ESTABLISH – STOP SIGNS

Athens Street, northbound and southbound, at Italy Avenue, making this intersection an all-way STOP (Supervisor District 11) André Wright, andre.wright@sfmta.com
SFMTA proposes an all-way STOP to better clarify right-of-way.



15. ESTABLISH – STOP SIGNS

Irving Street, eastbound and westbound, at 31st Avenue, making this intersection an all-way STOP (Supervisor District 4) Sam Dosick, sam.dosick@sfmta.com
SFMTA recommends the installation of an all-way STOP to better clarify the right-of-way.

16. ESTABLISH – STOP SIGNS

Dolores Street, northbound and southbound, at 27th Street, making this intersection an all-way STOP (Supervisor District 8) Sam Dosick, sam.dosick@sfmta.com
SFMTA recommends the installation of an all-way STOP to address a correctable collision pattern at this intersection.

17. ESTABLISH – STOP SIGNS

11th Street, eastbound and westbound, at Avenue I, making this intersection an all-way STOP (Supervisor District 6) Elizabeth Chen, elizabeth.chen@sfmta.com
Request from Treasure Island Development Authority and local residents to install an all-way STOP at this intersection.

18. ESTABLISH – NO TURN ON RED

Golden Gate Avenue, eastbound, at Leavenworth Street
Leavenworth Street, northbound, at Golden Gate Avenue
(Supervisor District 6) James Shahamiri, james.shahamiri@sfmta.com
The SFMTA recommends No Turn on Red for both approaches to Golden Gate Avenue and Leavenworth Street to improve pedestrian safety.

19(a). ESTABLISH – TRAFFIC ISLAND

Newcomb Avenue at Lane Street, east crossing #
Newcomb Avenue at Keith Street, west crossing #

19(b). ESTABLISH – SPEED HUMPS

Newcomb Avenue, between Lane Street and Keith Street (2 Speed Humps)
(Supervisor District 10) # John Garzee, 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 are above the legal speed limit of 25 MPH.

600 Block of Stevenson Street – Loading Zones

20(a). ESTABLISH – TOW-AWAY, NO STOPPING, 12:01 AM TO 6 AM, DAILY

Stevenson Street, north side, between 7th Street and 8th Street #

20(b). ESTABLISH – PASSENGER LOADING ZONE, 6 AM TO MIDNIGHT, DAILY

Stevenson Street, north side, from 67 feet to 123 feet west of 7th Street (56-foot zone, three parking spaces) #

Stevenson Street, north side, from 264 feet to 324 feet west of 7th Street (60-foot zone, rescinds existing yellow zone, three spaces)

20(c). ESTABLISH – YELLOW ZONE, 30-MINUTE TIME LIMIT, 6 AM TO MIDNIGHT, DAILY

A. Stevenson Street, north side, from 7th Street to 67 feet westerly (67-foot zone, three parking spaces) #



B. Stevenson Street, north side, from 123 feet to 173 feet west of 7th Street (50-foot zone, two parking spaces) #

C. Stevenson Street, north side, from 208 feet to 249 feet west of 7th Street (41-foot zone, two parking spaces) #

(Supervisor District 6) Ian Trout, ian.trout@sfmta.com

Converting the 600 block of Stevenson Street to yellow or white zones during the day and creating a tow-away area at nighttime in order to reduce illegal curb use and promote more business activity along the alley.

21. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

A. 500 Block John Muir Drive, north side, from easternmost crosswalk to 40 feet easterly (extends existing red zone by 30 feet, removes two parking spaces)

B. 500 Block John Muir Drive, north side, from middle crosswalk to 40 feet easterly (extends existing red zone by 30 feet, removes two parking spaces)

C. 500 Block John Muir Drive, north side, from westernmost crosswalk to 40 feet easterly (extends existing red zone by 30 feet, removes two parking spaces)

D. 500 Block John Muir Drive, south side, from westernmost crosswalk to 74 feet westerly (extends existing red zone by 41 feet, removes three parking spaces)

(Supervisor District 7) James Shahamiri, james.shahamiri@sfmta.com

SFMTA staff recommends lengthening the existing red zones approaching all three crosswalks on the 500 block of John Muir Drive to improve visibility of pedestrian crossing.

22. ESTABLISH – RAISED CROSSWALKS

500 Block John Muir Drive, at 3 marked crosswalks

(Supervisor District 7) Thalia Leng, thalia.leng@sfmta.com

SFMTA staff recommends establishing raised crosswalks at all three crosswalks on the 500 block of John Muir Drive to encourage safer speeds at this location.

23. ESTABLISH – SPEED CUSHIONS

Collins Street, between Euclid Avenue and Mayfair Drive (2 5-lump cushions)

(Supervisor District 2) # Nick Carr, nick.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.

24. ESTABLISH – SPEED HUMPS

27th Avenue, between El Camino Del Mar and Lake Street (2 speed humps)

(Supervisor District 2) # Nick Carr, nick.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.

25. ESTABLISH – SPEED HUMP

Stoneybrook Avenue, between Gladstone Drive and Trumbull Street/Cambridge Street

(1 speed hump) (Supervisor District 11) # Nick Carr, nick.carr@sfmta.com

This proposal installs a traffic calming device on the block at the request of block residents.

26. ESTABLISH – SPEED CUSHIONS

26th Street, between Church Street and Sanchez Street (2 3-lump cushions)

(Supervisor District 8) # Nick Carr, nick.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.



27. RESCIND – GENERAL METERED PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

ESTABLISH – RED ZONE

Laguna Street, east side, from 43 feet to 61 feet south of Post Street (one parking space, Post ID 540-15140; 18-foot zone)

(Supervisor District 5) Kenya Wheeler, kenya.wheeler@sfmta.com

Request by Supervisor Vallie Brown’s office to remove of one parking space between the garage exit and loading dock of The Sequoias San Francisco senior apartments to enhance visibility and safety.

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, SFMTA Date

The following items are pending environmental clearance:

28. RESCIND - TOW-AWAY NO PARKING, METERED COMMERCIAL LOADING ONLY, 1 HOUR LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY ESTABLISH - TOW-AWAY NO STOPPING ANYTIME

Mission Street, north side, from The Embarcadero to 20 feet westerly

(Supervisor District 6) John Garzee, john.garzee@sfmta.com

In order to accommodate bus reroutes from Market during large events, this red zone will ensure that Muni buses can make the right turn off of southbound Embarcadero onto Mission without conflicting with eastbound vehicles on Mission.

The following items are pending environmental clearance:

Lower Great Highway, between Irving Street and Wawona Street – Lower Great Highway Pedestrian Improvements Project, Medium-Term Improvements

29(a). ESTABLISH – SPEED TABLES

- A. Lower Great Highway at Irving Street (1 speed table) #
- B. Lower Great Highway at Ortega Street (1 speed table) #
- C. Lower Great Highway at Santiago Street (1 speed table) #
- D. Lower Great Highway at Ulloa Street (1 speed table) #

29(b). ESTABLISH – MEDIAN ISLAND

Lower Great Highway at Lawton Street #

29(c). ESTABLISH – STOP SIGN

- A. Moraga Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection
- B. Ortega Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection



C. Ulloa Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection

D. Cutler Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection

E. Wawona Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection (Supervisor District 4) Nick Smith, nick.smith@sfmta.com

These proposals were developed through a community outreach process as part of the Lower Great Highway Pedestrian Improvements Project. These medium-term measures are meant to address traffic calming (speed tables, median island) and clarification of right-of-way (stopping the stem of this "T" intersections).

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.

Approved for Public Hearing by:

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

RO:TF:ND
ISSUE DATE: 4/19/18