



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6319
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, October 30, 2020, 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 5pm. the following Friday on the SFTMA website.

Public opinion about these proposals can be shared in any of the following ways:

- Online Skype Meeting: <https://meet.sfmta.com/meetings/ZN6KJBHY>
- To speak about any items, please follow the phone-in instructions.
- Phoning during the public hearing: please dial **888-398-2342** and enter the code 8647385. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.
- Sending an email to Sustainable.Streets@SFMTA.com with the subject line "Public Hearing."

Online Participation

1. For the best online experience, join the Skype session and select "Don't join audio". For the audio, use the phone instructions below. This will allow you to listen and participate through the same audio experience.

Phone Participation

- Ensure you are in a quiet location
- Speak clearly
- *Turn off any TVs or radios around you*

1. When prompted, dial "1 - 0" to be added to the speaker line. The auto-prompt will indicate callers are entering "Question and Answer" time; this is the "Public Comment" period.

2. Callers will hear silence when waiting for your turn to speak.

3. When prompted, callers will have the standard two minutes to provide comment.

For clarification about any items before the public hearing, the responsible staff person is listed, along with an email address.

Fulton at 30th Avenue and 36th Avenue – No Left Turns

1. ESTABLISH – NO LEFT TURN

Fulton Street, eastbound, at 30th Avenue ♦

Fulton Street, eastbound, at 36th Avenue ♦

(Supervisor District 1) Dusson Yeung, dusson.yeung@sfmta.com



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These changes are intended to improve safety due to a number of collisions at these two intersections involving left turns from Fulton.

Green Street at Montgomery Street – STOP Signs

2. ESTABLISH – STOP SIGNS

Green Street, eastbound and westbound, at Montgomery Street, making this intersection an all-way STOP ♦ (Supervisor District 3) Amy Chun, amy.chun@sfmta.com

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

Texas Street at 25th Street – Perpendicular Parking

3. ESTABLISH – PERPENDICULAR PARKING

Texas Street, east side, from 20 feet to 210 feet north of 25th Street (Supervisor District 10) Amy Chun, amy.chun@sfmta.com

Proposing to legislate existing parking conditions.

19th Street, between Seward Street and Yukon Street – Speed Cushions

4. ESTABLISH – SPEED CUSHIONS

19th Street, between Seward Street and Yukon Street (2 speed cushions) ♦ (Supervisor District 8) Jenn Chan, jennifer.chan@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 exceed agency thresholds to qualify for traffic calming.

7th Avenue at Warren Drive – Bike Share Station

5. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

7th Avenue, east side, from 16 feet to 94 feet north of Warren Drive (72-foot station with red zones either side) (Supervisor District 5) Daniel Carr, daniel.carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 7th Avenue, adjacent to Garden for the Environment. Daniel Carr, daniel.carr@sfmta.com

St. Joseph's Avenue at Geary Boulevard – Bike Share Station

6. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

St. Joseph's Avenue, north side, from 145 feet to 230 feet east of Geary Boulevard (85-foot bike share station) (Supervisor District 2) Pallavi Panyam, pallavi.panyam@sfmta.com

Proposing to relocate an existing Bay Wheels bike share station to the parking lane on the north side of St. Joseph's Avenue to accommodate additional loading needs at Kaiser.



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Jennings Street at Newhall Street – STOP Signs, No Parking Anytime

7(a). ESTABLISH – STOP SIGNS

Jennings Street, northbound and southbound at Newhall Street, making this T-intersection an all-way STOP ♦

7(b). ESTABLISH – NO PARKING ANYTIME

Jennings Street, east side, from the north curb line of Newhall Street to 100 feet southerly (Supervisor District 10) Amy Chun, amy.chun@sfmta.com

Proposal to make this T-intersection an all-way STOP to clarify the right-of-way and to prohibit parking in order to daylight the north side unmarked crosswalk.

Minnesota Street between 23rd & 25th Streets; 24th Street between Minnesota & Tennessee Street – One- Way Street, Red Zone, & Sidewalk Widening

8(a). ESTABLISH - ONE WAY STREET

24th Street, eastbound, from Minnesota Street to Tennessee Street

8(b). ESTABLISH - RED ZONE

24th Street, north side, from Minnesota Street to 20 feet easterly. ♦
Minnesota Street, west side, from 25th Street to 60 feet northerly.

**8(c). ESTABLISH - TOW-AWAY NO STOPPING ANYTIME
ESTABLISH - SIDEWALK WIDENING**

- A. 23rd Street, north side, from 28 feet west of Minnesota Street to 32 feet easterly (2.5-foot wide bulb).
- B. 25th Street, north side, from Minnesota Street to 23 feet easterly (6-foot wide bulb).
- C. Minnesota Street, east side, from 23rd Street to 23 feet southerly (6-foot wide bulb). (Supervisor District 10) Shahram Shariati, Shahram.Shariati@sfmta.com

This project is designed to improve pedestrian infrastructure with sidewalk extensions.

Baker Street and Hayes Street – Various

9(a). ESTABLISH – BUS ZONE

Hayes Street, north side, from Baker Street to 80 feet westerly (extends existing 70 foot zone by an additional 10 feet)

9(b). RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE

Hayes Street, north side, from Baker Street to 19 feet easterly

9(c). ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE

Hayes Street, north side, from Baker Street, 38 feet to 57 feet easterly (relocates 19 foot zone at the corner to the next available space) (Supervisor District 5) Dusson Yeung, dusson.yeung@sfmta.com

The installation of new accessible pedestrian signals triggers the need to widen the existing crosswalks to meet ADA requirements. The car share space is being relocated as



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a result, and the bus zone is being lengthened as the widened crosswalk shortens the bus zone below minimum standards.

Alemaný Boulevard and Sickles Avenue – Various Changes

10(a). RESCIND – TRAFFIC ISLANDS

Sickles Avenue, west median island from Alemaný Boulevard to 30 feet westerly ♦
Sickles Avenue, east median island from Alemaný Boulevard to 30 feet easterly ♦

10(b). ESTABLISH – RED ZONE

Sickles Avenue, north side, from Alemaný Boulevard to 20 feet easterly ♦

**10(c). RESCIND – TOW-AWAY, NO PARKING ANYTIME
ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

Sickles Avenue, south side, from San Jose Avenue to Alemaný Boulevard

10(d). ESTABLISH – NO RIGHT TURN ON RED

Alemaný Boulevard, northbound, at Sickles Avenue ♦

10(e). ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BIKES

Sickles Avenue, eastbound, at Alemaný Boulevard ♦
(Supervisor District 11) Dusson Yeung, dusson.yeung@sfmta.com

Center island removal will make room to install new Sickles Avenue eastbound left turn lane to improve traffic safety, as well as re-align the existing Sickles Avenue westbound left turn lane to improve a vehicular lateral transition. Red zone is for intersection visibility. Tow-Away, No Turn on Red, and Right Lane Must Turn Right is for bicycle improvements and a new bike box at the corner to facilitate eastbound Sickles Avenue bikes to turn north onto the Alemaný Boulevard bike lanes.

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 10/16/20

Andrea Contreras, SFMTA Date

The following items are pending environmental clearance:

Buchanan Street/Golden Gate Avenue and Buchanan Street/Turk Street – Sidewalk Widening

**11. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME
ESTABLISH - SIDEWALK EXTENSION (6 FEET)**



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Golden Gate Avenue, north and south sides, from 25 feet west of Buchanan Street to 20 feet east of Buchanan Street (total bulb out length of 114 feet).

Turk Street, north and south sides, from 20 feet west of Buchanan Street to 25 feet east of Buchanan Street (total bulb out length of 114 feet) (Supervisor District 5) Shahram Shariati, Shahram.Shariati@sfmta.com

This project is designed to reduce pedestrian crossing distances, improve pedestrian visibility and reduce vehicle speeds adjacent to the Buchanan Street Mall.

The following items have been environmentally cleared by the Planning Department on October 18, 2015, Case 2015-005492ENV:

7th Avenue at Warren Drive – Bike Share Station

12. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

7th Avenue, east side, from 16 feet to 94 feet north of Warren Drive ♦

(72-foot station with red zones either side)

(Supervisor District 5) Daniel Carr, daniel.carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 7th Avenue, adjacent to Garden for the Environment. Daniel Carr, daniel.carr@sfmta.com

The following items have been environmentally cleared by the Planning Department on October 18, 2015, Case 2015-005492ENV:

St. Joseph's Avenue at Geary Boulevard – Bike Share Station

13. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

St. Joseph's Avenue, north side, from 145 feet to 230 feet east of Geary Boulevard ♦ (85-foot bike share station) (Supervisor District 2) Pallavi Panyam, pallavi.panyam@sfmta.com

Proposing to relocate an existing Bay Wheels bike share station to the parking lane on the north side of St. Joseph's Avenue to accommodate additional loading needs at Kaiser.

The following items have been environmentally cleared by the Planning Department on November 18, 2013, Case 2013.0342E:

Evans Avenue and Toland Street – Red Zone

14. ESTABLISH – RED ZONE

ESTABLISH – SIDEWALK WIDENING

Evans Avenue, south side, from Toland Street to 287 feet easterly (6-foot bulb) Toland Street, east side, from Evans Avenue to 176 feet southerly (8-foot bulb and 8-foot sidewalk) (Supervisor District 10) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to install red zones due to sidewalk improvements for the proposed SFPD Traffic Company and Forensic Services Division Facility at 1995 Evans Avenue.



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♦ **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.

Approved for Public Hearing by:

Ricardo Olea

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

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

RO:TF:ND
ISSUE DATE: 10/16/20