



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6406
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, June 4, 2021, 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: [SFMTA.com/ENGhearing](https://sfmta.com/ENGhearing)
- 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.

Homestead Street at 25th Street – STOP Sign

1. ESTABLISH – STOP SIGN

Homestead Street, southbound, at 25th Street.

(Supervisor District 8) (Approvable by the City Traffic Engineer) Amy Chun,

amy.chun@sfmta.com



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

Clipper Street, between Diamond and Douglass streets – Speed Limit

2. **RESCIND – 25 MPH SPEED LIMIT**
ESTABLISH – 20 MPH SPEED LIMIT

Clipper Street, from Douglass Street to 280 feet easterly (Supervisor District 8) (Requires approval by the SFMTA Board) Tom Folks, tom.folks@sfmta.com

As requested by residents, this proposal would lower the speed limit on the steeper section of the 500 block of Clipper Street, which has an 18.57% grade.

Plymouth Avenue and Farallones Street – STOP Signs

3. **ESTABLISH – STOP SIGNS**

Plymouth Avenue, northbound and southbound, at Farallones Street, making this intersection an all-way STOP (Supervisor District 11) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Proposal makes this intersection an all-way STOP at the request of local residents.

12th Avenue Between Judah Street and Kirkham Street – 3-Lump Speed Cushions

4. **ESTABLISH - SPEED CUSHIONS**

12th Avenue between Judah Street and Kirkham Street (2 3-lump speed cushions) (Supervisor District 5) (Approvable by the City Traffic Engineer) Shahram Shariati, Shahram.Shariati@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.

12th Avenue between Lincoln Way and Irving Street – 3-Lump Speed Cushions

5. **ESTABLISH –SPEED CUSHIONS**

12th Avenue between Lincoln Way and Irving Street (2 3-lump speed cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Shahram Shariati, Shahram.Shariati@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.

15th Street between Beaver Street and Buena Vista Terrace – Speed Humps

6. **ESTABLISH - SPEED HUMPS**

15th Street between Beaver Street and Buena Vista Terrace (2 speed humps) (Supervisor District 8) (Approvable by the City Traffic Engineer) Shahram Shariati, Shahram.Shariati@sfmta.com



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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.

Beaver Street between Castro Street and Noe Street – Speed Humps

7. ESTABLISH – SPEED HUMPS

Beaver Street between Castro Street and Noe Street (2 speed humps)
(Supervisor District 8) (Approvable by the City Traffic Engineer) Shahram Shariati,
Shahram.Shariati@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.

Santiago Street, between 17th Avenue and 18th Avenue – Speed Hump

8. ESTABLISH - SPEED HUMP

Santiago Street between 17th Avenue and 18th Avenue (1 speed hump)
(Supervisor District 7) (Approvable by the City Traffic Engineer) Pallavi Panyam,
pallavi.panyam@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.

Staples Avenue between Edna Street and Detroit Street – Speed Humps

9. ESTABLISH – SPEED HUMPS

Staples Avenue between Edna Street and Detroit Street (2 speed humps) (Supervisor District 7) (Approvable by the City Traffic Engineer) Alison Mathews,
Alison.Mathews@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.

Vermont Street, between 24th Street and 25th Street – 3-Lump Speed Cushions

10. ESTABLISH -- SPEED CUSHIONS

Vermont Street between 24th Street and 25th Street (1 3-lump speed cushion)
(Supervisor District 10) (Approvable by the City Traffic Engineer) Pallavi Panyam,
pallavi.panyam@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.

Vicente Street between 37th Avenue and 38th Avenue – Speed Humps

11. ESTABLISH – SPEED HUMP



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Vicente Street between 37th Avenue and 38th Avenue (1 speed hump) (Supervisor District 4) (Approvable by the City Traffic Engineer) Alison Mathews, Alison.Mathews@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.

York Street, from 20th Street to 21st Street – Speed Humps

12. ESTABLISH – SPEED HUMPS

York Street between 20th Street and 21st Street (2 speed humps) (Supervisor District 9) (Approvable by the City Traffic Engineer)
Alison Mathews, Alison.Mathews@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.

2573 3rd Street – On-Street Bicycle Parking

13. ESTABLISH - NO PARKING ANYTIME EXCEPT BICYCLES

3rd Street, east side, from 390 feet to 420 feet north of 23rd Street (Supervisor District 10) (Approvable by the City Traffic Engineer) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would extend the existing bicycle corral at 2573 3rd Street by 30 feet (currently unmetered parking space) at the request of fronting business, Dogpatch Boulders.

1577 4th Street – On-Street Bicycle Parking

14(a). ESTABLISH - NO PARKING ANYTIME EXCEPT BICYCLES

4th Street, east side, from 103 feet to 144 feet south of Campus Way (Approvable by the City Traffic Engineer)

14(b). ESTABLISH - PASSENGER LOADING ZONE AT ALL TIMES

4th Street, east side, from 43 feet to 103 feet south of Campus Way (Approvable by the City Traffic Engineer) (Supervisor District 6) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would move an existing 12-rack bicycle corral on the east side of 4th Street 60 feet south (next to the existing bike share station) and establish a 60-foot white zone to the north. This is a request from fronting institution UCSF.

Columbus Avenue at Green Street and Stockton Street – Crosswalk

15(a). ESTABLISH – CROSSWALK

Columbus Avenue at Green Street and Stockton Street, connecting northeast and southwest corners (Requires approval by the SFMTA Board)



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15(b). ESTABLISH – NO LEFT TURN

Columbus Avenue, northbound, at Stockton Street and at Beach Blanket Babylon Boulevard

Columbus Avenue, southbound, at Stockton Street and at Green Street
(Supervisor District 3) (Approvable by the City Traffic Engineer) Edgar Orozco,
edgar.orozco@sfmta.com

Proposal to establish a diagonal crosswalk in the middle of the intersection of Columbus, Stockton, and Green to improve pedestrian safety and enhance the walking experience by decreasing crossing and waiting times. The left turn restriction is intended to increase pedestrian safety and improve traffic flow.

Lincoln Way, at Upper Great Highway and Martin Luther King Jr. Drive & La Playa – Turn Restrictions

**16(a). ESTABLISH – ESTABLISH - RIGHT LANES MUST TURN RIGHT
ESTABLISH – NO LEFT TURNS, NO U-TURNS
ESTABLISH – NO RIGHT TURN ON RED**

Lincoln Way, westbound at Upper Great Highway (Approvable by the City Traffic Engineer)

16(b). ESTABLISH – NO LEFT TURNS, NO U-TURNS (EXCEPT BICYCLES)

Lincoln Way, eastbound at Martin Luther King Drive and La Playa (Approvable by the City Traffic Engineer)

16(c). ESTABLISH – LEFT LANES MUST TURN LEFT, NO U-TURNS

Great Highway, southbound at Lincoln Way (Approvable by the City Traffic Engineer)

**16(d). ESTABLISH – NO PARKING ANYTIME
ESTABLISH – TWO-WAY CLASS IV BIKEWAY**

Lincoln Boulevard, north side, from Great Highway to Martin Luther King Drive
(Supervisor District 4) (Requires approval by the SFMTA Board) Maurice Growney,
maurice.growney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure and increasing pedestrian safety and comfort along the Lower Great Highway and surrounding neighborhood.

Lower Great Highway at Ortega Street – STOP Signs

17. ESTABLISH – STOP SIGNS (Converting from partial to All-Way Controlled)

Lower Great Highway, northbound and southbound, at Ortega Street (Supervisor District 4)
(Approvable by the City Traffic Engineer) Maurice Growney, maurice.growney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure and increasing pedestrian safety and comfort along the Lower Great Highway and surrounding neighborhood.



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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 5/21/21
Andrea Contreras, SFMTA Date

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
Streets Division

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

RO:TF:TL
ISSUE DATE: 5/21/21