





SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY  
Order # 6774  
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, June 14, 2024, 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.

|                                |   |
|--------------------------------|---|
| <b>Online Participation</b>    | Join Online Teams Meeting: <a href="https://SFMTA.com/EngHearing">SFMTA.com/EngHearing</a><br><br>Click on the Raise your hand icon  . When you are prompted to unmute, click on the microphone icon  to speak. |
| <b>Telephone Participation</b> | Join by telephone: Dial (415) 523-2709 and enter conference ID 836 632 456#<br><br>Dial *5 to be placed in the queue for public comment. When prompted dial *6 to unmute yourself.<br><br>When speaking: <ul style="list-style-type: none"><li>• Ensure you are in a quiet location</li><li>• Turn off any TVs or radios around you</li><li>• Speak Clearly</li></ul>                 |
| <b>Written Participation</b>   | 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 <sup>th</sup> 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. **900 block of Ellis Street between Franklin Street and Van Ness Avenue**  
**ESTABLISH - RESIDENTIAL PERMIT PARKING AREA R (Eligibility only, no signs)**  
900 block of Ellis Street between Franklin Street and Van Ness Avenue (Supervisor District 2)  
(Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of the 900 block of Ellis Street between Franklin Street and Van Ness Avenue (Include Olive St., Van Ness Ave., and Willow St. except for corner properties at Franklin and Ellis St.) so they can purchase parking permits for their vehicle to park within RPP Area R

2. **Oakdale Avenue, between 3<sup>rd</sup> Street and Bayshore Boulevard – Speed Limit**  
**RESCIND - 30 MPH SPEED LIMIT**  
**ESTABLISH - 25 MPH SPEED LIMIT**  
Oakdale Avenue, between 3<sup>rd</sup> Street and Bayshore Boulevard  
(Supervisor District 10) (Requires approval by the SFMTA Board) Alvin Lam, alvin.lam@sfmta.com

Proposal to lower the speed limit based on new speed survey findings.

3. **Octavia Street at Oak Street – On-Street Bicycle Parking**  
**ESTABLISH – NO PARKING ANYTIME, EXCEPT BICYCLES**  
Octavia Street, east side, from 15 feet to 25 feet south of Oak Street  
(Supervisor District 5) (Approvable by the City Traffic Engineer) Carmen Leung,  
carmen.leung@sfmta.com

Proposal to establish one on-street bicycle corral in the existing red zone at the intersection of Octavia Street and Oak Street.

4. **Harrison Street at 6<sup>th</sup> Street – Multiple Turn Lanes**  
**RESCIND – THROUGH AND LEFT LANE**  
**ESTABLISH – LEFT LANE MUST TURN LEFT**  
Harrison Street, westbound, at 6<sup>th</sup> Street (modifying #2 lane)  
(Supervisor District 6) (Approvable by the City Traffic Engineer) Dusson Yeung,  
dusson.yeung@sfmta.com

Proposal to modify #2 lane and have #1 and #2 lanes be left lane must turn left in conjunction with new left turn signals.

5. **17<sup>th</sup> Street at Missouri Street – Motorcycle Parking**  
**ESTABLISH – MOTORCYCLE PARKING**  
17<sup>th</sup> Street, north side, from 36 feet to 59 feet west of Missouri Street  
(Supervisor District 10) (Approvable by the City Traffic Engineer) Andy Thornley,  
andy.thornley@sfmta.com



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Proposal to establish motorcycle parking on the north side of 17th Street, as a refinement to the 17th Street Quick-Build Project.

**6. 8<sup>th</sup> Avenue between Cabrillo Street and Fulton Street – Tour Bus Restrictions  
ESTABLISH – NO COMMERCIAL VEHICLES WITH NINE OR MORE SEATS**

8<sup>th</sup> Avenue between Cabrillo Street and Fulton Street (Supervisor District 1) (Requires approval by the SFMTA Board) Michael Tsai, michael.tsai@sfmta.com

Proposal to restrict tour buses on a local street.

**7. ESTABLISH – RED ZONE**

Precita Avenue eastbound, north side, from eastern crosswalk at Harrison Street to 20 feet westerly (Supervisor District 9) (Approvable by the City Traffic Engineer) André Wright, Andre.Wright@sfmta.com

There is an existing 5-foot red zone on at this location adjacent to the park. There has been concern raised about the visibility of pedestrians crossing Precita Avenue at Harrison Street being blocked by vehicles. It is recommended that the red zone be extended 15 feet to increase visibility and establish better sight lines for pedestrians.

**8. 3200-3300 block of Cesar Chavez Street South between Mission and Shotwell Str  
ESTABLISH - RESIDENTIAL PERMIT PARKING AREA AA  
ESTABLISH - 2-HOUR PARKING, MON-FRI FROM 8 AM TO 6 PM on the south side of the  
blocks between Mission Street and Shotwell Street, EXCEPT FOR VEHICLES WITH AREA  
AA PERMITS**

3200-3300 block of Cesar Chavez Street South (Supervisor District 9)  
(Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This change is requested by a signed petition from the residents of the blocks on Cesar Chavez Street between Mission Street and Shotwell Street (3200-3300 blocks of Cesar Chavez Street)

Residents Petition: 61%  
61 residential units; 37 resident signatures

Parking Occupancy: 105%  
20 parking spaces; 21 parked vehicles

**9. 2900 block of Mission Street between 25<sup>th</sup> and 26<sup>th</sup> Streets  
ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)  
Mission Street between 25<sup>th</sup> and 26<sup>th</sup> Streets (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com**

The proposed modification would add RPP eligibility to the residents of the 2900 block of Mission Street so they can purchase parking permits for their vehicle to park within RPP Area I

We received the request from a resident of the block and we are expanding eligibility to all



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addresses not currently part of this RPP Area:

| West Side             | East Side            | + East Side          |
|-----------------------|----------------------|----------------------|
| 3411 25th STREET      | 3387 25TH STREET     | 2969-2971 MISSION ST |
| 3402-3412 26th STREET | 2903 MISSION ST      | 2973-2975 MISSION ST |
| 2920 MISSION ST       | 2915-2921 MISSION ST | 2985-2987 MISSION ST |
| 2950 MISSION ST       | 2925 MISSION ST      | 2991-2199 MISSION ST |
| 2960 MISSION ST       | 2937-2941 MISSION ST |                      |
| 2966 MISSION ST       | 2939 MISSION ST      |                      |
| 2970-2974 MISSION ST  | 2943-2945 MISSION ST |                      |
| 2976-2980 MISSION ST  | 2949 MISSION ST      |                      |
| 2982-2984 MISSION ST  | 2955-2957 MISSION ST |                      |
| 2988-2990 MISSION ST  | 2961-2963 MISSION ST |                      |

**10. 1300 block of Haight Street between Central and Masonic Avenues**

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

1300 block of Haight Street except 1351-1359 Haight, 1154 Masonic, and 2000 Masonic (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 1300 block of Haight Street so they can purchase parking permits for their vehicle to park within RPP Area Q, except those already in RPP.

The following are excluded from this modification because they have frontages on unregulated blocks:

- 1154 and 1200 Masonic Avenue
- Chinese Immersion School at DeAvila
  - 1351-1359 Haight Street

**Wisconsin Street between 23<sup>rd</sup> Street and Connecticut Street**

**11(a). ESTABLISH – 45-DEGREE BACK-IN ANGLED PARKING**

Wisconsin Street, east side, between 23<sup>rd</sup> Street and Connecticut Street

**11(b). ESTABLISH - RED ZONE**

Wisconsin Street, east side, from 23<sup>rd</sup> Street to 26 feet southerly (Supervisor District 10) (Requires approval by the SFMTA Board) Andre Wright, andre.wright@sfmta.com

Proposal to convert existing parallel parking to 45-degree back-in angled parking to increase the number of spaces due to the loss of parking as a result of red zones near Starr King Elementary School for visibility (Dir. #6710). This new angled parking will also need a 26-foot red zone at 23<sup>rd</sup> Street for visibility.



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**Various Locations – Meter Removal**

- 12(a). RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY  
ESTABLISH – RED ZONE**

Faxon Avenue, east side, from Ocean Avenue to 7 feet southerly  
(removes meter # 550-G)

Tapia Drive, east side, from Tapia Drive to 20 feet southerly (removes meter # 51-G)

- 12(b). ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Faxon Avenue, east side, from 19 feet to 31 feet south of Ocean Avenue (reconfigures meter # 546 to 546-G)

Tapia Drive, east side, from 77 feet to 100 feet south of Tapia Drive (reconfigures meter # 71 to 71-G) (Supervisor Districts 7 and 11) (Approvable by the City Traffic Engineer)

Amy Chun, amy.chun@sfmta.com

Proposal to modify meters and install daylighting to improve visibility in accordance with Assembly Bill 413 (AB413).

**Kirkham Street, from 19<sup>th</sup> Avenue to La Playa Street; Ortega Street, from 19<sup>th</sup> Avenue to 47<sup>th</sup> Avenue**

- 13(a). ESTABLISH – SPEED CUSHIONS**

- A. Kirkham Street, between 20<sup>th</sup> Avenue and 21<sup>st</sup> Avenue (1 3-lump speed cushion with bike slots)
- B. Kirkham Street, between 21<sup>st</sup> Avenue and 22<sup>nd</sup> Avenue (1 3-lump speed cushion with bike slots)
- C. Kirkham Street, between 25<sup>th</sup> Avenue and 26<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- D. Kirkham Street, between 26<sup>th</sup> Avenue and 27<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- E. Kirkham Street, between 35<sup>th</sup> Avenue and 36<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- F. Kirkham Street, between 42<sup>nd</sup> Avenue and 43<sup>rd</sup> Avenue (1 3-lump speed cushion with bike slots)
- G. Kirkham Street, between 43<sup>rd</sup> Avenue and 44<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- H. Kirkham Street, between 44<sup>th</sup> Avenue and 45<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- I. Kirkham Street, between 45<sup>th</sup> Avenue and 46<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- J. Kirkham Street, between 46<sup>th</sup> Avenue and 47<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- K. Kirkham Street, between 47<sup>th</sup> Avenue and 48<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- L. Ortega Street, between 22<sup>nd</sup> Avenue and 23<sup>rd</sup> Avenue (1 3-lump speed cushion with bike slots)



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- M. Ortega Street, between 23<sup>rd</sup> Avenue and 24<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- N. Ortega Street, between 28<sup>th</sup> Avenue and 29<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- O. Ortega Street, between 29<sup>th</sup> Avenue and 30<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- P. Ortega Street, between 30<sup>th</sup> Avenue and 31<sup>st</sup> Avenue (1 3-lump speed cushion with bike slots)
- Q. Ortega Street, between 31<sup>st</sup> Avenue and 32<sup>nd</sup> Avenue (1 3-lump speed cushion with bike slots)
- R. Ortega Street, between 35<sup>th</sup> Avenue and 36<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- S. Ortega Street, between 39<sup>th</sup> Avenue and 40<sup>th</sup> Avenue (1 3-lump speed cushion with bike slots)
- T. Ortega Street, between 40<sup>th</sup> Avenue and 41<sup>st</sup> Avenue (1 3-lump speed cushion with bike slots)

**13(b). ESTABLISH – RAISED CROSSWALK**  
Ortega Street at 37<sup>th</sup> Avenue, west crossing

**13(c). ESTABLISH – STOP SIGNS**

- A. Kirkham Street, eastbound and westbound, at 27<sup>th</sup> Avenue (converts intersection to an all-way stop)
- B. Kirkham Street, eastbound and westbound, at 29<sup>th</sup> Avenue (converts intersection to an all-way stop)
- C. Kirkham Street, eastbound and westbound, at 33<sup>rd</sup> Avenue (converts intersection to an all-way stop)
- D. Kirkham Street, eastbound and westbound, at 35<sup>th</sup> Avenue (converts intersection to an all-way stop)
- E. Kirkham Street, eastbound and westbound, at 38<sup>th</sup> Avenue (converts intersection to an all-way stop)
- F. Kirkham Street, eastbound and westbound, at 48<sup>th</sup> Avenue (converts intersection to an all-way stop)
- G. Ortega Street, eastbound and westbound, at 33<sup>rd</sup> Avenue (converts intersection to an all-way stop)
- H. Ortega Street, eastbound and westbound, at 34<sup>th</sup> Avenue (converts intersection to an all-way stop) (Supervisor District 4) (Approvable by the City Traffic Engineer)  
Henry Ly, [henry.ly@sfmta.com](mailto:henry.ly@sfmta.com)

Proposal to add traffic calming and intersection safety treatments along the Kirkham Street and Ortega Street corridors, creating more comfortable routes for people walking and biking to access schools, parks, businesses, and other local destinations.



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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.

*Jenny Delumo*  
Jenny Delumo, SFMTA

June 5, 2024

Date

The following items are pending environmental clearance:

**14. Harrison Street, between Lapu-Lapu Street and 4<sup>th</sup> Street – Transit Only Lane**

**ESTABLISH – TRANSIT ONLY LANE**

Harrison Street, westbound, between Lapu-Lapu Street and 4<sup>th</sup> Street  
(Supervisor District 6) (Requires approval by the SFMTA Board) Simon Qin,  
simon.qin@sfmta.com

Proposal to convert one westbound Harrison Street lane to a Transit-Only Lane in order to facilitate bus movements into the far-side bus zone due to new 4<sup>th</sup> Street southbound right-turn delineators; the delineators are intended to address SB freeway merging collisions.

The following items have been environmentally cleared by the Planning Department on August 8, 2016, Modification to Travel Time Reduction Proposal L for the L Taraval (TTRP.L) along Taraval Street between the intersections of 15th Avenue and 46th Avenue, on 15th Avenue from Taraval Street to Ulloa Street, and on 46th Avenue from Taraval Street to Ulloa Street (Case 2011.0558E):

**15. Taraval Street, between 22<sup>nd</sup> Avenue and 23<sup>rd</sup> Avenue – Transit Boarding Island**

**ESTABLISH – TRANSIT BOARDING ISLAND EXTENSION AND TOW-AWAY, NO STOPPING ANY TIME**

Taraval Street, north side, from 137 feet to 148 feet west of 22<sup>nd</sup> Avenue (removes 11 feet of parking for extension of boarding island) (Supervisor District 4) (Requires approval by the SFMTA Board) Steven Wong, steven.wong@sfmta.com

Proposal to extend transit boarding island to accommodate a curb ramp shift at the northeast corner of the intersection.

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

**16. 4<sup>th</sup> Street at King Street – Bike Share Station**

**ESTABLISH – NO STOPPING, EXCEPT BICYCLES**

**ESTABLISH – BIKE SHARE STATION**

4<sup>th</sup> Street, west side, from 19 feet to 50 feet north of King Street (31-foot bike share station)  
(Supervisor District 6) (Approvable by the City Traffic Engineer) Laura Stonehill,





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[laura.stonehill@sfmta.com](mailto:laura.stonehill@sfmta.com)

Proposal to install a bike share station in the parking lane on the west side of 4<sup>th</sup> St, north of King St, adjacent to the Caltrain Station, in the painted safety zone.

## 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](http://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](http://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: 5/31/24