



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6985
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, March 20, 2026, 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.

Online Participation	Join Online Teams Meeting: SFMTA.com/EngHearing Click on the Raise your hand icon  . When you are prompted to unmute, click on the microphone icon  to speak. If you experience difficulty unmuting your microphone, please update your browser settings to allow Teams access to use your microphone. Click on this link for further instructions.
Telephone Participation	Join by telephone: Dial (415) 523-2709 and enter conference ID 836 632 456# Dial *5 to be placed in the queue for public comment. When prompted dial *6 to unmute yourself. When speaking: <ul style="list-style-type: none">• Ensure you are in a quiet location• Turn off any TVs or radios around you• Speak Clearly
Written Participation	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 th 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.

Carl Street at Cole Street – Parking Meters

1. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Carl Street, north side, from 10 feet to 86 feet west of Cole Street (Supervisor District 8) (Requires approval by the SFMTA Board) Andy Thornley, andy.thornley@sfmta.com

Proposal to establish metered parking on a portion of Carl Street at Cole Street, at the request of Cole Valley merchants.

Cole Street and Parnassus Avenue - Parking Meters

2. ESTABLISH - GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Cole Street, east side, from 20 feet to 45 feet south of Parnassus Avenue (Supervisor District 8) (Requires approval by the SFMTA Board) Kenya Wheeler, kenya.wheeler@sfmta.com, Monica Munowitch, monica.munowitch@sfmta.com

Proposal to convert a portion of the existing 2-hour time-limited parking, except vehicles with area J permits, to General Metered Parking on the east side of the 1000 block of Cole Street. Residents and merchants adjacent to the proposed General Metered Parking space will continue to be eligible for Area J permits.

Frederick Street and Delmar Street – Unmetered Motorcycle Parking

3(a). RESCIND – UNMETERED MOTORCYCLE PARKING

Frederick Street, south side, from 2 feet to 22 feet west of Delmar Street

3(b). ESTABLISH – UNMETERED MOTORCYCLE PARKING

Frederick Street, south side, from Delmar Street to 24 feet easterly (Supervisor District 5) (Approvable by the City Traffic Engineer) Juan Hernandez, juan.hernandez@sfmta.com

Proposal to relocate existing unmetered motorcycle parking to implement daylighting, per Assembly Bill 413.

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

March 6, 2026

Date



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

255 Potrero Avenue - On Street Bicycling Parking

4. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES

Potrero Avenue, east side, from 181 feet to 211 feet south of 15th Street (Supervisor District 6) (Approvable by the City Traffic Engineer) Grant Brokl, Grant.Brokl@sfmta.com

This proposal would establish an on-street bicycle corral in an existing general unmetered parking space.

The following items are pending environmental clearance from the Planning Department, 29 Sunset Improvement Project Phase Two (2026-001009ENV):

Ocean Avenue at Geneva Avenue – Bus Zone

5. ESTABLISH – BUS ZONE

Ocean Avenue, south side, from Geneva Avenue (eastern leg) to 130 feet easterly (Supervisor District 11) (Requires approval by the SFMTA Board) Hester Yu, hester.yu@sfmta.com

Proposal to relocate the 29 Sunset outbound bus stop from near side to far side of the intersection in an existing Tow-Away No Stopping Any Time zone.

The following items are pending environmental clearance from the Planning Department, 29 Sunset Improvement Project Phase Two (2026-001009ENV):

29 Sunset Corridor, east of Junipero Serra Boulevard – 29 Sunset Improvement Project Phase 2

6(a). RESCIND – MUNI FLAG STOP

- A. Garfield Street, westbound, at Beverly Street
- B. Garfield Street, eastbound and westbound, at Byxbee Street
- C. Garfield Street, eastbound and westbound, at Victoria Street
- D. Grafton Avenue, eastbound and westbound, at Jules Avenue
- E. Grafton Avenue, eastbound and westbound, at Granada Avenue
- F. Plymouth Avenue, northbound and southbound, at Holloway Avenue
- G. Persia Avenue, westbound, at Mission Street
- H. Persia Avenue, eastbound and westbound, at Paris Street
- I. Persia Avenue, eastbound and westbound, at Madrid Street
- J. Persia Avenue, eastbound and westbound, at Athens Street
- K. Mansell Street, eastbound and westbound, at Dartmouth Street
- L. Mansell Street, eastbound and westbound, at Goettingen Street
- M. Paul Avenue, westbound, at Bayshore Boulevard
- N. Paul Avenue, eastbound, at Wheat Street



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6(b). RESCIND – BUS ZONE

- A. Persia Avenue, south side, from Mission Street to 74 feet easterly (creates 2 yellow-metered spaces)
- B. Mansell Street, north side, from San Bruno Avenue to 96 feet westerly (creates 4 parking spaces)
- C. Paul Avenue, north side, from Gould Street to 85 feet westerly (creates 4 parking spaces)
- D. Paul Avenue, south side, from Gould Street to 85 feet easterly

6(c). ESTABLISH – BUS ZONE

- A. Garfield Street, north side, from Beverly Street to 63 feet westerly (removes 3 parking spaces)
- B. Ocean Avenue, north side, from San Jose Avenue to 145 feet westerly (extends existing 75-foot bus zone by 70 feet, removes 3 parking spaces)
- C. Ocean Avenue, south side, from Cayuga Avenue to 110 feet easterly (extends existing 70-foot bus zone by 40 feet)
- D. Persia Avenue, north side, from Mission Street to 125 feet westerly (removes 4 general metered spaces)
- E. Persia Avenue, south side, from Mission Street to 130 feet westerly (extends existing 88-foot bus zone by 42 feet, removes 1 yellow-metered space)
- F. Mansell Street, north side, from University Street to 65 feet westerly (removes 3 parking spaces)
- G. Paul Avenue, south side, from Crane Street to 85 feet easterly

6(d). ESTABLISH – RED ZONE

- A. Garfield Street, south side, from Beverly Street to 13 feet easterly
- B. Garfield Street, north side, from Head Street to 15 feet westerly (for traffic calming island, removes 1 parking space)
- C. Garfield Street, south side, from Head Street to 12 feet westerly (for traffic calming island)
- D. Grafton Street, north side, from Plymouth Avenue to 18 feet westerly (extends existing 12-foot red zone by an additional 6 feet, for turning clearance)
- E. Plymouth Avenue, west side, from Grafton Avenue to 10 feet southerly (for turning clearance)
- F. Plymouth Avenue, east side, from Grafton Avenue to 20 feet northerly (extends existing 10-foot red zone by an additional 10 feet, for turning clearance)
- G. Persia Avenue, south side, from Mission Street to 25 feet easterly (for turning clearance)
- H. Mansell Street, north side, from San Bruno Avenue to 10 feet northerly (for fire hydrant and turning clearance)
- I. San Bruno Avenue, west side, from Olmstead Street to 20 feet southerly (enhances visibility for eastbound Olmstead traffic of northbound San Bruno traffic)
- J. Gilman Avenue, south side, from 45 feet to 60 feet west of Griffith Street (for clearance at new transit island)
- K. Paul Avenue, north side, from 3rd Street to 10 feet westerly
- L. Gilman Avenue, south side, from 45 feet to 60 feet west of Bill Walsh Way (for clearance at new transit island)
- M. Ingerson Avenue, north side, from eastern side of staircase at Griffith Street to 88 feet westerly (for bus stop access, removes 3 parking spaces)
- N. Hawes Street, east side, from Ingerson Avenue to 20 feet northerly (for turning clearance)



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- 6(e). ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Persia Avenue, south side, from 25 feet to 77 feet east of Mission Street (creates two yellow metered spaces with a total length of 52 feet)
- 6(f). ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME**
Gilman Avenue, north side, from 3rd Street to 90 feet easterly (removes 2 parking spaces)
- 6(g). ESTABLISH – TOW-AWAY, NO PARKING, ANY TIME**
San Bruno Avenue, east side, from Paul Avenue to 169 feet southerly (removes 2 general loading spaces)
- 6(h). ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME** (for sidewalk widening)
- A.** Grafton Avenue, south side, from Plymouth Avenue to 34 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - B.** Grafton Avenue, north side, from Plymouth Avenue to 32 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - C.** Plymouth Avenue, east side, from Grafton Avenue to 54 feet southerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - D.** Plymouth Avenue, west side, from Grafton Avenue to 54 feet northerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - E.** Plymouth Avenue, east side, from 25 feet to 93 feet south of Ocean Avenue (for 6-foot-wide transit bulb, removes 3 parking spaces)
 - F.** Persia Avenue, south side, from Lisbon Street to 29 feet westerly (for 7-foot-wide front door transit bulb)
 - G.** Persia Avenue, north side, from Lisbon Street to 35 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - H.** Persia Avenue, south side, from Naples Street to 30 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - I.** Persia Avenue, north side, from Naples Street to 29 feet easterly (for 7-foot-wide front door transit bulb)
 - J.** Persia Avenue, south side, from Moscow Street to 29 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - K.** Persia Avenue, north side, from Moscow Street to 29 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - L.** Persia Avenue, south side, from Prague Street to 29 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - M.** Persia Avenue, north side, from Prague Street to 29 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - N.** San Bruno Avenue, west side, from 74 feet to 148 feet north of Mansell Street (extends existing 6-foot-wide transit bulb by 74 feet)
- 6(i). ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME**
ESTABLISH – TRANSIT BOARDING ISLAND
Gilman Avenue, south side, from Griffith Street to 45 feet westerly (removes 2 parking spaces)
Gilman Avenue, south side, from Bill Walsh Way to 45 feet westerly (removes 2 parking spaces)



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6(j). ESTABLISH – RAISED CROSSWALK

Garfield Street at Beverly Street (west leg crosswalk)

6(k). RESCIND – SPEED CUSHIONS

Gilman Avenue, between Hawes Street and Griffith Street (2 speed cushions)
Gilman Avenue, between Griffith Street and Bill Walsh Way (2 speed cushions)

6(l). ESTABLISH – SPEED TABLES

Gilman Avenue, between Hawes Street and Griffith Street (2 speed tables)
Gilman Avenue, between Griffith Street and Bill Walsh Way (1 speed table)

6(m). ESTABLISH – RIGHT LANE MUST TURN RIGHT

Ocean Avenue, eastbound, at Geneva Avenue

6(n). ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI

Gilman Avenue, westbound, at 3rd Street

6(o). ESTABLISH – CLASS II BIKE LANE

Ocean Avenue, eastbound, from Geneva Avenue (western leg) to Geneva Avenue (eastern leg)
San Bruno Avenue, northbound, from 100 feet south of Mansell Street to 131 feet north of Olmstead Street
San Bruno Avenue, southbound, from Olmstead Street to 193 feet southerly
(Supervisor Districts 7, 9, 10, & 11) (Requires approval by the SFMTA Board) Hester Yu,
hester.yu@sfmta.com

Proposal to implement the 29 Sunset Improvement Project Phase 2 project, which would improve speeds and reliability for the 29 Sunset bus route through stop changes, curb and travel lane modifications, and construction of new transit bulbs and islands.

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



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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.

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: 3/6/26