



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 7055
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, October 16, 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 5pm. 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:

- 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, 7th 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.

Osage Street, southbound, at 26th Street – STOPS Signs

1. ESTABLISH – STOP SIGN

Osage Street, southbound, at 26th Street (Supervisor District 9) (Approvable by the City Traffic Engineer) William Andrews, William.andrews@sfmta.com

Proposal to install stop control on Osage Alley at 26th Street.

19th Street and Danvers Street – No Parking, Any Time

2. ESTABLISH – NO PARKING, ANY TIME

19th Street, south side, from Danvers Street east curb line to 20 feet westerly (Supervisor District 8) (Approvable by the City Traffic Engineer) Juan Hernandez, juan.hernandez@sfmta.com

Proposal to daylight approach for increased visibility.

Lyon Street at Francisco Street – No Parking, Any Time

3. ESTABLISH – NO PARKING, ANY TIME

Lyon Street, east side, from Francisco Street to 28 feet southerly (Supervisor District 2) (Approvable by the City Traffic Engineer) Juan Hernandez, juan.hernandez@sfmta.com

Proposal to daylight approach for increased visibility.

Minna Street, both sides, between 7th Street and Russ Street

4. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

Minna Street, both sides, between 7th Street and Russ Street (eligibility only, no signs) (excluding parcels already eligible on the north side of Minna) (Supervisor District 6) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area U to this block facing restricted street parking to allow the residents to purchase parking permits for their vehicle to park with Area U.

Mission Street, west side, between 29th Street and 30th Street

5. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z (Eligibility only, no signs)

Mission Street, west side, between 29th Street and 30th Street (Supervisor District 9) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area Z to this block facing restricted street parking to allow the residents to purchase parking permits for their vehicle to park within Area Z.

17th Street, both sides, between Mission Street and Valencia Street

6. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

17th Street, both sides, between Mission Street and Valencia Street. (Supervisor District 9) (Requires approval by the SFMTA Board) Lulu Brien (lulu.brien@sfmta.com)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 7055
FOR PUBLIC HEARING

Extending RPP Area I to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area I.

Long Bridge Street, between Corrine Woods Way and China Basin Street – Loading Zones

7. RESCIND – RED ZONE

ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 7 AM TO 10 PM, MONDAY THROUGH SATURDAY

ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, DAILY

Long Bridge Street, south side, from 20 feet to 80 feet west of northbound Corinne Woods Way east curb line (Supervisor District 6) (Requires approval by the SFMTA Board) Mari Hunter, mari.hunter@sfmta.com

Proposal to establish loading zones to address double parking concerns.

Folsom Street at Essex Street – No Left Turn and Tow-Away, No Parking Any Time

8(a). RESCIND – NO LEFT TURN, EXCEPT BUSES

ESTABLISH – NO LEFT TURN, EXCEPT BUSES AND TAXIS

Folsom Street, westbound, at Essex Street

8(b). RESCIND – TOW-AWAY, NO STOPPING ANY TIME

ESTABLISH – TOW-AWAY, NO PARKING ANY TIME

Essex Street, east side, from 33 feet to 120 feet south of Folsom Street (Supervisor District 6) (Requires approval by the SFMTA Board) Amy Chun, amy.chun@sfmta.com

Proposal to modify turning and stopping restrictions to support taxi operations for Paratransit services.

Dr. Carlton B. Goodlett Place, between McAllister Street and Grove Street; Grove Street and Dr. Carlton B. Goodlett Place – Parking Restrictions

9(a). RESCIND – PERMIT PARKING ONLY, AT ALL TIMES

ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES

Dr. Carlton B. Goodlett Place, west side, from 147 feet to 226 feet south of McAllister Street (Permit Spaces #40, 41, 42, 43, for 79-foot zone)

9(b). RESCIND – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES

ESTABLISH – PERMIT PARKING ONLY, AT ALL TIMES

Dr. Carlton B. Goodlett Place, west side, from 147 feet to 227 feet north of Grove Street (80-foot zone)

9(c). RESCIND – GREEN ZONE, 15-MINUTE TIME LIMIT, 6 AM TO 7 PM, MONDAY THROUGH SATURDAY

ESTABLISH – WHITE ZONE, GENERAL LOADING ZONE, 5-MINUTE TIME LIMIT, 6 AM TO 7 PM, MONDAY THROUGH FRIDAY

Grove Street, north side, from 120 feet to 130 feet west of Dr. Carlton B. Goodlett



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 7055
FOR PUBLIC HEARING

Place (10-foot zone) (Supervisor District 5) (Requires approval by the SFMTA Board)

Broderick Paulo, broderick.paulo@sfmta.com

Proposal to relocate accessible passenger loading zone and convert short-term parking into a general loading zone at the request of City Hall.

Various Locations – Car Share Parking

10(a). RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE

- A. Cabrillo Street, north side, from 10 feet to 28 feet east of 20th Avenue
- B. McAllister Street, north side, from 1 foot to 19 feet east of Arguello Boulevard
- C. 20th Street, north side, from 16 feet to 52 feet east of Castro Street
- D. Brook Street, south side, from Mission Street to 18 feet westerly

10(b). ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE

- A. Cabrillo Street, north side, from 20 feet to 38 feet east of 20th Avenue
- B. McAllister Street, south side, from Arguello Boulevard to 18 feet easterly
- C. 20th Street, north side, from 20 feet to 56 feet east of Castro Street
- D. Brook Street, south side, from 20 feet to 38 feet west of Mission Street

10(c). ESTABLISH – RED ZONE

- A. Cabrillo Street, north side, from 20th Avenue to 20 feet easterly
 - B. McAllister Street, north side, from Arguello Boulevard to 20 feet easterly
 - C. 20th Street, north side, from Castro Street to 20 feet easterly
 - D. Brook Street, south side, from Mission Street to 20 feet westerly
- (Supervisor Districts 1, 8 & 9) (Requires approval by the SFMTA Board) Andy Thornley, andy.thornley@sfmta.com

Proposal to rescind and re-establish existing on-street car share parking spaces to insert intersection daylighting, per Assembly Bill 413.

Innes Avenue and Jerrold Avenue, between Toland Street and Rankin Street – STOP Signs and 60 Degree Angled Parking

11(a). ESTABLISH – STOP SIGNS

- A. Innes Avenue, westbound, at Toland Street
- B. Innes Avenue, eastbound and westbound, at Selby Street
- C. Jerrold Avenue, westbound, at Rankin Street
- D. Milton I Ross Lane, northbound, at Jerrold Avenue (eastbound)
- E. Rankin Street, northbound and southbound, at Jerrold Avenue
- F. Selby Street, southbound, at Innes Avenue

11(b). RESCIND – PERPENDICULAR PARKING

Innes Avenue, south side, between Rankin Street and Milton I Ross Lane

11(c). ESTABLISH – 60 DEGREE ANGLED PARKING

Innes Avenue, north side, between Toland Street and Rankin Street

11(d). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 7055
FOR PUBLIC HEARING

- A. Innes Avenue, south side, from 20 feet east of Selby Street to 86 feet westerly
- B. Rankin Street, west side, from Innes Avenue to 42 feet southerly (establishes tow-away along the curvature of southwest corner)
- C. Rankin Street, east side, from Innes Avenue to Jerrold Avenue
(Supervisor District 10) (Requires approval by the SFMTA Board) Steven Wong,
steven.wong@sfmta.com

Proposal to establish roadway and sidewalk changes from SF Public Works, as part of the street vacation of the San Francisco Wholesale Produce Market.

Visitacion Valley and Portola Districts – Various Locations

12(a). ESTABLISH – SPEED CUSHIONS

- A. Silver Avenue, between Colby (North) Street and Colby Street (South) (1 5-lump speed cushion)
- B. Silver Avenue, between Bowdoin Street and Hamilton Street (1 5-lump speed cushion)
- C. Silver Avenue, between Holyoke Street and Somerset Street (1 5-lump speed cushion)
- D. Silver Avenue, between Goettingen Street and Brussels Street (1 5-lump speed cushion)
- E. Silliman Street, between Somerset Street and Holyoke Street (1 3-lump speed cushion)
- F. Silliman Street, between Holyoke Street and Hamilton Street (1 3-lump speed cushion)
- G. Felton Street, between Girard Street and Brussels Street (1 3-lump speed cushion)
- H. Felton Street, between Brussels Street and Goettingen Street (1 3-lump speed cushion)
- I. Felton Street, between Somerset Street and Holyoke Street (1 3-lump speed cushion)
- J. Felton Street, between Holyoke Street and Hamilton Street (1 3-lump speed cushion)
- K. Bacon Street, between Holyoke Street and Hamilton Street (1 3-lump speed cushion)
- L. Bacon Street, between Somerset Street and Holyoke Street (1 5-lump speed cushion)
- M. Woolsey Street, between Somerset Street and Holyoke Street (1 3-lump speed cushion)
- N. Woolsey Street, between Goettingen Street and Somerset Street (1 3-lump speed cushion)
- O. Woolsey Street, between Brussels Street and Goettingen Street (1 3-lump speed cushion)
- P. Woolsey Street, between Holyoke Street and Hamilton Street (1 5-lump speed cushion)
- Q. Woolsey Street, between Bowdoin Street and Dartmouth Street (1 5-lump speed cushion)
- R. Woolsey Street, between Dartmouth Street and Colby Street (1 5-lump speed cushion)
- S. Dwight Street, between Bowdoin Street and Dartmouth Street (1 3-lump speed cushion)
- T. Dwight Street, between Dartmouth Street and Colby Street (1 3-lump speed cushion)
- U. Girard Street, between Silver Avenue and Silliman Street (1 3-lump speed cushion)
- V. Girard Street, between Dwight Street and Olmstead Street (1 3-lump speed cushion)
- W. Girard Street, between Olmstead Street and Mansell Street (1 3-lump speed cushion)
- X. Brussels Street, between Silver Avenue and Silliman Street (1 3-lump speed cushion)
- Y. Brussels Street, between Olmstead Street and Mansell Street (1 3-lump speed cushion)
- Z. Goettingen Street, between Silver Avenue and Silliman Street (1 3-lump speed cushion)
- AA. Goettingen Street, between Bacon Street and Wayland Street (1 3-lump speed cushion)
- BB. Goettingen Street, between Wayland Street and Woolsey Street (1 3-lump speed cushion)
- CC. Goettingen Street, between Olmstead Street and Mansell Street (1 3-lump speed cushion)
- DD. Somerset Street, between Silver Avenue and Silliman Street (1 3-lump speed cushion)
- EE. Holyoke Street, between Silver Avenue and Silliman Street (1 3-lump speed cushion)
- FF. Hamilton Street, between Silver Avenue and Silliman Street (1 3-lump speed cushion)
- GG. Bowdoin Street, between Silver Avenue and Silliman Street (1 3-lump speed cushion)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 7055
FOR PUBLIC HEARING

- HH.** Colby Street, between Olmstead Street and Mansell Street (1 3-lump speed cushion)
- II.** University Street, between Olmstead Street and Mansell Street (1 3-lump speed cushion)
- JJ.** Raymond Street, between Bayshore Boulevard and Alpha Street (2 3-lump speed cushion)
- KK.** Raymond Street, between Alpha Street and Rutland Street (2 3-lump speed cushion)
- LL.** Raymond Street, between Rutland Street and Delta Street (2 5-lump speed cushion)
- MM.** Sunnydale Avenue, between Bayshore Boulevard and Desmond Street (1 4-lump speed cushion)
- NN.** Visitacion Avenue, between Desmond Street and Talbert Street (1 4-lump speed cushion)
- OO.** Visitacion Avenue, between Talbert Street and Peabody Street (1 4-lump speed cushion)
- PP.** Sunnydale Avenue, between Talbert Street and Peabody Street (1 4-lump speed cushion)
- QQ.** Sunnydale Avenue, between Peabody Street and Rutland Street (1 4-lump speed cushion)
- RR.** Sunnydale Avenue, between Cora Street/Tomasco Court and Delta Street/Melra Court (1 4-lump speed cushion)
- SS.** Sunnydale Avenue, between Delta Street/Melra Court and Schwerin Street (1 4-lump speed cushion)

12(b). ESTABLISH – SPEED TABLES

- A.** Hamilton Street, between Silliman Street and Felton Street
- B.** Somerset Street, between Silliman Street and Felton Street
- C.** Cora Street, between Leland Avenue and Visitacion Avenue
- D.** Schwerin Street, between Leland Avenue and Visitacion Avenue

12(c). ESTABLISH – RAISED CROSSWALK

Silver Avenue at Girard Street (West Leg)

12(d). ESTABLISH – NO PARKING ANYTIME

Silver Avenue, north side, from Boylston Street to 38 feet westerly
Silver Avenue, south side, from Holyoke Street to 39 feet westerly

12(e). ESTABLISH – MOUNTABLE MEDIAN

Silver Avenue at Boylston Street/Holyoke Street (West Leg)
(Supervisor District 9, Supervisor District 10) (Approvable by the City Traffic Engineer) Majid Ayyoub, Majid.Ayyoub@sfmta.com, Victor Valerio, Victor.Valerio@sfmta.com

Areawide traffic calming requested by residents and Supervisor to address speeding concerns in the Portola and Visitacion Valley Districts.

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

October 2, 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):

22nd Street at Bryant Street – Bikeshare Station

**13. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION**

22nd Street, north side, from Bryant Street to 21 feet easterly (in existing red zone)
22nd Street, south side, from Bryant Street to 19 feet westerly (in existing red zone)
(Supervisor District 9) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in the parking lane in existing red zones at the intersection of 22nd Street and Bryant Street.

Steiner Street at Waller Street – Bikeshare Station

**14. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION**

Steiner Street, east side, from Waller Street to 21 feet southerly (in existing red zone)
Steiner Street, west side, from Waller Street to 21 feet northerly (in existing red zone)
(Supervisor District 5) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in the parking lane in existing red zones on Steiner Street at Waller Street.

30th Avenue at Cabrillo Street – Bikeshare Station

**15. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION**

Cabrillo Street, north side, from 30th Avenue to 20 feet easterly (in existing red zone)
30th Avenue, east side, from Cabrillo Street to 21 feet southerly (in existing red zone)
(Supervisor District 1) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in the parking lane in two segments in existing red zones at the intersection of 30th Ave and Cabrillo Street.

Francisco Street at Stockton Street – Bikeshare Station

**16(a). ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION**

Francisco Street, south side, from Stockton Street to 23 feet westerly

16(b). ESTABLISH – SIDEWALK BIKESHARE STATION

Francisco Street, south side, from Stockton Street to 17 feet westerly
(Supervisor District 3) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in two segments on the south side of Francisco Street, west of Stockton Street adjacent to the Francisco Middle School yard, with one segment in the parking lane (in existing red zone) and one segment on the sidewalk.



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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 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/BOSApeal.

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: 10/2/26