SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 7062
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, November 13, 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.pm. 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.

Quint Street, between Thomas Avenue and Maddux Avenue – One-Way Street

1. **ESTABLISH – ONE-WAY STREET**
   Quint Street, eastbound, between Thomas Avenue and Maddux Avenue west property line (Supervisor District 10) (Requires approval by the SFMTA Board)
   Simon Qin, simon.qin@sfmta.com

   Proposal to convert the 1700 block of Quint Street to one-way per the request from the neighborhood residents.

Lake Street at 5th Avenue – Traffic Calming

2. **ESTABLISH – RAISED CROSSWALK**
   Lake Street at 5th Avenue (east leg) (Supervisor District 1) (Approvable by the City Traffic Engineer) Ellen Robinson, ellen.robinson@sfmta.com

   Proposal to install a raised crosswalk at the uncontrolled east side crossing of Lake Street at 5th Avenue.

School Traffic Calming – Dr. Charles R. Drew College Preparatory Academy

3. **ESTABLISH - SPEED HUMPS**
   Pomona Street, between Thornton Avenue and Bay View Street (2 speed humps)
   Flora Street, between Thornton Avenue and Bay View Street (2 speed humps)
   (Supervisor District 10) (Approvable by the City Traffic Engineer)
   Jeffrey Banks, Jeffrey.Banks@sfmta.com

   Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Dr. Charles Drew ES.

School Traffic Calming – Claire Lilienthal Elementary School – Madison Campus

4. **ESTABLISH - SPEED HUMPS**
   Cherry Street, between Clay Street and Sacramento Street (1 speed hump)
   Clay Street, between Arguello Boulevard and Cherry Street (2 speed humps)
   (Supervisor District 2) (Approvable by the City Traffic Engineer)
   Jeffrey Banks, Jeffrey.Banks@sfmta.com

   Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Claire Lilienthal Alternative School – Madison Campus.

43rd Avenue between Kirkham Street and Lawton Street

5(a). **RESCIND - TOW-AWAY NO PARKING, PASSENGER LOADING, 7AM TO 8AM, 1:30PM TO 3PM, SCHOOL DAYS**
   43rd Avenue, east side, from 161 feet to 272 feet south of Kirkham Street (111-foot zone)

5(b). ESTABLISH - TOW-AWAY NO PARKING, PASSENGER LOADING, 7AM TO 8AM, 1:30PM TO 3PM, SCHOOL DAYS

43rd Avenue, east side, from 161 feet to 375 feet south of Kirkham Street (214-foot zone) (Supervisor District 4) (Approvable by the City Traffic Engineer)
André Wright, Andre.Wright@sfmta.com

This proposal extends the length of the existing passenger loading zone to help reduce congestion during the school's pickup and drop-off hours.

School Traffic Calming – Monroe Elementary School

6(a). ESTABLISH – SPEED CUSHION

Excelsior Avenue, between Madrid Street and Edinburgh Street (1 speed cushion)
Excelsior Avenue, between Madrid Street and Lisbon Street (1 speed cushion)

6(b). ESTABLISH - SPEED HUMPS

Madrid Street, between Excelsior Avenue and Avalon Avenue (2 speed humps)
Madrid Street, between Brazil Avenue and Excelsior Avenue (2 speed humps)
(Supervisor District 11) (Approvable by the City Traffic Engineer)
Jeffrey Banks, Jeffrey.Banks@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Monroe ES.

California Street and 6th Avenue – Bus Zones

7(a). RESCIND – PART-TIME BUS ZONE, 4 AM TO 8 PM, MONDAY THROUGH FRIDAY

6th Avenue, east side, from Cornwall Street to 100 feet southerly

7(b). ESTABLISH – BUS ZONE

California Street, south side, from 140 feet to 185 feet east of 6th Avenue (extends existing bus zone 45 feet) (Supervisor District 1) (Requires approval by the SFMTA Board)
Hester Yu, hester.yu@sfmta.com

Proposal to extend the terminal bus zone for the 44 O'Shaughnessy and remove the part-time terminal bus zone for the 1BX California B Express to improve transit operations.

School Traffic Calming – Alvarado Elementary School

8(a). ESTABLISH - SPEED TABLES

A. Douglass Street, between 22nd Street and Alvarado Street (1 Speed Table)
B. Douglass Street, between Alvarado Street and 23rd Street (1 Speed Table)
C. Alvarado Street, between Douglass Street and Hoffman Street (1 Speed Table)

8(b). ESTABLISH - SPEED HUMPS

A. Eureka Street, between 22nd Street and 23rd Street (2 speed humps)
B. 23rd St, between Douglass Street and Eureka Street (1 speed humps)
C. 22nd Street, between Douglass Street and Worth Street (1 speed hump)
(Supervisor District 8) (Approvable by the City Traffic Engineer)

Jacob Henke, Jacob.Henke@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Alvarado ES.

School Traffic Calming – Diane Feinstein Elementary School

9(a). ESTABLISH – SPEED HUMPS

A. Ulloa Street, between 24th Avenue and 25th Avenue (1 Speed Hump)
B. Vicente Street, between 24th Avenue and 25th Avenue (1 Speed Hump)
C. 24th Avenue, between Vicente Street and Ulloa Street (2 Speed Humps)

9(b). ESTABLISH - SPEED TABLES

A. Ulloa Street, between 25th Avenue and 26th Avenue (1 Speed Table)
B. Ulloa Street, between 24th Avenue and 23rd Avenue (1 Speed Table)
C. Vicente Street, between 23rd Avenue and 24th Avenue (1 Speed Table)
D. Vicente Street, between 25th Avenue and 26th Avenue (1 Speed Table)
(Supervisor District 4) (Approvable by the City Traffic Engineer)
Jacob Henke, Jacob.Henke@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Feinstein ES.

Brook Street, between Mission Street and San Jose Avenue

10(a). ESTABLISH - GENERAL METERED PARKING, NO TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY

Brook Street, both sides, between Mission Street and San Jose Avenue

10(b). ESTABLISH - ACCESSIBLE BLUE ZONE

Brook Street, south side, from 0 to 20 feet east of San Jose Avenue
Mission Street, west side, from 0 to 20 feet south of Kingston Street
(Supervisor District 9) (Requires Approval by the SFMTA Board)
Lulu Brien, lulu.brien@sfmta.com, Kenya Wheeler, kenya.wheeler@sfmta.com

Proposal to convert the unit block of Brook Street to General Metered Parking (approximately 7 spaces) with no time limits, from 9AM to 6PM Monday through Saturday to increase parking turnover and availability in the area.

Valencia Street, both sides, between 18th and 19th Streets

11(a). ESTABLISH – RERSIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

Valencia Street, east side, between 18th Street and 19th Street

11(b). ESTABLISH – RERSIDENTIAL PERMIT PARKING AREA S (Eligibility only, no igns)

Valencia Street, west side, between 18th Street and 19th Street
(Supervisor District 9) (Requires approval by the SFMTA Board)
Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area I and S to this block facing restricted street parking to allow the residents to purchase parking permits for their vehicle to park within Area I (east side of the street) and S (west side of the street)

1st Street, between Howard Street and Clementina Street – Parking Meters

12(a). RESCIND – TOW-AWAY, NO STOPPING, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY
1st Street, south side, from Howard Street to Clementina Street

12(b). RESCIND – YELLOW METERED ZONE, SIX-WHEEL COMMERCIAL LOADING, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY
1st Street, south side, from 64 feet to 84 feet east of Tehama Street (20-foot zone)

12(c). ESTABLISH – YELLOW METERED ZONE, SIX-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY
1st Street, south side, from 44 feet to 84 feet east of Tehama Street (40-foot zone)
(Supervisor District 6) (Requires approval by the SFMTA Board)
Broderick Paulo, broderick.paulo@sfmta.com

Proposal to rescind the PM peak-period tow-away zone that is no longer operationally viable due to the installation of a bulb-out at Clementina Street, and to increase metered six-wheel commercial loading spaces and revise their operating hours.

Various Locations Citywide – No Turn On Red

13. ESTABLISH – NO TURN ON RED
All signalized intersection approaches where jointly
i) a NO TURN ON RED regulation does not currently exists, and
ii) where the turn conflicts with any marked pedestrian crosswalk, and
iii) within the area bounded by a point where the northerly line of Broadway meets the easterly line of The Embarcadero, thence northwesterly along the northeasterly line of Embarcadero to the westerly line of Taylor St, thence southerly along the westerly line of Taylor Street to the northerly line of Jefferson Street, thence westerly along the northerly line of Jefferson Street to the westerly line of Hyde Street, thence southerly along the westerly line of Hyde Street to the northerly line of Beach Street, thence westerly along the northerly line of Beach Street to the westerly line of Polk Street, thence southerly along the westerly line of Polk Street to the northerly line of North Point Street, thence westerly along the northerly line of North Point Street to the westerly line of Van Ness Avenue, thence southerly along the westerly line of Van Ness Avenue to northerly line of Bay Street, thence westerly along the northerly line of Bay Street to the westerly line of Gough Street, thence southerly along the westerly line of Gough Street to the northerly line of Market Street, thence northeasterly along the northerly line of Market Street to the easterly line of Van Ness Avenue, thence northerly along the easterly line of Van Ness Avenue to the southerly line of Bush Street, thence easterly along the southerly line of Bush Street to the westerly line of Powell, thence northerly along the westerly line of Powell Street to southerly line of Columbus Avenue, thence northwesterly along the southerly line of Columbus Avenue to the northerly line of Chestnut Street, thence easterly along the northerly line of Chestnut Street to the easterly line of Columbus

Avenue, thence southeasterly along the easterly line of Columbus Avenue to the northerly line of Broadway, thence easterly along the northerly line of Broadway to the point of commencement, or within the area bounded by a point where the southerly line of Market Street meets the westerly line of 11th Street, thence southwesterly along the southerly line of Market Street to the westerly line of Sanchez Street, thence southerly along the westerly line of Sanchez Street to the southerly line of 18th Street, thence easterly along the southerly line of 18th Street to the westerly line of Harrison Street, thence southerly along the westerly line of Harrison Street to the southerly line of 18th Street, thence easterly along the southerly line of 18th Street to the easterly line of San Bruno Avenue, thence northerly along the easterly line of San Bruno Avenue to the southerly line of 16th Street, thence easterly along the southerly line of 16th Street to the easterly line of Missouri Street, thence northerly along the easterly line of Missouri Street to the northerly line of 16th Street, thence westerly along the northerly line of 16th Street to the easterly line of San Bruno Avenue, thence northerly along the easterly line of San Bruno Avenue to the northerly line of Division Street, thence westerly along the northerly line of Division Street to the northerly line of 13th Street, thence westerly along the northerly line of 13th Street to the northwesterly line of extension of Howard Street, thence northeasterly along the northwesterly line of extension of Howard Street to the westerly line of 11th Street, thence northwesterly along the westerly line of 11th Street to the point of commencement. (Supervisor District 2, 3, 5, 6, 8, 9, 10) (Approvable by the City Traffic Engineer) Nikki Kobayashi, nikki.kobayashi@sfmta.com

Proposal to install an area-wide NO TURN ON RED regulation on or near major transit and vehicle thoroughfares peripheral to the existing NO TURN ON RED areas in the Tenderloin and Downtown core.

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.

Marcus Barrango October 30, 2026

Marcus Barrango, SFMTA Date

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

Beach Street at Polk Street – Bikeshare Station

14. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION
Beach Street, north side, from 37 feet to 126 feet east of Polk Street (in the bike lane buffer) (Supervisor District 2) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in the buffer adjacent to the two-way bikeway on the north side of Beach Street, east of Polk Street.

Mason Street at Ellis Street – Bikeshare Station

15. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION
Mason Street, west side, from 30 feet to 130 feet south of Ellis Street (Supervisor District 5) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to temporarily move the bikeshare station on Cyril Magnin Street at Ellis Street to the parking lane on the west side of Mason Street, south of Ellis Street, to accommodate sewer work.

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/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: 10/30/26