





SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6887
FOR PUBLIC HEARING

The Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, May 2, 2025, 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.

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|--------------------------------|---|
| 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. |
| 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.

1. O'Farrell Street and Saint Joseph's Avenue – Daylighting

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

O'Farrell Street, north side, from 12 feet to 34 feet east of Saint Joseph's Avenue
O'Farrell Street, north side, from Saint Joseph's Avenue east curb line to 22 feet westerly
(removes 2220-G and 2224-G for daylighting) (Supervisor District 2) (Approvable by the City
Traffic Engineer) Alvin Lam, alvin.lam@sfmta.com

Proposal to remove two green metered spaces for daylighting at the request of Kaiser

2. 22nd Street, between Kansas Street and De Haro Street – Perpendicular Parking

**RESCIND – PARALLEL PARKING
ESTABLISH – PERPENDICULAR PARKING**

22nd Street, south side, between Kansas Street and Rhode Island Street
22nd Street, north side, between Rhode Island Street and De Haro Street
(Supervisor District 10) (Requires approval by the SFMTA Board) Juan Hernandez,
juan.hernandez@sfmta.com

Proposal to formalize perennial perpendicular parking patterns.

3. Lincoln Way at 45th Avenue – Tow-Away, No Stopping, Any Time

ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME

Lincoln Way, north side, from 20 feet to 60 feet east of 45th Avenue
(Supervisor District 4) (Requires approval by the SFMTA Board) Juan Hernandez,
juan.hernandez@sfmta.com

Proposal to extend existing daylighting to improve visibility.

4. Valmar Terrace, between Peru Avenue and Athens Street – Traffic Calming

ESTABLISH – SPEED CUSHION

Valmar Terrace, between Peru Avenue and Athens Street (1 3-Lump Cushion) (Supervisor
District 11) (Approvable by the City Traffic Engineer) Peter Garcia, peter.garcia@sfmta.com

Proposal to add a 3-lump speed cushion on Valmar Terrace after residents and the District
Supervisor requested modern speed humps to replace obsolete speed bumps.

Athens Street, between Madison Street and Valmar Terrace – Traffic Calming

5(a). ESTABLISH – SPEED CUSHION

Athens Street, between Peru Avenue and Valmar Terrace (1 3-Lump Cushion)

5(b). ESTABLISH – SPEED TABLE

Athens Street, between Madison Street and Peru Avenue



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(Supervisor District 11) (Approvable by the City Traffic Engineer) Peter Garcia,
peter.garcia@sfmta.com

Proposal, at the request of residents and the District Supervisor, to add a 3-lump speed cushion on Athens Street, south of Peru Avenue and a speed table on Athens Street, north of Peru Avenue to replace obsolete speed bumps.

Leland Avenue, between Hahn Street and Bayshore Boulevard – Traffic Calming

6(a). ESTABLISH – SPEED TABLES

- A. Leland Avenue at Peabody Street (2 Speed Tables, East Leg and West Leg, Tables will be placed in front of the crosswalk/stop bar and extend across the entire roadway)
- B. Leland Avenue at Cora Street (1 Split Speed Table, East Leg and West Leg, Table will be placed directly in front of the crosswalk/stop bar and extend across one lane only)
- C. Leland Avenue at Delta Street (1 Split Speed Table, East Leg and West Leg, Table will be placed directly in front of the crosswalk/stop bar and extend across one lane only)

6(b). ESTABLISH – SPEED CUSHIONS

- A. Leland Avenue, between Bayshore Boulevard and Desmond Street (1 4-Lump Cushion)
 - B. Leland Avenue, between Desmond Street and Alpha Street (1 4-Lump Cushion)
 - C. Leland Avenue, between Rey Street and Elliot Street (1 3-Lump Cushion)
 - D. Leland Avenue, between Britton Street and Loehr Street (1 3-Lump Cushion)
 - E. Leland Avenue, between Loehr Street and Sawyer Street (1 3-Lump Cushion)
 - F. Leland Avenue, between Sawyer Street and Hahn Street (1 3-Lump Cushion)
- (Supervisor District 10) (Approvable by the City Traffic Engineer) Peter Garcia,
peter.garcia@sfmta.com

Proposal to install traffic calming devices on the blocks at the request of block residents. Leland Avenue has received multiple Traffic Calming requests by residents for multiple blocks, so a comprehensive Traffic Calming plan for the whole corridor has been developed here.

23rd Street and Church Street; Genessee Street and Monterey Boulevard – Car Share Parking and Daylighting

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

23rd Street, south side, from Church Street to 16 feet westerly

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

23rd Street, south side, from 20 feet to 37 feet west of Church Street

7(c). ESTABLISH – RED ZONE

23rd Street, south side, from Church Street to 20 feet westerly

7(d). RESCIND – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

Genessee Street, east side, from 19 feet to 59 feet south of Monterey Boulevard



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7(e). ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

Genessee Street, east side, from 30 feet to 50 feet south of Monterey Boulevard

7(f). ESTABLISH – TOW AWAY, NO STOPPING ANY TIME

Genessee Street, east side, from Monterey Boulevard to 30 feet southerly
(Supervisor Districts 7 & 8) (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 proper intersection 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 _____ April 18, 2025
Jenny Delumo, SFMTA Date

The following item has been environmentally cleared by the SFMTA, under authority delegated by the Planning Department, on March 12, 2025, 1920 Cesar Chavez Project (Case 2024-010750ENV):

**8. Connecticut Street between Cesar Chavez and 26th Street – Parallel Parking
RESCIND – PERPENDICULAR PARKING
ESTABLISH – PARALLEL PARKING**

Connecticut Street, west side, from 129 feet to 195 feet south of 26th Street
(Supervisor District 10) (Requires approval by the SFMTA Board) Edward Tang,
edward.tang@sfmta.com

Proposal to convert perpendicular parking to parallel parking due to sidewalk construction at 1920 Cesar Chavez.

The following items are pending environmental clearance by the Planning Department, Winston Drive Quick Build Project (2025-003286ENV):

**Winston Drive between Lake Merced Boulevard and Buckingham Way - Class IV
Bikeway, Bus Zones, Tow-Away No Stopping Anytime**

9(a). ESTABLISH - TOW AWAY NO STOPPING ANYTIME

- A. Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way
- B. Winston Drive, north side, from 198 feet to 248 feet east of Lake Merced Boulevard
- C. Winston Drive, north side, from Buckingham Way to 30 feet west



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9(b). ESTABLISH - CLASS IV PROTECTED BIKEWAY (TWO-WAY)

Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way

9(c). ESTABLISH - BUS ZONE

Winston Drive, north side, from 98 feet to 198 feet east of Lake Merced Boulevard
(converts existing flag stop to a bus zone)

Winston Drive, north side, from 50 feet to 170 feet west of Buckingham Way (converts
existing flag stop to a bus zone)

9(d). ESTABLISH - LEFT LANE MUST TURN LEFT

Winston Drive, eastbound, from Lake Merced Boulevard to 455 feet easterly
(Supervisor Districts 4 & 7) (Requires approval by the SFMTA Board) Mike Sallaberry,
Mike.Sallaberry@sfmta.com

Proposal to install a new two-way bike lane with bus improvements along Winston Drive,
between Lake Merced Boulevard and Buckingham Way.

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



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cc: Shawn McCormick, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:ET:ND
ISSUE DATE: 4/18/24