

Proposed Street Changes

Cambios Propuestos en la Calle | 街道改變建議 | Ipinanukalang mga Pagbabago sa Kalye



Speed Limit Reduction to 20 MPH

Neighborhood wide between: Grove Street (south), Sutter Street (north), Mason Street (east), and Van Ness (west)
New Speed Limit Signs

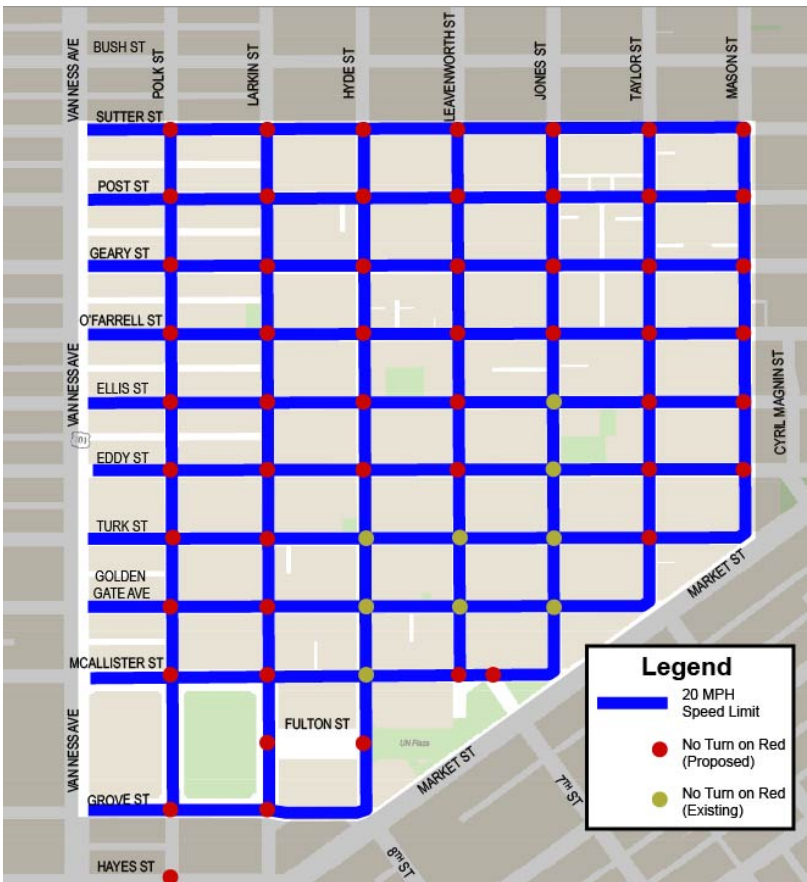
SFMTA Engineering Public Hearing

Friday, February 19, 2021 at 10:00 AM
Online

Please visit: [SFMTA.com/committees/engineering-public-hearings](https://www.sfmta.com/committees/engineering-public-hearings) for weblink

No Turn on Red Regulations

Neighborhood wide inclusive of: Grove Street (south), Sutter Street (north), Mason Street (east), and Polk Street (west)
No Turn on Red Signs



The San Francisco Municipal Transportation Agency (SFMTA) Tenderloin Traffic Safety project proposes two traffic safety improvements in the Tenderloin: (1) reducing vehicle speed limits to 20 miles per hour and (2) prohibiting vehicle turns on red.

This project will address high crash locations while creating a more comfortable space for travel through the following changes:

- Installing “No Turn on Red” signs at approximately 50 intersections
- Lowering speed limits on 17 corridors from 25 MPH to 20 MPH

Pending project approvals, implementation could begin as early as March 2020.

Why lower speed limits to 20 MPH in the Tenderloin?

- Vehicle speed is the largest predictor of injury severity
- A pedestrian struck at 20 MPH is 2x more likely to survive than someone struck at 25 MPH
- Speed Surveys indicate current travel speeds warrant lowering the speed limit to 20 MPH

Why prohibit turns on red in the Tenderloin?

- Turn-related crashes occur more often in the Tenderloin than other neighborhoods
- Turn on red prohibitions can reduce vehicle-pedestrian and vehicle-bicycle conflicts and increase safety for all
- Fewer vehicles entering the crosswalk on a red light can increase comfort for pedestrians

For general project information and updates, we invite you to visit the project website at <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements> or email the project team at TLStreets@sfmta.com.

If you would like to comment on this proposed change, you may attend the SFMTA Public Hearing described above or file your comments in writing before the hearing:

- Email: Sustainable.Streets@SFMTA.com and TLStreets@sfmta.com with subject line “Public Hearing: 20 MPH/NTOR”
- Mail: Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

To obtain a copy of this notice and proposed street changes, visit <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>.

415.646.4270: For free interpretation services, please submit your request 48 hours in advance of meeting./ 如果需要免費口語翻譯，請於會議之前48小時提出要求。/ Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

All comments will be reviewed by project staff and will be entered into the public record. Comments will be considered when a determination is made whether to implement the change. After the hearing, proposals can be approved by the City Traffic Engineer.

Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the timeframe 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.

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn Phí / Assistance linguistique gratuite / 無料の言語支援 / Libreng tulong para sa wikang Filipino / 무료 언어 지원 / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم



تغييرات الشوارع المقترحة

Proposed Street Changes | Cambios propuestos en las calles | 街道改變建議

جلسة الاستماع العامة الهندسية التي تنظمها وكالة النقل المحلي في سان فرانسيسكو
يوم الجمعة، 19 فبراير، 2021 في الساعة العاشرة صباحًا على الانترنت
الرجاء زيارة:

<https://www.sfmta.com/committees/engineering-public-hearings>

لرابط الويب

مشروع تندرلويين للسلامة المرورية الذي وضعته وكالة النقل المحلي في سان فرانسيسكو (SFMTA) يقترح فكرتين لتحسين السلامة المرورية في تندرلويين: (1) تقليل الحد الأقصى لسرعة المركبة إلى 20 ميلاً في الساعة و(2) منع انعطفات المركبة عندما تكون الإشارة حمراء.

سيعالج هذا المشروع مواقع الاصطدامات المرتفعة مع توفير مساحة أكثر راحة للتنقل من خلال التغييرات الآتية:

- تركيب لافتات "ممنوع الانعطاف عندما تكون الإشارة حمراء" على 80 تقاطعًا تقريبًا
- خفض الحد الأقصى للسرعة على 17 ممرًا من 25 ميلاً في الساعة إلى 20 ميلاً في الساعة

في انتظار الموافقات على المشروع، يمكن بدء التنفيذ في أوائل مارس 2021.

ما الهدف من تخفيض الحد الأقصى للسرعة إلى 20 ميلاً في الساعة في تندرلويين؟

- سرعة المركبة هي أكبر مؤشر على شدة الإصابة
- احتمال نجا أحد المشاة الذي يُدهس بسرعة 20 ميلاً في الساعة أكثر بمرتين من شخص يُدهس بسرعة 25 ميلاً في الساعة
- تشير استطلاعات الرأي عن السرعة إلى أن سرعات التنقل الحالية تستدعي خفض الحد الأقصى للسرعة إلى 20 ميلاً في الساعة

ما الهدف من منع المركبات من الانعطاف عندما تكون الإشارة حمراء في تندرلويين؟

- تقع الاصطدامات المرتبطة بالانعطف في منطقة تندرلويين أكثر من الأحياء الأخرى
- منع الانعطاف عندما تكون الإشارة حمراء قد يقلل من التعارض بين المركبات والمشاة من جهة وبين المركبات والدراجات من جهة أخرى ويزيد من مستوى السلامة للجميع
- قلة عدد المركبات التي تدخل ممر المشاة عند الإشارة الحمراء قد يزيد من راحة المشاة

تخفيض الحد الأقصى للسرعة إلى 20 ميلاً في الساعة

الحي بين: شارع غروف (جنوبًا)، شارع سوتر (شمالًا)، شارع مايسون (شرقًا)، وفان نيس (غربًا)
لافتات وإشارات لحدود السرعة الجديدة

قوانين منع الانعطاف عندما تكون الإشارة حمراء

الحي الذي يشمل: شارع غروف (جنوبًا)، شارع سوتر (شمالًا)، شارع مايسون (شرقًا)، وبولك ستريت (غربًا)
لافتات منع الانعطاف عندما تكون الإشارة حمراء



للحصول على معلومات وتحديثات عامة عن المشروع، ندعوكم لزيارة موقع المشروع على <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements> أو إرسال بريد إلكتروني إلى فريق المشروع على TLStreets@sfmta.com.

إذا كنتم ترغبون في التعليق على هذا التغيير المقترح، فيمكنكم حضور جلسة الاستماع العامة المذكورة أعلاه التي تنظمها وكالة النقل المحلي في سان فرانسيسكو أو يمكنكم تقديم تعليقاتكم كتابيًا قبل جلسة الاستماع:

- البريد الإلكتروني: Sustainable.Streets@SFMTA.com و TLStreets@sfmta.com مع كتابة التالي في خانة الموضوع "جلسة الاستماع العامة: 20 MPH/NTOR"
- بريد: جلسة الاستماع العامة، قسم الشوارع المستدامة (Sustainable Streets Division) جادة وان ساوث فان نيس، الطابق السابع، سان فرانسيسكو، CA 94103-5417

للحصول على نسخة من هذا الإشعار وتغييرات الشوارع المقترحة، الرجاء زيارة <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>

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街道改變建議

Proposed Street Changes | Изменения в организации дорожного движения: проект | Các thay đổi đề xuất cho đường phố



速度限制降低到每小時20英里

實施的鄰里範圍如下：Grove街（南）、Sutter街（北）、Mason街（東）以及Van Ness（西）新的速度限制標誌

三藩市交通局工程公聽會

2021年2月19日星期五上午10:00

以線上方式進行

請造訪：

<https://www.sfmta.com/committees/engineering-public-hearings>

取得公聽會連接網址

紅燈時禁止轉彎規定

實施的鄰里涵蓋範圍：Grove街（南）、Sutter街（北）、Mason街（東）以及Polk街（西）

紅燈時禁止轉彎標誌



三藩市交通局（SFMTA）田德隆交通安全計劃針對田德隆區提出兩項交通改善措施：(1) 將車輛的速度限制降低到每小時20英里，以及 (2) 禁止車輛在紅燈時轉彎。

這項計劃將透過以下改變解決某些地點頻繁發生碰撞事故問題，並創造一個讓人更安心的交通環境：

- 在大約80個十字路口裝設「紅燈時禁止轉彎」標誌。
- 在17個交通要道將速度限制從每小時25英里降低到每小時20英里

待計劃批准後，最快可望在2021年3月開始實施。

為什麼要將田德隆區的速度限制降低到每小時20英里？

- 車速是車禍受傷嚴重程度的最大預測指標
- 被時速20英里車輛撞到的行人，其存活的可能性是被時速25英里的車輛撞到的兩倍
- 速度調查結果顯示，從目前的行車速度來看，將速度限制降低到每小時20英里是非常合理的

為什麼要在田德隆區禁止紅燈時轉彎？

- 田德隆區發生與轉彎有關的碰撞事故頻率比其他鄰里高
- 禁止在紅燈時轉彎能夠減少車輛與行人、車輛與自行車之間的衝突，增進所有人的安全
- 在紅燈期間減少進入行人穿越道的車輛能夠使行人感到更安心過馬路

如需計劃資訊和最新消息，請造訪計劃網站：<https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>，或發送電子郵件至 TLStreets@sfmta.com 向計劃團隊洽詢。

如果想評論提出的這項改變，請參加上述的三藩市公聽會，或在公聽會舉行之前將您的書面意見透過下列方式交給我們：

- 以電子郵件寄到：Sustainable.Streets@SFMTA.com and TLStreets@sfmta.com 並在主旨行註明 " Public Hearing: 20 MPH/NTOR "
- 以一般郵件寄到：Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

如要取得本通知副本以及提議的街道改變建議內容，請造訪：<https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>.

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Mga Mungkahing Pagbabago sa Kalye



Proposed Street Changes | Cambios propuestos en las calles | Изменения в организации дорожного движения: проект

Pagpapababa sa Limitasyon sa Bilis ng Sasakyan o Speed Limit tungo sa 20 MPH

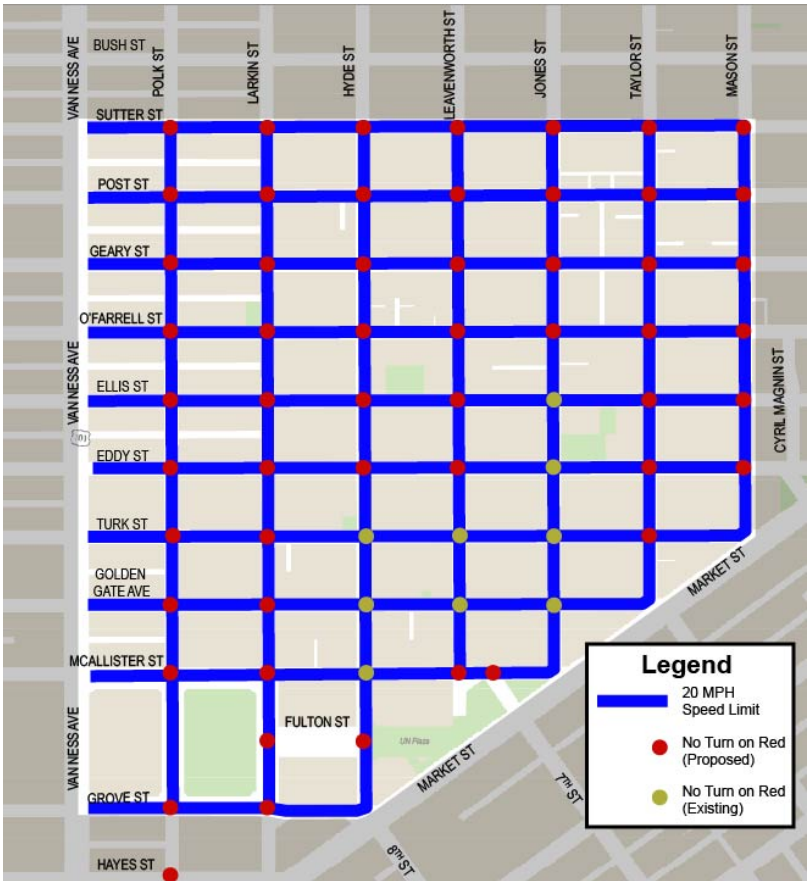
Sa kabuuan ng mga komunidad na nasa pagitan ng Grove Street (timog), Sutter Street (hilaga), Mason Street (silangan), at Van Ness (kanluran). Mga Bagong Karatula Tungkol sa Limitasyon sa Bilis ng Sasakyan para sa weblink

SFMTA Engineering Public Hearing
Biyernes, Pebrero 19, 2021 nang 10:00 AM
Online (sa pamamagitan ng internet)
Mangyaring bisitahin ang:

<https://www.sfmta.com/committees/engineering-public-hearings>

Mga Regulasyon na Nagbabawal sa Pagliko kapag Pula ang Ilaw

Sa kabuuan ng mga komunidad, kung saan kasama ang: Grove Street (timog), Sutter Street (hilaga), Mason Street (silangan), at Polk Street (kanluran) Bawal ang Pagliko kapag Pula ang Ilaw



Nagmumungkahi ang proyekto para sa Kaligtasan sa Trapiko sa Tenderloin (Tenderloin Safety Project) ng Ahensiya ng San Francisco para sa Munisipal na Transportasyon (San Francisco Municipal Transportation Agency, SFMTA) ng dalawang pagpapahusay sa kaligtasan sa trapiko sa Tenderloin: (1) pagpapababa sa limitasyon sa bilis ng mga sasakyan tungo sa 20 milya kada oras at (2) pagbabawal sa pagliko ng mga sasakyan kapag pula ang ilaw.

Gagawan ng solusyon ng proyektong ito ang problema ng mga lugar kung saan maraming pagkabundol at banggaan, habang lumilikha ng mas komportableng espasyo para sa pagbibiyahe, sa pamamagitan ng mga sumusunod na pagbabago:

- Paglalagay ng mga karatulang “No Turn on Red (Bawal Lumiko Kapag Pula ang Ilaw)” sa humigit-kumulang 80 interseksiyon
- Pagpapababa sa limitasyon sa bilis ng sasakyan sa 17 corridor mula 25 MPH tungo sa 20 MPS

Kung maaaprubahan ang proyekto, posibleng maipatupad na ito sa maagang panahon, tulad ng Marso 2021.

Bakit dapat babaan ang limitasyon sa bilis ng sasakyan tungo sa 20 MPH sa Tenderloin?

- Ang bilis ng sasakyan ang pinakamahusay na paraan para mahulaan kung gaano katindi ang magiging pinsala sa pagkabundol
- Ang naglalakad na nabundol ng sasakyan na tumatakbo sa bilis na 20MPH ay 2x na mas malamang na mabuhay kaysa sa nabundol ng sasakyan na may bilis na 25MPH
- Ipinapakita ng mga Sarbey ukol sa Bilis ng Sasakyan (Speed Surveys) na kailangang babaan ang kasalukuyang bilis ng pagbibiyahe tungo sa 20 MPH

Bakit dapat ipagbawal ang pagliko sa Tenderloin kapag pula ang ilaw?

- Mas madalas na nagaganap sa Tenderloin kaysa sa iba pang komunidad ang pagkabundol at banggaan na may kaugnayan sa pagliko
- Posibleng maging mas kaunti ang pagkabundol at banggaan sa pagitan ng sasakyan at naglalakad, at ng sasakyan at bisikleta, sa pamamagitan ng pagbabawal sa pagliko kapag pula ang ilaw, kung kaya't higit na magiging ligtas ang lahat
- Posibleng higit na makaranas ng ginhawa ang mga naglalakad kung mas kaunti ang sasakyan na mapupunta sa tawiran

Para sa pangkalahatan at pinakabagong impormasyon tungkol sa proyekto, iniimbita namin kayong bisitahin ang website ng proyekto na nasa <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements> o i-email ang pangkat para sa proyekto sa TLStreets@sfmta.com.

Kung gusto ninyong magkomento tungkol sa mungkahing pagbabago na ito, puwede kayong dumalo sa Pampublikong Pagdinig (Public Hearing) ng SFMTA na nakalarawan sa itaas, o isumite ang inyong mga nakasulat na komento bago ang pagdinig:

- Email: Sustainable.Streets@SFMTA.com at TLStreets@sfmta.com na may paksa (subject line) na “Public Hearing: 20 MPH/NTOR”
- Pagpapadala sa Koreo: Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

Para makakuha ng kopya ng abisong ito at ng mga mungkahing pagbabago sa kalye, bisitahin ang <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>.

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Изменения в организации дорожного движения: проект



Proposed Street Changes | Cambios propuestos en las calles | 街道改變建議

Ограничение скорости движения автотранспорта до 20 миль в час

Затрагивает район, границы которого проходят по улицам Grove на юге, Sutter на севере, Mason на востоке и Van Ness на западе.

Новые дорожные знаки ограничения скорости движения

Общественные слушания Инженерного подразделения агентства SFMTA в режиме онлайн

в пят ницу, 19-го февраля 2021 г. в 10 часов ут ра

Ссылку вы найдёт е на вебсайт е:

<https://www.sfmta.com/committees/engineering-public-hearings>

Запрет на правый поворот на красный сигнал светофора

Зат рагивает район, границы кот орого проходят по улицам Grove на юге, Sutter на севере, Mason на вост оке и Polk на западе.

Дорожные знаки, запрещающие правый поворот на красный сигнал светофора



Проект Муниципального Транспортного агентства Сан-Франциско (SFMTA), направленный на улучшение безопасности дорожного движения в Тендерлоине, предполагает следующие меры: (1) ограничение скорости движения автотранспорта до 20 миль в час и (2) запрет на правые повороты на красный сигнал светофора

Этот проект нацелен на улучшение ситуации на дорогах в районах с наибольшим количеством дорожно-транспортных происшествий. Предполагается реализация следующих мер:

- Установка дорожных знаков «Запрет на правый поворот на красный сигнал светофора» на 80-ти перекрёстках
- Снижение максимальной скорости движения с 25-ти до 20 миль в час в 17-ти транспортных коридорах

Проект находится на рассмотрении, его реализация может начаться уже в марте 2021 г

Зачем нужно вводить ограничение скорости движения автотранспорта до 20 миль в час в Тендерлоине?

- Уровень дорожного травматизма напрямую зависит от скорости движения автотранспорта
- Пешеход имеет вдвое больше шансов выжить при столкновении с машиной, которая движется со скоростью 20 миль в час, чем с машиной, которая движется со скоростью 25 миль в час
- Опрос об ограничении скорости подтвердил необходимость ограничения максимальной скорости до 20-ти миль в час

Зачем нужно ввести запрет на правый поворот на красный сигнал светофора в Тендерлоине?

- В Тендерлоине столкновения при повороте происходят чаще, чем в любом другом районе города
- Эти ограничения уменьшат количество конфликтов между водителями и пешеходами, водителями и велосипедистами и, в целом, приведут к улучшению дорожной безопасности для всех участников движения
- Меньшее количество автомобилей, въезжающих на перекрёсток на красный свет светофора, поможет пешеходам чувствовать себя в безопасности
-

Всю информацию о проекте, включая самые последние изменения, вы сможете получить на вебсайте:

<https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements> Вы можете также написать команде разработчиков проекта: TLStreets@sfmta.com.

Если вы хотите оставить отзыв или предложение t по поводу предлагаемых мер, вы можете «посетить» вышеупомянутые виртуальные общественные слушания агентства SFMTA или подать свои замечания в письменном виде до слушаний:

- Электронная почта: Sustainable.Streets@SFMTA.com and TLStreets@sfmta.com с заголовком “Public Hearing: 20 MPH/NTOR”
- Почтовый адрес: Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

Получить копию данного уведомления и информацию о предлагаемых мерах вы можете на вебсайте:

<https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>.

415.646.4270: For free interpretation services, please submit your request 48 hours in advance of meeting./ 如果需要免費口語翻譯，請於會議之前 48 小時提出要求。 / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

All comments will be reviewed by project staff and will be entered into the public record. Comments will be considered when a determination is

made whether to implement the change. After the hearing, proposals can be approved by the City Traffic Engineer.

Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the timeframe 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.

 **311 Free language assistance** / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn Phí / Assistance linguistique gratuite / 無料の言語支援 / Libreng tulong para sa wikang Filipino / 무료 언어 지원 / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Cambios propuestos en las Calles



Proposed Street Changes | Mga Mungkahing Pagbabago sa | Изменения в организации дорожного движения: проект

Reducción del límite de velocidad a 20 MPH

En todo el vecindario entre: Grove Street (sur), Sutter Street (norte), Mason Street (este) y Van Ness (oeste)
Nuevos letreros de límite de velocidad

Reglamentos de no voltear con la luz roja.

En todo el vecindario, dentro de: Grove Street (sur), Sutter Street (norte), Mason Street (este) y Polk Street (oeste)
Letreros de No Voltear en Rojo.



El proyecto de Seguridad Vial de la Agencia Municipal de Transporte de San Francisco (SFMTA) propone dos mejoras de seguridad vial en Tenderloin: (1) reducir el límite de velocidad de los vehículos a 20 millas por hora y (2) prohibir que los vehículos volteen con la luz roja.

Este proyecto abordará los lugares donde ocurren muchas colisiones y a la vez creará un espacio donde sea más cómodo viajar mediante los siguientes cambios:

- Instalar letreros de “No Voltear en Rojo” en aproximadamente 80 intersecciones
- Reducir los límites de velocidad en 17 corredores, de 25 MPH a 20 MPH

Dependiendo de la aprobación del proyecto, la ejecución podría empezar a partir de marzo de 2021

¿Por qué reducir los límites de velocidad a 20 MPH en Tenderloin?

- La velocidad de los vehículos es el predictor principal de la gravedad de las lesiones
- Una persona atropellada a 20 MPH tiene el doble de probabilidad de sobrevivir que una persona atropellada a 25 MPH.
- Los Estudios de Velocidad indican que las velocidades de circulación actuales ameritan reducir el límite de velocidad a 20 MPH.

¿Por qué prohibir las vueltas con la luz roja en Tenderloin?

- Las colisiones relacionadas con las vueltas ocurren con más frecuencia en Tenderloin que otros vecindarios.
- Las prohibiciones de las vueltas con la luz roja pueden reducir los conflictos entre vehículos y peatones y entre vehículos y bicicletas, y mejorar la seguridad para todos
- Al tener menos vehículos que ingresan al cruce con la luz roja se crean condiciones más favorables para los peatones

Para información general y actualizaciones sobre el proyecto, le invitamos a visitar el sitio web del proyecto en <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements> o escribir por correo electrónico al equipo del proyecto a TLStreets@sfmta.com.

Si quisiera comentar sobre este cambio propuesto, puede asistir a la Audiencia Pública de la SFMTA descrita anteriormente o presentar sus comentarios por escrito antes de la audiencia:

- Correo electrónico: Sustainable.Streets@SFMTA.com and TLStreets@sfmta.com ponga “Audiencia Pública: 20 MPH/NTOR” en la línea de Asunto
- Correo postal: Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

Para obtener una copia de este aviso y de los cambios propuestos en las calles, visite <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>.

時提出要求。 / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

All comments will be reviewed by project staff and will be entered into the public record. Comments will be considered when a determination is made whether to implement the change. After the hearing, proposals can be approved by the City Traffic Engineer.

Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the timeframe 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.

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Các thay đổi đề xuất cho đường phố

Proposed Street Changes | Mga Mungkahing Pagbabago sa Kalye | Cambios propuestos en las calles



Speed Limit Reduction to 20 MPH

Toàn bộ khu vực ở giữa: Grove Street (phía nam), Sutter Street (phía bắc), Mason Street (phía đông) và Van Ness (phía tây)
Đặt bảng tốc độ tối đa mới

Cuộc họp cộng đồng với Bộ phận Kỹ thuật của SFMTA

Thứ Sáu, ngày 19 tháng 2 năm 2021 lúc 10:00 sáng
Trên mạng
Vui lòng truy cập:
<https://www.sfmta.com/committees/engineering-public-hearings>
để có các liên kết trực tuyến

Quy định cấm queo khi đèn đỏ

Toàn bộ khu vực, bao gồm: Grove Street (phía nam), Sutter Street (phía bắc), Mason Street (phía đông) và Polk Street (phía tây)
Bảng cấm queo khi đèn đỏ



Dự án An toàn Giao thông ở Tenderloin của Sở Giao thông Đô thị San Francisco (SFMTA) đề xuất thực hiện hai thay đổi để cải thiện an toàn giao thông ở khu Tenderloin: (1) giảm tốc độ tối đa quy định cho xe cộ xuống còn 20 dặm/giờ và (2) cấm xe queo khi đèn đỏ.

Với hai thay đổi dưới đây, dự án này nhằm giải quyết vấn đề về va chạm tại các địa điểm có tỷ lệ tai nạn cao đồng thời tạo môi trường đi lại thoải mái hơn:

- Đặt bảng “Cấm queo khi đèn đỏ” tại khoảng 80 giao lộ
- Giảm tốc độ tối đa từ 25 xuống còn 20 dặm/giờ ở 17 hành lang giao thông

Nếu dự án được chấp thuận thì việc thi công có thể bắt đầu sớm nhất là tháng 3 năm 2021.

Tại sao nên giảm tốc độ tối đa xuống còn 20 dặm/giờ ở khu Tenderloin?

- Tốc độ xe là yếu tố dự báo chính xác nhất mức độ chấn thương của nạn nhân
- Một người đi bộ mà bị đụng bởi một chiếc xe chạy 20 dặm/giờ thì có cơ hội sống sót cao gấp đôi so với người bị đụng bởi chiếc xe chạy 25 dặm/giờ
- Các nghiên cứu về tốc độ giao thông cho thấy rằng tốc độ chạy xe hiện tại cần được giảm xuống còn 20 dặm/giờ

Tại sao nên cấm queo khi đèn đỏ ở khu Tenderloin?

- So với các khu vực khác, khu Tenderloin có nhiều tai nạn liên quan đến việc queo xe hơn
- Việc cấm queo khi đèn đỏ có thể làm giảm va chạm giữa xe cộ và người đi bộ hay đi xe đạp đồng thời tăng độ an toàn cho tất cả mọi người
- Người đi bộ sẽ cảm thấy thoải mái hơn khi bước xuống lối qua đường nếu có ít xe queo vào khi đèn đỏ hơn

Để được biết và cập nhật thông tin chung về dự án, chúng tôi xin mời quý vị truy cập trang web của dự án tại <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements> hoặc gửi email cho nhóm dự án tại địa chỉ TLStreets@sfmta.com.

Nếu quý vị muốn đóng góp ý kiến về thay đổi đề xuất này thì quý vị có thể tham gia cuộc họp cộng đồng của SFMTA được miêu tả ở trên hoặc có thể góp ý kiến qua thư trước cuộc họp:

- Email: Sustainable.Streets@SFMTA.com and TLStreets@sfmta.com với chủ đề “Public Hearing: 20 MPH/NTOR”
- Thư: Public Hearing, Sustainable Streets Division
One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

Để lấy bản sao của thông báo này cùng với thông tin về các thay đổi đề xuất cho đường phố, vui lòng truy cập <https://www.sfmta.com/projects/tenderloin-traffic-safety-improvements>.

415.646.4270: For free interpretation services, please submit your request 48 hours in advance of meeting./ 如果需要免費口語翻譯，請於會議之前 48 小時

時提出要求。/ Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

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SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, February 19, 2021, 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, the SFMTA will make and post the decision on these items by 5pm. the following Friday on the SFTMA website.

Public opinion about these proposals can be shared in any of the following ways:

- Online Skype Meeting: [SFMTA.com/ENGhearing](https://sfmta.com/ENGhearing)
- To speak about any items, please follow the phone-in instructions.
- Phoning during the public hearing: please dial **888-398-2342** and enter the code 8647385. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.
- Sending an email to Sustainable.Streets@SFMTA.com with the subject line "Public Hearing."

Online Participation

1. For the best online experience, join the Skype session and select "Don't join audio". For the audio, use the phone instructions below. This will allow you to listen and participate through the same audio experience.

Phone Participation

- Ensure you are in a quiet location
- Speak clearly
- *Turn off any TVs or radios around you*

1. When prompted, dial "1 - 0" to be added to the speaker line. The auto-prompt will indicate callers are entering "Question and Answer" time; this is the "Public Comment" period.

2. Callers will hear silence when waiting for your turn to speak.

3. When prompted, callers will have the standard two minutes to provide comment.

For clarification about any items before the public hearing, the responsible staff person is listed, along with an email address.

Irving Street, south side, between 8th Avenue and 9th Avenue

1. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA J

Irving Street, south side, between 8th Avenue and 9th Avenue
(Supervisor District 5) Kathryn Studwell, kathryn.studwell@sfmta.com

Extension of RPP Area J will enable residents to obtain RPP permits for Area J.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Monterey Boulevard, both sides, at Hazelwood Avenue – Red Zones

2. ESTABLISH - RED ZONES

- A. Monterey Boulevard, north side, 26 feet to 30 feet east of Hazelwood Avenue (Engineer)
- B. Monterey Boulevard, north side, from Hazelwood Avenue to 20 feet westerly (removes 1 parking space) (Engineer)
- C. Monterey Boulevard, south side, 15 feet to 35 feet west of Hazelwood Avenue (removes 1 parking space) (Engineer)
- D. Monterey Boulevard, south side, 14 feet to 30 feet east of Hazelwood Avenue (removes 1 parking space) (Engineer)
(Supervisor District 7) David Sindel, david.sindel@sfmta.com

Additional daylighting requested by SFMTA to address pattern of left-turn collisions.

Revere Avenue, between Ingalls Street and Jennings Street – Speed Cushions

3. ESTABLISH – SPEED CUSHIONS

Revere Avenue, between Ingalls Street and Jennings Street (2 speed cushions) (Engineer)
(Supervisor District 10) Shahram Shariati, shahram.shariati@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

10th Avenue, between Noriega Street and Moraga Street – Speed Humps

4. ESTABLISH – SPEED HUMPS

10th Avenue, between Noriega Street and Moraga Street (2 Speed Humps) (Engineer)
(Supervisor District 7) John Garzee, john.garzee@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

10th Avenue, between Irving Street and Judah Street – Speed Humps

5. ESTABLISH – SPEED HUMPS

10th Avenue, between Irving Street and Judah Street (2 Speed Humps) (Engineer)
(Supervisor District 5) John Garzee, john.garzee@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

28th Avenue, between Cabrillo Street and Fulton Street – Speed Humps

6. ESTABLISH – SPEED HUMPS

28th Avenue, between Cabrillo Street and Fulton Street (2 Speed Humps) (Engineer)
(Supervisor District 1) John Garzee, john.garzee@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
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to qualify for traffic calming.

Idora Avenue, between Laguna Honda Boulevard and Garcia Avenue – Speed Humps

7. ESTABLISH – SPEED HUMPS

Idora Avenue, between Laguna Honda Boulevard and Garcia Avenue (2 speed humps) (Engineer) (Supervisor District 7) Alison Mathews, alison.mathews@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

19th Street, between Dolores Street and Guerrero Street– Speed Humps

8. ESTABLISH – SPEED HUMPS

19th Street, between Dolores Street and Guerrero Street (2 speed humps) (Engineer) (Supervisor District 8) Alison Mathews, alison.mathews@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Divisadero Street, between 14th Street and Duboce Avenue – Speed Humps

9. ESTABLISH – SPEED HUMPS

Divisadero Street, between 14th Street and Duboce Avenue (2 speed humps) (Engineer) (Supervisor District 8) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Lawton Street, between 11th Avenue and 12th Avenue – Speed Cushion

10. ESTABLISH – SPEED CUSHION

Lawton Street, between 11th Avenue and 12th Avenue (1 speed cushion) (Engineer) (Supervisor District 7) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Guttenberg Street, between Mission Street and Morse Street – Speed Hump

11. ESTABLISH – SPEED HUMP

Guttenberg Street, between Mission Street and Morse Street (1 speed hump) (Engineer) (Supervisor District 11) Mark Manalo, mark.manalo@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

14th Street, between Alpine Terrace and Divisadero Street – Speed Cushion

12. ESTABLISH – SPEED CUSHION

14th Street, between Alpine Terrace and Divisadero Street (1 speed cushion) (Engineer)
(Supervisor District 8) Mark Manalo, mark.manalo@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

14th Street, between Castro Street and Divisadero Street – Speed Cushion

13. ESTABLISH – SPEED CUSHION

14th Street, between Castro Street and Divisadero Street (1 speed cushion) (Engineer)
(Supervisor District 8) Mark Manalo, mark.manalo@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

18th Avenue, between Ulloa Street and Vicente Street – Speed Humps

14. ESTABLISH – SPEED HUMP

18th Avenue, between Ulloa Street and Vicente Street (2 speed humps) (Engineer)
(Supervisor District 7) John Garzee, john.garzee@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Hancock Street, between Noe Street and Sanchez Street – Speed Tables

15. ESTABLISH – SPEED TABLES

Hancock Street between Noe Street and Sanchez Street (2 speed tables) (Engineer)
(Supervisor District 8) Alison Mathews, alison.mathews@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Hancock Street, between Church Street and Sanchez Street – Speed Tables

16. ESTABLISH – SPEED TABLES

Hancock Street between Church Street and Sanchez Street (2 speed tables) (Engineer)
(Supervisor District 8) Alison Mathews, alison.mathews@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Jersey Street, between Castro Street and Diamond Street – Speed Humps

17. ESTABLISH – SPEED HUMPS

Jersey Street between Castro Street and Diamond Street (2 speed humps) (Engineer)
(Supervisor District 8) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Chestnut Street, between Mason Street and Powell Street – Speed Humps

18. ESTABLISH – SPEED HUMPS

Chestnut Street, between Mason Street and Powell Street (2 Speed Humps) (Engineer)
(Supervisor District 1) John Garzee, john.garzee@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

23rd Street, between Noe Street and Sanchez Street – Speed Cushions

19. ESTABLISH – SPEED CUSHIONS

23rd Street, between Noe Street and Sanchez Street (2 Speed cushions) (Engineer)
(Supervisor District 5) John Garzee, john.garzee@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

28th Street between Church Street and Sanchez Street – Speed Humps

20. ESTABLISH – SPEED HUMPS

28th Street between Church Street and Sanchez Street (2 Speed Humps) (Engineer)
(Supervisor District 8) Mark Manalo, mark.manalo@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

11th Avenue between Cabrillo Street and Fulton Street – Speed Cushions

21. ESTABLISH – SPEED CUSHIONS

11th Avenue between Cabrillo Street and Fulton Street (2 Speed Cushions) (Engineer)
(Supervisor District 1) Mark Manalo, mark.manalo@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.



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Flood Avenue, between Foerster Street and Genessee Street – Speed Cushions

22. ESTABLISH – SPEED CUSHIONS

Flood Avenue, between Foerster Street and Genessee Street (2 three-lump cushions)
(Engineer)
(Supervisor District 7) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Loma Vista Terrace, between Masonic Avenue and Roosevelt Way – Speed Cushion

23. ESTABLISH – SPEED CUSHION

Loma Vista Terrace, between Masonic Avenue and Roosevelt Way (1 three-lump cushion)
(Engineer) (Supervisor District 8) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Palmetto Avenue, between Alemany Boulevard and Chester Avenue – Speed Cushion

24. ESTABLISH – SPEED CUSHION

Palmetto Avenue between Alemany Boulevard and Chester Avenue (1 three-lump cushion)
(Engineer) (Supervisor District 7) Alison Mathews, alison.mathews@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Palou Avenue, between Barneveld Avenue and Industrial Street – Speed Cushions

25. ESTABLISH – SPEED CUSHIONS

Palou Street between Barneveld Avenue and Industrial Street (3 three-lump cushions)
(Engineer)
(Supervisor District 10) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Upland Drive, between Manor Drive and North Gate Drive – Speed Cushions

26. ESTABLISH – SPEED CUSHIONS

Upland Drive between Manor Drive and North Gate Drive (2 three-lump cushions)
(Engineer)
(Supervisor District 7) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents.



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SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Clipper Street, between Dolores Street and Sanchez Street – Speed Cushions

27. ESTABLISH – SPEED CUSHIONS

Clipper Street, between Dolores Street and Church Street (2 3-lump cushions) (Engineer)
Clipper Street, between Church Street and Sanchez Street (2 3-lump cushions) (Engineer)
(Supervisor District 8) Daniel Carr, daniel.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Cortland Avenue, between Mission Street and Bayshore Boulevard – Speed Cushions

28. ESTABLISH – SPEED CUSHIONS

- A.** Cortland Avenue, between Mission Street and Coleridge Street
(1 Speed Cushion) (Engineer)
 - B.** Cortland Avenue, between Prospect Avenue and Winfield Street
(1 Speed Cushion) (Engineer)
 - C.** Cortland Avenue, between Bronte Street and Bradford Street
(1 Speed Cushion) (Engineer)
 - D.** Cortland Avenue, between Peralta Avenue and Hilton Street
(1 Speed Cushion) (Engineer)
- (Supervisor District 9) Daniel Carr, daniel.carr@sfmta.com

This proposal installs four (4) traffic calming speed cushions at the request of the community.

46th Avenue, between Lincoln Way and Irving Street – Speed Cushions

29. ESTABLISH - SPEED CUSHIONS

46th Avenue, between Lincoln Way and Irving Street (Two 5-lump speed cushions)
(Engineer)
(Supervisor District 4) Philip Louie, philip.louie@sfmta.com

Supervisor requested speed cushions on this block to address speeding concerns.

Cole Street, both sides, between Haight Street and Waller Street – Residential Permit Parking Extension

30(a). ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J

Cole Street, both sides, between Haight Street and Waller Street

30(b). ESTABLISH – 2-HOUR PARKING, 8AM TO 5PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS

Cole Street, east side, from 76 feet south of Haight Street to Waller Street
Cole Street, west side, from 113 feet south of Haight Street to Waller Street



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(Supervisor District 5) Kathryn Studwell, kathryn.studwell@sfmta.com

This proposal will extend RPP Area J to the 600 block of Cole Street.

Polk Street/Pacific Ave – Red Zone

31(a). RESCIND - YELLOW METERED LOADING ZONE

(30 MIN LIMIT 8AM-1PM, MON-FRI)

Polk Street, west side, from 7 feet to 47 feet north of Pacific Avenue
(meter space #2001 & 2003). (Engineer)

31(b). RESCIND – YELLOW METERED LOADING ZONE

(30 MIN LIMIT 10AM-1PM, MON-FRI)

Polk Street, east side, from 104 feet to 148 feet south of Broadway Street
(meter space #2024 & 2020). (Engineer)

31(c). RESCIND - RED ZONE

Polk Street, west side, from 64 feet to 68 feet north of Pacific Avenue. (Engineer)

Polk Street, west side from 86 feet to 89 feet north of Pacific Avenue. (Engineer)

31(d). ESTABLISH - RED ZONE

Polk Street, west side, from 7 feet to 20 feet north of Pacific Avenue.
(Engineer)

31(e). ESTABLISH - YELLOW METERED LOADING ZONE

(30 MIN LIMIT 8AM-6PM, MON-SAT)

Polk Street, west side, from 20 feet to 47 feet north of Pacific Avenue
(extends yellow meter space #2003 from 22 feet to 27 feet) (Engineer)

Polk Street, west side, from 64 feet to 89 feet north of Pacific Avenue
(converts general meter space #2011 into a 25-foot yellow metered
space). (Engineer)

31(f). ESTABLISH – YELLOW METERED LOADING ZONE

(30 MIN LIMIT 10AM-6PM, MON-SAT)

Polk Street, east side, from 104 feet to 148 feet south of Broadway Street (meter space
#2024 & 2020) (Engineer) (Supervisor District 3) Shahram Shariati,
Shahram.Shariati@sfmta.com

This project is designed to improve pedestrian safety by daylighting the intersection.

32. ESTABLISH - STOP SIGNS (Converting 2-Way to All-Way Controlled)

A. 46th Avenue northbound and southbound at Pacheco Street (Engineer)

B. Lawton Street westbound and eastbound at 47th Avenue (Engineer)

C. Moraga Street westbound and eastbound at 47th Avenue (Engineer)

D. Santiago Street westbound and eastbound at 47th Avenue (Engineer)

E. Taraval Street westbound and eastbound at 47th Avenue (Engineer)

F. Ulloa Street westbound and eastbound at 47th Avenue (Engineer)

G. Lawton Street at westbound and eastbound 48th Avenue (Engineer)



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- H. Moraga Street westbound and eastbound at 48th Avenue (Engineer)
 - I. Santiago Street westbound and eastbound at 48th Avenue (Engineer)
 - J. Irving Street westbound and eastbound at La Playa (Engineer)
 - K. Lower Great Highway, northbound and southbound, at Moraga Street (Engineer)
 - L. Lower Great Highway, northbound and southbound, at Quintara Street (Engineer)
- (Supervisor District 4) Maurice Grownney, maurice.grownney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure.

Tenderloin – Speed Limit

RESCIND – 25 MPH SPEED LIMIT

33. ESTABLISH – 20 MPH SPEED LIMIT

- A. Grove Street, between Van Ness Avenue and Market Street
 - B. McAllister Street, between Van Ness Avenue and Market Street
 - C. Golden Gate Avenue, between Van Ness Avenue and Market Street
 - D. Turk Street, between Van Ness Avenue and Market Street
 - E. Eddy Street, between Van Ness Avenue and Mason Street
 - F. Ellis Street, between Van Ness Avenue and Mason Street
 - G. O'Farrell Street, between Van Ness Avenue and Mason Street
 - H. Geary Street, between Van Ness Avenue and Mason Street
 - I. Post Street, between Van Ness Avenue and Mason Street
 - J. Sutter Street, between Van Ness Avenue and Mason Street
 - K. Polk Street, between Sutter Street and Grove Street
 - L. Larkin Street, between Sutter Street and Grove Street
 - M. Hyde Street, between Sutter Street and Market Street
 - N. Leavenworth Street, between Sutter Street and Market Street
 - O. Jones Street, between Sutter Street and Market Street
 - P. Taylor Street, between Sutter Street and Market Street
 - Q. Mason Street, between Sutter Street and Market Street
- (Supervisor Districts 3 and 6) Tom Folks, tom.folks@sfmta.com

These streets are all part of the City's High Injury Vision Zero Network, with either the entire street segment or a substantial portion included. The signal timing progression in this area was set at 20 mph in the recent NOMA/SOMA area-wide retiming effort.

Tenderloin – No Turn on Red

34. ESTABLISH – NO TURN ON RED

- A. Sutter Street, westbound, at Larkin Street (Engineer)
- B. Sutter Street, westbound, at Hyde Street (Engineer)
- C. Sutter Street, westbound, at Leavenworth Street (Engineer)
- D. Sutter Street, westbound, at Jones Street (Engineer)
- E. Sutter Street, westbound, at Taylor Street (Engineer)
- F. Sutter Street, westbound, at Mason Street (Engineer)
- G. Post Street, eastbound, at Larkin Street (Engineer)
- H. Post Street, eastbound, at Hyde Street (Engineer)
- I. Post Street, eastbound, at Leavenworth Street (Engineer)



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- J.** Post Street, eastbound, at Jones Street (Engineer)
- K.** Post Street, eastbound, at Taylor Street (Engineer)
- L.** Post Street, eastbound, at Mason Street (Engineer)
- M.** Geary Street, westbound, at Larkin Street (Engineer)
- N.** Geary Street, westbound, at Hyde Street (Engineer)
- O.** Geary Street, westbound, at Leavenworth Street (Engineer)
- P.** Geary Street, westbound, at Jones Street (Engineer)
- Q.** Geary Street, westbound, at Taylor Street (Engineer)
- R.** Geary Street, westbound, at Mason Street (Engineer)
- S.** O'Farrell Street, eastbound, at Larkin Street (Engineer)
- T.** O'Farrell Street, eastbound, at Hyde Street (Engineer)
- U.** O'Farrell Street, eastbound, at Leavenworth Street (Engineer)
- V.** O'Farrell Street, eastbound, at Jones Street (Engineer)
- W.** O'Farrell Street, eastbound, at Taylor Street (Engineer)
- X.** O'Farrell Street, eastbound, at Mason Street (Engineer)
- Y.** Ellis Street, westbound, at Larkin Street (Engineer)
- Z.** Ellis Street, eastbound, at Hyde Street (Engineer)
- AA.** Ellis Street, westbound, at Leavenworth Street (Engineer)
- BB.** Ellis Street, westbound, at Taylor Street (Engineer)
- CC.** Ellis Street, westbound, at Mason Street (Engineer)
- DD.** Eddy Street, westbound, at Larkin Street (Engineer)
- EE.** Eddy Street, eastbound, at Hyde Street (Engineer)
- FF.** Eddy Street, westbound, at Leavenworth Street (Engineer)
- GG.** Eddy Street, eastbound, at Mason Street (Engineer)
- HH.** Turk Street, westbound, at Larkin Street (Engineer)
- II.** Turk Street, westbound, at Taylor Street (Engineer)
- JJ.** Golden Gate Avenue, eastbound, at Larkin Street (Engineer)
- KK.** McAllister Street, eastbound and westbound, at Larkin Street (Engineer)
- LL.** McAllister Street, westbound, at Leavenworth Street (Engineer)
- MM.** McAllister Street, eastbound, at Charles J. Brenham Place (Engineer)
- NN.** Fulton Street, westbound, at Larkin Street (Engineer)
- OO.** Fulton Street, eastbound, at Hyde Street (Engineer)
- PP.** Grove Street, westbound, at Larkin Street (Engineer)
- QQ.** Larkin Street, northbound, at Post Street (Engineer)
- RR.** Larkin Street, northbound, at Geary Street (Engineer)
- SS.** Larkin Street, northbound, at O'Farrell Street (Engineer)
- TT.** Larkin Street, northbound, at Ellis Street (Engineer)
- UU.** Larkin Street, northbound, at Eddy Street (Engineer)
- VV.** Larkin Street, northbound, at Turk Street (Engineer)
- WW.** Larkin Street, northbound, at Golden Gate Avenue (Engineer)
- XX.** Larkin Street, northbound, at McAllister Street (Engineer)
- YY.** Larkin Street, northbound, at Fulton Street (Engineer)
- ZZ.** Larkin Street, northbound and southbound, at Grove Street (Engineer)
- AAA.** Hyde Street, southbound, at Sutter Street (Engineer)
- BBB.** Hyde Street, southbound, at Post Street (Engineer)
- CCC.** Hyde Street, southbound, at Geary Street (Engineer)



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DDD. Hyde Street, southbound, at O'Farrell Street (Engineer)
EEE. Hyde Street, southbound, at Ellis Street (Engineer)
FFF. Hyde Street, southbound, at Eddy Street (Engineer)
GGG. Hyde Street, southbound, at Fulton Street (Engineer)
HHH. Leavenworth Street, northbound, at Sutter Street (Engineer)
III. Leavenworth Street, northbound, at Post Street (Engineer)
JJJ. Leavenworth Street, northbound, at Geary Street (Engineer)
KKK. Leavenworth Street, northbound, at O'Farrell Street (Engineer)
LLL. Leavenworth Street, northbound, at Ellis Street (Engineer)
MMM. Leavenworth Street, northbound, at Eddy Street (Engineer)
NNN. Charles J. Brenham Place, northbound, at McAllister Street (Engineer)
OOO. Jones Street, southbound, at Sutter Street (Engineer)
PPP. Jones Street, southbound, at Post Street (Engineer)
QQQ. Jones Street, southbound, at Geary Street (Engineer)
RRR. Jones Street, southbound, at O'Farrell Street (Engineer)
SSS. Taylor Street, northbound, at Post Street (Engineer)
TTT. Taylor Street, northbound, at Geary Street (Engineer)
UUU. Taylor Street, northbound, at O'Farrell Street (Engineer)
VVV. Taylor Street, northbound, at Ellis Street (Engineer)
WWW. Taylor Street, northbound, at Eddy Street (Engineer)
XXX. Mason Street, southbound, at Sutter Street (Engineer)
YYY. Mason Street, southbound, at Post Street (Engineer)
ZZZ. Mason Street, southbound, at Geary Street (Engineer)
AAAA. Mason Street, southbound, at O'Farrell Street (Engineer)
BBBB. Mason Street, southbound, at Ellis Street (Engineer)
CCCC. Mason Street, southbound, at Eddy Street (Engineer)
DDDD. Sutter Street, westbound, at Polk Street (Engineer)
EEEE. Post Street, eastbound, at Polk Street (Engineer)
FFFF. Geary Street, westbound, at Polk Street (Engineer)
GGGG. O'Farrell Street, eastbound, at Polk Street (Engineer)
HHHH. Ellis Street, westbound, at Polk Street (Engineer)
IIII. Eddy Street, eastbound, at Polk Street (Engineer)
JJJJ. Eddy Street, westbound, at Polk Street (Engineer)
KKKK. Turk Street, westbound, at Polk Street (Engineer)
LLLL. Golden Gate Street, eastbound, at Polk Street (Engineer)
MMMM. McAllister Street, eastbound, at Polk Street (Engineer)
NNNN. Grove Street, eastbound, at Polk Street (Engineer)
OOOO. Grove Street, westbound, at Polk Street (Engineer)
PPPP. Polk Street, southbound, at Sutter Street (Engineer)
QQQQ. Polk Street, northbound, at Post Street (Engineer)
RRRR. Polk Street, northbound, at O'Farrell Street (Engineer)
SSSS. Polk Street, northbound, at Ellis Street (Engineer)
TTTT. Polk Street, northbound, at Eddy Street (Engineer)
UUUU. Polk Street, northbound, at Golden Gate Street (Engineer)
VVVV. Polk Street, northbound, at McAllister Street (Engineer)
WWWW. Polk Street, southbound, at McAllister Street (Engineer)



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XXXX. Polk Street, southbound, at Grove Street (Engineer)
YYYY. Polk Street, southbound, at Hayes Street (Engineer)
ZZZZ. Eddy Street, westbound, at Taylor Street (Engineer)
(Supervisor Districts 3 and 6) (Engineer)
David Sindel, david.sindel@sfmta.com & Amy Chun, amy.chun@sfmta.com

Adding NO TURN ON RED restrictions in the Tenderloin.

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.

Andrea Contreras, SFMTA Date

The following items have been environmentally cleared by the Planning Department on
January 14, 2021 Case No. 2011.1323E:

**Avalon Avenue, Lisbon Street, and Mission Street – Tow-Away, No Stopping
Anytime, Red Zone**

**35(a). ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
ESTABLISH – SIDEWALK WIDENING**

Avalon Avenue – north side, from 123 feet to 246 feet east of Mission Street,
(sidewalk widening for 6-foot-wide bulb, removes 6 parking spaces)
Lisbon Street – west side, from 27 feet to 131 feet south of Silver Street,
(sidewalk widening for 4-foot-wide bulb, removes 4 parking spaces)

TOW AWAY NO STOPPING ANYTIME due to the sidewalk improvements for the 302
Silver Street project

**35(b). ESTABLISH – RED ZONE
ESTABLISH – SIDEWALK WIDENING**

Mission Street – east side, from 10 feet to 49 feet north of Avalon Avenue, (sidewalk
widening for 6-foot-wide bulb, removes 2 metered parking spaces #4359 and #4357)
Lisbon Street - west side, from 60 feet to 72 feet north of Avalon Avenue,
(sidewalk widening for 6-foot-wide bulb, removes 1 parking space)

RED ZONE due to sidewalk improvements for the 302 Silver Street project

♦ *Items denoted with (Engineer) can be given approval by the City Traffic Engineer after the public hearing. Otherwise, the SFMTA Board will make the final approval at a later date based on the outcome at the public hearing.*



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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 <https://www.sfmta.com/committees/engineering-public-hearings> 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: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

Approved for Public Hearing by:

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

cc: James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:ND
ISSUE DATE: 2/5/21