



# Sustainable Streets Division Directive Order No. 6217

## **Sustainable Streets Division Directive Order No. 6217**

Pursuant to the public hearing held on January 24, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. **6210**.

### **1. RESCIND – PERPENDICULAR PARKING**

Florida Street, west side, from 18th Street to 19th Street  
(Supervisor District 9) Mari Hunter, mari.hunter@sfmta.com

The proposed modification on the west side of this block would restore parallel parking to ensure there is sufficient clearance for emergency vehicles.

**Decision:** Hold.

**Public Comments:** Comments received in opposition.

### **2. ESTABLISH – RED ZONE**

Monterey Boulevard, south side, from Acadia Street to 20 feet westerly  
(new red zone will be painted through the driveway of 101 Monterey Boulevard).  
(Supervisor District 7) Ashley.Kim@sfmta.com

Monterey Boulevard has been selected by SFMTA and Supervisor Yee's office to daylight all new side intersection approaches between San Anselmo Way and Acadia Street. This is batch 4 of 4 (between Foerster Street and Acadia Street).

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

### **3. ESTABLISH – NO PARKING ANYTIME**

Hawes Street, east side, between Fitzgerald Avenue and Egbert Avenue  
(Supervisor District 10) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modification was requested by a petition from the residents of the 2500 block of Hawes Street to restrict parking along the retaining wall across from their homes.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation. #

**Public Comments:** No comments received.

### **4. ESTABLISH – RIGHT TURN ONLY**

Theresa Street, eastbound and westbound at Alemany Boulevard  
(Supervisor District 11) Bryant Woo, Bryant.woo@sfmta.com



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Right-Turn Only from Theresa to Alemany is an interim measure to address broadside collision patterns before a traffic signal is installed at the intersection. Left-turns and through movements will be allowed once a traffic signal is installed.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

#### 5. ESTABLISH - RED ZONE

Vicente Street, south side, from 43rd Avenue to 20-ft westerly  
(Supervisor District 4) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to prohibit parking for an ADA accessible curb ramp.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

#### 6. ESTABLISH – STOP SIGNS

Missouri Street, northbound and southbound, at 22nd Street  
22nd Street, eastbound, at Missouri Street  
(Supervisor District 10) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to make this T-intersection all-way stop controlled to better clarify right of way and improve pedestrian safety.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support.

#### 7. RESCIND – TOW-AWAY, NO PARKING ANYTIME

##### ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

Daniel Burnham Court, both sides, between Franklin Street and Van Ness Avenue (Supervisor District 2) Larry Yee, larry.yee@sfmta.com

The proposed modification establishes a No Stopping restriction at the request of the medical office to keep the curb clear for ambulances.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

**Public Comments:** Comments received in support.

#### 8. ESTABLISH – STOP SIGNS

22nd Street, westbound, at Grand View Avenue, making this intersection an all-way STOP  
Hoffman Avenue, northbound, at Grand View Avenue, stopping the stem of this "T" intersection  
(Supervisor District 8) Larry Yee, larry.yee@sfmta.com



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Proposal to clarify the right-of-way at these intersections.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

### 9. ESTABLISH – STOP SIGNS

Moraga Street, eastbound and westbound, at 10th Avenue, making this intersection an all-way STOP (Supervisor District 7) Ricardo Olea, ricardo.olea@sfmta.com

Proposal to clarify the right-of-way at this intersection.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support.

### 10. ESTABLISH – SPEED HUMP

Scott Street, between Ellis Street and O'Farrell Street (1 speed hump)  
(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.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

### 11. ESTABLISH – SPEED CUSHIONS

Eureka Street, between 18th Street and 19th Street (2 speed cushions)  
Eureka Street, between 20th Street and 21st Street (2 speed cushions)  
(Supervisor District 8) 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.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support.

### 12. ESTABLISH – SPEED CUSHIONS

Roosevelt Way, between Loma Vista Terrace and Masonic Avenue (1 speed cushion)  
Roosevelt Way, between Levant Street and Museum Way (1 speed cushion)  
(Supervisor District 8) Ashley Kim, ashley.kim@sfmta.com



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This proposal installs traffic calming devices on the block to address safety concerns of a nearby resident and Supervisor Mandelman. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support.

#### **13. ESTABLISH – SPEED CUSHIONS**

Dakota Street, between 23rd Street and 25th Street (3 3-lump speed cushions)  
(Supervisor District 10) 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.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support.

#### **14. ESTABLISH – CROSSWALK CLOSURE**

Diamond Heights Boulevard at Berkeley Way (E), north leg  
(Supervisor District 8) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modification officially closes the northern leg to direct pedestrians to cross Diamond Heights Boulevard at the ADA accessible crossing at this intersection. A white staggered continental crosswalk will be installed for the southern leg.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

**Public Comments:** Comments received in support.

#### **15. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY**

7th Avenue, northbound, at Lincoln Way  
(Supervisor District 5) Simon Qin, simon.qin@sfmta.com

This proposal would improve safety of pedestrians crossing 7th Avenue by prohibiting drivers on 7th Avenue from make a right turn on red.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

#### **16. ESTABLISH – NO PARKING, 12:01 AM TO 6 AM, EVERYDAY**



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Hilton Street, east side, from Cortland Avenue to 240 feet southerly (restricts parking at 6 parking spaces) (Supervisor District 10) Kevin Shue, kevin.shue@sfmta.com

The proposed parking restriction addresses a safety concern for 24 OWL Divisadero operators on Hilton Street between Bayshore Boulevard and Cortland Avenue.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation. #

**Public Comments:** No comments received.

#### 17. ESTABLISH – SPEED HUMPS

7th Avenue, between California Street and Lake Street (2 speed humps)  
(Supervisor District 2) Winnie Lee, winnie.lee@sfmta.com

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

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support and opposition.

#### 18. ESTABLISH – SPEED HUMPS

Hampshire Street, between 19th Street and 20th Street (1 speed hump)  
(Supervisor District 10) Jenn Chan, jennifer.chan@sfmta.com

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

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

#### 19. ESTABLISH – NO PARKING ANY TIME

- A. Dewey Boulevard, south side, from Dewey Circle to 55 feet easterly  
(new parking restriction)
- B. Dewey Boulevard, north side, from Pacheco Street to 49 feet westerly  
(new parking restriction)
- C. Dewey Boulevard, south side, from 15 feet to 45 feet west of Pacheco Street  
(extends existing 15-foot hydrant red curb)
- D. Dewey Boulevard, north side, from 15 feet to 55 feet east of Pacheco Street  
(extends existing 15-foot hydrant red curb)
- E. Dewey Boulevard, south side, from Pacheco Street to 39 feet easterly  
(new parking restriction) (Supervisor District 7) Nick Carr, nick.carr@sfmta.com

The proposed modification establishes parking restrictions to extend the Dewey Boulevard bike lanes to Pacheco Street and to Dewey Circle.



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**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation. #

**Public Comments:** Comments received in support and opposition.

#### **20(a). ESTABLISH – SPEED HUMPS**

Chenery Street, between Diamond Street and Lippard Avenue (1 speed humps)

Chenery Street, between Elk Street and Lippard Avenue (2 speed humps)

#### **20(b). ESTABLISH – RAISED CROSSWALK**

Chenery Street and Lippard Avenue, west crossing (1 raised crosswalk)

(Supervisor District 8) Ashley Kim, ashley.kim@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.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support.

#### **21(a). RESCIND – PART-TIME PASSENGER LOADING ZONE, 7:30AM-9:00AM AND 2:00PM-3:00PM, SCHOOL DAYS**

Madrid Street, west side, from 232 feet to 292 feet, north of Excelsior Street

(60-foot zone)

#### **21(b). ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW-AWAY, NO PARKING, 7:30AM-9:00AM AND 2:00PM-6:00PM, SCHOOL DAYS**

Madrid Street, west side, from 176 feet to 351 feet, north of Excelsior Street

(175-foot zone) (Supervisor District 11) Andre Wright, andre.wright@sfmta.com

Proposal to extend the existing passenger loading zone on Madrid Street to better accommodate the school's pickup and drop-off, and help with congestion.

**Decision:** Approved by City Traffic Engineer for implementation. #

**Public Comments:** No comments received.

#### **22(a). RESCIND – TOW-AWAY, NO PARKING, 10 PM TO 6 AM, EVERYDAY**

#### **ESTABLISH – 45 DEGREE ANGLE PARKING**

Alemany Boulevard, north side, between Sagamore Street and Habitat Terrace

#### **22(b). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

Alemany Boulevard, north side, between Habitat Terrace and Crystal Street

(Supervisor District 11) Elizabeth Chen, elizabeth.chen@sfmta.com



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The proposed modification removes the overnight parking restriction, installs 17 45-degree angled parking stalls, and formalizes a full-time parking restriction near the freeway overpass.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

**Public Comments:** No comments received.

#### **23(a). ESTABLISH – STOP SIGN**

Alvarado Street, eastbound, at Sanchez Street, stopping the stem of this "T" intersection

#### **23(b). RESCIND – NO PARKING VEHICLES OVER 6 FEET**

Sanchez Street, west side, from Alvarado Street to 89 feet northerly

Sanchez Street, west side, from Alvarado Street to 95 feet southerly

#### **23(c). ESTABLISH – RED ZONE**

Sanchez Street, west side, from Alvarado Street to 12 feet northerly

Sanchez Street, west side, from Alvarado Street to 10 feet southerly

(Supervisor District 8) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modifications establish daylighting in lieu of tall vehicle restrictions to improve visibility at this "T" intersection. A new STOP sign also recommended to reinforce the right-of-way regulations.

**Decision:** Items 23(a) approved by the City Traffic Engineer for implementation. Items 23(b) and 23(c) approved to be sent to the SFMTA Board for approval and implementation.

**Public Comments:** Comments received in opposition to 23(c).

#### **24(a). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

Fulton Street, south side, from 20 feet east of 14th Avenue crosswalk to Park Presidio (removes 5 legislated parking spaces)

#### **24(b). ESTABLISH – RED ZONE**

Fulton Street, south side, from west crosswalk at 18th Avenue to 20 feet easterly (extends existing red zone to 40 feet within stem of the T and removes 1 parking space)

#### **24(c). ESTABLISH – BUS ZONE**

Fulton Street, south side, from 75 feet to 95 feet east of Clayton Street

(extends existing bus zone to 95 feet and removes 1 parking space)

(Supervisor District 1) Kevin Shue, kevin.shue@sfmta.com

The proposed modifications will improve traffic flow at various locations along Fulton Street.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

**Public Comments:** No comments received.



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#### **25(a). ESTABLISH – PERPENDICULAR PARKING**

##### **ESTABLISH – NO VEHICLES OVER 18 FEET LONG**

Gilman Avenue, north side, between Griffith Street and Arelious Walker Drive, temporarily until December 31, 2023

#### **25(b). ESTABLISH – RED ZONE**

- A. Gilman Avenue, north side, from 40 feet east of Giants Drive to 74 feet westerly (74-foot painted safety zone to daylight marked crosswalk)
- B. Gilman Avenue, south side, from east curb line of Griffith Street to 26 feet westerly (painted safety zone between the two marked crosswalks)
- C. Gilman Avenue, south side, from 30 feet to 50 feet west of Giants Drive

#### **25(c). ESTABLISH – BUS ZONE**

Gilman Avenue, south side, from 50 feet to 240 feet west of Giants Drive (190-foot bus zone)

#### **25(d). ESTABLISH – 60-DEGREE ANGLED PARKING**

Carroll Avenue, south side, from west crosswalk to 290 feet westerly, temporarily until December 31, 2029  
(Supervisor District 10) Elizabeth Chen, [elizabeth.chen@sfmta.com](mailto:elizabeth.chen@sfmta.com)

The proposed modifications create an interim parking and transit plan to improve transportation options and pedestrian safety for the Alice Griffith Development. Parking changes include 1) convert parallel to 60 degree on Carroll Ave between Arelious Walker Dr and Giants Dr and 2) convert parallel to perpendicular on the north side of Gilman Ave between Griffith Ave and Arelious Walker Dr.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

**Public Comments:** Comments received in support and opposition.

#### **26(a). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

Townsend Street, south side, from 3rd Street to 209 feet westerly  
(removes 5 general meter parking spaces)

#### **26(b). ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY)**

Townsend Street, eastbound, south side, between Lusk Street and 3rd Street

#### **26(c). REVOKE – BLUE ZONE, DISABLED PARKING AT ALL TIMES**

ESTABLISH – RED ZONE

Townsend Street, south side, from crosswalk at Lusk Street to 15 feet southerly.

#### **26(d). ESTABLISH – BLUE ZONE, DISABLED PARKING AT ALL TIMES**





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Townsend Street, south side, from 15 to 38 feet east of crosswalk at Lusk Street, replacing metered stall #233.

### **26(e). ESTABLISH – BUS ONLY LANE (LEFT-TURNS ONLY)**

Townsend Street, eastbound, at 3rd Street

### **26(f). ESTABLISH – BUS ZONE**

Townsend Street, south side, from 72 feet to 117 feet east of 3rd Street  
(extends existing bus zone by 45 feet and removes 2 metered parking spaces)

### **26(g). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 1-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Townsend Street, south side, from 159 feet to ~~222~~ 209 feet east of 3rd Street  
(converts general metered parking spaces to loading zones)  
(Supervisor District 6) Kevin Shue, kevin.shue@sfmta.com

### **26(h). ESTABLISH – RED ZONE**

Townsend Street, south side, from 209 feet to 224 feet east of 3<sup>rd</sup> Street  
(extends existing red zone to 15 feet and removes 1 general metered parking space)

The proposed modifications establish a bus only lane for buses operating eastbound on Townsend Street at 3<sup>rd</sup> Street.

**Decision:** Approved by the City Traffic Engineer to send to send items 26(a) through 26(f) to the SFMTA Board for legislation. 26(g) and 26(h) amended as underlined per follow-up with public hearing attendees and approved by the City Traffic Engineer for implementation. # note applies to item 26(g).

**Public Comments:** Comments received in opposition to 26(g) and loss of parking.

### **27(a). ESTABLISH – SIDEWALK WIDENING ESTABLISH – TOW-AWAY, NO STOPPING, FIRE LANE**

4th Street, west side, from 188 feet to 227 feet south of Howard Street  
(39-foot zone, 2.5-foot wide bulb, removes 3 parking spaces)

### **27(b). ESTABLISH – SIDEWALK NARROWING**

4th Street, east side, from 162 feet to 197 feet south of Howard Street  
(35-foot zone, 2-foot wide narrowing, 1.5-foot proposed width)  
(Supervisor District 6) Larry Yee, larry.yee@sfmta.com

As part of the Central Subway Project, sidewalk adjustments are needed to accommodate emergency access and public utility.



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**Decision:** Approved by the City Traffic Engineer to send 27(a) parking restriction to the SFMTA Board for legislation. Sidewalk legislation to be processed by DPW.

**Public Comments:** No comments received.

#### **28(a). ESTABLISH – TRAFFIC SIGNAL**

Geary Boulevard, at Commonwealth Avenue and Beaumont Avenue  
(replaces two-way STOP control) (Supervisor Districts 1 and 2)

#### **28(b). ESTABLISH – RIGHT TURN ONLY**

Commonwealth Avenue, southbound, at Geary Boulevard  
(prohibits left-turns and through movements at all times) (Supervisor District 2)  
Beaumont Avenue, northbound, at Geary Boulevard (Supervisor District 1)  
(prohibits left-turns and through movements at all times)  
Dan Mackowski, daniel.mackowski@sfmta.com

The proposed modifications would install a new traffic signal at the existing crosswalk to improve pedestrian safety. This would require prohibiting north- and southbound through vehicle traffic and left turns from Beaumont and Commonwealth onto Geary. More information is available at: [SFMTA.com/CommonwealthSafety](http://SFMTA.com/CommonwealthSafety).

**Decision:** Approved by the City Traffic Engineer for implementation.

**Public Comments:** Comments in support and opposition.

#### **29. ESTABLISH – NO STOPPING EXCEPT BICYCLES**

##### **ESTABLISH – BIKE SHARE STATION**

Scott Street, west side, from California Street to 81 feet southerly  
(73-foot station with red zones on either end)  
(Supervisor District 2) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the west side of Scott Street, adjacent to William Cobb Elementary School schoolyard.

**Decision:** Hold.

**Public Comments:** Comments received in support and opposition.

#### **30. ESTABLISH – NO STOPPING EXCEPT BICYCLES**

##### **ESTABLISH – BIKE SHARE STATION**

Anza Street, south side, from 157 feet to 206 feet west of crosswalk at Collins Street (bike share station with back-to-back plates)  
(Supervisor District 1) Laura Stonehill, laura.stonehill@sfmta.com



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Proposing a Bay Wheels bike share station in the perpendicular parking lane on the south side of Anza Street, adjacent to the USF Loyola Village Residence Hall.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

#### **31. ESTABLISH – NO STOPPING EXCEPT BICYCLES**

##### **ESTABLISH – BIKE SHARE STATION**

St. Joseph's Avenue, west side, from 121 feet to 200 feet south of Geary Boulevard  
(70-foot bike share station with red zones on either end)  
(Supervisor District 2) Laura Stonehill, [laura.stonehill@sfmta.com](mailto:laura.stonehill@sfmta.com)

Proposing a Bay Wheels bike share station in the parking lane on the west side of St. Joseph's Avenue, adjacent to the Kaiser Hospital.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in opposition.

#### **32. ESTABLISH – NO STOPPING EXCEPT BICYCLES**

##### **ESTABLISH – BIKE SHARE STATION**

Evans Avenue, north side, from 67 feet to 146 feet west of Newhall Street  
(72-foot bike share station with red zones on either side)  
(Supervisor District 11) Laura Stonehill, [laura.stonehill@sfmta.com](mailto:laura.stonehill@sfmta.com)

Proposing a Bay Wheels bike share station in the parking lane on the north side of Evans Avenue, adjacent to the future Southeast Community Facility.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** No comments received.

#### **33. ESTABLISH – NO STOPPING EXCEPT BICYCLES**

##### **ESTABLISH – BIKE SHARE STATION**

Post Street, north side, from 14 feet to 99 feet west of Webster Street  
(84-foot bike share station with red zones on either side)  
(Supervisor District 5) Laura Stonehill, [laura.stonehill@sfmta.com](mailto:laura.stonehill@sfmta.com)

Proposing a Bay Wheels bike share station in the parking lane on the north side of Post Street, adjacent to the Golden Gate Apartments.

**Decision:** Approved by City Traffic Engineer for implementation.

**Public Comments:** Comments received in support and opposition.




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Whether or not 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, it is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves or declines a parking or traffic modification, a member of the public must request additional review by the SFMTA of that decision which shall be conducted pursuant to Division II, Section 203 of the Transportation Code before the decision becomes a Final SFMTA Decision. Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Decisions reviewable by the Board of Supervisors are denoted with a pound (#). Information about the review process can be found at: [https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf).

For questions about any of these items, please contact: [sustainable.streets@sfmta.com](mailto:sustainable.streets@sfmta.com) and reference this order number.

 311 (Outside SF 415.701.2311; TTY 415.701.2323) 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 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

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Ricardo Olea  
City Traffic Engineer

Date: January 31, 2020

cc: Directive File

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