



Streets Division Directive Order No. 6558

Sustainable Streets Division Directive Order No. 6558

Pursuant to the public hearing held on July 8, 2022, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6554.

1. ESTABLISH - SPEED CUSHIONS

Bacon Street between Brussels Street and Goettingen Street (1 5-lump speed cushion)
Bacon Street between Girard Street and Brussels Street (1 5-lump speed cushion)
(Supervisor District 9) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices at the request of SFMTA staff based on community input gathered during a Walk Audit at Martin Luther King, Jr. Middle School on February 18, 2020. SFMTA is recommending these measures to improve pedestrian safety on the block.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH – STOP SIGNS

Quintara Street, eastbound and westbound, at 21st Avenue, making this intersection an all-way STOP
(Supervisor District 4) (Approvable by the City Traffic Engineer) Andre Wright,
Andre.Wright@sfmta.com

This proposal installs an all-way STOP to better clarify right-of-way.

Public Comments: No comments.

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

3. ESTABLISH - STOP SIGNS

21st Street at Fair Oaks Street, all approaches, making this intersection an all-way STOP (Supervisor District 8) (Approvable by the City Traffic Engineer) Andre Wright, Andre.Wright@sfmta.com

This proposal installs an all-way STOP to better clarify right-of-way.

Public Comments: Received several emails in support prior to public hearing. Comments made in support during hearing.

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

4(a). ESTABLISH – SPEED CUSHIONS

Oakdale Avenue, Lane Street to Mendell Street (2 3-lump speed cushions) (Approvable by the City Traffic Engineer)

4(b). ESTABLISH – RAISED CROSSWALKS



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Newcomb Avenue at Mendell Street, east and west crossings (2 raised crosswalks)
(Supervisor District 10) (Approvable by the City Traffic Engineer) Daniel Carr, daniel.carr@sfmta.com

Installs traffic calming for Joseph Lee Recreation Center, Leola M. Havard Early Education School and Bayview Opera House at the request of RPD and Supervisor Walton's office.

Public Comments: No objections made, assuming proposal does not conflict with Tow-Away zone considered at a previous hearing. Suggestion to do follow-up observations.

Decision: Approved by the City Traffic Engineer for implementation.

5(a). ESTABLISH – RED ZONES

Bacon Street, south side, from 5 to 27 feet west of San Bruno Avenue (rescinds Yellow Metered Parking # 320-101)

Burrows Street, south side, from 5 to 26 feet west of San Bruno Avenue (rescinds General Metered Parking # 335-101) (Approvable by the City Traffic Engineer)

5(b). ESTABLISH - YELLOW METERED PARKING - 30 MINUTE TIME LIMIT - 9AM TO NOON - MONDAY THROUGH SATURDAY

Bacon Street, south side, from 27 to 49 feet west of San Bruno Avenue (converting General Metered Parking # 320-103 to Yellow Metered Loading) (Supervisor District 9) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

As part of SFMTA's School Walk Audit program, this repurposes one general and one yellow metered parking spaces to provide daylighting.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation. # (only 5(b) is reviewable by BOS)

6(a). RESCIND - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7 AM-9 AM AND 12 PM-2:30 PM, SCHOOL DAYS

ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8 AM-10 AM AND 2 PM-4:30 PM, SCHOOL DAYS

Sacramento Street, north side, from 54 feet to 167 feet west of the school's eastern property line (Approvable by the City Traffic Engineer)

6(b). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM-4 PM, SCHOOL DAYS

ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM-10 AM AND 2PM-4:30 PM, SCHOOL DAYS

Clay Street, south side, from school's eastern property line to 77 feet westerly (Supervisor District 2) (Approvable by the City Traffic Engineer) André Wright, andre.wright@sfmta.com



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This proposal aligns the loading zone times with the new start and end time schedules for Claire Lilienthal's Madison Campus beginning in the Fall of the 2022-2023 school year.

Public Comments: No comments.

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

7(a). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM TO 3 PM, SCHOOL DAYS

ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 4:30 PM, SCHOOL DAYS

800 Corbett Avenue, west side, from 16 feet to 151 feet north of school driveway (Approvable by the City Traffic Engineer)

7(b). RESCIND - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7 AM TO 9 AM AND 1 PM TO 3 PM, SCHOOL DAYS

ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS

Corbett Avenue, west side, from Romain Street to 100 feet southerly (Approvable by the City Traffic Engineer)

7(c). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM TO 9 AM AND 12PM TO 2:30 PM, SCHOOL DAYS

ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS

Corbett Avenue, west side, from 40 feet to 83 feet south of Iron Alley (Approvable by the City Traffic Engineer)

7(d). RESCIND - PART-TIME ACCESSIBLE SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM TO 9AM AND 12 PM TO 2:30 PM, SCHOOL DAYS

ESTABLISH - PART-TIME ACCESSIBLE SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS

Corbett Avenue, west side, from 101 feet to 200 feet south of Iron Alley (Supervisor District 8) (Approvable by the City Traffic Engineer) André Wright, andre.wright@sfmta.com

This proposal implements school loading zone time changes based on new school schedules beginning. Fall 2022.

Public Comments: Question raised regarding coordination efforts between SFUSD and SFMTA for bell schedule changes.

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



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8. ESTABLISH – RED ZONES

ESTABLISH – SIDEWALK WIDENING

- A.** Silver Avenue, north side, from 19 feet west of Topeka Avenue to 29 feet east of Topeka Avenue (removes 2 parking spaces, 6-foot sidewalk widening)
- B.** Bay View Street, south side, from 3rd Street to 24 feet westerly (existing red zone, 6-foot sidewalk widening)
- C.** Wallace Avenue, north and south sides, from 3rd Street to 23 feet easterly (removes 2 parking spaces, 6-foot sidewalk widening)
- D.** 3rd Street, east side, from Wallace Avenue to 25 feet southerly (removes 1 parking space, 6-foot sidewalk widening)
- E.** Oakdale Avenue, north side, from Lane Street to 30 feet westerly (removes 2 parking spaces, 14-foot sidewalk widening)
- F.** Oakdale Avenue, south side, from Lane Street to 24 feet westerly (removes 1 parking space, 6-foot sidewalk widening)
- G.** Lane Street, west side, from Oakdale Avenue to 21 feet northerly (removes 1 parking space, 6-foot sidewalk widening)
- H.** Lane Street, west side, from Oakdale Avenue to 19 feet southerly (removes 1 parking space, 4-foot sidewalk widening)
- I.** Lane Street, east side, from Quesada Avenue to 23 feet southerly (removes 1 parking space, 6-foot sidewalk widening)
- J.** Quesada Avenue, south side, from Lane Street to 18 feet easterly (removes 1 parking space, 6-foot sidewalk widening)
- K.** Revere Avenue, south side, from Lane Street to 33 feet westerly (removes 2 parking spaces, 6-foot sidewalk widening)
- L.** Revere Avenue, north side, from Lane Street to 35 feet easterly (removes 2 parking spaces, 6-foot sidewalk widening)
- M.** Lane Street, east side, from Revere Avenue to 23 feet northerly (removes 1 parking space, 6-foot sidewalk widening)
- N.** Lane Street, west side, from Revere Avenue to 19 feet southerly (removes 1 parking space, 4-foot sidewalk widening)

(Supervisor District 10) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install bulb-outs as part of the Bayview Community Based Transportation Plan to improve pedestrian safety.

Public Comments: Comment in support of bulb-outs.

Decision: Approved by the City Traffic Engineer for implementation.

9. ESTABLISH – PASSENGER LOADING ZONE, 9 AM TO 2 PM SUNDAY AND 6 PM TO 9 PM WEDNESDAY AND THURSDAY



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Page Street, south side, from 206 to 264 feet east of Pierce Street (specifies posted service hours) (Supervisor District 5) (Approvable by the City Traffic Engineer) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would specify the “posted service hours” restriction for the existing white zone in front of Second Union Baptist Church at 739 Page Street.

Public Comments: Comments in support. Suggestion made to replace other “during services” white zones in the City with specified hours.

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

10. ESTABLISH – PASSENGER LOADING ZONE, 7:30 AM TO 9 AM AND 3:30 TO 6:30 PM, MONDAY THROUGH FRIDAY

Page Street, north side, from 102 to 199 feet east of Stanyan Street (extends existing white zone by 97 feet) (Supervisor District 5) (Approvable by the City Traffic Engineer) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would extend the white zone in front of the SF High School of the Arts at 1950 Page Street to the full frontage of the school.

Public Comments: Received several emails in opposition prior to hearing. Comments made during hearing in support to alleviate double parking and in opposition citing parking loss. Suggestion to have school provide busing service from an off-site location.

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

11(a). ESTABLISH – RIGHT OR LEFT TURN ONLY, EXCEPT BICYCLES

Page Street, eastbound, at Masonic Avenue (Approvable by the City Traffic Engineer)

11(b). ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES

Masonic Avenue, northbound, at Page Street (Supervisor District 5) (Approvable by the City Traffic Engineer) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would add an eastbound traffic diverter to the signalized intersection at Page Street and Masonic Avenue.

Public Comments: Received several emails in support and one in opposition prior to hearing. Comments in support and in opposition during the hearing. Question raised about emergency vehicle and delivery vehicle access, and absence of diverter proposal at Divisadero/Page. Suggestions made to add taxi exemption to turn restriction.

Decision: Approved by the City Traffic Engineer for implementation.

12(a). ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES



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Stanyan Street, northbound, at Page Street (Approvable by the City Traffic Engineer)

12(b). ESTABLISH – NO LEFT TURN, EXCEPT BICYCLES

Stanyan Street, southbound, at Page Street (Approvable by the City Traffic Engineer)

12(c). ESTABLISH – RED ZONE

Page Street, south side, from Stanyan Street to 20 feet easterly (Supervisor District 5) (Approvable by the City Traffic Engineer) Pallavi Panyam, pallavi.panyam@sfmta.com

This proposal would add an eastbound traffic diverter at the signalized intersection of Page Street and Stanyan Street.

Public Comments: Received several emails in support and one in opposition prior to hearing. Comments in support and in opposition during the hearing. Question raised about emergency vehicle and delivery vehicle access. Suggestions made to add taxi exemption to turn restriction, to add westbound No Left Turn and No Turn on Red restrictions, and to establish scooter parking instead of red zone for 12(c).

Decision: Approved by the City Traffic Engineer for implementation.

13(a). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM-5 PM, SCHOOL DAYS ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8:45 AM-9:45 AM, MONDAY-FRIDAY, AND 3:30 PM-4:30 PM, MON, TUES, THURS, FRI, AND 2 PM-3 PM, WED, SCHOOL DAYS

North Point Street, north side, from 10 feet to 220 feet east of Divisadero Street (Approvable by the City Traffic Engineer)

13(b). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 6 AM-10 AM, MONDAY TO FRIDAY ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM-10 AM AND 2PM-4:30 PM, SCHOOL DAYS

Beach Street, south side, from Divisadero Street to 106 feet easterly (Approvable by the City Traffic Engineer)

13(c). RESCIND - PART-TIME ACCESSIBLE PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7 AM-9 AM AND 12 PM-2:30 PM, SCHOOL DAYS

Beach Street, south side, from 168 feet to 207 feet east of Divisadero Street (Supervisor District 2) (Approvable by the City Traffic Engineer) Andre Wright, Andre.Wright@sfmta.com

This proposal reconfigures the loading zones and aligns the loading zone times with the new start and end time schedules for Claire Lilienthal's Scott Campus beginning in the Fall of the 2022-2023 school year to assist with the congestion of the pickup and drop-off operations.



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Public Comments: Received several emails in support and in opposition prior to hearing. Comments in opposition during the hearing citing parking loss. Suggestion made to utilize parent volunteers, stagger parent arrival times and shorten the length of the extension and the effective hours.

Decision: Approved by the City Traffic Engineer for implementation with shortened length and effective hours for 13(a). #

14(a). ESTABLISH - STOP SIGN

Rockdale Drive, southbound, at Omar Way stopping the stem of this "T" intersection (Approvable by the City Traffic Engineer)

14(b). RESCIND - BLUE ZONE ESTABLISH - RED ZONE

Omar Way, south side, from 231 feet to 251 feet east of Myra Way (Approvable by the City Traffic Engineer)

14(c). RESCIND - RED ZONE ESTABLISH - BLUE ZONE

Omar Way, south side, from 264 feet to 286 feet east of Myra Way (Supervisor District 7) (Approvable by the City Traffic Engineer) Andre Wright, Andre.Wright@sfmta.com

This proposal stops the stem of this "T" intersection to better clarify the right-of-way. This will also mark the eastern crosswalk crossing Omar Way, which requires the relocation of the existing blue zone for visibility.

Public Comments: No comments.

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

15(a). ESTABLISH – TOW-AWAY, NO PARKING ANY TIME ESTABLISH – SIDEWALK EXTENSION (6-FOOT WIDENING)

Ivy Street, north side, from Octavia Street to 40 feet westerly (40-foot-long extension) (Requires approval by the SFMTA Board)

15(b). ESTABLISH – RAISED CROSSWALKS

Ivy Street, east crosswalk, at Laguna Street

Ivy Street, west crosswalk, at Octavia Street

(Supervisor District 5) (Approvable by the City Traffic Engineer) Garnet Wing, garnet.wing@sfmta.com

Proposal to establish raised crosswalks and sidewalk extension is part of the Market Octavia Living Alleys Phase 1A project led by SFPW.



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Public Comments: Received one email in support of 15(b) and one email in opposition of 15(a) prior to the hearing. Received comments in support during the hearing.

Decision: Item 15(b) approved by the City Traffic Engineer for implementation. Item 15(a) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

16(a). ESTABLISH – RED ZONE

- A.** 25th Street, south side, from Connecticut Street to 29 feet easterly (removes 1 parking space)
- B.** 25th Street, south side, from 184 feet to 306 feet east of Connecticut Street (removes 6 parking spaces)
- C.** 25th Street, south side, from Texas Street/Dakota Street to 105 feet westerly (removes 5 parking spaces)
- D.** Connecticut Street, east side, from 25th Street to 53 feet southerly (removes 1 parking space)
- E.** Texas Street, east side, from 25th Street to 20 feet northerly (removes 2 perpendicular parking spaces) (Approvable by the City Traffic Engineer)

The proposed red zones are required due to the proposed bulbs and sidewalk widening for Phase 1 of the Potrero Hope project.

16(b). ESTABLISH – STOP SIGNS

25th Street, eastbound and westbound, at Texas Street/Dakota Street
Texas Street, southbound, at 25th Street (Supervisor District 10) (Approvable by the City Traffic Engineer) Westley Myles; Westley.Myles@sfmta.com

Proposal makes the 25th Street/Dakota Street/Texas Street intersection an all-way stop and clarifies the right of way. Parking legislation change associated with new bulb out construction related to the Potrero Hope SF Phase 1 Infrastructure Project.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation. # (only 16(b) is reviewable by BOS)

GENERAL COMMENTS:

Shotwell Slow Street is causing access problems and taxi drivers are now reluctant to serve the street.


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 the 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



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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.

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

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Approved:

A handwritten signature in cursive script that reads 'R Olea'.

Ricardo Olea
City Traffic Engineer

Date: July 19, 2022 (updated)

cc: Directive File
RO:ET:et