



Streets Division Directive Order No. 6611

Sustainable Streets Division Directive Order No. 6611

Pursuant to the public hearing held on January 6, 2023, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6609.

1. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

625 8th Street / 855 Brannan Street (Supervisor District 6) (Requires approval by the SFMTA Board)
Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 625 8th Street / 855 Brannan Street so they can purchase parking permits for their vehicle to park within RPP Area U.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

2. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

3490 20th Street (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras,
gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 3490 20th Street so they can purchase parking permits for their vehicle to park within RPP Area I.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

3. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

1 St. Francis Place (Supervisor District 6) (Requires approval by the SFMTA Board) Gerry Porras,
gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 1 St. Francis Place, so they can purchase parking permits for their vehicle to park within RPP Area U.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

4. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

599 3rd Street (Supervisor District 6) (Requires approval by the SFMTA Board) Gerry Porras,
gerry.porras@sfmta.com



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The proposed modification would add RPP eligibility to the residents of 599 3rd Street, so they can purchase parking permits for their vehicle to park within RPP Area U.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

5. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA Q (Eligibility only, no signs)

1458-1460 Haight Street (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 1458-1460 Haight Street so they can purchase parking permits for their vehicle to park within RPP Area Q.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

6. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA C (Eligibility only, no signs)

709 Geary Street (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 709 Geary Street so they can purchase parking permits for their vehicle to park within RPP Area C.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

7. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA W (Eligibility only, no signs)

2131 26th Street (Supervisor District 10) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 2131 26th Street so they can purchase parking permits for their vehicle to park within RPP Area W.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

8. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA R (Eligibility only, no signs)



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1100 Gough Street (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras,
gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 1100 Gough Street so they can purchase parking permits for their vehicle to park within RPP Area R.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

9. RESCIND – GENERAL METERED PARKING, 9 AM TO 6 PM, NO TIME LIMIT, MONDAY THROUGH FRIDAY

ESTABLISH – GENERAL METERED PARKING, 9 AM TO 6 PM, NO TIME LIMIT, MONDAY THROUGH SATURDAY

A. Gough Street, east side, between McAllister Street and Fulton Street

B. Laguna Street, east and westside, between Ivy Street and Fell Street

C. Linden Street, south side, between Gough Street and Franklin Street

D. Octavia Street, east side, between Linden Street and Fell Street

(Supervisor District 5) (Requires approval by the SFMTA Board) Raynell Cooper,
raynell.cooper@sfmta.com

Proposal to remedy mistake in 2021 legislation for new meters in Hayes Valley.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

10. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA V

ESTABLISH - 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA V PERMITS

Balhi Court (Supervisor District 11) (Requires approval by the SFMTA Board) (Gerry Porras,
gerry.porras@sfmta.com)

The proposed modification would add RPP extension of Area V to residents of Balhi Court so they can purchase parking permits to park within this RPP Area.

Public Comments: Comment received stating that some residents are reconsidering their support and another petition to withdraw might be submitted to SFMTA.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

11. ESTABLISH – RED ZONE



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Sickles Avenue, west side, from Cayuga Avenue to 20 feet southerly (Supervisor District 11)
(Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

Proposal to install daylighting to improve visibility.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

12. ESTABLISH – SPEED CUSHIONS

Lobos Street, between Caine Avenue and Plymouth Avenue (3 speed cushions) (Supervisor District 11)
(Approvable by the City Traffic Engineer) Shahram Shariati, shahram.shariati@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

13. ESTABLISH – RED ZONE

23rd Street, south side, from 4 feet to 22 feet west of Iowa Street (removes space #1 from multi-space meter #223-12001) (Supervisor District 10) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to replace one metered parking space with a daylighting red zone to improve intersection sight lines.

Public Comments: Received emails in support prior to public hearing. Comment in support received during public hearing.

Decision: Clarified space number and meter number at multi-space meter. Approved by the City Traffic Engineer for implementation.

14(a). RESCIND – 4-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

Missouri Street, west side, from 17th Street to 100 feet southerly
Missouri Street, east side, from 17th Street to 103 feet southerly

14(b). RESCIND – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS

Missouri Street, east side, from Mariposa Street to 225 feet northerly

14(c). ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

Missouri Street, west side, from 17th Street to 163 feet southerly
Missouri Street, east side, from 17th Street to 100 feet southerly



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14(d). ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS

Missouri Street, east side, from Mariposa Street to 300 feet northerly
(Supervisor District 10) (Requires approval by the SFMTA Board) Andy Thornley,
andy.thornley@sfmta.com

Proposal to address a gap in parking regulations on the 100 Block of Missouri Street inadvertently omitted from regulations approved in 2020.

Public Comments: Received email in support prior to public hearing.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

15. ESTABLISH – SPEED HUMPS

Mullen Avenue, between Peralta Avenue and Franconia Street (1 speed hump)
Mullen Avenue, between Franconia Street and Montcalm Street (2 speed humps)
(Supervisor District 9) (Approvable by the City Traffic Engineer) Daniel Carr, daniel.carr@sfmta.com

This item installs traffic calming speed humps at the request of block residents.

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

Decision: Approved by the City Traffic Engineer for implementation.

16. ESTABLISH – SPEED CUSHIONS

Bay View Street, between Latona Street and Pomona Street (1 3-lump speed cushion)
Bay View Street, between Pomona Street and Flora Street (1 3-lump speed cushion)
(Supervisor District 9) (Approvable by the City Traffic Engineer) Shahram Shariati,
shahram.shariati@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: Question raised regarding impact to emergency response.

Decision: Approved by the City Traffic Engineer for implementation.

17(a). ESTABLISH – SPEED CUSHIONS

Cambridge Street, between Felton Street and Burrows Street (2 3-lump speed cushions)

17(b). ESTABLISH – SPEED HUMP

Cambridge Street, between Burrows Street and Bacon Street (1 speed hump)
(Supervisor District 9) (Approvable by the City Traffic Engineer) Mark Manalo,
mark.manalo@sfmta.com



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Proposal to install traffic calming devices at the request of residents.

Public Comments: Question raised regarding impact to emergency response.

Decision: Approved by the City Traffic Engineer for implementation.

18. ESTABLISH – SPEED HUMPS

22nd Street, between Dolores Street and Chattanooga Street (1 speed hump) (Supervisor District 8) (Approvable by the City Traffic Engineer) 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.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

19. ESTABLISH – SPEED CUSHIONS

Sharon Street between 15th Street and 16th Street (2 3-lump speed cushions) (Supervisor District 8) (Approvable by the City Traffic Engineer) Daniel Carr, Daniel.carr@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: Comment in support.

Decision: Approved by the City Traffic Engineer for implementation.

20. ESTABLISH – SPEED CUSHIONS

22nd Avenue, between Taraval Street and Ulloa Street (2 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Mark Manalo, mark.manalo@sfmta.com

Proposal to install traffic calming devices at the request of residents.

Public Comments: Suggestion made to implement after the L Taraval Improvement Project is completed.

Decision: Approved by the City Traffic Engineer for implementation.

21. ESTABLISH – SPEED CUSHIONS

35th Avenue, between Irving Street and Lincoln Way (2 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Mark Manalo, mark.manalo@sfmta.com

Proposal to install traffic calming devices at the request of residents.



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Public Comments: Question raised regarding root cause of cut-through traffic.

Decision: Approved by the City Traffic Engineer for implementation.

22. ESTABLISH – SPEED CUSHIONS

35th Avenue, between Kirkham Street and Lawton Street (2 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Mark Manalo, mark.manalo@sfmta.com

Proposal to install traffic calming devices at the request of residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

23. ESTABLISH – SPEED CUSHIONS

35th Avenue, between Pacheco Street and Ortega Street (2 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Mark Manalo, mark.manalo@sfmta.com

Proposal to install traffic calming devices at the request of residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

24. ESTABLISH – SPEED CUSHIONS

34th Avenue, between Quintara Street and Rivera Street (2 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

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

Public Comments: Question raised regarding notification process.

Decision: Approved by the City Traffic Engineer for implementation.

25(a). RESCIND – TOW-AWAY, NO STOPPING 3 PM TO 6 PM, EXCEPT SATURDAY AND SUNDAY

Pine Street, south side, from 20 feet to 138 feet east of Jones Street. (Requires approval by the SFMTA Board)

25(b). RESCIND – 2-HOUR PARKING, 8 AM TO 3 PM, 6 PM TO 9 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA C PERMITS

Pine Street, south side, from 20 feet to 138 feet east of Jones Street. (Requires approval by the SFMTA Board)



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25(c). ESTABLISH – TOW-AWAY NO STOPPING ANY TIME

Pine Street, south side, from Jones Street to 138 feet easterly (Requires approval by the SFMTA Board)

25(d). ESTABLISH – NO LEFT TURN ON RED

Pine Street, south side, westbound, at Jones Street (Approvable by the City Traffic Engineer)

25(e). ESTABLISH – TOW-AWAY LANE MUST TURN LEFT

Pine Street, south side, westbound, at Jones Street (Approvable by the City Traffic Engineer)

(Supervisor District 3) Nikki Kobayashi, nikki.kobayashi@sfmta.com

Proposal to remove existing PM peak tow-away no stopping restriction and parking on the south side of Pine St, to create a left turn lane at all times.

Public Comments: No comments.

Decision: Items 25(d) and 25(e) approved by the City Traffic Engineer for implementation. Items 25(a), 25(b) and 25 (c) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

26. ESTABLISH – SPEED CUSHION

Clement Street, between 28th Avenue and 29th Avenue (1 3-lump speed cushion) (Supervisor District 1) (Approvable by the City Traffic Engineer) John Garzee, john.garzee@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

27. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

41st Avenue, west side, from 5 feet to 61 feet north of Irving Street (53-foot bike share station with red zones on each side of the station) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 41st Avenue at Irving Street, adjacent to Swell Bikes.

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding the finance and economics of the public/private partnership, parking loss, number of proposed stations considered at the same time, impact to small businesses. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the



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community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

28. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

36th Avenue, west side, from Ortega Street to 62 feet northerly (52-foot bike share station with red zones on either end) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the west side of 36th Avenue, north of Ortega Street, adjacent to the planted area along Sunset Boulevard.

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding parking loss, proximity to other proposed stations being considered, disclosure to Board of Supervisors during Great Highway closure discussions. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

29. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

44th Avenue, east side, from Judah Street to 60 feet southerly (52-foot bike share station with red zones on either end) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the east side of 44th Avenue, south of Judah Street, adjacent to Maxwell Shades.

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding the finance and economics of the public/private partnership, parking loss, impact to small businesses, disclosure to Board of Supervisors during Great Highway closure discussions. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

30. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION



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36th Avenue, west side, from 6 feet to 66 feet south of Kirkham Street (53-foot bike share station with red zones on each side of the station) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 36th Avenue at Kirkham Street, adjacent to the grassy area along Sunset Boulevard.

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding the finance and economics of the public/private partnership, parking loss, historical district designation, removal of discarded and abandoned bikes from the beach. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

31. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

43rd Avenue, east side, from 35 feet to 104 feet south of Lawton Street (62-foot bike share station with red zones on each side of the station) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 43rd Avenue adjacent to Andytown Coffee (south of their Shared Space).

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding parking loss, impact to small businesses, busy traffic on street. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

32. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Lower Great Highway, west side, from 10 feet to 66 feet north of Noriega Street (53-foot bike share station with red zones on each side of the station) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Lower Great Highway at Noriega Street, adjacent to the planted area along Upper Great Highway.



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Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding location selection, advertisement on kiosks, discarded and abandoned bikes nearby, permitting if located within Coastal Zone, maintenance of infrastructure due to corrosion. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

33. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

45th Avenue, east side, from Noriega Street to 64 feet southerly (53-foot bike share station with red zones on each side of the station) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 45th Avenue at Noriega Street, adjacent to the side of Papa Mak's Burgers.

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding parking loss, impact to small businesses, busy traffic on street, proximity to other proposed stations being considered, insufficient notice for businesses and residents to discuss with incoming District 4 Supervisor. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

34. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Ortega Street, south side, from 38 feet to 107 feet east of 40th Avenue (62-foot bike share station with red zones on either end) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the south side of Ortega Street, east of 40th Avenue, adjacent to the Ortega Branch Library.

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding proximity to other proposed stations being considered, outreach and notification process. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct



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consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

35. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

36th Avenue, west side, from 15 feet to 81 feet north of Irving Street (62-foot bike share station with red zones on each side of the station) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 36th Avenue adjacent to the green space along Sunset Boulevard.

Public Comments: Received emails in support and in opposition prior to public hearing. Received comments in support and opposition during public hearing. Concerns raised regarding location selection, parking loss, outreach and notification process. Support emails mentioned that these stations fill a gap in the bikeshare station network, were planned in direct consultation with the community and neighborhood leaders, will bring access to lower-cost classic bikes to the neighborhood, and will reduce the number of e-bikes parked on sidewalks.

Decision: Approved by the City Traffic Engineer for implementation.

36. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

36th Avenue, west side, from Ortega Street to 62 feet northerly (52-foot bike share station with red zones on either end) (Supervisor District 4) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the west side of 36th Avenue, north of Ortega Street, adjacent to the planted area along Sunset Boulevard.

Public Comments: No comments.

Decision: Item withdrawn. Item #36 is a duplicate of item #28.

GENERAL COMMENTS:

- Question raised about whether the parking loss cited included red zones at each end of bikeshare stations.
- Question raised about Lyft paying for permits related to bikeshare station installations.
- Lack of need for rental bikes in Outer Sunset. People drive and bring their bikes.
- Sunset residents need their cars and parking; a fundamental misunderstanding by SFMTA.
- Include map with nearby bikeshare stations. Provide attachments as reference materials if project files contained emails with attachments.
- Almost all attendees were in 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 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 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.

☎ 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 / Librang tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

Ricardo Olea
City Traffic Engineer

Date: January 13, 2023

cc: Directive File
RO:ET:et

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