



Streets Division Directive Order No. 6746

Sustainable Streets Division Directive Order No. 6746

Pursuant to the public hearing held on March 8, 2024, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6740.

1. ESTABLISH – SPEED CUSHIONS

Miraloma Drive, between Yerba Buena Avenue and Juanita Way (3 4-lump speed cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

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

Public Comments: Received several comments in support citing speeding concerns and difficulty backing out of driveways.

Decision: Item withdrawn by staff; revised proposal to return at a future hearing.

2. ESTABLISH – SPEED CUSHION

Miraloma Drive, between Juanita Way and Marne Avenue (1 4-lump speed cushion) (Supervisor District 7) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

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

Public Comments: Received several comments in support citing speeding concerns and difficulty backing out of driveways.

Decision: Item withdrawn by staff; revised proposal to return at a future hearing.

3. ESTABLISH – TOW AWAY, NO STOPPING ANY TIME

Marview Way, west side, from Palo Alto Avenue south curb line to 50 feet southerly (Supervisor District 7) (Requires approval by the SFMTA Board) Amy Chun, amy.chun@sfmta.com

Proposal to restrict parking to improve visibility.

Public Comments: Comment in support and questions raised regarding speed cushions on Marview and sightline between westbound Palo Alto and northbound Marview traffic. Comment regarding review at other similar acute angle intersections in the City.

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

4. ESTABLISH – RED ZONE

Teresita Boulevard, south side, from Gaviota Way west curb line to 40 feet westerly (includes 10-foot fire hydrant red zone)

Teresita Boulevard, south side, from Gaviota Way to 20 feet easterly



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(Supervisor District 7) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

Proposal to restrict parking to improve visibility.

Public Comments: Question regarding painting red zone around curb return.

Decision: Approved by the City Traffic Engineer for implementation.

5. ESTABLISH – SPEED CUSHIONS

Buena Vista Avenue East, Upper Terrace to Park Hill Avenue (3 5-lump speed cushions) (Supervisor District 8) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on three blocks 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: Item withdrawn by staff.

6. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 9AM TO 6PM, MONDAY THRU FRIDAY ESTABLISH – RED ZONE

24th Street, south side, from Chattanooga Street to 20 feet westerly (Supervisor District 8) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal for additional daylighting to improve intersection visibility.

Public Comments: Comment received in support of improving visibility. Suggestion to include meter numbers in item description.

Decision: Approved by the City Traffic Engineer for implementation.

7(a). RESCIND – SHARED TURN AND THROUGH LANE ESTABLISH – THROUGH AND RIGHT TURN LANE

Eureka Street, southbound, at Market Street

7(b). RESCIND – SHARED LEFT TURN AND RIGHT TURN LANE ESTABLISH – RIGHT LANE MUST TURN RIGHT

South Van Ness Avenue, southbound, at Cesar Chavez Street
(Supervisor Districts 8 & 9) (Approvable by the City Traffic Engineer) Michael Tsai, michael.tsai@sfmta.com

Proposal to remove dual turn lanes with an overlapping pedestrian phase to improve pedestrian safety.



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Public Comments: Concerns raised regarding potential traffic backup on 17th Street. Comments received concerning lack of compliance and drivers continuing to make left turns from right lane. Comment regarding the ability of the City Traffic Engineer to make the final decision without MTAB approval. Question raised regarding painting thru/right arrow in right lane.

Decision: Approved by the City Traffic Engineer for implementation.

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

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

Ortega Street, south side, from 20 feet to 90 feet and from 120 feet to 220 feet west of 37th Avenue

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

ESTABLISH – TOW AWAY, NO STOPPING, PART-TIME SCHOOL BUS LOADING ZONE, 7AM-4:30PM, SCHOOL DAYS

Ortega Street, south side, from 3 feet to 33 feet and from 43 feet to 103 feet east of 39th Avenue and from 14 feet to 98 feet west of 38th Avenue

(Supervisor District 4) (Approvable by the City Traffic Engineer) Andre Wright,
andre.wright@sfmta.com

This proposal changes the passenger and school bus loading zones' times to align with the school's schedule.

Public Comments: Comment received regarding outreach to Ortega Public Library.

Decision: Approved by the City Traffic Engineer for implementation.

9. ESTABLISH – SPEED CUSHIONS

Duncan Street, between Guerrero Street and Dolores Street (2 3-lump speed cushions) (Supervisor District 8) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on one 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: Comments in support.

Decision: Approved by the City Traffic Engineer for implementation.

10. ESTABLISH – SPEED CUSHION

Eureka Street, between 21st Street to 22nd Street (1 5-lump speed cushion) (Supervisor District 8) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com



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This proposal installs a traffic calming device on one 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: Received general request for STOP sign and crosswalk for 21st Street (west leg) and Eureka Street prior to public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

11(a). RESCIND – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Golden Gate Avenue, north side, from Leavenworth Street to 36 feet westerly

11(b). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Golden Gate Avenue, from 36 feet to 84 feet west of Leavenworth Street

11(c). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Leavenworth Street, west side, from Golden Gate Avenue to 56 feet northerly

11(d). RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Leavenworth Street, west side, from 56 feet to 104 feet north of Golden Gate Avenue (Supervisor District 5) (Requires approval by the SFMTA Board) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to remove motorcycle parking and loadings zones at the request of Supervisor Preston's office.

Public Comments: Received comments in support prior to and during public hearing. Question raised regarding evaluation for the need to relocate loading zones and motorcycle parking. Comments received stating that current loading restrictions are sufficient for law enforcement purposes and engineering resources should not be used to solve social issues.

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

**12(a). RESCIND – NO STOPPING, EXCEPT BICYCLES
RESCIND – BIKE SHARE STATION**

Folsom Street, north side, from 105 feet to 185 feet west of Main Street (80-foot bike share station)



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12(b). ESTABLISH – NO STOPPING, EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Folsom Street, south side, from 60 feet to 134 feet west of Main Street (74-foot bike share station)

12(c). RESCIND – YELLOW METERED LOADING, AT ALL TIMES, DAILY

Folsom Street, south side, from 72 feet to 134 feet west of Main Street (stalls #211, #213, #215) (Supervisor District 6) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to relocate a Bay Wheels bike share station from the floating parking lane on the north side of Folsom Street, west of Main Street, to the floating parking lane on the south side of Folsom Street, west of Main Street, to accommodate a multi-year construction project.

Public Comments: Received email suggestion prior to public hearing to remove station during construction instead of relocation. Comment received during public hearing stating that a station relocation should be under the general Class 1(c) categorical exemption instead of the 2015 clearance for the project. Question raised regarding the Tow-Away zone through the driveway of the previous occupant of the parcel.

Decision: Approved by the City Traffic Engineer for implementation.

13(a). ESTABLISH – TWO-WAY STREET

Steuart Street, between Mission Street and Howard Street (currently one-way southbound)

13(b). ESTABLISH – 45-DEGREE ANGLE PARKING

Steuart Street, east side, from Mission Street to 469 feet southerly (converts angled southbound to angled northbound)

13(c). ESTABLISH – RED ZONE

- A.** Steuart Street, east side, from Mission Street to 16 feet southerly
- B.** Steuart Street, east side, from 88 feet to 143 feet south of Mission Street
- C.** Steuart Street, east side, from 263 feet to 282 feet south of Mission Street (fire hydrant)
- D.** Steuart Street, east side, from 50 feet to 62 feet north of Howard Street
- E.** Steuart Street, east side, from 82 feet to 97 feet north of Howard Street
- F.** Steuart Street, east side, from 2 feet to 22 feet south of Howard Street
- G.** Steuart Street, west side, from 2 feet to 22 feet north of Howard Street

13(d). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 11 AM TO 2 AM, DAILY

Steuart Street, east side, from 16 feet to 88 feet south of Mission Street (6 angled spaces)

13(e). ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

Steuart Street, east side, from 227 feet to 251 feet south of Mission Street (2 angled spaces)



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Steuart Street, east side, from 207 feet to 233 feet north of Howard Street (2 angled spaces)

13(f). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5 PM TO 2 AM, DAILY

Steuart Street, east side, from 251 feet to 263 feet south of Mission Street (1 angled space)

13(g). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Steuart Street, east side, from 97 feet to 121 feet north of Howard Street (2 angled spaces)

13(h). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 10 PM, MONDAY THROUGH FRIDAY

Steuart Street, east side, from 169 feet to 207 feet north of Howard Street (3 angled spaces)

13(i). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 11 AM TO 3 PM, 5 PM TO 1 AM, DAILY

Steuart Street, east side, from 233 feet to 269 feet north of Howard Street (3 angled spaces)

13(j). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY

A. Steuart Street, east side, from 52 feet to 88 feet south of Mission Street (3 angled dual-use spaces)

B. Steuart Street, east side, from 143 feet to 227 feet south of Mission Street (7 angled spaces)

C. Steuart Street, east side, from 233 feet to 269 feet north of Howard Street (3 angled dual-use spaces)

13(k). ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Steuart Street, east side, from 2 feet to 50 feet north of Howard Street (2 parallel spaces)

13(l). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY TO FRIDAY

Steuart Street, east side, from 121 feet to 169 feet north of Howard Street (4 angled spaces)

(Supervisor District 6) (Requires approval by the SFMTA Board) Elizabeth Chen,
elizabeth.chen@sfmta.com

Building from the San Francisco Planning Department's South Downtown Design + Activation (Soda) Plan and the Transbay Howard Streetscape Project, this proposal will convert the remaining one-way southbound block of Steuart Street to two-way traffic.

Public Comments: Received comments in opposition due to concerns for pedestrian safety at intersections with a new vehicular approach and passing vehicles encountering oncoming traffic.



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Comments also received regarding 45-degree vs. parallel vs. perpendicular parking. Question raised regarding various color curb zone changes, in particular commercial loading at angled parking spaces.

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

14(a). ESTABLISH – TWO-WAY STREET

Spear Street, between Mission Street and Howard Street (currently one-way southbound)

14(b). RESCIND – 45-DEGREE ANGLE PARKING

ESTABLISH – PARALLEL PARKING

Spear Street, east side, between Mission Street and Howard Street (currently 45-degree angled)

14(c). ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY

Spear Street, east side, from 124 feet to 280 feet south of Mission Street (7 spaces)

14(d). ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Spear Street, east side, from 20 feet to 66 feet north of Howard Street (2 spaces)

14(e). ESTABLISH – RED ZONE

- A. Spear Street, east side, from Howard Street to 20 feet northerly
- B. Spear Street, west side, from 3 feet to 23 feet north of Howard Street
- C. Spear Street, east side, from 3 feet to 23 feet south of Howard Street
- D. Spear Street, east side, from 143 feet to 148 feet south of Howard Street (driveway red zone)
- E. Spear Street, east side, from 177 feet to 180 feet south of Howard Street (driveway red zone)
- F. Spear Street, east side, from Folsom Street to 35 feet northerly
- G. Spear Street, east side, from 125 feet to 135 feet north of Folsom Street (fire hydrant)
- H. Spear Street, east side, from 163 feet to 173 feet north of Folsom Street (driveway red zone)
- I. Spear Street, west side, from 16 feet to 36 feet north of Folsom Street
- J. Spear Street, east side, from 9 feet to 29 feet south of Folsom Street
- K. Spear Street, west side, from Harrison Street to 20 feet northerly

14(f). ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

Spear Street, east side, from 23 feet to 63 feet south of Howard Street (2 spaces)

14(g). ESTABLISH – GENERAL METERED PARKING

Spear Street, east side, from 63 feet to 143 feet south of Howard Street (4 spaces)

14(h). ESTABLISH – GREEN METERED PARKING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

- A. Spear Street, east side, from 35 feet to 95 feet north of Folsom Street (3 spaces)



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- B. Spear Street, west side, from 22 feet to 62 feet south of Howard Street (2 spaces)
- C. Spear Street, east side, from 29 feet to 68 feet south of Folsom Street (2 spaces)

14(i). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

- A. Spear Street, east side, from 105 feet to 185 feet north of Howard Street (4 spaces)
- B. Spear Street, east side, from 95 feet to 125 feet north of Folsom Street (1 space)
- C. Spear Street, east side, from 135 feet to 163 feet north of Folsom Street (1 space)

14(j). ESTABLISH – BLUE ZONE

Spear Street, west side, from 3 feet to 22 feet south of Howard Street (1 space)
(Supervisor District 6) (Requires approval by the SFMTA Board) Elizabeth Chen,
elizabeth.chen@sfmta.com

Building from the San Francisco Planning Department's South Downtown Design + Activation (Soda) Plan and the Transbay Howard Streetscape Project, this proposal will convert the remaining one-way southbound block of Spear Street to two-way traffic. This proposal also includes curb changes to follow-up the previously legislated two-way traffic conversion on Spear Street between Howard and Harrison Streets (MTAB Resolution 16-123).

Public Comments: Received email prior to public hearing to paint KEEP CLEAR pavement message for a driveway. Comments received during public hearing in opposition due to concerns for pedestrian safety at intersections with a new vehicular approach and passing vehicles encountering oncoming traffic. Comments also received regarding 45-degree vs. parallel vs. perpendicular parking. Question raised regarding various color curb zone changes south of Howard Street.

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

GENERAL COMMENTS:

- Comment received regarding recent proposed changes using MTAB as the public hearing forum instead of the typical Engineering public hearing prior to MTAB.
- Question raised regarding when Engineering public hearings and Color Curb public hearings will return to City Hall as in-person hearings.

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



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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 the project staff listed and reference this order number.

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Approved:

ROlea

Ricardo Olea
City Traffic Engineer

Date: March 15, 2024

cc: Directive File
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