



# Sustainable Streets Division Directive Order No. 6243

## **Sustainable Streets Division Directive Order No. 6243**

Pursuant to the public hearing held on March 20, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. **6243**.

### **1. ESTABLISH – NO STOPPING ANYTIME, 7 AM TO 5 PM, MONDAY THROUGH THURSDAY, EXCEPT VEHICLES AUTHORIZED BY SFDPH OR SFFD**

12th Street, south side, from Mission Street to 40 feet easterly  
(Supervisor District 6) Tracy Minicucci, Tracy.Minicucci@sfmta.com

SFDPH, SFFD and the City Manager requested that the SFMTA assist them in finding an on-street location to inspect Mobile Food Facility vehicles (e.g. food trucks) in walking distance from the new permit center at 1500 Mission Street.

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

**Public Comments:** No comments received.

### **2. ESTABLISH – 25 MILES PER HOUR SCHOOL SPEED LIMIT WHEN CHILDREN ARE PRESENT**

Oak Street between Ashbury Street and Masonic Avenue  
(Supervisor District 5) André Wright, Andre.Wright@sfmta.com

This sets a reduced school speed limit on Oak Street adjacent to The Urban School's Mark Salkind campus.

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

**Public Comments:** No comments received.

### **3. ESTABLISH – SPEED CUSHIONS**

Visitation Avenue, between Schwerin Street and Delta Street (2 Speed Cushions)  
(Supervisor District 10) André Wright, Andre.Wright@sfmta.com

Traffic calming devices are being installed proactively near school loading zones, to ensure motorists are adhering to reduced speeds in school areas.

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

**Public Comments:** No comments received.

### **4. ESTABLISH – STOP SIGNS**

Dolores Street, northbound and southbound, at 28th Street, making this intersection an all-way STOP  
(Supervisor District 9) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to make this intersection an all-way STOP to better clarify right of way.



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

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

### 5. ESTABLISH – STOP SIGN

Jack London Alley, southbound, at Brannan Street, stopping the stem of this T-intersection (Supervisor District 6) Simon Qin, [simon.qin@sfmta.com](mailto:simon.qin@sfmta.com)

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

**Public Comments:** No comments received.

### 6. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES

Townsend Street, westbound, at 7th Street  
(Supervisor District 6) Alan Uy, [alan.uy@sfmta.com](mailto:alan.uy@sfmta.com)

Proposal to implement a No Right Turn on Red Except Bicycles restriction to improve bicycle safety.

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

**Public Comments:** No comments received.

### 7(a). ESTABLISH – BUS ZONE

Mission Bay Boulevard North, north side, from 61 feet to 246 feet west of 3rd Street

### 7(b). ESTABLISH – PASSENGER LOADING ZONE

Mission Bay Boulevard North, north side, from 41 feet to 61 feet west of 3rd Street  
(Supervisor District 6) Tracy Minicucci, [tracy.minicucci@sfmta.com](mailto:tracy.minicucci@sfmta.com)

Family House (540 MBBN) requested a 20' extension of their existing passenger loading zone westward from 3rd St. Transit also requested an extension for the 55 Dogpatch stop to bring stop up to midblock standards and accommodate future 22 Fillmore service. The bus stop would be extended from 142' to 185' westward from 3rd St. Three parking spaces would be converted as a result of these proposed curb changes.

**Decision:** Approved by the City Traffic Engineer to send to SFMTA Board for legislation after the 2/21/2020 public hearing. # footnote applies to item 7(b).

**Public Comments:** No comments received.

### 8(a). ESTABLISH – RED ZONE (PAINTED SAFETY ZONE AT J CHURCH STOP)

Church Street, west side, from Clipper Street to 40 feet northerly (painted safety zone replaces two parking spaces at existing J Church car stop)

Church Street, west side, from 27th Street to 40 feet northerly (painted safety zone replaces two parking spaces at existing J Church car stop)



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### **8(b). RESCIND – J CHURCH STOP**

Church Street at 29th Street (removes inbound J Church stop at boarding island)

### **8(c). ESTABLISH – J CHURCH STOP**

30th Street at Church Street (relocates inbound J Church stop around the corner from Church Street to 30th Street, before making the right turn)

(Supervisor District 8) Felipe Robles, felipe.robles@sfmta.com

These proposed improvements are part of the J Church Improvement Project, which has been discussed with the community over the past year. More information is available at [www.sfmta.com/JChurchProject](http://www.sfmta.com/JChurchProject).

**Decision:** Postpone public hearing.

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

### **9. ESTABLISH – RED ZONES**

A. Leavenworth Street, west side, from Sutter Street to 20 feet south.

The following intersections will be part of the left turn traffic calming pilot program:

- |                       |                        |
|-----------------------|------------------------|
| 1. 10th St/Folsom     | 2. 17th Ave/Lincoln    |
| 3. 18th Ave/Lincoln   | 4. Broadway/Montgomery |
| 5. Ellis/Leavenworth  | 6. Gough/Sacramento    |
| 7. Leavenworth/Sutter |                        |

(Supervisor Districts 1, 3, 5 & 6) Shahram Shariati, shahram.shariati@sfmta.com

SFMTA will be piloting a left turn traffic calming project that was conducted by NYDOT last year. The intention is to reduce left turn collisions and the severity of injury as part of SF's Vision Zero goal. The left turn traffic calming project is part of a larger grant project delivering a left turn behavior change education campaign.

**Decision:** Approved by City Traffic Engineer for implementation after obtaining environmental clearance.

**Public Comments:** No comments received.

### **10. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION**

34th Avenue, east side, from Balboa Street to 61 feet southerly  
(53-foot bike share station with red zones)

(Supervisor District 1) Laura Stonehill, laura.stonehill@sfmta.com



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Proposing a Bay Wheels bike share station in the parking lane on the east side of 34th Avenue, adjacent to the Talisman Banquet Hall.

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

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

### 11. ESTABLISH – NO STOPPING EXCEPT BICYCLES

#### ESTABLISH – BIKE SHARE STATION

Arlington Street, south side, from Roanoke Street to 65 feet westerly  
(53-foot bike share station with red zones)  
(Supervisor District 8) Laura Stonehill, [laura.stonehill@sfmta.com](mailto:laura.stonehill@sfmta.com)

Proposing a Bay Wheels bike share station in the parking lane on the south side of Arlington Street, adjacent to the green space owned by the City and County of San Francisco.

**Decision:** Continued.

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

### 12. ESTABLISH – NO STOPPING EXCEPT BICYCLES

#### ESTABLISH – BIKE SHARE STATION

21st Avenue, east side, from 43 feet to 98 feet south of Geary Boulevard  
(51-foot bike share station with red zones)  
(Supervisor District 1) Laura Stonehill, [laura.stonehill@sfmta.com](mailto:laura.stonehill@sfmta.com)

Proposing a Bay Wheels bike share station in the parking lane on the east side of 21st Avenue, adjacent to the Chase Bank at 5655 Geary Boulevard.

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

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

*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*




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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: March 27, 2020

cc: Directive File

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