



Sustainable Streets Division Directive Order No. 6351

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Pursuant to the public hearing held on January 8, 2021, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6343.

1. ESTABLISH – NO LEFT TURN

Cesar Chavez Street, eastbound, at Guerrero Street
(Supervisor Districts 8 and 9) Eric Luu, eric.luu@sfmta.com

Proposal to restrict eastbound left turns to accommodate increased north side pedestrian crossing times as part of traffic signal retiming effort.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH – STOP SIGN

Jack London Alley, northbound, at Bryant Street, stopping the stem of this T-intersection (Supervisor District 6) Amy Chan, Amy.chun@sfmta.com

Proposal to stop the stem of this T-intersection to clarify right-of-way.

Public Comments: Comments in opposition due to cost and need.

Decision: Approved by the City Traffic Engineer for implementation.

3. ESTABLISH – STOP SIGNS

Lawton Street, westbound and eastbound, at 21st Avenue, making this intersection an all-way STOP (Supervisor District 4) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to make this intersection an all-way STOP to improve traffic and pedestrian safety.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Comments also in favor and suggestion about the possibility of a traffic circle as an alternative.

Decision: Approved by the City Traffic Engineer for implementation.



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4. ESTABLISH – NO PARKING ANYTIME

Short Street, north side, from 10 Short Street west property line to 15 feet easterly (restricts parking across driveway of 10 Short Street) (Supervisor District 8) Alvin Lam, alvin.lam@sfmta.com

Proposal to restrict parking across 10 Short Street in order to improve visibility between motorists on Short Street.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Comments in opposition due to parking loss.

Decision: Continue proposal to a future public hearing.

5. ESTABLISH – STOP SIGNS

Clement Street, eastbound and westbound, at 9th Avenue, making this intersection an all-way STOP (Supervisor District 1) Alvin Lam, Alvin.lam@sfmta.com

Proposal to make this intersection an all-way STOP to improve traffic and pedestrian safety.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Other comments in favor.

Decision: Approved by the City Traffic Engineer for implementation.

6(a). RESCIND – ANGLED PARKING

Irving Street, north side from 20 feet to 45 feet west of 40th Avenue

6(b). ESTABLISH – PARK PARALLEL

Irving Street, north side, from 9 feet to 45 feet west of 40th Avenue (Supervisor District 4) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to convert two angled parking spaces to parallel parking to improve intersection visibility with no loss of parking.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Other comments in support and also a preference for an All-Way STOP.

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



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7(a). ESTABLISH - CLASS II BIKEWAY (BIKE LANE)

Vicente Street, southbound, from West Portal to Portola

7(b). ESTABLISH - CLASS III BIKEWAY

Vicente Street, northbound, from West Portal to Portola

7(c). ESTABLISH - TOW AWAY NO PARKING ANY TIME

Vicente Street, east side, from Portola 43 feet northerly (33 feet of additional no parking) (Supervisor District 7) Jonathan Chimento, Jonathan.Chimento@sfmta.com

Clean up legislation to close a gap in the bike network, parking removal to accommodate 48 muni bus turn.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Concern about parking loss and further outreach.

Decision: Item to be continued to a future public hearing.

8. ESTABLISH - CLASS IV BIKEWAY (TWO-WAY PROTECTED)

Alemany Boulevard from Stoneybrook Ave/Cambridge Ave to Crescent Ave/Putnam Ave

Installed a concrete barrier to protect the existing bikeway on Alemany Boulevard between Stoneybrook and Crescent and convert the bikeway to two-way. (Supervisor District 11 & 9) Jonathan Chimento, jonathan.chimento@sfmta.com

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Concerns expressed about the design of the end traffic controls.

Decision: Approved by the City Traffic Engineer for implementation.

9. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

19th Street, north side, from 5 feet to 57.5 feet east of Mission Street (53 foot station)

(Supervisor District 6) Pallavi Panyam, pallavi.panyam@sfmta.com

Proposing to shift an existing bike share station on the north side parking lane of 19th Street. The existing station is being moved to accommodate a Shared Spaces request at the adjacent business.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Concerns about the description of the relocation.

Decision: Approved by the City Traffic Engineer for implementation.



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10(a). ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Beale Street, east side, from 30 feet to 115 feet south of Market Street

10(b). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- A. Beale Street, east side, from Market Street to 30 feet southerly
- B. Beale Street, east side, from 115 feet to 154 south of Market Street
- C. Beale Street, east side, from Mission Street to 155 feet northerly

10(c). ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 1-HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

Beale Street, east side, from 154 feet to 245 feet south of Market Street

10(d). ESTABLISH – RED ZONE

Beale Street, east side, from 245 feet to 315 feet south of Market Street (fire hydrant red zone)

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

Beale Street, east side, from 315 feet to 395 feet south of Market Street
(Supervisor District 6) Elizabeth Chen, elizabeth.chen@sfmta.com

This proposal clarifies the curb and loading changes to the east side of Beale Street between Market and Mission Streets. These changes are part of the Active Beale Street project that approved a two-way protected cycle track on the east side of Beale Street between Market and Howard Streets. As part of the Active Beale Street Project, a protected two-way cycle track was approved by the MTA Board with Resolution No. 200616-057. With construction of the cycle track pending, additional legislation for the east side of Beale is being proposed to clarify the design that was previously approved.

Public Comments: General comments about problems with accessing the on-line meeting through the short-link URL and missing digit with the phone participation code. Concerns about not having a description of the regulations being replaced.

Decision: Item 10(b) and 10(d) approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. All other items approved by the City Traffic Engineer for approval and implementation.


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



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

Approved:

A handwritten signature in black ink that reads "ROlea".

Ricardo Olea
City Traffic Engineer

Date: January 15, 2021

cc: Directive File
RO:TF:tf