



Sustainable Streets Division Directive Order No. 6389

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Pursuant to the public hearing held on April 2, 2021, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6374.

1. ESTABLISH - RED ZONE

Judah Street, south side, from 27 feet to 42 feet west of 17th Avenue (Supervisor Districts 5 & 7) (Approvable by City Traffic Engineer) Edgar Orozco, edgar.orozco@sfmta.com

This proposal to extends a 9' red zone by 15' to improve visibility.

Public Comments: No objections.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH – STOP SIGN

Anzavista Avenue, northbound at O'Farrell Street, stopping the stem of this T-intersection. (Supervisor District 2) (Approvable by City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: No objections.

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

3. ESTABLISH - NO TURN ON RED

Hyde Street, southbound, at Bush Street (Supervisor District 5) (Approvable by City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to restrict turns on red due to limited visibility at the intersection.

Public Comments: No objections.

Decision: Approved by the City Traffic Engineer for implementation.

4. ESTABLISH - NO TURN ON RED, EXCEPT BICYCLES

Ocean Avenue, westbound, at Alemany Boulevard (Approvable by City Traffic Engineer) (Supervisor District 11) Winnie Lee, winnie.lee@sfmta.com

Proposal for painted two-stage turn bike box to accommodate bicyclists traveling northbound on Alemany Boulevard connecting to bike route on Ocean Avenue westbound.

Public Comments: Comments in support.

Decision: Approved by the City Traffic Engineer for implementation.



Sustainable Streets Division Directive Order No. 6389

5(a). ESTABLISH – RED ZONE

Folsom Street, east side, from Ripley Street to 18 feet northerly (Approvable by City Traffic Engineer)

5(b). RESCIND - TOW-AWAY NO PARKING ANYTIME

Folsom Street, west side, from Ripley Street to 30 feet southerly (Requires MTAB Approval)
(Supervisor District 9) Edgar Orozco, edgar.orozco@sfmta.com

Proposal to restrict parking across two existing spots to improve operations for Muni buses and visibility for pedestrians. This parking loss is offset by adding parking across the street.

Public Comments: No objections, but request to submit all items together for approval by the SFMTA Board.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. # footnote comment applies to 5(b).

6(a). ESTABLISH – RAISED CROSSWALK

Fern Street at Polk Street, west crosswalk (Approvable by City Traffic Engineer)

6(b). ESTABLISH – SPEED TABLE

Fern Street, mid-block between Van Ness Avenue and Polk Street (Approvable by City Traffic Engineer)

6(c). ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Fern Street, south side, from Polk Street to 201 feet westerly (for midblock 3-foot sidewalk widening and 6-foot north-side corner sidewalk widening, removes blue zone, bike share station, parking meter #119) (Requires MTAB Approval)

6(d). ESTABLISH – BLUE ZONE

Polk Street, west side, from 6 feet to 28 feet south of Bush Street (removes parking meter #1241)
(Approvable by City Traffic Engineer)

6(e). ESTABLISH – BIKE SHARE STATION

Bush Street, south side, from 18 feet to 62 feet west of Polk Street (44-foot bike share station, replaces parking meters #1403 and 1405) (Approvable by City Traffic Engineer)
(Supervisor District 3) Ellen Robinson, ellen.robinson@sfmta.com

The proposed Fern Alley West project will extend streetscape enhancements on Fern Street east of Polk Street to the half-block of Fern Street west of Polk Street. The project will add sidewalk extensions, a raised crosswalk at Polk Street, a mid-block speed table, decorative paving treatments, improved lighting and new street trees.




Sustainable Streets Division Directive Order No. 6389

Public Comments: Comments in support, but request to submit all items together for approval by the SFMTA Board.

Decision: Approved by the City Traffic Engineer to forward item 6(c) to the SFMTA Board for approval and implementation. Other items approved by the City Traffic Engineer for 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 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.

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Approved:

Ricardo Olea
City Traffic Engineer

Date: April 9, 2021

cc: Directive File
RO:TF:tf/drc