



Streets Division Directive Order No. 6504

Sustainable Streets Division Directive Order No. 6504

Pursuant to the public hearing held on February 18, 2022, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6498.

1. ESTABLISH – RED ZONE

Jackson Street, north side, from Taylor Street to 20 feet easterly (Supervisor District 3) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Proposal to install a new Red Zone to improve pedestrian and vehicular visibility.

Public Comments: No comments.

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

2. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U

826 Folsom Street between 4th and 5th Streets (Eligibility only, no signs) (Supervisor District 6) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

Extending RPP Area U eligibility to this building facing meter-restricted parking will allow residents to 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.

3. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA W

1493-1499 Potrero Avenue at US101 Southbound and Cesar Chavez Street Exit (Eligibility only, no signs) (Supervisor District 10) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the residents of 1493-1499 Potrero Avenue 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.

4. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I

455 Valencia Street at corner of Sparrow Street (Eligibility only, no signs) (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com



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This proposal adds RPP eligibility to the residents of 455 Valencia 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.

5. ESTABLISH – STOP SIGN

Martha Avenue, northbound, at Congo Street (Supervisor District 7) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: Comment in support.

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

6. ESTABLISH – STOP SIGN

Delano Avenue, southbound, at Ottawa Avenue (Supervisor District 11) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: No comments.

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

7. ESTABLISH – STOP SIGN

Thomas Avenue, eastbound, at Griffith Street (Supervisor District 10) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: No comments.

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

8. ESTABLISH – STOP SIGN

Topaz Way, westbound, at Gold Mine Drive (north) (Supervisor District 8) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

Proposal to stop the westbound approach of the intersection to clarify the right-of-way.

Public Comments: No comments.

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



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9. ESTABLISH – STOP SIGN

Wayland Street, westbound, at San Bruno Avenue (Supervisor District 9) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

Proposal to stop the westbound approach of the intersection to clarify the right-of-way.

Public Comments: No comments.

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

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

Hyde Street, east side, from 12 feet to 27 feet south of Filbert Street (Requires approval by the SFMTA Board)

10(b). ESTABLISH – RIGHT TURN ONLY

Filbert Street, eastbound at Hyde Street (Supervisor District 2, and 3) (Approvable by the City Traffic Engineer) Sebastian Arias, sebastian.arias@sfmta.com

This proposal removes one on-street parking space and establishes a right turn only restriction to increase sight lines and reduce potential traffic conflicts for the vehicles crossing Hyde Street from Filbert Street.

Public Comments: Received several emails in support of tow-away proposal prior to public hearing. Comments in support of daylighting during the hearing. Suggestions to add vertical elements to discourage illegal parking and to consider daylighting at other cable car stops. Concerns raised about local circulation due to Right Turn Only restriction.

Decision: Item 10(b) approved by the City Traffic Engineer for implementation. Item 10(a) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

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

ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7 AM-9 AM AND 12PM-2:30 PM, SCHOOL DAYS

3950 Sacramento Street, north side, from 54 feet to 167 feet west of the school's eastern property line

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

Clay Street, south side, from Claire Lilienthal Elementary School – Madison Campus's eastern property line to 77 feet westerly (Supervisor District 2) (Approvable by the City Traffic Engineer) André Wright, andre.wright@sfmta.com

School has requested relocating the existing school bus loading zone, and also creating a new passenger loading zone, to better accommodate the pickup/drop-off of student.



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Public Comments: Suggestion to monitor future usage and to consider shortening the Slow Street on Clay by one block.

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

**12(a). RESCIND - YELLOW METER LOADING ZONE MONDAY-FRIDAY 9AM-3PM
ESTABLISH - YELLOW METER LOADING ZONE MONDAY-SATURDAY 7AM-6PM**

- A. Kearny Street, west side, from 10 feet north of Geary Street to 5 feet south of Maiden Lane
 - B. Kearny Street, west side, from 27 feet north of Maiden Lane to 10 feet south of Post Street
 - C. Kearny Street, west side, from 47 feet to 91 feet north of Post Street
 - D. Kearny Street, west side, from 8 feet to 92 feet south of Bush Street
- (Increases loading times for existing yellow meter zones)

**12(b). RESCIND - 6 WHEEL COMMERCIAL LOADING ZONE MONDAY-FRIDAY 9AM-3PM
ESTABLISH - 6 WHEEL COMMERCIAL LOADING ZONE MONDAY-SATURDAY 7AM-6PM**

- A. Kearny Street, west side, from 5 feet to 47 feet north of Post Street
 - B. Kearny Street, west side, from 91 feet to 250 feet north of Post Street
 - C. Kearny Street, west side, from Sutter Street to 183 feet northerly
 - D. Kearny Street, west side, from 12 feet north of Bush Street to 19 feet south of Pine Street
- (Increases loading times for existing 6-wheel commercial loading zones) (Supervisor District 3)
(Approvable by the City Traffic Engineer) Edgar Orozco, edgar.orozco@sfmta.com

This proposal increases commercial loading times to help mitigate double parking.

Public Comments: Suggestion to monitor future usage and the need for Saturday loading.

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

13(a). ESTABLISH – LEFT LANE MUST TURN LEFT

14th Street, eastbound, at Castro Street

13(b). RESCIND – GREEN ZONE, 10-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY

Castro Street, east side, from 14th Street to 20 feet southerly

13(c). ESTABLISH – GREEN ZONE, 10-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY

Castro Street, east side, from 10 to 30 feet south of 14th Street

13(d). ESTABLISH – RED ZONE

- A. Castro Street, east side, from 14th Street to 10 feet southerly
 - B. 14th Street, north side, from Castro Street to 10 feet easterly
 - C. 14th Street, south side, from Sanchez Street to 10 feet westerly
- (Supervisor District 8) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com



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This proposal to address pedestrian safety concerns will remove one eastbound lane on 14th Street, between Castro Street and Sanchez Street, while widening the remaining lanes to better accommodate Muni and emergency response vehicles. The road diet was developed in coordination with Supervisor Mandelman's office and the Duboce Triangle Neighborhood Association and will be funded through the San Francisco County Transportation Authority's Neighborhood Transportation Improvement Program.

Public Comments: Received emails in support and opposition prior to public hearing. Comments in support during the hearing citing safety improvements. Comments in opposition during the hearing citing concerns about congestion, Muni impacts and school drop-off conflicts at McKinley Elementary. Suggestions to consider left turn signal for eastbound traffic at 14th/Castro, protected bike lane and roundabout.

Decision: Approved by the City Traffic Engineer for implementation, with a shortened left turn lane for Item 13(a) to address potential conflict with school drop-off activities. #

14(a). RESCIND – TOW-AWAY NO STOPPING 7AM TO 9AM, 3PM TO 7PM, MONDAY THROUGH FRIDAY

1st Street, west side between Mission and Market Streets (Requires approval by the SFMTA Board)

14(b). RESCIND – TOW-AWAY NO STOPPING, 3PM TO 7PM, MONDAY THROUGH FRIDAY

1st Street, east side, from Market Street to 221 feet southerly (Requires approval by the SFMTA Board)

**14(c). ESTABLISH – SIDEWALK WIDENING
ESTABLISH –NO STOPPING ANYTIME**

RESCIND - YELLOW COMMERCIAL LOADING ZONE, 9AM TO 6PM, MONDAY THROUGH FRIDAY

1st Street, east side, from Market Street to 60 feet southerly (6-foot-wide bulb, removes meters 3 and 5)

1st Street, east side, from Mission Street to 46 feet northerly (6-foot-wide bulb, removes meter 51 and 53) (Requires approval by the SFMTA Board)

**14(d). ESTABLISH – SIDEWALK WIDENING
ESTABLISH –NO STOPPING ANYTIME**

1st Street, west side, from Market Street to 60 feet southerly (6-foot-wide bulb and 4-foot-wide sidewalk widening) (Requires approval by the SFMTA Board)

14(e). ESTABLISH – SIDEWALK WIDENING

1st Street, west side, from Market to Mission Street (4-foot wide, block long sidewalk widening) (Requires approval by the SFMTA Board)

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



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1st Street, west side, from 60 feet to 126 feet south of Market Street (removes part time bus zone meters 8, 10 and 12) (Approvable by the City Traffic Engineer)

14(g). ESTABLISH – TOW AWAY NO PARKING ANYTIME

1st Street, west side, from 126 feet to 155 feet southerly (fire hydrant red zone for existing hydrant, removes meter 14) (Requires approval by the SFMTA Board)

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

1st Street, west side, from 11 feet to 140 feet south of Stevenson Street (removes commercial loading meters 20, 22, 24, 26, 28 and 30)

1st Street, west side, from 187.5 feet to 253.5 feet south of Stevenson Street (removes commercial loading meters 40, 42 and 44) (Approvable by the City Traffic Engineer)

14(i). ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

1st Street, west side, from 140 feet to 187.5 feet south of Stevenson Street (red zone for SFFD)

1st Street, west side, from Mission Street to 100 feet northerly (extends existing TANSAT by 50 feet, removes commercial loading meters 46 and 48) (Requires approval by the SFMTA Board)

14(j). ESTABLISH – YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY

1st Street, east side, from 60 feet to 132 feet south of Market Street (Shifts 6-wheel loading and extends parking meter restrictions to include Saturday)

1st Street, east side, from 204 feet to 423 feet south of Market Street (Extends parking meter restrictions to include Saturday) (Approvable by the City Traffic Engineer)

14(k). ESTABLISH - WHITE ZONE, PASSENGER LOADING, 7AM TO 3PM, MONDAY THROUGH SATURDAY

1st Street, east side, from 132 feet to 172 feet south of Market Street (Extends restriction for passenger loading zone to include Saturday) (Approvable by the City Traffic Engineer)

14(l). ESTABLISH – SIDEWALK WIDENING

ESTABLISH – NO STOPPING ANYTIME

Fremont Street, west side, from Market Street to 245 feet southerly (5-foot-wide sidewalk widening, replaces commercial loading spaces 20 and 22)

Fremont Street, west side, from Mission Street to 48 feet north of Mission Street (5-foot-wide widening, replaces 11 motorcycle parking spaces) (Requires approval by the SFMTA Board)

14(m). ESTABLISH – SIDEWALK WIDENING

Fremont Street, east side, from Market Street to Mission Street (5-foot-wide block long widening) (Requires approval by the SFMTA Board)

14(n). ESTABLISH- SIDEWALK NARROWING

ESTABLISH – WHITE ZONE PASSENGER LOADING, AT ALL TIMES



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Fremont Street, west side, from 48 feet to 218 feet north of Mission Street (removes meters 40, 42, 44, 46, 48 and 50 and narrows sidewalk by 1.5 feet from 15 feet to 13.5 feet for loading bay)
(Requires approval by the SFMTA Board)

14(o). ESTABLISH – RED ZONE

Fremont Street, west side, from 218 feet to 243 feet north of Mission Street (removes meter 38)
(Approvable by the City Traffic Engineer)

14(p). ESTABLISH – TOW AWAY NO STOPPING ANYTIME

Fremont Street, east side, from 220 feet to 230 feet south of Market Street (reduces passenger loading zone from 66 feet to 56 feet) (Requires approval by the SFMTA Board)

14(q). RESCIND – RED ZONE

ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

Fremont Street, east side, from 286 feet to 293 feet south of Market Street (reduces red zone from 24 feet to 17 feet and extends existing passenger loading zone by 7 feet) (Approvable by the City Traffic Engineer)

14(r). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 9AM to 3PM, MONDAY THROUGH SATURDAY

Fremont Street, east side, from 132 feet to 240 feet north of Mission Street (removes 6-wheel designation and extends restriction to Saturday) (Approvable by the City Traffic Engineer)

14(s). ESTABLISH – YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT 9AM to 3PM, MONDAY THROUGH SATURDAY

Fremont Street, east side, from 2 feet to 88 feet north of Mission Street (Adds 6-wheel designation to commercial loading and extends to Saturday) (Approvable by the City Traffic Engineer)

Dustin White, dustin.white@sfmta.com

Proposal to widen sidewalks, add corner bulbs and adjust parking and loading zones to support the objectives of the Transit Center District Plan to improve the pedestrian environment between the Salesforce Transit Center and Market Street.

Public Comments: Comments concerning missing reference material on the website and resulting inability to review in advance of public hearing.

Decision: Items 14(f), 14(h), 14(j), 14(k), 14(o), 14(q), 14(r) and 14(s) approved by the City Traffic Engineer for implementation. Items 14(a), 14(b), 14(c), 14(d), 14(e), 14(g), 14(i), 14(l), 14(m), 14(n) and 14(p) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

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



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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: No comments.

Decision: Item withdrawn.

16. 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: No comments.

Decision: Item withdrawn.

17. 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: No comments.

Decision: Item withdrawn.

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

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.



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Public Comments: No comments.

Decision: Item withdrawn.

19. 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: No comments.

Decision: Item withdrawn.

20. 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.

Public Comments: No comments.

Decision: Item withdrawn.

21. 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: No comments.

Decision: Item withdrawn.

22. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION



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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: No comments.

Decision: Item withdrawn.

23. 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.

GENERAL COMMENTS:

- Presentation slides and reference material were not available on website.
- Suggestion to arrange agenda into three sections: Residential Permit Parking, Regular Items and Bikeshare Expansion.
- Request to remove posting notices after hearing.

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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☎ 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, appearing to read 'ROlea', is written over a horizontal line.

Ricardo Olea
City Traffic Engineer

Date: February 25, 2022

cc: Directive File
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