



# Sustainable Streets Division Directive Order No. 6327

## **Sustainable Streets Division Directive Order No. 6327**

Pursuant to the public hearing held on October 30, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6312. This directive also includes the decision for one residual item from Order No. 6307.

### **1. ESTABLISH – NO LEFT TURN**

Fulton Street, eastbound, at 30th Avenue

Fulton Street, eastbound, at 36th Avenue

(Supervisor District 1) Dusson Yeung, [dusson.yeung@sfmta.com](mailto:dusson.yeung@sfmta.com)

These changes are intended to improve safety due to a number of collisions at these two intersections involving left turns from Fulton.

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

**Decision:** Approved, but will not be implemented at this time due to the Slow Street on Cabrillo. In the event the Slow Street on Cabrillo is still in active in 2022, SFMTA will implement the turn prohibition in 2022.

### **2. ESTABLISH – STOP SIGNS**

Green Street, eastbound and westbound, at Montgomery Street, making this intersection an all-way STOP (Supervisor District 3) Amy Chun, [amy.chun@sfmta.com](mailto:amy.chun@sfmta.com)

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

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

**Decision:** Decision on STOP signs held in abeyance due to current traffic conditions. #

### **3. ESTABLISH – PERPENDICULAR PARKING**

Texas Street, east side, from 20 feet to 210 feet north of 25th Street

(Supervisor District 10) Amy Chun, [amy.chun@sfmta.com](mailto:amy.chun@sfmta.com)

Proposing to legislate existing parking conditions.

**Public Comments:** No comments.

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

### **4. ESTABLISH – SPEED CUSHIONS**

19th Street, between Seward Street and Yukon Street (2 speed cushions)

(Supervisor District 8) Jenn Chan, [jennifer.chan@sfmta.com](mailto:jennifer.chan@sfmta.com)



## Sustainable Streets Division Directive Order No. 6327

This proposal installs traffic calming devices on the 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.

### 5. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

7th Avenue, east side, from 16 feet to 94 feet north of Warren Drive  
(72-foot station with red zones either side)  
(Supervisor District 5) Daniel Carr, daniel.carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 7th Avenue, adjacent to Garden for the Environment. Daniel Carr, daniel.carr@sfmta.com

**Public Comments:** No comments. (Item is identical to #12 below).

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

### 6. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

St. Joseph's Avenue, north side, from 145 feet to 230 feet east of Geary Boulevard (85-foot bike share station) (Supervisor District 2) Pallavi Panyam, pallavi.panyam@sfmta.com

Proposing to relocate an existing Bay Wheels bike share station to the parking lane on the north side of St. Joseph's Avenue to accommodate additional loading needs at Kaiser.

**Public Comments:** No comments. (Item is identical to #13 below).

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

### 7(a). ESTABLISH – STOP SIGNS

Jennings Street, northbound and southbound at Newhall Street, making this T-intersection an all-way STOP

### 7(b). ESTABLISH – NO PARKING ANYTIME

Jennings Street, east side, from the north curb line of Newhall Street to 100 feet southerly  
(Supervisor District 10) Amy Chun, amy.chun@sfmta.com

Proposal to make this T-intersection an all-way STOP to clarify the right-of-way and to prohibit parking in order to daylight the north side unmarked crosswalk.

**Public Comments:** No comments.

**Decision:** Item 7(a) approved by the City Traffic Engineer for implementation. Item 7(b) approved to forward to the SFMTA Board for approval and implementation. #



## Sustainable Streets Division Directive Order No. 6327

### **8(a). ESTABLISH - ONE WAY STREET**

24th Street, eastbound, from Minnesota Street to Tennessee Street

### **8(b). ESTABLISH - RED ZONE**

24th Street, north side, from Minnesota Street to 20 feet easterly.  
Minnesota Street, west side, from 25th Street to 60 feet northerly.

### **8(c). ESTABLISH - TOW-AWAY NO STOPPING ANYTIME ESTABLISH - SIDEWALK WIDENING**

- A. 23rd Street, north side, from 28 feet west of Minnesota Street to 32 feet easterly (2.5-foot wide bulb).
- B. 25th Street, north side, from Minnesota Street to 23 feet easterly (6-foot wide bulb).
- C. Minnesota Street, east side, from 23rd Street to 23 feet southerly (6-foot wide bulb).  
(Supervisor District 10) Shahram Shariati, Shahram.Shariati@sfmta.com

This project is designed to improve pedestrian infrastructure with sidewalk extensions.

**Public Comments:** Comments in opposition.

**Decision:** Items continued for further neighborhood discussions.

### **9(a). ESTABLISH – BUS ZONE**

Hayes Street, north side, from Baker Street to 80 feet westerly  
(extends existing 70 foot zone by an additional 10 feet)

### **9(b). RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE**

Hayes Street, north side, from Baker Street to 19 feet easterly

### **9(c). ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE**

Hayes Street, north side, from Baker Street, 38 feet to 57 feet easterly  
(relocates 19-foot zone at the corner to the next available space)  
(Supervisor District 5) Dusson Yeung, dusson.yeung@sfmta.com

The installation of new accessible pedestrian signals triggers the need to widen the existing crosswalks to meet ADA requirements. The car share space is being relocated as a result, and the bus zone is being lengthened as the widened crosswalk shortens the bus zone below minimum standards.

**Public Comments:** No comments.

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

### **10(a). RESCIND – TRAFFIC ISLANDS**

Sickles Avenue, west median island from Alemany Boulevard to 30 feet westerly



## Sustainable Streets Division Directive Order No. 6327

Sickles Avenue, east median island from Alemany Boulevard to 30 feet easterly

### **10(b). ESTABLISH – RED ZONE**

Sickles Avenue, north side, from Alemany Boulevard to 20 feet easterly

### **10(c). RESCIND – TOW-AWAY, NO PARKING ANYTIME ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

Sickles Avenue, south side, from San Jose Avenue to Alemany Boulevard

### **10(d). ESTABLISH – NO RIGHT TURN ON RED**

Alemany Boulevard, northbound, at Sickles Avenue

### **10(e). ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BIKES**

Sickles Avenue, eastbound, at Alemany Boulevard  
(Supervisor District 11) Dussion Yeung, [dussion.yeung@sfmta.com](mailto:dussion.yeung@sfmta.com)

Center island removal will make room to install new Sickles Avenue eastbound left turn lane to improve traffic safety, as well as re-align the existing Sickles Avenue westbound left turn lane to improve a vehicular lateral transition. Red zone is for intersection visibility. Tow-Away, No Turn on Red, and Right Lane Must Turn Right is for bicycle improvements and a new bike box at the corner to facilitate eastbound Sickles Avenue bikes to turn north onto the Alemany Boulevard bike lanes.

**Public Comments:** No comments.

**Decision:** Item 10(c) 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 implementation.

## **11. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME ESTABLISH - SIDEWALK EXTENSION (6 FEET)**

Golden Gate Avenue, north and south sides, from 25 feet west of Buchanan Street to 20 feet east of Buchanan Street (total bulb out length of 114 feet).

Turk Street, north and south sides, from 20 feet west of Buchanan Street to 25 feet east of Buchanan Street (total bulb out length of 114 feet) (Supervisor District 5) Shahram Shariati, [Shahram.Shariati@sfmta.com](mailto:Shahram.Shariati@sfmta.com)

This project is designed to reduce pedestrian crossing distances, improve pedestrian visibility and reduce vehicle speeds adjacent to the Buchanan Street Mall.

**Public Comments:** Comments received requesting clarification about the environmental clearance.

**Decision:** Approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. Environmental clearance has been issued.



## Sustainable Streets Division Directive Order No. 6327

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

7th Avenue, east side, from 16 feet to 94 feet north of Warren Drive  
(72-foot station with red zones either side)  
(Supervisor District 5) Daniel Carr, daniel.carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on 7th Avenue, adjacent to Garden for the Environment. Daniel Carr, daniel.carr@sfmta.com

The following items have been environmentally cleared by the Planning Department on October 18, 2015, Case 2015-005492ENV:

**Public Comments:** No comments. (Item is identical to #5 above).

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

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

St. Joseph's Avenue, north side, from 145 feet to 230 feet east of Geary Boulevard (85-foot bike share station) (Supervisor District 2) Pallavi Panyam, pallavi.panyam@sfmta.com

Proposing to relocate an existing Bay Wheels bike share station to the parking lane on the north side of St. Joseph's Avenue to accommodate additional loading needs at Kaiser.

The following items have been environmentally cleared by the Planning Department on November 18, 2013, Case 2013.0342E:

**Public Comments:** No comments. (Item is identical to #6 above).

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

### **14. ESTABLISH – RED ZONE**

#### **ESTABLISH – SIDEWALK WIDENING**

Evans Avenue, south side, from Toland Street to 287 feet easterly (6-foot bulb) Toland Street, east side, from Evans Avenue to 176 feet southerly (8-foot bulb and 8-foot sidewalk) (Supervisor District 10) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to install red zones due to sidewalk improvements for the proposed SFPD Traffic Company and Forensic Services Division Facility at 1995 Evans Avenue.


**Public Comments:** No comments.

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



## Sustainable Streets Division Directive Order No. 6327

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 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.

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Approved:

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

Ricardo Olea  
City Traffic Engineer

Date: November 6, 2020

cc: Directive File  
RO:TF:tf