



Streets Division Directive Order No. 6691

Sustainable Streets Division Directive Order No. 6691

Pursuant to the public hearing held on September 1, 2023, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6686.

1. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

235 Valencia Street (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 235 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.

2. RESCIND – GENERAL METERED PARKING ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

24th Street, south side, from 10 feet to 51 feet east of Lilac Street (removes 2 general metered parking spaces) (Supervisor District 9) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

Proposal to relocate passenger loading east of Lilac Street. Original proposal was a request to prohibit parking west of Lilac Street to assist San Francisco Police Department (SFPD).

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

3. ESTABLISH – STOP Signs

Tennessee Street, northbound and southbound, at 25th Street (Supervisor District 10) (Approvable by the City Traffic Engineer) Michael Tsai, michael.tsai@sfmta.com

Proposal to convert this intersection to a two-way STOP.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

4(a). ESTABLISH – CLASS IV BIKEWAY

17th Street, eastbound and westbound, between Potrero Avenue and Mississippi Street (Approvable by the City Traffic Engineer)



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4(b). ESTABLISH – STOP SIGNS

17th Street, eastbound and westbound at Carolina Street, making this intersection an all-way stop
(Approvable by the City Traffic Engineer)

Converts the only intersection with marked crosswalks across 17th Street that is uncontrolled to an all-way stop

4(c). ESTABLISH – TOW AWAY, NO STOPPING ANY TIME

- A. 17th Street, south side, between Potrero Avenue and San Bruno Street (delineator- protected bikeway)
- B. 17th Street, south side, between Vermont Street and Arkansas Street (delineator- protected bikeway)
- C. 17th Street, north side, between Arkansas Street and Connecticut Street (delineator- protected bikeway)
- D. 17th Street, south side, between Connecticut Street and Missouri Street (delineator- protected bikeway)
- E. 17th Street, north side, between Missouri Street and Mississippi Street (delineator- protected bikeway)
- F. 17th Street, north side, from Rhode Island Street to 38 feet easterly (daylighting and hydrant)
- G. 17th Street, north side, from De Haro Street to 30 feet westerly (hydrant)
- H. 17th Street, north side, from De Haro Street to 61 feet easterly (daylighting and hydrant)
- I. 17th Street, north side, from Carolina Street to 36 feet westerly (hydrant)
- J. 17th Street, north side, from Wisconsin Street to 36 feet westerly (hydrant)
- K. 17th Street, north side, from Wisconsin Street to 34 feet easterly (daylighting and hydrant)
- L. 17th Street, north side, from Arkansas Street to 40 feet westerly (hydrant)
- M. 17th Street, south side, from Connecticut Street to 35 feet westerly (daylighting and hydrant)
- N. 17th Street, north side, from Missouri Street to 36 feet westerly (hydrant)
- O. 17th Street, south side, from Texas Street to 33 feet westerly (daylighting and hydrant)

(Requires approval by the SFMTA Board)

4(d). ESTABLISH – RED ZONES

- A. 17th Street, north side, from Potrero Avenue to 20 feet easterly
- B. Kansas Street, east side, from 17th Street to 10 feet southerly
- C. De Haro Street, west side, from 17th Street to 10 feet northerly
- D. Carolina Street, west side, from 17th Street to 10 feet northerly
- E. 17th Street, south side, from Arkansas Street to 10 feet easterly
- F. 17th Street north side, from Connecticut Street to 20 feet easterly



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- G. Connecticut Street, east side, from 10 feet to 20 feet south of 17th Street (expands existing 10-foot flag stop red zone to 20 feet)
- H. Texas Street, east side, from 17th Street to 10 feet southerly
- I. 17th Street, south side, from Mississippi Street to 10 feet westerly
- J. 17th Street, north side, from Mississippi Street to 10 feet easterly
- K. Mississippi Street, west side, from 17th Street to 10 feet northerly (Approvable by the City Traffic Engineer)

4(e). RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

17th Street, south side, from 13 feet to 37 feet east of Vermont Street (24-foot yellow zone)
(Approvable by the City Traffic Engineer)

4(f). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

Vermont Street, east side, from 10 feet to 50 feet south of 17th Street (40-foot yellow zone)
(Approvable by the City Traffic Engineer)

Removes Villa Fontaine yellow zone on 17th Street, relocates it around the corner on Vermont Street and lengthens it to 40 feet.

4(g). RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7 PM TO 9 AM DAILY

17th Street, south side, from 20 feet to 112 feet west of Rhode Island Street (4 yellow metered stalls)
(Approvable by the City Traffic Engineer)

4(h). ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7 PM TO 9 AM, DAILY

Rhode Island Street, west side, from 4 feet to 23 feet south of 17th Street (converting stall #402 to a yellow meter)

Rhode Island Street, west side, from 55 feet to 73 feet south of 17th Street (converting stall 406 to a yellow meter) (Approvable by the City Traffic Engineer)

4(i). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7 PM TO 9 AM, DAILY

Kansas Street, east side, from 10 feet to 56 feet south of 17th Street (46-foot yellow zone)
(Approvable by the City Traffic Engineer)



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Removes four yellow metered loading zones on 17th Street adjacent to Whole Foods loading dock and relocates them around the corner to Rhode Island (two yellow metered loading zones) and Kansas (unmetered yellow loading zone)

4(j). RESCIND – GREEN METERED PARKING ZONE, 10 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

17th Street, south side, from 42 feet to 82 feet east of De Haro Street (two green metered stalls #1713 and #1715) (Approvable by the City Traffic Engineer)

4(k). ESTABLISH – GENERAL METERED LOADING ZONE, 5 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

De Haro Street, east side, from 20 feet to 61 feet south of 17th Street (converting stalls #403 and #405) (Approvable by the City Traffic Engineer)

Removes two green meters on 17th Street in front of Philz and relocates them around the corner on De Haro Street as general metered loading with a 5-min time limit.

4(l). RESCIND – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

17th Street, north side, from 20 feet to 57 feet east of Carolina Street (37-foot yellow zone) (Approvable by the City Traffic Engineer)

4(m). ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

17th Street, north side, from 10 feet to 71 feet east of Carolina Street (61-foot yellow zone) (Approvable by the City Traffic Engineer)

Shifts yellow zone on the north side of 17th Street, east of Carolina Street, as it moves out to the floating parking lane and extends it to be in front of Friends of the Public Library.

**4(n). RESCIND – NO PARKING, EXCEPT BICYCLES
RESCIND – BIKE SHARE STATION**

17th Street, south side, from 10 feet to 86 feet west of Arkansas Street (72-foot bike share station plus red zone) (Approvable by the City Traffic Engineer)

**4(o). ESTABLISH – NO PARKING, EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION**

17th Street, north side, from 40 feet to 115 feet west of Arkansas Street (72-foot bike share station plus red zone) (Approvable by the City Traffic Engineer)



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Relocates Bay Wheels bike share station across the street to the floating parking lane

4(p). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

Connecticut Street, east side, from 20 feet to 60 feet south of 17th Street (40-foot yellow zone)
(Approvable by the City Traffic Engineer)

New yellow zone for Jovina's and any other businesses

4(q). RESCIND – WHITE ZONE, PASSENGER LOADING, 5 PM TO 1 AM, DAILY

17th Street, south side, from 34 feet to 75 feet east of Missouri Street (41-foot white zone)
(Approvable by the City Traffic Engineer)

4(r). ESTABLISH – DUAL-USE ZONE: YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, NOON TO 6 PM, DAILY AND GENERAL LOADING ZONE, 6 PM TO 1 AM, DAILY

17th Street, south side, from 38 feet to 79 feet east of Missouri Street (41-foot combo white/yellow zone) (Approvable by the City Traffic Engineer)

Shifts Bottom of the Hill's white zone as it moves out to the floating parking lane and makes it a commercial loading zone during non-passenger loading zone hours.

4(s). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 3 PM TO 6 PM

17th Street, south side, from 79 feet to 99 feet east of Missouri Street (20-foot yellow zone)
(Approvable by the City Traffic Engineer)

New yellow zone for Bottom of the Hill and other businesses

(Supervisor Districts 9 & 10) Laura Stonehill, laura.stonehill@sfmta.com

The 17th Street Quick-Build project aims to implement safety and comfort improvements on 17th Street between Potrero and Pennsylvania Avenues. The design includes delineator and floating parking-protected bikeways, stop signs to 17th at Carolina Street, protected corners, marking unmarked crosswalks, and shifting existing color curbs.

Public Comments: Numerous comments received in support through email and at public hearing. Some comments in opposition at public hearing as well as a previous petition in opposition. Questions about MUNI overhead lines.

Decision: Item 4(a) corrected to reflect approvability by the City Traffic Engineer. Item 4(c) updated to TOW AWAY NO STOPPING ANY TIME as originally proposed. Items 4(a) through 4(s) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.




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GENERAL COMMENTS:

Comment in opposition of Sunset Neighborways Project.

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:

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

Ricardo Olea
City Traffic Engineer

Date: September 8, 2023

cc: Directive File
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