



Sustainable Streets Division Directive Order No. 6305

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Pursuant to the public hearing held on September 4, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6291.

1. ESTABLISH – STOP SIGNS

Burrows Street, eastbound and westbound, at Gambier Street, and Gambier Street, southbound, at Burrows Street, making this T-intersection an all-way STOP
(Supervisor District 9) Jeffrey Tom, jeffrey.tom@sfmta.com

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

Public Comments: Comments received in support.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH - STOP SIGNS

46th Avenue, northbound and southbound, at Moraga Street, 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 at the request of local residents.

Public Comments: Comments received in support.

Decision: Approved by the City Traffic Engineer for implementation.

3(a). ESTABLISH – TRAFFIC SIGNAL

Oakdale Avenue and Loomis Street

3(b). ESTABLISH – NO TURN ON RED

Oakdale Avenue, westbound, at Loomis Street

3(c). ESTABLISH – PERPENDICULAR PARKING

Loomis Street, east side, from 10 feet north of Oakdale Avenue to 10 feet south of Barneveld Avenue
(Supervisor District 10) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines, visibility red zones and, in this case, a bike box and legislated perpendicular parking.

Public Comments: No comments.

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



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4(a). ESTABLISH – TRAFFIC SIGNAL

Kezar Drive and Lincoln Way

4(b). ESTABLISH – NO TURN ON RED

Lincoln Way, northbound, at Kezar Drive

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

Kezar Drive, south side, from Lincoln Way to 65 feet easterly

(Supervisor District 5) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines. Parking removal is proposed to better align the eastbound Lincoln Way-Kezar Drive intersection legs and to mitigate collision patterns.

Public Comments: Comments in support.

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

5. ESTABLISH – TRAFFIC SIGNAL

Alemaný Boulevard and Rousseau Street

(Supervisor Districts 8 and 11) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.

Public Comments: Comments in support and request to restore parking.

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

6. ESTABLISH – TRAFFIC SIGNAL

Alemaný Boulevard and Lawrence Street

(Supervisor District 11) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.

Public Comments: No comments.



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

7(a). ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB)

Market Street at Hattie Street

7(b). ESTABLISH – RED ZONE

Market Street, north side, from Hattie Street to 25 feet easterly

Market Street, south side, from Hattie Street to 29 feet westerly

(Supervisor District 8) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would install a new rectangular rapid flashing beacon to enhance pedestrian right-of-way allocation. The beacon will include all necessary beacon infrastructure including poles, signals, and lighting in addition to extended visibility red zones for pedestrian visibility.

Public Comments: Comments in support.

Decision: Approved by the City Traffic Engineer to install a flashing yellow beacon rather than red flashing stop controls and to send to the SFMTA Board for approval and implementation.

8. ESTABLISH – TRAFFIC SIGNAL

9th Street, Division Street, and San Bruno Avenue

(Supervisor Districts 6 and 10) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals (including bike signals), accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.

Public Comments: Comments in support.

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

9(a). ESTABLISH – TRAFFIC SIGNAL

Alemanly Boulevard and Theresa Street

9(b). RESCIND – RIGHT TURN ONLY

Theresa Street, eastbound and westbound, at Alemanly Boulevard

(Supervisor District 11) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would install a new traffic signal to improve right-of-way allocation. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.



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Public Comments: Comments in support and opposition.

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

10(a). RESCIND - METERED MOTORCYCLE PARKING

Channel Street, south side, from 20 feet to 80 feet west of 7th Street #

ESTABLISH - YELLOW METERED LOADING ZONE

Channel Street, south side, from 20 feet to 100 feet west of 7th Street (converts 16 motorcycle stalls and 1 general metered space to 4 yellow metered spaces) #

10(b). ESTABLISH - METERED MOTORCYCLE PARKING

Channel Street, south side, from 157 feet to 220 feet west of 7th Street (converts 3 general metered spaces to 17 metered motorcycle parking stalls) #

(Supervisor District 10) Alvin Lam, alvin.lam@sfmta.com

Relocating metered motorcycle parking westerly and establishing yellow zones at the request of Kilroy Realty.

Public Comments: Comments received in support.

Decision: Approved by the City Traffic Engineer for implementation.

11. ESTABLISH – RED ZONE

ESTABLISH – SIDEWALK EXTENSION (4 FEET)

Octavia Street, east side, from Page Street to 57 feet southerly

(Supervisor District 5) Norman Wong, norman.wong@sfmta.com

The proposed modification legislates a new sidewalk bulb out for 188 Octavia Street. Octavia Street sidewalk widened from 12 to 16 feet.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to send the red zone legislation to the SFMTA Board for approval and implementation. The sidewalk extension legislation will be handled by Public Works.

12. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

ESTABLISH – SIDEWALK EXTENSION (6 FEET)

Hawthorne Street, east side, from Folsom Street to 275 feet southerly

(Supervisor District 6) Norman Wong, norman.wong@sfmta.com

The proposed modification removes parking (2 yellow zone spaces and 9 metered spaces) due to sidewalk widening for 633 Folsom Street. Hawthorne Street sidewalk widened from 5 to 11 feet.

Public Comments: No comments.



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Decision: Approved by the City Traffic Engineer to send the towaway changes to the SFMTA Board for approval and implementation. The sidewalk extension legislation will be handled by Public Works.

13. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Hyde Street, east side, from Post Street to 82 feet southerly (72-foot station with red zones on either side)

(Supervisor District 6) Project Contact: Pallavi Panyam, Pallavi.Panyam@sfmta.com

Proposing to relocate an existing Bay Wheels bike share station from the parking lane on the east side of Hyde Street, north of Post Street, to the east side of Hyde Street, south of Post Street, to accommodate a change of use at the adjacent parcel.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

14. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Holloway Avenue, north side, from 13 feet to 101 feet east of Arellano Avenue (82-foot station with red zones on either side)

(Supervisor District 7) Project Contact: Daniel Carr, Daniel.Carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Holloway Avenue, adjacent to SFSU.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

15. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Balboa Street, north side, from La Playa Street to 80 feet westerly (72-foot station with red zones on either side) (Supervisor District 1) Project Contact: Daniel Carr, Daniel.Carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Balboa Street, adjacent to GGNRA's Sutro Heights park.

Public Comments: Comments in support and opposition.

Decision: Continued to consider the possibility of an alternate location on the Great Highway.




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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.

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: September 11, 2020

cc: Directive File

RO:TF:tf