



Sustainable Streets Division Directive Order No. 6405

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Pursuant to the public hearing held on April 30, 2021, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6390.

1. ESTABLISH - STOP SIGNS

Moraga Street, eastbound and westbound, at 40th Avenue, making this intersection an all-way STOP (Supervisor District 4) (Approvable by City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to make this intersection an all-way STOP.

Public Comments: No comments.

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

2. ESTABLISH - STOP SIGN

Central Avenue, southbound, at Buena Vista Avenue West (Supervisor Districts 5 and 8) (Approvable by City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

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

Public Comments: No comments.

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

3. ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME

San Bruno Avenue, north side, from Arleta Avenue to 110 feet easterly (Supervisor District 10) (Requires approval of the SFMTA Board) Edgar Orozco, edgar.orozco@sfmta.com

The proposed modification restricts stopping and parking across six consecutive driveways in a multi-unit building to provide a taper needed for turn clearance.

Public Comments: Correction to the file about the #90 line, rather than the #91, going through the intersection; suggestion made to prohibit the sharp right turn from Bayshore Boulevard to Arleta Avenue by all traffic except Muni.

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

4. RESCIND – BUS ZONE, 5:30 AM TO 8:30 PM DAILY ESTABLISH - BUS ZONE AT ALL TIMES

Connecticut Street, east side, from 18th Street to 75 feet southerly (Supervisor District 10) (Requires approval of the SFMTA Board) Edgar Orozco, edgar.orozco@sfmta.com



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The current bus zone on Connecticut Street at 18th Street reflects previous Muni service hours and allowed general parking between 8:30pm-5:30am. The proposed modification establishes a bus zone at all time to accommodate new Muni service hours.

Public Comments: Question about allowing some evening parking and possible changes to other nearby bus zones.

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

5. ESTABLISH - RED ZONE

Cortland Avenue, north side, from 9 feet to 27 feet west of Nevada Street
(Supervisor District 9) (Approvable by City Traffic Engineer) Edgar Orozco, edgar.orozco@sfmta.com

Proposal to restrict parking across one existing spot to improve operations for Muni buses.

Public Comments: Question about impact to the #24 line.

Decision: Approved by the City Traffic Engineer for implementation.

6(a). RESCIND - TOW-AWAY NO STOPPING ANY TIME EXCEPT GOLDEN GATE TRANSIT BUSES ESTABLISH - TOW-AWAY NO STOPPING ANY TIME

Essex Street, east side, from Folsom Street to 140 feet southerly (Requires approval of the SFMTA Board)

6(b). RESCIND - TOW-AWAY NO STOPPING ANY TIME EXCEPT GOLDEN GATE TRANSIT BUSES ESTABLISH - TOW-AWAY NO STOPPING ANY TIME EXCEPT SAMTRANS BUSES

Essex Street, east side, from 140 feet to 395 feet south of Folsom Street
(Supervisor District 6) (Requires approval of the SFMTA Board) Hester Yu, hester.yu@sfmta.com

The proposed modification would shorten and convert an existing Golden Gate Transit bus layover zone to serve SamTrans buses instead.

Public Comments: Suggestion to indicate revocation of existing regulations in the description; question about Samtrans' Drumm Street site.

Decision: Approved by the City Traffic Engineer to modify the description as indicated and forward to the SFMTA Board for final approval and implementation.

7(a). RESCIND – 30 MPH SPEED LIMIT ESTABLISH – 25 MPH SPEED LIMIT

John Muir Drive, between Skyline Boulevard and a point approximately 2,500 feet southeasterly
(Requires approval of the SFMTA Board)

7(b). RESCIND – 40 MPH SPEED LIMIT



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ESTABLISH – 35 MPH SPEED LIMIT

John Muir Drive, between the County line and a point approximately 2,500 feet southeasterly of Skyline Boulevard
(Supervisor District 7) (Requires approval of the SFMTA Board) Tom Folks, tom.folks@sfmta.com

The SFMTA proposes changing the speed limit on John Muir Drive based on the latest speed survey findings.

Public Comments: Question about the limits of the regulation and the possible need for future flashing beacons at the crosswalk; some concern about lowering the speed limit of the 40 mph section.

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

8(a). ESTABLISH – TRAFFIC SIGNAL

Alemany Boulevard, westbound, at 630 feet east of Putnam Avenue (Approvable by the City Traffic Engineer)

8(b). ESTABLISH – CROSSWALK

Alemany Boulevard, westbound, at 630 feet east of Putnam Avenue (Requires approval of the SFMTA Board)

8(c). ESTABLISH – CROSSWALK

Alemany Boulevard, eastbound, at San Bruno Avenue (Requires approval of the SFMTA Board)
(Supervisor District 9) Philip Louie, philip.louie@sfmta.com

The proposed modifications would establish new traffic control for pedestrians for the new pedestrian path connecting San Bruno Avenue with the Alemany Farmers Market.

Public Comments: No objections.

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

9(a). ESTABLISH – CLASS II BIKEWAY

- A. Anza Street, eastbound, south side, between 30th Avenue and Parker Avenue (Requires approval of the SFMTA Board)
- B. Anza Street, eastbound, south side, between Blake Street and Masonic Avenue (Requires approval of the SFMTA Board)
- C. Anza Street, westbound, north side, between 30th Avenue and Blake Street (Requires approval of the SFMTA Board)

9(b). ESTABLISH – CLASS III BIKEWAY



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Anza Street, eastbound, south side, between Parker Avenue and Blake Street (Requires approval of the SFMTA Board)

Anza Street, westbound, north side, between Blake Street and Masonic Avenue (Requires approval of the SFMTA Board)

9(c). ESTABLISH – SPEED CUSHIONS

Anza Street, between Blake Street and Collins Street (one 3-lump speed cushion) (Approvable by City Traffic Engineer)

Anza Street, between Collins Street and Wood Street (one 3-lump speed cushion) (Approvable by City Traffic Engineer)

9(d). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Anza Street, north side, from 14th Avenue to Funston Avenue (Requires approval of the SFMTA Board)

Anza Street, south side, from 14th Avenue to Park Presidio (Requires approval of the SFMTA Board)

9(e). RESCIND – RIGHT LANE MUST TURN RIGHT

Anza Street, eastbound, south side, from Beaumont Avenue to Parker Avenue (Approvable by City Traffic Engineer)

9(f). RESCIND – THRU TRAFFIC MERGE RIGHT

Anza Street, westbound, north side, from Loraine Court to Almaden Court (Approvable by City Traffic Engineer)

9(g). RESCIND – LEFT LANE MUST TURN LEFT

Anza Street, westbound, north side, from Almaden Court to Arguello Boulevard (Approvable by City Traffic Engineer) (Supervisor District 1) Mark Manalo, mark.manalo@sfmta.com

Anza Street was identified by community-members in the Richmond District during earlier planning processes as a desirable corridor for bike lanes. The proposal establishes a bike lane on Anza Street between 30th Avenue and Masonic Avenue. This project will deliver improvements to address bicycle and pedestrian safety.

Public Comments: Many comments in support; some questions about traffic impacts and possible additional measures at key intersections; concerns about the perpendicular parking along a section of Anza Street and excessive speeding; other questions about design details.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation after completion of environmental approval.

10(a). ESTABLISH – ROAD CLOSURE, EXCEPT PEDESTRIANS, BICYCLES AND EMERGENCY VEHICLES

Mary Street – from Minna Street to Mission Street (Requires approval of the SFMTA Board)



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STREET CLOSURE due to improvements for the 5M Development project.

10(b). ESTABLISH – TOW AWAY NO STOPPING ANYTIME ESTABLISH – SIDEWALK WIDENING

5th Street – west side, Natoma Street to 140 feet southerly (widening sidewalk to 16 feet, removes 4 metered parking spaces, 205-01500, 205-01520, 205-01600, 205-01620 and 6 motorcycle spaces)
(Tow-Away regulation requires approval of the SFMTA Board)

TOW AWAY NO STOPPING ANYTIME due to sidewalk improvements for the 5M Development project.

10(c). ESTABLISH – LEFT TURN ONLY

Mary Street – northbound, at Minna Street
(Supervisor District 6) (Approvable by City Traffic Engineer) Westley Myles, Westley.Myles@sfmta.com


LEFT TURN ONLY due to Mary Street closure.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and 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:

A handwritten signature in black ink, appearing to read 'ROlea', written over a horizontal line.

Ricardo Olea
City Traffic Engineer

Date: May 7, 2021

cc: Directive File
RO:TF:tf