



SUSTAINABLE STREETS DIVISION DIRECTIVE ORDER #6010

Pursuant to the public hearing held on November 16, 2018, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order #6000.

1. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA ELIGIBILITY

3207 Mission Street (eligibility only; no signs)

(Supervisor District 9) Gerry Porras, gerry.porras@sfmta.com

Petition makes residents eligible to obtain parking permits.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: Comments received in support.

2. RESCIND – NO LEFT TURN

ESTABLISH – NO LEFT TURN EXCEPT MUNI

Haight Street, eastbound, at Divisadero Street

(Supervisor District 5) Edgar Orozco, edgar.orozco@sfmta.com

This proposal will exempt Muni transit vehicles from the current restriction. Muni will only make this left turn when construction or special events require a temporary route diversion.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: No comments received.



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3. ESTABLISH – SCHOOL BUS LOADING ZONE, TOW-AWAY, NO STOPPING, 8:30 AM TO 9:30 AM AND 3 PM TO 4 PM, SCHOOL DAYS

Visitacion Avenue, north side, from Schwerin Street to 155 feet easterly
(Supervisor District 10) ♦ André Wright, andre.wright@sfmta.com

SFUSD is requesting Visitacion Valley Elementary School's existing school bus loading zone be extended 20 feet to accommodate their buses.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support.

4. ESTABLISH – STOP SIGNS

Baker Street, northbound and southbound, at Beach Street, making this intersection an all-way STOP (Supervisor District 2) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal makes this intersection an all-way STOP at the request of local residents.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation. #

Public Comments: Comments received both in support and opposition.

5. ESTABLISH – BUS ZONE

Powell Street, east side, from Francisco Street to 120 feet south (extends existing 75-foot bus zone and removes 2 parking spaces)
(Supervisor District 3) Felipe Robles, felipe.robles@sfmta.com

Proposal extends bus zone by removing parking spaces, at the request of Muni Operations.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: No comments received.



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6(a). ESTABLISH – PERPENDICULAR PARKING

23rd Street, south side, between Tennessee Street and Minnesota Street

6(b). ESTABLISH – NO PARKING ANYTIME

23rd Street, north side, from Tennessee Street to 66 feet westerly (removes three parking spaces) (Supervisor District 10) Kathryn Studwell, kathryn.studwell@sfmta.com

Establishes perpendicular parking on south side of 23rd Street.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation. # Note applies to 6(b).

Public Comments: No comments received.

7(a). RESCIND – ANGLE PARKING

Grove Street, north side, from 27 feet to 135 feet west of Larkin Street (rescinds 9 angle parking spaces #446-00004)

7(b). RESCIND – BLUE ZONE (Diagonal)

Grove Street, north side, from 15 feet to 27 feet west of Larkin Street (12-foot blue zone)

7(c). ESTABLISH – BLUE ZONE (Parallel)

Grove Street, north side, from 5 feet to 25 feet west of Larkin Street (20-foot blue zone)

7(d). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Grove Street, north side, from 85 feet to 135 feet west of Larkin Street (2 yellow metered spaces) (Supervisor District 6) ♦ Elizabeth Chen, elizabeth.chen@sfmta.com

Conversion to parallel spaces allows easier commercial loading at the new Bi-Rite Café and improves accessibility at the blue zone. Net loss of 4 spaces.

Decision: Approved by City Traffic Engineer to send items (a), (b) and (c) to SFMTA Board for legislation. Item (d) is approved by the City Traffic Engineer for implementation and is also subject to #.

Public Comments: No comments received.



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8(a). ESTABLISH – LEFT TURN ONLY EXCEPT MUNI

Powell Street, southbound, at O'Farrell Street

8(b). ESTABLISH – NO RIGHT TURN

O'Farrell Street, eastbound, at Powell Street

8(c). ESTABLISH – SIDEWALK WIDENING

ESTABLISH – TOW-AWAY NO STOPPING ANY TIME

- A. Powell Street, west side, from Ellis Street to O'Farrell Street
- B. Powell Street, east side, from Ellis Street to 86 feet northerly
- C. Powell Street, east side, from 154 feet north of Ellis Street to O'Farrell Street
- D. Powell Street, west side, from O'Farrell Street to 88 feet northerly
- E. Powell Street, west side, from 147 feet north of O'Farrell Street to Geary Street
- F. Powell Street, east side, from O'Farrell Street to 139 feet northerly
- G. Powell Street, east side, from 198 feet north of O'Farrell Street to Geary Street
- H. O'Farrell Street, south side, from Powell Street to 148 feet easterly (rescinds yellow metered loading spaces #143, #145, and #147 for a 6-foot wide transit/sidewalk bulb)
- I. O'Farrell Street, south side, from Powell Street to 23 feet westerly
- J. Ellis Street, north side, from Powell Street to 25 feet easterly
- K. Ellis Street, north side, from Powell Street to 9 feet westerly

8(d). ESTABLISH – NO PARKING ANY TIME EXCEPT ACTIVE LOADING

- A. Powell Street, east side, from 86 feet to 154 feet north of Ellis Street
- B. Powell Street, west side, from 88 feet to 147 feet north of O'Farrell Street
- C. Powell Street, east side, from 139 feet to 198 feet north of O'Farrell Street

8(e). RESCIND – BUS ZONE

O'Farrell Street, south side, from Powell Street to Cyril Magnin Street

8(d). ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES

O'Farrell Street, south side, from 23 feet to 43 feet west of Powell Street (establishes one passenger loading zone space)

8(e). ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES

O'Farrell Street, south side, from 43 feet west of Powell Street to Cyril Magnin Street (establishes 7 yellow metered loading spaces)

8(f). ESTABLISH – BUS ZONE

O'Farrell Street, south side, from Powell Street to 130 feet easterly



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8(g). ESTABLISH – YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES

O'Farrell Street, north side, from 6 feet to 73 feet east of Powell Street (affects existing yellow metered loading spaces # 144, #146, and #148)

(Supervisor District 6) Alvin Lam, alvin.lam@sfmta.com

This legislation builds upon the previous Powell Street Safety Pilot for the upcoming Powell Streetscape Project. The Project will re-design two blocks of Powell Street (between Geary and Ellis) with a new pedestrian-focused design, replacing the temporary aluminum parklets with wider sidewalks, flexible load zones, and a variety of other streetscape elements. Further, improvements for the 38-Geary Muni lines and upgrades to traffic signals will keep people moving and improve safety.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation after environmental clearance has been received.

Public Comments: Comments received in support.

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

Filbert Street, north side, from 11 feet to 100 feet east of Powell Street (82-foot bike share station with red zones at either end) ♦ (Supervisor District 3) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane adjacent to the Boys' & Girls' Club.

Decision: Hold.

Public Comments: Comments primarily in opposition, but also received some in support.



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10. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

China Basin Street, north side, from 37 feet to 135 feet west of 3rd Street (82-foot bike share station with red zones on either side) ♦ (Supervisor District 6) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane adjacent to a parking lot.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: No comments received.

11. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

22nd Street, south side, from Dolores Street to 75 feet westerly (62-foot bike share station with red zones in either end) ♦ (Supervisor District 8) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane adjacent to Thomas Edison Charter Academy.

Decision: Hold.

Public Comments: Comments primarily in opposition, but also received some in support

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



SUSTAINABLE STREETS DIVISION DIRECTIVE ORDER #6010

For questions about any of these items, please contact: sustainable.streets@sfmta.com and reference this order number.

 **311 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 / Libreng tulong para sa wikang Filipino / 무료 언어 지원 / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

Date: November 21, 2018

Ricardo Olea
City Traffic Engineer

cc: Directive File

RO:TF:tf