



Streets Division Directive Order No. 6494

Sustainable Streets Division Directive Order No. 6494

Pursuant to the public hearing held on January 14, 2022, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6489.

1. ESTABLISH – RED ZONE

Highland Avenue, north side, from Bernal Cut Path to 30 feet easterly (Supervisor District 9) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Proposal to install a new Red Zone to improve pedestrian visibility crossing Bernal Cut Path (Next to 29 Highland Street).

Public Comments: No comments.

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

2. ESTABLISH – STOP SIGN

Cumberland Street, eastbound, at Guerrero Street, stopping the stem of this "T" intersection (Supervisor District 8) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

SFMTA recommends stopping the stem of this "T" intersection to better clarify the right-of-way.

Public Comments: No comments.

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

3. ESTABLISH – STOP SIGN

Hahn Street, northbound, at Leland Avenue (Supervisor District 10) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: No comments.

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

4. ESTABLISH – STOP SIGN

Cardenas Avenue, northbound, at Holloway Avenue
Varela Avenue, northbound, at Holloway Avenue
(Supervisor District 7) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: Comments in support.

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



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5. ESTABLISH - TOW-AWAY, NO PARKING ANYTIME

12th Avenue, along north terminus, from west curb line to 44 feet easterly
(Supervisor District 1) (Requires approval by the SFMTA Board) Alvin Lam, Alvin.Lam@sfmta.com

Proposal to establish parking restrictions on the north terminus of 12th Avenue due to frequent blockages to the Mountain Lake Park path.

Public Comments: No comments.

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

6. ESTABLISH – NO U-TURN

Mission Street, westbound, at South Van Ness Avenue (Supervisor District 6) (Approvable by the City Traffic Engineer) Ken Kwong, Kenneth.kwong@sfmta.com

Proposal to prohibit U-Turn on Mission Street, westbound, at South Van Ness Avenue with a new two-stage eastside crossing.

Public Comments: No comments.

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

7. RESCIND – TOW-AWAY NO STOPPING ANYTIME, 7AM TO 9AM, MONDAY THROUGH FRIDAY

Bush Street, north side, between Franklin Street and Larkin Street (Supervisor Districts 2 and 3)
(Requires approval by the SFMTA Board) Ken Kwong, Kenneth.kwong@sfmta.com

Proposal to remove the tow-away regulation on the northside of Bush Street.

Public Comments: No comments.

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

8. ESTABLISH – RED ZONE

Larkin Street, west side, from Greenwich Street to 20 feet northerly (Supervisor District 2) (Approvable by the City Traffic Engineer) Edward Tang, edward.tang@sfmta.com

Proposal to add 20-foot daylighting red zone to improve visibility for vehicles and pedestrians.

Public Comments: No comments.

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

9(a). ESTABLISH – RED ZONES



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- A. Newhall Street, south side, from 24 feet to 75 feet west of Mendell Street
- B. Mendell Street, west side, from 17 feet to 55 feet south of Newhall Street (extends existing 13-foot red zone to a total of 38 feet)
- C. Mendell Street, west side, from Evans Avenue to 30 feet northerly
(Approvable by the City Traffic Engineer)

9(b). ESTABLISH – PERPENDICULAR PARKING

- A. Newhall Street, south side, from 115 feet to 226 feet west of Mendell Street
- B. Newhall Street, south side, from 276 feet to 417 feet west of Mendell Street
- C. Mendell Street, west side, from 55 feet to 94 feet south of Newhall Street
- D. Mendell Street, west side, from 144 feet to 385 feet south of Newhall Street
- E. Mendell Street, west side, from 432 feet to 469 feet south of Newhall Street
(Supervisor District 10) (Requires approval by the SFMTA Board)
Edward Tang, edward.tang@sfmta.com

Proposing to legislate perpendicular parking fronting the north and east sides of City College of San Francisco - Evans Center, at the request of the constituent.

Public Comments: No comments.

Decision: Corrected approval path for item 9(b). Item 9(a) approved by the City Traffic Engineer for implementation. Item 9(b) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

10(a). ESTABLISH - SPEED CUSHIONS

Folsom Street, between 20th Street and 21st Street (2 5-lump speed cushions)
Folsom Street, between 21st Street and 22nd Street (2 5-lump speed cushions)
(Approvable by the City Traffic Engineer)

10(b). ESTABLISH – RED ZONES

- A. Folsom Street, west side, from 21st Street to 50 feet southerly
- B. Folsom Street, west side, from 10 feet to 35 feet north of 21st Street
- C. Folsom Street, east side, from 21st Street to 50 feet northerly
- D. Folsom Street, east side, from 10 feet to 35 feet south of 21st Street
- E. 21st Street, south side, from Folsom Street to 10 feet easterly
(Supervisor District 9) (Approvable by the City Traffic Engineer)
Daniel Carr, daniel.carr@sfmta.com

This proposal installs traffic calming speed cushions and median islands on Folsom Street around the intersection with 21st Street.

Public Comments: Received email in opposition prior to public hearing.

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



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11. ESTABLISH – TOW-AWAY NO PARKING, EXCEPT ACTIVE LOADING, 7AM TO 6PM, MONDAY THROUGH FRIDAY

Pennsylvania Avenue, both sides, from 23rd Street to 350 feet southerly (Supervisor District 10)
(Requires approval by the SFMTA Board) Evan Knopf, Evan.Knopf@sfmta.com

This item addresses loading issues raised by the SF/Marin Food Bank due to their volunteer food delivery/pickup services.

Public Comments: No comments.

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

12(a). ESTABLISH – TOW-AWAY NO PARKING, EXCEPT ACTIVE LOADING, 9AM TO 3PM, MONDAY THROUGH SATURDAY

Illinois Street, west side, from Cesar Chavez Street to 345 feet northerly

12(b). ESTABLISH – TOW-AWAY NO PARKING, EXCEPT ACTIVE LOADING, 7AM TO 4PM, MONDAY THROUGH FRIDAY

Illinois Street, west side, from Cesar Chavez Street to 190 feet southerly (Supervisor District 10)
(Requires approval by the SFMTA Board) Evan Knopf, Evan.Knopf@sfmta.com

This proposal is to address loading issues raised by the SF/Marin Food Bank due to their volunteer food delivery/pickup services.

Public Comments: No comments.

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

13(a). RESCIND – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA W PERMITS

17th Street, south side, between Kansas and Vermont Streets
(Requires approval by the SFMTA Board)

13(b). RESCIND - 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X OR AREA W PERMITS

Kansas Street, both sides, between 17th and Mariposa Streets
(Requires approval by the SFMTA Board)

13(c). ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS

17th Street, south side, between Kansas and Vermont Streets
Kansas Street, both sides, between 17th and Mariposa Streets
(Supervisor District 10) (Requires approval by the SFMTA Board)



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Andy Thornley, andy.thornley@sfmta.com

Proposal to adjust border of RPP Area X and Area W to better correspond to natural neighborhood boundaries, with CA Hwy 101 making a clear divide between the two Areas.

Public Comments: No comments.

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

14(a). RESCIND – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE

Capp Street, west side, from 10 feet to 46 feet north of 23rd Street

14(b). ESTABLISH – RED ZONE

Capp Street, west side, from 22nd Street to 10 feet southerly

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

Capp Street, west side, from 10 feet to 46 feet south of 22nd Street
(Supervisor District 9) (Requires approval by the SFMTA Board) Andy Thornley,
andy.thornley@sfmta.com

Proposal to relocate two car share parking spaces from one end of the 700 block of Capp Street to the other end of the same block, with a short sightline safety zone (“daylighting”) inserted at the intersection.

Public Comments: No comments.

Decision: Item 14(b) approved by the City Traffic Engineer for implementation. Items 14(a) and 14(c) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

15(a). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME ESTABLISH – SIDEWALK WIDENING (6 FEET)

Mission Street, west side, from Admiral Avenue to 28 feet southerly

15(b). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME ESTABLISH – SIDEWALK WIDENING (6 FEET)

Mission Street, west side, from Admiral Avenue to 28 feet northerly

15(c). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME ESTABLISH – SIDEWALK WIDENING (6 FEET)

Mission Street, west side, from Silver Avenue to 25 feet northerly

15(d). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME ESTABLISH – SIDEWALK WIDENING (11 FEET TO 15 FEET)



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Geneva Avenue / South Hill Boulevard, south side, from 30 feet west of Moscow Street to 133 feet easterly

15(e). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME ESTABLISH – SIDEWALK WIDENING (6 FEET)

Geneva Avenue, south side, from Prague Street to 18 feet easterly
Prague Street, east side, from Geneva Avenue to 18 feet southerly
(Supervisor District 11) (Requires approval by the SFMTA Board) Mark Dreger,
mark.dreger@sfmta.com

Extensions of the previously legislated bulb-outs are needed to provide sufficient space for new curb ramps.

Public Comments: No comments.


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

GENERAL COMMENTS:

None.

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:

R Olea

Ricardo Olea
City Traffic Engineer

Date: January 21, 2022

cc: Directive File
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