



## Streets Division Directive Order No. 6700

### **Sustainable Streets Division Directive Order No. 6700**

Pursuant to the public hearing held on October 6, 2023, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6696.

#### **1. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)**

921 Howard Street (Supervisor District 6) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 921 Howard Street so they can purchase parking permits for their vehicle to park within RPP Area U.

**Public Comments:** No comments.

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

#### **2. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA A (Eligibility only, no signs)**

3030 Larkin Street (Supervisor District 2) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 3030 Larkin Street so they can purchase parking permits for their vehicle to park within RPP Area A.

**Public Comments:** No comments.

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

#### **3. ESTABLISH – BUS ZONE**

Sacramento Street, north side, from 65 feet to 80 feet west of Gough Street (extends existing bus zone by 15 feet) (Supervisor District 5) (Requires approval by the SFMTA Board) Kevin Shue, kevin.shue@sfmta.com

Proposal to extend the existing 65-foot-long bus zone to standard 80 feet far-side for better access to the zone.

**Public Comments:** Suggestion made to add more description and justification on the agenda.

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

#### **4. ESTABLISH - SPEED CUSHIONS**

Lunado Way, between Estero Avenue and Mercedes Way (2 3-lump speed cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Henry Ly, henry.ly@sfmta.com



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This proposal installs traffic calming devices on the block at the request of block residents.

**Public Comments:** Comment in support.

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

### 5. ESTABLISH - SPEED CUSHION

Green Street, between Gough Street and Octavia Street (1 3-lump speed cushion) (Supervisor District 2) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on three blocks at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Public Comments:** Comment in support.

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

### 6. ESTABLISH - SPEED CUSHIONS

Sotelo Avenue, between 9th Avenue and Santa Rita Avenue (2 speed humps) (Supervisor District 7) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on three blocks at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Public Comments:** No comments.

**Decision:** Item withdrawn by staff.

### 7. ESTABLISH - SPEED CUSHIONS

Wilde Avenue, between Rutland Street and Goettingen Street (3 5-lump speed cushions) (Supervisor District 10) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on three blocks at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Public Comments:** No comments.

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

### 8. ESTABLISH - SPEED CUSHION

Venus Street, Topeka Avenue to Thornton Avenue (1 3-lump speed cushion) (Supervisor District 10) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com



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This proposal installs traffic calming devices on three blocks at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Public Comments:** No comments.

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

### 9. ESTABLISH - SPEED CUSHION

Middle Point Road between Innes Avenue and West Point Road (1 4-lump cushion) (Supervisor District 10) (Approvable by the City Traffic Engineer) Joceline Suhaimi, [joceline.suhaimi@sfmta.com](mailto:joceline.suhaimi@sfmta.com)

This proposal installs traffic calming devices on the block.

**Public Comments:** No comments.

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

### 10. ESTABLISH - SPEED CUSHIONS

Kirkwood Avenue between Earl Street and Dormitory Road (2 3-lump cushions) (Supervisor District 10) (Approvable by the City Traffic Engineer) Joceline Suhaimi, [joceline.suhaimi@sfmta.com](mailto:joceline.suhaimi@sfmta.com)

This proposal installs traffic calming devices on the block at the request of block residents.

**Public Comments:** No comments.

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

### 11. ESTABLISH - SPEED CUSHIONS

Funston Avenue between Judah Street and Kirkham Street (2 3-lump cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Joceline Suhaimi, [joceline.suhaimi@sfmta.com](mailto:joceline.suhaimi@sfmta.com)

This proposal installs traffic calming devices on the block at the request of block residents.

**Public Comments:** Received email in opposition prior to public hearing. Comments in support and opposition received during public hearing.

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

### 12. ESTABLISH - SPEED CUSHIONS

16th Avenue between Quintara Street and Rivera Street (2 3-lump cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Joceline Suhaimi, [joceline.suhaimi@sfmta.com](mailto:joceline.suhaimi@sfmta.com)

This proposal installs traffic calming devices on the block at the request of block residents.



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**Public Comments:** Comment in opposition in general, citing how traffic calming devices make getting around more difficult.

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

### 13. ESTABLISH - SPEED HUMPS

Jones Street between Greenwich Street and Lombard Street (1 speed hump) (Supervisor District 3) (Approvable by the City Traffic Engineer) Elliot Goodrich, [elliott.goodrich@sfmta.com](mailto:elliott.goodrich@sfmta.com)

This proposal installs a traffic calming device on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Public Comments:** No comments.

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

### 14. ESTABLISH - SPEED CUSHIONS

San Benito Way between Ocean Avenue and Upland Drive (2 3-lump cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Elliot Goodrich, [elliott.goodrich@sfmta.com](mailto:elliott.goodrich@sfmta.com)

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Public Comments:** No comments.

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

### 15(a). ESTABLISH - SPEED CUSHIONS

Raymond Avenue between Elliot Street and Sawyer Street (2 3-lump speed cushions)

### 15(b). ESTABLISH - SPEED HUMPS

Raymond Avenue between Sawyer Street and western terminus (2 speed humps) (Supervisor District 10) (Approvable by the City Traffic Engineer) Elliot Goodrich, [elliott.goodrich@sfmta.com](mailto:elliott.goodrich@sfmta.com)

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

**Public Comments:** No comments.

**Decision:** Item 15(b) withdrawn by staff. Item 15(a) approved by the City Traffic Engineer for implementation.



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**16(a). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH FRIDAY**

Taraval Street, north side, from 11 feet to 31 feet east of 15th Avenue (Approvable by the City Traffic Engineer)

**16(b). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH SATURDAY**

Taraval Street, south side, from 47 feet to 91 feet east of 15th Avenue (Approvable by the City Traffic Engineer)

**16(c). RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**

Taraval Street, south side, from 132 feet to 152 feet east of 15th Avenue (Approvable by the City Traffic Engineer)

**16(d). RESCIND – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 4 PM, SUNDAY**

Taraval Street, south side, from 208 feet to 246 feet east of 15th Avenue (Approvable by the City Traffic Engineer)

**16(e). ESTABLISH – 60-DEGREE ANGLE PARKING**

Taraval Street, south side, between 14th Avenue and 15th Avenue (Requires approval by the SFMTA Board)

**16(f). ESTABLISH – RED ZONE**

- A.** Taraval Street, north side, from 11 feet to 14 feet east of 15th Avenue (extends existing 11-foot hydrant red zone to 14 feet to accommodate a newly installed fire hydrant)
  - B.** Taraval Street, south side, from 47 feet to 61 feet east of 15th Avenue
  - C.** Taraval Street, south side, from 132 feet to 141 feet east of 15th Avenue
  - D.** Taraval Street, south side, from 166 feet to 176 feet east of 15th Avenue
- (Approvable by the City Traffic Engineer)

**16(g). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH FRIDAY**

Taraval Street, north side, from 14 feet to 69 feet east of 15th Avenue (converts yellow metered space #430 and general metered spaces #428 and #424 to two 27.5-foot-long yellow metered spaces) (Approvable by the City Traffic Engineer)

**16(h). ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Taraval Street, north side, from 83 feet to 100 feet east of 15th Avenue (converts existing general metered space #420 to green metered space)



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Taraval Street, south side, from 83 feet to 113 feet east of 15th Avenue (3 angled green metered spaces)  
(Approvable by the City Traffic Engineer)

**16(i). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 12 PM, MONDAY THROUGH SATURDAY**

Taraval Street, south side, from 61 feet to 83 feet east of 15th Avenue (2 angled yellow metered spaces) (Approvable by the City Traffic Engineer)

**16(j). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**

Taraval Street, south side, from 141 feet to 152 feet east of 15th Avenue (1 angled yellow metered space) (Approvable by the City Traffic Engineer)

**16(k). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 4 PM, SUNDAY**

Taraval Street, south side, from 226 feet to 246 feet east of 15th Avenue (Approvable by the City Traffic Engineer)  
(Supervisor District 7) Steven Wong, [steven.wong@sfmta.com](mailto:steven.wong@sfmta.com)

Proposal to install 60-degree angled parking on the south side of Taraval Street to improve availability of parking in the neighborhood.

**Public Comments:** Suggestion made to implement after the completion of the L Taraval Improvement Project. Concerns raised regarding adequate space to accommodate 60-degree parking and the potential conflict with streetcars.

**Decision:** All items except 16(e) approved by the City Traffic Engineer for implementation. Item 16(e) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

**17(a). RESCIND – PART-TIME PASSENGER LOADING ZONE, 7:30 AM TO 9 AM AND 2 PM TO 3 PM, SCHOOL DAYS**

Madrid Street, west side, from 232 feet to 292 feet, north of Excelsior Street (60-foot zone)

**17(b). ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW-AWAY, NO PARKING, 7:30 AM TO 9 AM AND 2 PM TO 6 PM, SCHOOL DAYS**

Madrid Street, west side, from 176 feet to 351 feet, north of Excelsior Street (175-foot zone)

**17(c). RESCIND – PART-TIME SCHOOL BUS LOADING ZONE, 7 AM TO 4 PM, SCHOOL DAYS  
ESTABLISH – PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 7 AM TO 5 PM, SCHOOL DAYS**

Lisbon Street, east side, from 24 feet to 174 feet south of the school's north property line (150-foot zone)



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(Supervisor District 11) (Approvable by the City Traffic Engineer) Andre Wright,  
andre.wright@sfmta.com

This proposal establishes changes that were pre-approved before the COVID-19 pandemic began, and also accommodates a new SFUSD Transportation Hub.

**Public Comments:** Comments in support.

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

**18(a). RESCIND - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8:45 AM TO 9:45 AM, MONDAY THROUGH FRIDAY, AND 3:30 PM TO 4:30 PM, MON, TUES, THURS, FRI, AND 2 PM TO 3 PM, WED, SCHOOL DAYS**

North Point Street, north side, from 10 feet to 220 feet east of Divisadero Street

**18(b). ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8:45 AM TO 9:45 AM, MONDAY THROUGH FRIDAY, AND 3:30 PM TO 4:30 PM, MON, TUES, THURS, FRI, AND 2 PM TO 3 PM, WED, SCHOOL DAYS**

North Point Street, north side, from 10 feet to 278 feet east of Divisadero Street

**18(c). RESCIND - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS**

Beach Street, south side, from Divisadero Street to 106 feet easterly

**18(d). ESTABLISH - PART-TIME SCHOOL BUS LOADING ZONE, TOW AWAY, NO STOPPING, 8 AM TO 10 AM AND 2 PM TO 4:30 PM, SCHOOL DAYS**

Beach Street, south side, from Divisadero Street to 168 feet easterly

(Supervisor District 2) (Approvable by the City Traffic Engineer) Andre Wright,  
andre.wright@sfmta.com

This proposal extends the existing passenger loading zone (PLZ) on North Point Street to help alleviate congestion experienced during pickup and drop-off at school. It also extends the existing school bus loading zone (SBLZ) on Beach Street to accommodate additional buses.

**Public Comments:** Received email in support and request for additional improvements prior to public hearing. Comments in support received during public hearing. Question raised regarding the effective days and hours of the proposed zones.

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

**19(a). ESTABLISH – TRAFFIC SIGNAL**

- A. Clipper Cove Avenue and Treasure Island Road
- B. Treasure Island Road, midblock, between Clipper Cove Avenue and Trade Winds Avenue
- C. Trade Winds Avenue and Treasure Island Road



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D. Seven Seas Avenue and Trade Winds Avenue

### **19(b). ESTABLISH – STOP SIGNS**

- A. Clipper Cove Avenue and Seven Seas Avenue, making this intersection an all-way stop
- B. Bruton Street, eastbound, at Seven Seas Avenue
- C. Cravath Street, eastbound, at Seven Seas Avenue
- D. Johnson Street, eastbound, at Seven Seas Avenue
- E. Johnson Street and Avenue of the Palms, making this intersection an all-way stop
- F. Cravath Street and Avenue of the Palms, northbound and southbound, making this intersection an all-way stop

### **19(c). ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME**

- A. Seven Seas Avenue, east side, from Johnson Street to Trade Winds Avenue
- B. Avenue of the Palms, west side, from Johnson Street to Bruton Street
- C. Trade Winds Avenue, north side, from Seven Seas Avenue to 200 feet westerly
- D. Trade Winds Avenue, south side, from Seven Seas Avenue to Treasure Island Road
- E. Clipper Cove Avenue, north side, from Seven Seas Avenue to Treasure Island Road
- F. Clipper Cove Avenue, south side, from Treasure Island Road to 300 feet easterly
- G. Treasure Island Road, east side, from Trade Winds Avenue to Clipper Cove Avenue
- H. Treasure Island Road, east and west sides, from Clipper Cove Avenue to Macalla Road

### **19(d). ESTABLISH - BUS ONLY LANE**

Clipper Cove Avenue, eastbound, from Treasure Island Road to 300 feet easterly  
Treasure Island Road, southbound, from Trade Winds Avenue to 185 feet south of Clipper Cove Avenue

### **19(e). ESTABLISH - RED ZONES**

- A. Johnson Street, north and south sides, between the marked crosswalks at Garden Walk (18-foot red zone on north side, 18-foot red zone on south side)
- B. Avenue of the Palms, west side, opposite stem of T-intersection at Johnson Street (39-foot red zone)
- C. Cravath Street, north and south sides, between the marked crosswalks at Garden Walk (17-foot red zone on north side, 15-foot red zone on south side)
- D. Avenue of the Palms, west side, opposite stem of T-intersection at Cravath Street (60-foot red zone)
- E. Bruton Street, south side, between the marked crosswalks at Garden Walk (34-foot red zone)
- F. Bruton Street north and south sides, between the marked crosswalks at Avenue of the Palms (35-foot red zone)

### **19(f). ESTABLISH – CLASS IV BIKEWAYS (Protected Bike Lane)**

- A. Trade Winds Avenue, north side (two-way), from Seven Seas Avenue to Treasure Island Road
- B. Clipper Cove Avenue, south side (two-way), from Seven Seas Avenue to Treasure Island Road





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- C. Avenue of the Palms, west side (two-way), from Johnson Street to Trade Winds Avenue
- D. Treasure Island Road, east side (northbound one-way), from Macalla Road to Clipper Cove Avenue
- E. Treasure Island Road, west side (southbound one-way), from Clipper Cove Avenue to Macalla Road

### **19(g). ESTABLISH – CLASS II BIKEWAYS (Bike Lane)**

- A. Seven Seas Avenue, west side (southbound one-way), from Johnson Street to Clipper Cove Avenue
- B. Seven Seas Avenue, east side (northbound one-way), from Clipper Cove Avenue to Johnson Street
- C. Clipper Cove Avenue, north side (westbound one-way), from Seven Seas Avenue to Treasure Island Road
- D. Treasure Island Road, east side (northbound one-way), from Clipper Cove Avenue to Trade Winds Avenue
- E. Trade Winds Avenue, south side (eastbound one-way), from Treasure Island Road to Seven Seas Avenue

### **19(h). ESTABLISH – DO NOT ENTER, EXCEPT BIKES, EMERGENCY VEHICLES**

Garden Walk, between Cravath Street and Johnson Street  
Garden Walk, between Cravath Street and Bruton Street

### **19(i). ESTABLISH – RAISED INTERSECTION**

- A. Seven Seas Avenue at Bruton Street
- B. Seven Seas Avenue at Cravath Street
- C. Seven Seas Avenue at Johnson Street
- D. Johnson Street at Garden Walk
- E. Cravath Street at Garden Walk
- F. Bruton Street at Garden Walk

### **19(j). ESTABLISH – TRANSIT BOARDING ISLAND**

- A. Seven Seas Avenue, east side, from 21 feet to 113 feet north of Bruton Street
- B. Seven Seas Avenue, west side, from Johnson Street to 105 feet southerly
- C. Seven Seas Avenue, west side, from Bruton Street to 88 feet southerly

### **19(k). ESTABLISH - TRANSIT STOP**

Clipper Cove Avenue, from Treasure Island Road to 272 feet easterly

(Supervisor District 6) (Requires approval by the SFMTA Board) Westley Myles,  
westley.myles@sfmta.com



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Street improvements associated with the Treasure Island Sub-Phase 1B, 1C and 1E Improvement Project.

**Public Comments:** No comments.

**Decision:** Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation. (# item 19(b) is reviewable by the Board of Supervisors)

### **20. ESTABLISH – NO STOPPING, EXCEPT BICYCLES**

#### **ESTABLISH – BIKE SHARE STATION**

Larkin Street, east side, from California Street to 70 feet southerly (62-foot station with red zones) (Supervisor District 3) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to install a Bay Wheels bike share station in the parking lane on the east side of Larkin Street, south of California Street, adjacent to Core 40 gym.

**Public Comments:** Received emails in support and opposition prior to public hearing. Comments in support and opposition received during public hearing.

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

### **21(a). ESTABLISH – STOP SIGNS**

- A.** Treasure Island Road, northbound and southbound, at Macalla Road, making this intersection an all-way STOP
- B.** Macalla Road, eastbound and westbound, and Yerba Buena Road, northbound, making this intersection an all-way STOP
- C.** Yerba Buena (Loop) Road, eastbound, at Yerba Buena Road
- D.** Signal Road, northbound, at Yerba Buena Road
- E.** Tank Access Road, northbound, at Yerba Buena Road

### **21(b). ESTABLISH - MIDBLOCK CROSSWALK**

Yerba Buena Road at 294 feet west of Signal Road

### **21(c). ESTABLISH - TOW-AWAY NO STOPPING ANYTIME**

- A.** Macalla Road, north and south sides, from Treasure Island Road to I-80 Westbound Ramps
- B.** Yerba Buena Road, west side, from Macalla Road to 170 feet west of Signal Road
- C.** Yerba Buena Road, east side, from Macalla Road, around Yerba Buena (Loop) Road to 338 feet west of Yerba Buena Road

### **21(d). ESTABLISH – CLASS IV BIKEWAYS (Protected Bike Lane)**

Macalla Road, eastbound (south side), from Treasure Island Road to Yerba Buena Road  
Macalla Road, westbound (south side), from 150 feet west of I-80 Ramps to Yerba Buena Road



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### **21(e). ESTABLISH – CLASS III BIKEWAYS (Bike Route)**

Macalla Road, eastbound (south side), from Yerba Buena Road to I-80 Ramps  
Macalla Road, westbound (north side), from Yerba Buena Road to Treasure Island Road

### **21(f). ESTABLISH – CLASS II BIKEWAY (BIKE LANE)**

Yerba Buena Road, southbound (west side), from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road

### **21(g). ESTABLISH – 15 MPH SPEED LIMIT**

Yerba Buena Road, from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road

### **21(h). ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING ZONE**

Yerba Buena (Loop) Road, north side, from 65 feet to 87 feet west of Yerba Buena Road

### **21(i). ESTABLISH – RED ZONE**

- A.** Yerba Buena (Loop) Road from Yerba Buena Road to 70 feet westerly
- B.** Yerba Buena (Loop) Road from 108 feet to 135 feet west of Yerba Buena Road (27-foot red zone)
- C.** Yerba Buena (Loop) Road from 175 feet to 216 feet west of Yerba Buena Road (41-foot red zone)
- D.** Yerba Buena (Loop) Road from 256 feet to 297 feet west of Yerba Buena Road (41-foot red zone)
- E.** Yerba Buena (Loop) Road from 317 feet to 338 feet west of Yerba Buena Road (21-foot red zone)

(Supervisor District 6) (Requires approval by the SFMTA Board) Westley Myles,  
westley.myles@sfmta.com

Street improvements associated with the Yerba Buena Island Sub-Phase 1YA and 1YB Improvement Project.

**Public Comments:** No comments.

**Decision:** Item 21(g) withdrawn by staff. All items except 21(g) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation. (# item 21(a) is reviewable by the Board of Supervisors)

Note: Item 21(g) does not require additional approval since a 15 MPH speed limit is already allowed per California Vehicle Code Section 22352(a)(3) for portions of roadway that is 20 feet wide. Portions of roadway that is 30 feet wide will remain at the default 25 MPH speed limit.

### **22(a). ESTABLISH – RED ZONE**

- A.** Wisconsin Street, east side, from 25th Street to 36 feet northerly



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- B.** Wisconsin Street, east side, from 25th Street to 82 feet southerly
- C.** 25th Street, north side, from Wisconsin Street to 25 feet easterly
- D.** 25th Street, north side, from 34 feet east of Arkansas Street to 161 feet west of Arkansas Street
- E.** Arkansas Street (new street), west side, from 25th Street to 33 feet southerly
- F.** Arkansas Street (new street), east side, from 25th Street to 50 feet southerly
- G.** 25th Street, south side, from Arkansas Street (new street) to 32 feet westerly
- H.** 25th Street, south side, from Arkansas Street (new street) to 34 feet easterly
- I.** 25th Street, south side, from Connecticut Street to 62 feet westerly
- J.** Wisconsin Street, east side, from 26th Street to 33 feet northerly
- K.** Arkansas Street (new street), west side, from 26th Street to 32 feet northerly
- L.** Arkansas Street (new street), east side, from 26th Street to 40 feet northerly
- M.** 26th Street, north side, from Connecticut Street to 34 feet westerly
- N.** Connecticut Street, east side, from 84 feet north of 26th Street to 15 feet south of 26th Street
- O.** Connecticut Street, west side, from 26th Street to 30 feet northerly
- P.** Connecticut Street, west side, from 26th Street to 40 feet southerly

### **22(b). ESTABLISH – STOP SIGN**

- A.** 25th Street, eastbound and westbound, and Arkansas Street, northbound, making this new intersection an all-way stop
- B.** 26th Street, eastbound and westbound, and Wisconsin Street, southbound, making this intersection an all-way stop
- C.** 26th Street, eastbound and westbound, and Arkansas Street, southbound, making this new intersection an all-way stop
- D.** Connecticut Street, northbound and southbound, at 26th Street, making this intersection an all-way stop

### **22(c). ESTABLISH – TOW-AWAY NO STOPPING ANYTIME**

26th Street, south side, between Wisconsin Street and Connecticut Street

### **22(d). ESTABLISH – PERPENDICULAR PARKING**

Arkansas Street (new street), east side, from 50 feet south 25th Street to 40 feet north of 26th Street

(Supervisor District 10) (Requires approval by the SFMTA Board) Westley Myles,  
Westley.Myles@sfmta.com

These changes are due to the new roadway improvements required for the Potrero Hope Phase 2 development site.

**Public Comments:** Comment in opposition to item 22(b)(D) citing concerns over anticipated lack of compliance. Question raised regarding Muni impact and overall parking and traffic impact.



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**Decision:** Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation. (# item 22(b) is reviewable by the Board of Supervisors)

### GENERAL COMMENTS:

- Suggestion made to add more information to the traffic calming webpage.
- Suggestion made to paint chevron arrows in front of traffic calming devices instead of on top of devices.
- Items are being heard out of sequence and not in the order as they appear on the agenda.

*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](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](mailto:sustainable.streets@sfmta.com) and reference this order number.

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Approved:

Ricardo Olea  
City Traffic Engineer

Date: October 13, 2023

cc: Directive File  
RO:ET:et