



Streets Division

Directive Order No. 6739

Sustainable Streets Division Directive Order No. 6739

Pursuant to the public hearing held on February 16, 2024, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6732.

1. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

1375 Harrison 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 1375 Harrison 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 C (Eligibility only, no signs)

1000-1014 Larkin Street (Supervisor District 3) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 1000-1014 Larkin Street so they can purchase parking permits for their vehicle to park within RPP Area C.

Public Comments: No comments.

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

3. ESTABLISH – SPEED CUSHION

Westgate Drive, between Kenwood Way and Ocean Avenue (1 3-lump speed cushion) (Supervisor District 7) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

Proposal to install a traffic calming device on the block as a result of a School Walk Audit at Aptos Middle School.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

4. ESTABLISH – SPEED TABLE

Waller Street, between Central Avenue and Masonic Avenue (1 speed table) (Supervisor District 5) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com



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Proposal to install traffic calming device on the block as a result of a School Walk Audit at Chinese Immersion School at DeAvila.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

5. ESTABLISH – SPEED TABLES

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

Proposal to install traffic calming devices on one block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

6(a). ESTABLISH – SPEED TABLES

- A. Tompkins Avenue, between Banks Street and Folsom Street (1 speed table)
- B. Tompkins Avenue, between Prentiss Street and Banks Street (1 speed table)
- C. Folsom Street, between Tompkins Avenue and Jarboe Avenue (1 speed table)

6(b). ESTABLISH – SPEED CUSHIONS

Jarboe Avenue, between Banks Street and Folsom Street (1 3-lump speed cushion)
Prentiss Street, between Ogden Street and Tompkins Avenue (1 3-lump speed cushion)
(Supervisor District 9) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Paul Revere Elementary School.

Public Comments: Received email prior to public hearing in opposition due to concerns about potential vibration and noise issues caused by traffic calming devices. Received similar comment during public hearing regarding vibration and noise, as well as the lack of speeding issues during school drop-off times.

Decision: Approved by the City Traffic Engineer for implementation.

7(a). ESTABLISH – SPEED TABLES

York Street, between 23rd Street and 22nd Street (2 speed tables)

7(b). ESTABLISH – SPEED CUSHIONS

Bryant Street, between 23rd Street and 22nd Street (2 5-lump speed cushions)
(Supervisor District 9) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com



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Proposal to install traffic calming device on the block identified through a School Walk Audit at Mission Preparatory Elementary School.

Public Comments: Question raised regarding potential Muni impacts.

Decision: Approved by the City Traffic Engineer for implementation.

8(a). ESTABLISH – SPEED TABLES

31st Avenue, between Kirkham Street and Lawton Street (2 speed tables)

8(b). ESTABLISH – SPEED CUSHIONS

Lawton Street, between 31st Avenue and 30th Avenue (1 3-lump speed cushion)

Lawton Street, between 30th Avenue and 29th Avenue (1 3-lump speed cushion)

(Supervisor District 4) (Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

Proposal to install traffic calming devices on three blocks identified through a School Walk Audit at Lawton Elementary School.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

9. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB)

Geary Boulevard at 38th Avenue (Supervisor District 1) (Approvable by the City Traffic Engineer)

Alison Mathews, alison.mathews@sfmta.com

Proposal to add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at Geary Boulevard and 38th Avenue. This location was selected for an RRFB treatment based on community and District Supervisor request.

Public Comments: Received comments in support during public hearing. Comment also raised regarding vehicle speed and speed limit on Geary between Pt. Lobos and George Washington High School.

Decision: Approved by the City Traffic Engineer for implementation.

10. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB)

Geary Boulevard at 38th Avenue (Supervisor District 1) (Approvable by the City Traffic Engineer)

Alison Mathews, alison.mathews@sfmta.com

Proposal to add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at Geary Boulevard and 38th Avenue. This location was selected for an RRFB treatment based on community and District Supervisor request.

Public Comments: No comments.



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Decision: Item #10 is a duplicate of item #9. Item #10 withdrawn.

11(a). ESTABLISH – RED ZONE

Oxford Street, west side, from 22 feet to 32 feet north of Wayland Street

11(b). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Wayland Street, south side, from Oxford Street east property line extension to 104 feet northwesterly

11(c). ESTABLISH – SIDEWALK WIDENING

Wayland Street, south side, from Cambridge Street west curb line to 354 feet northwesterly (varies from 1.5-foot to 6-foot widening)

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

Wayland Street, south side, from Yale Street to 23 feet easterly (6-foot bulb)

Yale Street, east side, from Wayland Street to 22 feet southerly (6-foot bulb)

11(e). ESTABLISH – WHITE ZONE, PASSENGER LOADING ONLY, 5-MINUTE TIME LIMIT, AT ALL TIMES, EVERYDAY, ACCESSIBLE SYMBOL

Wayland Street, south side, from 71 feet to 93 feet east of Yale Street
Wayland Street, south side, from 2 feet to 24 feet east of Princeton Street

(Supervisor District 9 & 11) (Requires approval by the SFMTA Board) Elaine Tran,
elaine.tran@sfmta.com

Proposal to widen sidewalks, install Tow-Away No Stopping and install white zones due to sidewalk improvements which will be constructed by SFPUC/SFRPD's Upper Yosemite Creek Daylighting Project. "Creek Daylighting" refers to exposing the creek.

Public Comments: Comments received regarding interagency coordination and CEQA determination. Objections raised due to concerns over parking loss. Comments received regarding pavement conditions due to drainage issues.

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

12(a). ESTABLISH – CLASS IV BIKEWAY (TWO-WAY)

Frida Kahlo Way, east side, from Cloud Circle (south) to Judson Avenue (establishes two-way protected bikeway, replaces general parking and motorcycle parking)

Judson Avenue, south side, from Frida Kahlo Way to Foerster Street (establishes two-way protected bikeway, replaces some general parking)

12(b). ESTABLISH – CLASS IV BIKEWAY (ONE-WAY)



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Frida Kahlo Way, northbound, from Ocean Avenue to Cloud Circle (South) (establishes one-way protected bikeway on east side of street, replaces general parking)

12(c). RESCIND – CLASS II BIKEWAY

- A.** Frida Kahlo Way, northbound, from Cloud Circle (South) to Judson Avenue
- B.** Judson Avenue, eastbound, from Frida Kahlo Way to Genessee Street (existing bike lane on these segments to be replaced by two-way protected bikeway)
- C.** Frida Kahlo Way, southbound, from Cloud Circle (South) crosswalk to North Access Road

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

- A.** Frida Kahlo Way, east side, from Ocean Avenue to Cloud Circle (South) crosswalk
- B.** Frida Kahlo Way, east side, from Cloud Circle (South) to 139 feet northerly
- C.** Frida Kahlo Way, east side, from 301 feet to 361 feet north of Cloud Circle (South) crosswalk
- D.** Frida Kahlo Way, east side, from North Access Road to 511 feet southerly
- E.** Frida Kahlo Way, east side, from North Access Road to Judson Avenue
- F.** Judson Avenue, south side, from 130 feet to 160 feet west of Genessee Street
- G.** Judson Avenue, south side, from Genessee Street to 74 feet easterly
- H.** Judson Avenue, south side, from 298 feet to 330 feet west of Foerster Street (removes general parking to accommodate protected bikeway)
- I.** Judson Avenue, south side, from Foerster Street to 122 feet westerly (removes general parking to accommodate left turn lane)
- J.** Judson Avenue, north side, from Foerster Street to 10 feet easterly
- K.** Foerster Street, west side, from Judson Avenue to 10 feet northerly
- L.** Judson Avenue, north side, from Genessee Street to 10 feet easterly
- M.** Judson Avenue, north side, from Frida Kahlo Way to 30 feet easterly (removes general parking for daylighting purposes)

12(e). RESCIND – TOW-AWAY NO STOPPING ANY TIME

Frida Kahlo Way, west side, from 460 feet to 490 feet south of North Access Road (replaces thirty feet of existing red zone with general parking; twenty feet of red zone remain)

12(f). ESTABLISH – BUS STOP

Frida Kahlo Way, east side, from Cloud Circle (South) crosswalk to 125 feet southerly (shifts existing bus stop to accommodate Class IV bikeway and will be replaced by transit boarding island)

12(g). ESTABLISH – BUS STOP ESTABLISH – TRANSIT BOARDING ISLAND

- A.** Frida Kahlo Way, east side, from Cloud Circle (South) crosswalk to 65 feet southerly
- B.** Frida Kahlo Way, east side, from North Access Road to 87 feet southerly
- C.** Judson Avenue, south side, from Genessee Street to 50 feet westerly (establishes transit boarding islands adjacent to the new protected bikeway for three existing bus zones/bus flag stops)



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12(h). RESCIND – BUS STOP

- A.** Frida Kahlo Way, east side, from 400 to 512 feet south of North Access Road (removes existing bus stop at CCSF main steps, replaced by TANSAT)
- B.** Frida Kahlo Way, west side, from 586 to 686 feet south of North Access Road (removes existing bus stop at CCSF main steps, reverts to general parking)
- C.** Frida Kahlo Way, east side, from 142 to 240 feet south of Judson Avenue (removes existing curbside bus stop at Frida Kahlo/Judson, replaced by transit boarding island south of North Access Road)

12(i). ESTABLISH – BUS FLAG STOP

Genessee Street, northwest corner of Genessee Street and Judson Avenue (establishes new OB flag stop, replacing existing flag stop around the corner on Judson Avenue)

12(j). RESCIND – BUS FLAG STOP

Judson Avenue, northwest corner of Judson Avenue and Genessee Street (removes existing OB flag stop, to be replaced by a bus flag stop on Genessee)
Judson Avenue, southwest corner of Judson Avenue and Genessee Street (removes existing IB flag stop, to be replaced by a bus stop and boarding island)

12(k). ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Frida Kahlo Way, east side, from 361 feet to 513 feet north of Cloud Circle (South) crosswalk (establishes floating bike-share station in bikeway buffer)
Judson Avenue, south side, from 50 feet to 130 feet west of Genessee Street (establishes floating bikeshare stations adjacent to proposed boarding islands)

12(l). RESCIND – NO STOPPING EXCEPT BICYCLES RESCIND – BIKE SHARE STATION

Frida Kahlo Way, west side, from 400 to 463 feet south of North Access Road
Judson Avenue, south side, from 180 feet to 252 feet east of Genessee Street (removes two existing bikeshare stations, reverting them to general parking)

12(m). ESTABLISH – MOTORCYCLE PARKING

Frida Kahlo Way, east side, from 139 feet to 301 feet north of Cloud Circle (South) crosswalk (establishes floating motorcycle parking in the bikeway buffer)

12(n). RESCIND – MOTORCYCLE PARKING

Frida Kahlo Way, west side, from 63 feet to 115 feet north of Cloud Circle (South) crosswalk (removes existing motorcycle parking on the west side of Frida Kahlo, to be replaced on the east side)

12(o). RESCIND – TOW-AWAY NO STOPPING, YELLOW METERED COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 7AM to 4PM MONDAY THROUGH FRIDAY



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Frida Kahlo Way, west side, from 20 feet to 63 feet north of Cloud Circle (South) crosswalk (removes existing yellow zone at the old City College bookstore location)

12(p). ESTABLISH – SPEED CUSHION

Judson Avenue, westbound, between Genessee Street and Frida Kahlo Way (one three-lump cushion)

12(q). ESTABLISH – NO U-TURN

Frida Kahlo Way, northbound, at Judson Avenue (prohibits U-turns at this location to reduce conflicts and congestion near Riordan High School)

12(r). ESTABLISH – STOP SIGN

Genessee Street, northbound, at Judson Avenue

Foerster Street, northbound, at Judson Avenue

(establishes stop control for new northbound bike movement from Class IV bikeway along southern curb at these intersections)

(Supervisor District 7) (Requires approval by the SFMTA Board) Pallavi Panyam,
pallavi.panyam@sfmta.com

The Frida Kahlo Quick-Build Project aims to improve safety for people walking and bicycling on Frida Kahlo Way and Judson Avenue west of Foerster Street. The project will upgrade pedestrian crossings, add a protected bikeway, consolidate bus stops, add bus boarding islands, and adjust curb management.

Public Comments: Received multiple emails and comments in support and opposition prior to public hearing and during public hearing. Concerns raised regarding parking loss and potential congestion caused by stopped Muni buses blocking through-traffic on Frida Kahlo. Comments made regarding lack of coordination with City College projects and higher need for improvements on Ocean. Suggestions made to put bike improvements on future Lee Extension. Concern raised regarding narrower painted median potentially impacting emergency vehicle response.

Decision: Corrected some street suffixes and combined 12(s) on agenda into 12(d) on directive. Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

GENERAL COMMENTS:


- Comment received regarding traffic speeds on Fulton and suggestion to add traffic circles to slow down traffic.
- Blue zone removed from McAllister/Van Ness have not been to Franklin/McAllister yet.
- Pedestrian crossing times at 22nd/Fulton are not the same as 37th/Fulton.



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- Questions raised regarding number of signalized intersections in the city, if intersections are signalized based on traffic volumes, and if volumes decreased, are they no longer warranted and would the city consider removing such signals.
- Comment received stating that traffic engineers ignore public comments and engineers should pay more attention and take comments to heart.

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 the project staff listed and reference this order number.

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Approved:

ROlea

Ricardo Olea
City Traffic Engineer

Date: February 23, 2024

cc: Directive File
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