



# Sustainable Streets Division Directive Order No. 6341

## **Sustainable Streets Division Directive Order No. 6341**

Pursuant to the public hearing held on December 4, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6330.

### **1. RESCIND – NO LEFT TURNS, 3 PM TO 6 PM, MONDAY THROUGH FRIDAY ESTABLISH - NO LEFT TURNS**

Northbound San Jose Avenue at 29th Street  
Southbound San Jose Avenue at 29th Street  
(Supervisor District 8) Alvin Lam, [alvin.lam@sfmta.com](mailto:alvin.lam@sfmta.com)

Restricting northbound and southbound left turns at all times due to collision patterns.

**Public Comments:** Comments in support and opposition.

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

### **2. ESTABLISH – RED ZONE**

Topeka Avenue, west side, from Apollo Street to 20 feet northerly  
Apollo Street, south side, from Topeka Avenue west property line to 25 feet easterly  
(25 feet of red curb around the southwest corner)

Proposal to install red curbs to improve Muni operations for the 54 Felton

**Public Comments:** No comments.

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

### **3. ESTABLISH - STOP SIGNS**

Putnam Street, northbound and southbound, at Tompkins Avenue making this T-intersection an all-way STOP (Supervisor District 9) Jeffrey Tom, [jeffrey.tom@sfmta.com](mailto:jeffrey.tom@sfmta.com)

Proposal to make this T-intersection an all-way STOP to clarify the right-of-way.

**Public Comments:** Comments in support and opposition.

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

### **4. ESTABLISH – STOP SIGN**

Brunswick Street, eastbound and westbound, at Curtis Street, making this intersection an all-way STOP (Supervisor District 11) Amy Chun, [amy.chun@sfmta.com](mailto:amy.chun@sfmta.com)

Proposal to making this intersection an all-way STOP 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 – STOP SIGN

Florentine Street, southbound, at Morse Street, stopping the southbound approach of the intersection (Supervisor District 11) Amy Chun, amy.chun@sfmta.com

Proposal to stop the southbound approach to better clarify right-of-way.

**Public Comments:** No comments.

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

### 6. ESTABLISH – STOP SIGN

Freelon Street, eastbound, at Zoe Street, stopping the stem of this T-intersection  
Zoe Street, southbound, at Brannan Street, stopping the stem of this T-intersection  
(Supervisor District 6) Amy Chun, amy.chun@sfmta.com

Proposal to stop the stems of these T-intersections to better clarify right-of-way.

**Public Comments:** No comments.

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

### 7. ESTABLISH - STOP SIGN

Bradford Street, southbound, at Bernal Heights Boulevard, making this T-intersection an all-way STOP (Supervisor District 9) Edgar Orozco, edgar.orozco@sfmta.com

SFMTA proposes an all-way STOP to better clarify the right-of-way.

**Public Comments:** Comments in support.

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

### 8. ESTABLISH – SPEED CUSHIONS

Claremont Boulevard, between Ulloa Street and Allston Way (Two 5-lump speed cushions) (District Supervisor 7) Nick Carr, Nick.Carr@sfmta.com

District 7 participating budgeting project funded by District 7 NTIP funds.

**Public Comments:** Comments in support with concerns expressed about Muni bus operations.

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

### 9. ESTABLISH – SPEED CUSHIONS

Yerba Buena Avenue, between Santa Clara Avenue and Maywood Street (Three 3-Lump Cushions) (Supervisor District 7) Nick Carr, Nick.Carr@sfmta.com



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These three speed cushions are a District 7 Participatory Budgeting project, funded by District 7 NTIP funds. It was approved by a Participatory Budgeting vote and must also be approved by each block's resident ballot.

**Public Comments:** No comments.

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

### **10(a). ESTABLISH – CLASS IV BIKEWAY**

- A. Evans Avenue, south side, from Keith Street to Jennings Street
- B. Evan Avenue, both directions, from Jennings Street to Hunters Pt. Boulevard
- C. Hunters Point Boulevard, both directions, from Evans Avenue to Innes Street

### **10(b). ESTABLISH – RAISED CROSSWALK**

- A. Hunters Point Boulevard at Hawes Street (South crosswalk)
- B. Hunters Point Boulevard at Innes Avenue (North crosswalk)
- C. Innes Avenue at Hunters Point Boulevard (West crosswalk)

### **10(c). ESTABLISH – TRANSIT BOARDING ISLAND**

Evans Avenue, south side, from 7 feet to 52 feet west of Jennings Street

### **10(d). ESTABLISH – LEFT LANE MUST TURN LEFT**

Evans Avenue, easterly, at Jennings Street (Supervisor District 10) Jonathan Chimento, Jonathan.Chimento@sfmta.com

Quick Build project to improve roadway safety along Evans Ave, Hunters Pt. Blvd and Innes in response to community concerns, high speeds, collisions, and unsafe driving behaviors.

**Public Comments:** Comments in support and opposition.

**Decision:** Items 10(b) withdrawn due to San Francisco Fire Department concerns. The remaining items to be approved by the City Traffic Engineer for implementation after receipt of environmental clearance.

### **11. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME ESTABLISH – SIDEWALK EXTENSION (6 FEET)**

Tennessee Street - east side, from 18th Street to 58 feet southerly (sidewalk widening for 58 foot bulbout) (Supervisor District 10) Larry Yee, larry.yee@sfmta.com

The proposed modification establishes a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for 2130 3rd Street project.

**Public Comments:** Concerns about the CEQA determination.



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**Decision:** The tow-away regulation is approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. The sidewalk widening legislation should be handled by San Francisco Public Works.

### **12. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME ESTABLISH – SIDEWALK WIDENING (6 FEET)**

Harrison Street, north side, from 1st Street to 75 feet westerly (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #508 and #510) (Supervisor District 6) Westley Myles, Westley.Myles@sfmta.com

The proposed modification establishes a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for the 390 1st Street project.

**Public Comments:** No comments.

**Decision:** The tow-away regulation is approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. The sidewalk widening legislation should be handled by San Francisco Public Works.

### **13. ESTABLISH – NO LEFT TURN**

- A. 16th Street, eastbound, at Market Street/Noe Street
- B. Noe Street, northbound and southbound, at Market Street/16th Street
- C. Sanchez Street, northbound and southbound, at Market Street/15th Street  
(Supervisor District 8) Gabriel Ho, gabriel.ho@sfmta.com

As part of the Upper Market Safety Project, the SFMTA is proposing various turn restrictions in order to simplify these six-way intersections and reduce traffic injuries.

**Public Comments:** Comments in support and opposition.

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

### **14. ESTABLISH – TRAFFIC SIGNAL**

Buchanan Street and Golden Gate Avenue  
(Supervisor District 5) Eric Luu, eric.luu@sfmta.com

Western Addition Signal Upgrades: Replaces existing flashing yellow beacons with new traffic signals to clearly establish pedestrian right-of-way, address a possible multiple-threat condition, and take advantage of progression-based traffic calming. The installation will include all necessary signal infrastructure including poles, signals, accessible pedestrian signals, and lighting in addition to standardized new signal treatments such as advance limit lines.

**Public Comments:** No objections, but concerns expressed about funding.

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



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### **15(a). RESCIND – STOP SIGN**

Laguna Street, southbound, at Hermann Street  
Hermann Street, eastbound, at Laguna Street

### **15(b). ESTABLISH – TRAFFIC SIGNAL**

Laguna Street and Hermann Street (to be integrated with Laguna/Market/Guerrero signal)

### **15(c). ESTABLISH – NO RIGHT TURN ON RED**

- A. Laguna Street, southbound, at Market Street
- B. Laguna Street, southbound, at Hermann Street
- C. Hermann Street, eastbound, at Laguna Street  
(Supervisor District 8) Gabriel Ho, gabriel.ho@sfmta.com

To address pedestrian safety and accessibility, SFMTA is proposing to signalize the two crosswalks at the intersection of Laguna Street and Hermann Street as part of a larger signal modification project at the intersection of Laguna Street, Market Street, and Guerrero Street.

**Public Comments:** No objections, but concerns expressed about funding.

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

### **16(a). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**

Turk Street, south side, from 94 feet to 194 feet east of Taylor Street

### **16(b). ESTABLISH – BUS STOP**

Turk Street, north side, from Mason Street to 150 feet westerly  
(shifts existing midblock bus zone by 100 feet)

### **16(c). RESCIND – BUS STOP**

Turk Street, north side, from 115 feet to 240 feet west of Mason Street  
(Supervisor District 6) Pallavi Panyam, Pallavi.panyam@sfmta.com

This proposal establishes a passenger loading zone on the south side of Turk Street. This will provide loading for the new development at 950 Market while maintaining an existing Class IV protected bikeway and minimizing collisions between pedestrians, cyclists, and vehicles.

**Public Comments:** No comments.

**Decision:** Approved by the City Traffic Engineer for implementation. # footnote applies to item 16(a).

### **17(a). ESTABLISH – TRAFFIC SIGNAL**

Golden Gate Avenue, mid-block between Gough Street and Laguna Street (at Octavia Street)



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### **17(b). ESTABLISH – NO PARKING ANY TIME**

Golden Gate Avenue, north side and south side, from 430 feet to 470 feet east of Laguna Street (fronting Octavia Street) (Supervisor District 6) Eric Luu, eric.luu@sfmta.com

The proposed modification establishes a no parking anytime regulation to improve visibility of this midblock crosswalk. This restriction will be implemented in conjunction with a signal upgrade project to replace existing flashing yellow beacons with new traffic signals to clearly establish pedestrian right-of-way, address a possible multiple-threat condition, and take advantage of progression-based traffic calming.

**Public Comments:** No objections, but concerns expressed about funding.

**Decision:** Item 17(a) approved by the City Traffic Engineer for implementation. Item 17(b) approved to be forwarded to the SFMTA Board for approval and implementation. # footnote applies to 17(b).

### **18(a). ESTABLISH – RED ZONE**

#### **ESTABLISH – SIDEWALK WIDENING**

- A. Holloway Avenue – south side, Cardenas Avenue to 35 feet easterly, (sidewalk widening for 6.5-foot wide bulb, removes 2 parking spaces)
- B. Holloway Avenue – south side, from 84 feet to 133 feet east of Cardenas Avenue, (sidewalk widening for 6-foot wide bulb, removes 3 parking spaces)
- C. Holloway Avenue – south side, Varela Avenue to 45 feet westerly, (sidewalk widening for 6-foot wide bulb, removes 2 parking spaces)
- D. Cardenas Avenue – east side, Holloway Avenue to 24 feet southerly, (sidewalk widening for 3.50-foot wide bulb)

### **18(b). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

#### **ESTABLISH – SIDEWALK WIDENING**

Cardenas Avenue – east side, from 60 feet to 199 feet southerly, (sidewalk widening for 3.50-foot wide bulb, removes 6 parking spaces)  
Serrano Drive – north side, from Varela Avenue to Cardenas Avenue, (sidewalk widened from 6 feet to 12 feet, removes 9 parking spaces)  
(Supervisor District 7) Westley Myles, westley.myles@sfmta.com

The proposed modification establishes red zones and a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for the 2 Varela Avenue project.

**Public Comments:** Concerns about the CEQA determination.

**Decision:** The tow-away regulation is approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. The sidewalk widening legislation should be handled by San Francisco Public Works.

### **19(a). ESTABLISH – TOW AWAY NO STOPPING ANYTIME**

#### **ESTABLISH – SIDEWALK WIDENING**



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- A. Front Street – east side, Broadway Street to 82 feet northerly, (sidewalk widening for 6-foot wide bulb, removes 3 metered parking spaces #804, #806, #808)
- B. Broadway Street – north side, from 82 feet to 157 feet east of Front Street, (sidewalk widening for 6-foot wide bulb, removes 4 metered parking spaces #64, #66, #68, #70)
- C. Vallejo Street – south side, from 102 feet to 170 feet east of Front Street, (sidewalk widening for 6-foot wide bulb, removes 3 metered parking spaces #67, #69, #71)

### **19(b). ESTABLISH - RED ZONE**

#### **ESTABLISH – SIDEWALK WIDENING**

- A. Front Street – east side, Vallejo Street to 32 feet southerly, (sidewalk widening for 6-foot wide bulb, removes 4 metered motorcycle spaces #850, #852, #854, #856 and 1 metered parking space #826)
- B. Vallejo Street – south side, Front Street to 43 feet easterly, (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #85 and #87)
- C. Broadway Street – north side, Front St to 41 feet easterly, (sidewalk widening for 6-foot wide bulb, removes 2 metered parking spaces #76 and #78)

### **19(c). RESCIND – CLASS II BIKEWAY (BIKE LANE)**

Front Street – northbound, eastside, between Broadway Street and Vallejo Street (Existing substandard width bike lane replaced with sharrows)  
(Supervisor District 3) Westley Myles; [Westley.Myles@sfmta.com](mailto:Westley.Myles@sfmta.com)

The proposed modification establishes red zones and a Tow-Away No Stopping Anytime regulation to accompany sidewalk widening improvements for the 88 Broadway Street project.

**Public Comments:** Comments in support and concerns about the CEQA determination.

**Decision:** The tow-away regulation is approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. The sidewalk widening legislation should be handled by San Francisco Public Works.

### **20(a). ESTABLISH – RED ZONE**

#### **ESTABLISH – SIDEWALK WIDENING**

- Berry Street – north side, De Haro Street to 37 feet easterly, (sidewalk widening for 6-foot wide bulb)
- Division Street – south side, Berry St to 55 feet westerly, (sidewalk widening for 28-foot wide bulb, removes 1 parking space)

Red Zone due to sidewalk improvements for the One De Haro Street project

### **20(b). ESTABLISH – PERPENDICULAR PARKING**

Berry Street – north side, from 37 feet to 117 feet and 212 feet to 433 feet east of De Haro Street



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The proposed modification establishes red zones to accompany sidewalk widening improvements for the One De Haro Street project. In addition, it would formally establishing perpendicular parking along Berry Street where existing perpendicular parking has not been legislated. (Supervisor District 10) Westley Myles, Westley.Myles@sfmta.com

**Public Comments:** Comments in support.

**Decision:** The tow-away regulation is approved by the City Traffic Engineer to forward to the SFMTA Board for approval and implementation. The sidewalk widening legislation should be handled by San Francisco Public Works.

### **21. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION**

Mabini Street, west side, from 2 feet to 98 feet south of Folsom Street (90-foot station with red zones either side) (Supervisor District 6) Daniel Carr, daniel.carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Mabini Street, adjacent to 795 Folsom Street

**Public Comments:** Comments in support and opposition.

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

### **22. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION**

Page Street, south side, from Masonic Avenue to 90 feet easterly (82-foot station with red zones either side) (Supervisor District 5) Daniel Carr, daniel.carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Page Street adjacent to 1100 Masonic Avenue.

**Public Comments:** Comments in support and opposition.

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

### **23. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION**

Delancey Street, east side, from 45 feet to 121 feet north of Brannan Street (72-foot station with red zones on the north side of the station) (Supervisor District 6) Daniel Carr, daniel.carr@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Delancey Street, adjacent to 180 Brannan/Bayside Village

**Public Comments:** Comments in support and opposition.

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






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*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](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:

A handwritten signature in black ink that reads 'Ricardo Olea'.

Ricardo Olea  
City Traffic Engineer

Date: December 11, 2020

cc: Directive File  
RO:TF:tf