



Streets Division Directive Order No. 6553

Sustainable Streets Division Directive Order No. 6553

Pursuant to the public hearing held on June 17, 2022, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6542.

1. ESTABLISH – RED ZONE

Lippard Avenue, east side, from 40 feet to 56 feet north of Bosworth Street
Lippard Avenue, west side, from 38 feet to 56 feet north of Bosworth Street
(Supervisor District 8) (Approvable by the City Traffic Engineer) André Wright,
andre.wright@sfmta.com

This proposal restricts parking at the newly improved Glen Park Greenway Trail to improve visibility of pedestrians accessing the pathway.

Public Comments: Received comments in support prior to and during the hearing, and requests to shift red zones to accommodate larger parking spaces and to add advance pedestrian warning sign.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH – STOP SIGNS

Lincoln Way, eastbound and westbound, at 46th Avenue, making this intersection an all-way STOP
(Supervisor District 4) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to make this intersection all-way STOP to address collisions.

Public Comments: Received comment in support citing benefit for Muni.

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

3. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

Oakdale Avenue, north side, from 215 to 285 feet east of 3rd Street (70-foot zone, extending the existing Tow-Away No Stopping Any Time zone easterly) (Supervisor District 10) (Requires approval by the SFMTA Board) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to extend tow-away zone in front of the Joseph Lee Recreation Center and Playground at the request of the Recreation and Park Department. Due to the nature of the request, this tow-away zone has already been implemented through directive.

Public Comments: Received question regarding process for temporary authorization to implement changes prior to a hearing.

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



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4. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME

Kimball Place, west side, from 86 feet to 95 feet south of Sacramento Street (extend existing 22-foot zone by an additional 9 feet) (Supervisor District 3) (Requires approval by the SFMTA Board) Eddie Tsui, eddie.tsui@sfmta.com

Proposal to extend existing tow-away zone to assist resident with garage access

Public Comments: Prior to hearing, received comment in support citing difficulty with garage access, and several comments in opposition citing concern that the proposal will narrow the adjacent pathway and hinder access for residents. During the hearing, received one comment in support citing tree preservation.

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

5. ESTABLISH – STOP SIGNS

38th Avenue, northbound and southbound, at Ulloa Street, making this intersection an all-way STOP (Supervisor District 4) (Approvable by the City Traffic Engineer) Edward Tang, edward.tang@sfmta.com

Proposal to make this intersection all-way STOP to address collisions.

Public Comments: Received comment in support prior to hearing.

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

6(a). ESTABLISH – RED ZONE

Spear Street, east side, from 200 feet to 209 feet south of Market Street (extends an existing red zone by 9 feet)

Spear Street, east side, from 520 feet to 540 feet south of Market Street (extends an existing red zone by 20 feet) (Approvable by the City Traffic Engineer)

6(b). ESTABLISH – BLUE ZONE

Spear Street, east side, from 13 feet to 30 feet south of Market Street (Approvable by the City Traffic Engineer)

6(c). ESTABLISH – 30 DEGREE ANGLED 6 WHEEL COMMERCIAL LOADING ZONE MONDAY-FRIDAY 7AM-11AM

Spear Street, east side, from 98 feet to 200 feet south of Market Street (meters #11, #13, #15, #17, #19, and #21)

Spear Street, east side, from 401 feet to 486 feet south of Market Street (meters #71, #73, #75, #77, and #79) (Requires approval by the SFMTA Board)



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6(d). ESTABLISH – 30 DEGREE ANGLED YELLOW METER LOADING ZONE MONDAY-FRIDAY 7AM-11AM

Spear Street, east side, from 30 feet to 98 feet south of Market Street (meters #3, #5, #7, and #9)
Spear Street, east side, from 486 feet to 520 feet south of Market Street (meters #81 and #83)
(Supervisor District 6) (Requires approval by the SFMTA Board) Edgar Orozco,
edgar.orozco@sfmta.com

This is follow-up legislation for directive number 6528 related to a two-way conversion of Spear Street between Mission Street and Market Street, which required a change in direction and angle of the loading zones.

Public Comments: Received questions regarding impact to Muni routes and stops on this block, and request for Muni to review citing this block may be used as a terminal during special events.


Decision: Items 6(a) and 6(b) approved by the City Traffic Engineer for implementation. Items 6(c) and 6(d) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

GENERAL COMMENTS:

Comment regarding difficulty in giving public comment when using Microsoft Teams.

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:

A handwritten signature in black ink that reads 'ROlea'. The signature is written in a cursive, flowing style.

Ricardo Olea
City Traffic Engineer

Date: June 24, 2022

cc: Directive File
RO:ET:jt