



Streets Division Directive Order No. 6631

Sustainable Streets Division Directive Order No. 6631

Pursuant to the public hearing held on February 17, 2023, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6619.

1. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA Y (Eligibility only, no signs)

420-488 Folsom Street, Northwest Side of 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 420-488 Folsom Street so they can purchase parking permits for their vehicle to park within RPP Area Y.

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 I (Eligibility only, no signs)

3201 23rd Street (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 3201 23rd Street so they can purchase parking permits for their vehicle to park within RPP Area I.

Public Comments: No comments.

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

3. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA S (Eligibility only, no signs)

4037 24th Street (Supervisor District 8) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the Garden School at 4037 24th Street so they can purchase teacher's parking permits for their vehicle to park within RPP Area S.

Public Comments: No comments.

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

4(a). RESCIND – 2-HOUR PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

21st Avenue, east and west side, between Ocean Avenue and Eucalyptus Drive



Streets Division Directive Order No. 6631

4(b). ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH RPP AREA H PARKING PERMITS

21st Avenue, east and west side, between Ocean Avenue and Eucalyptus Drive (Supervisor District 4) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

Proposal to extend RPP Area H to the residents of the 3000 block of 21st Avenue so they can purchase parking permits for their vehicle to park within RPP Area H.

Public Comments: No comments.

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

5(a). RESCIND – 2-HOUR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY, EXCEPT AREA Q PERMITS

Page Street, both sides, between Broderick Street and Scott Street

5(b). RESCIND – 2-HOUR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY, EXCEPT AREA Q PERMITS AND AREA HV PERMITS

Page Street, both sides, between Fillmore Street and Webster Street

5(c). ESTABLISH – 2-HOUR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY, EXCEPT AREA Q PERMITS AND AREA S PERMITS

Page Street, both sides, between Broderick Street and Scott Street

5(d). ESTABLISH – 2-HOUR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY, EXCEPT AREA Q PERMITS, AREA HV PERMITS, AND AREA S PERMITS

Page Street, both sides, between Fillmore Street and Webster Street (Supervisor District 5) (Requires approval by the SFMTA Board) Raynell Cooper, raynell.cooper@sfmta.com

Adding buffer zones to blocks of Page Street that border Area S parcels directly. Area S permit holders on the 200 blocks of Divisadero and Webster have complained about not being able to park on their nearest cross street. SFMTA will occasionally install RPP signs that confer permit parking benefits to multiple areas to allow for maximum flexibility for resident parking.

Public Comments: Comment in opposition, with concerns regarding additional traffic on Page Street in search of parking.

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

6. ESTABLISH – STOP SIGNS

Felton Street, eastbound and westbound, at Oxford Street (Supervisor District 11) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com



Streets Division Directive Order No. 6631

Proposal to convert this intersection to an all-way STOP.

Public Comments: No comments.

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

7. ESTABLISH – STOP SIGNS

Ordway Street, eastbound and westbound, at Girard Street (Supervisor District 10) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

Proposal to convert this intersection to an all-way STOP.

Public Comments: No comments.

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

8(a). RESCIND – NO PARKING ANY TIME EXCEPT BICYCLES ESTABLISH – GENERAL METERED PARKING

Mission Street, west side, from 3 feet to 24 feet south of Kingston Street (restore parking meter #3424)

8(b). ESTABLISH – NO PARKING ANY TME EXCEPT BICYCLES

Mission Street, west side, from 24 feet to 44 feet south of Kingston Street (remove parking meter #3426) (Supervisor District 9) (Approvable by the City Traffic Engineer) John Garzee, john.garzee@sfmta.com

Proposal to shift the existing bike corral on Mission at Kingston away from the corner.

Public Comments: Comment stating that staff person's information was missing from the agenda.

Decision: Approved by the City Traffic Engineer for implementation.

9(a). ESTABLISH – STOP SIGN

Mars Street, southbound, at Corbett Avenue (Approvable by the City Traffic Engineer)

9(b). ESTABLISH – NO STOPPING ANY TIME

Corbett Avenue, north side, from Mars Street to 30 feet easterly (Requires approval by the SFMTA Board)

9(c). ESTABLISH – RED ZONE

Corbett Avenue, north side, from Mars Street to 11 feet westerly (Approvable by the City Traffic Engineer) (Supervisor District 8) Jeffrey Tom, jeffrey.tom@sfmta.com



Streets Division Directive Order No. 6631

Proposal to stop the stem of this T-intersection and to extend daylighting at the northeast and northeast corners to improve intersection visibility.

Public Comments: No comments.

Decision: Items 9(a) and 9(c) 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. # (only item 9(a) is reviewable by BOS)

10. ESTABLISH – STOP SIGN

Norfolk Street, northbound, at Folsom Street (Supervisor District 6) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: No comments.

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

11. ESTABLISH - SPEED HUMPS

Palm Avenue between Euclid Avenue and Geary Boulevard (2 speed humps) (Supervisor District 2) (Approvable by the City Traffic Engineer) Andre Wright, andre.wright@sfmta.com

Traffic calming devices are being installed proactively near school loading zones, to ensure motorists are adhering to reduced speeds in school areas.

Public Comments: Comment stating that the proposal should be characterized as removal of 1 speed hump and establishment of 2 speed humps.

Decision: Approved by the City Traffic Engineer for implementation.

12(a). ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)

Main Street, northbound, east side, from Folsom Street to Market Street

12(b). ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BICYCLES

- A. Main Street, northbound, at Howard Street
- B. Main Street, northbound, at Mission Street
- C. Main Street, northbound, at Market Street

12(c). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- A. Main Street, east side, from 83 feet to 154 feet north of Folsom Street (total of 71 feet) (for raised island)
- B. Main Street, east side, from 238 feet to 314 feet north of Folsom Street (total of 76 feet) (midblock transit boarding island north of private street)
- C. Main Street, east side, from Howard Street to 43 feet southerly (for raised island)



Streets Division Directive Order No. 6631

- D. Main Street, east side, from Mission Street to 163 feet southerly (for raised island and right turn lane)
- E. Main Street, east side, from 155 feet to 223 feet north of Mission Street (total of 68 feet) (for lane transition)
- F. Main Street, east side, from 223 feet to 353 feet north of Mission Street (130 feet of midblock transit boarding island)
- G. Main Street, east side, from Market Street to 38 feet southerly (for raised island)

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

ESTABLISH – SIDEWALK WIDENING

- A. Main Street, west side, from 15 feet to 59 feet north of Folsom Street (10.5-foot sidewalk widening)
- B. Main Street, west side, from 103 feet to 151 feet north of Folsom Street (10.5-foot sidewalk widening)
- C. Main Street, west side, from 195 feet to 354 feet north of Folsom Street (10.5-foot sidewalk widening, adjacent to new park)
- D. Main Street, west side, from Howard Street to 34 feet southerly (10.5-foot sidewalk widening)
- E. Main Street, west side, from 78 feet to 164 feet south of Howard Street (10.5-foot sidewalk widening)
- F. Main Street, west side, from 180 feet to 270 feet north of Howard Street (total of 90 feet) (7-foot sidewalk widening)
- G. Main Street, west side, from Mission Street to 130 feet southerly (7-foot sidewalk widening)
- H. Main Street, west side, from Mission Street to 250 feet northerly (7-foot sidewalk widening and lane transition)
- I. Main Street, west side, from Market Street to 79 feet southerly (12-foot sidewalk widening)
- J. Mission Street, south side, from Main Street to 46 feet westerly (8-foot sidewalk widening, removes meter 203)

12(e). ESTABLISH – RED ZONE

Main Street, east side, from 218 feet to 238 feet north of Folsom Street (total of 20 feet)

12(f). ESTABLISH – TRAFFIC SIGNAL

Main Street at Clementina Street

12(g). ESTABLISH – CROSSWALK

Main Street at Clementina Street (to be installed with traffic signal, south leg)

12(h). ESTABLISH – RAISED CROSSWALK

- A. Main Street at Clementina Street, west leg
- B. Main Street at Tehama Street, west leg
- C. Main Street at Natoma Street, west leg



Streets Division Directive Order No. 6631

12(i). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES

- A.** Main Street, east side, from 32 feet to 83 feet north of Folsom Street (total of 51 feet)
- B.** Main Street, east side, from 314 feet to 508 feet north of Folsom Street (total of 194 feet)
- C.** Main Street, east side, from 313 feet to 384 feet north of Howard Street (total of 71 feet)
- D.** Main Street, west side, from 250 feet to 472 feet north of Mission Street (total of 222 feet)

12(j). RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES

Main Street, east side, from 32 feet to 77 feet north of Folsom Street
Main Street, east side, from 293 feet to 404 feet north of Folsom Street

12(k). ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30 MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY; NO PARKING ALL OTHER TIMES

- A.** Main Street, west side, from 59 feet to 103 feet north of Folsom Street (total of 44 feet)
- B.** Main Street, west side, from 34 feet to 78 feet south of Howard Street (total of 44 feet)
- C.** Main Street, west side, from 286 feet to 419 feet north of Howard Street (total of 133 feet)

12(l). RESCIND – METERED MOTORCYCLE PARKING

Main Street, east side, from Howard Street to 148 feet southerly (40 motorcycle spaces)

12(m). ESTABLISH – BUS ZONE

Main Street, east side, from Howard Street to 220 feet northerly (extends existing 145-foot bus zone)

12(n). RESCIND – BUS ZONE

Main Street, east side, from 101 feet to 141 feet north of Folsom Street
Main Street, east side, from 218 feet to 293 feet north of Folsom Street

12(o). RESCIND – MUNI FLAG STOP

Main Street, east side, south of Howard Street

(Supervisor District 6) (Requires approval by the SFMTA Board) Hester Yu, hester.yu@sfmta.com

The Main Street Streetscape Project would establish a protected northbound bicycle facility through the neighborhood and widen sidewalks for an enhanced pedestrian experience.

Public Comments: Received one email in support and request to expedite installation prior to public hearing. Comment in opposition to item 12(g), with concerns regarding the proximity of the proposed crosswalk to the Folsom/Main intersection. Comment received regarding considering proposals at public hearing prior to environmental approval.

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



Streets Division Directive Order No. 6631

13. ESTABLISH – SPEED CUSHIONS

Gellert Drive, between Middlefield Drive and Clearfield Drive (4 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Mark Manalo, mark.manalo@sfmta.com

Proposal to install speed cushions to implement a Neighborway on Gellert Drive between Middlefield Drive and Clearfield Drive as part of the Lake Merced Quick-Build Project.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

14. ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Hudson Avenue, north side, from 3rd Street to 52 feet westerly (Supervisor District 10) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to implement a Bay Wheels bike share station in the parking lane on the north side of Hudson Avenue, west of 3rd Street, adjacent to a Bay Wheels warehouse.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

GENERAL COMMENTS:

- Received thank you for not moving forward with various bikeshare stations in Fisherman's Wharf area from the last public hearing. Comment received regarding protocol for bikeshare stations installed in 2021.

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.



Streets Division Directive Order No. 6631

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Approved:

A handwritten signature in black ink that reads "ROlea".

Ricardo Olea
City Traffic Engineer

Date: February 24, 2023

cc: Directive File
RO:ET:et