



Streets Division Directive Order No. 6527

Sustainable Streets Division Directive Order No. 6527

Pursuant to the public hearing held on April 8, 2022, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6516.

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

254 Laguna Honda Blvd (Supervisor District 7) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the occupants of 254 Laguna Honda Blvd, so they can purchase parking permits for their vehicle to park within RPP Area T. This is a Child Care center, not a residence, and is on a stretch of Laguna Honda with no parking

Public Comments: Received one email in opposition prior to public hearing.

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

2. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA L (eligibility only, no sign)

538-540 Balboa Street between 7th and 6th Avenues (Supervisor District 1) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the residents of 538-540 Balboa Street to purchase parking permits for their vehicle to park within RPP Area L

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 C (eligibility only, no sign)

620 Jones Street between Post Street and Geary Street (Supervisor District 3) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the residents of 620 Jones Street to 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.

4. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA Q (eligibility only, no sign)

1301-1327 Haight Street (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com



Streets Division Directive Order No. 6527

This proposal adds RPP eligibility to the residents of 1301-1327 Haight Street to purchase parking permits for their vehicle to park within RPP Area Q.

Public Comments: No comments.

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

5. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (eligibility only, no sign)

1946-1954 Mission Street between 15th and 16th Streets (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the residents of 1946-1954 Mission Street to 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.

6. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA AA (eligibility only, no sign)

3161-3163 Mission Street between Powers and Precita Avenues (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the residents of 3161-3163 Mission Street to purchase parking permits for their vehicle to park within RPP Area AA

Public Comments: No comments.

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

7. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

3172-3178 24th Street between South Van Ness Avenue and Shotwell Street (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the residents of 3172-3178 24th 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.

8. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA Z (Eligibility only, no signs)



Streets Division Directive Order No. 6527

3751-3763 24th Street between Chattanooga Street and Church Street (Supervisor District 8)
(Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal adds RPP eligibility to the residents of 3751-3763 24th Street, so they can purchase parking permits for their vehicle to park within RPP Area Z.

Public Comments: No comments.

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

9. RESCIND – RPP AREAS A, C, K, 2-HOUR PARKING 8 AM-9 PM, MONDAY THROUGH SATURDAY

ESTABLISH - GENERAL METERED PARKING, TWO-HOUR TIME LIMIT, 9AM-6PM, MONDAY THROUGH SATURDAY

Green Street, north side, from 30 feet to 90 feet west of Polk Street
Green Street, south side, from 10 feet to 110 feet west of Polk Street

RESCIND – GREEN ZONE

ESTABLISH – GREEN METER, 30-MINUTE PARKING LIMIT, 9AM-6PM, MONDAY THROUGH SATURDAY

Green Street, south side, from 60 feet to 80 feet west of Polk Street
(Supervisor District 3) (Requires approval by the SFMTA Board) Kenya Wheeler,
kenya.wheeler@sfmta.com

Merchants in the Polk Street Commercial Corridor have requested additional parking management measures along Green Street to increase parking turnover and availability for customers. This proposal will create approximately seven metered parking spaces.

Public Comments: Received two emails in opposition prior to public hearing and one email in support after public hearing. Opposition received during the public hearing regarding parking loss already experienced due to new parklets and the Van Ness Bus Rapid Transit Project. Petition submitted in opposition with 25 signatures. Further comments in support of the green meter modification prior to the SFMTA Board Meeting if the public is re-notified of the updating proposal.

Decision: Added clarifying language that one of the proposed meter spaces will be a green meter to replace an existing green zone. Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

10. ESTABLISH - GENERAL METERED PARKING, NO TIME LIMIT, 9AM-6PM, MONDAY THROUGH SATURDAY

Rincon Street, west side, from Bryant Street to 180 feet north
Rincon Street, east side, from Bryant Street to 180 feet north
(Supervisor District 6) (Requires approval by the SFMTA Board) Kenya Wheeler,
kenya.wheeler@sfmta.com



Streets Division Directive Order No. 6527

Parking on this block of Rincon Street is unregulated, except for a no parking restriction between 10 pm to 6 am. Adding metered parking to this block will close a gap in parking regulations, as on-street parking on the adjoining blocks of Bryant Street are currently regulated by parking meters (west of Rincon Street) and RPP Area Y regulations (east of Rincon Street). This proposal will create approximately 12 metered parking spaces.

Public Comments: Received one email in support after the public hearing.

Decision: Modified hours of operation to begin at 9AM to be consistent with adjacent blocks. Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

11. ESTABLISH – STOP SIGNS

Mangels Avenue, eastbound and westbound, at Nordhoff Street
Nordhoff Street, southbound, at Mangels Avenue
(Supervisor District 8) (Approvable by the City Traffic Engineer) Alvin Lam, alvin.lam@sfmta.com

Proposal to change this uncontrolled T-intersection to all-way STOP controlled to clarify right-of-way.

Public Comments: Received two emails in support prior to public hearing and one email following public hearing.

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

12. ESTABLISH – RED ZONES

A. Jerrold Avenue, south side, from Upton Street west curb line to 30 feet westerly (removes one parking space)

B. Jerrold Avenue, south side, from Upton Street east curb line to 44 feet easterly (removes two parking spaces)

C. Jerrold Avenue, north side, from 8 feet east of Upton Street west curb line to 62 feet westerly (removes three parking spaces)

(Supervisor District 10) (Approvable by the City Traffic Engineer) Alvin Lam, alvin.lam@sfmta.com

Proposal to install daylighting red zones to accompany future marked crosswalk installation on the west side of Upton Street for Meals on Wheels on the north side of Jerrold Avenue.

Public Comments: Received seven emails in support prior to public hearing. One comment in support during the public hearing.

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

13. ESTABLISH – STOP SIGN

Bertita Street, southbound, at Seneca Avenue (Supervisor District 11) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com



Streets Division Directive Order No. 6527

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

Public Comments: Received one email in opposition prior to public hearing requesting all-way STOP control.

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

14(a). ESTABLISH - RECTANGULAR RAPID FLASHING BEACON

Turk Blvd at Roselyn Terrace, west leg (Approvable by the City Traffic Engineer)

14(b). ESTABLISH – CROSSWALK CLOSURE

Turk Blvd at Roselyn Terrace, east side (Requires approval by the SFMTA Board)

14(c). ESTABLISH – CROSSWALK CLOSURE

Turk Blvd at Kittredge Terrace, west side

(Supervisor District 1) (Requires approval by the SFMTA Board) Elliot Goodrich,
elliott.goodrich@sfmta.com

This proposal consolidates pedestrian crossings of Turk Blvd at Kittredge Terrace and Roselyn Terrace. At Kittredge Terrace, the project will close the existing west side crosswalk. At Roselyn Terrace, the project will close the existing east side crosswalk and enhance the west side crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) and associated signage. The existing westbound Muni bus stop at Roselyn Terrace will be relocated west of the intersection.

Public Comments: Comments regarding adding the date of approval for the previously approved bus zone relocation to the TASC packet since it is relevant to this current proposal and for additional context for this proposal in relation to other University of San Francisco campus safety efforts.

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

15. RESCIND – 25 MPH SPEED LIMIT

ESTABLISH – 20 MPH SPEED LIMIT

A. 9th Avenue, between Lincoln Way and Judah Street (Supervisor District 5)

B. Balboa Street, between 33rd Avenue and 39th Avenue (Supervisor District 1)

C. Chestnut Street, between Divisadero Street and Fillmore Street (Supervisor District 2)

D. Clement Street, between 26th Avenue and 22nd Avenue (Supervisor District 1)

E. Grant Avenue, between Market Street and Filbert Street (Supervisor District 3)

F. Irving Street, between 27th Avenue and 15th Avenue (Supervisor Districts 4 and 5)

G. Irving Street, between 12th Avenue and 6th Avenue (Supervisor District 5)

H. Jefferson Street, between Jones Street and Powell Street (Supervisor District 3)

I. Post Street, between Laguna Street and Fillmore Street (Supervisor District 5)

J. Sacramento Street, between Spruce Street and Lyon Street (Supervisor District 2)

K. Union Street, between Steiner Street and Van Ness Avenue (Supervisor District 2)

(Requires approval by the SFMTA Board) Jeffrey Tom, Jeffrey.tom@sfmta.com



Streets Division Directive Order No. 6527

Proposing to lower speed limits from 25 MPH to 20 MPH in eligible business activity districts per California Assembly Bill 43.

Public Comments: Prior to the public hearing, received one email in general opposition to lowering speed limits and requesting more enforcement of the existing speed limits instead. General comment regarding potential future Supervisor District boundary changes and its relation to the current Supervisor District labeling.

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

16. ESTABLISH – STOP SIGNS

Vicente Street, eastbound and westbound, at 43rd Avenue, making this intersection an all-way STOP
Wawona Street, eastbound and westbound, at 43rd 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 these intersections all-way STOPs due to school crosswalks.

Public Comments: Two comments in support received during the public hearing.

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

17. ESTABLISH – STOP SIGNS

Long Bridge Street, eastbound and westbound, at Corinne Woods Way, making this intersection an all-way STOP (Supervisor District 6) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to make this intersection an all-way STOP due to expected pedestrian activity.

Public Comments: No comments.

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

18. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME

Molimo Drive, west side, from north of 526 Molimo Drive to dead-end (100 feet total) (Supervisor District 7) (Requires approval by the SFMTA Board) Simon Qin, simon.qin@sfmta.com

Proposal from residents to establish parking restrictions on the west side north end terminus of Molimo Drive to provide better fire access and traffic movement for residents.

Public Comments: One comment in support from the petition gatherer received during the public hearing.

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

19. ESTABLISH – NO RIGHT TURN ON RED



Streets Division Directive Order No. 6527

Alemany Boulevard, eastbound at Congdon Street (Supervisor District 11) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Restriction proposal to address potentially limited visibility of right turning traffic on red from eastbound Alemany Boulevard for traffic on Trumbull Street approaching Congdon Street due to the short distance between the adjacent intersections.

Public Comments: One comment in support from original requestor received during the public hearing.

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

20. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

A. Turk Street, south side, from 40 feet to 85 feet west of Taylor Street (removes Tow-Away No Parking Except Active Loading Zone).

B. Turk Street, south side, from 131 feet to 231 feet west of Taylor Street (removes Tow-Away No Parking Except Active Loading Zone).

C. Turk Street, south side, from 51 feet to 343 feet west of Jones Street (removes Tow-Away No Parking Except Active Loading Zone).

D. Turk Street, south side, from 172 feet to 217 feet west of Leavenworth Street (removes Tow-Away No Parking Except Active Loading Zone).

E. Turk Street, south side, from Dodge Place to 294 feet east of Dodge Place (removes Tow-Away No Parking Except Active Loading Zone).

(Supervisor District 6) (Requires approval by the SFMTA Board) Shahram Shariati, Shahram.shariati@sfmta.com

The purpose of this project is to continue and expand the work that was recently implemented on the 200 block of Turk Street as part of the Tenderloin Safe Passage Pilot Project.

Public Comments: No comments.

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

21. ESTABLISH – RED ZONES

A. Clay Street, north side, from Stockton Street to 20 feet westerly (rescinds meter #359-09020)

B. Front Street, west side, from Broadway to 22 feet northerly (rescinds meter #422-08010)

C. Kearny Street, east side, from 5 feet to 25 feet south of Broadway (rescinds meter #520-10320)

D. Powell Street, west side, from 4 feet to 22 feet north of Washington Street (rescinds meter #616-11010)

E. Columbus Avenue, south side, from 5 feet to 26 feet west of Lombard Street (rescinds meter #363-09010)

F. Vallejo Street, north side, from 12 feet to 18 feet east of Columbus Avenue (rescinds meter #705-06120)



Streets Division Directive Order No. 6527

G. Columbus Avenue, south side, from 2 feet to 20 feet west of Bay Street (rescinds meter #363-12010)

H. Leavenworth Street, east side, from 3 feet to 22 feet south of Beach Street (rescinds meter #546-27280)

(Supervisor District 3) (Approvable by the City Traffic Engineer) Maurice Grownney,
Maurice.Grownney@sfmta.com

As part of the Citywide Daylighting project, this repurposes eight GMP spaces to provide for daylighting.

Public Comments: No comments.

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

22. ESTABLISH – RED ZONES

A. Beach Street, north side, from 7 feet east of Jones Street to 22 feet easterly (removes General Metered Parking Space #438)

B. Mason Street, west side, from 4 feet north of Beach Street to 18 feet northerly (removes General Metered Parking Space #2601)

C. Columbus Avenue, east side, from 9 feet south of North Point Street to 20 feet southerly (removes General Metered Parking Space #1228)

D. Columbus Avenue, west side, from 10 feet north of Leavenworth Street to 18 feet northerly (removes General Metered Parking Space #1313)

E. California Street, north side, from Stockton Street to 22 feet easterly (removes General Metered Parking Space #748)

F. Vallejo Street, south side, from 5 feet west of Stockton Street to 19 feet westerly (removes General Metered Parking Space #701)

G. Vallejo Street, north side, from 5 feet east of Stockton Street to 20 feet easterly (removes General Metered Parking Space #638)

H. Taylor Street, west side, from 3 feet north of Beach Street to 18 feet northerly (removes General Metered Parking Space #2701)

I. Grant Avenue, east side, from 5 feet south of Post Street to 20 feet southerly (removes General Metered Parking Space #128)

J. Pine Street, north side, from Stockton Street to 20 feet easterly (removes General Metered Parking Space #648)

(Supervisor District 3) (Approvable by the City Traffic Engineer) Shahram Shariati,
Shahram.Shariati@sfmta.com

Proposing ten new red zones with meter removal for daylighting as part of the Citywide High Injury (HIN) Daylighting project.

Public Comments: No comments.

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



Streets Division Directive Order No. 6527

23. ESTABLISH – RED ZONES

- A. 9th Street, west side, from 3 feet south of Sheridan Street to 18 feet southerly (removes General Metered Parking Space #342)
 - B. 9th Street, east side, from 4 feet south of McLea Street to 14 feet southerly (reduces General Metered Parking Space #437 from 32 feet to 18 feet long)
 - C. 9th Street, east side, from Bryant Street to 20 feet southerly (removes General Metered Parking Space #501 and reduces General Metered Parking Space #503 from 20 feet to 18 feet long)
 - D. 11th Street, east side, from Kissling Street to 19 feet southerly (removes General Metered Parking Space #223)
 - E. 11th Street, west side, from Harrison Street to 20 feet northerly (removes General Metered Parking Space #356)
- (Supervisor District 6) (Approvable by the City Traffic Engineer) Shahram Shariati,
Shahram.Shariati@sfmta.com

Proposing five new red zones with meter removal for daylighting as part of the Citywide High Injury (HIN) Daylighting project.

Public Comments: No comments.

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

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

Divisadero Street, west side, from 24 feet to 84 feet north of Lombard Street (60-foot bike share station in parking lane) (Supervisor District 2) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to establish a Bay Wheels bike share station in the parking lane on Divisadero Street at Lombard Street, adjacent to Walgreens.

Public Comments: Received emails in support and opposition. Two comments in opposition received during the public hearing regarding the parking loss and lack of observed bicyclists in the area. Petition in opposition containing 30 signatures mentioned during hearing but was not received by SFMTA.

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

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

Hearst Avenue, north side, from Detroit Street to 64 feet easterly (52-foot bike share station with red zones on either end) (Supervisor District 7) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to establish a bike share station in the parking lane on Hearst Avenue at Detroit Street, adjacent to 295 Hearst Avenue.



Streets Division Directive Order No. 6527

Public Comments: Received emails in support and opposition. Two residents expressed concerns regarding the location of the proposed station, crime, cleanliness, parking loss and obstruction to neighborhood events. One resident in support and comment that the proposed location will not hinder neighborhood events.

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

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

5th Street, west side, from 6 feet to 92 feet south of Howard Street (86-foot bike share station with angled plates in floating buffer) (Supervisor District 6) (Approvable by the City Traffic Engineer) Laura Stonehill, laura.stonehill@sfmta.com

Proposal to establish a Bay Wheels bike share station in the floating buffer on 5th Street at Howard Street, adjacent to the 206 5th Street development.

Public Comments: Received one email in support prior to public hearing. On general question on the status of the bus zone that was once on the southwest corner of this intersection on 5th Street.


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

GENERAL COMMENTS:

Comments that bikeshare station TASC packet attachments mentioned in emails should be included for reference and to mention whether a station is adjacent to a commercial or residential property.

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.

 311 (Outside SF 415.701.2311; TTY 415.701.2323) Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang



Streets Division
Directive Order No. 6527

Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย /
خط المساعدة المجاني على الرقم

Approved:

R Olea

Ricardo Olea
City Traffic Engineer

Date: April 15, 2022

cc: Directive File
RO:ET:al