



Sustainable Streets Division Directive Order No. 6231

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Pursuant to the public hearing held on February 21, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. **6218**.

1. ESTABLISH – NO STOPPING FIRE LANE

Sussex Street, north side, from 53 feet to 153 feet east of Diamond Street
(Supervisor District 8) Bryant Woo, bryant.woo@sfmta.com

The proposed modification was requested by the SF Fire Department to restrict parking along the curve of the road to provide clearance for emergency services.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: No comments received.

2. ESTABLISH – RED ZONE

Mount Vernon Avenue, south side, from Getz Street to 15 feet easterly
(removes 1 parking space) (Supervisor District 11) Hester Yu, hester.yu@sfmta.com

Proposal will add a red zone to improve Muni Operations for the 54 Felton.

Decision: Revise proposal to consider a 35 foot red zone and have a new public hearing.

Public Comments: Comments received expressing adequacy of the original proposal.

3. ESTABLISH – NO TURN ON RED

Jones Street, northbound, at Golden Gate Avenue
(Supervisor District 6) James Shahamiri, james.shahamiri@sfmta.com

With the upcoming two-way conversion of Jones Street between McAllister Street and Golden Gate Avenue, there will be a new northbound right turn movement added at the intersection of Golden Gate Avenue and Jones Street. To improve pedestrian safety, this proposal is to add a No Turn on Red restriction for this new movement.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

4. ESTABLISH – MIDBLOCK CROSSWALK

Highland Avenue at Bernal Cut Path
(Supervisor District 9) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modification would mark a crosswalk for Bernal Cut Path users crossing Highland Avenue after the Department of Public Works installs curb ramps at this location.



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Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: Comments received in support.

5. ESTABLISH – STOP SIGNS

Baker Street, northbound and southbound, at Anzavista Avenue, making this intersection an all-way STOP (Supervisor District 5) Elizabeth Chen, elizabeth.chen@sfmta.com

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

Decision: Approved by City Traffic Engineer for implementation. #

Public Comments: No comments received.

6. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I

(eligibility only; no signs)

3410 - 3424 25th Street (even addresses only)

2884 - 2890 Mission Street (even addresses only)

(Supervisor District 9) Kathryn Studwell, kathryn.studwell@sfmta.com

The proposed modification will extend RPP permit eligibility to the residents and businesses of one building located at the corner of Mission and 25th streets.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation. #

Public Comments: Comments received in support.

7. ESTABLISH – SPEED TABLES

Mansell Street, between John F. Shelley Drive (West) and John F. Shelley Drive (East)
(2 speed tables)

Mansell Street, between John F. Shelley Drive (East) and Visitacion Avenue

(1 speed table) (Supervisor District 10) Mark Dreger, mark.dreger@sfmta.com

Proposal establishes three speed tables on Mansell Street in McLaren Park to address high travel speeds.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

8. ESTABLISH – STOP SIGNS

Beaumont Avenue, northbound and southbound, at Anza Street, stopping the minor side streets of this offset intersection

Beaumont Avenue, southbound, at Turk Street, stopping the stem of this "T" intersection
(Supervisor District 1) Daniel Mackowski, daniel.mackowski@sfmta.com



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SFMTA recommends stopping the minor side streets of these intersections to better clarify the right of way.

Decision: Approved by City Traffic Engineer for implementation. #

Public Comments: No comments received.

9(a). ESTABLISH – BUS ZONE

Mission Bay Boulevard North, north side, from 61 feet to 246 feet west of 3rd Street

9(b). ESTABLISH – PASSENGER LOADING ZONE

Mission Bay Boulevard North, north side, from 41 feet to 61 feet west of 3rd Street
(Supervisor District 6) Tracy Minicucci, tracy.minicucci@sfmta.com

The proposed modification was requested by Family House (540 MBBN) to extend by 20' their existing passenger loading zone westward from 3rd St. The SFMTA Transit Division also requested an extension for the 55 Dogpatch stop to bring stop up to midblock standards and accommodate future 22 Fillmore service. The bus stop would be extended from 142' to 185' westward from 3rd St. Three parking spaces would be converted as a result of these proposed curb changes.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation. # footnote applies to item 9(b).

Public Comments: Comments received in support.

10(a). RESCIND – 1-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA I PERMITS

Lucky Street, west side, from 15 feet to 30 feet north of 25th Street (adjacent resident would remain eligible to purchase residential parking permits)

10(b). ESTABLISH – NO PARKING ANYTIME

Lucky Street, west side, from 15 feet to 30 feet north of 25th Street
(removes 1 RPP space) (Supervisor District 9) Alvin Lam, alvin.lam@sfmta.com

This proposal removes 1 RPP space to facilitate street access. Adjacent residents would remain eligible to purchase residential parking permits. Some residents requested elimination of all the parking of the west side of the street, but this was not supported by a majority of the residents on the block.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation. #

Public Comments: Comments in support and for additional restrictions.

11(a). ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

12th Street, both sides, between South Van Ness Avenue and Harrison Street



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11(b). ESTABLISH – METERED MOTORCYCLED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

- A. 12th Street, south side, from 389 feet to 410 feet east of Howard Street
- B. 12th Street, north side, from 190 feet to 212 feet west of Folsom Street
- C. 12th Street, south side, from 79 feet to 94 feet east of Folsom Street

11(c). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

- A. 12th Street, south side, from 127 feet to 168 feet east of Howard Street
- B. 12th Street, south side, from 427 feet to 450 feet east of Howard Street
- C. 12th Street, north side, from 17 feet to 48 feet west of Folsom Street
- D. 12th Street, north side, from Kissling Street to 60 feet west
- E. 12th Street, north side, from 46 feet to 94 feet east of Folsom Street
- F. 12th Street, north side, from 110 feet to 144 feet east of Folsom Street

11(d). ESTABLISH – GREEN METERED ZONE, 30-MIN TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

12th Street, south side, from 95 feet to 135 feet east of South Van Ness Avenue
12th Street, north side, from 81 feet to 121 feet west of Kissling Street

11(e). ESTABLISH – RED ZONES

12th Street, south side, from Howard Street to 20 feet west
12th Street, north side, from Howard Street to 20 feet east
(Supervisor District 6) Becca Homa, becca.homa@sfmta.com

This proposal would install new meters to better regulate the parking and increase turn over, especially with nearby high-density mixed-use buildings nearing completion. Expansion of commercial loading zones should help alleviate the double parking.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation. # footnote applies to items 11(a) through 11(d).

Public Comments: Comments concerning residential parking impacts.

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

Division Street, eastbound, south side, between San Bruno Avenue and Vermont Street (curbside bike lane with buffer and floating parking)
Division Street, westbound, north side, between 8th Street and Vermont Street (curbside bike lane with buffer)

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

Division Street, south side, from San Bruno Avenue to 123 feet easterly



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(extends existing TANSAT and removes 2 general metered parking space)

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

Division Street, south side, from Vermont Street to 56 feet westerly

(removes 2 general metered parking space)

Division Street, north side, from 8th Street to 178 feet westerly

(removes 2 general metered parking spaces and 2 metered motorcycle spaces)

(Supervisor Districts 6 & 10) Ashley Kim, ashley.kim@sfmta.com

The Division Street and Vermont Street Bike Spot Improvement will upgrade existing bikeway to a parking-protected facility and improve the sense of safety for all users of the intersection.

Categorically exempt from Environmental Review: CEQA Guidelines Section 15301 Class 1(c):

Operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle

and pedestrian trails, and similar facilities.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation. # footnote applies to item 12(c).

Public Comments: No comments received.

13(a). ESTABLISH – CROSSWALK

Visitacion Avenue at Visitacion Valley Middle School, north crossing

13(b). ESTABLISH – MEDIAN ISLANDS

Visitacion Avenue at Visitacion Valley Middle School, north and south of new crosswalk

13(c). ESTABLISH – RECTANGULAR RAPID FLASHING BEACON

Visitacion Avenue at Visitacion Valley Middle School, north crossing

(Supervisor District 10) Daniel Carr, daniel.carr@sfmta.com

The proposed modification is requested by the Recreation and Parks Department to install a new crosswalk between Visitacion Valley Middle School and McClaren Park.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: No comments received.

14. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Laurel Street, east side, from California Street to 77 feet southerly

(62-foot bike share station with red zones on either side)

(Supervisor District 2) Laura Stonehill, laura.stonehill@sfmta.com



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Proposing a Bay Wheels bike share station in the parking lane on the east side of Laurel Street, adjacent to the future Prado Group housing development (formerly UCSF Laurel Heights Campus).

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support and opposition.

15. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

18th Avenue, west side, from 241 feet to 310 feet north of California Street
(62-foot bike share station with red zones on either side)
(Supervisor District 1) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the west side of 18th Avenue, adjacent to the Richmond Playground.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support and opposition.

16. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Clement Street, north side, from 62 feet to 131 feet west of 32nd Avenue
(62-foot bike share station with red zones on either side)
(Supervisor District 1) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the north side of Clement Street, adjacent to the CVS/grocery store.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support.

17. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Alameda Street, south side, from Henry Adams Street to 81 feet westerly
(72-foot bike share station with red zones on either side)
(Supervisor District 10) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the south side of Alameda Street, adjacent to the San Francisco Design Center parking lot.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Request made for alternate location.



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18. ESTABLISH – SIDEWALK BIKE SHARE STATION

Spruce Street, east side, from California Street to 90 feet northerly
(83-foot bike share station with angled plates)
(Supervisor District 2) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station on the sidewalk on the east side of Spruce Street, adjacent to the parking lot for 3584 California Street.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support and opposition.

19. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Brannan Street, south side, from 65 feet to 166 feet west of Colin P. Kelly Jr. Street
(92-foot bike share station with red zones on either side)
(Supervisor District 6) Laura Stonehill, laura.stonehill@sfmta.com

Shifting and expanding an existing Bay Wheels bike share station in the parking lane on the south side of Brannan Street, adjacent to Github.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Objection to expanding the station received.

20(a). ESTABLISH – CLASS IV PROTECTED BIKEWAY

Berry Street, westbound, north side, between 3rd Street and 4th Street

20(b). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

Berry Street, north side, from 4th Street to 449 feet easterly
Berry Street, north side, from 3rd Street to 278 feet westerly

20(c). ESTABLISH – TOW-AWAY, NO PARKING ANYTIME

Berry Street, south side, from 331 feet to 258 feet west of 3rd Street

20(d). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Berry Street, south side, from 168 feet to 208 feet west of 3rd Street
(converts two general metered parking spaces)

20(e). ESTABLISH – METERED YELLOW ZONE, TRUCK LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Berry Street, south side, from 228 feet to 258 feet west of 3rd Street
(extends existing 20 feet yellow zone)



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20(f). ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

Berry Street, north side, from 449 feet to 515 feet east of 4th Street
(extending existing 44-foot white zone)

20(g). ESTABLISH – CROSSWALK

Berry Street, north side, between 3rd Street and 4th Street
(marked crosswalk between sidewalk and white zone)
(Supervisor District 6) Laura Stonehill, laura.stonehill@sfmta.com


SFMTA recommends permanent establishment of the contraflow, westbound bike lane on Berry Street between 3rd Street and 4th Street.

Decision: Approved by the City Traffic Engineer to send to SFMTA Board for legislation after environmental clearance has been obtained. # comment applies to items 20(c) – 20(f).

Public Comments: Comments received in support and opposition.

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.

For questions about any of these items, please contact: sustainable.streets@sfmta.com and reference this order number.

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Approved:

Ricardo Olea
City Traffic Engineer

Date: February 28, 2020



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cc: Directive File

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