



# Sustainable Streets Division Directive Order No. 6316

## **Sustainable Streets Division Directive Order No. 6316**

Pursuant to the public hearing held on October 2, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6307.

### **1. ESTABLISH - STOP SIGNS**

Mountain Spring Avenue, eastbound, at Twin Peaks Boulevard  
Raccoon Drive, westbound, at Twin Peaks Boulevard  
(Supervisor Districts 7 & 8) David Sindel, david.Sindel@sfmta.com

Proposal to STOP the minor streets at this intersection to clarify the right of way.

**Public Comments:** No comments.

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

### **2. ESTABLISH – STOP SIGN**

Eddy Street, westbound, at St. Joseph's Avenue, stopping the stem of this T-intersection ◊ (Supervisor District 2) Amy Chun, amy.chun@sfmta.com

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

**Public Comments:** No comments.

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

### **3. ESTABLISH – RED ZONE**

Olympia Way, north side, from west Dellbrook Avenue curb line to 45 feet easterly (between crosswalks)

Olympia Way, north side, from Dellbrook Avenue to 20 feet easterly Olympia Way, south side, from Dellbrook Avenue to 15 feet westerly

(Supervisor District 7) Amy Chun, amy.chun@sfmta.com

The proposed modification would increase pedestrian visibility.

**Public Comments:** No comments.

**Decision:** Approved by the City Traffic Engineer to forward the 45-foot red zone proposal to the SFMTA Board for approval and implementation; the other red zones approved by the City Traffic Engineer for implementation.

### **4. ESTABLISH – SPEED HUMPS**

12th Avenue, between Taraval Street and Magellan Avenue (1 hump)  
(Supervisor District 7) Nick Carr, nick.carr@sfmta.com



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The proposed speed hump is a District 7 2019 Participatory Budgeting project, approved by community vote during D7 Participatory Budgeting process.

**Public Comments:** Comments for and against the proposal.

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

### 5. ESTABLISH - NO PARKING ANY TIME

Mansfield Street, west side, from Ina Court/La Grande Avenue to Burrows Street  
Burrows Street, south side, from the east property line of Mansfield Street westerly (Supervisor District 11) Jeffrey Tom, jeffrey.tom@sfmta.com

The proposed modification would prohibit parking on the west side of Mansfield Street to maintain traffic access, and on the south side of Burrows street in front of the entrance to John McLaren Park.

**Public Comments:** No comments.

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

### 6. ESTABLISH - BUS ZONE

Cortland Avenue, north side, from 50 feet to 138 feet west of Bayshore Boulevard  
(removes 3 parking spaces and restricts parking in front of one driveway)  
(Supervisor District 9) Kevin Shue, kevin.shue@sfmta.com

The proposed modification creates an improved bus zone for riders to board, alight and wait for the 24 Divisadero at Cortland Ave, further east from the 101 overpass.

**Public Comments:** Comments received suggesting the restoration of some parking.

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

### 7(a). ESTABLISH – TOW-AWAY, NO PARKING ANYTIME ESTABLISH – SIDEWALK WIDENING

Hampshire Street, east side, from Alameda Street to 55 feet southerly  
(sidewalk widening for new 11.7 feet sidewalk)

### 7(b). ESTABLISH – TOW-AWAY, NO PARKING ANYTIME

Hampshire Street, west side, from Alameda Street to Hampshire's southern terminus  
(Supervisor District 10) Westley Myles, Westley.Myles@sfmta.com

The proposed modification establishes a Tow-Away No Parking regulation due to sidewalk improvements for the 100 Potrero Avenue project.



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**Public Comments:** No comments.

**Decision:** Approved by the City Traffic Engineer to forward the parking regulation to the SFMTA Board for approval and implementation; the sidewalk legislation to be handled by Public Works. #

#### **8. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME**

##### **ESTABLISH - SIDEWALK WIDENING (3 feet and 6 feet)**

Dr. Tom Waddell Place – north side, from Van Ness Avenue to 133 feet easterly.

Removal of 7 metered parking spaces (#42, #40, #38, #36, #34, #32, and #30) due to sidewalk widening on south side of Dr. Tom Waddell Place.

(Supervisor District 6) Westley Myles, Westley.Myles@sfmta.com

The proposed modification establishes a TOW-AWAY NO STOPPING ANYTIME regulation due to sidewalk improvements for the 214 Van Ness Avenue project

**Public Comments:** No comments.

**Decision:** Approved by the City Traffic Engineer to forward the parking regulation to the SFMTA Board for approval and implementation; the sidewalk legislation to be handled by Public Works.

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

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

Harriet Street – west side, Bryant Street to 90 feet southerly, (sidewalk widening for 3-foot wide bulb, removes 4 parking spaces)

Harriet Street – east side, Bryant Street to 90 feet southerly, (3 parking spaces removed due to sidewalk widening on west side of Harriet)

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

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

Bryant Street – south side, Boardman Place to 32 feet easterly, (sidewalk widening for 6-foot wide bulb, removes 1 metered parking space #835-G) (Supervisor District 6) Westley Myles, Westley.Myles@sfmta.com

The proposed modifications establish no parking regulations for sidewalk widening for the 833 Bryant Street project.

**Public Comments:** Comments received requesting clarification about the environmental clearance.

**Decision:** Decision deferred by the City Traffic Engineer to the October 16<sup>th</sup> public hearing directive to confer with the Planning Department on the environmental clearance.




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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.

 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 / Librenng tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

A handwritten signature in black ink, appearing to read 'ROlea', is written over a horizontal line.

Ricardo Olea  
City Traffic Engineer

Date: October 9, 2020

cc: Directive File

RO:TF:tf