



Sustainable Streets Division Directive Order No. 6323

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Pursuant to the public hearing held on October 16, 2020, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6312. This directive also includes the decision for one residual item from Order No. 6307.

1. ESTABLISH - STOP SIGNS

Brazil Avenue, eastbound and westbound, at Edinburgh Street, making this intersection an all-way STOP (Supervisor District 11) Alvin Lam, Alvin.Lam@sfmta.com

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

Public Comments: No comments.

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

2. ESTABLISH - STOP SIGNS

San Gabriel Avenue, eastbound, at Capistrano Avenue
(Supervisor District 11) Alvin Lam, Alvin.Lam@sfmta.com

SFMTA recommends stopping the stem of this "T" intersection to better clarify the right-of-way.

Public Comments: No comments.

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

3. RESCIND - 1-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA I PERMITS ESTABLISH - TOW AWAY, NO STOPPING ANYTIME

Lucky Street, west side, from 195 feet to 263 feet north of 25th Street
(residents on both sides of the street remain eligible to purchase residential parking permits and removes one RPP space) (Supervisor District 9) Alvin Lam, Alvin.Lam@sfmta.com

The proposed modification restricts parking across the driveways of 2857-2863 Folsom Street and also restricts parking that blocks a door for 2853-2855 Folsom Street. Residents on both sides of the street remain eligible to purchase residential parking permits.

Public Comments: Comments in support.

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

4. ESTABLISH - STOP SIGNS

Central Avenue, northbound, at Turk Boulevard, stopping the stem of this "T" intersection (Supervisor District 2 and 5) Alvin Lam, Alvin.Lam@sfmta.com

SFMTA recommends stopping the stem of this "T" intersection to better clarify the right-of-way.



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Public Comments: No comments.

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

5. RESCIND - 2 HOUR PARKING, 8 AM THROUGH 10 PM, EVERYDAY, EXCEPT VEHICLES WITH AREA U PERMITS

ESTABLISH - TOW-AWAY NO STOPPING FIRE LANE

Rodgers Street, east side, from 195 to 275 feet south of Folsom Street (eliminates 4 parking spaces) (Supervisor District 6) Jeffrey Tom, jeffrey.tom@sfmta.com

The proposed modification would establish a fire lane at the request of the Fire Department for the 349 8th Street project.

Public Comments: No comments.

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

6. ESTABLISH - SPEED HUMPS

28th Street between Church Street and Dolores Street (2 speed humps) (Supervisor District 8) Daniel Carr, daniel.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

7. EXTENSION – BUS ZONE

Fitzgerald Avenue, south side, from 76 feet to 233 feet east of Keith Street (removes 6 parking spaces) (Supervisor District 10) Hester Yu, hester.yu@sfmta.com

The proposed modification extends the existing 29 Sunset bus zone to accommodate the number of buses at the terminal.

Public Comments: Comments in opposition.

Decision: Proposal modified and approved by the City Traffic Engineer to be sent to the SFMTA Board for final approval. The proposal is less restrictive, with a full-time bus zone from 76 feet to 151 feet east of Keith Street and a part-time bus zone, 6 am to 7 pm, Monday through Friday, from 151 feet to 233 feet east of Keith street.



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

7th Street, east side, from 4 feet to 54 feet north of Brannan Street (50-foot bike share station)
(Supervisor District 6) Pallavi Panyam, pallavi.panyam@sfmta.com

Proposing a temporary Bay Wheels bike share station in the parking lane on the east side of 7th Street, adjacent to Mars Bar, to be located here from now until ~October 2020.

Public Comments: Question about the environmental clearance for a temporary bike share station.

Decision: Approved by the City Traffic Engineer for implementation. The Environmental Review citation, Case 2015-005492ENV, is accurate since temporary station installation and/or relocation are included in the bike share system.

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

Folsom Street, south side, from 183 feet to 250 feet west of 2nd Street (66-foot bike share station)
(Supervisor District 6) Pallavi Panyam, pallavi.panyam@sfmta.com

Proposing a temporary Bay Wheels bike share station in the parking lane on the south side of Folsom Street, adjacent to 631 Folsom, to be located here until ~November 2020.

Public Comments: Question about the environmental clearance for a temporary bike share station.

Decision: Approved by the City Traffic Engineer for implementation. The Environmental Review citation, Case 2015-005492ENV, is accurate since temporary station installation and/or relocation are included in the bike share system.

10(a). RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Battery Street, west side, from 13 feet to 89 feet north of California Street (4 spaces)

10(b). ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Battery Street, west side, from 13 feet to 91 feet north of California Street
(84-foot station with red zones on either side)
(Supervisor District 3) Project Contact: Pallavi Panyam, Pallavi.Panyam@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Battery Street adjacent to the Amazon Go.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.



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11(a). RESCIND – METERED YELLOW COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Grant Avenue, west side, from 3 feet to 47 feet north of Sutter Street (2 spaces)

11(b). RESCIND – METERED YELLOW 6-WHEEL COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Grant Avenue, west side, from 47 feet to 91 feet north of Sutter Street (2 spaces)

11(c). ESTABLISH - NO STOPPING EXCEPT BICYCLES ESTABLISH - BIKE SHARE STATION

Grant Avenue, west side, from Sutter Street to 91 feet northerly (81-foot station with red zones on either side) (Supervisor District 3) Project Contact: Pallavi Panyam, Pallavi.Panyam@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on Grant Avenue, adjacent to 301, 305, 311, and 315 Grant Avenue

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

The following items were heard at a public hearing (Order #6307) held on October 2, 2020, and have been decided at this time:

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)

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: The CEQA Lead Agency has concurred with SFMTA that sidewalk improvements and associated other changes to the public right-of-way (i.e., red zone) would not require their own CEQA review; those changes are adequately covered by the whole of the project subject to SB 35.



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

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Approved:

R Olea

Ricardo Olea
City Traffic Engineer

Date: October 23, 2020

cc: Directive File
RO:TF:tf