



Streets Division Directive Order No. 6682

Sustainable Streets Division Directive Order No. 6682

Pursuant to the public hearing held on August 4, 2023, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6677.

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

3215-3219 Mission Street (Supervisor District 9) (Requires approval by the SFMTA Board) Raynell Cooper, raynell.cooper@sfmta.com

The proposed modification would add RPP eligibility for the residents and businessowners of 3215-3219 Mission Street, which is on a metered block, so they can purchase RPP Area AA permits to park on nearby RPP blocks. (Parking directly in front currently occupied by a Shared Spaces parklet).

Public Comments: Concern raised regarding additional RPP-regulated streets.

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

2. ESTABLISH – SPEED CUSHIONS

Harold Avenue, between Bruce Avenue and Ocean Avenue (2 3-lump speed cushions) (Supervisor District 11) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

3. ESTABLISH – BUS ZONE

Donahue Street, north side, from 100 feet to 165 feet east of Innes Avenue (Supervisor District 10) (Requires approval by the SFMTA Board) Michael Tamin, Michael.tamin@sfmta.com

Proposal to extend the existing 100-foot-long bus zone to 165 feet at Donahue Street and Innes Avenue for the new 19 Polk southern terminal.

Public Comments: Question raised regarding length of bus zone. Comment in support of longer bus zones in general.

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

4(a). RESCIND – WHITE ZONE, ACCESSIBLE PASSENGER LOADING

24th Street, south side, from 12 feet to 60 feet east of Mission Street (removes 1 accessible loading zone)



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4(b). RESCIND – GENERAL METERED PARKING

24th Street, south side, from 60 feet to 108 feet east of Mission Street (removes 2 spaces)

4(c). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

24th Street, south side, between Mission Street and Lilac Street

(Supervisor District 9) (Requires approval by the SFMTA Board) Amy Chun, amy.chun@sfmta.com

Proposal to prohibit parking to assist San Francisco Police Department (SFPD).

Public Comments: Received emails in support and opposition prior to public hearing. Comments in opposition received during public hearing citing loss of white zone and parking, as well as the presence of CCTV for law enforcement. Suggestion made to evaluate recent bus zone extension on north side of 24th Street for possible parking restoration to mitigate loss.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation. Staff to consider relocation of white zone.

5(a). RESCIND – BUS ZONE

Mission Street, east side, from 0 feet to 100 feet north of Highland Avenue

Mission Street, west side, from 0 feet to 95 feet south of Highland Avenue

5(b). ESTABLISH – RED ZONE

Mission Street, west side, from 0 feet to 12 feet north of Park Street (red zone replaces metered parking space 3722)

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

Mission Street, west side, from 34 feet to 58 feet north of Park Street (24-foot yellow metered loading zone replaces metered space 3718 and shifts space 3720 six feet southerly)

(Supervisor District 9) (Requires approval by the SFMTA Board) Felipe Robles, felipe.robles@sfmta.com

Proposal to change bus stop spacing to improve reliability on the 14-Mission and 49-Van Ness Mission lines and add a yellow metered loading zone to reduce double parking on Mission Street in partnership with Public Works repaving project on Mission Street.

Public Comments: Received email in opposition to the bus zone removal prior to public hearing. Several comments in opposition to bus zone removal during public hearing. Highland Avenue is on top of a hill and would be difficult to reach if stop is removed. Time savings is not worth loss of access.

Decision: Items forwarded to the SFMTA Board for final approval and implementation.

6. ESTABLISH - SPEED CUSHION



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Santa Marina Street, between Prospect Avenue and Elsie Street (1 3-lump cushion) (Supervisor District 9) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

Proposal to install speed cushion on the block at request of block residents.

Public Comments: Received email in support of cushions on Santa Marina Street in general prior to public hearing. Comment received during public hearing to consider installing cushions on the end blocks instead of on every block.

Decision: Approved by the City Traffic Engineer for implementation.

7. ESTABLISH - SPEED CUSHION

Santa Marina Street, between Gladys Street and Prospect Avenue (1 3-lump cushion) (Supervisor District 9) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

Proposal to install speed cushion on the block at request of block residents.

Public Comments: Received email in support of cushions on Santa Marina Street in general prior to public hearing. Comment received during public hearing to consider installing cushions on the end blocks instead of on every block.

Decision: Approved by the City Traffic Engineer for implementation.

8. ESTABLISH - SPEED CUSHION

Santa Marina Street, between Gladys Street and Mission Street (1 3-lump cushion) (Supervisor District 9) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

Proposal to install speed cushion on the block at request of block residents.

Public Comments: Received email in support of cushions on Santa Marina Street in general prior to public hearing. Comment received during public hearing to consider installing cushions on the end blocks instead of on every block.

Decision: Approved by the City Traffic Engineer for implementation.

9. ESTABLISH - SPEED CUSHIONS

Wayland Street between Princeton Street and Amherst Street (1 3-lump cushion) (Supervisor District 9) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

Proposal to install speed cushion on the block at request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

10. ESTABLISH - SPEED CUSHIONS



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San Carlos Street, between 20th Street and 21st Street (2 3-lump speed cushions) (Supervisor District 9) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

11(a). ESTABLISH – STOP SIGN

Grand View Terrace, southbound, at Grand View Avenue

11(b). ESTABLISH – RED ZONES

A. Grand View Avenue, north side, from Grand View Terrace to 10 feet westerly

B. Grand View Terrace, west side, from 10 feet to 13 feet north of Grand View Avenue

C. Grand View Terrace, east side, from Grand View Avenue to 11 feet northerly

(Supervisor District 8) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to add a STOP sign to clarify the right-of-way and red zones to improve intersection sightlines and turning vehicle clearance.

Public Comments: Received emails prior to public hearing in support and for clarification on possible parking loss. Received email after comment period in opposition to red zones citing parking loss. Comments received during public hearing in support of STOP sign and red zone at northeast corner (item 11(b)C) but questioned the need for red zones at northwest corner (item 11(b)A and item 11(b)B).

Decision: Reduced the length of red zone for item 11(b)B based on comments received. Approved by the City Traffic Engineer for implementation. # (only item 11(a) is reviewable by the Board of Supervisors)

12. ESTABLISH – STOP SIGNS

Moncada Way, northbound and southbound, at Paloma Avenue (Supervisor District 7) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

Public Comments: No comments.

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

13(a). ESTABLISH – BUS ZONE

Chumasero Drive, west side, from Font Boulevard to 136 feet southerly

13(b). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME



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Chumasero Drive, east side, from Font Boulevard to 150 feet southerly

(Supervisor District 7) (Requires approval by the SFMTA Board) Hester Yu, hester.yu@sfmta.com

Proposal to enhance restrictions on Chumasero Drive to improve transit operations.

Public Comments: Comment received regarding future Park Merced development's potential roadway redesign.

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

14. ESTABLISH – RED ZONE

Noriega Street, south side, from 48th Avenue to 22 feet westerly (Supervisor District 4) (Approvable by the City Traffic Engineer) Edward Tang, edward.tang@sfmta.com

Proposal to add 22-foot daylighting red zone to improve visibility for vehicles and pedestrians.

Public Comments: Received email in opposition prior to public hearing. No comments received during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

15(a). RESCIND – BLUE ZONE

Buena Vista Avenue West, east side, from 3 to 13 feet north of Waller Street park entrance

15(b). RESCIND – TOW-AWAY NO PARKING ANY TIME, EXCEPT CAR SHARE

Buena Vista Avenue West, east side, from 13 to 33 feet north of Waller Street park entrance (2 spaces)

15(c). ESTABLISH – BLUE ZONE

Buena Vista Avenue West, east side, from 3 to 21 feet north of Waller Street park entrance (adds buffer for existing blue zone)

15(d). ESTABLISH – TOW-AWAY NO PARKING ANY TIME, EXCEPT CAR SHARE

Buena Vista Avenue West, east side, from 21 to 41 feet north of Waller Street park entrance (2 spaces)

15(e). ESTABLISH – PERPENDICULAR PARKING

Buena Vista Avenue West, east side, from 30 to 48 feet south of Waller Street park entrance

15(f). ESTABLISH – PARALLEL PARKING

Buena Vista Avenue West, east side, from 48 to 100 feet south of Waller Street park entrance
Buena Vista Avenue East, east side, from 475 to 525 feet north of Upper Terrace



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15(g). ESTABLISH – RED ZONE

Buena Vista Avenue East, east side, from 525 to 535 feet north of Upper Terrace

(Supervisor District 8) (Requires approval by the SFMTA Board) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to improve accessible parking and clarify parking orientation along Buena Vista Avenue.

Public Comments: No comments.

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

16(a). RESCIND – NO TURN ON RED, 7 AM TO 7 PM

Bush Street, eastbound, at Franklin Street

16(b). ESTABLISH – NO TURN ON RED

- A. Franklin Street, northbound, at Sutter Street
- B. Sutter Street, westbound, at Franklin Street
- C. Franklin Street, northbound, at Bush Street
- D. Bush Street, eastbound, at Franklin Street
- E. Franklin Street, northbound, at Pine Street
- F. Pine Street, westbound, at Franklin Street
- G. Franklin Street, northbound, at California Street
- H. California Street, westbound, at Franklin Street

(Supervisor District 8) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to prohibit turns on red at all times at four intersections on the High Injury Network, with high pedestrian activity and leading pedestrian intervals for all crosswalks. Extends current part-time "No Turn on Red" on Bush Street at Franklin Street to full-time.

Public Comments: Received emails in support and opposition prior to public hearing. Comment in support received during public hearing, as well as support for City-wide restriction. Suggestion made to remove rush-hour tow-away lane and reduce to 2 traffic lanes. Concern raised regarding throughput on Franklin if turning movements can only be made during green.

Decision: Approved by the City Traffic Engineer for implementation.

17. ESTABLISH - SPEED CUSHIONS

Sweeny Street, between Cambridge Street and Princeton Street (3 3-lump cushions) (Supervisor District 9) (Approvable by the City Traffic Engineer) Joceline Suhaimi, joceline.suhaimi@sfmta.com

Proposal to install speed cushions on the block at request of block residents.



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Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

18. ESTABLISH - SPEED CUSHIONS

10th Avenue, between Ortega Street and Pacheco Street (2 5-lump speed cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Mike Jacobson, Michael.Jacobson@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

19. ESTABLISH - SPEED CUSHIONS

10th Avenue, between Pacheco Street and Quintara Street (2 5-lump speed cushions) (Supervisor District 7) (Approvable by the City Traffic Engineer) Mike Jacobson, Michael.Jacobson@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

20. ESTABLISH - SPEED CUSHIONS

44th Avenue, between Ortega Street and Pacheco Street (2 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Julia Malmo-Laycock, julia.malmo@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

21. ESTABLISH - SPEED CUSHIONS

45th Avenue, between Noriega Street and Ortega Street (2 3-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Julia Malmo-Laycock, julia.malmo@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

22. ESTABLISH - SPEED CUSHIONS



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46th Avenue, between Irving Street and Judah Street (2 5-lump speed cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Julia Malmo-Laycock, julia.malmo@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

23. ESTABLISH - SPEED CUSHIONS

Diamond Street, between Chenery Street and Surrey Street (2 5-lump speed cushions) (Supervisor District 8) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: Comment made regarding impact to Muni service.

Decision: Approved by the City Traffic Engineer for implementation.

24. ESTABLISH - SPEED TABLE

Foerster Street, between Hearst Avenue and Flood Avenue (1 speed table) (Supervisor District 7) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: Comment in support for speed table near schools.

Decision: Approved by the City Traffic Engineer for implementation.

25. ESTABLISH - SPEED CUSHION

Flood Avenue, between Genessee Street and Frida Kahlo Way (1 3-lump speed cushion) (Supervisor District 7) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

26. ESTABLISH - SPEED CUSHION

Flood Avenue, between Ridgewood Avenue and Hazelwood Avenue (1 3-lump speed cushion) (Supervisor District 7) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.



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Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

27. ESTABLISH - SPEED CUSHION

Flood Avenue, between Frida Kahlo Way and Ridgewood Avenue (1 3-lump speed cushion) (Supervisor District 7) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: Received email in opposition prior to public hearing. No comments received during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

28. ESTABLISH - SPEED HUMPS

Flood Avenue, between Edna Street and Foerster Street (2 speed humps) (Supervisor District 7) (Approvable by the City Traffic Engineer) Vicente Romero, vicente.romero@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

GENERAL COMMENTS:

- 10-day notice period inadequate

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.



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Approved:

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

Ricardo Olea
City Traffic Engineer

Date: August 11, 2023

cc: Directive File
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