



Sustainable Streets Division Directive Order No. 6152

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Pursuant to the public hearing held on August 30, 2019, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. **6135**.

1. ESTABLISH – UNMETERED MOTORCYCLE PARKING

Harriet Street, west side, from 24 feet to 34 feet north of Brannan Street (10-foot zone for 2 motorcycle stalls) (Supervisor District 6) ♦ Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to install unmetered motorcycle parking spaces on Harriet Street in front of Bolt Inc. at the request of the building.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

2. ESTABLISH – RED ZONE

Buchanan Street, east side, from Bay Street to 19 feet northerly (removes 1 parking space) (Supervisor District 2) ♦ Michael Tamin, michael.tamin@sfmta.com

The proposed red zone will improve Muni operations for the 43 Masonic inbound.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

3. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

San Bruno Avenue, west side, from 136 feet to 188 feet south of Silliman Street (Supervisor District 10) Kevin Shue, kevin.shue@sfmta.com

The proposed modification restricts parking to make the part-time right turn pocket full time.

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

Public Comments: No comments received.



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4. ESTABLISH – NO TURN ON RED

Eddy Street, eastbound at Mason Street

Mason Street, southbound at Eddy Street

(Supervisor District 6) ♦ James Shahamiri, james.shahamiri@sfmta.com

Proposal to establish No Turn on Red for both approaches at Eddy and Mason streets. This proposal is being made in coordination with the installation of a pedestrian scramble at this intersection.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

5. ESTABLISH – STOP SIGNS

46th Avenue, northbound and southbound, at Santiago Street, making this intersection an all-way

STOP (Supervisor District 4) ♦ Alvin Lam, alvin.lam@sfmta.com

Proposal makes this intersection an all-way STOP at the request of local residents and District Supervisor 4's office.

Decision: Approved by City Traffic Engineer for implementation. #

Public Comments: No comments received.

6. ESTABLISH – NO RIGHT TURN, 11 AM TO 8 PM, EXCEPT RESIDENTS OF 1000 LOMBARD STREET AND MONTCLAIR TERRACE

Hyde Street, northbound, at Lombard Street

(Supervisor District 2) ♦ Ricardo Olea, ricardo.olea@sfmta.com

SFMTA recommends permanent establishment of this trial regulation to reduce neighborhood congestion.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

7(a). ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES

A. Golden Gate Ave, north side, from 40 to 60 feet west of Polk Street [removes post ID 442-05040 and post ID 442-05080] (Supervisor District 6)

B. Brighton Avenue, west side, from 20 to 40 feet south of Ocean Avenue
(Supervisor District 7)

7(b). ESTABLISH – RED ZONES [Daylighting]

A. Golden Gate Ave, north side, from Polk Street 20 feet west of Polk Street
[removes post ID 442-05020]



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(Supervisor District 6) Tracy Minicucci, Tracy.Minicucci@sfmta.com

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

Public Comments: No comments received.

8. ESTABLISH – ABILITY FOR PERMITTED COMMUTER SHUTTLES TO USE MUNI BUS ZONE

Cyril Magnin Street, west side, north of Market Street

(Supervisor District 6) ♦ Scott Leon, scott.leon@sfmta.com

Mission Bay Shuttle has been trying to find a better route between Mission Bay and BART without having to double park on Market Street and block Muni and bicyclists. Converting the stop at Cyril Magnin into a shared shuttle zone will reduce congestion on Market Street between 4th and 5th Streets and provide safety for commuter shuttle passengers walking from Civic Center BART.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

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

A. 6th Street, east side, from 55 feet to 76 feet north of Jessie Street (1 space) ♦

The removal of this space allows for a longer passenger loading zone.

B. 6th Street, west side, from 60 feet to 88 feet south of Stevenson Street (1 space) ♦

Lengthens the proposed commercial loading zone from 24 feet to 28 feet.

C. 6th Street, west side, from 108 feet to 125 feet south of Stevenson Street (1 space) ♦

Resizes the commercial loading zone to comply with Fire Department clearance request.

D. 6th Street, west side, from 47 feet to 71 feet south of Jessie Street (1 space) ♦

The removal of this space allows for a longer passenger loading zone and a longer right turn pocket.

9(b). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES

A. 6th Street, east side, from 34 feet to 74 feet north of Jessie Street (40 foot zone) ♦

Lengthens the proposed passenger loading zone to accommodate curbside drop-offs.

B. 6th Street, west side, from 38 feet to 108 feet north of Mission Street (70 foot zone) ♦

Lengthens proposed passenger loading zone.

C. 6th Street, east side, from 28 feet to 71 feet south of Natoma Street (43 foot zone) ♦

This adds passenger loading to a location with high residential density and a large number of passenger loading activity.

9(c). ESTABLISH – METERED MOTORCYCLED PARKING

6th Street, east side, from 46 feet to 58 feet north of Natoma Street (4 motorcycle spaces) Adds motorcycle parking to corridor. ♦



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9(d). ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES

6th Street, east side, from 26 feet to 46 feet north of Natoma Street (1 space)

This resizes the proposed blue zone to provide increased clearance per Fire Department request.

(Supervisor District 6) ♦ Becca.Home@sfmta.com

The 6th Street Project, legislated in 2018, and slated for construction in 2020 underwent several curb changes during preliminary engineering to accommodate new passenger and commercial loading and expanded clearance for fire hydrants per the guidance of the San Francisco Fire Department.

Decision: Items withdrawn.

Public Comments: No comments received.

10. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

5th Avenue, west side, from 77 feet to 141 feet north of Anza Street (58-foot station with red zones on either end)

(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 5th Avenue, adjacent to the Kaiser French Campus.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments in support and opposition.

11. ESTABLISH – SIDEWALK BIKE SHARE STATION

Market Street, north side, from 28 feet to 124 feet west of Cyril Magnin Street (95-foot station)

(Supervisor District 6) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Shifting the existing Bay Wheels bike share station (that is currently on the sidewalk on the north side of Market Street, at Cyril Magnin) further east towards the intersection, at the request of nearby residents.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support.



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12. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Brannan Street, south side, from 24 feet to 85 feet west of Colin P. Kelly Jr. Street (56-foot station with red zones on either end)

(Supervisor District 6) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the south side of Brannan Street, adjacent to GitHub's office.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments in support and opposition.

13. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Brannan Street, south side, from 108 feet to 167 feet west of 4th Street (53-foot station with red zones on either end)

(Supervisor District 6) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the south side of Brannan Street, adjacent to the Bank of America branch and Pinterest office.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments in support.

14. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Grove Street, north side, from 32 feet to 103 feet east of Gough Street (68-foot station with red zones on either end)

(Supervisor District 5) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the north side of Grove Street, adjacent to the Impark Parking Garage.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support.



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15. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Ellis Street, north side, from Pierce Street to 85 feet easterly
(73-foot station with red zones on either end)

(Supervisor District 5) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the parking lane on the north side of Ellis Street, adjacent to Raymond Kimball Park.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments in opposition.

16. ESTABLISH – SIDEWALK BIKE SHARE STATION

Turk Street, south side, from 122 feet to 184 feet east of Stanyan Street (62-foot station) (Supervisor District 1) ♦ Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station on the sidewalk on the south side of Turk Street, adjacent to the Koret Heath and Recreation Center

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments 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: September 6, 2019

cc: Directive File

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