



Streets Division Directive Order No. 6637

Sustainable Streets Division Directive Order No. 6637

Pursuant to the public hearing held on March 17, 2023, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6633.

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

330-350 Gough Street (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 330-350 Gough Street so they can purchase parking permits for their vehicle to park within RPP Area HV.

Public Comments: No comments.

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

2. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

3364-3366 19th Street (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposed modification would add RPP eligibility to the residents of 3364-3366 19th Street so they can purchase parking permits for their vehicle to park within RPP Area I.

Public Comments: No comments.

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

3. RESCIND – PERPENDICULAR PARKING ESTABLISH – PARALLEL PARKING

Quesada Avenue, south side, at 15 feet to 108.5 feet east of Third Street (Supervisor District 10) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

Proposal to convert perpendicular parking to parallel parking as a request from District 10 Supervisor's Office as a safety measure.

Public Comments: Comments received regarding usage of bikeshare station across the street.

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

4. ESTABLISH – STOP SIGN

Apollo Street, southbound, at Williams Avenue (Supervisor District 10) (Approvable by the City Traffic Engineer) Edward Tang, edward.tang@sfmta.com



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

Public Comments: Suggestion received for road diet on Williams Avenue. Comment in support.

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

5. ESTABLISH – STOP SIGNS

Gilman Avenue at Bill Walsh Way, all approaches making this intersection an all-way STOP (Supervisor District 10) (Approvable by the City Traffic Engineer) André Wright, andre.wright@sfmta.com

SFMTA proposes an all-way STOP to better clarify right-of-way.

Public Comments: No comments.

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

6. ESTABLISH – STOP SIGN

Belvedere Street, northbound, at Parnassus Avenue (Supervisor District 8) (Approvable by the City Traffic Engineer) Edward Tang, edward.tang@sfmta.com

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

Public Comments: No comments.

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

7. ESTABLISH – NO PARKING ANY TIME

Mangels Avenue, north side, from Baden Street east curb line to 19 feet westerly (Supervisor District 8) (Requires approval by the SFMTA Board) Edward Tang, edward.tang@sfmta.com

Courtesy notice to inform residents of illegal parking across the north unmarked crosswalk alongside dirt portion on north side.

Public Comments: Received email concerning parking loss. Question raised regarding the signage to be installed.

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

8. RESCIND – 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 9 PM, EXCEPT AREA S PERMITS ESTABLISH – 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 9 PM, EXCEPT AREA S AND AREA HV PERMITS



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Webster Street, west side and east side, between Hermann Street and Hermann Street south terminus (Supervisor District 8) (Requires approval by the SFMTA Board) Raynell Cooper, raynell.cooper@sfmta.com

Proposal to convert parking on Webster Street from S to HV/S buffer to match regulation in the rest of the surrounding area one block west of the edge of HV.

Public Comments: No comments.

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

9. ESTABLISH – STOP SIGNS

Castro Street, northbound and southbound, at 21st Street (Supervisor District 8) (Approvable by the City Traffic Engineer) Edward Tang, edward.tang@sfmta.com

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

Public Comments: Received 10 emails in support and one email in opposition. Received several comments in support during public hearing.

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

10. ESTABLISH – RED ZONE

Sanchez Street, west side, from 19th Street to 15 feet northerly (Supervisor District 8) (Approvable by the City Traffic Engineer) Andy Thornley, andy.thornley@sfmta.com

Proposal to establish red zone to improve visibility.

Public Comments: Comments received in support. Suggestion made to streamline daylighting red zone approval process.

Decision: Approved by the City Traffic Engineer for implementation.

11. ESTABLISH – NO PARKING ANY TIME

Mark Lane, west side and east side, from Bush Street to Harlan Place (Supervisor District 3) (Requires approval by the SFMTA Board) Simon Qin, simon.qin@sfmta.com

Proposal to establish No Parking Any Time for Mark Lane due to limited width of the alley.

Public Comments: General question received regarding clearance width needed to allow for parking, and one-way vs. two-way traffic.

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



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12. ESTABLISH – TOW AWAY, NO PARKING ANY TIME

Pacific Avenue, north side, from 200 feet east of Laurel Street east property line to 20 feet west of Laurel Street east property line (220-ft zone along the masonry wall) (Supervisor District 2) (Requires approval by the SFMTA Board) Simon Qin, simon.qin@sfmta.com

Proposal to establish parking restrictions on the north side of the 3300 block of Pacific Avenue to provide better fire access and traffic movement for residents.

Public Comments: Comments in support.

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

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

Bayshore Boulevard, northbound and southbound, between Silver Avenue and Oakdale Avenue (reclassifying existing Class II bike lanes to Class IV Bikeway) (Approvable by the City Traffic Engineer)

13(b). ESTABLISH – TRANSIT BOARDING ISLAND

Bayshore Boulevard, east side, from 107 feet to 132 feet north of Cortland Avenue (extends existing island 25 feet) (Approvable by the City Traffic Engineer)

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

Bayshore Boulevard, east side, from Marengo Street to Waterloo Street (removes 9 parking spaces)
Bayshore Boulevard, east side, from Flower Street to Oakdale Avenue (removes 6 parking spaces)
(Requires approval by the SFMTA Board)

13(d). ESTABLISH – TOW-AWAY, NO PARKING ANY TIME

- A.** Bayshore Boulevard, east side, from 246 feet to 366 feet north of Cortland Avenue (daylighting and low-pressure fire hydrant, removes 4 parking spaces)
- B.** Bayshore Boulevard, east side, from 456 feet to 516 feet north of Cortland Avenue (low-pressure fire hydrant, removes 3 parking spaces)
- C.** Bayshore Boulevard, east side, from 300 feet to 338 feet south of Flower Street (removes 2 parking spaces)
- D.** Bayshore Boulevard, east side, from 157 feet to 211 feet south of Flower Street (removes 1 parking space)
- E.** Bayshore Boulevard, west side, from Oakdale Avenue to 123 feet southerly (removes 1 parking space)
- F.** Bayshore Boulevard, west side, from 161 feet to 305 feet south of Oakdale Avenue (driveway clearance and low-pressure fire hydrant, removes 4 parking spaces and shortens existing green zone)
- G.** Bayshore Boulevard, west side, from 386 feet to 679 feet south of Oakdale Avenue (driveway clearance and low-pressure fire hydrant, removes 9 parking spaces)
- H.** Bayshore Boulevard, west side, from Cortland Avenue to 103 feet northerly (removes 4 parking spaces)



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- I. Bayshore Boulevard, west side, from 346 feet to 366 feet north of Cortland Avenue (driveway clearance, removes 1 parking space)
- J. Bayshore Boulevard, west side, from 395 feet to 522 feet north of Cortland Avenue (driveway clearance, removes 2 parking spaces)
(Requires approval by the SFMTA Board)

13(e). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8:30 AM TO 7:00 PM, EVERYDAY

Bayshore Boulevard, west side, from 522 feet to 604 feet north of Cortland Avenue (Approvable by the City Traffic Engineer)

13(f). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 9:00 AM TO 6:00 PM, MONDAY THROUGH SATURDAY

Bayshore Boulevard, east side, from 112 feet to 194 feet north of Cortland Avenue (moves existing commercial loading zone 20 feet south)

Bayshore Boulevard, west side, from 305 feet to 386 feet south of Oakdale Avenue
(Approvable by the City Traffic Engineer)

13(g). ESTABLISH – TRAFFIC ISLAND

Bayshore Boulevard from Cortland Avenue to Oakdale Avenue (new concrete median, removes center lane and prevents left turns except at intersections) (Approvable by the City Traffic Engineer)
(Supervisor Districts 9 and 10) Jonathan Chimento, jonathan.chimento@sfmta.com

Proposal to install new safety measures on Bayshore Boulevard including parking protected bikeway.

Public Comments: Comments received in support and in opposition.

Decision: Items 13(a), 13(b), 13(e), 13(f) and 13(g) approved by the City Traffic Engineer for implementation. Items 13(c) and 13(d) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

14(a). ESTABLISH – SPEED CUSHIONS

- A. Cayuga Avenue, between Santa Ynez Avenue and San Juan Avenue (1 3-lump speed cushion)
- B. Cayuga Avenue, between San Juan Avenue and Santa Rosa Avenue (2 3-lump speed cushions)
- C. Cayuga Avenue, between Santa Rosa Avenue and Cotter Street (1 3-lump speed cushion)
- D. Cayuga Avenue, between Lamartine Street and Danton Street (1 3-lump speed cushion)

14(b). ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES

Cayuga Avenue, northbound and southbound, at Geneva Avenue

14(c). ESTABLISH – NO LEFT TURN

Geneva Avenue, eastbound, at Cayuga Avenue

14(d). ESTABLISH – RED ZONE



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- A.** Cayuga Avenue, east side, from Cotter Street to 15 feet northerly (for painted safety zone, removes one unmetered parking space)
 - B.** Cayuga Avenue, west side, from Cotter Street to 15 feet southerly (for painted safety zone, removes one unmetered parking space)
 - C.** Cotter Street, south side, from Cayuga Avenue to 10 feet westerly (for painted safety zone, removes one unmetered parking space)
 - D.** Cotter Street, north side, from Cayuga Avenue to 10 feet easterly (for painted safety zone, removes one unmetered parking space)
- (Supervisor District 11) (Approvable by the City Traffic Engineer) Ellen Robinson,
ellen.robinson@sfmta.com

Proposal to implement Slow Street treatments on Cayuga Avenue which includes: five new 3-lump speed cushions, a median diverter at Geneva Avenue, painted safety zones with planters at Cotter Street, and Slow Streets-branded delineators, pavement stencils, wayfinding, and identification signs along the corridor.

Public Comments: Received emails in support and in opposition prior to public hearing. Received several comments in support during public hearing. Suggestions made for additional improvements at other locations along Cayuga Avenue.

Decision: Corrected street suffix. Approved by the City Traffic Engineer for implementation.

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

37th Avenue, east side, from Ortega Street to 61 feet northerly (52-foot bike share station with red zones on each side of the station) (Supervisor District 4) (Approvable by the City Traffic Engineer)
Laura Stonehill, laura.stonehill@sfmta.com

Proposal to install a Bay Wheels bike share station in the parking lane on the east side of 37th Avenue, north of Ortega Street, adjacent to the planted area along Sunset Boulevard. This would replace the previously permitted (but not yet installed) station on 36th Avenue at Ortega Street.

Public Comments: Comment received regarding rescission language for the 36th Avenue bikeshare station.

Decision: Approved by the City Traffic Engineer for implementation.


GENERAL COMMENTS:

- None.



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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 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 that reads 'ROlea'.

Ricardo Olea
City Traffic Engineer

Date: March 24, 2023

cc: Directive File
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