



Sustainable Streets Division Directive Order No. 6314

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Following a public hearing held on September 24, 2020, along with staff recommendations, the following items presented herein will affect traffic movements. The following items have been environmentally cleared by the Planning Department (Case No. **2020-005472ENV**).

GEARY TEMPORARY EMERGENCY TRANSIT LANES PROJECT

The following measures would temporarily establish transit lanes on segments of Geary Boulevard between 33rd Avenue and Stanyan Street in order to keep buses out of traffic and reduce crowding and travel times, in support of SFMTA's Temporary Emergency Transit Lane program. As emergency measures, these changes would be temporary and would expire within 120 days after the termination or expiration of the COVID-19 emergency order (the Proclamation of the Mayor Declaring the Existence of a Local Emergency dated February 25, 2020).

The following changes are implemented under Sections 201.b and 602 of the San Francisco Transportation Code:

ESTABLISH – TRANSIT ONLY LANE AT ALL TIMES

Geary Boulevard, eastbound, from 33rd Avenue to 28th Avenue
Geary Boulevard, westbound, from 28th Avenue to 32nd Avenue
Geary Boulevard, eastbound, from 26th Avenue to 24th Avenue
Geary Boulevard, eastbound, from 15th Avenue to Palm Avenue
Geary Boulevard, westbound, from Stanyan Street to 14th Avenue

ESTABLISH – MUNI ONLY LANE AT ALL TIMES

Geary Boulevard, westbound, from 14th Avenue to 15th Avenue

ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND TAXIS

Geary Boulevard, westbound, at 28th Avenue
Geary Boulevard, eastbound, at 26th Avenue
Geary Boulevard, eastbound, at 15th Avenue

ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES

Geary Boulevard, westbound, at 25th Avenue

ESTABLISH – RED ZONE

Geary Boulevard, south side, from 182 feet to 187 feet west of 15th Avenue
Geary Boulevard, south side, from 89 feet to 94 feet west of 15th Avenue



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ESTABLISH – RIGHT TURN LANE

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Geary Boulevard, north side, from 15th Avenue to 89 feet east (rescinds parking spaces #5026, #5024, #5022 and #5020)

ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO NOON, MONDAY THROUGH SATURDAY

ESTABLISH – PASSENGER LOADING, AT ALL OTHER TIMES

Geary Boulevard, north side, from 89 feet to 133 feet east of 15th Avenue (converts general metered spaces #5018 and #5016 to a commercial and passenger loading zone)

Public Comments: Comments in favor and opposition received via public hearing held on 9/24/2020.

Decision: Items above approved by City Traffic Engineer for implementation.

The following changes are considered under Section 201 of the San Francisco Transportation Code:

ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Geary Boulevard, south side, from 138 feet to 182 feet west of 15th Avenue (converts green metered spaces #5119-G and #5117-G from angled to parallel parking)

ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Geary Boulevard, south side, from 94 feet to 138 feet west of 15th Avenue (converts general metered spaces #5113 and #5111 from angled to parallel parking and rescinds parking space #5115)

Public Comments: Comments in favor and opposition received via public hearing held on 9/24/2020.

Decision: Items above approved by City Traffic Engineer to send to the SFMTA Board for approval and implementation.

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.



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

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้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

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

Ricardo Olea
City Traffic Engineer

Date: October 9, 2020

cc: Directive File

RO:BTT:IRT:MH:dnm