



# Sustainable Streets Division Directive Order No. 6418

## **Sustainable Streets Division Directive Order No. 6418**

Pursuant to the public hearing held on June 4, 2021, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6406.

### **1. ESTABLISH – STOP SIGN**

Homestead Street, southbound, at 25th Street.

(Supervisor District 8) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

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

**Public Comments:** No comments.

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

### **2. RESCIND – 25 MPH SPEED LIMIT**

#### **ESTABLISH – 20 MPH SPEED LIMIT**

Clipper Street, from Douglass Street to 280 feet easterly (Supervisor District 8) (Requires approval by the SFMTA Board) Tom Folks, tom.folks@sfmta.com

As requested by residents, this proposal would lower the speed limit on the steeper section of the 500 block of Clipper Street, which has an 18.57% grade.

**Public Comments:** Comments in support and questions about implementation and approval of the Engineering and Traffic Survey.

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

### **3. ESTABLISH – STOP SIGNS**

Plymouth Avenue, northbound and southbound, at Farallones Street, making this intersection an all-way STOP (Supervisor District 11) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Proposal makes this intersection an all-way STOP at the request of local residents.

**Public Comments:** Comments in support and concern raised about Muni impacts.

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

### **4. ESTABLISH - SPEED CUSHIONS**

12th Avenue between Judah Street and Kirkham Street (2 3-lump speed cushions) (Supervisor District 5) (Approvable by the City Traffic Engineer) Shahram Shariati, Shahram.Shariati@sfmta.com



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

**Public Comments:** Comments in support and questions raised about additional speed humps on the adjacent block next to Alice Fong Yu Alternative School.

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

### 5. ESTABLISH –SPEED CUSHIONS

12th Avenue between Lincoln Way and Irving Street (2 3-lump speed cushions)  
(Supervisor District 7) (Approvable by the City Traffic Engineer) Shahram Shariati,  
Shahram.Shariati@sfmta.com

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

**Public Comments:** Comments in support and question about exact location of the proposed humps.

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

### 6. ESTABLISH - SPEED HUMPS

15th Street between Beaver Street and Buena Vista Terrace (2 speed humps)  
(Supervisor District 8) (Approvable by the City Traffic Engineer) Shahram Shariati,  
Shahram.Shariati@sfmta.com

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

**Public Comments:** Comments in support and question about exact location of the proposed humps, the addition of speed humps to additional blocks, and the possibility of adding STOP signs at the intersection of Buena Vista Terrace and 15<sup>th</sup> Street.

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

### 7. ESTABLISH – SPEED HUMPS

Beaver Street between Castro Street and Noe Street (2 speed humps)  
(Supervisor District 8) (Approvable by the City Traffic Engineer) Shahram Shariati,  
Shahram.Shariati@sfmta.com

**Public Comments:** No comments.

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



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

### **8. ESTABLISH - SPEED HUMPH**

Santiago Street between 17th Avenue and 18th Avenue (1 speed hump)  
(Supervisor District 7) (Approvable by the City Traffic Engineer) Pallavi Panyam,  
pallavi.panyam@sfmta.com

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

**Public Comments:** Comments in support and question about installation details.

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

### **9. ESTABLISH – SPEED HUMPS**

Staples Avenue between Edna Street and Detroit Street (2 speed humps) (Supervisor District 7)  
(Approvable by the City Traffic Engineer) Alison Mathews, Alison.Mathews@sfmta.com

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

**Public Comments:** Comments in support.

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

### **10. ESTABLISH – SPEED CUSHIONS**

Vermont Street between 24th Street and 25th Street (1 3-lump speed cushion)  
(Supervisor District 10) (Approvable by the City Traffic Engineer) Pallavi Panyam,  
pallavi.panyam@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. 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. #

### **11. ESTABLISH – SPEED HUMPH**

Vicente Street between 37th Avenue and 38th Avenue (1 speed hump) (Supervisor District 4)  
(Approvable by the City Traffic Engineer) Alison Mathews, Alison.Mathews@sfmta.com



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This proposal installs traffic calming devices on the block at the request of block residents. 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. #

### 12. ESTABLISH – SPEED HUMPS

York Street between 20th Street and 21st Street (2 speed humps) (Supervisor District 9) (Approvable by the City Traffic Engineer)

Alison Mathews, [Alison.Mathews@sfmta.com](mailto:Alison.Mathews@sfmta.com)

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

**Public Comments:** Comments in support.

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

### 13. ESTABLISH - NO PARKING ANYTIME EXCEPT BICYCLES

3rd Street, east side, from 390 feet to 420 feet north of 23rd Street (Supervisor District 10) (Approvable by the City Traffic Engineer) Pallavi Panyam, [pallavi.panyam@sfmta.com](mailto:pallavi.panyam@sfmta.com)

This proposal would extend the existing bicycle corral at 2573 3rd Street by 30 feet (currently unmetered parking space) at the request of fronting business, Dogpatch Boulders.

**Public Comments:** Comments in support and question about usage of the current corral.

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

### 14(a). ESTABLISH - NO PARKING ANYTIME EXCEPT BICYCLES

4th Street, east side, from 103 feet to 144 feet south of Campus Way (Approvable by the City Traffic Engineer)

### 14(b). ESTABLISH - PASSENGER LOADING ZONE AT ALL TIMES

4th Street, east side, from 43 feet to 103 feet south of Campus Way (Approvable by the City Traffic Engineer)

### 14(c). RESCIND – NO PARKING ANYTIME EXCEPT BICYCLES

4th Street, east side, from 43 feet to 83 feet south of Campus Way (Approvable by the City Traffic Engineer) (Supervisor District 6) Pallavi Panyam, [pallavi.panyam@sfmta.com](mailto:pallavi.panyam@sfmta.com)



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This proposal would move an existing 12-rack bicycle corral on the east side of 4th Street 60 feet south (next to the existing bike share station) and establish a 60-foot white zone to the north. This is a request from fronting institution UCSF.

**Public Comments:** Comments in support and suggestion to add rescission language to the description to clarify that a bike corral is being rescinded and relocated.

**Decision:** Approved by the City Traffic Engineer to add subsection 14(c) for clarity and for implementation. #

### **15(a). ESTABLISH – CROSSWALK**

Columbus Avenue at Green Street and Stockton Street, connecting northeast and southwest corners (Requires approval by the SFMTA Board)

### **15(b). ESTABLISH – NO LEFT TURN**

Columbus Avenue, northbound, at Stockton Street and at Beach Blanket Babylon Boulevard  
Columbus Avenue, southbound, at Stockton Street and at Green Street  
(Supervisor District 3) (Approvable by the City Traffic Engineer) Edgar Orozco,  
edgar.orozco@sfmta.com

Proposal to establish a diagonal crosswalk in the middle of the intersection of Columbus, Stockton, and Green to improve pedestrian safety and enhance the walking experience by decreasing crossing and waiting times. The left turn restriction is intended to increase pedestrian safety and improve traffic flow.

**Public Comments:** Concerns raised about any Muni impacts.

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

### **16(a). ESTABLISH – ESTABLISH - RIGHT LANES MUST TURN RIGHT**

ESTABLISH – NO LEFT TURNS, NO U-TURNS

ESTABLISH – NO RIGHT TURN ON RED

Lincoln Way, westbound at Upper Great Highway (Approvable by the City Traffic Engineer)

### **16(b). ESTABLISH – NO LEFT TURNS, NO U-TURNS (EXCEPT BICYCLES)**

Lincoln Way, eastbound at Martin Luther King Drive and La Playa (Approvable by the City Traffic Engineer)

### **16(c). ESTABLISH – LEFT LANES MUST TURN LEFT, NO U-TURNS**

Great Highway, southbound at Lincoln Way (Approvable by the City Traffic Engineer)

### **16(d). ESTABLISH – NO PARKING ANYTIME**

**ESTABLISH – TWO-WAY CLASS IV BIKEWAY**

Lincoln Way, north side, from Great Highway to Martin Luther King Drive



## Sustainable Streets Division Directive Order No. 6418

(Supervisor District 4) (Requires approval by the SFMTA Board) Maurice Growney,  
maurice.growney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure and increasing pedestrian safety and comfort along the Lower Great Highway and surrounding neighborhood.

**Public Comments:** Concerns raised about traffic diversions caused by 16(b); concern about expenditure of resources to mitigate the temporary closure of the Upper Great Highway; suggestion to re-open the Upper Great Highway as an alternative to the proposals; comments in support of the proposed changes; concern raised about the potential misunderstanding of item 16(d) due to the Lincoln "Boulevard" description on the original agenda (corrected above).

**Decision:** Continued.

### 17. ESTABLISH – STOP SIGNS (Converting from partial to All-Way Controlled)

Lower Great Highway, northbound and southbound, at Ortega Street (Supervisor District 4)  
(Approvable by the City Traffic Engineer) Maurice Growney, maurice.growney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure and increasing pedestrian safety and comfort along the Lower Great Highway and surrounding neighborhood.

**Public Comments:** Comments in support with concern about final signage plan; concern raised about adequacy of the street lighting.

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

### General Comments:

- Request to include Muni staff review memo in file.
- Request for location-specific information for the speed hump installations.
- Request to add information to the SFMTA webpage defining the different types of traffic humps.

*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](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](mailto:sustainable.streets@sfmta.com) and reference this order number.



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 311 (Outside SF 415.701.2311; TTY 415.701.2323) Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

  
Britt Tanner for

Ricardo Olea  
City Traffic Engineer

Date: June 11, 2021

cc: Directive File  
RO:TF:tf