



## Sustainable Streets Division

### Directive Order No. 6091

#### **Sustainable Streets Division Directive Order No. 6091**

Pursuant to the public hearing held on May 3, 2019, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6080.

#### **1. ESTABLISH – SPEED HUMPS**

Byxbee Street, between Garfield Street and Shields Street (2 speed humps)

(Supervisor District 11) ♦ Jeff Banks, jeffrey.banks@sfmta.com

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

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

**Public Comments:** No comments received.

#### **2. ESTABLISH – SPEED HUMPS**

Hester Avenue, between Lauren Court and Lois Lane (1 speed hump)

Hester Avenue, between Lois Lane and Bayshore Boulevard (2 speed humps)

(Supervisor District 10) ♦ Jeff Banks, jeffrey.banks@sfmta.com

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

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

**Public Comments:** Comments received in support.

#### **3. ESTABLISH – SPEED HUMPS**

Sanchez Street, between 30th Street and Randall Street (2 speed humps)

(Supervisor District 8) ♦ Jeff Banks, jeffrey.banks@sfmta.com

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

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

**Public Comments:** No comments received.

#### **4. ESTABLISH – SPEED HUMPS**

10th Avenue, between Kirkham Street and Lawton Street (2 speed humps)

(Supervisor District 7) ♦ Jeff Banks, jeffrey.banks@sfmta.com

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

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

**Public Comments:** No comments received.

#### **5. ESTABLISH – RAISED CROSSWALK**

Alabama Street, between 24th Street and 25th Street (1 raised crosswalk)

(Supervisor District 9) ♦ Daniel Carr, daniel.carr@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 are above the school speed limit of 15 MPH.

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

**Public Comments:** No comments received.



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### 6. ESTABLISH – SPEED CUSHION

Rhode Island Street, between 22nd Street and 23rd Street (1 3-lump cushion)  
(Supervisor district 10) ♦ Daniel Carr, daniel.carr@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 are above the legal speed limit of 25 MPH.

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

**Public Comments:** Comments received in support.

### 7. ESTABLISH – SPEED CUSHIONS

12th Avenue, between Anza Street and Balboa Street (2 three-lump cushions)  
(Supervisor District 1) ♦ Nick Carr, nick.carr@sfmta.com

This location is a 2017-2018 Traffic Calming Program Application location.

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

**Public Comments:** No comments received.

### 8. ESTABLISH – SPEED HUMPS

24th Avenue, between Anza Street and Geary Boulevard (2 humps)  
(Supervisor District 1) ♦ Nick Carr, nick.carr@sfmta.com

This location is a 2017-2018 Traffic Calming Program Application location.

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

**Public Comments:** No comments received.

### 9. ESTABLISH – SPEED HUMPS

Magellan Avenue, westbound, between Plaza Street and Castenada Avenue (2 speed humps)  
Magellan Avenue, eastbound, between Plaza Street and Marcelo Avenue (1 speed hump) (Supervisor District 7) ♦ Nick Carr, nickcarr@sfmta.com

This location is a 2017-2018 Traffic Calming Program Application location.

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

**Public Comments:** No comments received.

### 10. ESTABLISH – SPEED CUSHIONS

12th Avenue, between Anza Street and Balboa Street (2 three-lump cushions)  
(Supervisor District 1) ♦ Nick Carr, nick.carr@sfmta.com

This location is a 2017-2018 Traffic Calming Program Application location.

**Decision:** Duplicate of item #7 above.

**Public Comments:** See item #7 above.



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#### 11. ESTABLISH – SPEED HUMP

15th Street, between Noe Street and Castro Street (2 Speed Humps)

(Supervisor District 8) ♦ John Garzee, john.garzee@sfmta.com

Local residents submitted an application to the 2017-18 Traffic Calming Program.

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

**Public Comments:** No comments received.

#### 12. ESTABLISH – SPEED HUMPS

Capp Street, between 23rd Street and 24th Street (2 speed humps)

Capp Street, between 24th Street and 25th Street (2 speed humps)

(Supervisor District 9) ♦ Daniel Carr, daniel.carr@sfmta.com

This proposal establishes two traffic calming speed humps each on the two blocks of Capp Street between 23rd Street and 25th Street in response to resident requests.

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

**Public Comments:** No comments received.

#### 13. ESTABLISH – SPEED CUSHIONS

Hudson Avenue, between Keith Street and Mendell Street (3 speed cushions)

(Supervisor District 10) ♦ Daniel Carr, daniel.carr@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 are above the legal speed limit of 25 MPH.

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

**Public Comments:** No comments received.

#### 14. ESTABLISH – STOP SIGNS

Athens Street, northbound and southbound, at Italy Avenue, making this intersection an all-way STOP

(Supervisor District 11) André Wright, andre.wright@sfmta.com

The proposed modification makes this intersection an all-way STOP to better clarify right-of-way.

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

**Public Comments:** No comments received.

#### 15. ESTABLISH – STOP SIGNS

Irving Street, eastbound and westbound, at 31st Avenue, making this intersection an all-way STOP

(Supervisor District 4) Sam Dosick, sam.dosick@sfmta.com

The proposed modification makes this intersection an all-way STOP to better clarify right-of-way.

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

**Public Comments:** No comments received.



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#### **16. ESTABLISH – STOP SIGNS**

Dolores Street, northbound and southbound, at 27th Street, making this intersection an all-way STOP (Supervisor District 8) Sam Dosick, sam.dosick@sfmta.com

The proposed modification makes this intersection an all-way STOP to address a correctable collision pattern.

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

**Public Comments:** No comments received.

#### **17. ESTABLISH – STOP SIGNS**

11th Street, eastbound and westbound, at Avenue I, making this intersection an all-way STOP (Supervisor District 6) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modification was requested by the Treasure Island Development Authority and local residents to install an all-way STOP at this intersection.

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

**Public Comments:** No comments received.

#### **18. ESTABLISH – NO TURN ON RED**

Golden Gate Avenue, eastbound, at Leavenworth Street

Leavenworth Street, northbound, at Golden Gate Avenue

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

The proposed modification would establish No Turn on Red regulations for both approaches to Golden Gate Avenue and Leavenworth Street to improve pedestrian safety.

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

**Public Comments:** No comments received.

#### **19(a). ESTABLISH – TRAFFIC ISLAND**

Newcomb Avenue at Lane Street, east crossing ♦

Newcomb Avenue at Keith Street, west crossing ♦

#### **19(b). ESTABLISH – SPEED HUMPS**

Newcomb Avenue, between Lane Street and Keith Street (2 Speed Humps)

(Supervisor District 10) ♦ John Garzee, john.garzee@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 are above the legal speed limit of 25 MPH.

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

**Public Comments:** No comments received.

#### **20(a). ESTABLISH – TOW-AWAY, NO STOPPING, 12:01 AM TO 6 AM, DAILY**

Stevenson Street, north side, between 7th Street and 8th Street

#### **20(b). ESTABLISH – PASSENGER LOADING ZONE, 6 AM TO MIDNIGHT, DAILY**

Stevenson Street, north side, from 67 feet to 123 feet west of 7th Street (56-foot zone, three parking spaces) ♦



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Stevenson Street, north side, from 264 feet to 324 feet west of 7th Street (60-foot zone, rescinds existing yellow zone, three spaces) ♦

**20(c). ESTABLISH – YELLOW ZONE, 30-MINUTE TIME LIMIT, 6 AM TO MIDNIGHT, DAILY**

A. Stevenson Street, north side, from 7th Street to 67 feet westerly (67-foot zone, three parking spaces) ♦

B. Stevenson Street, north side, from 123 feet to 173 feet west of 7th Street (50-foot zone, two parking spaces) ♦

C. Stevenson Street, north side, from 208 feet to 249 feet west of 7th Street (41-foot zone, two parking spaces) ♦

(Supervisor District 6) Ian Trout, [ian.trout@sfmta.com](mailto:ian.trout@sfmta.com)

The proposed modification 20(a) is being recommended in order to reduce illegal curb use along the alley. Converting the 600 block of Stevenson Street to yellow or white zones during the day would promote more business activity.

**Decision:** Item 20(a) approved by the City Traffic Engineer to send to the SFMTA Board for approval and implementation. Items 20(b) and 20(c) approved by City Traffic Engineer for implementation.

**Public Comments:** Comments in favor received.

**21. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME**

A. 500 Block John Muir Drive, north side, from easternmost crosswalk to 40 feet easterly (extends existing red zone by 30 feet, removes two parking spaces)

B. 500 Block John Muir Drive, north side, from middle crosswalk to 40 feet easterly (extends existing red zone by 30 feet, removes two parking spaces)

C. 500 Block John Muir Drive, north side, from westernmost crosswalk to 40 feet easterly (extends existing red zone by 30 feet, removes two parking spaces)

D. 500 Block John Muir Drive, south side, from westernmost crosswalk to 74 feet westerly (extends existing red zone by 41 feet, removes three parking spaces)

(Supervisor District 7) James Shahamiri, [james.shahamiri@sfmta.com](mailto:james.shahamiri@sfmta.com)

The proposed modifications would lengthen the existing red zones approaching all three crosswalks on the 500 block of John Muir Drive to improve visibility of pedestrian crossing.

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

**Public Comments:** Comments primarily in favor received.

**22. ESTABLISH – RAISED CROSSWALKS**

500 Block John Muir Drive, at 3 marked crosswalks

(Supervisor District 7) Thalia Leng, [thalia.leng@sfmta.com](mailto:thalia.leng@sfmta.com)

SFMTA staff recommends establishing raised crosswalks at all three crosswalks on the 500 block of John Muir Drive to encourage safer speeds at this location.

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

**Public Comments:** Comments primarily in favor received.



**23. ESTABLISH – SPEED CUSHIONS**

Collins Street, between Euclid Avenue and Mayfair Drive (2 5-lump cushions)

(Supervisor District 2) ♦ Nick Carr, [nick.carr@sfmta.com](mailto:nick.carr@sfmta.com)

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

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

**Public Comments:** No comments received.

**24. ESTABLISH – SPEED HUMPS**

27th Avenue, between El Camino Del Mar and Lake Street (2 speed humps)

(Supervisor District 2) ♦ Nick Carr, [nick.carr@sfmta.com](mailto:nick.carr@sfmta.com)

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

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

**Public Comments:** Comments in favor and opposition received.

**25. ESTABLISH – SPEED HUMP**

Stoneybrook Avenue, between Gladstone Drive and Trumbull Street/Cambridge Street

(1 speed hump) (Supervisor District 11) ♦ Nick Carr, [nick.carr@sfmta.com](mailto:nick.carr@sfmta.com)

This proposal installs a traffic calming device on the block at the request of block residents.

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

**Public Comments:** Comments received in favor and opposition.

**26. ESTABLISH – SPEED CUSHIONS**

26th Street, between Church Street and Sanchez Street (2 3-lump cushions)

(Supervisor District 8) ♦ Nick Carr, [nick.carr@sfmta.com](mailto:nick.carr@sfmta.com)

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

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

**Public Comments:** No comments received.

**27. RESCIND – GENERAL METERED PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**

**ESTABLISH – RED ZONE**

Laguna Street, east side, from 43 feet to 61 feet south of Post Street (one parking space, Post ID 540-15140; 18-foot zone)

(Supervisor District 5) ♦ Kenya Wheeler, [kenya.wheeler@sfmta.com](mailto:kenya.wheeler@sfmta.com)

Request by Supervisor Vallie Brown’s office to remove of one parking space between the garage exit and loading dock of The Sequoias San Francisco senior apartments to enhance visibility and safety.

Categorically exempt from Environmental Review: CEQA Guidelines Section 15301 Class 1(c):

Operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

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

**Public Comments:** Comments in favor received.



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The following items are pending environmental clearance:

**28. RESCIND - TOW-AWAY NO PARKING, METERED COMMERCIAL LOADING ONLY, 1 HOUR LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY ESTABLISH - TOW-AWAY NO STOPPING ANYTIME**

Mission Street, north side, from The Embarcadero to 20 feet westerly  
(Supervisor District 6) John Garzee, john.garzee@sfmta.com

In order to accommodate bus reroutes from Market during large events, this red zone will ensure that Muni buses can make the right turn off of southbound Embarcadero onto Mission without conflicting with eastbound vehicles on Mission.

**Decision:** Approved by City Traffic Engineer to send to SFMTA Board for legislation after environmental clearance.

**Public Comments:** No comments received.

The following items are pending environmental clearance:

**29(a). ESTABLISH – SPEED TABLES**

- A. Lower Great Highway at Irving Street (1 speed table) ♦
- B. Lower Great Highway at Ortega Street (1 speed table) ♦
- C. Lower Great Highway at Santiago Street (1 speed table) ♦
- D. Lower Great Highway at Ulloa Street (1 speed table) ♦

**29(b). ESTABLISH – MEDIAN ISLAND**

Lower Great Highway at Lawton Street ♦

**29(c). ESTABLISH – STOP SIGN**

- A. Moraga Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection
  - B. Ortega Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection
  - C. Ulloa Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection
  - D. Cutler Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection
  - E. Wawona Street, westbound, at Lower Great Highway, stopping the stem of this "T" intersection
- (Supervisor District 4) Nick Smith, nick.smith@sfmta.com

These proposals were developed through a community outreach process as part of the Lower Great Highway Pedestrian Improvements Project. These medium-term measures are meant to address traffic calming (speed tables, median island) and clarification of right-of-way (stopping the stem of this "T" intersections).

**Decision:** Items 29(a) and 29(b) approved by City Traffic Engineer for implementation; item 29(c) approved by the City Traffic Engineer to send to the SFMTA Board for final approval and implementation after environmental clearance.

**Public Comments:** Comments in favor and opposition received.






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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 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](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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Approved:

Date: May 10, 2019

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Ricardo Olea  
City Traffic Engineer

cc: Directive File

RO:TF:tf