



Sustainable Streets Division Directive Order No. 6107

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Pursuant to the public hearing held on June 14, 2019, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6100.

1. ESTABLISH – STOP SIGN

Wentworth Place, southbound, at Washington Street, stopping the stem of this "T" intersection
(Supervisor District 3) Alvin Lam, Alvin.Lam@sfmta.com

The proposed modification stops the stem of this "T" intersection to better clarify the right of way.

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

Public Comments: No comments received.

2. ESTABLISH – NO TURN ON RED

Golden Gate Avenue, eastbound, at Hyde Street
Hyde Street, southbound, at Golden Gate Avenue
(Supervisor District 6) James Shahamiri, james.shahamiri@sfmta.com

The proposed modification establishes No Turn on Red for both approaches at Golden Gate Avenue and Hyde Street to support a pedestrian scramble at this intersection.

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

Public Comments: No comments received.

3. ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS

17th Street, both sides, between Clayton Street and Belvedere Street
(Supervisor District 7) Gerry Porras, gerry.porras@sfmta.com

The proposed extension of Area J will allow the residents of 17th Street to park within Area J.

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

Public Comments: Comments received in support.



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4. ESTABLISH – NO TURN ON RED

Bush Street, eastbound, at Kearny Street

Kearny Street, northbound, at Bush Street

(Supervisor District 3) Corbin Skerrit, corbin.skerrit@sfmta.com

The proposed modification would accompany a non-diagonal pedestrian scramble to enhance pedestrian safety.

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

Public Comments: No comments received.

5(a). ESTABLISH – PERPENDICULAR PARKING

Iowa Street, east side, from 23rd Street to 25th Street

5(b). ESTABLISH – PARKING METERS, 1-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Iowa Street, east side, from 55 feet to 81 feet northerly of 25th Street

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

Iowa Street, west side, from 23rd Street to 25th Street

(Supervisor District 10) Kenya Wheeler, kenya.wheeler@sfmta.com

The proposed modification establishes perpendicular parking along Iowa Street to provide safe access to parking meters and increase parking supply.

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation. Footnote # applies to item 5(b).

Public Comments: No comments received.

6(a). ESTABLISH – NO PARKING ANYTIME

A. Connecticut Street, east side, from 20th Street to 16 feet northerly (removes 2 perpendicular parking spaces)

B. Connecticut Street, west side, from 12 feet to 30 feet north of 20th Street (removes 1 parking space)

C. 20th Street, south side, from Connecticut Street to 20 feet easterly (removes 1 parking space)

D. 22nd Street, north side, from 12 feet to 32 feet west of Tennessee Street (extends existing red zone at hydrant by 20 feet, removes 1 parking space)

E. Pennsylvania Avenue, east side, from 15 feet to 31 feet south of 20th Street (removes 2 perpendicular parking spaces)

F. Pennsylvania Avenue, east side, from 22nd Street to 25 feet northerly (removes 3 perpendicular parking spaces)



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G. Tennessee Street, west side, from 9 feet to 29 feet south of 20th Street (removes 1 parking space)

6(b). ESTABLISH – BUS FLAG STOP

20th Street, south side, at Pennsylvania Avenue
Pennsylvania Avenue, east side, at 20th Street

6(c). ESTABLISH – BUS ZONE

20th Street, south side, from Missouri Street to 100 feet westerly (for a 100-foot long bus zone, removes 4 parking spaces)

20th Street, north side, from Missouri Street to 100 feet easterly (for a 100-foot long bus zone, shifts 2 carshare spaces and removes 4 parking spaces)

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

20th Street, north side, from Texas Street to 40 feet westerly (relocated from 20th Street at Missouri Street)

6(e). ESTABLISH – PERPENDICULAR PARKING

Missouri Street, east side, from 19th Street to 126 feet southerly (increases parking by 3 spaces for a total of 4 spaces)

6(f). RESCIND – BUS ZONE

A. 17th Street, north side, from De Haro Street to 80 feet westerly (restores 4 unmetered parking spaces)

B. 18th Street, north side, from Connecticut Street to 75 feet easterly (restores 3 unmetered parking spaces and a corner red zone)

C. 18th Street, north side, from Texas Street to 75 feet easterly (restores 2 unmetered parking spaces, a corner red zone, and one existing driveway)

D. 18th Street, south side, from Texas Street to 75 feet easterly (restores 4 unmetered parking spaces)

E. 18th Street, north side, from Pennsylvania Street to 75 feet easterly (no parking spaces restored since no sidewalk on the north side)

F. 18th Street, south side, from Pennsylvania Street to 75 feet easterly (restores 4 unmetered parking spaces)

G. 18th Street, south side, from Minnesota Street to 75 feet westerly (no parking on bridge)

H. 18th Street, south side, from 3rd Street to 75 feet westerly (restores 3 unmetered parking spaces and a corner red zone for existing fire hydrant)

(Supervisor District 10) Ken Kwong, kenneth.kwong@sfmta.com

The 55 Dogpatch will be a re-route of the existing 55-line and is being designed to maintain and enhance transit connections to Potrero Hill and the Dogpatch.



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Decision: Based on public input, staff will perform additional observations at the following locations in order to gather more information about how the new bus route would affect loading and parking:

- Good Life Grocery Store to look at possible solutions to address the truck loading concerns
- Bus stop location proposals at 20th and Missouri Streets

Once traffic engineering solutions are determined, the SFMTA will perform outreach to the key stakeholders. The final approval of the 55 Dogpatch route will be at the SFMTA Board.

Public Comments: Comments received in support and opposition.

7(a). ESTABLISH – SPEED HUMPS

- A. 16th Avenue, between Fulton Street and Cabrillo Street (2 Speed Humps)
- B. 17th Avenue, between Cabrillo Street and Balboa Street (2 Speed Humps)
- C. 18th Avenue, between California Street and Lake Street (2 Speed Humps)
- D. 18th Avenue, between Clement Street and California Street (2 Speed Humps)
- E. 18th Avenue, between Geary Boulevard and Clement Street (2 Speed Humps)
- F. 18th Avenue, between Anza Street and Geary Boulevard (2 Speed Humps)
- G. 19th Avenue, between California Street and Lake Street (2 Speed Humps)
- H. 19th Avenue, between Clement Street and California Street (2 Speed Humps)
- I. 19th Avenue, between Anza Street and Geary Boulevard (2 Speed Humps)
- J. 23rd Avenue, between Geary Boulevard and Clement Street (2 Speed Humps)
- K. 24th Avenue, between California Street and Lake Street (2 Speed Humps)
- L. 24th Avenue, between Geary Boulevard and Clement Street (2 Speed Humps)
- M. Cabrillo Street, between 17th Avenue and 18th Avenue (1 Speed Hump)

7(b). RESCIND – SPEED HUMP

17th Avenue, between Cabrillo Street and Balboa Street (remove 1 speed hump for purpose of installing standard 2 speed hump layout)

7(c). ESTABLISH – RED ZONES

- A. Clement Street, south side, from 19th Avenue to 15 feet westerly (removes metered space 1801)
- B. Clement Street, north side, from 21st Avenue to 10 feet easterly (removes metered space 1944)
- C. Clement Street, south side, from 21st Avenue to 15 feet westerly (removes metered space 2001)
- D. 23rd Avenue, west side, from Clement Street to 10 feet northerly (removes metered space 297)
- E. Clement Street, north side, from 23rd Avenue to 10 feet easterly (removes metered space 2144)
- F. Clement Street, south side, from 23rd Avenue to 10 feet westerly (removes metered space 2201)

(Supervisor District 1) Jeff Banks, jeffrey.banks@sfmta.com



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The Central Richmond Traffic Safety Project is proposing a number of changes to improve safety conditions for people walking, biking, or being dropped off at schools in the Central Richmond neighborhood. Designs proposed by the SFMTA focus on streets with a history of high injury collisions, and where children, seniors, and people with disabilities are present.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support and opposition.

8. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

O'Farrell Street, north side, from 28 feet west of Anzavista Avenue to 94 feet easterly (sidewalk widening for 7 foot wide bulb, removes 3 parking spaces) (Supervisor District 2) Westley Myles, westley.myles@sfmta.com

The proposed modification involves widens the existing sidewalk by establishing a bulb-out along O'Farrell Street fronting Anzavista Avenue for pedestrian safety.

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

Public Comments: Comments received in support.

9. ESTABLISH – NO STOPPING EXCEPT BICYCLES

Thornton Avenue, south side, from 11 feet to 50 feet east of San Bruno Avenue (38-foot bike share station)
(Supervisor District 9) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the perpendicular parking lane on the south side of Thornton Avenue, adjacent to Silver Produce.

Decision: Hold.

Public Comments: Comments received in support and opposition.

10. ESTABLISH – NO STOPPING EXCEPT BICYCLES

Natoma Street, south side, from 30 feet to 89 feet west of New Montgomery Street (59-foot bike share station with red zones on either end)
(Supervisor District 6) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane on the south side of Natoma Street, adjacent to the Academy of Art University building at 180 New Montgomery St.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.



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11. ESTABLISH – NO STOPPING EXCEPT BICYCLES

Jerrold Avenue, north side, from 3rd Street to 62 feet westerly (53-foot bike share station with red zones on either end)

(Supervisor District 10) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane on the north side of Jerrold Avenue, adjacent to the former Taco Bell/KFC.

Decision: Hold.

Public Comments: Comments received in 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: June 21, 2019

cc: Directive File

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