



SUSTAINABLE STREETS DIVISION DIRECTIVE ORDER No. 6049

Pursuant to the public hearing held on February 15, 2019, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6041.

1. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

9th Street, west side, from Harrison Street to 50 feet southerly
(Supervisor District 6) Sam Dosick, sam.dosick@sfmta.com

The proposed modification removes parking to allow for improved pedestrian visibility for northbound 9th Street traffic turning westbound on Harrison Street

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

Public Comments: No comments received.

2. ESTABLISH – STOP SIGNS

Coleridge Street, northbound and southbound, at Eugenia Avenue, making this intersection an all-way STOP (Supervisor District 9) Sam Dosick, sam.dosick@sfmta.com

The proposed modification is recommended at the request of residents to make this intersection an all-way STOP to better clarify the right-of-way

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

Public Comments: Comments in support.

3. ESTABLISH – STOP SIGN

Hoff Street, southbound, at 17th Street, stopping the stem of this T-intersection (Supervisor District 9) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modification stops the stem of this T-intersection to 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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4. ESTABLISH – STOP SIGN

Judson Avenue, eastbound, at Frida Kahlo Way, stopping the stem of this "T" intersection (Supervisor District 7) André Wright, andre.wright@sfmta.com

The proposed modification is being recommended by SFMTA staff to stop 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.

5. ESTABLISH – STOP SIGN

Church Street, southbound, at Randall Street, stopping the stem of this "T" intersection (Supervisor District 8) André Wright, andre.wright@sfmta.com

The proposed modification is being recommended by SFMTA staff to stop 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.

6. ESTABLISH - TOW-AWAY, NO PARKING ANYTIME, PART-TIME ACCESSIBLE PASSENGER LOADING ZONE, 8AM TO 5:30PM, MONDAY THROUGH FRIDAY

25th Avenue, east side, from 238 feet to 348 feet north of Judah Street (110-foot zone) (Supervisor District 4) ♦ André Wright, andre.wright@sfmta.com

To establish a passenger loading zone for the Jefferson Early Education School buses and parents

Decision: Approved by City Traffic Engineer for implementation. #

Public Comments: Comments received in support.



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7. ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 7AM-9AM, 2PM-4PM, SCHOOL DAYS

Washington Street, north side, from 114 feet to 302 east of Larkin Street (188-foot zone)
(Supervisor District 3) ♦ André Wright, andre.wright@sfmta.com

The purpose of this proposal is to establish a safer passenger loading zone for Spring Valley Science Elementary School.

Decision: Approved by City Traffic Engineer for implementation. #

Public Comments: Comments received in support.

8. ESTABLISH – NO RIGHT TURN ON RED, 7 AM TO 7 PM, MONDAY TO FRIDAY

Webster Street, northbound, at Bush Street
(Supervisor District 5) Garnet Wing, garnet.wing@sfmta.com

Part-time, right turn on red restriction to improve pedestrian safety at the southern crosswalk at the request of a local resident.

Decision: Refer to next public hearing to consider extending the restriction to include weekends.

Public Comments: Comments received in support and opposition.

9. ESTABLISH – SPEED HUMPS

25th Avenue, between Ulloa Street to Vicente Street (2 Speed Cushions) (Supervisor District 4) ♦ Ariel Ward, ariel.ward@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.



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10. ESTABLISH – SPEED CUSHIONS

Raymond Avenue, between Delta Street and Elliot Street (2 Speed Cushions) (Supervisor District 10) ♦ Ariel Ward, ariel.ward@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.

11. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J

ESTABLISH – 2-HOUR PARKING, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS

1400 block of 12th Avenue, both sides, between Judah Street and Kirkham Street (Supervisor District 7) Gerry Porras, Gerry.porras@sfmta.com

The proposed modification is requested by residents to extend Area J permit parking boundaries.

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

Public Comments: No comments received.

12. ESTABLISH – STOP SIGNS

Donahue Street, southbound, at Kirkwood Avenue
Kirkwood Avenue, eastbound, at Donahue Street, making this intersection an all-way STOP (Supervisor District 10) Sam Dosick, sam.dosick@sfmta.com

The proposed modification is being recommended by SFMTA staff to make this intersection an all-way STOP to clarify the 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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**13. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA X
ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT
VEHICLES WITH AREA X PERMITS**

Connecticut Street, both sides, between 20th Street and Potrero Hill Park (500 & 600 blocks)
(Supervisor District 10) Gerry Porras, gerry.porras@sfmta.com

The proposed modification is being recommended by SFMTA staff to extend Area X permits for residents of Connecticut Street.

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

Public Comments: No comments received.

14(a). RESCIND – 2-HOUR PARKING, 7 AM TO 6 PM, EXCEPT SUNDAYS

Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive

14(b). ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA H

Cranleigh Drive, west side, between Sloat Boulevard and Lagunitas Drive

**14(c). ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT
VEHICLES WITH AREA H PERMITS**

Cranleigh Drive, both sides, between Sloat Boulevard and Lagunitas Drive
(Supervisor District 7) Gerry Porras, gerry.porras@sfmta.com

The proposed modification is being recommended by SFMTA staff to extend Area H permits for residents of Cranleigh Drive.

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

Public Comments: No comments received.



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15(a). ESTABLISH – RED ZONE

- A. Broderick Street, east side, from Geary Boulevard to 2 feet northerly♦
- B. Broderick Street, east side, from 25 feet to 30 feet north of Geary Boulevard♦
- C. Broderick Street, east side, from 36 feet to 39 feet north of Geary Boulevard♦
- D. Divisadero Street, west side, from Garden Street to 8 feet northerly♦
- E. Divisadero Street, west side, from 22 feet to 25 feet north of Garden Street♦

15(b). ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

Broderick Street, east side, from 2 feet to 25 feet north of Geary Boulevard (converts RPP parking space to yellow loading) ♦

15(c). ESTABLISH – UNMETERED MOTORCYCLE PARKING

Broderick Street, east side, from 30 feet to 36 feet north of Geary Boulevard (converts RPP parking space to 2 motorcycle parking spaces) ♦

15(d). ESTABLISH – METERED MOTORCYCLE PARKING

Divisadero Street, west side, from 8 feet to 22 feet north of Garden Street (establishes 4 motorcycle parking spaces, rescinds metered space 1517) ♦
(Supervisor Districts 2 and 5) Hester Yu, hester.yu@sfmta.com

Proposal to establish motorcycle parking in the area at the request of residents. A yellow zone is proposed to accommodate Kaiser Permanente’s loading needs.

Decision: Approved by City Traffic Engineer for implementation. Item 15(b) subject to note #.

Public Comments: No comments received.



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16. ESTABLISH – RED ZONE

- A. Indiana Street, west side, from 72 feet to 92 feet north of Marin Street♦
- B. Indiana Street, west side, from 117 feet to 137 feet north of Marin Street♦
- C. Indiana Street, west side, from 70 feet to 90 feet north of Tulare Street♦
- D. Indiana Street, east side, from Tulare Street to 20 feet northerly♦

(Supervisor District 10) Felipe Robles, felipe.robles@sfmta.com

These red zones would provide turning clearance for Muni buses entering and exiting Islais Creek Division

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

17. ESTABLISH – SPEED CUSHIONS

27th Street, between Dolores Street and Guerrero Street (2 3-lump speed cushions)
(Supervisor District 8) ♦ Jarrett Hornbostel, jarrett.hornbostel@sfmta.com

Speed cushions proposed in conjunction with the installation of a new traffic signal at the intersection of 27th Street and Guerrero Street to mitigate vehicle speeding and cut through traffic concerns expressed by 27th Street residents.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support.



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The following items are pending environmental clearance:

Elk/Diamond Heights/Sussex Intersection Improvements

18(a). ESTABLISH – RECTANGULAR RAPID FLASHING BEACON

Elk Street / Diamond Heights Boulevard at Sussex Street

18(b). ESTABLISH - TOW AWAY, NO STOPPING ANYTIME

Diamond Heights Boulevard, west side, from Sussex Street to Arbor Street

Sussex Street, south side, from Elk Street to 33 feet easterly

Sussex Street, north side, from Diamond Heights Boulevard to 15 feet easterly

18(c). RESCIND – NO PARKING, PASSENGER LOADING ZONE, 8AM – 9AM, MONDAY – FRIDAY, JUNE – AUGUST

Diamond Heights Boulevard, west side, from Sussex Street to 120 feet northerly

18(d). ESTABLISH – CROSSWALK CLOSURE

Diamond Heights Boulevard at Arbor Street, south crossing

Diamond Heights Boulevard at Arbor Street, north crossing

18(e). ESTABLISH – 25 MPH SPEED LIMIT

Diamond Heights Boulevard, between Berkeley Way (west) and Sussex Street (reduces speed limit from 30 mph) (Supervisor District 8) Gabriel Ho, gabriel.ho@sfmta.com

SFMTA recommends various intersection changes to improve pedestrian access to Glen Canyon in response to resident requests.

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

Public Comments: Comments in support and opposition.

The following items are pending environmental clearance:

19(a). ESTABLISH – BUS ZONE

A. Jackson Street, north side, from Hyde Street to 80 feet westerly (converts Muni flag stop into a bus zone and eliminates 4 parking spaces)

B. Washington Street, south side, from Larkin Street to 112 feet westerly (converts existing Muni flag stop into a bus zone and removes metered parking spaces 1601 and 1605)

C. Jones Street, west side, from O'Farrell Street to 90 feet southerly (new bus zone as part of rerouted 27 line removes meters 423, 425, and 427)

D. Leavenworth Street, east side, from 75 feet to 100 feet south of California Street (extends bus zone by removing 1 parking space)



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- E. Leavenworth Street, east side, from 74 feet to 100 feet south of Sacramento Street (extends bus zone through driveway – no parking impact)
- F. Hyde Street, west side, from 77 feet to 100 feet north of Clay Street (extends bus zone by removing 1 parking space)
- G. Hyde Street, west side, from 78 feet to 93 feet north of California Street (extends bus zone through driveway – no parking impact)
- H. Jones Street, west side, from 76 feet to 98 feet north of Sutter Street (extends bus zone by removing meter 809)
- I. Jones Street, west side, from 74 feet to 96 feet north of Post Street (extends bus zone by removing meter 709)
- J. Jones Street, west side, from 68 feet to 102 feet north of Geary Street (extends bus zone by removing meter 609)
- K. Eddy Street, south side, from 80 feet to 110 feet east of Jones Street (extends bus zone by removing yellow meter 235)

19(b). RESCIND – BUS ZONE

- A. Ellis Street, north side, from Mason Street to 89 feet easterly
- B. Ellis Street, north side, from Jones Street to 77 feet westerly
- C. Leavenworth Street, east side, from Washington Street to 80 feet southerly
- D. Bush Street, south side, from Leavenworth Street to 80 feet easterly
- E. Mason Street, west side, from Ellis Street to 70 feet southerly

19(c). RESCIND – MUNI FLAG STOP

- A. Jackson Street, north side, east of Larkin Street
- B. Washington Street, south side, east of Van Ness Avenue
- C. Washington Street, south side, west of Hyde Street
- D. Hyde Street, west side, south of Sacramento Street
- E. Mason Street, west side, south of O'Farrell Street

19(d). ESTABLISH – SIDEWALK WIDENING

ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- A. Ellis Street, north side, from Leavenworth Street to 54 feet easterly (adds 6-foot wide bus bulb at existing Muni flag stop and removes parking metered space 434)
- B. Leavenworth Street, east side, from O'Farrell Street to 78 feet southerly (adds 5-foot wide bus bulb at existing bus zone)
- C. Leavenworth Street, east side, from Geary Street to 79 feet southerly (adds 5-foot wide bus bulb at existing bus zone)
- D. Leavenworth Street, east side, from Post Street to 68 feet southerly (adds 5-foot wide bus bulb at existing bus zone)
- E. Leavenworth Street, east side, from Sutter Street to 68 feet southerly (adds 6-foot wide bus bulb at existing bus zone)
- F. Leavenworth Street, east side, from Bush Street to 68 feet southerly (adds 6-foot wide bus bulb at existing bus zone)



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- G. Leavenworth Street, east side, from Pine Street to 68 feet southerly (adds 6-foot wide bus bulb at existing bus zone)
 - H. Bush Street, south side, from Jones Street to 58 feet westerly (adds 6-foot wide bus bulb at existing flag stop and removes 2 parking spaces)
- 19(e). ESTABLISH – SIDEWALK WIDENING
ESTABLISH – NO STOPPING ANYTIME**
- A. Leavenworth Street, west side, from Pine Street to 35 feet southerly (adds 6-foot wide pedestrian bulb at existing red zone)
 - B. Leavenworth Street, west side, from Pine Street to 25 feet northerly
 - C. Pine Street, north side, from Leavenworth Street to 25 feet westerly (adds a wraparound 6-foot wide pedestrian bulb and removes two parking spaces)
- 19(f). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**
- A. Ellis Street, north side, from 60 feet to 89 feet east of Mason Street (yellow metered parking space replaces part of the rescinded Muni bus zone)
 - B. Ellis Street, north side, from 10 feet to 33 feet west of Jones Street
 - C. Ellis Street, north side, from 54 feet to 96 feet east of Leavenworth Street (converts parking meters 430 and 432 to metered commercial loading zones)
 - D. Sutter Street, north side from 75 feet to 115 feet west of Jones Street (converts meters 810 and 812 to metered commercial loading zones)
 - E. Mason Street, west side, from 10 feet to 30 feet south of Ellis Street (replaces part of rescinded bus zone)
- 19(g). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
- Eddy Street, south side, from 168 feet to 190 feet east of Jones Street (converts meter 227 to a metered commercial loading zone)
- 19(h). ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**
- Jones Street, west side, from 7 feet to 28 feet south of Bush Street (converts meter 825 into a metered commercial loading zone)
- Hyde Street, east side, from 3 feet to 59 feet south of California Street (converts meter 1024 to a metered commercial loading zone)
- 19(i). RESCIND – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**
- Hyde Street, east side, from 3 feet to 19 feet south of California Street (converts yellow meters 1026 and 1028 to two larger sized yellow loading zones by removing yellow metered space 1024)



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- 19(j) ESTABLISH – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Jones Street, west side, from 30 feet to 52 feet north of Ellis Street (converts yellow meter 403 to short term metered parking)
- 19(k) ESTABLISH – YELLOW LOADING ZONE, 30 MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Leavenworth Street, from 55 feet to 80 feet south of Washington Street (replaces part of rescinded bus zone)
- 19(k) ESTABLISH – GENERAL METERED PARKING**
Sutter Street, north side, from 115 feet to 135 feet west of Jones Street (metered parking space replaces 5 motorcycle parking spaces)
- 19(l). ESTABLISH – METERED MOTORCYCLE PARKING**
Sutter Street, north side, from 135 to 154 feet west of Jones Street (5 metered motorcycle parking spaces replaces unregulated parking space)
- 19(m). ESTABLISH – RED ZONE**
- A.** Ellis Street, north side, from Mason Street to 22 feet easterly (replaces part of rescinded bus zone)
 - B.** Leavenworth Street, west side, from Clay Street to 20 feet northerly (removes one parking space)
 - C.** Clay Street, north side, from Leavenworth Street to 20 feet westerly (removes one parking space)
 - D.** Hyde Street, east side, from Jackson Street to 20 feet southerly (removes one parking space)
 - E.** Larkin Street, east side, from Washington Street to 20 feet southerly (removes one parking space)

Various improvements to improve transit reliability and pedestrian safety.
(Supervisor Districts 3 and 6) Felipe Robles, Felipe.robles@sfmta.com

Decision: Based on public feedback, the bus zone at Bush and Leavenworth streets is recommended to be retained, but modified as a bus bulb; the bus zone at Bush and Jones streets would be rescinded instead. Those changes and the remainder of the proposals are approved by the City Traffic Engineer to send to the SFMTA Board for final legislation after final environmental clearance.

Public Comments: Comments received in support and opposition.



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The following items have been environmentally cleared by the Planning Department on March 7, 2018, Case 2018-0002734ENV:

20(a). ESTABLISH – TRAFFIC SIGNAL

27th Street and Guerrero Street

20(b). RESCIND – RIGHT TURN ONLY

27th Street, westbound, at Guerrero Street

(Supervisor Districts 8 and 9) Jarrett Hornbostel, jarrett.hornbostel@sfmta.com

Modifications 20(a) and 20(b) are being recommended by SFMTA staff to install a new traffic signal to improve intersection safety, in particular for pedestrians crossing Guerrero. The signal will be funded by California Pacific Medical Center as a condition of their Development Agreement with the City and County of San Francisco.

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

Public Comments: Comments received in support.

The following items have been environmentally cleared by the Planning Department on January 16, 2019, Case 2019-000689ENV:

21. ESTABLISH – RECTANGULAR RAPID FLASH BEACONS

20th Avenue and Judah Street, crossing Judah Street

(Supervisor District 4) ♦ Celine Leung, celine.leung@sfmta.com

Proposal to install a pedestrian activated flashing beacon to enhance pedestrian crossing safety.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

The following items have been environmentally cleared by the Planning Department on January 16, 2019, Case 2019-000574ENV:



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22. ESTABLISH – RECTANGULAR RAPID FLASH BEACONS

Delano Avenue and Ocean Avenue, crossing Ocean Avenue
(Supervisor District 11) ♦ Celine Leung, celine.leung@sfmta.com

Proposal to install a pedestrian activated flashing beacon to enhance pedestrian crossing safety.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

23. ESTABLISH – SIDEWALK BIKE SHARE STATION

Buchanan Street, east side, from 109 feet to 222 feet south of Marina Boulevard (113-foot bike share station) (Supervisor District 2) ♦ Laura Stonehill, Laura.Stonehill@sfmta.com

Proposing a Ford GoBike bike share on the sidewalk on the east side of Buchanan Street, adjacent to the Safeway parking lot.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support and opposition.

24. ESTABLISH – NO PARKING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Bay Street, south side, from 91 feet to 163.5 feet east of Fillmore Street (72-foot, 1-inch bike share station in floating parking lane) (Supervisor District 2) ♦
Laura Stonehill, Laura.Stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the floating parking lane on the south side of Bay Street, adjacent to Marina Middle School.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support and opposition.

The following items have been environmentally cleared by the Planning Department on October 23, 2018, Case 2018-014462ENV:



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25(a). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

20th Avenue, east side, from Lincoln Way to 60 feet southerly (right-turn pocket)
20th Avenue, east side, from Kirkham Street to 15 feet northerly (turn accommodation)

25(b). ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES

20th Avenue, southbound at Irving Street

25(c). ESTABLISH – NO PARKING AT ANY TIME

Judah Street, north side, from 20th Avenue to 20 feet westerly (extends existing 12-foot fire hydrant red zone by 8 feet, removes one parking space, widens sidewalk by 6 feet)

25(d). ESTABLISH – RED ZONE

- A.** 20th Avenue, west side, from Lincoln Way to 20 feet southerly (turn accommodation)
- B.** 20th Avenue, west side, from Irving Street to 20 feet northerly (visibility red zone)
- C.** 20th Avenue, east side, from Irving Street to 16 feet southerly (visibility red zone, removes one yellow commercial loading zone)
- D.** Irving Street, south side, from 20th Avenue to 11 feet westerly (visibility red zone, removes one general metered parking space)
- E.** 20th Avenue, west side, from Judah Street to 3 feet northerly (visibility red zone)
- F.** 20th Avenue, east side, from Judah Street to 6 feet southerly (visibility red zone)
- G.** 20th Avenue, west side, from Kirkham Street to 3 feet northerly (visibility red zone)
- H.** 20th Avenue, east side, from Kirkham Street to 10 feet southerly (visibility red zone)
- I.** 20th Avenue, west side, from Kirkham Street to 5 feet southerly (turn accommodation)
- J.** Kirkham Street, south side, from 20th Avenue to 8 feet westerly (visibility red zone)
- K.** Kirkham Street, north side, from 20th Avenue to 15 feet westerly (turn accommodation)
- L.** Kirkham Street, north side, from 20th Avenue to 20 feet easterly (visibility red zone)
- M.** 20th Avenue, west side, from Lawton Street to 20 feet northerly (visibility red zone)
- N.** 20th Avenue, east side, from Lawton Street to 10 feet southerly (visibility red zone)
- O.** Lawton Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
- P.** Lawton Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- Q.** 20th Avenue, west side, from Moraga Street to 10 feet northerly (visibility red zone)
- R.** 20th Avenue, east side, from Moraga Street to 10 feet southerly (visibility red zone)
- S.** 20th Avenue, east side in intersection, from Moraga Street to 10 feet southerly (visibility red zone in stem of T)
- T.** 20th Avenue, east side in intersection, from Moraga Street to 10 feet northerly (visibility red zone in stem of T)
- U.** Moraga Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
- V.** 20th Avenue, west side, from Noriega Street to 18 feet northerly (visibility red zone, removes one general metered parking space)
- W.** Noriega Street, south side, from 20th Avenue to 6 feet westerly (visibility red zone)
- X.** 20th Avenue, west side, from Ortega Street to 10 feet northerly (visibility red zone)
- Y.** 20th Avenue, east side, from Ortega Street to 10 feet southerly (visibility red zone)
- Z.** Ortega Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)



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- AA. Ortega Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
 - BB. 20th Avenue, east side, from Pacheco Street to 10 feet southerly (visibility red zone)
 - CC. Pacheco Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
 - DD. Pacheco Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
 - EE. 20th Avenue, west side, from Quintara Street to 10 feet northerly (visibility red zone)
 - FF. 20th Avenue, east side, from Quintara Street to 10 feet southerly (visibility red zone)
 - GG. Quintara Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
 - HH. Quintara Street, south side, from 20th Avenue to 10 feet easterly (visibility red zone)
 - II. 20th Avenue, west side, from Rivera Street to 10 feet northerly (visibility red zone)
 - JJ. 20th Avenue, east side, from Rivera Street to 9 feet southerly (visibility red zone)
 - KK. Rivera Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
 - LL. Rivera Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
 - MM. 20th Avenue, west side, from Santiago Street to 10 feet northerly (visibility red zone)
 - NN. 20th Avenue, east side, from Santiago Street to 10 feet southerly (visibility red zone)
 - OO. Santiago Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
 - PP. Santiago Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
 - QQ. 20th Avenue, west side, from Taraval Street to 10 feet northerly (visibility red zone)
 - RR. 20th Avenue, west side, from Ulloa Street to 10 feet northerly (visibility red zone)
 - SS. 20th Avenue, east side, from Ulloa Street to 10 feet northerly (turn accommodation)
 - TT. 20th Avenue, east side, from Ulloa Street to 10 feet southerly (visibility red zone)
 - UU. 20th Avenue, west side, from Ulloa Street to 12 feet southerly (turn accommodation)
 - VV. Ulloa Street, north side, from 20th Avenue to 10 feet easterly (visibility red zone)
 - WW. Ulloa Street, south side, from 20th Avenue to 25 feet easterly (turn accommodation)
 - XX. Ulloa Street, south side, from 20th Avenue to 10 feet westerly (visibility red zone)
 - YY. Ulloa Street, north side, from 20th Avenue to 12 feet westerly (turn accommodation)
 - ZZ. 20th Avenue, west side, from Vicente Street to 10 feet northerly
 - AAA. 20th Avenue, east side, from Vicente Street to 10 feet southerly
 - BBB. Vicente Street, south side, from 20th Avenue to 10 feet westerly
 - CCC. 20th Avenue, west side, from Wawona Street to 10 feet northerly
- 25(e). RESCIND – 45-DEGREE GENERAL METERED PARKING (CONVERT TO PARALLEL)**
20th Avenue, west side, from 10 feet to 94 feet north of Irving Street
20th Avenue, east side, from 30 feet to 94 feet south of Irving Street
- 25(f). ESTABLISH – GENERAL METERED PARKING (CONVERT FROM 45-DEGREE)**
20th Avenue, west side, from 20 feet to 94 feet north of Irving Street (net reduction of two general metered spaces)
20th Avenue, east side, from 44 feet to 102 feet south of Irving Street (net reduction of two general metered spaces)
- 25(g). RESCIND – 45-DEGREE PARKING (CONVERT TO PARALLEL)**
20th Avenue, east side, from Ortega Street to 140 feet southerly (net reduction of five parking spaces)



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20th Avenue, east side, from 10 feet to 104 feet north of Quintara Street (net reduction of three parking spaces)

25(h) ESTABLISH – 45-DEGREE FRONT-IN PARKING

Pacheco Street, north side, from 20th Avenue to 89 feet westerly (establishes six 45 degree parking spaces, net addition of 1 space)

Pacheco Street, north side, from 10 feet to 81 feet easterly of 20th Avenue (establishes five 45 degree parking spaces, net addition of 1 space)

25(i). ESTABLISH – 45-DEGREE BACK-IN PARKING (CONVERT FROM FRONT-IN)

A. 20th Avenue, east side, from 10 feet south of Lawton Street to Moraga Street (establishes 44 45-degree parking spaces, net reduction of 1 space)

B. 20th Avenue, east side, from 10 feet south of Moraga Street to 277 feet south of Moraga Street (establishes 22 45-degree spaces)

C. 20th Avenue, west side, from 24 feet south of Taraval Street to 102 feet south of Taraval Street (establishes six 45-degree parking spaces)

25(j). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

20th Avenue, east side, from 16 to 44 feet south of Irving Street

25(k). ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 9:30 AM, 11 AM TO 12:30 PM, SCHOOL DAYS

20th Avenue, from Quintara Street to 100 feet northerly (expands white zone by 10 feet)

25(l). ESTABLISH – SPEED CUSHIONS (TWO-SLOT)

A. 20th Avenue, between Lincoln Way and Irving Street (2 speed cushions)

B. 20th Avenue, between Irving Street and Judah Street (2 speed cushions)

C. 20th Avenue, between Judah Street and Kirkham Street (2 speed cushions)

D. 20th Avenue, between Kirkham Street and Lawton Street (2 speed cushions)

E. 20th Avenue, between Noriega Street and Ortega Street (2 speed cushions)

F. 20th Avenue, between Ortega Street and Pacheco Street (2 speed cushions)

G. 20th Avenue, between Pacheco Street and Quintara Street (2 speed cushions)

H. 20th Avenue, between Quintara Street and Rivera Street (2 speed cushions)

I. 20th Avenue, between Rivera Street and Santiago Street (2 speed cushions)

J. 20th Avenue, between Santiago Street and Taraval Street (2 speed cushions)

K. 20th Avenue, between Ulloa Street and Vicente Street (2 speed cushions)

The 20th Avenue Neighborway Project is proposing a number of changes to the 20th Avenue corridor to create a more pleasant north-south route for people walking and biking to Golden Gate Park, Stern Grove, or other neighborhood destinations in the Sunset District. Elements of the proposal include new uphill buffered bike lanes, sharrows, two traffic circles, parking configuration changes, visibility red zone, bulbouts, bike boxes, and new bike signals and bike



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crossing treatments to Golden Gate Park at Lincoln. (Supervisor District 4) Nick Smith,
nick.smith@sfmta.com

Decision: Approved by City Traffic Engineer to send to SFMTA Board for legislation. Items 25(c), 25(j), and 25(k) subject to note #.

Public Comments: Comments received in support and 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.

♦ **Items denoted with a diamond (♦) can be approved by the City Traffic Engineer after the public hearing per Section 201 of the San Francisco Transportation Code.**

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: February 22, 2019

cc: Directive File

RO:TF:tf