



Sustainable Streets Division Directive Order No. 6124

Sustainable Streets Division Directive Order No. 6119

Pursuant to the public hearing held on July 19, 2019, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6112.

1. ESTABLISH – SPEED CUSHIONS

Judson Avenue, between Circular Avenue/Detroit Street and Edna Street (2 speed cushions)

Judson Avenue, between Edna Street and Foerster Street (2 speed cushions)

(Supervisor District 7) ♦ Philip Louie, philip.louie@sfmta.com

Resident requested traffic calming to address speeding on this street.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support.

2. ESTABLISH – SPEED CUSHIONS

25th Street, between Church Street and Vicksburg Street (1 speed cushion)

25th Street, between Vicksburg Street and Sanchez Street (1 speed cushion)

(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.

3. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

47th Avenue, west side, from Wawona Street to 40 feet northerly (removes one parking space)

(Supervisor District 4) Tony Henderson, tony.henderson@sfmta.com

The proposed modification would provide additional space for a private vehicle to pass to the right of the turning train. When a Muni Metro Light Rail Vehicle (LRV) turns at this location, it swings wide creating a pinch point that has resulted in some collisions.

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

Public Comments: No comments received.

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

A. Funston Avenue, west side, from California Street to 20 feet southerly,

B. 30th Avenue, east side, from California Street to 20 feet southerly,

C. 10th Avenue, west side, from Balboa Street to 20 feet northerly,

D. Geary Boulevard, north side, east of from 34th Avenue to 20 feet easterly,

E. Balboa Street, south side, from 46th Avenue to 20 feet easterly,



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- F. 16th Avenue, west side, from Anza Street to 20 feet northerly,
- G. Cabrillo Street, north side, from 20th Avenue to 20 feet easterly
(Supervisor District 1)
- H. Filbert Street, north side, from 40 to 60 feet west of Buchanan Street,
- I. Arguello Boulevard, east side, from 25 to 35 feet north of California Street,
- J. Green Street, south side, 10 to 30 feet easterly of Divisadero Street,
- K. California Street, north side, from Presidio Avenue to 20 feet easterly,
- L. Divisadero Street, east side, from Beach Street to 20 feet westerly,
- M. Masonic Avenue, east side, from Geary Boulevard to 40 feet northly,
- N. Post Street, north side from 20 to 40 feet west of Franklin Street
(Supervisor District 2)
- O. Jones Street, west side, from 55 to 75 feet north of Washington Street,
- P. Green Street, south side, from 10 to 20 feet east of Hyde Street,
- Q. Green Street, north side, from 40 to 60 feet east of Van Ness Avenue
(Supervisor District 3)
- R. Pacheco Street, south side, from Sunset Boulevard to 20 feet easterly,
- S. 21st Avenue, west side, from Lincoln Way to 20 feet southerly,
- T. Kirkham Street, south side, from 39th Avenue to 20 feet easterly
(Supervisor District 4)
- U. Waller Street, north side, From Clayton Street 20 feet westerly,
- V. Pierce Street, east side, from Fell Street 20 feet northerly,
- W. Webster Street, east side, from Grove Street to 20 feet southerly,
- X. 5th Avenue, east side, from 20 to 40 feet north of Hugo Street,
- Y. Page Street, north side, from 10 to 30 feet east of Clayton Street,
- Z. Turk Street, south side, from 20 to 60 feet west of Webster Street,
- AA. Page Street, south side, from 40 to 60 feet east of Octavia Street,
- BB. Fell Street, south side, 50 to 90 feet east of Laguna St,
- CC. Buena Vista Avenue West, east side, from 77 to 85 feet west of west side property line of Waller Street
(Supervisor District 5)
- DD. Golden Gate Ave, north side, from Polk to 20 feet westerly,
- EE. Larkin Street, east side, from 38 feet to 58 feet southerly of Golden Gate Avenue
(Supervisor District 6)
- FF. Brighton Avenue, west side, from Ocean Avenue to 20 feet southerly
- GG. Holloway Avenue, north side, from 8 to 28 feet east of Denslowe Drive
(Supervisor District 7)
- HH. Gold Mine Drive, west side, from Diamond Heights Boulevard to 40 feet southerly
- II. Castro Street, east side, from 21st Street to 40 feet northerly
- JJ. Buena Vista Avenue West, east side, from 77 to 85 feet west of west side property line of Waller Street [border of District 5]
(Supervisor District 8)
- KK. Trainor Street, west side, from 8 to 28 feet north of 14th Street



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LL. Felton Street, south side, from 85 to 105 feet east of Girard St
(Supervisor District 9)

MM. Joost Avenue, south side, from Monterey Boulevard to 40 feet easterly,
(Supervisor District 11) Tracy Minicucci, tracy.minicucci@sfmta.com

The proposed modifications would expand the availability of on-street car share spaces citywide to accommodate demand.

Decision: Locations A, B, H, L, GG, II and MM to be held. The other locations are approved by the City Traffic Engineer to send to SFMTA Board for legislation. #

Public Comments: Comments received in support and opposition.

4(b). ESTABLISH – RED ZONES [Daylighting]

A. Golden Gate Ave, north side, from Polk Street to 20 feet westerly
(Supervisor District 6) ♦

B. Brighton Avenue, west side, from Ocean Avenue to 20 feet southerly
(Supervisor District 7) ♦

C. California Street, north side, from Presidio Avenue to 20 easterly
(Supervisor District 2) ♦ Tracy Minicucci, tracy.minicucci@sfmta.com

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

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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Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย /
خط المساعدة المجاني على الرقم

Approved:

Ricardo Olea
City Traffic Engineer

Date: July 26, 2019

cc: Directive File

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