



Sustainable Streets Division Directive Order No. 6085

Pursuant to the public hearing held on April 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. 6072.

1. ESTABLISH - STOP SIGN

Lyon Street, northbound, at Turk Boulevard, stopping the stem of this "T" intersection (Supervisor District 2) Sam Dosick, sam.dosick@sfmta.com

The proposed modification is 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.

2. ESTABLISH-NO PARKING, 6 AM TO 8 AM, MONDAYS

Minnesota Street, west side, from 440 feet to 449 feet north of 22nd Street (Supervisor District 10) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modification was requested by the adjacent residential building for a 9-foot parking restriction to aid with building operations.

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

Public Comments: No comments received.

3. ESTABLISH - STOP SIGNS

Cabrillo Street, eastbound and westbound, at 20th Avenue, making this intersection an all-way STOP (Supervisor District 1) Sam Dosick, sam.dosick@sfmta.com

The proposed modification is recommended by SFMTA staff to install an all-way STOP to mitigate visibility constraints from roadway grade changes on Cabrillo Street.

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

Public Comments: No comments received.

4. ESTABLISH – SPEED HUMPS

30th Avenue, between Lawton Street and Moraga Street (2 speed humps) (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 15 MPH (School Zone).

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received both in favor and opposition.

5. ESTABLISH – SPEED HUMPS

Athens Street, between Persia Avenue and Brazil Avenue (2 Humps)

(Supervisor District 11) # Jennifer Molina, jennifer.molina@sfmta.com

District 11 neighborhood traffic calming location, prioritized by Supervisor Safai.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.



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6. ESTABLISH – SPEED CUSHION

Ulloa Street, between 43rd Avenue and 44th Avenue (1 speed cushion)

(Supervisor District 4) # Nick Carr, nick.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents as part of the 2018-19 Annual Traffic Calming Program.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

7. ESTABLISH – SPEED CUSHIONS

30th Avenue, between Geary Boulevard and Clement Street (2 3-lump cushions)

(Supervisor District 1) # 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 15 MPH (School Zone).

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

8. ESTABLISH - RAISED CROSSWALKS

San Leandro Way, between Ocean Avenue and Darien Way

Santa Ana Avenue, between Ocean Avenue and Darien Way

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

Proposal to install raised crosswalks to slow down traffic and increase pedestrian safety as part of the District 7 Participatory Budget Project.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

9. ESTABLISH - RED ZONES

A. Judson Avenue, south side, from Foerster Street to 53 feet easterly (between stop limit lines)

B. Judson Avenue, south side, from Foerster Street to 20 feet westerly

C. Judson Avenue, south side, from west Genessee Street curb line to 29 feet easterly (between crosswalks)

D. Judson Avenue, south side, from Genessee Street to 20 feet westerly

(Supervisor District 7) Elizabeth Chen, elizabeth.chen@sfmta.com

The proposed modifications are recommended to install red zones at the stem of the T and west approaches to the two intersections to improve pedestrian visibility.

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

Public Comments: Comments received in favor and opposition.



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10. ESTABLISH – SPEED CUSHIONS

- A. Ulloa Street, between Laguna Honda Boulevard and Sydney Way (2 speed cushions)
- B. Ulloa Street, between Sydney Way and Woodside Avenue (1 speed cushion)
- C. Sydney Way, between Ulloa Street and Portola Drive (1 speed cushion)

(Supervisor District 7) # Nick Carr, nick.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents as part of the 2018-19 Annual Traffic Calming Program.

Decision: Items A and C approved by City Traffic Engineer for implementation. Item B removed from agenda.

Public Comments: No comments received.

11(a). ESTABLISH – SPEED CUSHIONS

Scott Street, between Duboce Avenue and Waller Street (2 three-lump cushions) #

11(b). RESCIND – MEDIAN ISLAND

Scott Street at Lloyd Street, north side

(Supervisor District 8) # Daniel Carr, daniel.carr@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. The proposal also removes an existing median island.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

12(a). ESTABLISH – SPEED HUMP

Burrows Street, between Goettingen Street and Somerset Street (1 speed hump) #

12(b). ESTABLISH – RAISED CROSSWALK

Burrows Street at Brussels Street, east crossing (1 raised crosswalk)

(Supervisor District 9) # 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 15 MPH (school zone).

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: No comments received.

13(a). ESTABLISH - MEDIAN ISLANDS

- A. California Street at 15th Avenue #
- B. California Street at 16th Avenue #
- C. California Street at 17th Avenue #



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- D. California Street at 18th Avenue #
- E. California Street at 19th Avenue #

13(b). ESTABLISH – RED ZONES

- A. California Street, south side, from 15th Avenue to 20 feet easterly #
- B. 15th Avenue, west side, from California Street to 12 feet southerly #
- C. California Street, north side, from 16th Avenue to 20 feet westerly #
- D. 16th Avenue, east side, from California Street to 12 feet northerly #
- E. 16th Avenue, west side, from California Street to 12 feet southerly #
- F. California Street, north side, from 17th Avenue to 17 feet westerly #
- G. California Street, south side, from 17th Avenue to 18 feet easterly #
- H. 17th Avenue, east side, from California Street to 15 feet northerly #
- I. 17th Avenue, west side, from California Street to 15 feet southerly #
- J. California Street, north side, from 18th Avenue to 18 feet westerly #
- K. California Street, south side, from 18th Avenue to 19 feet easterly #
- L. 18th Avenue, east side, from California Street to 12 feet northerly #
- M. 18th Avenue, west side, from California Street to 12 feet southerly #
- N. 19th Avenue, west side, from California Street to 12 feet southerly #

13(c). ESTABLISH – TOW AWAY, NO PARKING ANYTIME

California Street, south side, from 16th Avenue to 40 feet easterly

(Supervisor District 1) Philip Louie, philip.louie@sfmta.com

The proposed modification is one component of a package of measures to install median islands to increase pedestrian safety and visibility as part of the Central Richmond Traffic Safety Project.

Decision: 13(a) and 13(b) approved by City Traffic Engineer for implementation. 13(c) approved by City Traffic Engineer to send to SFMTA Board for legislation. #

Public Comments: Comments received in support and opposition.

14(a). ESTABLISH - RED ZONE

11th Street, east side, from Market Street to 15 feet southerly #

14(b). ESTABLISH - METERED MOTORCYCLE PARKING

11th Street, east side, from 15 to 60 feet south of Market Street (12 3.5-foot spaces and one 3-foot red zone buffer at southern end) #

14(c). ESTABLISH-TOW-AWAY, NO PARKING, METERED SIX-WHEEL TRUCK LOADING ONLY, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

11th Street, east side, from 60 to 126 feet south of Market Street (3 22-foot spaces) #

14(d). ESTABLISH-TOW-AWAY, NO PARKING, PASSENGER LOADING ONLY AT ALL TIMES

11th Street, east side, from 126 to 227 feet south of Market Street

(Supervisor District 6) # Alex Jonlin, alexander.jonlin@sfmta.com

Proposal would reconfigure loading zones on 11th Street just south of Market Street to reduce double



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parking and improve conditions at the Muni flag stop.

Decision: Approved by City Traffic Engineer for implementation. # note applies to items 14(c) and 14(d).

Public Comments: No comments received.

15(a). RESCIND- NO PARKING, 12:01 AM to 6 AM, EVERY DAY

Egbert Avenue, both sides, between Newhall Street and Caltrain right-of-way (1700 block of Egbert Ave)

15(b). ESTABLISH - OVERSIZE VEHICLE RESTRICTION (NO PARKING, MIDNIGHT TO 6 AM, DAILY, FOR VEHICLES MORE THAN SEVEN FEET TALL OR 22 FEET LONG)

Egbert Avenue, both sides, between Newhall Street and Caltrain right-of-way (1700 block of Egbert Ave) (Supervisor District 10) Andy Thornley, andy.thornley@sfmta.com

Residents of Portola Place have requested that the blanket overnight parking restriction posted last year on this segment of Egbert be modified to only restrict oversize vehicles, allowing them to park on the street overnight.

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

Public Comments: Comments received in support and opposition.

16(a). ESTABLISH-SPEED CUSHIONS

A. 18th Street, between Church Street and Dolores Street (2 Speed Cushions)

(Supervisor District 8) #

B. 32nd Avenue, between Balboa Street and Anza Street (2 Speed Cushions) (Supervisor District 1) #

C. Visitacion Avenue, between Schwerin Street and Delta Street (2 Speed Cushions) (Supervisor District 10) #

16(b). ESTABLISH - SPEED HUMPS

A. Francisco Street, between Polk Street and Van Ness Avenue (2 Speed Humps) (Supervisor District 2) #

B. Ellis Street, between Franklin Street and Gough Street (2 Speed Humps) (Supervisor District 5) #

C. 24th Avenue, between Quintara Street and Rivera Street (2 Speed Humps) (Supervisor District 4) #

D. Bartlett Street, between 23rd Street and 24th Street (2 Speed Humps) (Supervisor District 9) #

E. Otsego Avenue, between Oneida Avenue and Onondaga Avenue (2 Speed Humps) (Supervisor District 11) #

F. Middlefield Drive, between Eucalyptus Drive and Lake Merced Boulevard (1 Speed Hump) (Supervisor District 7) #

G. Elm Street, between Van Ness Avenue and Polk Street (2 Speed Humps) (Supervisor District 6) #

16(c). ESTABLISH- RAISED CROSSWALK

Francisco Street, between Powell Street and Stockton Street (1 Raised Crosswalk) (Supervisor District 2) #

Andre Wright, andre.wright@sfmta.com



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Traffic calming devices are being installed proactively near school loading zones, to ensure motorists are adhering to reduced speeds in school areas.

Decision: Approved by City Traffic Engineer for implementation.

Public Comments: Comments received in support and opposition.

The following items are pending environmental clearance:

17(a). RESCIND - MUNI FLAG STOP

- A. Naples Street, east side, 80 feet north of Geneva Avenue #
- B. Naples Street, east side, 60 feet north of Amazon Avenue #
- C. Naples Street, east side, south of Italy Avenue #
- D. Naples Street, east side, south of France Avenue #
- E. Naples Street, east side, south of Russia Avenue #
- F. Russia Avenue, south side, west of Moscow Street #
- G. Persia Avenue, north side, east of Athens Street (54 Felton only) #
- H. Athens Street, east side, south of Brazil Avenue #
- I. Athens Street, east side, south of Excelsior Avenue #
- J. Athens Street, east side, south of Avalon Avenue #

17(b). ESTABLISH - MUNI FLAG STOP

- A. Moscow Street, east side, 80 feet north of Geneva Avenue #
- B. Moscow Street, east side, south of Italy Avenue #
- C. Moscow Street, east side, south of France Avenue #
- D. Moscow Street, east side, south of Russia Avenue #
- E. Moscow Street, east side, south of Brazil Avenue #
- F. Moscow Street, east side, south of Excelsior Avenue #
- G. Moscow Street, east side, south of Avalon Avenue #

17(c). ESTABLISH - NO PARKING ANY TIME

- A. Moscow Street, west side, from Russia Avenue to 28 feet southerly #
- B. Russia Avenue, south side, from Moscow Street to 18 feet easterly #
- C. Moscow Street, east side, from Persia Avenue to 15 feet northerly #

17(d). ESTABLISH - RED ZONE

Persia Street, south side, from 15 feet to 34 feet east of Moscow Avenue (removes 1 parking space)

17(e). ESTABLISH-STOP SIGNS

Moscow Street, northbound and southbound, at Excelsior Avenue, making this intersection an all-way STOP #



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17(f). RESCIND - NO PARKING ANY TIME

Moscow Street, east side, from Excelsior Avenue to 33 feet southerly (adds 1 parking space)

Moscow Street, west side, from Excelsior Avenue to 36 feet southerly (adds 1 parking space)

(Supervisor District 11) Hester Yu, hester.yu@sfmta.com

The proposed modifications make adjustments for the realignment of the 54 Felton inbound in the Excelsior neighborhood, as requested by the Supervisor and residents.

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

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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Approved:

Date: April 23, 2019

Ricardo Olea
City Traffic Engineer

cc: Directive File

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