



# Sustainable Streets Division Directive Order No. 6208

## **Sustainable Streets Division Directive Order No. 6208**

Pursuant to the public hearing held on December 27, 2019, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. **6199**.

### **1. ESTABLISH – RED ZONE**

Buchanan Street, east side, from Bay Street to 19 feet northerly (removes 1 parking space) (Supervisor District 2) Michael Tamin, michael.tamin@sfmta.com

The proposed red zone will improve Muni operations for the 43 Masonic inbound.

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

**Public Comments:** No comments received.

### **2. ESTABLISH – SPEED HUMPS**

28th Avenue, between Moraga Street and Noriega Street (2 speed humps)  
(Supervisor District 4) Jenn Chan, jennifer.chan@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

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

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

### **3. ESTABLISH – SPEED HUMPS**

Manor Drive, between Kenwood Way and Ocean Avenue (2 speed humps)  
(Supervisor District 7) Jenn Chan, jennifer.chan@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

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

**Public Comments:** No comments received.

### **4. ESTABLISH – SPEED HUMPS**

22nd Street, between Guerrero Street and Dolores Street (2 speed humps)  
(Supervisor District 8) Winnie Lee, winnie.lee@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 exceed agency thresholds to qualify for traffic calming.



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

**Public Comments:** No comments received.

### 5. ESTABLISH – SPEED HUMPS

Kirkham Street, between 37th Avenue and 38th Avenue (1 speed hump)  
(Supervisor District 4) Winnie Lee, winnie.lee@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 exceed agency thresholds to qualify for traffic calming.

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

**Public Comments:** Comments in support.

### 6. ESTABLISH – SPEED HUMPS

Byxbee Street, between Sargent Street and Shields Street (1 speed hump)  
(Supervisor District 11) 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 exceed agency thresholds to qualify for traffic calming.

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

**Public Comments:** No comments received.

### 7. ESTABLISH – SPEED HUMPS

Jersey Street, between Diamond Street and Douglass Street (2 speed humps)  
(Supervisor District 8) Jenn Chan, jennifer.chan@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 exceed agency thresholds to qualify for traffic calming.

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

**Public Comments:** No comments received.

### 8. ESTABLISH – SPEED HUMPS

Granville Way, between Claremont Boulevard and Ulloa Street (4 speed humps)  
(Supervisor District 7) Daniel Carr, daniel.carr@sfmta.com



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This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

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

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

#### 9. ESTABLISH – SPEED HUMP

19th Street, between Seward Street and Yukon Street (1 speed hump)  
(Supervisor District 8) Jenn Chan, jennifer.chan@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 exceed agency thresholds to qualify for traffic calming.

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

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

#### 10. ESTABLISH – SPEED CUSHIONS

De Haro Street, between 22nd Street and 23rd Street (2 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 exceed agency thresholds to qualify for traffic calming.

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

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

#### 11. ESTABLISH – SPEED TABLES

Sadowa Street, between Capitol Avenue and Plymouth Avenue (3 speed tables)  
(Supervisor District 11) 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 exceed agency thresholds to qualify for traffic calming.

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

**Public Comments:** No comments received.



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#### 12. ESTABLISH – SPEED CUSHIONS

23rd Street, between Castro Street and Diamond Street (2 speed cushions)  
(Supervisor District 8) Ashley Kim, ashley.kim@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 exceed agency thresholds to qualify for traffic calming.

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

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

#### 13. ESTABLISH – RAISED CROSSWALK

Havelock Street, between Edna Street and Circular Avenue  
(removes one 16-foot parking space to create 1 raised crosswalk)  
(Supervisor District 7) Ashley Kim, ashley.kim@sfmta.com

District 7 neighborhood streets traffic calming location, CRT-funded and prioritized by Supervisor Norman Yee. The new mid-block crosswalk will provide an accessible path from the pedestrian bridge that crosses I-280 to the CCSF Ocean Campus.

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

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

#### 14. ESTABLISH – ONE-WAY STREET

Coleridge Street, northbound, from Virginia Avenue to Esmeralda Avenue  
(Supervisor District 9) Elizabeth Chen, elizabeth.chen@sfmta.com

Proposal to convert the 100 block of Coleridge Street to one-way to conform with the rest of the block.

**Decision:** Continued due to neighborhood opposition; vehicles continue to be subject to citation per State law.

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

#### 15. RESCIND – NO LEFT TURN

19th Street, eastbound, at Church Street  
Church Street, northbound, at 19th Street  
(Supervisor District 8) Elizabeth Chen, elizabeth.chen@sfmta.com

Concrete island in the intersection that physically prevented left turns has been removed.



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

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

#### **16. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES**

37th Avenue, east side, from Kirkham Street to 20 feet northerly  
(Supervisor District 4) Tracy Minicucci, [tracy.minicucci@sfmta.com](mailto:tracy.minicucci@sfmta.com)

The proposed modification establishes a car share space at 37th and Kirkham Avenue based on demand for car sharing in the area. This location has been amended from its original location (39th and Kirkham) due to neighborhood feedback.

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

**Public Comments:** No comments received.

#### **17. ESTABLISH – SPEED HUMPS**

San Anselmo Avenue, between San Benito Way and Santa Clara Avenue (1 speed hump) (Supervisor District 7) Daniel Carr, [daniel.carr@sfmta.com](mailto: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 exceed agency thresholds to qualify for traffic calming.

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

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

#### **18. ESTABLISH – SPEED CUSHIONS**

Lyell Street, between Bosworth Street and Still Street (1 speed cushion)  
Lyell Street, between Cayuga Street and Still Street (1 speed cushion)  
(Supervisor District 8) Daniel Carr, [daniel.carr@sfmta.com](mailto:daniel.carr@sfmta.com)

This proposal installs traffic calming devices on two blocks at the request of the supervisor's office. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

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

**Public Comments:** No comments received.

#### **19(a). ESTABLISH – SPEED CUSHIONS**

Ellsworth Street, between Alemany Boulevard and Crescent Avenue  
(2 speed cushions)



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

Ellsworth Street, between Crescent Avenue and Ogden Avenue (2 speed humps)  
(Supervisor District 9) Ashley Kim, ashley.kim@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.

### **20(a). RESCIND – PART-TIME PASSENGER LOADING ZONE, 7:30AM-9:00AM AND 2:00PM-3:00PM, SCHOOL DAYS**

Madrid Street, west side, from 232 feet to 292 feet, north of Excelsior Street  
(60-foot zone)

### **20(b). ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW-AWAY, NO PARKING, 7:30AM-9:00AM AND 2:00PM-6:00PM, SCHOOL DAYS**

Madrid Street, west side, from 176 feet to 351 feet, north of Excelsior Street  
(175-foot zone) (Supervisor District 11) Andre Wright, andre.wright@sfmta.com

Proposal to extend the existing passenger loading zone on Madrid Street to better accommodate the school's pickup and drop-off, and help with congestion.

**Decision:** Continued to next public hearing. #

**Public Comments:** No comments received.

### **21(a). ESTABLISH – RED ZONE**

- A. South Van Ness Avenue, west side, from 14th Street to 20 feet northerly
- B. South Van Ness Avenue, west side, from 15th Street to 20 feet northerly
- C. South Van Ness Avenue, east side, from 15th Street to 20 feet southerly
- D. 15th Street, north side, from South Van Ness Avenue to 20 feet easterly
- E. 17th Street, south side, from 9 feet to 27 feet west of South Van Ness Avenue (extends existing red zone and removes 1 metered parking space)
- F. South Van Ness Avenue, east side, from 12 feet to 20 feet south of 17th Street
- G. South Van Ness Avenue, west side, from 18th Street to 10 feet northerly
- H. South Van Ness Avenue, east side, from 5 feet to 20 feet south of 18th Street (shortens existing passenger loading zone by 15 feet)
- I. 18th Street, south side, from 5 feet to 23 feet west of South Van Ness Avenue (extends existing red zone and removes 1 metered parking space)
- J. South Van Ness Avenue, west side, from 20th Street to 15 ft northerly



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- K. South Van Ness Avenue, east side, from 9.5 feet to 20 feet south of 20th Street
- L. 20th Street, north side, from 13 feet to 20 feet east of South Van Ness Avenue
- M. South Van Ness Avenue, east side, from 10 feet to 20 feet south of 21st Street
- N. 21st Street, north side, from 13 feet to 20 feet east of South Van Ness Avenue
- O. South Van Ness Avenue, west side, from 13 feet to 20 feet north of 22nd Street
- P. 22nd Street, south side, from South Van Ness Avenue to 27 feet westerly  
(removes 1 metered parking space)
- Q. South Van Ness Avenue, west side, from 10 feet to 20 feet north of 23rd Street
- R. 23rd Street, north side, from 8 feet to 20 feet east of South Van Ness Avenue
- S. South Van Ness Avenue, west side, from 5 feet to 20 feet north of 24th Street
- T. 24th Street, north side, from 4 feet to 28 feet east of South Van Ness Avenue (extends existing red zone and removes 1 metered parking space)
- U. 24th Street, south side, from 5 feet to 26 feet west of South Van Ness Avenue (extends existing red zone and removes 1 metered parking space)
- V. South Van Ness Avenue, west side, from 11 feet to 20 feet north of 25th Street
- W. South Van Ness Avenue, east side, from 25th Street to 20 feet southerly
- X. 25th Street, north side, from South Van Ness Avenue to 13 feet easterly
- Y. 25th Street, south side, from 6.5 feet to 28.5 feet west of South Van Ness Avenue (extends existing red zone and removes 1 metered parking space)
- Z. South Van Ness Avenue, west side, from 26th Street to 20 feet northerly
- AA. South Van Ness Avenue, east side, from 9.5 feet to 29.5 feet south of 26th Street (extends existing red zone and removes 1 metered parking space)
- BB. 26th Street, south side, from South Van Ness Avenue to 20 feet westerly
- CC. 26th Street, north side, from South Van Ness Avenue to 20 feet easterly

**21(b). ESTABLISH – YELLOW ZONE, 30-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**

21st Street, north side, from 20 feet to 60 feet east of South Van Ness Avenue  
(shifts existing yellow zone 7 feet easterly)

**21(c). ESTABLISH – PASSENGER LOADING ZONE, 5 PM TO 12 AM, MONDAY THROUGH FRIDAY, 11 AM TO 12 AM SATURDAY & SUNDAY**

South Van Ness Ave, west side, from 20 feet to 38.5 feet north of 22nd Street  
(shifts existing loading zone by 7 feet; in-street bike corral shortened by 7 feet)  
(Supervisor District 9) Alison Mathews, [alison.mathews@sfmta.com](mailto:alison.mathews@sfmta.com)

**21(d). ESTABLISH-PASSENGER LOADING ZONE, DURING POSTED SERVICES**

South Van Ness Avenue, east side, from 96 feet to 111.5 feet south of 18th Street (extends existing passenger loading zone by 15.5 feet)  
(Supervisor District 9) Alison Mathews, [alison.mathews@sfmta.com](mailto:alison.mathews@sfmta.com)



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Proposal to daylight intersections along South Van Ness Avenue from 14th Street to Cesar Chavez Street to improve pedestrian safety along the corridor.

**Decision:** Approved by City Traffic Engineer for implementation. Items 21(b)-21(d) subject to footnote #.

**Public Comments:** No objections.

*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:

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Ricardo Olea  
City Traffic Engineer

Date: January 3, 2020

cc: Directive File

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