



Streets Division

Directive Order No. 6879

Sustainable Streets Division Directive Order No. 6879

Pursuant to the public hearing held on March 21, 2025, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6871.

1. ESTABLISH – RAISED CROSSWALK

Saint Joseph's Avenue and O'Farrell Street (northwestern crosswalk) (Supervisor District 2) (Approvable by the City Traffic Engineer) Alvin Lam, alvin.lam@sfmta.com

Proposal to install a raised crosswalk at the request of Kaiser Permanente.

Public Comments: Received several comments in support during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH – NO PARKING ANY TIME

Lincoln Way, south side, from 22nd Avenue to 18 feet westerly (Supervisor District 4) (Approvable by the City Traffic Engineer) Juan Hernandez, juan.hernandez@sfmta.com

Proposal to daylight the eastbound approach to improve visibility.

Public Comments: No comments.

Decision: Revised approval path. Approved by the City Traffic Engineer for implementation.

3. ESTABLISH – STOP SIGN

Tapia Drive, southbound, at Serrano Drive (Supervisor District 7) (Approvable by the City Traffic Engineer) Juan Hernandez, juan.hernandez@sfmta.com

Proposal to stop the stem of this T-intersection to formalize the right-of-way.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation. #

4. ESTABLISH – STOP SIGNS

19th Street, eastbound and westbound, at Linda Street (Supervisor District 9) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@sfmta.com

Proposal to convert this intersection to an all-way STOP to address collisions.

Public Comments: Received emails in support and opposition prior to and after public hearing.

Comments in support received during public hearing citing concerns for pedestrian safety. Comments in opposition received during public hearing with concerns for possible increased congestion on 19th



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Street and difficulty backing out of residential driveways. Suggestions made for “STOP Sign Ahead” warning signs, and for speed humps as an alternative to STOP signs.

Decision: Approved by the City Traffic Engineer for implementation. #

5. ESTABLISH – RED ZONE

Judah Street, north side, from 37th Avenue to 20 feet westerly (Supervisor District 4) (Approvable by the City Traffic Engineer) Audrey Hollman, audrey.hollman@sfmta.com

Proposal to install daylighting to improve visibility.

Public Comments: No comments.

Decision: Item withdrawn.

6. ESTABLISH – SPEED CUSHIONS

17th Avenue, between Noriega Street and Ortega Street (two 3-lump cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Previously approved following the January 17, 2025 public hearing. Item withdrawn.

7. ESTABLISH – SPEED TABLE

25th Street, between Pennsylvania Street and Indiana Street (Supervisor District 10) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming device on the block at the request of block residents and business owners.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

8. ESTABLISH – SPEED CUSHION

25th Street, between Minnesota Street and Tennessee Street (one 3-lump cushion) (Supervisor District 10) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming device on the block at the request of block residents and business owners.

Public Comments: No comments.

Decision: Previously approved following the January 17, 2025 public hearing. Item withdrawn.



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9. ESTABLISH – SPEED CUSHIONS

27th Avenue, between Ulloa Street and Vicente Street (two 3-lump cushions) (Supervisor District 4) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Previously approved following the January 17, 2025 public hearing. Item withdrawn.

10. ESTABLISH – SPEED CUSHIONS

29th Street, between Church Street and Dolores Street (two 3-lump cushions) (Supervisor District 8) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Previously approved following the January 17, 2025 public hearing. Item withdrawn.

11. ESTABLISH – SPEED CUSHIONS

Hartford Street, between 18th Street and 19th Street (two 3-lump cushions) (Supervisor District 8) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Previously approved following the January 17, 2025 public hearing. Item withdrawn.

12. ESTABLISH – SPEED CUSHIONS

Shotwell Street, between 16th Street and 17th Street (two 3-lump cushions) (Supervisor District 9) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Previously approved following the January 17, 2025 public hearing. Item withdrawn.

13. ESTABLISH – SPEED CUSHIONS

Lee Avenue, between Grafton Avenue and Holloway Avenue (two 3-lump cushions) (Supervisor District 11) (Approvable by the City Traffic Engineer) Philip Louie, philip.louie@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.



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Public Comments: No comments.

Decision: Previously approved following the January 17, 2025 public hearing. Item withdrawn.

14(a). RESCIND – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

Bartlett Street, east side, from 3 feet to 20 feet south of 26th Street

14(b). ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

Bartlett Street, east side, from 10 feet to 27 feet south of 26th Street

14(c). ESTABLISH – RED ZONE

Bartlett Street, east side, from 26th Street to 10 feet southerly
(Supervisor District 9) (Requires approval by the SFMTA Board) Andy Thornley,
andy.thornley@sfmta.com

Proposal to rescind and re-establish existing on-street car share parking space to insert proper intersection daylighting, per Assembly Bill 413.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

15(a). ESTABLISH – BUS ZONE

Newhall Street, west side, from 107 feet to 198 feet south of Hudson Avenue (extends existing bus zone by 91 feet)

15(b). RESCIND – BUS ZONE

Palou Avenue, south side, from 3rd Street to 115 feet westerly
(Supervisor District 10) (Requires approval by the SFMTA Board) Hester Yu, hester.yu@sfmta.com

Proposal to extend the existing bus zone on Newhall Street and relocate the 15 Bayview Hunters Point Express southern terminal to Newhall Street.

Public Comments: Received emails in opposition prior to public hearing. No comments received during public hearing.

Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

16(a). ESTABLISH – STOP SIGN

Temple Street, southbound, at 17th Street

16(b). ESTABLISH – RED ZONE

17th Street, north side, from Temple Street to 20 feet westerly



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(Supervisor District 8) (Approvable by the City Traffic Engineer) Juan Hernandez,
juan.hernandez@sfmta.com

Proposal to stop the stem of this T-intersection to formalize the right-of-way and implement red zone to improve visibility.

Public Comments: Comments received regarding a misinterpretation of proposal as STOP signs stopping 17th Street. Received comment in opposition to red zone citing parking loss. Also received a maintenance request for a nearby speed feedback sign, interest in re-establishing a green zone and a request to install flashing beacons.

Decision: Approved by the City Traffic Engineer for implementation. # for 16(a)

17(a). RESCIND – DUAL USE ZONE: METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, DAILY; GENERAL LOADING ZONE, 5-MINUTE LIMIT, 6 PM TO 9 PM, DAILY

Church Street, west side, from 14 feet to 99 feet north of 15th Street (4 metered spaces #232, 234, 236, 238).

17(b). RESCIND – GENERAL LOADING ZONE, 5-MINUTE LIMIT, 7 AM TO 7 PM, DAILY

Church Street, west side, from 99 feet to 140 feet north of 15th Street (41-foot zone).

17(c). ESTABLISH – GENERAL METERED PARKING, 2 HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Church Street, west side, from 14 feet to 119 feet north of 15th Street (5 metered spaces).

17(d). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, DAILY

Church Street, west side, from 119 feet to 140 feet north of 15th Street (1 metered space).

17(e). ESTABLISH – RED ZONE

Church Street, west side, from 140 feet to 162 feet north of 15th Street.

17(f). RESCIND – METERED GREEN ZONE, SHORT-TERM PARKING, 15-MINUTE LIMIT, DAILY

Church Street, east side, from 5 feet to 45 feet north of 15th Street (2 metered spaces #237 and 239).

17(g). ESTABLISH – GENERAL METERED PARKING, 2 HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Church Street, east side, from 5 feet to 45 feet north of 15th Street (2 metered spaces).

17(h). RESCIND – GREEN ZONE, SHORT-TERM PARKING, 10-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY



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15th Street, north side, from Church Street to 20 feet westerly.
15th Street, south side, from 10 feet to 30 feet east of Church Street.

17(i). ESTABLISH – METERED GREEN ZONE, SHORT-TERM PARKING, 15-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY

15th Street, north side, from Church Street to 20 feet westerly (1 metered space).

17(j). ESTABLISH – GENERAL METERED PARKING, 2 HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

15th Street, south side, from 10 feet to 30 feet east of Church Street (1 metered space).
(Supervisor District 8) (Items 17(a) through 17(h) approvable by the City Traffic Engineer; items 17(i) and 17(j) require approval by the SFMTA Board) Darcie Alaba, darcie.alaba@sfmta.com

Proposal to revert parking to general metered parking after receiving feedback from fronting businesses.

Public Comments: No comments.

Decision: Revised approval path for 17(i) and 17(j), and metered parking time limit for 17(i). Items 17(a) through 17(h) approved by the City Traffic Engineer for implementation. Items 17(i) and 17(j) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

**18. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION**

Randall Street, north side, from 7 feet to 54 feet west of Chenery Street (Supervisor District 8)
(Approvable by the City Traffic Engineer) Bikeshare@sfmta.com

Permanent legislation for the bike share station in the parking lane on the north side of Randall Street, west of Chenery Street, adjacent to 98 Chenery, that was previously located across the street.

Public Comments: Comment received in favor of the new location, as well as parking at the former location being problematic.

Decision: Approved by the City Traffic Engineer for implementation.

GENERAL COMMENTS:

- Comments received regarding proliferation of speed humps and cushions throughout the city and chevron markings on top of them rather than in front of them. Suggestion made to have residents on the block pay for the installations.
- Comment received regarding the need for an appeal process for public hearing items approvable by the City Traffic Engineer without needing approval by the SFMTA Board.




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- Comment received regarding the need for more disabled parking spaces near parks, specifically Crane Park in Dogpatch.

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 the 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 the project staff listed and reference this order number.

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Approved:

A handwritten signature in cursive script that reads "ROlea".

Ricardo Olea
City Traffic Engineer

Date: March 28, 2025

cc: Directive File
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