



Streets Division Directive Order No. 6940

Sustainable Streets Division Directive Order No. 6940

Pursuant to the public hearing held on September 19, 2025, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6930.

1. ESTABLISH – TOW AWAY, NO STOPPING, 12 PM TO 10 PM, DAILY

Washington Street, north side, from 14 feet to 32 feet west of Fillmore Street (in meter 2502) (Supervisor District 2) (Requires approval by the SFMTA Board) Brian Manford, brian.manford@sfmta.com

Proposal to add meter signage at meter 2502 for movable Shared Spaces parklet. Proposal to establish parking restriction for an approved movable parklet during their parklet operating hours (12 PM to 10 PM daily).

Public Comments: Received comments in support during hearing.

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

2. ESTABLISH – RED ZONE

Larkin Street, east side, from Sutter Street to 21 feet northerly (extend existing 12-foot red zone) (Supervisor District 3) (Approvable by the City Traffic Engineer) Philip Louie, Philip.louie@sfmta.com

Proposal to extend red zone to increase pedestrian safety.

Public Comments: No comments.

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

3(a). RESCIND – TOW-AWAY, NO PARKING, ACCESSIBLE PASSENGER LOADING ZONE, 7AM TO 6:30PM, SCHOOL DAYS

Treat Avenue, east side, from 6 feet to 42 feet south of 21st Street (36-foot zone)

3(b). ESTABLISH – TOW-AWAY, NO PARKING, ACCESSIBLE PASSENGER LOADING ZONE, 7AM TO 6:30PM, SCHOOL DAYS

Treat Avenue, east side, from 20 feet to 105 feet south of 21st Street (85-foot zone) (Supervisor District 9) (Approvable by the City Traffic Engineer) Andre Wright, andre.wright@sfmta.com

This proposal extends the existing accessible passenger loading zone to help relieve congestion during the loading hours.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.




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GENERAL COMMENTS:

- None

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 black ink that reads 'ROlea'.

Ricardo Olea
City Traffic Engineer

Date: September 26, 2025

cc: Directive File
RO:ET:et