



Streets Division Directive Order No. 6993

Sustainable Streets Division Directive Order No. 6993

Pursuant to the public hearing held on March 20, 2026, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6985.

1. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Carl Street, north side, from 10 feet to 86 feet west of Cole Street (Supervisor District 8) (Requires approval by the SFMTA Board) Andy Thornley, andy.thornley@sfmta.com

Proposal to establish metered parking on a portion of Carl Street at Cole Street, at the request of Cole Valley merchants.

Public Comments: No comments.

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

2. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Cole Street, east side, from 20 feet to 45 feet south of Parnassus Avenue (Supervisor District 8) (Requires approval by the SFMTA Board) Kenya Wheeler, kenya.wheeler@sfmta.com, Monica Munowitch, monica.munowitch@sfmta.com

Proposal to convert a portion of the existing 2-hour time-limited parking, except vehicles with area J permits, to General Metered Parking on the east side of the 1000 block of Cole Street. Residents and merchants adjacent to the proposed General Metered Parking space will continue to be eligible for Area J permits.

Public Comments: No comments.

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

3(a). RESCIND – UNMETERED MOTORCYCLE PARKING

Frederick Street, south side, from 2 feet to 22 feet west of Delmar Street

3(b). ESTABLISH – UNMETERED MOTORCYCLE PARKING

Frederick Street, south side, from Delmar Street to 24 feet easterly (Supervisor District 5) (Approvable by the City Traffic Engineer) Juan Hernandez, juan.hernandez@sfmta.com

Proposal to relocate existing unmetered motorcycle parking to implement daylighting.



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Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

4. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES

Potrero Avenue, east side, from 181 feet to 211 feet south of 15th Street (Supervisor District 6) (Approvable by the City Traffic Engineer) Grant Brokl, Grant.Brokl@sfmta.com

This proposal would establish an on-street bicycle corral in an existing general unmetered parking space.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

5. ESTABLISH – BUS ZONE

Ocean Avenue, south side, from Geneva Avenue (eastern leg) to 130 feet easterly (Supervisor District 11) (Requires approval by the SFMTA Board) Hester Yu, hester.yu@sfmta.com

Proposal to relocate the 29 Sunset outbound bus stop from near side to far side of the intersection in an existing Tow-Away No Stopping Any Time zone.

Public Comments: No comments.

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

6(a). RESCIND – MUNI FLAG STOP

- A.** Garfield Street, westbound, at Beverly Street
- B.** Garfield Street, eastbound and westbound, at Byxbee Street
- C.** Garfield Street, eastbound and westbound, at Victoria Street
- D.** Grafton Avenue, eastbound and westbound, at Jules Avenue
- E.** Grafton Avenue, eastbound and westbound, at Granada Avenue
- F.** Plymouth Avenue, northbound and southbound, at Holloway Avenue
- G.** Persia Avenue, westbound, at Mission Street
- H.** Persia Avenue, eastbound and westbound, at Paris Street
- I.** Persia Avenue, eastbound and westbound, at Madrid Street
- J.** Persia Avenue, eastbound and westbound, at Athens Street
- K.** Mansell Street, eastbound and westbound, at Dartmouth Street
- L.** Mansell Street, eastbound and westbound, at Goettingen Street
- M.** Paul Avenue, westbound, at Bayshore Boulevard
- N.** Paul Avenue, eastbound, at Wheat Street

6(b). RESCIND – BUS ZONE



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- A. Persia Avenue, south side, from Mission Street to 74 feet easterly (creates 2 yellow-metered spaces)
- B. Mansell Street, north side, from San Bruno Avenue to 96 feet westerly (creates 4 parking spaces)
- C. Paul Avenue, north side, from Gould Street to 85 feet westerly (creates 4 parking spaces)
- D. Paul Avenue, south side, from Gould Street to 85 feet easterly

6(c). ESTABLISH – BUS ZONE

- A. Garfield Street, north side, from Beverly Street to 63 feet westerly (removes 3 parking spaces)
- B. Ocean Avenue, north side, from San Jose Avenue to 145 feet westerly (extends existing 75-foot bus zone by 70 feet, removes 3 parking spaces)
- C. Ocean Avenue, south side, from Cayuga Avenue to 110 feet easterly (extends existing 70-foot bus zone by 40 feet)
- D. Persia Avenue, north side, from Mission Street to 125 feet westerly (removes 4 general metered spaces)
- E. Persia Avenue, south side, from Mission Street to 130 feet westerly (extends existing 88-foot bus zone by 42 feet, removes 1 yellow-metered space)
- F. Mansell Street, north side, from University Street to 65 feet westerly (removes 3 parking spaces)
- G. Paul Avenue, south side, from Crane Street to 85 feet easterly

6(d). ESTABLISH – RED ZONE

- A. Garfield Street, south side, from Beverly Street to 13 feet easterly
- B. Garfield Street, north side, from Head Street to 15 feet westerly (for traffic calming island, removes 1 parking space)
- C. Garfield Street, south side, from Head Street to 12 feet westerly (for traffic calming island)
- D. Grafton Street, north side, from Plymouth Avenue to 18 feet westerly (extends existing 12-foot red zone by an additional 6 feet, for turning clearance)
- E. Plymouth Avenue, west side, from Grafton Avenue to 10 feet southerly (for turning clearance)
- F. Plymouth Avenue, east side, from Grafton Avenue to 20 feet northerly (extends existing 10-foot red zone by an additional 10 feet, for turning clearance)
- G. Persia Avenue, south side, from Mission Street to 25 feet easterly (for turning clearance)
- H. Mansell Street, north side, from San Bruno Avenue to 10 feet northerly (for fire hydrant and turning clearance)
- I. San Bruno Avenue, west side, from Olmstead Street to 20 feet southerly (enhances visibility for eastbound Olmstead traffic of northbound San Bruno traffic)
- J. Gilman Avenue, south side, from 45 feet to 60 feet west of Griffith Street (for clearance at new transit island)
- K. Paul Avenue, north side, from 3rd Street to 10 feet westerly
- L. Gilman Avenue, south side, from 45 feet to 60 feet west of Bill Walsh Way (for clearance at new transit island)



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- M.** Ingerson Avenue, north side, from eastern side of staircase at Griffith Street to 88 feet westerly (for bus stop access, removes 3 parking spaces)
- N.** Hawes Street, east side, from Ingerson Avenue to 20 feet northerly (for turning clearance)

6(e). ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Persia Avenue, south side, from 25 feet to 77 feet east of Mission Street (creates two yellow metered spaces with a total length of 52 feet)

6(f). ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME

Gilman Avenue, north side, from 3rd Street to 90 feet easterly (removes 2 parking spaces)

6(g). ESTABLISH – TOW-AWAY, NO PARKING, ANY TIME

San Bruno Avenue, east side, from Paul Avenue to 169 feet southerly (removes 2 general loading spaces)

6(h). ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME (for sidewalk widening)

- A.** Grafton Avenue, south side, from Plymouth Avenue to 34 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- B.** Grafton Avenue, north side, from Plymouth Avenue to 32 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- C.** Plymouth Avenue, east side, from Grafton Avenue to 54 feet southerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- D.** Plymouth Avenue, west side, from Grafton Avenue to 54 feet northerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- E.** Plymouth Avenue, east side, from 25 feet to 93 feet south of Ocean Avenue (for 6-foot-wide transit bulb, removes 3 parking spaces)
- F.** Persia Avenue, south side, from Lisbon Street to 29 feet westerly (for 7-foot-wide front door transit bulb)
- G.** Persia Avenue, north side, from Lisbon Street to 35 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- H.** Persia Avenue, south side, from Naples Street to 30 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- I.** Persia Avenue, north side, from Naples Street to 29 feet easterly (for 7-foot-wide front door transit bulb)
- J.** Persia Avenue, south side, from Moscow Street to 29 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- K.** Persia Avenue, north side, from Moscow Street to 29 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- L.** Persia Avenue, south side, from Prague Street to 29 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)



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- M.** Persia Avenue, north side, from Prague Street to 29 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
- N.** San Bruno Avenue, west side, from 74 feet to 148 feet north of Mansell Street (extends existing 6-foot-wide transit bulb by 74 feet)

6(i). ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME ESTABLISH – TRANSIT BOARDING ISLAND

Gilman Avenue, south side, from Griffith Street to 45 feet westerly (removes 2 parking spaces)
Gilman Avenue, south side, from Bill Walsh Way to 45 feet westerly (removes 2 parking spaces)

6(j). ESTABLISH – RAISED CROSSWALK

Garfield Street at Beverly Street (west leg crosswalk)

6(k). RESCIND – SPEED CUSHIONS

Gilman Avenue, between Hawes Street and Griffith Street (2 speed cushions)
Gilman Avenue, between Griffith Street and Bill Walsh Way (2 speed cushions)

6(l). ESTABLISH – SPEED TABLES

Gilman Avenue, between Hawes Street and Griffith Street (2 speed tables)
Gilman Avenue, between Griffith Street and Bill Walsh Way (1 speed table)

6(m). ESTABLISH – RIGHT LANE MUST TURN RIGHT

Ocean Avenue, eastbound, at Geneva Avenue

6(n). ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI

Gilman Avenue, westbound, at 3rd Street

6(o). ESTABLISH – CLASS II BIKE LANE

Ocean Avenue, eastbound, from Geneva Avenue (western leg) to Geneva Avenue (eastern leg)
San Bruno Avenue, northbound, from 100 feet south of Mansell Street to 131 feet north of Olmstead Street
San Bruno Avenue, southbound, from Olmstead Street to 193 feet southerly
(Supervisor Districts 7, 9, 10, & 11) (Requires approval by the SFMTA Board) Hester Yu,
hester.yu@sfmta.com

Proposal to implement the 29 Sunset Improvement Project Phase 2 project, which would improve speeds and reliability for the 29 Sunset bus route through stop changes, curb and travel lane modifications, and construction of new transit bulbs and islands.

Public Comments: Received emails in support for project overall and opposition to changes on Garfield, Grafton and Mansell prior to public hearing. Concerns raised during public hearing about stop removals on steep hills and adverse impacts on the elderly and to businesses on San Bruno



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Avenue. Received multiple comments in opposition to establishing bike lanes on San Bruno Avenue and to retain existing lane configuration. Received suggestions to relocate the bus zone at San Bruno and Paul Avenues around the corner to a location under the freeway.

Decision: All items except 6(o) for San Bruno Avenue northbound approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

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:

Ricardo Olea
City Traffic Engineer

Date: March 27, 2026

cc: Directive File
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