



Streets Division Directive Order No. 7014

Sustainable Streets Division Directive Order No. 7014

Pursuant to the public hearing held on May 22, 2026, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 7006.

1. ESTABLISH – NO TURN ON RED

4th Street, northbound, at Channel Street

Channel Street, eastbound, at 4th Street

(Supervisor District 6) (Approvable by the City Traffic Engineer) Alvin Lam, alvin.lam@sfmta.com

Proposal to establish "No Turn on Red" restrictions for two approaches of this intersection.

Public Comments: Received emails in support prior to public hearing. Comments in support received during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH – SCHOOL SPEED LIMITS

Citywide.

(Requires approval by the SFMTA Board) Bryant Woo, Bryant.Woo@sfmta.com

This Citywide proposal will establish the lowest prima facie school speed limit in school zones (15 MPH or 20 MPH) as allowed in California Vehicle Code Sections 22352, 22352.5, and 22358.4.

Public Comments: Comment in support received during public hearing.

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

3. ESTABLISH – NO PARKING ANYTIME

Eureka Street, west side, from 21st Street to 25 feet northerly (Supervisor District 8) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Proposal to establish no parking zone to increase visibility.

Public Comments: Received emails in opposition prior to public hearing, citing concerns of parking loss but at a different location. No comments received during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

4. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA (Eligibility only, no signs)

Eugenia Ave, north side, between Mission Street and Coleridge Street (Supervisor District 9) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com



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The proposed modification would add RPP eligibility to the residents of Eugenia Avenue so they can purchase parking permits for their vehicle to park within RPP Area AA.

Public Comments: No comments.

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

5. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

Valencia Street, both sides, between 19th Street and 20th Street (Supervisor District 9) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

The proposed modification would add RPP eligibility to the residents of Valencia Street (both sides between 19th and 20th Streets) so they can purchase parking permits for their vehicle to park within RPP Area I.

Public Comments: No comments.

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

6. ESTABLISH – NO PARKING ANY TIME

Pacheco Street, east side, from Dewey Boulevard to 40 feet southerly, along the curb line
Pacheco Street, west side, from Dewey Boulevard to 48 feet northerly, along the curb line
(Supervisor District 7) (Approvable by the City Traffic Engineer) Michael Tsai, michael.tsai@sfmta.com

Proposal to install signed daylighting to improve visibility.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

7(a). ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING ONLY, 30- MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

Valencia Street, east side, from 80 feet to 100 feet south of Cesar Chavez Street (20-foot zone)

7(b). ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, 5-MINUTE TIME LIMIT, 8 AM TO 8 PM, DAILY

Valencia Street, east side, from 100 feet to 180 feet south of Cesar Chavez Street (80-foot zone)

7(c). ESTABLISH – RED ZONE

Valencia Street, east side, from 180 feet to 201 feet south of Cesar Chavez Street (21-foot zone)
(Supervisor District 9) (Approvable by the City Traffic Engineer) Broderick Paulo, broderick.paulo@sfmta.com



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Proposal to establish an accessible passenger loading zone and commercial loading zone to support a permanent supportive housing development serving Seniors.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

8(a). RESCIND – SCHOOL BUS LOADING ZONE, 7AM TO 5PM, SCHOOL DAYS

"1779" 44th Avenue, west side, from 61 feet to 146 feet north of Noriega Street (85-foot one)

8(b). RESCIND – ACCESSIBLE PART-TIME PASSENGER LOADING ZONE, 7:30AM TO 6PM, SCHOOL DAYS

1775 44th Avenue, inside the sidewalk bay, west side, from 147 feet to 200 feet north of Noriega Street (53-foot zone)

8(c). ESTABLISH – TOW-AWAY, NO STOPPING, ACCESSIBLE SCHOOL BUS LOADING, 7AM TO 5PM, MONDAY TO FRIDAY, EXCEPT HOLIDAYS

44th Avenue, west side, from 146 feet to 210 feet north of Noriega Street (64-foot zone)

8(d). ESTABLISH – TOW-AWAY, NO PARKING, PART-TIME PASSENGER LOADING, 7:30AM TO 6PM, MONDAY TO FRIDAY, EXCEPT HOLIDAYS

44th Avenue, west side, from 20 feet to 131 feet, and from 210 feet to 296 feet north of Noriega Street (197-foot zone)

(Supervisor District 4) (Approvable by the City Traffic Engineer) André Wright,
Andre.Wright@sfmta.com

This proposal modifies the existing loading zones to help school buses load and unload students, and reduce double parking.

Public Comments: Received email in support prior to public hearing. Comment in support received during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

9. ESTABLISH – SPEED HUMP

A. 20th Street between Harrison Street and Alabama Street (1 speed hump)

B. 20th Street between Florida Street and Bryant Street (1 speed hump)

C. 20th Street between York Street and Hampshire Street (1 speed hump)

(Supervisor District 9) (Approvable by the City Traffic Engineer) Lilian Ayala lilian.ayala@sfmta.com

Traffic calming treatments on existing 20th Street Slow Street to reduce speeds and through-traffic volumes.



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

Decision: Approved by the City Traffic Engineer for implementation.

10. ESTABLISH – NO STOPPING, EXCEPT BICYCLES ESTABLISH – BIKESHARE STATION

Vallejo Street, north side, from Stockton Street to 25 feet easterly (in existing red zone)
Vallejo Street, south side, from Stockton Street to 24 feet westerly (in existing red zone)
(Supervisor District 3) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in two segments in the red zones on Vallejo at Stockton Street.

Public Comments: Comments in support received during public hearing.

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

11(a). ESTABLISH – NO STOPPING, EXCEPT BICYCLES ESTABLISH – BIKESHARE STATION

Polk Street, west side, from Clay Street to 24 feet northerly (in existing red zone)
Clay Street, north side, from Polk Street to 26 feet westerly (in existing red zone)

11(b). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

Polk Street, west side, from 24 feet to 44 feet north of Clay Street (converting general meter stall 1705)
(Supervisor District 3) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in two segments in the red zones at Polk and Clay Street.

Public Comments: No comments.

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

12(a). ESTABLISH – NO STOPPING, EXCEPT BICYCLES ESTABLISH – BIKESHARE STATION

Columbus Avenue, east side, from North Point Street to 28 feet southerly (in existing red zone)
Columbus Avenue, west side, from Leavenworth Street to 18 feet northwesterly (in existing red zone)

12(b). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

Columbus Avenue, east side, from 28 feet to 68 feet south of North Point Street (converting general meter stalls 1226 and 1224)
(Supervisor District 3) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com



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Proposal to install a bikeshare station in two segments in the red zones on Columbus at Leavenworth/North Point Streets and convert two general meters to yellow meters, adjacent to the UPS store.

Public Comments: Comment in support received during public hearing.

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

13(a). ESTABLISH – SPEED HUMP

Sagamore Street, westbound, 81 feet east of Orizaba Avenue

13(b). ESTABLISH – RED ZONE

Orizaba Avenue, west side, from Sagamore Street to 40 feet northerly (extends existing 15-foot red zone by 25 feet)

Alemaný Boulevard (eastbound), south side, from Sagamore Street to 25 feet westerly (extends existing 20-foot red zone by 5 feet and establishes painted safety zone)

13(c). ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS (RRFB)

Sagamore Street at Orizaba Avenue (westbound leg)

Alemaný Boulevard at Sagamore Street (eastbound leg)

13(d). ESTABLISH – TRAFFIC CALMING ISLANDS

Sagamore Street at Orizaba Avenue (westbound only) (establishes two traffic calming islands to delineate vehicle lanes and guide traffic)

13(e). ESTABLISH – NO U-TURN

Alemaný Boulevard, eastbound, at Sagamore Street

13(f). ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT BIKES

Sagamore Street, westbound, at Orizaba Avenue

13(g). ESTABLISH – RIGHT LANE MUST TURN RIGHT

Alemaný Boulevard, westbound, at Sagamore Street

13(h). ESTABLISH – YIELD

Alemaný Boulevard, westbound, at Sagamore Street/Brotherhood Way
(Supervisor District 11) (Approvable by the City Traffic Engineer) Joceline Suhaimi,
joceline.suhaimi@sfmta.com

Proposal to install improvements to the intersection of Alemaný Boulevard, Brotherhood Way, Sagamore Street, and Orizaba Avenue



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Public Comments: Comments in support received during public hearing. Suggestions made for more hardened infrastructure and green bike lanes. Concerns raised regarding parking impact due to red zones/painted safety zones and reduced access from EB Alemany to NB Orizaba.

Decision: Approved by the City Traffic Engineer for 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: May 29, 2026

cc: Directive File
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