Streets Division
Directive Order No. 7069

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Pursuant to the public hearing held on November 13, 2026, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 7062.

1. ESTABLISH – ONE-WAY STREET
Quint Street, eastbound, between Thomas Avenue and Maddux Avenue west property line (Supervisor District 10) (Requires approval by the SFMTA Board) Simon Qin, simon.qin@sfmta.com

Proposal to convert the 1700 block of Quint Street to one-way per the request from the neighborhood residents.

Public Comments: No comments.
Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

2. ESTABLISH – RAISED CROSSWALK
Lake Street at 5th Avenue (east leg) (Supervisor District 1) (Approvable by the City Traffic Engineer) Ellen Robinson, ellen.robinson@sfmta.com

Proposal to install a raised crosswalk at the uncontrolled east side crossing of Lake Street at 5th Avenue.

Public Comments: Received emails in support. Comments in support received during public hearing. Suggestion made to consider other traffic calming opportunities on Lake Street.
Decision: Approved by the City Traffic Engineer for implementation.

3. ESTABLISH – SPEED HUMPS
Pomona Street, between Thornton Avenue and Bay View Street (2 speed humps)
Flora Street, between Thornton Avenue and Bay View Street (2 speed humps)
(Supervisor District 10) (Approvable by the City Traffic Engineer) Jeffrey Banks, Jeffrey.Banks@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Dr. Charles Drew ES.

Public Comments: No comments.
Decision: Approved by the City Traffic Engineer for implementation.

4. ESTABLISH – SPEED HUMPS
Cherry Street, between Clay Street and Sacramento Street (1 speed hump)
Clay Street, between Arguello Boulevard and Cherry Street (2 speed humps)

(Supervisor District 2) (Approvable by the City Traffic Engineer) Jeffrey Banks, Jeffrey.Banks@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Claire Lilienthal Alternative School – Madison Campus.

Public Comments: No comments.
Decision: Approved by the City Traffic Engineer for implementation.

5(a). RESCIND – TOW-AWAY NO PARKING, PASSENGER LOADING, 7AM TO 8AM, 1:30PM TO 3PM, SCHOOL DAYS
43rd Avenue, east side, from 161 feet to 272 feet south of Kirkham Street (111-foot zone)

5(b). ESTABLISH – TOW-AWAY NO PARKING, PASSENGER LOADING, 7AM TO 8AM, 1:30PM TO 3PM, SCHOOL DAYS
43rd Avenue, east side, from 161 feet to 375 feet south of Kirkham Street (214-foot zone)

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

This proposal extends the length of the existing passenger loading zone to help reduce congestion during the school's pickup and drop-off hours.

Public Comments: Comments in support received during public hearing.
Decision: Approved by the City Traffic Engineer for implementation.

6(a). ESTABLISH – SPEED CUSHION
Excelsior Avenue, between Madrid Street and Edinburgh Street (1 speed cushion)
Excelsior Avenue, between Madrid Street and Lisbon Street (1 speed cushion)

6(b). ESTABLISH – SPEED HUMPS
Madrid Street, between Excelsior Avenue and Avalon Avenue (2 speed humps)
Madrid Street, between Brazil Avenue and Excelsior Avenue (2 speed humps)

(Supervisor District 11) (Approvable by the City Traffic Engineer) Jeffrey Banks, Jeffrey.Banks@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Monroe ES.

Public Comments: No comments.
Decision: Approved by the City Traffic Engineer for implementation.

7(a). RESCIND – PART-TIME BUS ZONE, 4 AM TO 8 PM, MONDAY THROUGH FRIDAY
6th Avenue, east side, from Cornwall Street to 100 feet southerly

7(b). ESTABLISH – BUS ZONE
California Street, south side, from 140 feet to 185 feet east of 6th Avenue (extends existing bus zone 45 feet)

(Supervisor District 1) (Requires approval by the SFMTA Board) Hester Yu, hester.yu@sfmta.com

Proposal to extend the terminal bus zone for the 44 O'Shaughnessy and remove the part-time terminal bus zone for the 1BX California B Express to improve transit operations.

Public Comments: No comments.
Decision: Item 7(a) withdrawn. Item 7(b) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

8(a). ESTABLISH – SPEED TABLES
A. Douglass Street, between 22nd Street and Alvarado Street (1 Speed Table)
B. Douglass Street, between Alvarado Street and 23rd Street (1 Speed Table)
C. Alvarado Street, between Douglass Street and Hoffman Street (1 Speed Table)

8(b). ESTABLISH – SPEED HUMPS
A. Eureka Street, between 22nd Street and 23rd Street (2 speed humps)
B. 23rd St, between Douglass Street and Eureka Street (1 speed humps)
C. 22nd Street, between Douglass Street and Worth Street (1 speed hump)

(Supervisor District 8) (Approvable by the City Traffic Engineer) Jacob Henke, Jacob.Henke@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Alvarado ES.

Public Comments: Received emails in support of Douglass Street, in opposition to Alvarado Street and regarding noise concerns on 23rd Street. No comments received during public hearing.
Decision: Approved by the City Traffic Engineer for implementation.

9(a). ESTABLISH – SPEED HUMPS
A. Ulloa Street, between 24th Avenue and 25th Avenue (1 Speed Hump)
B. Vicente Street, between 24th Avenue and 25th Avenue (1 Speed Hump)
C. 24th Avenue, between Vicente Street and Ulloa Street (2 Speed Humps)

9(b). ESTABLISH – SPEED TABLES

A. Ulloa Street, between 25th Avenue and 26th Avenue (1 Speed Table)
B. Ulloa Street, between 24th Avenue and 23rd Avenue (1 Speed Table)
C. Vicente Street, between 23rd Avenue and 24th Avenue (1 Speed Table)
D. Vicente Street, between 25th Avenue and 26th Avenue (1 Speed Table)

(Supervisor District 4) (Approvable by the City Traffic Engineer) Jacob Henke, Jacob.Henke@sfmta.com

Proposal to install traffic calming devices on blocks identified through a School Walk Audit at Feinstein ES.

Public Comments: Received emails in support overall and in opposition to devices not in front of the school prior to public hearing. Comments in support received during public hearing. Suggestion made for No U-Turn restriction, continental crosswalks and speed humps on 23rd Avenue. Question raised regarding implementation timeline.
Decision: Approved by the City Traffic Engineer for implementation.

10(a). ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY
Brook Street, both sides, between Mission Street and San Jose Avenue

10(b). ESTABLISH – ACCESSIBLE BLUE ZONE
Brook Street, south side, from 0 to 20 feet east of San Jose Avenue
Mission Street, west side, from 0 to 20 feet south of Kingston Street

(Supervisor District 9) (Requires Approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com, Kenya Wheeler, kenya.wheeler@sfmta.com

Proposal to convert the unit block of Brook Street to General Metered Parking (approximately 7 spaces) with no time limits, from 9AM to 6PM Monday through Saturday to increase parking turnover and availability in the area.

Public Comments: No comments.
Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

11(a). ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)
Valencia Street, east side, between 18th Street and 19th Street

11(b). ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S (Eligibility only, no signs)
Valencia Street, west side, between 18th Street and 19th Street

(Supervisor District 9) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area I and S to this block facing restricted street parking to allow the residents to purchase parking permits for their vehicle to park within Area I (east side of the street) and S (west side of the street)

Public Comments: No comments.
Decision: Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

12(a). RESCIND – TOW-AWAY, NO STOPPING, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY
1st Street, west side, from Howard Street to Clementina Street

12(b). RESCIND – YELLOW METERED ZONE, SIX-WHEEL COMMERCIAL LOADING, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY
1st Street, west side, from 64 feet to 84 feet east of Tehama Street (20-foot zone)

12(c). ESTABLISH – YELLOW METERED ZONE, SIX-WHEEL COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY
1st Street, west side, from 44 feet to 84 feet east of Tehama Street (40-foot zone)

(Supervisor District 6) (Requires approval by the SFMTA Board) Broderick Paulo, broderick.paulo@sfmta.com

Proposal to rescind the PM peak-period tow-away zone that is no longer operationally viable due to the installation of a bulb-out at Clementina Street, and to increase metered six-wheel commercial loading spaces and revise their operating hours.

Public Comments: No comments.
Decision: Clarified side of street as west side. Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

13. ESTABLISH – NO TURN ON RED
All signalized intersection approaches where jointly
i) a NO TURN ON RED regulation does not currently exists, and
ii) where the turn conflicts with any marked pedestrian crosswalk, and
iii) within the area bounded by a point where the northerly line of Broadway meets the easterly line of The Embarcadero, thence northwesterly along the northeasterly line of Embarcadero to the westerly line of Taylor St, thence southerly along the westerly line of Taylor Street to the northerly line of Jefferson Street, thence westerly along the northerly line of Jefferson Street to the westerly line of Hyde Street, thence southerly along the westerly line of Hyde Street to the northerly line of Beach Street, thence westerly along the northerly line of Beach Street to the westerly line of Polk Street, thence southerly along the westerly line of Polk Street to the northerly line of North Point Street,

thence westerly along the northerly line of North Point Street to the westerly line of Van Ness Avenue, thence southerly along the westerly line of Van Ness Avenue to northerly line of Bay Street, thence westerly along the northerly line of Bay Street to the westerly line of Gough Street, thence southerly along the westerly line of Gough Street to the northerly line of Market Street, thence northeasterly along the northerly line of Market Street to the easterly line of Van Ness Avenue, thence northerly along the easterly line of Van Ness Avenue to the southerly line of Bush Street, thence easterly along the southerly line of Bush Street to the westerly line of Powell, thence northerly along the westerly line of Powell Street to southerly line of Columbus Avenue, thence northwesterly along the southerly line of Columbus Avenue to the northerly line of Chestnut Street, thence easterly along the northerly line of Chestnut Street to the easterly line of Columbus Avenue, thence southeasterly along the easterly line of Columbus Avenue to the northerly line of Broadway, thence easterly along the northerly line of Broadway to the point of commencement, or within the area bounded by a point where the southerly line of Market Street meets the westerly line of 11th Street, thence southwesterly along the southerly line of Market Street to the westerly line of Sanchez Street, thence southerly along the westerly line of Sanchez Street to the southerly line of 18th Street, thence easterly along the southerly line of 18th Street to the westerly line of Harrison Street, thence southerly along the westerly line of Harrison Street to the southerly line of 18th Street, thence easterly along the southerly line of 18th Street to the easterly line of San Bruno Avenue, thence northerly along the easterly line of San Bruno Avenue to the southerly line of 16th Street, thence easterly along the southerly line of 16th Street to the easterly line of Missouri Street, thence northerly along the easterly line of Missouri Street to the northerly line of 16th Street, thence westerly along the northerly line of 16th Street to the easterly line of San Bruno Avenue, thence northerly along the easterly line of San Bruno Avenue to the northerly line of Division Street, thence westerly along the northerly line of Division Street to the northerly line of 13th Street, thence westerly along the northerly line of 13th Street to the northwesterly line of extension of Howard Street, thence northeasterly along the northwesterly line of extension of Howard Street to the westerly line of 11th Street, thence northwesterly along the westerly line of 11th Street to the point of commencement.

(Supervisor District 2, 3, 5, 6, 8, 9, 10) (Approvable by the City Traffic Engineer) Nikki Kobayashi, nikki.kobayashi@sfmta.com

Proposal to install an area-wide NO TURN ON RED regulation on or near major transit and vehicle thoroughfares peripheral to the existing NO TURN ON RED areas in the Tenderloin and Downtown core.

Public Comments: Received emails in support and in opposition. Comments in support received during public hearing citing pedestrian safety benefits and potentially reduced crashes and conflicts, as well as suggestion for future expansion on other HIN corridors and citywide. Comments in opposition received during public hearing with concerns regarding delay and added costs for taxi passengers, especially during quiet overnight hours. Suggestions made for a time-of-day restriction instead of 24/7, or have traffic signals flash overnight to allow turns on red.
Decision: Approved by the City Traffic Engineer for implementation.

14. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION
Beach Street, north side, from 37 feet to 126 feet east of Polk Street (in the bike lane buffer) (Supervisor District 2) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bikeshare station in the buffer adjacent to the two-way bikeway on the north side of Beach Street, east of Polk Street.

Public Comments: No comments.
Decision: Item withdrawn.

15. ESTABLISH – NO STOPPING, EXCEPT BICYCLES
ESTABLISH – BIKESHARE STATION
Mason Street, west side, from 30 feet to 130 feet south of Ellis Street (Supervisor District 5) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to temporarily move the bikeshare station on Cyril Magnin Street at Ellis Street to the parking lane on the west side of Mason Street, south of Ellis Street, to accommodate sewer work.

Public Comments: No comments.
Decision: Approved by the City Traffic Engineer for implementation.

GENERAL COMMENTS:

- Comment received regarding the need for adequate warning ahead of traffic calming devices, as well as proper markings on the devices themselves
- Question received regarding why item 14 was not being heard at the hearing

*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.

Streets Division
Directive Order No. 7069

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Approved:

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for Ricardo Olea
City Traffic Engineer

Date: November 20, 2026

cc: Directive File
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