



Streets Division Directive Order No. 7000

Sustainable Streets Division Directive Order No. 7000

Pursuant to the public hearing held on April 3, 2026, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6991.

1. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB)

Williams Avenue at Apollo Street

Innes Avenue at Arelious Walker Drive

(Supervisor District 10) (Approvable by the City Traffic Engineer) Daniel Carr, daniel.carr@sfmta.com

This project will add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at two intersections in the Bayview neighborhood. This location was selected for an RRFB treatment as part of the Bayview Community Based Transportation Plan.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

2. ESTABLISH – STOP SIGN

Kirkwood Avenue, westbound, at Phelps Street (Supervisor District 10) (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. #

3. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J (Eligibility only, no signs)

Stanyan Street, east side, between Page Street and Haight Street (650 and 670-672 Stanyan only) (Supervisor District 5) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area J to parcels facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area J.

Public Comments: No comments.

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

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

Post Street, both sides, between Franklin Street and Gough Street (Supervisor District 2) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com



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Extending RPP Area G to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area G

Public Comments: No comments.

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

5. ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT VEHICLES WITH PERMIT FROM THE SFMTA

6th Street, west side, from 202 feet to 222 feet north of Brannan Street (space # 532) (Supervisor District 6) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Proposal to convert 1 metered space fronting 564 6th Street, to SF Adult Probation Department restricted parking, allowing for vehicles with a permit from the SFMTA only, to park in proposed area.

Public Comments: Received comment in support during public hearing.

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

6. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J (Eligibility only, no signs)

17th Street, north side, between Clayton Street and Roosevelt Way (Supervisor District 8) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area J to parcels facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area J.

Public Comments: No comments.

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

7. RESCIND – NO PARKING, 8AM TO 3PM, SCHOOL DAYS ESTABLISH – NO PARKING, 8AM TO 9AM, 3PM TO 4PM, SCHOOL DAYS

De Montfort Avenue, south side, from 20 feet west of Jules Avenue to Ashton Avenue (Supervisor District 11) (Approvable by the City Traffic Engineer) Andre Wright, Andre.Wright@sfmta.com

This proposal modifies the existing parking restriction to complement the school's loading zone and allow general parking outside of the hours for pickup and drop off.

Public Comments: Received comment in support during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.



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8. RESCIND – TOW-AWAY, NO STOPPING, ACCESSIBLE SCHOOL BUS LOADING ZONE, 7:30AM TO 8:30AM, 1:30PM TO 3:30PM

42nd Avenue, east side, from 21 feet to 53 feet south of Santiago Street (32-foot zone) (Supervisor District 4) (Approvable by the City Traffic Engineer) Andre Wright, Andre.Wright@sfmta.com

This proposal removes an existing school bus loading zone which no longer serves K-12 school(s).

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

9(a). RESCIND – TOW AWAY, NO PARKING, PASSENGER LOADING, 7AM TO 10AM, 1PM TO 4PM, MONDAY THROUGH FRIDAY

416 Bay Street, north side, from 21 feet to 60 feet west of Mason Street, at meter stalls no. 404 and 406 (39-foot zone)

9(b). ESTABLISH – TOW AWAY, NO PARKING, PASSENGER LOADING, 7AM TO 10AM, 1PM TO 4PM, MONDAY THROUGH FRIDAY

416 Bay Street, north side, from 6 feet to 60 feet west of Mason Street, at meter stalls no. 402, 404, and 406 (54-foot zone)

(Supervisor District 3) (Approvable by the City Traffic Engineer) Andre Wright, Andre.Wright@sfmta.com

This proposal extends the existing loading zone to better accommodate the vehicles picking up and dropping off at AccessSFUSD: The Arc.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

10(a). RESCIND – TOW-AWAY, NO STOPPING, SCHOOL BUS LOADING, 7:30AM TO 6PM, SCHOOL DAYS

"1551" Newcomb Avenue, from 140 feet to 250 feet west of Lane Street (110-foot zone)

10(b). ESTABLISH – TOW-AWAY, NO STOPPING, SCHOOL BUS LOADING, 7AM TO 9AM, 12PM TO 2PM, SCHOOL DAYS

Newcomb Avenue, south side, from 139 feet to 208 feet west of Lane Street

10(c). ESTABLISH – TOW-AWAY, NO PARKING, PASSENGER LOADING, 7AM TO 9AM, 12PM TO 2PM, SCHOOL DAYS

Newcomb Avenue, south side, from 208 feet to 395 feet west of Lane Street

(Supervisor District 10) (Approvable by the City Traffic Engineer) Andre Wright, Andre.Wright@sfmta.com



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This proposal implements a passenger loading zone and aligns the school bus loading time for pickup and drop off to reduce double parking and allow general parking outside of the loading hours.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

11(a). RESCIND – 2-HOUR PARKING, 8AM TO 6PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA Q PERMITS

Broderick Street, east side, between Oak Street and Fell Street

11(b). RESCIND – 2-HOUR PARKING 8AM TO 6PM

Broderick Street, west side, between Fell Street and Oak Street

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

Broderick Street, both sides, between Fell Street and Oak Street

11(d). RESCIND – 2-HOUR PARKING, 9AM TO 8PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA Q PERMITS

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

Oak Street, north side, between Broderick Street and Divisadero Street

(Supervisor District 5) (Requires approval by the SFMTA Board) Kenya Wheeler,
Kenya.wheeler@sfmta.com

Requested by SFMTA staff to address parking availability and turnover issues on Broderick Street and the adjacent Oak Street corridor. This proposal would convert the existing unmetered loading zone on the east side of the 300 block of Broderick Street to a Yellow Metered Loading zone, rescind the existing 2-hour parking regulations, and establish 4-hour time limit general metered parking on both sides of Broderick Street between Oak Street and Fell Street.

Public Comments: Received emails in opposition prior to and after public hearing. Comments in opposition received during public hearing. Concerns raised regarding financial impact of the proposal.

Decision: Item on hold for further outreach.

GENERAL COMMENTS:

- None



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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:


for Ricardo Olea
City Traffic Engineer

Date: April 10, 2026

cc: Directive File
RO:MT:mt