



Streets Division Directive Order No. 6892

Sustainable Streets Division Directive Order No. 6892

Pursuant to the public hearing held on May 2, 2025, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6887.

1. RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY ESTABLISH – RED ZONE

O'Farrell Street, north side, from 12 feet to 34 feet east of Saint Joseph's Avenue
O'Farrell Street, north side, from Saint Joseph's Avenue east curb line to 22 feet westerly
(removes 2220-G and 2224-G for daylighting)
(Supervisor District 2) (Approvable by the City Traffic Engineer) Alvin Lam, alvin.lam@sfmta.com

Proposal to remove two green metered spaces for daylighting at the request of Kaiser.

Public Comments: Comment in support.

Decision: Approved by the City Traffic Engineer for implementation.

2. RESCIND – PARALLEL PARKING ESTABLISH – PERPENDICULAR PARKING

22nd Street, south side, between Kansas Street and Rhode Island Street
22nd Street, north side, between Rhode Island Street and De Haro Street
(Supervisor District 10) (Requires approval by the SFMTA Board) Juan Hernandez,
juan.hernandez@sfmta.com

Proposal to formalize perennial perpendicular parking patterns.

Public Comments: Email received prior to public hearing seeking clarification. Comments received during public hearing in support of formalizing the past practice. Questions raised regarding timeline for formal establishment, future enforcement efforts and adjudication of past citations issued.

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

3. ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME

Lincoln Way, north side, from 20 feet to 60 feet east of 45th Avenue (Supervisor District 4) (Requires approval by the SFMTA Board) Juan Hernandez, juan.hernandez@sfmta.com

Proposal to extend existing daylighting to improve visibility.

Public Comments: No comments.

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



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4. ESTABLISH – SPEED CUSHION

Valmar Terrace, between Peru Avenue and Athens Street (1 3-Lump Cushion) (Supervisor District 11) (Approvable by the City Traffic Engineer) Peter Garcia, peter.garcia@sfmta.com

Proposal to add a 3-lump speed cushion on Valmar Terrace after residents and the District Supervisor requested modern speed humps to replace obsolete speed bumps.

Public Comments: No comments.

Decision: Item withdrawn by staff.

5(a). ESTABLISH – SPEED CUSHION

Athens Street, between Peru Avenue and Valmar Terrace (1 3-Lump Cushion)

5(b). ESTABLISH – SPEED TABLE

Athens Street, between Madison Street and Peru Avenue
(Supervisor District 11) (Approvable by the City Traffic Engineer) Peter Garcia,
peter.garcia@sfmta.com

Proposal, at the request of residents and the District Supervisor, to add a 3-lump speed cushion on Athens Street, south of Peru Avenue and a speed table on Athens Street, north of Peru Avenue to replace obsolete speed bumps.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

6(a). ESTABLISH – SPEED TABLES

A. Leland Avenue at Peabody Street (2 Speed Tables, East Leg and West Leg, Tables will be placed in front of the crosswalk/stop bar and extend across the entire roadway)

B. Leland Avenue at Cora Street (1 Split Speed Table, East Leg and West Leg, Table will be placed directly in front of the crosswalk/stop bar and extend across one lane only)

C. Leland Avenue at Delta Street (1 Split Speed Table, East Leg and West Leg, Table will be placed directly in front of the crosswalk/stop bar and extend across one lane only)

6(b). ESTABLISH – SPEED CUSHIONS

A. Leland Avenue, between Bayshore Boulevard and Desmond Street (1 4-Lump Cushion)

B. Leland Avenue, between Desmond Street and Alpha Street (1 4-Lump Cushion)

C. Leland Avenue, between Rey Street and Elliot Street (1 3-Lump Cushion)

D. Leland Avenue, between Britton Street and Loehr Street (1 3-Lump Cushion)

E. Leland Avenue, between Loehr Street and Sawyer Street (1 3-Lump Cushion)

F. Leland Avenue, between Sawyer Street and Hahn Street (1 3-Lump Cushion)



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(Supervisor District 10) (Approvable by the City Traffic Engineer) Peter Garcia,
peter.garcia@sfmta.com

Proposal to install traffic calming devices on the blocks at the request of block residents. Leland Avenue has received multiple Traffic Calming requests by residents for multiple blocks, so a comprehensive Traffic Calming plan for the whole corridor has been developed here.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

7(a). RESCIND – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

23rd Street, south side, from Church Street to 16 feet westerly

7(b). ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

23rd Street, south side, from 20 feet to 37 feet west of Church Street

7(c). ESTABLISH – RED ZONE

23rd Street, south side, from Church Street to 20 feet westerly

7(d). RESCIND – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

Genessee Street, east side, from 19 feet to 59 feet south of Monterey Boulevard

7(e). ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT PERMITTED CAR SHARE

Genessee Street, east side, from 30 feet to 50 feet south of Monterey Boulevard

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

Genessee Street, east side, from Monterey Boulevard to 30 feet southerly
(Supervisor Districts 7 & 8) (Requires approval by the SFMTA Board) Andy Thornley,
andy.thornley@sfmta.com

Proposal to rescind and re-establish existing on-street car share parking spaces to insert proper intersection daylighting, per Assembly Bill 413.

Public Comments: No comments.

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

**8. RESCIND – PERPENDICULAR PARKING
ESTABLISH – PARALLEL PARKING**

Connecticut Street, west side, from 129 feet to 165 feet south of 26th Street (Supervisor District 10)
(Requires approval by the SFMTA Board) Edward Tang, edward.tang@sfmta.com



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Proposal to convert perpendicular parking to parallel parking due to sidewalk construction at 1920 Cesar Chavez.

Public Comments: Received several emails in opposition, citing concerns about parking loss, prior to public hearing. Comment received during public hearing regarding outreach, street width and existing parking time limit regulation.

Decision: Noted typo on the public hearing agenda regarding the CEQA clearance date, which is December 2, 2024 and not March 12, 2025 as indicated on the agenda.

Item will be brought back to a future public hearing with a modification in the proposal.

9(a). ESTABLISH – TOW AWAY NO STOPPING ANYTIME

- A.** Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way
- B.** Winston Drive, north side, from 198 feet to 248 feet east of Lake Merced Boulevard
- C.** Winston Drive, north side, from Buckingham Way to 30 feet west

9(b). ESTABLISH – CLASS IV PROTECTED BIKEWAY (TWO-WAY)

Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way

9(c). ESTABLISH – BUS ZONE

Winston Drive, north side, from 98 feet to 198 feet east of Lake Merced Boulevard (converts existing flag stop to a bus zone)

Winston Drive, north side, from 50 feet to 170 feet west of Buckingham Way (converts existing flag stop to a bus zone)

9(d). ESTABLISH – LEFT LANE MUST TURN LEFT

Winston Drive, eastbound, from Lake Merced Boulevard to 455 feet easterly
(Supervisor Districts 4 & 7) (Requires approval by the SFMTA Board) Mike Sallaberry,
Mike.Sallaberry@sfmta.com

Proposal to install a new two-way bike lane with bus improvements along Winston Drive, between Lake Merced Boulevard and Buckingham Way.

Public Comments: Concern raised regarding parking loss for SFSU residents. Comment in support for bike infrastructure improvements. Suggestion for City to work to support displaced RV residents from Winston.

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



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GENERAL COMMENTS:

- Comment received regarding displacement of RV residents and the need for City departments to be supportive of the vulnerable population
- Comment received regarding pavement markings on speed humps. Suggestion made to have markings in advance of the humps, possibly paid for by residents requesting the humps
- Comment received stating that engineering designs should be inclusive for all users, advocating for better collaboration and coordination amongst City departments to work with vulnerable population and people experiencing homelessness

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 9, 2025

cc: Directive File
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