



Streets Division Directive Order No. 6898

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Pursuant to the public hearing held on June 27, 2025, traffic movement and safety may be improved by the changes approved below.

1. Geary Boulevard between 21st Avenue and 20th Avenue – Extending Dual-Use Zone and Changing Operating Hours

1a) RESCIND – METERED GREEN ZONE, SHORT-TERM PARKING, 30-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY

1b) RESCIND – DUAL USE ZONE: METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY; AND GENERAL LOADING ZONE, 5-MINUTE LIMIT, 9AM TO 3PM, SATURDAY AND SUNDAY

1c) ESTABLISH – DUAL USE ZONE: METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 12PM, MONDAY THROUGH FRIDAY; AND GENERAL LOADING ZONE, 5-MINUTE LIMIT, 12PM TO 6PM, MONDAY THROUGH FRIDAY, AND 9AM TO 3PM, SATURDAY AND SUNDAY

5636 Geary Boulevard, north side, from 53 feet to 100 feet east of 21st Avenue at meter stall numbers 5620 and 5622 (47-foot zone), Richmond, Supervisor District 1, Geary Project, ImproveGeary@sfmta.com.

Proposal to convert the existing green zone to a new dual-use loading zone, effectively extending the adjacent dual-use loading zone westwards, and updating the existing dual-use loading zone's hours to better accommodate loading operations for adjacent businesses.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.

2. 15th Avenue between Clement Street and Tacoma Street – Establishing Disabled Parking

ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES

“301” 15th Avenue, west side, from Clement Street to 24 feet southerly (24-foot zone), Inner Richmond, Supervisor District 1, Color Curb Program, ccp@sfmta.com.

Per application for disabled parking to access Clement Street shops.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.



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3. Powell Street between Washington Street and Clay Street – Establishing a Passenger Loading Zone

ESTABLISH - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 6PM, DAILY

1005 Powell Street, west side, from 35 feet to 75 feet north of Clay Street (40-foot zone), Chinatown, Supervisor District 3, Color Curb Program, ccp@sfmta.com.

The proposed passenger loading zone would provide a space for pickups and drop-offs at a 64-unit SRO (single residential occupancy) building.

Public Comments: Staff who applied for the zone spoke in support as the building's tenants are primarily seniors who need space for safe pickups and drop-offs. As part of their work rehabilitating the building they have incorporated an accessible path to the entrance and other ADA elements.

Decision: Approved by the City Traffic Engineer for implementation.

4. Commercial Street between Grant Avenue and Kearny Street – Extending and Removing a Commercial Loading Zone

4a) **ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY**

735 Commercial Street, south side from 133 feet to 153 feet west of Kearny Street at meter stall number 715 (20-foot zone)

4b) **RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY**

721 Commercial Street, south side from 69 feet to 91 feet west of Kearny Street at meter stall number 709 (22-foot zone), Chinatown, Supervisor District 3, ccp@sfmta.com.

Per request from culinary school an existing commercial loading zone would be extended to provide a loading space that fits delivery vehicles. A historical zone would be removed as the original requestor is no longer a tenant.

Public Comments: The business applying for the zone spoke in support. They are a non-profit organization with a training program, and they need space for deliveries, and the current one space loading zone is too small. A member of the public stated that they need more space and asked if staff considered making this six-wheel loading and if the applicant was offered that option. They asked what types of vehicles they get and if this space meets their needs.

Decision: Approved by the City Traffic Engineer for implementation.



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5. **Eddy Street between Hyde Street and Leavenworth Street – Changing the Hours of a Passenger Loading Zone**
5a) **RESCIND - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 6PM TO 1AM, DAILY**
5b) **ESTABLISH - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 2PM TO 11PM MONDAY THROUGH FRIDAY, AND 10AM TO 11PM SATURDAYS AND SUNDAYS**
466 Eddy Street, north side, from 112 feet to 134 feet east of Hyde Street, at meter stall number 434 (22-foot zone), Tenderloin, Supervisor District 5, Color Curb Program, ccp@sfmta.com.

The hours of the existing passenger loading zone would be changed to better meet the needs of the new tenant, a spa and restaurant.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.

6. **Clementina Street between 5th Street and 6th Street – Establishing a Commercial Loading Zone**
ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY
“495” Clementina Street, south side, from 6th Street to 25 feet easterly (25-foot zone), South of Market, Supervisor District 6, Color Curb Program, ccp@sfmta.com.

The proposed loading zone would provide space for a business to load supplies in and out of their building.

Public Comments: The applicant, a non-profit organization, Hands on Bay Area, spoke in support of the proposal. Currently, there is a parking lot they can utilize but the proposed zone would provide additional space for loading near their entrance as they need to load and unload project materials throughout the day.

Decision: Approved by the City Traffic Engineer for implementation.

7. **6th Street between Howard Street and Folsom Street – Establishing a Commercial Loading Zone**
ESTABLISH - METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY
210 6th Street, west side, from 35 feet to 79 feet south of Howard Street at meter stall numbers 206 and 208 (44-foot zone), South of Market, Supervisor District 6, Shayda Rager, shayda.rager@sfmta.com.

Proposal to add commercial loading to accommodate loading for a restaurant.



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Public Comments: The restaurant requesting the zone spoke in support of the proposal as currently they do not have loading space and must double park. As a result, some vendors have been refusing delivery of goods because there is no place to load so they would really appreciate having this zone.

Decision: Approved by the City Traffic Engineer for implementation.

8. 7th Street Between Brannan Street and Townsend Street – Shifting a Blue Zone, Establishing Daylighting and Accessible Passenger Loading

8a) **RESCIND – BLUE ZONE, DISABLED PARKING, AT ALL TIMES**

"604" 7th Street, west side, from 19 feet to 38 feet south of Brannan Street (19-foot zone)

8b) **ESTABLISH - RED ZONE, NO STOPPING ANYTIME**

"602" 7th Street, west side, from 0 feet to 26 feet south of Brannan Street (26-foot zone)

8c) **ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES**

"604" 7th Street, west side, from 26 feet to 50 feet south of Brannan Street (24-foot zone)

8d) **ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 10PM, DAILY**

"608" 7th Street, west side, from 50 feet to 150 feet south of Brannan Street (100-foot zone), South of Market, Supervisor District 6, Broderick Paulo,

broderick.paulo@sfmta.com

The proposed changes are part of the development review process through the Street Design Advisory Team for a new mixed-use building with residential and commercial space.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.

9. Brannan Street Between 8th Street and 7th Street - Establishing a Commercial Loading Zone

ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY

"805" Brannan Street, south side, from 20 feet to 62 feet west of 7th Street, at meter stall numbers 805 and 807 (42-foot zone), South of Market, Supervisor District 6, Broderick Paulo, broderick.paulo@sfmta.com

The proposed changes are part of the development review process through the Street Design Advisory Team for a new mixed-use building with residential and commercial space.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.



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10. Ashbury Street between Oak Street and Page Street - Establishing Accessible Parking and Daylighting

10a) ESTABLISH – RED ZONE, NO STOPPING ANYTIME

"404" Ashbury Street, east side, from 0 feet to 20 feet south of Oak Street (20-foot zone)

10b) ESTABLISH - BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES

"404" Ashbury Street, east side, from 20 feet to 40 feet south of Oak Street (20-foot zone), Haight Ashbury, Supervisor District 5, Forest Barnes, forest.barnes@sfmta.com.

This zone was requested by community members for improved access to the Panhandle.

Public Comments: A member of the public stated that the proposed zone is a violation of Caltrans and Federal accessibility standards and that there is not a clear path of travel. They also submitted comments against the proposal via email. Staff clarified that this proposal has been reviewed and meets state and federal accessibility requirements.

Decision: Approved by the City Traffic Engineer for implementation.

11. Oak Street between Central Avenue and Masonic Avenue - Establishing Accessible Parking and Daylighting

11a) ESTABLISH – RED ZONE, NO STOPPING ANYTIME

"1519" Oak Street, south side, from 0 feet to 20 feet west of Central Avenue (20-foot zone)

11b) ESTABLISH - BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES

"1519" Oak Street, south side, from 20 feet to 40 feet west of Central Avenue (20-foot zone), Haight Ashbury, Supervisor District 5, Forest Barnes, forest.barnes@sfmta.com

This zone was requested by community members for improved access to the Panhandle.

Public Comments: A member of the public stated that the proposed zone is a violation of Caltrans and Federal accessibility standards. They asked for the name of the licensed traffic engineer who reviewed the item and if they were present at the hearing as they needed to understand what was being proposed. They also submitted comments against the proposal via email. Staff clarified that this proposal has been reviewed and meets state and federal accessibility requirements.

Decision: Approved by the City Traffic Engineer for implementation.

12. Cole Street between Oak Street and Page Street - Establishing Accessible Parking and Daylighting

12a) ESTABLISH – RED ZONE, NO STOPPING ANYTIME

"400" Cole Street, east side, from 0 feet to 20 feet south of Oak Street (20-foot zone)

12b) ESTABLISH - BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES

"400" Cole Street, east side, from 20 feet to 40 feet south of Oak Street (20-foot zone), Haight Ashbury, Supervisor District 5, Forest Barnes, forest.barnes@sfmta.com

This zone was requested by community members for improved access to the Panhandle.



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Public Comments: A member of the public stated that the proposed zone is a violation of Caltrans and Federal accessibility standards. They also submitted comments against the proposal via email. Staff clarified that this proposal has been reviewed and meets state and federal accessibility requirements.

Decision: Approved by the City Traffic Engineer for implementation.

13. Shrader Street between Oak Street and Page Street - Establishing Accessible Parking

13a) ESTABLISH - BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES

"403" Shrader Street, west side, from 5 feet to 25 feet south of Oak Street (20-foot zone), Haight Ashbury, Supervisor District 5, Forest Barnes, forest.barnes@sfmta.com

This zone was requested by community members for improved access to the Panhandle.

Public Comments: A member of the public asked how this proposal meets Federal accessibility requirements. They also submitted comments against the proposal via email. Staff clarified that this proposal has been reviewed and meets state and federal accessibility requirements.

Decision: Approved by the City Traffic Engineer for implementation.

14. Hugo Street between 3rd Avenue and 4th Avenue – Establishing Short-Term Parking and Daylighting

14a) ESTABLISH – RED ZONE, NO STOPPING ANYTIME

"201" Hugo Street, south side, from 1 foot (just past stop bar) to 11 feet west of 3rd Avenue (10-foot zone)

14b) ESTABLISH – GREEN ZONE, SHORT-TERM PARKING, 10-MINUTE LIMIT, 9AM TO 6PM, DAILY

"201" Hugo Street, south side, from 11 feet to 31 feet west of 3rd Avenue (20-foot zone), Inner Sunset, Supervisor District 7, Color Curb Program, ccp@sfmta.com.

Per applicant request, this would provide short-term customer parking for a corner grocery store.

Public Comments: Item 14 and item 15 were heard together as they are for the same business located on the corner of Hugo and 3rd Avenue. The owner of the corner store spoke in support of the proposed yellow zone as it would provide space for delivery vehicles for their store as well as the neighboring restaurant and laundry as well as FedEx, UPS, and Amazon. Currently trucks double park or block driveways. The proposed green zone would provide space for their customers who are quickly picking up items. A resident who lives across the street spoke in opposition to the proposal as this is not a citywide neighborhood commercial center and they don't really need loading as it is fine if a truck double parks. They also stated that there is loading on Irving that trucks can use. The same resident submitted an email in opposition also adding that there has never been loading here and it is not needed and will take away parking. A member of the public



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stated that the items should not be approved due to a lack of community engagement, the hours should be addressed and that six-wheel loading should be considered as the space will be too small. The building owner and former manager of the corner store submitted an email in support of the proposed zones stating that they had a green and yellow zone when they managed the store and that these zones helped avoid congestion and street blockages which is important for safety because Hugo is a narrow street and a bike route, cars and trucks get stuck if someone double parks.

Decision: Approved by the City Traffic Engineer for implementation.

15. 3rd Avenue between Hugo Street and Irving Street – Establishing a Commercial Loading Zone

ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 4PM, MONDAY THROUGH FRIDAY

“1251” 3rd Avenue, west side from Hugo Street to 27 feet southerly (27-foot zone), Inner Sunset, Supervisor District 7, Color Curb Program, ccp@sfmta.com.

The proposed commercial loading zone would serve several neighborhood businesses including a corner store and restaurant as would help reduce double parking.

Public Comments: See comments for item number 14 as items 14 and 15 were heard together as they are for the same business located on the corner of Hugo and 3rd Avenue.

Decision: Approved by the City Traffic Engineer for implementation.

16. 18th Street between Diamond Street and Collingwood Street – Removing a Passenger Loading Zone

RESCIND - WHITE ZONE, ACCESSIBLE PASSENGER LOADING, 5-MINUTE LIMIT, 10AM - 10PM, DAILY

4230 18th Street, north side, from 90 feet to 112 feet east of Diamond Street (22-foot zone), Castro, Supervisor District 8, Color Curb Program, ccp@sfmta.com.

Removing a zone for non-payment.

Public Comments: A resident on this block of 18th Street stated their opposition to the removal of this loading zone as it is used by their friend who is disabled, and it provide a big service for people being picked up and dropped off in the neighborhood. A member of the public asked what would happen to this space if the loading zone was removed and how many spaces would be impacted. Staff clarified that it would become general metered parking and that it was one space. Staff also stated that it could potentially be converted into a blue zone if the space met accessibility requirements. The same member of the public also sent an email in opposition stating that the white zone should be returned to general metered parking as more parking is needed. They also highlighted some inconsistencies between the meter drawing and what is on the street. Staff followed up stating that they will work on getting the meter drawing corrected.

Decision: The SFMTA has received payment for this zone. Item not approved by the City Traffic Engineer for implementation.



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17. 25th Avenue between Quintara Street and Rivera Street – Changing a School Bus Zone to Passenger Loading

17a) RESCIND - SCHOOL BUS LOADING ZONE, 7:30AM TO 4:30PM, SCHOOL DAYS

17b) ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY

2100 25th Avenue, east side, from 20 feet to 120 feet south of Quintara Street (100-foot zone), Sunset, Supervisor District 4, Color Curb Program, ccp@sfmta.com.

This facility is now being used by the Department of Public Health - California Children Services Medical Therapy Program/Unit and the change in zone type and days and hours would better meet their needs.

Public Comments: Staff from the school district, who also occupy this building, spoke in support of the proposed zone changes. They noted that Department of Public Health operations run year-round not just on school days to ensure that there is space for clients to be dropped off. In addition, clients are dropped off in different types of vehicles not just school buses. A member of the public stated that since this is serving a medical facility it has to be accessible and wants to know what licensed traffic engineer reviewed it. Staff clarified that this is not an accessible passenger loading zone but rather an existing zone where the zone hours are being changed which does not trigger accessibility requirements.

Decision: Approved by the City Traffic Engineer for implementation.

18. Carolina Street between 16th Street and 17th Street - Establishing a Passenger Loading Zone

ESTABLISH - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, AT ALL TIMES

“205” Carolina Street, east side, from 10 feet to 54 feet south of 16th Street (44-foot zone), South of Market, Supervisor District 6, Color Curb Program, ccp@sfmta.com.

The proposed passenger loading zone would provide pickup and drop-off space for a residential building.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.

19. Wisconsin Street between 16th Street and 17th Street - Establishing a Passenger Loading Zone

ESTABLISH - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, AT ALL TIMES

“110” Wisconsin Street, west side from, 34 feet to 50 feet and from 62 feet to 84 feet south of 16th Street (16-foot zone and 22-foot zone), Potrero Hill, Supervisor District 6, Color Curb Program, ccp@sfmta.com.



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The proposed passenger loading zone would provide pickup and drop-off space for a residential building.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.

20. 17th Street between Mission Street and Capp Street – Establishing a Commercial Loading Zone

ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH FRIDAY

3265 17th Street, south side, from 45 feet to 89 feet west of Capp Street, at meter stall numbers 3233 and 3235 (44-foot zone), Mission, Supervisor District 9, Color Curb Program, ccp@sfmta.com.

This proposal would provide space for commercial deliveries for a food business.

Public Comments: A representative of the owner of the building spoke in support as the proposed zone will provide loading space for their tenants who do warehousing and other businesses that do deliveries.

Decision: Approved by the City Traffic Engineer for implementation.

21. Silver Avenue between San Bruno Avenue and Barneveld Avenue – Establishing Accessible Parking

ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES

1525 Silver, north side from 20 to 44 feet east of Barneveld Avenue (24-foot zone), Excelsior, Supervisor District 9, Color Curb Program, ccp@sfmta.com.

Per application for access from Silver Avenue Family Health Center for patients, visitors and staff.

Public Comments: A representative from the Silver Avenue Family Health Center spoke in support of the item as many of their clients and visitors have disabilities and need disabled parking. A member of the public stated that in their opinion this was a violation of Caltrans and Federal Accessibility requirements, because the access ramp is not in the back and does not provide space for a rear lift and it does not have a clear path of travel and it will force people to go into the travel lane and the SFMTA will be liable for a death. Staff clarified that this proposal has been reviewed and meets state and federal accessibility requirements.

Decision: Approved by the City Traffic Engineer for implementation.



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22. Ocean Avenue between Capital Avenue and Faxon Avenue – Establishing a Commercial Loading Zone

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

1616 Ocean Avenue, north side from 14 feet to 57 feet west of Capitol Avenue in meter stall numbers 1606 and 1608 (44-foot zone), West of Twin Peaks, Supervisor District 7, Color Curb Program, ccp@sfmta.com.

Per request from market for curb access to load.

Public Comments: No comment

Decision: Approved by the City Traffic Engineer for implementation.

23. Yerba Buena Road (Southern side of Rock's Dog Park) – Establishing Accessible Parking

ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES

"299" Yerba Buena Road, north side, from 60 feet to 84 feet west of Yerba Buena Road/Forest Hill Road (24-foot zone, within the loading bay), Treasure Island, Yerba Buena Island, Supervisor District 6, Color Curb Program, ccp@sfmta.com.

Per application for access to public park.

Public Comments: A resident of Yerba Buena Island spoke in support as they utilize the dog park and the proposed zone would improve accessibility as the area around the park is steep, making it difficult to access the park if they have to park farther away. A member of the public spoke in support of the item stating that in their opinion this zone is fully compliant with Caltrans and Federal accessibility requirements and should be approved.

Decision: Approved by the City Traffic Engineer for implementation.

General Public Comment

No public comments received.



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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: sustainable.streets@sfmta.com and reference this order number.

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Approved:

A handwritten signature in black ink that reads 'ROlea'.

Ricardo Olea

Date: July 2, 2025

cc: Directive File
RO:ET:et