

Streets Division

Directive Order No. 6837



Pursuant to the public hearing held on January 31, 2025, traffic movement and safety may be improved by the changes approved below.

1. Fulton Street between 2nd Avenue and 3rd Avenue – Changing the Hours and Days of a Passenger Loading Zone

1a) RESCIND – WHITE ZONE, PASSENGER LOADING, DURING POSTED SERVICES

1b) ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 10AM TO 2:30PM, SUNDAYS

2650 Fulton Street, north side, from 20 feet to 41 feet east of 3rd Avenue (21-foot zone) from the building driveway to 28 feet westerly (28-foot zone), Richmond, Supervisor District 1, Color Curb Program, ccp@sfmta.com.

This proposal would change the hours of an existing white zone to better meet the church's needs.

Public Comments: A member of the public stated that the grass next to loading should make it hard to unload. They also stated the length of the zone should be extended to provide access for paratransit vehicles.

Decision: Staff amended the location to reflect a site visit that was conducted to update the location based on existing conditions. Approved by the City Traffic Engineer for implementation.

2. Wood Street between Geary Boulevard and Lupine Avenue – Removing a Passenger Loading Zone

RESCIND - PASSENGER LOADING ZONE, 5-MINUTE LIMIT, 7AM TO 10PM, DAILY

"54" Wood Street, east side, from 13 feet to 57 feet south of north property line (44-foot zone), Anza Vista, Supervisor District 2, Color Curb Program, ccp@sfmta.com.

This would remove a passenger loading zone for non-payment.

Public Comments: No comments.

Decision: Zone was paid prior to the hearing. Item pulled from the hearing by staff and was not heard. Not approved by the City Traffic Engineer for implementation.

3. California Street between Presidio Avenue and Lyon Street – Establishing an Accessible Passenger Loading Zone

ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING ZONE, 5-MINUTE LIMIT, 7:30AM TO 9AM AND 2PM TO 5PM, MONDAY THROUGH FRIDAY

3150 California Street, north side, from 72 feet (2-foot east of driveway) to 160 feet (edge of curb ramp) and 170 feet to 214 feet (edge of curb ramp) east of Presidio Avenue (132-foot in total zone), Presidio Heights, Supervisor District 2, Color Curb Program, ccp@sfmta.com.

Per the request of San Francisco University High School, this zone would provide space for student pickups and drop-offs at their new facility.

Public Comments: The applicant spoke in support of the item as it will provide space for student pick-up and drop-off during the school year and during summer breakthrough programming for middle school students. A merchant in the area spoke in support as this will help prevent double parking which is a hazard with the buses on California Street. Three emails in support were received. A member of the public asked how many ADA ramps would be provided and that civil drawings should be shown for proper analysis.

Decision: Approved by the City Traffic Engineer for implementation.

4. California Street between Buchanan Street and Webster Street – Establishing a Passenger Loading Zone

ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 9:30AM AND 12:30PM TO 6:30PM, MONDAY THROUGH FRIDAY

2266 California Street, north side, from 427 149 feet to 193 feet east of Webster Street (66 44-foot zone), Pacific Heights, Supervisor District 2, Color Curb Program, ccp@sfmta.com.

Per the preschool's request, the passenger loading zone will help with student pick up and drop off.

Public Comments: Staff from the school spoke in support of the zone as it would provide space for children to be dropped off and picked up safely. Two members of the public spoke in opposition of the item as it would reduce parking for neighbors and seemed to be too large given the enrollment at the school. Fourteen emails in support of the zone were received from parents and board member. Three emails in opposition were received.

Decision: The item has been amended to reduce the proposed zone from 66 feet to 44 feet. Approved by the City Traffic Engineer for implementation.

5. Fillmore Street between Bush Street and Sutter Street – Shifting a Commercial Loading Zone for Daylighting

5a) RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH FRIDAY

1890 Fillmore Street, east side, from 5 feet to 20 feet south of Bush Street at meter stall number 1832 (15-foot zone)

5b) ESTABLISH – RED ZONE, NO STOPPING ANYTIME

1890 Fillmore Street, east side, from 0 feet to 20 feet south of Bush Street at meter stall number 1832 (15-foot zone)

5c) ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY

1890 Fillmore Street, east side, from 20 feet to 67 feet south of Bush Street at meter stall numbers 1832, 1828, and 1826 (47-foot zone), Fillmore, Supervisor District 5, Henry Ly, henry.ly@sfmta.com

Proposal to install daylighting per AB413 for improved intersection visibility and safety.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

Streets Division

Directive Order No. 6837



- 6. Hyde Street between Greenwich Street and Filbert Street – Establishing a Passenger Loading Zone**
ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 5PM, MONDAY THROUGH SATURDAY
2111 Hyde Street, west side, from 48 feet to 101 feet north of Filbert Street (53-foot zone), Russian Hill, Supervisor District 3, Color Curb Program, ccp@sfmta.com.

Per apartment building's request, the passenger loading zone will help with passenger pick up and drop off.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

- 7. Larkin Street between Sacramento Street and California Street – Shifting a Commercial Loading Zone for Daylighting**
- 7a) RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6PM, MONDAY THROUGH SATURDAY**
1496 Larkin Street, east side, from 0 feet to 30 feet south of Sacramento Street (30-foot zone)
- 7b) ESTABLISH – RED ZONE, NO STOPPING ANYTIME**
1496 Larkin Street, east side, from 0 feet to 10 feet south of Sacramento Street (10-foot zone)
- 7c) ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 6PM, MONDAY THROUGH SATURDAY**
1496 Larkin Street, east side, from 10 feet to 40 feet south of Sacramento Street (30-foot zone), Nob Hill, Supervisor District 3, Henry Ly, henry.ly@sfmta.com.

Proposal to install daylighting per AB413 for improved intersection visibility and safety.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

- 8. Front Street between Broadway and Pacific Avenue – Relocating a Commercial Loading Zone**
- 8a) RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY**
747 Front Street, west side, from 82 feet to 126 feet south of Broadway at metered stall numbers 739 and 737 (44-foot zone)
- 8b) ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY**
763 Front Street, west side, from 0 feet to 41 feet south of Broadway at metered stall numbers 745 and 743 (41-foot zone), Financial District, Supervisor District 3, Shared Spaces, sharedspaces@sfmta.com

Streets Division

Directive Order No. 6837



The proposed changes include relocating existing commercial loading to the corner of the block to allow for improved maneuvering and to accommodate a new Shared Space for a coffee shop which will occupy the commercial loading.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

9. Sutter Street between Kearny Street and Montgomery Street – Changing an Existing Commercial Loading Zone to a General Loading Zone

9a) RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 4PM, MONDAY THROUGH FRIDAY

9b) ESTABLISH – GENERAL LOADING ZONE, 5-MINUTE LIMIT, 7AM TO 4PM and 6PM TO 10PM, MONDAY THROUGH FRIDAY

140 Sutter Street, north side, from 54 feet to 94 feet west of Trinity Place at meter stall numbers 118 and 120 (40-foot zone), Financial District, Supervisor District 3, Color Curb Program, ccp@sfmta.com.

Per request from Center for Design to better suit their business needs for curb access on weekdays.

Public Comments: The applicant spoke in support of the item as it will provide space for visitors as well catering deliveries for events. A member of the public asked why a general loading zone was being proposed instead of passenger loading since general loading is only for food pickups.

Decision: Approved by the City Traffic Engineer for implementation.

10. Sutter Street between Kearny Street and Montgomery Street – Establishing Passenger Loading Zone

ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 4PM AND 6PM to 7PM, MONDAY THROUGH FRIDAY, AND 7AM TO 7PM SATURDAYS

111 Sutter Street, south side, from 63 feet to 94 feet west of Montgomery Street at meter stall number 111 (31-foot zone), Financial District, Supervisor District 3, Color Curb Program, ccp@sfmta.com.

Per the request of an office building this would establish passenger loading.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

Streets Division

Directive Order No. 6837



11. Bryant Street between 3rd Street and 4th Street – Establishing Passenger Loading Zones, Commercial Loading Zones, and Red Curb

11a) ESTABLISH – RED ZONE, TOW AWAY NO STOPPING ANYTIME

Bryant Street, south side, from 84 feet to 113 feet west of Zoe Street
Bryant Street, south side, from 160 feet to 179 feet west of Zoe Street
Bryant Street, south side, from 91 feet to 116 feet east of 4th Street

11b) ESTABLISH – DUAL USE ZONE: METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY; AND GENERAL LOADING ZONE, 5-MINUTE LIMIT, 6PM TO 10PM DAILY

589 Bryant Street, south side, from 32 feet to 91 feet east of 4th Street at meter stall numbers 581, 583, 585, 587, and 589 (59-foot zone)

11c) ESTABLISH - WHITE ZONE, ACCESSIBLE PASSENGER LOADING, 5-MINUTE LIMIT, AT ALL TIMES

555 Bryant Street, south side, from 214 feet to 254 feet east of 4th Street (40-foot zone)

11d) RESCIND - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, AT ALL TIMES

539 Bryant Street, south side, from 95 feet to 124 feet west of Zoe Street (29-foot zone)

11e) ESTABLISH - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, AT ALL TIMES

539 Bryant Street, south side, from 53 feet to 95 feet west of Zoe Street at meter stall numbers 553 and 555 (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 development and would also shift an existing passenger loading zone east for sidewalk widening at 555 Bryant Street.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

12. Bryant Street between Zoe Street and Ritch Street – Establishing an Accessible Passenger Loading Zone and a Commercial Loading Zone

12a) ESTABLISH - WHITE ZONE, ACCESSIBLE PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 8PM, DAILY

531 Bryant Street, south side, from 3 feet to 44 feet east of Zoe at meter stall numbers 537-G and 535 (41-foot zone)

12b) ESTABLISH - METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH SATURDAY

523 Bryant Street, south side, from 20 feet to 42 feet west of Ritch Street at meter stall numbers 527 (22-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 and would implement commercial loading to serve the block.

Streets Division

Directive Order No. 6837



Public Comments: The developer spoke in support of the passenger loading zone as it will serve residents in the new mixed-use building. The owner of the grocery store that will be occupying the retail space asked if the yellow zones could be moved closer to the building entrance.

Decision: Staff followed up with the developer and grocery store owner after the hearing and it was determined that the yellow would be fine in the proposed location. Approved by the City Traffic Engineer for implementation.

13. Oak Street between Van Ness Avenue and Franklin Street – Shifting and Extending a Passenger Loading Zone

13a) RESCIND – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 10PM, DAILY

55 Oak Street, south side, from 143 feet to 189 feet west of Van Ness Avenue at meter stall numbers 19 and 17 (46-foot zone)

13b) ESTABLISH - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 7AM TO 10PM, DAILY

55 Oak Street, south side, from 163 feet to 220 feet west of Van Ness Avenue at meter stall number 21 and 19 (57-foot zone), Hayes Valley, Supervisor District 6, Color Curb Program, ccp@sfmta.com.

This proposal would extend and shift an existing passenger loading zone to better meet the needs of a residential building.

Public Comments: The applicant spoke in support of the proposal.

Decision: Approved by the City Traffic Engineer for implementation.

14. Harrison Street between 9th Street and Dore Street – Establishing a Passenger Loading Zone

ESTABLISH - WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 10AM AND 4PM TO 6PM, MONDAY THROUGH FRIDAY

1331 Harrison Street, south side, from Dore Street to 42 feet easterly (42-foot zone), SOMA, Supervisor District 6, Color Curb Program, ccp@sfmta.com.

This would provide pick-up and drop-off space for a daycare facility.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

15. 11th Street between Howard Street and Folsom Street – Establishing a Passenger Loading Zone

15a) RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM TO 6PM, MONDAY THROUGH FRIDAY

15b) ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH FRIDAY

216 11th Street, west side, from 100 feet to 120 feet south of Howard Street, at meter stall number 210 (20-foot zone), SOMA, Supervisor District 6, Color Curb Program, ccp@sfmta.com.

Streets Division

Directive Order No. 6837



Per sponsor request, this would provide space for animals to be picked up and dropped off at an animal neurology hospital.

Public Comments: The sponsor spoke in support of the item as well as a doctor at the facility as many of the animals cannot walk and it provide a place for patients to drop off their pets and then go find parking. A member of the public stated that the driveways are dead and need to be filled in before any curb changes can be made. The applicant clarified that they are working garages, and they use the driveways.

Decision: Approved by the City Traffic Engineer for implementation.

16. 17th Street between Noe Street and Pond Street – Establishing a Passenger Loading Zone

ESTABLISH – WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, 8AM TO 10AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY

3886 17th Street, north side, from 54 feet to 86 feet east of Noe Street (32-foot zone), Castro/Upper Market, Supervisor District 8, Color Curb Program, ccp@sfmta.com.

Per a new day care request, the passenger loading zone will help with student pick-ups and drop-offs along a busy corridor.

Public Comments: The school administrator spoke in support of the proposal as it will provide safe space for children to be picked up and dropped off. One email in opposition was received. A member of the public asked what the enrollment was and why the space was one and a half spaces.

Decision: Approved by the City Traffic Engineer for implementation.

17. 19th Street between San Carlos Street and Mission Street – Replacing Commercial Loading with Short-Term Parking

17a) RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY

17b) ESTABLISH – METERED GREEN ZONE, 15-MINUTE PARKING, 9AM TO 6PM, MONDAY THROUGH SATURDAY

3431 19th Street, south side, from 12 feet to 37 feet east of San Carlos Street at meter stall number 3413 (25-foot zone), Mission, Supervisor District 9, Color Curb Program, ccp@sfmta.com.

Per request from new dispensary for customer access.

Public Comments: The applicant spoke in support of the zone as they get a lot of seniors visiting their store and the yellow zone was for the previous business. A member of the public stated it would not be a green zone because the curb would remain gray.

Decision: Approved by the City Traffic Engineer for implementation.

Streets Division

Directive Order No. 6837



18. Folsom Street between 22nd Street and 23rd Street – Shifting Short-Term Parking for Daylighting

18a) RESCIND – GREEN ZONE, 10-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY

2601 Folsom Street, east side, from 3 feet to 24 feet south of 22nd Street (21-foot zone)

18b) ESTABLISH – GREEN ZONE, 10-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY

2601 Folsom Street, east side, from 15 feet to 35 feet south of 22nd Street (20-foot zone)

18c) ESTABLISH – RED ZONE, NO STOPPING ANYTIME

2601 Folsom Street, east side, from 22nd Street to 15 feet southerly (15-foot zone), Mission District, Supervisor District 9, Dusson.Yeung@sfmta.com

This proposal shifts the existing green zone approximately 12 feet southerly to accommodate a new 15-foot red zone to meet California's new daylighting law, AB413 and the shifted green zone will better position vehicles parked in the green zone so that vehicle front doors are not obstructed by a new streetlight pole.

Public Comments: A resident living next to the store spoke in opposition as it will take away the one remaining parking space on that block face.

Decision: Approved by the City Traffic Engineer for implementation.

19. Pennsylvania Avenue between 22nd Street and 23rd Street – Establishing a Commercial Loading Zone

ESTABLISH – YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 5PM TO 9PM, SUNDAY THROUGH FRIDAY

765 Pennsylvania Avenue, east side, from 275 feet to 300 feet (between the driveways), north of 23rd Street (25-foot zone), Potrero Hill, Supervisor District 10, Color Curb Program, ccp@sfmta.com

Per request from a biofuel distributor, this would provide space for fuel deliveries.

Public Comments: The applicant spoke in support of the zone as currently it is difficult for fuel truck to make deliveries and maneuver into the off-street fueling station. A member of the public asked for the enforcement plan given the hours of the zone. They also stated a 25-foot zone was too short.

Decision: Approved by the City Traffic Engineer for implementation.

20. Bayshore Boulevard between Oakdale Avenue and Jerrold Avenue – Establishing a Commercial Loading Zone

ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 6AM TO 6PM, DAILY

293 Bayshore Blvd, east side, from 58 feet to 85 feet north of Oakdale Ave (27-foot zone), Bayview, Supervisor District 10, Color Curb Program, ccp@sfmta.com.

Per request from catering business for curbside access to load during business hours.

Public Comments: The applicant spoke in support of the zone as they are a catering business and have pickups and deliveries throughout the day and this will help avoid double parking. They also stated the hours and days match their delivery hours. A member of the public stated the zone hours are unusual and this is a set up for issuing tickets.
Decision: Approved by the City Traffic Engineer for implementation.

21. Cortland Avenue between Bocana Street and Bennington Street – Establishing a General Loading Zone

ESTABLISH – GENERAL LOADING ZONE, 5-MINUTE LIMIT, 8AM TO 10PM, DAILY

317 Cortland Avenue, north side, from 61 feet to 79 feet west of Bennington Street at meter stall number 313 (18-foot zone), Bernal Heights, Supervisor District 9, Color Curb Program, ccp@sfmta.com.

Per request from a new dispensary opening on Cortland, this zone would provide curb access for loading and allow customers to avoid double parking and safety issues.

Public Comments: Two staff from the store spoke in support of the zone as it will provide customer access, many of which are seniors and will reduce any double parking. A member of the public stated that general loading zones are for food pickups and not for people to go into a store and wait in line.

Decision: Approved by the City Traffic Engineer for implementation.

22. Innes Avenue between Griffith Street and Hunters Point Boulevard – Establishing an Accessible Passenger Loading Zone

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

900 Innes Avenue, north side, from 72 feet to 120 feet west of Griffith Drive [starting at recessed curb ramp] (48-foot zone), Bayview, Supervisor District 10, Color Curb Program, ccp@sfmta.com.

Per request from Parks and Recreation for passenger loading at a new park site.

Public Comments: A staff person from San Francisco Parks and Recreation spoke in support of the zone as it will provide pickup and drop off space for the Bayview shuttles and other vehicles. A member of the public stated that all other zones should be shown in civil drawings like this proposal.

Decision: Approved by the City Traffic Engineer for implementation.

23. Jennings Street between Van Dyke Avenue and Wallace Avenue – Establishing a Commercial Loading Zone

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

2115 Jennings Street, east side, from 53 feet to 82 feet south of Van Dyke Avenue (29-foot zone), Bayview, Supervisor District 10, Color Curb Program, ccp@sfmta.com.

Per request from a scaffolding business for street access for contractors picking up and dropping off supplies.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

24. Font Boulevard between Tapia Drive and Lake Merced Boulevard – Establishing an Accessible Passenger Loading Zone

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

700 Font Boulevard, north side, from 248 feet to 306 feet west of Tapia Drive (58-foot zone), Lakeshore, Supervisor District 7, Paulo.Broderick@sfmta.com

Per sponsor request, this would provide an accessible passenger loading for San Francisco State University's health and dining hall, and residential building.

Public Comments: The civil engineer for the project spoke in support of the project as it would provide for accessible and safe loading which is particularly needed for people accessing health services.

Decision: Approved by the City Traffic Engineer for implementation.

Streets Division

Directive Order No. 6837



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.

☎ 311 (Outside SF 415.701.2311; TTY 415.701.2323) Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

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

Ricardo Olea
City Traffic Engineer

Date: February 5, 2025

cc: Directive File
RO:ET:et