



Streets Division Directive Order No. 6874

Sustainable Streets Division Directive Order No. 6874

Pursuant to the public hearing held on March 7, 2025, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6863.

1. ESTABLISH – STOP SIGN

Brady Street, southbound, at Otis Street (Supervisor District 6) (Approvable by the City Traffic Engineer) Amy Chun, amy.chun@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. #

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

John Muir Drive, east side, from 700 John Muir Drive driveway to 120 feet southerly (Supervisor District 7) (Requires approval by the SFMTA Board) Amy Chun, amy.chun@sfmta.com

Proposal to restrict parking to improve egress visibility concerns at 700 John Muir Drive driveway.

Public Comments: Question received regarding how this driveway is different than other typical residential driveways.

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

3. RESCIND – 30 MPH SPEED LIMIT ESTABLISH – 25 MPH SPEED LIMIT

Point Lobos Avenue, between 42nd Avenue and the Great Highway (Supervisor District 1) (Requires approval by the SFMTA Board) Alvin Lam, Alvin.Lam@sfmta.com

Proposal to lower speed limit based on latest speed survey.

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 J (Eligibility only, no signs)

Haight Street between Clayton Street and Ashbury Street, both sides (Supervisor District 5) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area J to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area J (excluding parcels already granted eligibility).



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Public Comments: Received email in support prior to public hearing. No comments received during public hearing.

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

5. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

Folsom Street, both sides, between 7th Street and 8th Street (Supervisor District 6) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area U to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area U (excluding parcels already granted RPP Eligibility)

Public Comments: No comments.

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

6. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA U (Eligibility only, no signs)

Mission Street, both sides, between 6th Street and 7th Street (Supervisor District 6) (Requires approval by the SFMTA Board) Lulu Brien, lulu.brien@sfmta.com

Extending RPP Area U to this block facing restricted street parking will allow the residents to purchase parking permits for their vehicle to park within Area U (excluding parcels that already have RPP Eligibility, and parcels that are more than 500' away from an RPP regulated parking space).

Public Comments: No comments.

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

7(a). ESTABLISH – GENERAL METERED PARKING, NO TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Indiana Street, both sides, between Tulare Street and Cesar Chavez Street
Cesar Chavez Street, south side, from 180 feet west of Indiana Street to Tennessee Street

7(b). ESTABLISH – TOW AWAY NO STOPPING AT ALL TIMES

Cesar Chavez Street, south side, from Tennessee Street to 3rd Street

7(c). ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES

- A.** 1301 Cesar Chavez Street, south side, from 20 feet to 40 feet west of Indiana Street
- B.** 1673 Indiana Street, east side, from 10 feet to 30 feet north of Marin Street
- C.** 1675 Indiana Street, east side, from 20 feet to 40 feet south of Marin Street



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7(d). ESTABLISH – NO PARKING VEHICLES OVER SIX FEET HIGH

- A.** Cesar Chavez Street, north side, from Tennessee Street to 100 feet easterly
 - B.** Cesar Chavez Street, north side, from Minnesota Street to 100 feet easterly
 - C.** Cesar Chavez Street, north side, from Indiana Street to 100 feet easterly
 - D.** Cesar Chavez Street, south side, from Indiana Street to 100 feet easterly
- (Supervisor District 10) (Requires approval by the SFMTA Board) Adrienne.Mau@sfmta.com

Parking needs on Indiana and Cesar Chavez have increased over the years, especially during the work week period. The proposal aims to improve parking turnover and safe parking access to the area, the San Francisco Municipal Transportation Agency (SFMTA) proposes to install parking meters on both sides of Indiana Street between Tulare and Cesar Chavez streets and the south side of Cesar Chavez between Pennsylvania and 3rd streets.

Public Comments: Comment received during public hearing in support of tall vehicle restrictions near corners and parking prohibition on south side of Cesar Chavez Street approaching 3rd Street. Comment received regarding gathered petition in opposition to meter establishment and question raised about where to submit the petition.

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

8(a). RESCIND – NO PARKING ANY TIME, EXCEPT BICYCLES

4th Street, east side, from 17 feet to 40 feet north of Minna Street

8(b). ESTABLISH – NO PARKING ANY TIME, EXCEPT BICYCLES

Minna Street, south side, from 122 feet to 143 feet east of 5th Street

(Supervisor District 6) (Approvable by the City Traffic Engineer) Jason Hyde, jason.hyde@sfmta.com

Proposal to relocate two adjacent bike hangars from current location (4th Street at Minna Street) to new location (Minna Street at 5th Street). Metreon management has asked for bike hangars to be relocated to make room for an expanded loading zone, and University of the Pacific expressed interest in having the bike hangars adjacent to their 5th & Minna campus.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

9(a). ESTABLISH – RED ZONE

- A.** Sanchez Street, west side, from 30th St to 16 feet northerly (for daylighting and Painted Safety Zone/6-foot island bulb)
- B.** Sanchez Street, east side, from 30th Street to 20 feet northerly (for Painted Safety Zone/10-foot island bulb and mountable bike channelizing island)



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- C.** Sanchez Street, east side, from Day Street to 20 feet southerly (for daylighting and Painted Safety Zone/6-foot island bulb)
- D.** Sanchez Street, east side, from Day Street to 20 feet northerly (for Painted Safety Zone/10-foot island bulb and mountable bike channelizing island)
- E.** Sanchez Street, west side, from Day Street to 15 feet northerly (for daylighting and Painted Safety Zone/6-foot island bulbout)
- F.** Day Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone)
- G.** Day Street, north side, from Sanchez Street to 10 feet easterly (for daylighting and Painted Safety Zone)
- H.** 29th Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone/traffic island)
- I.** 29th Street, south side, from Sanchez Street to 16 feet easterly (for traffic island)
- J.** 29th Street, north side, from Sanchez Street to 10 feet easterly (for daylighting and Painted Safety Zone, traffic island)
- K.** Sanchez Street, east side, from Cesar Chavez Street to 20 feet southerly (for daylighting and Painted Safety Zone/6-foot island bulb)
- L.** Cesar Chavez Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone)
- M.** Sanchez Street, west side, from Clipper Street to 18 feet southerly (for Painted Safety Zone, extends existing fire zone by 3 feet)
- N.** Sanchez Street, east side, from Clipper Street to 20 feet northerly (for Painted Safety Zone/10-foot island bulb and mountable bike channelizing island)
- O.** Clipper Street, south side, from Sanchez Street to 10 feet westerly (for daylighting and Painted Safety Zone)
- P.** Clipper Street, north side, from Sanchez Street to 10 feet easterly (for daylighting and Painted Safety Zone)
- Q.** Sanchez Street, west side, from 24th Street to 27 feet southerly (for Painted Safety Zone, removes parking meter #1102)
- R.** Sanchez Street, east side, from 24th Street to 18 feet southerly (for daylighting and Painted Safety Zone, removes parking meter #1101)
- S.** Sanchez Street, west side, from 24th street to 14 feet northerly (for daylighting and Painted Safety Zone, extends existing red zone by 6 feet, shifts parking meters #1068, 1070 & 1072 north)
- T.** Sanchez Street, east side, from 24th Street to 25 feet northerly (for bike parking corral, removes parking meter #1071)
- U.** 24th Street, south side, from Sanchez Street to 21 feet westerly (for daylighting and Painted Safety Zone, removes green parking meter #3901Q)

9(b). RESCIND – RED ZONE

Sanchez Street, west side, from 67 feet to 70 feet north of 24th Street (shifting parking meters #1068, 1070 & 1072 north)



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9(c). ESTABLISH – GREEN METERED ZONE, 15-MINUTE METERED PARKING, 9 AM TO 6 PM MONDAY THROUGH SATURDAY

24th Street, south side, 43 feet to 65 feet west of Sanchez Street (converts general parking meter #3905 to green meter)

9(d). ESTABLISH – BLUE ZONE

A. 24th Street, north side, from Vicksburg Street to 18 feet westerly (converts parking meter #3850)

B. 24th Street, south side, from Sanchez St Street to 20 feet easterly (converts parking meter #3879)

C. 24th Street, south side, from Noe Street to 19 feet easterly (converts parking meter #3967) (Supervisor District 8) (Approvable by the City Traffic Engineer) Ellen Robinson, ellen.robinson@sfmta.com

Proposal to enhance the existing Sanchez Slow Street by adding daylighting, Painted Safety Zones and island bulbs at several intersections from 24th Street to 30th Street, as well as traffic calming islands on 29th Street approaching Sanchez Street, a bike parking corral on Sanchez Street north of 24th Street, and converting three parking meters on 24th Street to Blue Zones.

Public Comments: Received emails in support and opposition prior to public hearing. Comments received during public hearing in support, request for better signage, education and enforcement, and to clarify whether Slow Streets are limited to local traffic only and not a through street. Received appreciation for the Slow Streets team's engagement with community.

Decision: Clarified blue zone location for item 9(d)A. Approved by the City Traffic Engineer for implementation.

10. ESTABLISH – NO STOPPING, EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION

Folsom Street, west side, from 35 feet to 87 feet north of 21st Street (52-foot station) (Supervisor District 9) (Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a Bay Wheels bike share station in the parking lane on the west side of Folsom Street, north of 21st Street, adjacent to Jose Coronado Park.

Public Comments: Received emails in support and opposition prior to public hearing. No comments received during public hearing.

Decision: Approved by the City Traffic Engineer for implementation.

GENERAL COMMENTS:

- Comments received regarding public hearing day and time with respect to public participation.




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- Comment received regarding center-running bike lane on Valencia that is being removed and hopes for an opportunity to revisit in the future.

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:

A handwritten signature in cursive script that reads "ROlea".

Ricardo Olea
City Traffic Engineer

Date: March 14, 2025

cc: Directive File
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