



# Streets Division Directive Order No. 6653

## **Sustainable Streets Division Directive Order No. 6653**

Pursuant to the public hearing held on March 17, 2023, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6633.

### **ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME**

Bayshore Boulevard, east side, from Marengo Street to Waterloo Street (removes 9 parking spaces)

Bayshore Boulevard, east side, from Flower Street to Oakdale Avenue (removes 6 parking spaces)

(Approvable by the City Traffic Engineer)

### **ESTABLISH – TOW-AWAY, NO PARKING ANY TIME**

**A.** Bayshore Boulevard, east side, from 246 feet to 366 feet north of Cortland Avenue (daylighting and low-pressure fire hydrant, removes 4 parking spaces)

**B.** Bayshore Boulevard, east side, from 456 feet to 516 feet north of Cortland Avenue (low-pressure fire hydrant, removes 3 parking spaces)

**C.** Bayshore Boulevard, east side, from 300 feet to 338 feet south of Flower Street (removes 2 parking spaces)

**D.** Bayshore Boulevard, east side, from 157 feet to 211 feet south of Flower Street (removes 1 parking space)

**E.** Bayshore Boulevard, west side, from Oakdale Avenue to 123 feet southerly (removes 1 parking space)

**F.** Bayshore Boulevard, west side, from 161 feet to 305 feet south of Oakdale Avenue (driveway clearance and low-pressure fire hydrant, removes 4 parking spaces and shortens existing green zone)

**G.** Bayshore Boulevard, west side, from 386 feet to 679 feet south of Oakdale Avenue (driveway clearance and low-pressure fire hydrant, removes 9 parking spaces)

**H.** Bayshore Boulevard, west side, from Cortland Avenue to 103 feet northerly (removes 4 parking spaces)

**I.** Bayshore Boulevard, west side, from 346 feet to 366 feet north of Cortland Avenue (driveway clearance, removes 1 parking space)

**J.** Bayshore Boulevard, west side, from 395 feet to 522 feet north of Cortland Avenue (driveway clearance, removes 2 parking spaces)

(Approvable by the City Traffic Engineer)

This Order is a supplement to Order No. 6637 issued following the March 17, 2023 public hearing. Per SFMTA Board Resolution No. 200317-032, the SFMTA Board of Directors authorized the City Traffic Engineer to install tow-away zones on Bayshore Boulevard between Oakdale Avenue and Industrial Street.



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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](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](mailto:sustainable.streets@sfmta.com) and reference this order number.

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Approved:

A handwritten signature in black ink, appearing to read 'ROlea', is written over a horizontal line.

Ricardo Olea  
City Traffic Engineer

Date: May 1, 2023

cc: Directive File  
RO:ET:et