



Streets Division Directive Order No. 6455

Sustainable Streets Division Directive Order No. 6455

Pursuant to the public hearing held on September 3, 2021, traffic movement and safety may be improved by the changes approved below. The Environmental Clearance for these items is noted on Order No. 6446.

1. ESTABLISH – STOP SIGN

Newman Street, westbound, at Holly Park Circle, stopping the stem of this T-intersection (Supervisor District 9) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Proposal to stop the stem of this T-intersection to clarify right-of-way.

Public Comments: Comments in support. Question raised about similar uncontrolled T-intersections. Suggestion to consider traffic diverter.

Decision: Approved by the City Traffic Engineer for implementation. #

2. ESTABLISH – STOP SIGN

Park Street (East), westbound, at Holly Park Circle, stopping the stem of this T-intersection (Supervisor District 9) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Proposal to stop the stem of this T-intersection to clarify right-of-way.

Public Comments: Suggestion to consider traffic diverter.

Decision: Approved by the City Traffic Engineer for implementation. #

3. ESTABLISH – RIGHT TURN ONLY

Cotter Street, northbound and southbound, at Alemany Boulevard (Supervisor District 11) (Approvable by the City Traffic Engineer) Simon Qin, simon.qin@sfmta.com

Right turn restriction is an interim measure to address broadside collision patterns before a traffic signal is installed at Alemany Boulevard and Theresa Street.

Public Comments: Concerns raised about compliance and enforcement, and effectiveness of existing restrictions at Alemany/Theresa.

Decision: Approved by the City Traffic Engineer for implementation. #

4. ESTABLISH – STOP SIGN

Linden Street, eastbound, at Octavia Boulevard (Supervisor District 5) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to establish a STOP sign to control traffic at this intersection.

Public Comments: Received email prior to public hearing to confirm location. No other comments.



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Decision: Approved by the City Traffic Engineer for implementation. #

5. ESTABLISH – YIELD SIGN

Balboa Street (frontage road), westbound, at Balboa Street (approximately 30 feet west of Arguello Boulevard) (Supervisor District 1) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to require westbound vehicles north of the transit boarding island on Balboa Street to yield to through vehicles south of the island.

Public Comments: Question raised regarding safety improvements for pedestrians, wheelchair users and bicyclists.

Decision: Approved by the City Traffic Engineer for implementation. #

6. ESTABLISH – STOP SIGNS

Irving Street, eastbound and westbound, at 40th Avenue, making this intersection an all-way STOP (Supervisor District 4) (Approvable by the City Traffic Engineer) Jeffrey Tom, jeffrey.tom@sfmta.com

Proposal to make this intersection an all-way STOP to address collisions.

Public Comments: Comments in support. Suggestion to consider traffic diverter.

Decision: Approved by the City Traffic Engineer for implementation. #

7. ESTABLISH - PART-TIME PASSENGER LOADING ZONE, TOW AWAY, NO PARKING, 8 AM-10 AM AND 2 PM-4:30 PM, SCHOOL DAYS

12th Avenue, west side, from 121 feet to 221 feet north of Lawton Street (100-foot zone) (Supervisor District 7) (Approvable by the City Traffic Engineer) André Wright, andre.wright@sfmta.com

School has requested a passenger loading zone to accommodate pickup/dropoff of students.

Public Comments: Received four emails in opposition: three from residents and one from the school. School officials confirmed that the loading zone is not necessary to accommodate pickup and drop-off activities as originally anticipated.

Decision: Disapproved.

8. ESTABLISH - METERED MOTORCYCLE PARKING

Sacramento Street, south side, from 94 feet to 106 feet east of Fillmore Street (creates two general metered motorcycle spaces) (Supervisor District 2) (Approvable by the City Traffic Engineer) Alvin Lam, alvin.lam@sfmta.com

Proposal to re-purpose the 12-foot red zone to two general metered motorcycle spaces in response to driveway blockages.



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Public Comments: Comments in support.

Decision: Approved by the City Traffic Engineer for implementation. #

9. ESTABLISH - SPEED HUMPS

27th Street between Church Street and Sanchez Street (2 speed humps) (Supervisor District 8)
(Approvable by the City Traffic Engineer) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Public Comments: Comments in support. Suggestion to consider traffic diverter.

Decision: Approved by the City Traffic Engineer for implementation. #

10. ESTABLISH – SPEED HUMPS

33rd Avenue between Ulloa Street and Vicente Street (2 speed humps) (Supervisor District 4)
(Approvable by the City Traffic Engineer) Alison Mathews, Alison.Mathews@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Public Comments: Received three comments in support and one in opposition. Concerns raised about noise. Suggestions to consider traffic diverter and other traffic calming measures.

Decision: Approved by the City Traffic Engineer for implementation. #

11. ESTABLISH - SPEED CUSHIONS

Berry Street, between 5th Street and Mission Bay Drive (5 speed cushions) (Supervisor District 6)
(Approvable by the City Traffic Engineer) John Garzee, john.garzee@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

Public Comments: Comments in support. Suggestion to close street to all car traffic.

Decision: Amended to establish 5 speed cushions (in lieu of 3 humps and 2 raised crosswalks) per staff input. Approved by the City Traffic Engineer for implementation. #

12. ESTABLISH - RAISED CROSSWALK

Dolores Street at Cumberland Street, north crossing (1 raised crosswalk) (Supervisor District 8)
(Approvable by the City Traffic Engineer) Daniel Carr, daniel.carr@sfmta.com



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This proposal installs a raised crosswalk at Dolores Park at the request of the District Supervisor.

Public Comments: No comments.

Decision: Temporarily approved raised crosswalk per Directive Order 6424 will now be permanent. #

13. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA A (Eligibility only, no signs)

371 Broadway, east of Bartol Street (Supervisor District 3) (Requires approval by the SFMTA Board)
Gerry Porras, gerry.porras@sfmta.com

Extending RPP area eligibility will allow residents to purchase permits to park within RPP Area A.

Public Comments: No comments.

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

14. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA R (Eligibility only, no signs)

971 Eddy Street, east of Gough Street eligibility for residents (Supervisor District 5) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

The proposal will add 971 Eddy Street to RPP Area R so residents will be eligible for Area R permits.

Public Comments: No comments.

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

15. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA V (Eligibility only, no signs)

352 Brighton Avenue, north of Ocean Avenue (Supervisor District 7) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

Extending RPP area eligibility will allow residents to purchase permits to park within RPP Area V.

Public Comments: No comments.

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

16. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA I (Eligibility only, no signs)

1600 15th Street, west of Mission Street (Supervisor District 9) (Requires approval by the SFMTA Board) Gerry Porras, gerry.porras@sfmta.com

This proposal will add 1600 15th Street to RPP Area I so residents will be eligible to purchase permits and park within the general Area I.

Public Comments: No comments.



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

**17. RESCIND – RESIDENTIAL PERMIT PARKING AREA C
ESTABLISH–RESIDENTIAL PERMIT PARKING AREA G (Eligibility only, no signs)**

1211 Polk Street between Bush and Sutter Streets (Supervisor District 3) (Requires approval by the SFMTA Board) Raynell Cooper, raynell.cooper@sfmta.com

The proposal will move 1211 Polk Street from Area C to RPP Area G so residents will be eligible for Area G permits.

Public Comments: Comment received regarding lack of protected bike lane on Polk Street.

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

18(a). ESTABLISH – CLASS IV PROTECTED BIKEWAY

Polk Street, southbound, from Grove Street to Hayes Street (Approvable by the City Traffic Engineer)

18(b). ESTABLISH – TOW AWAY NO STOPPING ANYTIME

Polk Street, west side, from Grove Street to Hayes Street (removes all parking and loading on this block) (Requires approval by the SFMTA Board)

18(c). ESTABLISH – BLUE ZONE

Dr. Tom Waddell Place, north side, from 20 feet to 40 feet west of Polk Street (Approvable by the City Traffic Engineer)

**18(d). ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM,
MONDAY THROUGH SATURDAY**

Dr. Tom Waddell Place, north side, from 40 feet to 80 feet west of Polk Street

Dr. Tom Waddell Place, north side, from 108 feet to 131 feet west of Polk Street (Approvable by the City Traffic Engineer)

18(e). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES

Hayes Street, north side, from 9 feet to 53 feet west of Polk Street (Supervisor District 6) (Approvable by the City Traffic Engineer) Cameron Beck, cameron.beck@sfmta.com

Proposing to install Class IV protected bikeway in the southbound direction on Polk Street between Grove Street and Hayes Street. This proposal is in response to a recent traffic collision resulting in fatality at the intersection of Polk and Hayes streets.

Public Comments: Received three emails in support prior to public hearing and several comments in support during the hearing. Suggestions to paint bike lane through intersection and extend bike lane



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to the north past City Hall. Concerns for double parked vehicles in painted buffer (as seen on the unit block of Polk Street). Question raised about number of parking spaces affected.

Decision: Items (a), (c), (d) and (e) approved by the City Traffic Engineer for implementation. Item (b) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

19(a). RESCIND – TOW-AWAY NO STOPPING 4 PM TO 6 PM

Geary Street, south side, from Van Ness Avenue to Polk Street (rescinds peak-hour travel lane)
(Requires approval by the SFMTA Board)

19(b). ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES

Geary Street, south side, from 15 feet to 59 feet east of Van Ness Avenue (for 1050 Van Ness operations) (Approvable by the City Traffic Engineer)

19(c). ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Geary Street, south side, from 59 feet to 81 feet east of Van Ness Avenue (establishes one short term parking space) (Approvable by the City Traffic Engineer)

19(d). ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

Geary Street, south side, from 81 feet to 125 feet east of Van Ness Avenue (Approvable by the City Traffic Engineer)

19(e). RESCIND – TOW-AWAY NO STOPPING ANYTIME

ESTABLISH – TOW-AWAY NO STOPPING 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY

O'Farrell Street, north side, from Van Ness Avenue to 133 feet easterly (rescinds travel lane and establishes turn pocket to be consistent with rest of corridor) (Requires approval by the SFMTA Board)

19(f). ESTABLISH – YELLOW 6-WHEEL COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY

O'Farrell Street, north side, from 1 foot to 67 feet east of Van Ness Avenue (Approvable by the City Traffic Engineer)

19(g). ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY

O'Farrell Street, north side, from 67 feet to 111 feet east of Van Ness Avenue (establishes two short term parking spaces) (Approvable by the City Traffic Engineer)

19(h). ESTABLISH – YELLOW COMMERCIAL METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 4 PM, MONDAY THROUGH SATURDAY



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O'Farrell Street, north side, from 111 feet to 133 feet east of Van Ness Avenue (Supervisor District 6)
(Approvable by the City Traffic Engineer) Daniel Mackowski, daniel.mackowski@sfmta.com

Proposal to install parking and loading zones as part of treatments to facilitate vehicle turning movements onto reconfigured Van Ness Avenue.

Public Comments: Question raised regarding CEQA determination. Received one comment in opposition because proposal adds parking. Suggestion to consider adding protected bike lane on O'Farrell Street instead.

Decision: Items (b), (c), (d), (f), (g) and (h) approved by the City Traffic Engineer for implementation. Items (a) and (e) approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

20(a). ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6PM, DAILY

- A. Innes Avenue, south side, from Selby Street to Milton I. Ross Lane
- B. Rankin Street, east side, from McKinnon Avenue to Innes Avenue
- C. Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane (Requires approval by the SFMTA Board)

20(b). ESTABLISH – PERPENDICULAR PARKING

- A. Innes Avenue, south side, from Rankin Street to Milton I. Ross Lane
- B. Rankin Street, east side, from McKinnon Avenue to Jerrold Avenue
- C. Kirkwood Avenue, north side, from Rankin Street to Milton I. Ross Lane (Supervisor District 10) (Requires approval by the SFMTA Board) Andy Thornley, andy.thornley@sfmta.com

Formalizing customary perpendicular parking on portions of Innes Avenue, Rankin Street, and Kirkwood Avenue on the campus of the SF Market, and establishing daytime parking time limits on those streets to address curb congestion and refuse accumulation (the SF Market is also working with SF Public Works to program street cleaning for these and other streets).

Public Comments: Received one comment in opposition because proposal adds parking. Question regarding previous proposal to establish overnight parking prohibition.

Decision: Amended to delete one block of Rankin Street, from Jerrold Avenue to Innes Avenue under 20(b)(B) per staff input. Approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation.

21(a). ESTABLISH - SPEED HUMPS

- A. Farallones Street, between Capitol Avenue and Plymouth Avenue (2 speed humps)
- B. Guttenberg Street, between Brunswick Street and Morse Street (1 speed hump)
- C. Jules Avenue, between Grafton Avenue and Holloway Avenue (1 speed hump)
- D. London Street, between Avalon Avenue and Excelsior Avenue (1 speed hump)
- E. Lowell Street, between Brunswick Street and Morse Street (1 speed hump)
- F. Maynard Street, between Gladstone Drive and Mission Street (2 speed humps)



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- G. Montana Street, between Capitol Avenue and Plymouth Avenue (1 Speed Hump)
 - H. Orizaba Avenue, between Broad Street and Sadowa Street (1 speed hump)
 - I. Ottawa Street, between Alemany Boulevard and Cayuga Avenue (2 speed humps)
 - J. Pope Street, between Hanover Street and Prague Street (1 speed hump)
 - K. Rome Street, between Mount Vernon Avenue and Ottawa Street (2 speed humps)
 - L. Santa Ynez Avenue, between Capistrano Avenue and Cayuga Avenue (1 speed hump)
 - M. South Hill Boulevard, between Rolph Street and Canyon Drive (1 speed hump)
 - N. Theresa Street, between Alemany Boulevard and Mission Street (1 speed hump)
- (Approvable by the City Traffic Engineer)

21(b). ESTABLISH - SPEED CUSHIONS

- A. Athens Street, between Cordova Street and Rolph Street (1 3-lump speed cushion)
 - B. Brunswick Street, between Concord Street and Whittier Street (3 3-lump speed cushions)
 - C. Cayuga Avenue, between Regent Street and Sickles Avenue (1 3-lump speed cushion)
 - D. Lakeview Avenue, between Lee Avenue and San Jose Avenue (2 3-lump speed cushions)
 - E. Paris Street, between Avalon Avenue and Excelsior Avenue (1 3-lump speed cushions)
 - F. Plymouth Avenue, between Grafton Avenue and Holloway Avenue (2 5-lump speed cushions)
 - G. Russia Avenue, between London Street and Paris Street (1 3-lump speed cushion)
 - H. Russia Avenue, between Moscow Street and Munich Street (1 5-lump speed cushion)
 - I. Santa Rosa Avenue, between Alemany Boulevard and Mission Street (1 3-lump speed cushion)
 - J. Allison Street, between Brunswick Street and Hanover Street (1 3-lump speed cushion)
 - K. Pope Street, between Brunswick Street and Hanover Street (1 3-lump speed cushion)
- (Approvable by the City Traffic Engineer)

21(c). ESTABLISH - RAISED CROSSWALKS

- A. Byxbee Street at Garfield Street, west leg (1 raised crosswalk)
 - B. Byxbee Street at Shields Street, west leg (1 raised crosswalk)
 - C. Mount Vernon Avenue at Del Monte Street, east leg (1 raised crosswalk)
 - D. South Hill Boulevard at Rolph Street, north leg and south leg (2 raised crosswalks)
 - E. South Hill Boulevard at Canyon Drive, north leg (1 raised crosswalk)
- (Approvable by the City Traffic Engineer)

21(d). ESTABLISH – SPEED TABLE

Mount Vernon Avenue, between Alemany Boulevard and Mission Street (1 speed table)
(Supervisor District 11) (Approvable by the City Traffic Engineer) Daniel Carr, daniel.carr@sfmta.com

District 11 neighborhood traffic calming location, prioritized and funded by Supervisor Safai.

Public Comments: Comments in support. Suggestion to consider other devices such as traffic diverter. Questions raised regarding other work pending at Santa Ynez Avenue and Capistrano Avenue. Havelock Street also missing from the list of locations.

Decision: Approved by the City Traffic Engineer for implementation. #



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22. ESTABLISH - SLOW STREET (NO THROUGH TRAFFIC)

Sanchez Street, 23rd Street to 30th Street (Supervisor District 8) (Approvable by the City Traffic Engineer) Ariel Ward ariel.ward@sfmta.com

Extends the classification of Sanchez Street as a Slow Street post-emergency. Additional Slow Street traffic calming treatments will be added to the corridor, including new pavement markings and signs.

Public Comments: Received five emails in opposition and two emails in support prior to public hearing; eight comments in support and three comments in opposition during the hearing. Questions raised regarding traffic data on nearby streets, emergency vehicle access, CEQA determination date and clarity of signage.

Decision: Approved by the City Traffic Engineer for implementation. #

23(a). ESTABLISH - SLOW STREET (NO THROUGH TRAFFIC)

Shotwell Street, 14th Street to Cesar Chavez Street (Approvable by the City Traffic Engineer)

23(b). ESTABLISH - RIGHT TURN ONLY EXCEPT BICYCLES AND EMERGENCY VEHICLES

- A. Shotwell Street, northbound and southbound at 16th Street
- B. Shotwell Street, northbound and southbound at 20th Street
- C. Shotwell Street, northbound and southbound at 24th Street (Approvable by the City Traffic Engineer)

23(c). ESTABLISH - NO LEFT TURN EXCEPT BICYCLES AND EMERGENCY VEHICLES

- A. 16th Street, eastbound and westbound at Shotwell Street
 - B. 20th Street, eastbound and westbound at Shotwell Street
 - C. 24th Street, eastbound and westbound at Shotwell Street
- (Supervisor District 9) (Approvable by the City Traffic Engineer) Ellen Robinson
ellen.robinson@sfmta.com

Extends the classification of Shotwell Street as a Slow Street post-emergency. Additional Slow Street traffic calming treatments will be added to the corridor, including new pavement markings, signs and median treatments prohibiting through traffic at three locations.

Public Comments: Comments in support.

Decision: Approved by the City Traffic Engineer for implementation. #

24(a). RESCIND – GENERAL METERED PARKING ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES (BIKE CORRAL)

Valencia Street, west side, from 10 feet to 30 feet north of 19th Street (removes general metered space #770) (Approvable by the City Traffic Engineer)

24(b). RESCIND – COMMERCIAL METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY



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ESTABLISH – RED ZONE

Valencia Street, west side, from 20th Street to 21 feet northerly (removes parking meter #858)
(Approvable by the City Traffic Engineer)

24(c). RESCIND – COMMERCIAL METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

ESTABLISH – RED ZONE

Valencia Street, east side, from 20th Street to 20 feet southerly (removes parking meter #901)
(Approvable by the City Traffic Engineer)

24(d). ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES (BIKE CORRAL)

Valencia Street, east side, from 10 feet to 24 feet south of 21st Street (Approvable by the City Traffic Engineer)

24(e). RESCIND – GREEN METERED PARKING

ESTABLISH – RED ZONE

Valencia Street, west side, from 3 feet to 23 feet north of 22nd Street (removes parking meter 1058-G)

ESTABLISH – GREEN METERS, 30-MINUTE PARKING LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Valencia Street, west side, from 43 feet to 63 feet north of 22nd Street (relocates green metered parking to space #1052) (Approvable by the City Traffic Engineer)

24(f). RESCIND – COMMERCIAL METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

ESTABLISH – RED ZONE

17th Street, north side, from 12 feet to 20 feet east of Valencia (shortens existing metered loading zone and extends existing red zone by 8 feet) (Approvable by the City Traffic Engineer)

24(g). RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8 AM TO 11 PM, DAILY

ESTABLISH – RED ZONE

18th Street, south side, from 10 feet to 20 feet west of Valencia Street (shortens existing yellow zone and extends existing red zone by 10 feet) (Approvable by the City Traffic Engineer)

24(h). RESCIND – GREEN METERED PARKING

ESTABLISH – RED ZONE

22nd Street, south side, from 6 feet to 24 feet west of Valencia Street (removes parking meter 3301-G) (Approvable by the City Traffic Engineer)

24(i). RESCIND – COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

ESTABLISH – RED ZONE



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

ESTABLISH – COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY

23rd Street, south side, from 20 feet to 40 feet west of Valencia Street (relocates existing yellow zone) (Approvable by the City Traffic Engineer)

24(j). RESCIND – GENERAL METERED PARKING

25th Street, north side, from 7 feet to 29 feet east of Valencia Street (removes parking meter #3452)

ESTABLISH – RED ZONE

25th Street, north side, from 7 feet to 10 feet east of Valencia Street (extends existing zone 3 feet)

ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES (BIKE CORRAL)

25th Street, north side, from 10 feet to 29 feet east of Valencia Street (removes one general metered space) (Approvable by the City Traffic Engineer) (Supervisor Districts 8 and 9) Victoria Chong, victoria.chong@sfmta.com

The proposal includes installing daylighting at intersection approaches on Valencia Street and cross streets in order to improve intersection visibility and safety.

Public Comments: No comments.


Decision: Approved by the City Traffic Engineer for implementation. #

GENERAL COMMENTS:

- Thank you to staff for incorporating previous suggestions to presentation slides and agenda.
- One of the public hearing webpages still has a reference to Skype.

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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Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Librang tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

Approved:

A handwritten signature in cursive script that reads "R Olea".

Ricardo Olea
City Traffic Engineer

Date: September 10, 2021

cc: Directive File
RO:ET:et