



Streets Division Directive Order No. 6857

Sustainable Streets Division Directive Order No. 6857

Pursuant to the public hearing held on February 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. 6853.

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

Geary Boulevard between 30th Avenue and 42nd Avenue (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.

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

Masonic Avenue between Geary Boulevard and Presidio Avenue (Supervisor District 2) (Requires approval by the SFMTA Board) Alvin Lam, Alvin.Lam@sfmta.com

Proposal to lower speed limit based on latest speed survey.

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.

3. RESCIND – 35 MPH SPEED LIMIT ESTABLISH – 30 MPH SPEED LIMIT

Jamestown Avenue between Redondo Street and Harney Way (Supervisor District 10) (Requires approval by the SFMTA Board) Alvin Lam, Alvin.Lam@sfmta.com

Proposal to lower the speed limit based on the 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. RESCIND – 35 MPH SPEED LIMIT ESTABLISH – 30 MPH SPEED LIMIT



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Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard / Saint Francis Circle (Supervisor District 7) (Requires approval by the SFMTA Board) Alvin Lam, Alvin.Lam@sfmta.com

Proposal to lower the speed limit based on the 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.

5. ESTABLISH – SPEED TABLE

36th Avenue, between Irving Street and Lincoln Way (1 Speed Table) (Supervisor District 4) (Approvable by the City Traffic Engineer) John Garzee, John.Garzee@sfmta.com

Proposal to install traffic calming devices on the block at the request of block residents.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

6(a). ESTABLISH – BUS ZONE

Sacramento Street, south side, from 78 feet to 98 feet west of Presidio Avenue (removes one metered commercial loading space)

6(b). ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 8AM-6PM, MONDAY THROUGH FRIDAY

Sacramento Street, south side, from 120 feet to 142 feet west of Presidio Avenue (converts one general metered space to commercial loading)

(Supervisor District 2) (Requires approval by the SFMTA Board) Michael Mekuria, michael.mekuria@sfmta.com

Proposal to extend existing terminal bus zones to improve pedestrian visibility at the crosswalk.

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 – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, TOW AWAY NO STOPPING ALL OTHER TIMES

Willow Street, south side, from 40 feet to 60 feet east of Van Ness Avenue [Under Directive Order No. 6797, this legislation was installed on 08/15/2024]



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7(b). ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 60-MINUTE LIMIT, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY, TOW AWAY NO STOPPING ALL OTHER TIMES

Willow Street, south side, from 68 feet to 169 feet east of Polk Street

[Under Directive Order No. 6797, this legislation was installed on 08/15/2024]

7(c). ESTABLISH – GREEN ZONE, SHORT-TERM PARKING, 10-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, TOW AWAY NO STOPPING ALL OTHER TIMES

Willow Street, south side, from 5 feet to 47 feet west of Larkin Street

[Under Directive Order No. 6797, this legislation was installed on 08/15/2024]

7(d). ESTABLISH – TOW AWAY NO STOPPING ANY TIME

Willow Street, south side, from 60 feet east of Van Ness Avenue to Polk Street Willow Street, south side, from 47 feet to 247 feet west of Larkin Street

[Under Directive Order No. 6797, this legislation was installed on 08/15/2024]

7(e). ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Willow Street, south side, from Van Ness Avenue to 20 feet easterly

[Under Directive Order No. 6830, this legislation was installed on 11/08/2024]

7(f). ESTABLISH-DUAL USE ZONE: METERED 6-WHEEL COMMERCIAL LOADING, 30-MINUTE LIMIT, 7AM to 6PM, MONDAY THROUGH SATURDAY; WHITE ZONE, PASSENGER LOADING, 5-MINUTE LIMIT, ALL OTHER TIMES

818 Van Ness Avenue, east side, from 27 feet to 59 feet north of Eddy Street (32-foot zone) [Under Directive Order No. 6830, this legislation was installed on 11/08/2024]

(Supervisor District 5) (Requires approval by the SFMTA Board) Adrienne Mau,
Adrienne.Mau@sfmta.com

Public Comments: No comments.

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

8. ESTABLISH – NO STOPPING ANY TIME, EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION

A. Valencia Street, west side, from 90 feet to 149 feet south of 18th Street (59-foot bike share station)

B. Valencia Street, west side, from 88 feet to 150 feet north of 20th Street (62-foot bike share station)

C. 21st Street, south side, from 15 feet to 77 feet east of Valencia Street (62-foot bike share station)



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(Supervisor District 9) (Approvable by the City Traffic Engineer) Mark Manalo,
Mark.Manalo@sfmta.com

Proposal to install bikeshare stations on Valencia Street at 18th Street and 20th Street, and to install a bikeshare station on 21st Street at Valencia Street.

Public Comments: Comment received regarding affordability and concerns for parking loss.

Decision: Revised description. Approved by the City Traffic Engineer for implementation.

9. ESTABLISH – NO STOPPING, EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Pine Street, south side, from 43 feet to 109 feet west of Davis Street (Supervisor District 3)
(Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bike share station in the parking lane on the south side of Pine Street, west of Davis Street, adjacent to Nigella florist and the former First Republic bank.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

10. ESTABLISH – NO STOPPING, EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Main Street, west side, from 70 feet to 140 feet south of Market Street (Supervisor District 6)
(Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bike share station in the parking lane on the west side of Main Street, south of Market Street, adjacent to Citibank.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.

11. ESTABLISH – NO STOPPING, EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Drumm Street, west side, from 13 feet to 53 feet north of Market Street (Supervisor District 3)
(Approvable by the City Traffic Engineer) bikeshare@sfmta.com

Proposal to install a bike share station on the west side of Drumm Street, north of Market Street, in the existing painted safety zone.

Public Comments: No comments.

Decision: Approved by the City Traffic Engineer for implementation.




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GENERAL COMMENTS:

- None

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 black ink, appearing to read 'ROlea', is written over a horizontal line.

Ricardo Olea
City Traffic Engineer

Date: February 14, 2025

cc: Directive File
RO:ET:et