

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 230620-057

WHEREAS, The expansion of City's bikeway network would install protected bikeway facilities on corridors to provide more space for socially distant essential travel or exercise by bicycling; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, In August 2020, the SFMTA Board of Directors approved a temporary parking-protected bikeway on Fell Street between Baker Street and Shrader Street; and,

WHEREAS, Evaluation of the temporary improvements has found they were successful in achieving their goals with minimal impacts to vehicle travel times on Fell Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency proposes the following traffic medications to make the temporary parking-protected bikeway on Fell Street between Baker Street and Shrader Street permanent:

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING-PROTECTED BIKEWAY) – Fell Street, westbound, south side, from Baker Street to Shrader Street
- B. ESTABLISH – RED ZONE – Fell Street, south side, from east Lyon Street property line to 53 feet westerly (between limit line and crosswalk); Fell Street, south side, from east Central Avenue property line to 38 feet westerly (between limit line and crosswalk); Fell Street, south side, from Ashbury Street to 30 feet easterly; Fell Street, south side, from Clayton Street to 30 feet easterly; Fell Street, south side, from east Clayton Street curb line to 54 feet westerly (between crosswalk and property line); Fell Street, south side, from Cole Street to 30 feet easterly; Fell Street, south side, from Shrader Street to 30 feet easterly
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Fell Street, south side, from 200 feet to 220 feet east of Masonic Avenue (extends existing tow-away restriction by 20 feet); and,

WHEREAS, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; and

WHEREAS, On May 26, 2023, the Planning Department determined that the proposed Fell Street Class IV Bikeway Project (Case Number 2023-004695ENV) is statutorily exempt from CEQA pursuant to pursuant to Public Resources Code Section 21080.25.; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-004695ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board of Directors, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18 and this project is not subject to the Board of Supervisors review because the project establishes a Class IV bicycle facility and all of the parking and traffic modifications in the proposed approval action are directly related to the establishment of the bikeway; and therefore be it

RESOLVED, That the SFMTA Board of Directors approves a permanent parking-protected Class IV bikeway on Fell Street between Baker Street and Shrader Street and associated parking and traffic modifications, as set forth in Items A through C above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 20, 2023.



---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency