

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 171017-132

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor of the Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project (Project) with the goal of improving safety on Folsom Street for people walking and riding bikes; and,

WHEREAS, Folsom Street between 11th and 13th Street is designated a High Injury Corridor by the San Francisco Department of Public Health and the Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco; and,

WHEREAS, The Livable Streets Subdivision of the SFMTA conducted a comprehensive public outreach process for the Project, including presentations at four community open houses and a loading zone survey of the businesses; and,

WHEREAS, Based on community input and an analysis of collision records and conditions in the field, SFMTA staff have proposed the following parking and traffic modifications associated with the Project:

- A. ESTABLISH - CLASS II BUFFERED BIKE LANE - Folsom Street, westbound, from 11th Street to 13th Street; and Folsom Street, eastbound, from 13th Street to 12th Street
- B. ESTABLISH - CLASS IV PROTECTED BIKE LANE - Folsom Street, eastbound, from 12th Street to 11th Street
- C. ESTABLISH - TOW AWAY NO STOPPING ANYTIME - Folsom Street, west side, from 13th Street to 135 feet northerly; and Folsom Street, south side, from 11th Street to 100 feet westerly
- D. ESTABLISH - RIGHT LANE MUST TURN RIGHT (EXCEPT BICYCLES) - Folsom Street, north side, from 12th Street to 105 feet easterly
- E. ESTABLISH - NO PARKING ANYTIME - Folsom Street, north side, from 12th Street to 80 feet west of 11th Street

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and

WHEREAS, The parking protected bikeway proposed as part of the project meets these three requirements; and

WHEREAS, The parking protected bikeway has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The proposed Project is subject to the California Environmental Quality Act (CEQA); Title 14 of the California Code of Regulations Section 15301 provides an exemption from environmental review for minor alteration of existing public facilities and minor public alterations in the condition of land as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304; and,

WHEREAS, On September 18, 2017, the Planning Department determined that the proposed Project is categorically exempt from environmental review, pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15304; and,


WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; 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 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications via five open community meetings and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves bicycle, parking and traffic modifications, as set forth in Items A-E above, associated with the Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 17, 2017.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency