



Sustainable Streets Division Directive Order No. 6206

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Pursuant to the public hearing held on December 11, 2019, traffic movement and safety may be improved by the changes approved below.

- 1(a). ESTABLISH – CLASS IV BIKEWAY (PARKING-PROTECTED BIKEWAYS)**
7th Street, northbound, from Townsend Street to Folsom Street

- 1(b). ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES**
 - A. 7th Street, northbound, at Mission Street
 - B. 7th Street, northbound, at Brannan Street
 - C. 7th Street, northbound, at Bryant Street
 - D. 7th Street, northbound, at Mission Bay Drive
 - E. Brannan Street, westbound, at 7th Street
 - F. Townsend Street, eastbound, at 7th Street

- 1(c). ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY, NO STOPPING ANYTIME**
 - A. 7th Street, east side, from Harrison Street to northerly (7th/Harrison far side boarding island)
 - B. 7th Street, east side, from Bryant Street to 94 feet northerly (7th/Bryant far side boarding island)
 - C. 7th Street, east side, from Brannan Street to 57 feet northerly (7th/Brannan far side boarding island)

- 1(d). ESTABLISH – SCHOOL BUS LOADING ISLAND, TOW-AWAY, NO PARKING ANYTIME, 7 AM TO 4 PM, SCHOOL DAYS ONLY**
7th Street, east side, from 75 feet to 215 feet south of Cleveland Street (expands existing zone by 27 feet)

- 1(e). ESTABLISH – BIKE SHARE STATION, NO STOPPING EXCEPT BICYCLES**
7th Street, east side, from 83 feet to 153 feet north of Brannan Street (70-foot bike share station)

- 1(f). ESTABLISH – MOTORCYCLE PARKING**
 - A. 7th Street, east side, from 25 feet to 137 feet north of Townsend Street (creates 33 spaces)
 - B. 7th Street, west side, from 144 feet to 177 feet north of Harrison Street (creates 9 spaces)

- 1(g). RESCIND – MOTORCYCLE PARKING**
7th Street, west side, from 88 feet to 120 feet north of Townsend Street (removes 9 spaces)



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- 1(h). **RESCIND – BLUE ZONE**
7th Street, east side, from 202 feet to 226 feet south of Bryant Street
- 1(i). **ESTABLISH – BLUE ZONE**
7th Street, east side, from 222 feet to 243 feet south of Bryant Street
- 1(j). **ESTABLISH – PASSENGER LOADING ZONE, 9 AM TO 7 PM, MONDAY THROUGH SATURDAY**
7th Street, west side, from 88 feet to 152 feet north of Townsend Street (expands existing zone from 40-foot long to 64-foot long)
- 1(k). **ESTABLISH – PASSENGER LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY**
 - A. 7th Street, east side, from 83 feet to 108 feet north of Brannan Street
 - B. 7th Street, west side, from 17 feet to 61 feet north of Brannan Street (expands existing zone from 40-foot long to 44-foot long)
- 1(l). **RESCIND – YELLOW LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**
 - A. 7th Street, west side, from 126 feet to 159 feet south of Folsom Street
 - B. 7th Street, east side, from 139 feet to 181 feet north of Bryant Street
 - C. 7th Street, east side, from 119 feet to 149 feet south of Bryant Street
 - D. 7th Street, east side, from 171 feet to 201 feet south of Brannan Street
- 1(m). **ESTABLISH – YELLOW LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**
 - A. 7th Street, east side, from 25 feet to 60 feet south of Cleveland Street
 - B. 7th Street, west side, from 119 feet to 159 feet south of Folsom Street
 - C. 7th Street, east side, from 144 feet to 189 feet north of Bryant Street
 - D. 7th Street, west side, from 145 feet to 173 feet south of Bryant Street
 - E. 7th Street, west side, from 168 feet to 214 feet north of Brannan Street
 - F. 7th Street, west side, from 61 feet to 105 feet north of Brannan Street
 - G. 7th Street, east side, from 224 feet to 258 feet north of Brannan Street
 - H. 7th Street, east side, from 295 feet to 348 feet south of Brannan Street
- 1(n). **RESCIND – GREEN ZONE, 10-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**
7th Street, east side, from 94 feet to 112 feet south of Brannan Street
- 1(o). **ESTABLISH – GREEN ZONE, 15-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**
7th Street, east side, from 165 feet to 181 feet south of Brannan Street (creates 1 space)



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1(p). ESTABLISH – RED ZONE

- A. Cleveland Street, south side, from 7th Street to 10 feet easterly
- B. Harrison Street, south side, from 5 feet to 23 feet east of 7th Street (removes meter space 1083)
- C. 7th Street, east side, from 5 feet to 27 feet south of Harrison Street
- D. 7th Street, west side, from Bryant Street to 30 feet southerly
- E. 7th Street, east side, from Townsend Street to 25 feet northerly
- F. Bryant Street, south side, from 7th Street to 25 feet westerly

1(q). ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- A. 7th Street, east side, from Bryant Street to 222 feet southerly
- B. 7th Street, east side, from Brannan Street to 165 feet southerly

1(r). ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 4 PM, SUNDAY

7th Street, east side, from 75 feet to 215 feet south of Cleveland Street

1(s). RESCIND – BUS ZONE

7th Street, east side, from Townsend Street to 130 feet northerly (consolidates bus stop to Townsend Street midblock between 7th Street and 8th Street, no longer available for commuter shuttles)

1(t). ESTABLISH – METERED PARKING

- A. 7th Street, east side, from Cleveland Street to Harrison Street
- B. 7th Street, west side, from Folsom Street to Harrison Street
- C. 7th Street, both sides, from Bryant Street Townsend Street

1(u). RESCIND – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

ESTABLISH – TOW AWAY, NO STOPPING ANYTIME, EXCEPT VEHICLES DISPLAYING A PERMIT ISSUED BY THE SFMTA

Bryant Street, south side, from 80 feet to 140 feet east of 7th Street

The proposed modification establishes protected bikeways on 7th Street between Folsom Street and Townsend Street.

Decision: Items 1(a) through 1(r) approved by City Traffic Engineer for implementation. Items 1(s) through 1(u) approved by the City Traffic Engineer to send to SFMTA Board for legislation.

Public Comments: Comments in favor and opposition received. Comments in favor expressed positivity about the proposed changes improving bicycle safety and transit operations. Comments in opposition expressed concerns about the proposed changes creating additional congestion and complexity.



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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 a 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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Approved:

A handwritten signature in black ink that reads 'R. Olea'.

Ricardo Olea
City Traffic Engineer

Date: December 20, 2019

cc: Directive File

RO:JP;jw/au