

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 16-157

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on 7<sup>th</sup> Street as outlined in Mayor Lee's Executive Directive on Bicycle and Pedestrian Safety; 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, 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 San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modification along 7<sup>th</sup> Street between Market Street and Cleveland Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY- 7th Street, northbound, east side, from Cleveland Street to Market Street (Class IV Parking Protected Bikeway)
- B. RESCIND – BUS ZONE - 7th Street, east side, from Mission Street to 99 feet southerly (Existing bus zone moved to far side transit boarding island); 7th Street, east side, from Howard Street to 110 feet southerly (Existing near side bus zone replaced by near side transit boarding island); 7th Street, east side, from Folsom Street to 91 feet northerly (Existing far side bus zone replaced by far side transit boarding island);
- C. RESCIND – YELLOW METER LOADING ZONE - 7th Street, east side, from 110 feet to 118 feet south of Howard Street; 7th Street, east side, from 81 feet to 103 feet north of

Folsom Street

- D. RESCIND – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 182 feet to 226 feet south of Howard
- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 7th Street, east side, from Mission Street to Minna Street; 7th Street, east side, from Folsom Street to Cleveland Street
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 7th Street, northbound, at Mission Street; 7th Street, northbound, at Folsom Street
- G. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY NO STOPPING ANYTIME -7th Street, east side, from Mission Street to 50 feet northerly (7th/Mission far side boarding island); 7th Street, east side, from Howard Street to 45 feet southerly (7th/Howard near side boarding island); 7th Street, east side, from Folsom Street to 91 feet northerly (7th/Folsom far side boarding island)
- H. ESTABLISH – TOW -WAY NO PARKING ANYTIME -; Stevenson Street, north side, from 7th Street to 10 feet westerly; 7th Street, east side, from Minna Street to 73 feet southerly; 7th Street, east side from 89 feet to 104 feet south of Minna; Minna Street, north side, from 7th Street to 10 feet westerly; Minna Street, north side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 10 feet easterly; Natoma Street, south side, from 7th Street to 12 feet westerly; 7th Street, east side, from Natoma Street to 30 feet southerly; 7th Street, west side, from Natoma Street to 22 feet southerly; 7th Street, east side, from Howard Street to 18 feet northerly; 7th Street, east side, from 33 feet to 37 feet north of Howard Street; Howard Street, north side, from 7th Street to 45 feet easterly; Howard Street, south side, from 7th Street to 33 feet easterly; 7th Street, west side, from Howard Street to 44 feet southerly; Folsom Street, north side, from 7th Street to 40 feet easterly; 7th Street, east side, from 80 feet to 100 feet south of Howard Street; 7th Street, east side, from 182 feet to 198 feet south of Howard Street; 7th Street, east side, from 280 feet to 286 feet south of Howard Street; 7th Street, east side, from 305 feet to 323 feet south of Howard Street
- I. ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY -; 7th Street, east side, from 131 feet to 151 north of Folsom Street; 7th Street, east side, from 38 feet to 58 feet north of Howard Street
- J. ESTABLISH – BLUE ZONE - Stevenson Street, north side, from 10 feet to 30 feet west of 7th Street; Minna Street, north side, from 10 feet to 31 feet west of west of 7th Street; Minna Street, north side, from 25 feet to 35 east of 7th Street; Howard Street, north side, from 7 feet to 25 feet west of 7th Street
- K. ESTABLISH – WHITE ZONE, AT ALL TIMES - 7th Street, east side, from 73 feet to 89 feet south of Minna Street; 7th Street, east side, from 18 feet to 33 feet north of Natoma Street; 7th Street, east side, from 238 feet to 280 feet south of Howard Street
- L. ESTABLISH – NO RIGHT TURN ON RED - Howard Street, westbound, at 7th Street (for bicycle two-stage turn box); 7th Street, northbound, at Folsom Street (for bicycle two-stage turn box); and,

**PAGE 3.**

WHEREAS, The proposed 7<sup>th</sup> Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

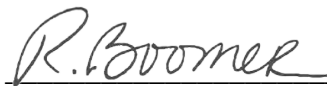
WHEREAS, The Planning Department determined that the proposed 7<sup>th</sup> Street Safety Project, which includes Items A through L, is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; the proposed action is the Approval Action as defined 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,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these parking and traffic modifications set forth in Items A through L above along 7<sup>th</sup> Street between Market Street and Cleveland Street and support the SFMTA's Vision Zero program and Mayor Lee's Executive Directive on Bicycle and Pedestrian Safety.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 15, 2016.



\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency