



**SFMTA**

## Sustainable Streets Division Directive Order No. 6118

### **Sustainable Streets Division Directive Order No. 6118**

Pursuant to the public hearing held on July 9, 2019, traffic movement and safety may be improved by the changes approved below.

**1(a). ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAYS)**

- 7<sup>th</sup> Street, northbound, between 16<sup>th</sup> Street and Townsend Street
- 7<sup>th</sup> Street, southbound, between Townsend Street and 16<sup>th</sup> Street

**1(b). ESTABLISH – TOW AWAY NO STOPPING ANYTIME**

- A.** 7<sup>th</sup> Street, west side, between Townsend Street and Berry Street (removes 2 metered commercial loading spaces, 7 general metered parking spaces, 12 unmetered parking spaces, 8 metered motorcycle parking spaces, and 3 unmetered motorcycle parking spaces for a protected bikeway)
- B.** 7<sup>th</sup> Street, west side, between Hooper Street and Daggett Street (removes 34 general metered parking spaces for a protected bikeway)
- C.** 7<sup>th</sup> Street, west side, from Townsend Street to 88 feet northerly (removes 8 motorcycle parking spaces and 1 blue zone)

**1(c). ESTABLISH – BLUE ZONE**

- 7<sup>th</sup> Street, west side, from 25 feet to 45 feet south of Brannan Street

**1(d). ESTABLISH – METERED MOTORCYCLE PARKING**

- 7<sup>th</sup> Street, east side, from 20 feet to 125 feet southerly (creates 30 metered motorcycle parking spaces)

**1(e). RESCIND – TOW-AWAY NO PARKING, 10 PM TO 6 AM EVERYDAY**

- Irwin Street, east side, between 7<sup>th</sup> Street and 8<sup>th</sup> Street
- Irwin Street, west side, between 7<sup>th</sup> Street and 8<sup>th</sup> Street

The proposed modification establishes protected bikeways on 7<sup>th</sup> Street between Townsend Street and 16<sup>th</sup> Street.

**Decision:** Items 1(a) through 1(e) approved by City Traffic Engineer for implementation. Based on public input, Item 1(e) added as an on-street parking mitigation measure.


**Public Comments:** Comments in favor and opposition received. Comments in favor expressed positivity about the proposed changes improving bicycle safety. Comments in opposition expressed concerns about the proposed changes creating on-street parking difficulty.



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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](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](mailto:sustainable.streets@sfmta.com) and reference this order number.

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Approved:

A handwritten signature in black ink that reads 'ROlea'.

Ricardo Olea  
City Traffic Engineer

Date: July 12, 2019

cc: Directive File

RO:JP:jw/au