The SFMTA 7th Street Safety Project proposes to install traffic safety improvements, including protected bike lanes, on 7th Street between Brannan Street and 16th Street.

This project will address safety concerns while creating a more comfortable space for travel through the following changes:

- Installing protected bike lanes on 7th Street to provide a more safe and comfortable place for people traveling by bike.
- Reconfiguring the street to provide two consistent northbound vehicle travel lanes between Townsend and Irwin streets. One south bound lane is maintained.
- Removing on-street parking on the west side of 7th Street between Townsend and 16th streets. This project removes 2 yellow spaces, 41 general meter spaces, and 12 unregulated spaces. Motorcycle parking is maintained. Parking removal on the east side of 7th street between Townsend and 16th streets was approved by the SFMTA Board of Directors in December 2017, but was on hold due to construction in the area.
- Upgrading crosswalks to high-visibility continental markings.

Pending project approvals, implementation could begin as early as July 2019.

Typical proposed cross-section of 7th Street looking north

For general project information and updates, we invite you to visit the project website at www.sfmta.com/7thand8th or email project planner Jennifer Wong at jennifer.wong@sfmta.com.
The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Tuesday, July 9, 2019, at 6:00 PM, at Recology Golden Gate, 900 7th Street, San Francisco CA, 94107, to consider the following proposals:

The following items (7th Street Safety Project) are pending environmental clearance:

1(a). **ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAYS)**
   - 7th Street, northbound, between 16th Street and Townsend Street
   - 7th Street, southbound, between Townsend Street and 16th Street

1(b). **ESTABLISH – TOW AWAY NO STOPPING ANYTIME**
   A. 7th 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. 7th Street, west side, between Hooper Street and Daggett Street (removes 34 general metered parking spaces for a protected bikeway)
   C. 7th Street, west side, from Townsend Street to 88 feet northerly (removes 8 motorcycle parking spaces and 1 blue zone)

1(c). **ESTABLISH – BLUE ZONE**
   - 7th Street, west side, from 25 feet to 45 feet south of Brannan Street

1(d). **ESTABLISH – NO STOPPING EXCEPT BICYCLES**
   **ESTABLISH – BIKE SHARE STATION**
   - 7th Street, east side, from 125 feet to 240 feet south of Townsend Street (115-foot bike-share station)

1(e). **ESTABLISH – METERED MOTORCYCLE PARKING**
   - 7th Street, east side, from 20 feet to 125 feet southerly (creates 30 metered motorcycle parking spaces)

These items (7th Street Safety Project) can be given approval by the City Traffic Engineer after the public hearing.

California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code:
For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at http://www.sf-planning.org/index.aspx?page=3447. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San
Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Whether 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, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on https://www.sfmta.com/committees/engineering-public-hearings by 5 p.m. on the Friday following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfboss.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

Approved for Public Hearing by:

for Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

cc: Debbie Borthne, SFMTA Parking and Enforcement
James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:ND
ISSUE DATE: 6/28/18