**Location:** Folsom Street at Main Street

**Subject:** Bike Share Station

**PROPOSAL / REQUEST:**
- **RESCIND – NO STOPPING EXCEPT BICYCLES**
- **RESCIND – BIKE SHARE STATION**
  - Folsom Street, north side, from 105 feet to 185 feet west of Main Street (80-foot bike share station)

- **ESTABLISH – NO STOPPING EXCEPT BICYCLES**
- **ESTABLISH – BIKE SHARE STATION**
  - Folsom Street, south side, from 60 feet to 134 feet west of Main Street (74-foot bike share station)

- **RESCIND – YELLOW METERED LOADING, AT ALL TIMES, DAILY**
  - Folsom Street, south side, from 72 feet to 134 feet west of Main Street (stalls #211, #213, #215)

(Supervisor District 6)

Proposing to relocate a Bay Wheels bike share station from the floating parking lane on the north side of Folsom Street, west of Main Street, to the floating parking lane on the south side of Folsom Street, west of Main Street, to accommodate a multi-year construction project.

Laura Stonehill, laura.stonehill@sfmta.com

**BACKGROUND INFORMATION / COMMENTS**
Relocating Bay Wheels bike share station from the floating parking lane on the north side of Folsom between Main and Beale to the floating parking lane on the south side of Folsom on this block, to accommodate construction at the parcel on the north side of the street which is expected to last multiple years. The Color Curb Program is separately converting meters to yellow around the corner on Main St to replace these yellow meters.

Stations with bicycles are 6 feet long and 4 feet tall with a kiosk 7.8 feet tall and map panel at the western end of the station. Stations are solar powered via a panel system that extends vertically from the kiosk. No excavation is necessary.

- Adjacent to curbside bikeway
- no Muni

Grid F30-3
construction on parcel on the north side of Folsom between Main and Beale to start Feb 2024 and last ~2 years

bike share station to vacate 80' footprint on north side of Folsom

bike share station will be shortened and relocated to stalls 211, 213, and 215 on the south side of Folsom
existing bike share station to be shortened and relocated to south side of Folsom
Folsom Street, looking west from Main Street, towards Beale Street, showing existing bike share station on the north side of Folsom Street which would be relocated to the south side of Folsom Street.
South side of Folsom Street, looking east towards Main Street
Notice of Exemption

Approval Date: December 18, 2015
Case No.: 2015-005492ENV, SFMTA Bay Area Bicycle Share Project
Project Title: Citywide in San Francisco, primarily within the public right-of-way
Zoning: Not applicable, primarily in the public right of way
Block/Lot: Not applicable, primarily in the public right of way
Lot Size: Not applicable, primarily in the public right of way
Lead Agency: San Francisco Planning Department
Project Sponsor: Heath Maddox, San Francisco Municipal Transportation Agency 415-701-4789 heath.maddox@sfmta.com
Staff Contact: Debra Dwyer 415-575-9031 debra.dwyer@sfgov.org

To: County Clerk, City and County of San Francisco
City Hall Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources, and San Francisco requirements, this Notice of Exemption is transmitted to you for filing. At the end of the posting period, please return this Notice to the Staff Contact with a notation of the period it was posted.

Attached fee: $60 filing fee

PROJECT DESCRIPTION:

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement a city-wide bicycle sharing system in San Francisco as part of the regional Bay Area Bicycle Share (BABS) system described in detail below. The current regional bicycle share system in San Francisco is a pilot project managed by the Bay Area Air Quality Management District (BAAQMD). The regional BABS system will transfer to the Metropolitan Transportation Commission (MTC) for program oversight at the end of 2015. As part of a BABS pilot project initiated on August 29, 2013, the system operator installed approximately 35 bicycle share stations with input from the SFMTA, comprising 350 bicycles within the public right-of-way, located generally in the northeast section of the City. The proposed project would maintain and upgrade the existing 35 pilot bicycle share stations, and expand the BABS system within San Francisco to comprise a total of approximately 450 stations and 4,500 bicycles across the City and County of San Francisco (San Francisco).
Notice of Exemption

CASE NO. 2015-005492ENV

SFMTA Bay Area Bicycle Share Project
Citywide in San Francisco, primarily within the public right-of-way

DETERMINATION:

The City and County of San Francisco decided to carry out or approve the project on December 18, 2015. The San Francisco Board of Supervisors (BOS) approved a coordination agreement with the Metropolitan Transportation Commission (MTC), other local partners in the East and South Bay, and the bicycle share operator to carry out the Bay Area Bicycle Share Program, which would be overseen in San Francisco by the San Francisco Municipal Transportation Agency (SFMTA) on December 8, 2015. The agreement was provided to Mayor Lee for his signature and becomes effective upon signing or when ten days have passed. A copy of documents related to this action may be examined at the San Francisco Board of Supervisors, City Hall, 1 Carlton B. Goodlett Place Room 244, San Francisco, CA, 94102 in File Number 151144.

1. An Exemption from Environmental Review has been prepared pursuant to the provisions of CEQA under:
   - _Ministerial (Sec. 21080(b)(1); 15268)_
   - _Declared Emergency (Sec. 21080(b)(3); 15269(a))_
   - _Emergency Project (Sec. 21080(b)(4); 15269(b)(c))_
   - _Categorical Exemption, Class 3, Section 15303_
   - _Statutory Exemption, State code number: ______
   - _Community Plan Exemption (Sec. 21083.3; 15183)_

2. This project in its approved form has been determined to be exempt from environmental review because it would result in the installation of up to 450 bicycle sharing stations throughout San Francisco, primarily within the public right-of-way and on some parcels. The proposed individual stations are portable, modular, and would be solar and battery powered, and would thus not involve excavation or utility connections. The bicycle sharing station equipment is small in scale and massing relative to surrounding buildings or sites. Bicycle facilities and infrastructure are common sights within the urban environment. There would be no potential for significant environmental impacts at either a project or cumulative level. Therefore, the proposed project would be exempt from environmental review under Class 3.

John Rahaim
Planning Director

By Sarah B. Jones
Environmental Review Officer

cc: Heath Maddox, SFMTA
Interested parties

December 22, 2015