

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the conversion of a transit and commercial vehicle only lane to a general-purpose travel lane and modified parking and loading regulations on Sansome Street between Broadway and Washington Street.

SUMMARY:

- The SFMTA proposes converting a transit and commercial vehicle only lane to a general-purpose travel lane and modifying parking and loading regulations on Sansome Street between Broadway and Washington Street to improve local traffic circulation and access to businesses.
- The proposed traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR



October 1, 2026

SECRETARY



October 1, 2026

ASSIGNED SFMTAB CALENDAR DATE: October 6, 2026

PURPOSE

Approving the conversion of a transit and commercial vehicle only lane to a general-purpose travel lane and modified parking and loading regulations on Sansome Street between Broadway and Washington Street.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.

This action supports the following SFMTA Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

DESCRIPTION

Background of Sansome Street Contraflow Lane

In 1997 a northbound travel lane was converted to a southbound lane for transit and commercial vehicles on Sansome Street between Washington and Bush streets to reduce delays on several Muni routes through the Financial District. Prior to this change Sansome Street was a one-way northbound street.

In 2016 the SFMTA extended the Sansome Street southbound lane by converting Sansome Street from a one-way northbound street to a two-way street between Broadway and Washington Street. Along this three-block segment, the southbound direction was restricted to transit and commercial vehicles from 6 AM to 8PM daily. These changes were part of the broader Transit Effectiveness Project and enabled Muni's 10 Townsend and 12 Folsom/Pacific bus routes to be rerouted from Battery Street to Sansome Street as shown in Figure 1 below. These Muni reroutes were more direct, had fewer turns, and avoided congested conditions on Battery Street which is a primary traffic route through the Financial District toward freeway on ramps south of Market Street. Because the southbound lane on Sansome Street restricted general traffic throughout the day, all metered parking along the west side of these three blocks of Sansome Street was converted to commercial loading zones.

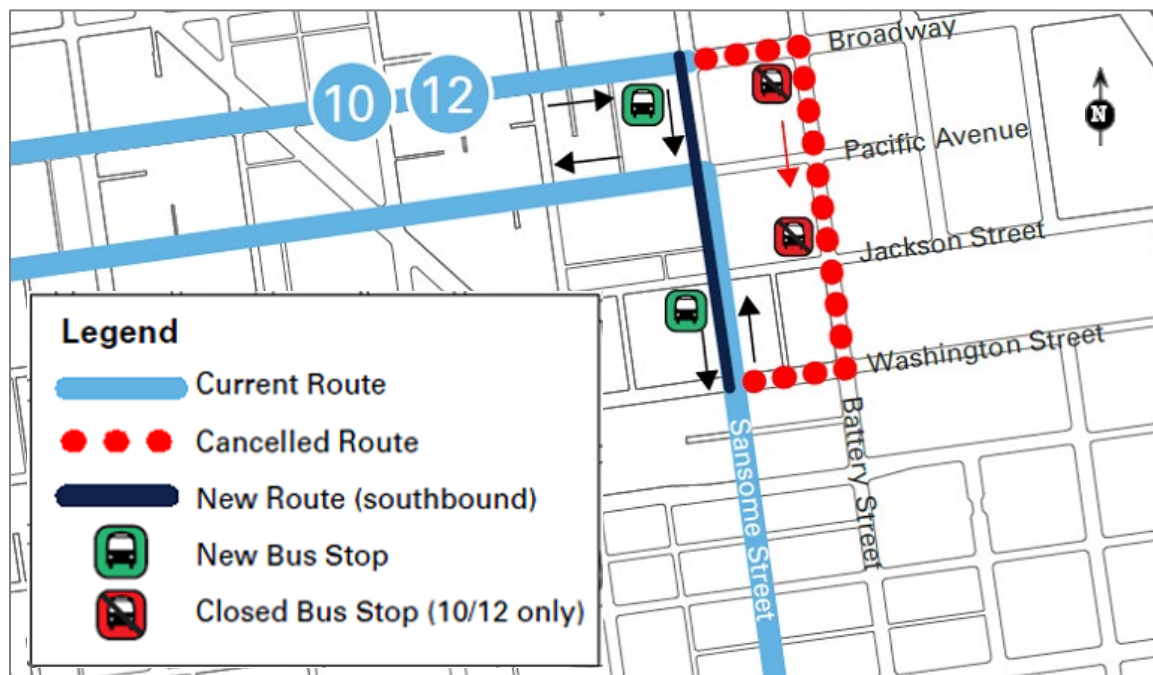


Figure 1: Map of 2016 Muni Reroutes onto Southbound Sansome Street

Summary of Current Proposal

The neighborhood surrounding this portion of Sansome Street is part of the Jackson Square Historic district, and local stakeholders have requested SFMTA open the southbound direction to all traffic throughout the day and make parking and loading changes to support the mix of small businesses and mid-sized office buildings. Conditions have changed since the contraflow lane was extended in 2016 - for example, the 10 Townsend bus route was discontinued at the onset of the COVID-19 pandemic. In addition, staff observations indicate that the commercial loading zones along these three blocks are underutilized.

This proposal will open southbound Sansome Street to all traffic between Broadway and Washington Street and update the parking and loading regulations on the west side of the Street to meet the needs of local businesses. This will simplify local traffic circulation and improve parking availability and utilization. This proposal will not make any changes on Sansome Street south of Washington Street – the southbound direction will continue to be restricted to transit and commercial vehicles from 7 AM to 8 PM daily beyond Washington Street. No changes to transit routes or stops are required – Muni’s 12 Folsom/Pacific route will continue to operate in both directions on Sansome Street.

Implementation

Implementation will involve SFMTA staff updating signage, curb paint and parking meters.

Proposed Parking and Traffic Modifications

The SFMTA recommends that the SFMTA Board approve the following parking and traffic modifications along Sansome Street between Broadway and Washington Street to convert a transit and commercial vehicle only lane to a general-purpose travel lane and to modify parking and loading regulations.

- A. RESCIND - TRANSIT/COMMERCIAL VEHICLE -ONLY LANE, 6 AM TO 8 PM, EVERYDAY
Sansome Street, southbound, from Broadway to Washington Street (opens lane to general traffic)
- B. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 30 -MINUTE TIME LIMIT, 6 AM TO 8 PM, DAILY
 - i. Sansome Street, west side, from 93 feet to 135 feet south of Jackson Street (42 -foot zone, stall no. 617 and 613)
 - ii. Sansome Street, west side, from 33 feet to 57 feet north of Jackson Street (24 - foot zone, stall no. 705)
 - iii. Sansome Street, west side, from 34 feet to 122 feet north of Gold Street (88 - foot zone, stall no. 713, 715, 717, 719)
 - iv. Sansome Street, west side, from 52 feet to 112 feet south of Broadway Street (60 -foot zone, stall no. 817,815,813)
- C. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 30 -MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY
 - i. Sansome Street, west side, from 70 feet to 93 feet south of Jackson Street (23 - foot zone, stall no. 619)
 - ii. Sansome Street, west side, from 12 feet to 34 feet north of Gold Street (22 - foot zone, stall no. 711)
 - iii. Sansome Street, west side, from 20 feet to 61 feet north of Pacific Avenue (41 - foot zone, stall no. 803 and 805)
 - iv. Sansome Street, west side, from 10 feet to 52 feet south of Broadway Street (42 -foot zone, stall no. 821 and 819)
- D. ESTABLISH – YELLOW METERED ZONE, SIX -WHEEL COMMERCIAL LOADING, 30 - MINUTE TIME LIMIT, 8 AM TO 3 PM, MONDAY THROUGH FRIDAY
 - i. Sansome Street, west side, from 23 feet to 91 feet north of Washington Street (68 -foot zone, stall no. 601, 603, 605)
 - ii. Sansome Street, west side, from 9 feet to 75 feet south of Pacific Avenue (66 - foot zone, stall no. 725,723,721)

COMMUNITY ENGAGEMENT

This proposal was requested by local businesses on Sansome Street. SFMTA staff met onsite

with representatives from California Street Cannabis located at 615 Sansome Street to observe parking and traffic conditions and understand the requested changes. Staff conducted door-to-door outreach to all properties along the three affected blocks to gather feedback about parking and loading needs. The SFMTA briefed District 3 Supervisor Danny Sauter's office about the proposed changes and briefed leadership of the San Francisco Transit Riders. Public feedback was gathered at an Engineering Public Hearing Meeting on August 7, 2026.

Three people spoke in opposition to the proposal at the Engineering Public Hearing, expressing concerns that allowing private vehicles to travel southbound on Sansome Street at all hours will negatively impact performance of Muni's 12 Folsom/Pacific route. Staff confirmed that the 12 Folsom/Pacific route would continue to be able to take advantage of the more direct southbound routing on Sansome Street that has been in place since 2016, and that the volume of private vehicles on southbound Sansome Street is expected to be low since they will continue to be restricted from traveling past Washington Street from 7 AM to 8 PM daily. Staff shared that Muni travel time and reliability will be monitored before and after implementation and adjustments would be made if necessary to ensure the 12 Folsom/Pacific route can move through the area efficiently. Representatives from California Street Cannabis spoke in support of the proposal at the Engineering Public Hearing, sharing concerns that the current street configuration makes it difficult for customers to access local businesses and requesting that commercial loading zone hours be reduced to end at 3 PM rather than 6 PM. Staff updated the proposal to end commercial loading zone hours at 3 PM.

ALTERNATIVES CONSIDERED

Staff also considered not pursuing the project. However, this alternative would not address the request from local businesses to improve local traffic circulation and access to businesses.

FUNDING IMPACT

The total cost for the project is estimated at \$5,000, which covers materials and labor costs for SFMTA crews to update signage, curb paint and multi space parking meters. The project would be funded using operating funds.

ENVIRONMENTAL REVIEW

The proposed traffic modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical 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 pursuant to Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the San Francisco Planning Department, has

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determined that the proposed parking and traffic modifications in Items A-D (Case No. 2026-006686ENV, July 27, 2026) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for Items A-D as defined by San Francisco Administrative Code Chapter 31.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

RECOMMENDATION

Staff recommends the SFMTA Board of Directors approve the conversion of a transit and commercial vehicle only lane to a general-purpose travel lane and modified parking and loading regulations on Sansome Street between Broadway and Washington Street.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request for parking and traffic modifications as follows:

- A. RESCIND - TRANSIT/COMMERCIAL VEHICLE -ONLY LANE, 6 AM TO 8 PM, EVERYDAY
Sansome Street, southbound, from Broadway to Washington Street (opens lane to general traffic)
- B. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 30 -MINUTE TIME LIMIT, 6 AM TO 8 PM, DAILY
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 - ii. Sansome Street, west side, from 9 feet to 75 feet south of Pacific Avenue (66 - foot zone, stall no. 725,723,721); and,

WHEREAS, The proposed traffic modifications are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical 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 defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed traffic modifications in Items A-D (Case No. 2026-006686ENV, July 27, 2026) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, 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 <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2026-006686ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves Items A-D above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 6, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency