

THIS PRINT COVERS CALENDAR ITEM NO: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Amending the Transportation Code, Division II, Section 201, to authorize the City Traffic Engineer to install bicycle parking spaces, including racks and corrals, on the street adjacent to red curb or other no parking zones without a public hearing; and making environmental review findings.

SUMMARY:

- This item amends Transportation Code, Division II, to remove the requirement that a public hearing be held to install public bicycle parking spaces, including bicycle racks and corrals, on the street, in daylighting or other no parking zones where parking is already prohibited.
- Not having a public hearing for installation of bicycle racks and corrals would be consistent with the process for installing bike racks on the sidewalk and therefore, would be more efficient.
- Assembly Bill 413 (California's Daylighting Law) prohibits vehicle parking within 20 feet of crosswalks statewide and allows cities to repurpose these daylighting zones for uses like bicycle parking because bikes and racks do not block visibility.
- The installation of bicycle parking spaces in daylighting and other existing no parking zones does not create any new restrictions and uses space that is already legally off-limits to motor vehicles.
- The proposed Transportation Code amendment has been reviewed pursuant to the California Environmental Quality Act (CEQA).

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Amendment

APPROVALS:

DIRECTOR



SECRETARY



DATE

November 25, 2025

November 25, 2025

ASSIGNED SFMTAB CALENDAR DATE: December 2, 2025

PURPOSE

Amending Transportation Code, Division II, Section 201, to authorize the City Traffic Engineer to install bicycle parking spaces, including racks and corrals, on the street adjacent to red curb or other no parking zones without a public hearing.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

This item supports the following Strategic Plan Goal:

Goal 4: Make streets safer for everyone.

This item supports the following 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. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

The SFMTA would install bicycle parking spaces, including bicycle racks and corrals, on 'no parking' zones to keep sidewalks clearer of street furniture and to provide a greater supply of bicycle parking. On-street bicycle parking — also known as bicycle racks or corral(s) — can be placed midblock or at intersections. The Agency has been daylighting intersections on the High Injury Network for several years. The additional daylighting legislated by AB 413 creates more opportunities to install bicycle parking on the street.

This Transportation Code amendment would authorize the City Traffic Engineer to install public bicycle parking spaces at daylighting or other no parking zones without a public hearing requirement. Since no public hearing is currently required to install bicycle racks on sidewalks, this would now be the same for installing bicycle racks and corrals and accessory features (such as wheel stops, delineators, and painted outlines) on the street in daylighting zones or other no parking zones where parking is already prohibited. The public hearing requirement would be unchanged for designating new no parking areas before approval of on-street bicycle parking in those areas (for example, mid-block at the request of a sponsoring business or neighborhood group).

The intent of daylighting is to improve visibility at intersections. When vehicles park in

daylighting zones, the safety benefits are compromised. On-street bicycle parking preserves the safety benefits of daylighting by preventing vehicles from otherwise illegally parking in those spaces through the installation of physical objects (bike racks) while also providing additional bike parking capacity. Placing physical objects in these daylighted zones to prevent illegal vehicle parking is also known as “hardening.” Bikes parked at these bicycle parking spaces are low-profile and do not block drivers’ view of pedestrians or other vehicles. In the future, the SFMTA intends to install bicycle parking in some daylighted areas as an option for hardening daylighting and other no parking zones.

Bicycle parking in daylighting zones does not impact vehicle parking and also supports safety and mode shift goals without adding additional street furniture to limited sidewalk space. The transition to multi-space meters has also removed de facto bicycle parking (in the form of individual parking meters), which bicycle parking in daylighting zones would help offset. With this amendment to the Transportation Code, the implementation of bicycle parking in daylighting zones would be more streamlined.

STAKEHOLDER ENGAGEMENT

Since daylighting parking prohibitions are set by state law, extensive stakeholder engagement for each bicycle corral in a daylighting zone is less necessary. Engagement may still be valuable for design details. Staff will conduct as-needed stakeholder engagement once specific locations for new bicycle parking are identified. For example, staff could reach out to inform the affected neighborhood associations, merchants and/or adjacent residents/businesses.

Establishment of new no parking zones where on-street bicycle parking would then be able to be placed would continue to be subject to existing public hearing requirements.

ALTERNATIVES CONSIDERED

The SFMTA Board could opt not to approve the amendment and continue to require public hearings prior to installing bicycle parking on the street.

FUNDING IMPACT

The proposed Transportation Code amendment will provide savings to the SFMTA from reduced staff time posting public hearing notices and staffing the hearings.

ENVIRONMENTAL REVIEW

On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan final environmental impact report (FEIR) (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 09-106, and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to the California Environmental Quality Act (CEQA). On May 15, 2017, the Planning Department issued an addendum to the Bicycle Plan FEIR for project level review of Sharrow, Bicycle Parking and Bicycle Corrals in any location in the City (Planning Case 2007.0347ENV-

10).

On October 30, 2025, the Planning Department issued a memorandum to the files (Planning Case Nos. 2007.0347E and 2007.0347ENV-10) concluding that the proposed installation of on-street bicycle parking adjacent to red curb or other no parking zones, does not require further analysis pursuant to the CEQA beyond the previously prepared FEIR certified June 25, 2009 and addendum issued May 15, 2017.

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 at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors amend the Transportation Code, Division II, Section 201 to authorize the City Traffic Engineer to install bicycle parking spaces, including racks and corrals, on the street adjacent to red curb or other no parking zones without a public hearing; and make environmental review findings.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Assembly Bill (AB) 413 (California’s Daylighting Law) prohibits vehicle parking within 20 feet of crosswalks statewide; and,

WHEREAS, AB 413 allows cities to repurpose these daylighting zones for uses like bicycle parking because bikes and racks do not block visibility; and,

WHEREAS, The additional daylighting legislated by AB 413 creates more opportunities to install bicycle parking on the street; and,

WHEREAS, Bicycle parking spaces, including racks and corrals, in daylighting zones reinforce the safety intent of the law through “hardening” while activating otherwise “empty” curb space; and,

WHEREAS, Bicycle parking spaces in daylighting and other no parking zones do not impact vehicle parking and also support safety and mode shift goals; and,

WHEREAS, Not having a public hearing for installation of bicycle racks and corrals would be consistent with the process for installing bike racks on the sidewalk and therefore, would be more efficient; and,

WHEREAS, Consistent with the Transportation Code, the establishment of new no parking zones where on-street bicycle parking would then be able to be placed would continue to be subject to existing public hearing requirements; and,

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan final environmental impact report (FEIR) (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 09-106, and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to the California Environmental Quality Act (CEQA), a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, On May 15, 2017, the Planning Department issued an addendum to the Bicycle Plan FEIR for project level review of Sharrow, Bicycle Parking and Bicycle Corrals in any location in the City (Planning Case 2007.0347ENV-10); and,

WHEREAS, On October 30, 2025, the Planning Department issued a memorandum to the files (Planning Case Nos. 2007.0347E and 2007.0347ENV-10) concluding that the proposed installation of on-street bicycle parking adjacent to red curb or other no parking zones, does not

require further analysis pursuant to the CEQA beyond the previously prepared Bicycle Plan FEIR certified June 25, 2009 and addendum issued May 15, 2017; and,

WHEREAS, 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 at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now, therefore be it,

RESOLVED, That the SFMTA Board of Directors adopts the 2009 Bicycle Plan Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves amending the Transportation Code, Division II, Section 201, to authorize the City Traffic Engineer to install bicycle parking spaces, including racks and corrals, on the street adjacent to red curb or other no parking zones without a public hearing.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 2, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Approval of Bicycle Parking Spaces on the Street]

Resolution amending Division II of the Transportation Code to authorize the City Traffic Engineer to install bicycle parking spaces, including racks and corrals, on the street adjacent to red curb or other no parking zones without a public hearing.

NOTE: **Additions** are in single-underline italics Times New Roman font.
Deletions are in ~~strike-through italics Times New Roman font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 200 of Division II of the Transportation Code is hereby amended by revising Section 201, to read as follows:

SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS

(a) **Office of City Traffic Engineer.** The position of City Traffic Engineer is established. The City Traffic Engineer shall be an employee of the SFMTA licensed with the State of California as a Civil or Traffic Engineer and designated by the Director of Transportation to exercise the powers and perform the duties of City Traffic Engineer established by this Code. The City Traffic Engineer shall have the authority to:

* * * *

(16) Install bicycle parking spaces on the street, including racks and corrals, adjacent to red curb or other no parking zones.

(b) **Public Hearings.** The following Parking and traffic measures may be implemented following a Public Hearing by the City Traffic Engineer or, if a project includes

actions in this subsection and subsection (c), the City Traffic Engineer may recommend a hearing at the SFMTA Board of Directors:

* * * *

(6) Designate on-street bicycle Parking Spaces for the installation and use of ~~Bicycle Racks and~~ Bicycle Sharing Stations, or to grant a permit for a Stationless Bicycle Share Program. In the event that a temporary relocation of a ~~bicycle parking space, bicycle rack, or~~ bicycle sharing station is necessary to improve safety or traffic operations, or to accommodate construction or roadway maintenance, the Director of Transportation has the authority to temporarily relocate a ~~bicycle parking space, bicycle rack, or~~ bicycle sharing station prior to holding a public hearing. If the ~~bicycle parking space, bicycle rack, or~~ bicycle sharing station will be temporarily relocated for less than ninety days, no public hearing is required. If the temporary relocation is for ninety days or longer, a public hearing must be held within ninety days following the temporary relocation.

Section 3. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 4. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
LILLIAN A. LEVY
Deputy City Attorney

n:\legana\as2025\2400239\01879947.docx

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 2 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency