

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 210504-065

WHEREAS, In June 2020, in response to the economic impacts of the city's State of Emergency, Mayor Breed's supplemental emergency proclamations launched Shared Spaces; and,

WHEREAS, The temporary emergency Shared Spaces program is a coordinated multi agency effort which repurposed parking spaces for dining/retail/personal services zones and pick-up zones, and closed streets for large-scale use by the public and commercial purposes; and,

WHEREAS, Permits issued under the temporary Shared Spaces program, which expire on June 30, 2021, were issued to over 1,000 dining/retail/personal services zones, 300 pick-ups and 62 street closures; and,

WHEREAS, The pending Board of Supervisors' legislation which includes amendments to Division I of the Transportation Code would codify Shared Spaces as a permanent program; and,

WHEREAS, That the proposed Transportation Code, Division II legislation delegates authority to the Director of Transportation or designee to restrict the stopping, parking, or standing of vehicles and close the parking space portion of any street, with some exceptions, for purposes of issuing a Curbside Shared Spaces permit; delegates authority to the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) to temporarily close the traffic lane portion of any street, with some exceptions, for purposes of issuing a temporary closure for a Roadway Shared Spaces permit; establishes a procedure for SFMTA Board of Directors approval of Longer-Term Closure for purposes of issuing a Roadway Shared Spaces; establishes a fine amount for violation of No Parking Zone parking restrictions established in Division I; revises existing color curb installation and renewal fees and add a new fee for "General Loading" zones; renames the parklet installation fee to Shared Spaces application fees and revise the fees and fee amounts; and rescinds the Places for People Application Fee; and,

WHEREAS, That proposed SFMTA regulations presented to the SFMTA Board that the Director of Transportation or designee will issue for both Curbside and Roadway Shared Spaces articulate how the agency will determine whether parking spaces or traffic lane should be closed while still upholding the city's values and commitments of its Transit First policy, Vision Zero, and Climate Action Plan through the application of principles of the Curb Management Strategy; and,

WHEREAS, The Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) was adopted by the Planning Department on September 15, 2010. On October 28, 2010, the Planning Commission in Resolution No. 18211, adopted findings and a Mitigation Monitoring and Reporting Program (MMRP) associated with the Better Streets Plan under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code; and,

WHEREAS, In April 2021, the Planning Department issued an Addendum to the Better Streets Plan FMND for the proposed Shared Spaces program which concluded that the proposed changes would not cause new significant impacts not identified in the FMND or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

WHEREAS, The SFMTA Board of Directors adopts the Better Streets Plan FMND CEQA findings as its own; a copy of the FMND, Planning Commission Resolution, the CEQA findings, and the FMND Addendum 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 are incorporated herein by reference; therefore, be it,

RESOLVED, that the SFMTA Board of Directors supports a long-term goal of achieving full cost recovery for the Shared Spaces Program; and be it further

RESOLVED, That the SFMTA Board amends Transportation Code, Division II to delegate authority to the Director of Transportation or designee to restrict the stopping, parking, or standing of vehicles and close the parking space portion of any street, with some exceptions, for purposes of issuing a Curbside Shared Spaces permit; delegate authority to the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) to temporarily close the traffic lane portion of any street, with some exceptions, for purposes of issuing a temporary closure for a Roadway Shared Spaces permit; establish a procedure for SFMTA Board of Directors approval of Longer-Term Closure for purposes of issuing a Roadway Shared Spaces; establish a fine amount for violation of No Parking Zone parking restrictions established in Division I; revise existing color curb installation and renewal fees and add a new fee for “General Loading” zones; rename the parklet installation fee to Shared Spaces application fees and revise the fees and fee amounts; and rescind the Places for People Application Fee; and be it further

RESOLVED, That the SFMTA Board of Directors supports the proposed SFMTA regulations presented to the SFMTA Board that the Director of Transportation or designee will issue for both Curbside and Roadway Shared Spaces which articulate how the agency will determine whether parking spaces or traffic lane should be closed while still upholding the City’s values and commitments of its Transit First policy, Vision Zero, and Climate Action Plan through the application of principles of the Curb Management Strategy.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 4, 2021.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION NO. 210504-065

[Transportation Code - Street Closures Related to the Shared Spaces Program, Establishing a Fine Amount for Violation of No Parking Zone Parking Restrictions, Revising Existing Color Curb Installation and Renewal Fees and Adding a New Fee for “General Loading” Zones, Renaming the Parklet Installation Fee to Shared Spaces Application Fees, and Revising the Fees and Fee Amounts, and Rescinding the Places for People Application Fee]

**Resolution amending Division II of the Transportation Code to delegate authority to the Director of Transportation or designee to restrict the stopping, parking, or standing of vehicles and close the Parking Space portion of any Street for purposes of issuing a Curbside Shared Spaces permit pursuant to the Shared Spaces Program as authorized by Administrative Code Chapter 94A as long as certain criteria are satisfied; delegate authority to the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) to temporarily close the Traffic Lane portion of any Street for purposes of issuing a Temporary Closure for a Roadway Shared Spaces permit as long as certain criteria are satisfied; establish a procedure for SFMTA Board of Directors approval of Longer-Term Closure of a Traffic Lane portion of any Street for purposes of issuing a Roadway Shared Spaces permit pursuant to the Shared Spaces Program; define the terms “Longer-Term Closure,” “Temporary Closure,” and “Traffic Lane”; establish a fine amount for violation of No Parking Zone parking restrictions established in Division I; revise existing color curb installation and renewal fees and add a new fee for “General Loading” zones; rename the parklet installation fee to Shared Spaces application fees and revise the fees and fee amounts; and rescind the Places for People Application Fee.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

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

Section 1. Articles 100, 200, and 300 of Division II of the Transportation Code are hereby amended by revising Sections 101, 201, 202, 302, 304, and 313, adding Sections 204, 205, and 206, and deleting Section 326, to read as follows:

**SEC. 101. DEFINITIONS.**

Any words or phrases that are not defined in the Vehicle Code or in Division I of this Code shall have the meanings set forth below.

\* \* \* \*

**Longer-Term Closure.** The permanent closure of a Parking Space or Traffic Lane to vehicular traffic in accordance with a Curbside or Roadway Shared Space permit, pursuant to the Shared Spaces Program as authorized by Administrative Code Chapter 94A, following one or more Temporary Closures where the cumulative duration of permits authorized for the closure of the Parking Space or Traffic Lane exceeds more than two consecutive years during which the Parking Space or Traffic Lane was not open to vehicular traffic for six months or longer regardless of the number of permittees who previously obtained a permit for the Temporary Closure(s).

**Private Bus.** Any motor vehicle designed, used or maintained by or for a charter-party carrier of passengers, a passenger stage corporation, or any highway carrier of passengers required to register with the California Public Utilities Commission, or an employer-operated commute hour shuttle service for employees.

**Street.** A roadway or alley, and all segments or portions of the surface thereof between curbs that is intended for the movement of motor vehicles, exclusive of transit platforms and traffic islands.

**Temporary Closure.** The closure of a Parking Space or Traffic Lane to vehicular traffic in accordance with a Curbside or Roadway Shared Space permit, pursuant to the Shared Spaces Program as authorized by Administrative Code Chapter 94A, where the cumulative duration of the permits authorized for the closure of the Parking Space or Traffic Lane to vehicular traffic, is equal to or less

than two consecutive years during which the Parking Space or Traffic Lane was not open to vehicular traffic for six months or longer regardless of the number of permittees who obtain a permit for the temporary closure.

**Traffic Calming Device.** A median island, traffic circle, traffic undulation, speed bump, or other similar device installed for the purpose of controlling the speed of traffic.

\* \* \* \*

**Traffic Control Device.** A sign, signal, marking, or other device used to regulate, warn, or guide vehicular and pedestrian traffic, placed on, over, on the surface of or adjacent to a Street by authority of the SFMTA.

**Traffic Lane.** The portion of the Street that has been dedicated for the movement of motor vehicles exclusive of transit platforms and traffic islands.

\* \* \* \*

**SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.**

\* \* \* \*

(b) **Public Hearings.** The following Parking and traffic measures may be implemented following a public hearing:

\* \* \* \*

(14) Determine the locations for Longer-Term Closure of Parking Spaces for purposes of issuing a permit for a Curbside Shared Space as defined by Administrative Code Chapter 94A.

(c) **SFMTA Board of Directors' Action Required.** The following Parking and traffic measures may not be implemented without a public hearing and prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

\* \* \* \*

(6) Except as provided in Sections 204 and 205, Set time limits for, and the days and hours of enforcement of, any Parking restriction except for street cleaning Parking restrictions.

\* \* \* \*

~~(2012)~~ Establish transit only lane regulations, except as specified under the authority granted to the City Traffic Engineer in subsection (b)(13) above.

~~(2113)~~ Establish speed limits on Streets.

~~(2214)~~ Establish on-street Car Share Vehicle Parking Spaces.

~~(2315)~~ Designate locations where Parking by vehicles over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers are prohibited from parking between the hours of midnight and 6 a.m.

~~(2416)~~ Except as provided in Sections 204 and 205, Close a street to vehicular traffic for non-ISCOTT permitted events authorized by Division I, Article 6.

## **SEC. 202. NOTICE OF PUBLIC HEARING.**

Except as otherwise provided in this Code, The City Traffic Engineer shall post localized notices of public hearings for changes implemented pursuant to subsections 201(b) or 201(c). Such notices shall be posted on at least two utility poles in the affected area for no less than 10 calendar days prior to the hearing. The notice of the public hearing shall also be posted on the SFMTA website.

## **SEC. 204. DELEGATION TO THE DIRECTOR OF TRANSPORTATION OR DESIGNEE TO RESTRICT THE STOPPING, PARKING, OR STANDING OF VEHICLES AND CLOSE THE PARKING SPACE PORTION OF A STREET FOR CURBSIDE SHARED SPACES ACTIVITIES.**

(a) Authority to Restrict Parking and Close a Parking Space. The Director of Transportation or the Director's designee ("designee") is authorized to issue rules and regulations to restrict parking and close Parking Spaces that are consistent with this subsection (a). Pursuant to

California Vehicle Code Sections 21101 and 22507, the Director of Transportation or designee is authorized to restrict the stopping, parking, or standing of vehicles and close a Parking Space portion of any Street, based upon a determination of public convenience and necessity that includes, but is not limited to, meeting the following criteria following any required public hearing held prior to implementation of the closure:

(1) does not occupy or significantly interfere with a traffic lane;

(2) does not significantly interfere with or delay public transit service, or impede transit maintenance, operations, or access, including any specific requirements regarding the operation of Municipal Railway buses, light rail vehicles, historic streetcars, or cable cars, based on whether vehicles are in revenue service, the type of transit stop involved, or other factors or considerations;

(3) does not displace a transit stop or a disabled parking space;

(4) does not significantly interfere with the movements of pedestrians or bicyclists, or create potentially hazardous conditions for pedestrians or bicyclists;

(5) does not significantly impact vehicular loading;

(6) does not significantly impact paratransit or ADA accessible loading or access;

(7) does not significantly impact existing infrastructure or installations near Parking Spaces including bikeshare stations, existing parklets, expanded sidewalks, and public showers; and

(8) is located on any Street, under the jurisdiction of the SFMTA, within any of the following zoning districts, as defined by the Planning Code: Neighborhood Commercial Districts, Neighborhood Commercial Transit Districts, Commercial Districts, Chinatown Mixed Use Districts, and Eastern Neighborhood Mixed Use Districts; Mixed Residential Districts, Residential-Commercial Combined Districts, Residential Transit Oriented Districts, and Downtown Residential Districts; Production, Distribution, and Repair (“PDR”) 1-B, PDR 1-D, and PDR 1-G.

(b) **Determination to Restrict Parking and Close a Parking Space.** In determining whether to restrict the stopping, parking, or standing of vehicles and close a Parking Space portion of any Street, the Director of Transportation or designee shall uphold the priorities identified in the agency’s Curb Management Strategy in order to optimize use, ensure public access, and support

equitable allocation of Parking Spaces among users and businesses. In addition, the Director of Transportation or designee may consult with other relevant City departments, including, but not limited to, the Department of Public Works, Police Department, Department of Public Health, the Public Utilities Commission, the Entertainment Commission, and the Fire Department. Further, the Director of Transportation or designee shall, after considering the impact of the street closure on transportation and on the security, health, and safety of the public as well as the values and commitments set forth in the Transit First Policy, Vision Zero Action Strategy, Climate Action Strategy, and Curb Management Strategy that have been adopted by the SFMTA Board, determine that the closure is necessary for the safety and protection of the public using the street during the closure and may impose additional requirements or conditions necessary to protect the public interest. If a determination is made not to restrict the stopping, parking, or standing of vehicles and close a Parking Space, neither Public Works nor any other City agency shall have the authority to issue a permit for occupancy of the Parking Space. The Director or designee's determination to restrict and close a Parking Space shall not grant any rights to occupy the Parking Space. Consistent with the Shared Spaces program as set forth in Administrative Code Chapter 94A, Public Works may issue a Curbside Shared Space permit to occupy the Parking Space.

(c) **Posting and Public Hearing Requirements.** The posting and public hearing requirements set forth in Sections 201 and 202 shall apply to any proposed Longer-Term Closure of a Parking Space for purposes of issuing a Curbside Shared Space permit; provided, however, that notices shall be posted for seven calendar days prior to the hearing instead of ten.

(d) **Decision.** After any required public hearing is held as set forth in subsection (c), the Director of Transportation or designee may restrict the stopping, parking, or standing of vehicles in, and close, a Parking Space portion of any Street.

(1) The decision of the Director of Transportation or designee with respect to any proposed Parking restriction and Temporary Closure of a Parking Space shall be final.



(2) The decision of the Director of Transportation or designee with respect to any proposed Longer-Term Closure of a Parking Space shall be subject to the review process set forth in subsection (e).

(e) **Review Process.** The decision of the Director of Transportation or designee with respect to any proposed Longer-Term Closure of a Parking Space may be reviewed by the SFMTA Board of Directors.

(1) Such review shall be initiated by filing a request for review with the Secretary to the SFMTA Board of Directors on a form provided by the Secretary within five working days of the decision. The SFMTA Board of Directors may establish a fee to be imposed upon the filing of any such request for review.

(2) Upon receipt of the request for review, the Secretary shall set a time and place for hearing for the SFMTA Board of Directors' review, within 30 days, provided that all applicable public notice and environmental review requirements and standards are satisfied.

(3) At the review hearing, the appellant and the Director of Transportation or designee shall have the opportunity to present oral testimony and written materials in support of their positions.

(4) The SFMTA Board of Directors, in determining whether the request for a Longer-Term Closure of a Parking Space should be granted, shall conduct its review de novo using the same criteria set forth in subsections (a) and (b) and shall (A) consider the impact of the closure of a Parking Space on transportation and on the security, health, and safety of the public, (B) determine the transportation, security, health, and safety requirements of the proposed closure, and (C) evaluate the measures proposed by the appellant to satisfy those requirements.

(5) After the review hearing and any further investigation requested by the SFMTA Board of Directors, the SFMTA Board of Directors may uphold the Director of Transportation's decision, or modify or disapprove such decision, in whole or in part, and may impose additional conditions or requirements.

(6) The decision of the SFMTA Board of Directors shall be final, and the Secretary shall transmit copies of the decision to the appellant and the Director of Transportation or designee.

(f) Upon the expiration or revocation of any Curbside Shared Space permit under the Shared Spaces Program as set forth in Administrative Code Chapter 94A, any restriction related to the stopping, parking, or standing of vehicles and to closure of a Parking Space shall be rescinded and the closed portion of the Street shall be reopened within seven days. If the closed portion of the Street is not reopened within seven days, the Curbside Shared Spaces permittee shall be subject to fines and administrative penalties, and any structures placed in the Parking Lane may be seized, removed, or demolished, as provided under Administrative Code Chapter 94A.

**SEC. 205. DELEGATION OF AUTHORITY TO THE INTERDEPARTMENTAL STAFF COMMITTEE ON TRAFFIC AND TRANSPORTATION (ISCOTT) TO TEMPORARILY CLOSE THE TRAFFIC LANE PORTION OF A STREET FOR ROADWAY SHARED SPACES ACTIVITIES.**

(a) Pursuant to California Vehicle Code Section 21101, the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) is authorized to approve a Temporary Closure of the Traffic Lane portion of a Street, under the jurisdiction of the SFMTA, subject to the requirements set forth below. This authorization is solely for the purpose of issuing an ISCOTT permit as authorized by Transportation Code, Division I, Section 6.16, which shall be limited to a one-year or less period of time. ISCOTT is authorized to renew the permit for up to one additional year for a maximum period of two years.

(b) In determining whether to approve a Temporary Closure of the Traffic Lane portion of any Street, ISCOTT may consult with other relevant City departments. If an application is disapproved by ISCOTT, the applicant may follow the appeals process set forth in Section 6.2. If a determination is made not to approve a Temporary Closure of the Traffic Lane, neither Public Works nor any other City agency shall have the authority to issue a permit for occupancy of the Traffic Lane.

(c) ISCOTT shall follow the procedures set forth in Transportation Code, Division I, Section 6.16, to temporarily close the Traffic Lane portion of any Street.

(d) Upon the expiration or revocation of any Roadway Shared Spaces permit pursuant to the Shared Spaces Program as set forth in Administrative Code Chapter 94A, any restriction related to

the Temporary Closure of the Traffic Lane shall be rescinded and the closed portion of the Street shall be reopened within seven days. If the closed portion of the Street is not reopened within seven days, the Roadway Shared Spaces permittee shall be subject to fines and administrative penalties, and any structures placed in the Traffic Lane may be seized, removed, or demolished, as provided under Administrative Code Chapter 94A.

**SEC. 206. SFMTA BOARD APPROVAL OF LONGER-TERM CLOSURE OF THE TRAFFIC LANE PORTION OF A STREET FOR ROADWAY SHARED SPACES ACTIVITIES.**

(a) **Approval of Longer-Term Closure of the Traffic Lane.** Pursuant to California Vehicle Code Section 21101, the SFMTA Board of Directors may approve the Longer-Term Closure of a Traffic Lane of any Street, in excess of two consecutive years, based upon a determination of public convenience and necessity, following any required public hearing held prior to implementation of the closure.

(b) **Determination of Longer-Term Closure of the Traffic Lane.** The Director of Transportation or designee is authorized to issue rules and regulations, including the application process for a permittee to submit a request, governing the Longer-Term Closure of the Traffic Lane that are consistent with this subsection (b). In determining whether to recommend to the SFMTA Board of Directors a Longer-Term closure of the Traffic Lane portion of any Street, the Director or designee may consult with other relevant City departments, including, but not limited to, the Planning Department, Department of Public Works, Police Department, Department of Public Health, the Public Utilities Commission, the Entertainment Commission, and the Fire Department. The SFMTA Board of Directors may, after considering the impact of the street closure on transportation and on the security, health, and safety of the public as well as the values and commitments set forth in the Transit First Policy, Vision Zero Action Strategy, Climate Action Strategy, and Curb Management Strategy that have been adopted by the SFMTA Board, determine that the street or portion of the street is no longer needed for vehicular traffic, and that the closure is necessary for the safety and protection of the public using the street during the closure, and may impose additional requirements or conditions necessary to

protect the public interest. If a determination is made not to approve a Longer-Term Closure of a Traffic Lane, neither Public Works nor any other City agency shall have the authority to issue a permit for occupancy of the Traffic Lane.

(c) **Posting and Public Hearing Requirements.** The posting and public hearing requirements set forth in Sections 201 and 202 shall apply to any proposed Longer-Term Closure of a Traffic Lane for purposes of issuing a Roadway Shared Space permit; provided, however, that notices shall be posted for seven calendar days prior to the hearing instead of ten.

(d) **Decision.** The decision of the SFMTA Board of Directors with respect to any proposed Longer-Term Closure of a Traffic Lane shall be final.

(e) Upon the expiration or revocation of any Roadway Shared Space permit under the Shared Spaces Program as set forth in Administrative Code Chapter 94A, any restriction related to the closure of a Traffic Lane shall be rescinded and the closed portion of the Street shall be reopened within seven days. If the closed portion of the Street is not reopened within seven days, the Roadway Shared Spaces permittee shall be subject to fines and administrative penalties, and any structures placed in the Parking Lane may be seized, removed, or demolished, as provided under Administrative Code Chapter 94A.

**SEC. 302. TRANSPORTATION CODE PENALTY SCHEDULE.**

Violation of any of the following subsections of the Transportation Code shall be punishable by the fines set forth below.

TRANSPORTATION CODE SECTION	DESCRIPTION	FINE AMOUNT	
		Effective July 1, 2020**	Effective July 1, 2021**
<b>PEDESTRIANS AND SIDEWALKS</b>			
Div I 7.2.10	Pedestrian Crossings	\$76	\$77
Div I 7.2.11	Electric Assistive Personal Mobility Devices	\$100	\$100
Div I 7.2.12	Bicycle Riding Restricted	\$100	\$100
Div I 7.2.13	NUV Violation	\$100	\$100
<b>ON-STREET PARKING</b>			

Div I 7.2.20	Residential Parking	\$95	\$97
Div I 7.2.22	Street Cleaning	\$83	\$85
Div I 7.2.23(a)	Parking Meter- Downtown Core	\$94	\$96
Div I 7.2.23(b)	Parking Meter-Outside Downtown Core	\$84	\$87
Div I 7.2.25	Red Zone	\$110	\$110
Div I 7.2.26	Yellow Zone	\$110	\$110
Div I 7.2.27	White Zone	\$110	\$110
Div I 7.2.28	Green Zone	\$90	\$90
Div I 7.2.29	Parking for Three Days	\$75	\$75
Div I 7.2.30(a)	Overtime Parking Downtown Core	\$94	\$96
Div I 7.2.30(b)	Overtime Parking Outside Downtown Core	\$84	\$87
Div I 7.2.30(c)	Overtime Meter Parking Downtown Core	\$94	\$96
Div I 7.2.30(d)	Overtime Meter Parking Outside Downtown Core	\$84	\$87
Div I 7.2.32	Angled Parking	\$72	\$72
Div I 7.2.33	Blocking Residential Door	\$59	\$60
Div I 7.2.34	Median Dividers and Islands	\$95	\$97
Div I 7.2.35	Parking on Grades	\$65	\$60
Div I 7.2.36	100 Feet Oversize	\$110	\$110
Div I 7.2.37	Motorcycle Parking	\$110	\$110
Div I 7.2.38	Parking in Stand	\$110	\$110
Div I 7.2.39	Parking Transit-Only	\$110	\$110
Div I 7.2.40	Tow-Away Zone- Downtown Core	\$110	\$110
Div I 7.2.41	Tow-Away Zone- Outside Downtown Core	\$110	\$110
Div I 7.2.42	Parking Restrictions	\$110	\$110
Div I 7.2.43	Parking-Public Property	\$79	\$79
Div I 7.2.44	Misuse Disabled Parking Placard/License	\$866*	\$866*
Div I 7.2.45	Temporary Parking Restriction	\$83	\$85
Div I 7.2.46	Temporary Construction Zone	\$83	\$85
Div I 7.2.47	Remove Chalk	\$110	\$110
Div I 7.2.48	Repairing Vehicle	\$102	\$104
Div I 7.2.49	Permit on Wrong Car	\$110	\$110
Div I 7.2.50	Invalid Permit	\$110	\$110
Div I 7.2.51	Parking Marked Space	\$65	\$67
Div I 7.2.52	On-Street Car Share Parking	\$110	\$110
Div I 7.2.54	Large Vehicle	\$110	\$110

Div I 7.2.55	No Parking Zone	\$110	\$110
<b>OFF-STREET PARKING</b>			
Div I 7.2.60	Parking Facility Charges	\$72	\$72
Div I 7.2.61	Entrance/Exit Parking Facility	\$100	\$100
Div I 7.2.62	Blocking Space Parking Facility	\$76	\$77
Div I 7.2.63	Speeding within Parking Facility	\$100	\$100
Div I 7.2.64	Block Charging Bay	\$110	\$110
Div I 7.2.65	Overtime Parking - Off-Street Parking Meter	\$79	\$79
Div I 7.2.66	Misuse Disabled Parking Placard/ License Plate	\$866*	\$866*
Div II 1009	SFMTA Property	\$110	\$110
<b>TRAFFIC REGULATIONS</b>			
Div I 7.2.70	Obstruction of Traffic-Vehicle	\$110	\$110
Div I 7.2.71	Obstruction of Traffic Without Permit	\$687	\$702
Div I 7.3.3	Obstruction of Traffic Without Permit	\$1,000, or six months in jail, or both (4th or more offenses within one year)	\$1,000, or six months in jail, or both (4th or more offenses within one year)
Div I 7.2.72	Driving in Transit-Only Area	\$89	\$91
Div I 7.2.73	Driving Through Parades	\$100	\$100
Div I 7.2.74	Streetcar Right-of-Way	\$100	\$100
Div I 7.2.75	Passing Safety Zones	\$100	\$100
Div I 7.2.76	Removal of Vehicles-Collision	\$100	\$100
Div I 7.2.77	Weight Restricted Streets	\$100	\$100
<b>COMMERCIAL VEHICLES</b>			
Div I 7.2.80	Vehicles for Hire Parking	\$110	\$110
Div I 7.2.81	Advertising Sign	\$110	\$110
Div I 7.2.82	Selling from Vehicle	\$110	\$110
Div I 7.2.83	Truck Loading Zone	\$110	\$110
Div I 7.2.84	Commercial Vehicle Parking Restrictions	\$110	\$110
Div I 7.2.86	Idling Engine While Parked	\$100	\$100
Div I 7.2.87	Commercial Passenger Vehicle Street Restrictions	\$110	\$110
Div. I 7.2.88	For Sale Sign	\$72	\$72
<b>TRANSIT VIOLATIONS</b>			
Div I 7.2.101	Fare Evasion	\$125	\$125
Div I 7.2.102	Passenger Misconduct	\$125	\$125
Div I 7.2.103	Fare Evasion – Youth Violation	\$64	\$64

Div I 7.2.104	Passenger Misconduct – Youth Violation	\$64	\$64
<b>SHARED MOBILITY DEVICE SERVICES VIOLATIONS</b>			
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service That Does Not Hold an SFMTA Permit or Authorization)		
	First offense	\$100	\$100
	Second offense within one year of first offense	\$200	\$200
	Third or subsequent offense with one year of first offense	\$500	\$500
Div I 7.2.110	Operating a Shared Mobility Device Service without a Permit or Authorization		
	First offense		\$2500
	Second offense within one year of the first offense		\$5000
Div I 7.2.110	Shared Mobility Device Service Parking (Shared Mobility Device Service Operators that Hold a SFMTA Permit or Authorization)	\$100	\$100
Div I 7.2.111	Powered Scooter Share Parking (Powered Scooter Share Operators That Do Not Hold A SFMTA Permit)		
	First offense	\$100	\$100
	Second offense within one year of first offense	\$200	\$200
	Third or subsequent offense within one year of first offense	\$500	\$500
Div I 7.2.111	Powered Scooter Share Parking (Powered Scooter Share Operators That Hold a SFMTA Permit)	\$100	\$100

**SEC. 304. COLOR CURB PAINTING, GENERAL LOADING, AND DRIVEWAY RED ZONE FEES.**

(a) **Fees.** When a request for color curb ~~markings, general loading, or driveway red zones~~ is received by the SFMTA, the City Traffic Engineer is authorized to administer and collect an application/processing fee, an ~~painting~~/installation fee, and a renewal fee from the requestor. The SFMTA may also charge a fee for the installation of a short-term parking meter. The fees shall be as follows:

**Table 304: COLOR CURB, GENERAL LOADING, AND DRIVEWAY RED ZONE FEE**

**SCHEDULE**

<b>Applicable Fee</b>	<b>FY 2021</b> Effective 7-1-2020	<b>FY 2022</b> Effective 7-1-2021
<u>White Zones or, Green Zones, or General Loading Zones (“No Parking Zones”)</u>		
<del>White/Green Zone Application Fee: Flat Rate for All Lengths</del>	\$750	\$775
<del>White/Green Zone Painting/ Installation/Renewal Fee: Initial Installation Fee and Renewal Fee Every 2 Years After Installation</del>	<u>Per 22 linear feet or fraction thereof: \$500</u> <u>Maximum: \$2500</u>	<u>Per 22 linear feet or fraction thereof: \$525</u> <u>Maximum: \$2500</u>
Per Linear 22 feet or fraction thereof; Renewal fee every 2 years after installation	\$500	\$525
<u>Driveway Red Zone</u>		
Application Processing Fee	\$250	\$255
Painting Fee	Initial painting: \$225 per 6 linear feet or fraction thereof	Initial painting: \$230 per 6 linear feet or fraction thereof

\* \* \* \*

**SEC. 313. SHARED SPACES APPLICATION FEES~~PARKLET INSTALLATION~~**

**FEE.**

(a) Curbside Parklet Fee.

A fee to reimburse the SFMTA for costs associated with the removal of a parking space and installation of a parklet~~including staff time for planning, design, and engineering analysis, and the physical removal and relocation of any parking meter.~~ The amount for this fee shall be one-half of the fees collected by Public Works pursuant to Administrative Code Section



~~94A.10 and Public Works Code Section 2.1.1 \$2,170 effective July 1, 2020, and \$2,218 effective July 1, 2021. If the installation of a parklet exceeds two parking spaces, the fee shall be an additional \$1,104 effective July 1, 2020, and \$1,128 effective July 1, 2021 per additional parking space. The SFMTA may also impose a fee for the costs associated with the removal and relocation of a bikeshare station in an amount between \$6,667 to \$7,787 depending on the size of the station. Any invoices sent by the SFMTA are due and payable within 30 days of the date of the invoice. Payment of any and all outstanding fees and penalties shall be made prior to the issuance of any permit for Shared Spaces activities. The SFMTA shall not refund any permit fees under any circumstances.~~

**(b) Longer-Term Closure of Traffic Lane Fee.**

A fee to reimburse the SFMTA for costs associated with the longer-term closure of a Traffic Lane. The amount of this fee shall be the same amount as set forth in Section 902, Table 902(d) for “Special Events” depending on the date an application is submitted, as specified in said table.

**~~SEC. 326. PLACES FOR PEOPLE APPLICATION FEE.~~**

~~This fee partially reimburses the SFMTA for staff costs related to the review and approval of applications for projects under the Places for People Program established under Chapter 94A of the Administrative Code that require approval by the SFMTA Board of Directors. This includes SFMTA staff review of and comments on traffic data provided by the applicant including potential traffic circulation impacts, parking and loading impacts, and street sign, striping, or signal changes, as well as SFMTA staff’s analysis of the impact of the proposed project on adjacent SFMTA or San Francisco Public Works projects, staff coordination and presentation of the proposal at interdepartmental meetings, and preparation of a report for the SFMTA Board of Directors. The fee set forth below may not exceed 50% of the cost incurred by SFMTA for review and approval of program applications.~~

Description	FY 2021 Effective July 1, 2020	FY 2022 Effective July 1, 2021
Fee per Application	\$11,762	\$12,467

Section 2. Effective and Operative Dates.

(a) This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

(b) This ordinance shall become operative upon the effective date of the ordinance in Board of Supervisors File Number 210284, amending Division I of the Transportation Code, the Administrative Code, and the Public Works Code.

Section 3. Scope of Ordinance. In enacting this ordinance, 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 ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 4, 2021.

  
\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency