

SFMTA - TASC SUMMARY SHEET

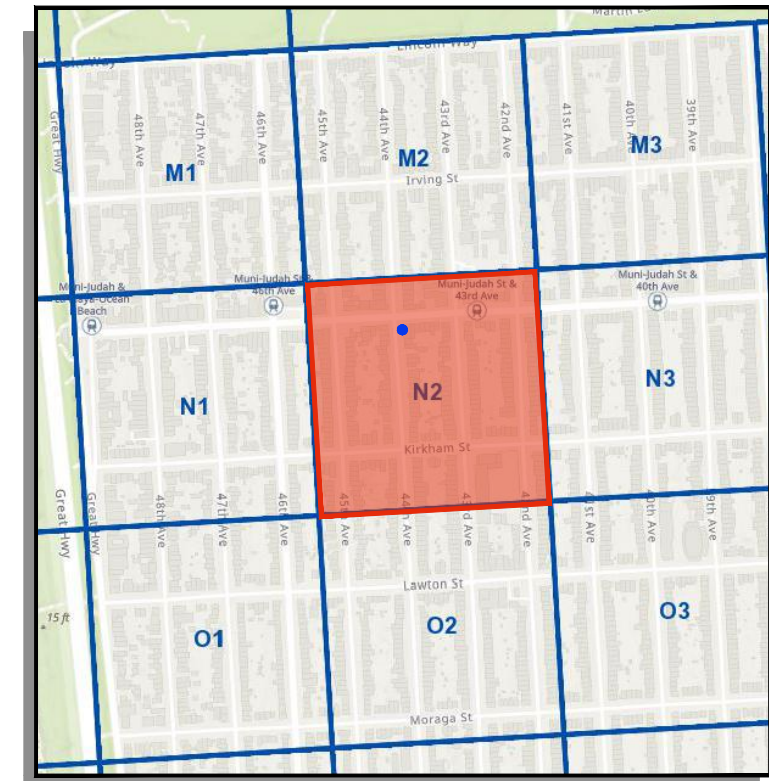
<p>PreStaff_Date: 10/28/2021</p> <p>Requested_by: SFMTA</p> <p>Handled: Laura Stonehill (646-4320)</p> <p>Section Head : M. Sallaberry <i>MS</i></p>	<p><input type="checkbox"/> Public Hearing Consent</p> <p><input checked="" type="checkbox"/> Public Hearing Regular</p> <p><input type="checkbox"/> Informational / Other <small>PH - Regular</small></p>	<p>No objections: _____</p> <p>Item Held: _____</p> <p>Other: _____</p>
<p>Location: 44th Avenue at Judah Street</p>		
<p>Subject: Bike Share Station</p>		
<p>PROPOSAL / REQUEST: ESTABLISH – NO STOPPING EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION 44th Avenue, east side, from Judah Street to 60 feet southerly (52-foot bike share station with red zones on either end) (Supervisor District 4)</p> <p>Proposing a Bay Wheels bike share station in the parking lane on the east side of 44th Avenue, south of Judah Street, adjacent to Maxwell Shades.</p> <p>Laura Stonehill, laura.stonehill@sfmta.com</p>		
<p>BACKGROUND INFORMATION / COMMENTS</p> <p>Stations with bicycles are 6 feet long and 4 feet tall with a kiosk 7.8 feet tall and map panel at the southern end of the station. Stations are solar powered via a panel system that extends vertically from the kiosk. No excavation is necessary.</p> <ul style="list-style-type: none">- No bike facilities- No Muni <p>Lyft conducted outreach to the adjacent Maxwell Shades, various community groups and got buy off from Supervisor Mar's office.</p> <p>Grid N2 19-dock station</p>		
<p>HEARING NOTIFICATION AND PROCESSING NOTES:</p>		<p>ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending</p>



Stand Pipe		Parking Meters	
Fire Hydrants (High Pressure)		Tree With Grate/Well	
Fire Hydrants (Low Pressure)		Proposed Red Curb	
Street Light with Arm		Proposed Blue Curb	
Street Light		Proposed Yellow Curb	
Utility Pole		Proposed Green Curb	
Signal Pole		Proposed White Curb	

ABBREVIATIONS

BS = BUS SHELTER	TC = TRASH CAN
BR = BIKE RACK	TYP. = TYPICAL
CC = TRAFFIC SIGNAL CONTROLLER CABINET	UC = UTILITY CABINET
DI = DRAINAGE INLET	V = UTILITY VALVE
DW = DRIVEWAY	UV = UTILITY VAULT
LF = LINEAR FEET	R/C = EXISTING RED CURB
MB = MAIL BOX	B/C = EXISTING BLUE CURB
MH = MANHOLE	Y/C = EXISTING YELLOW CURB
NS = NEWSPAPER STAND	G/C = EXISTING GREEN CURB
PB = PULL BOX	W/C = EXISTING WHITE CURB
M/C = MOTORCYCLE	



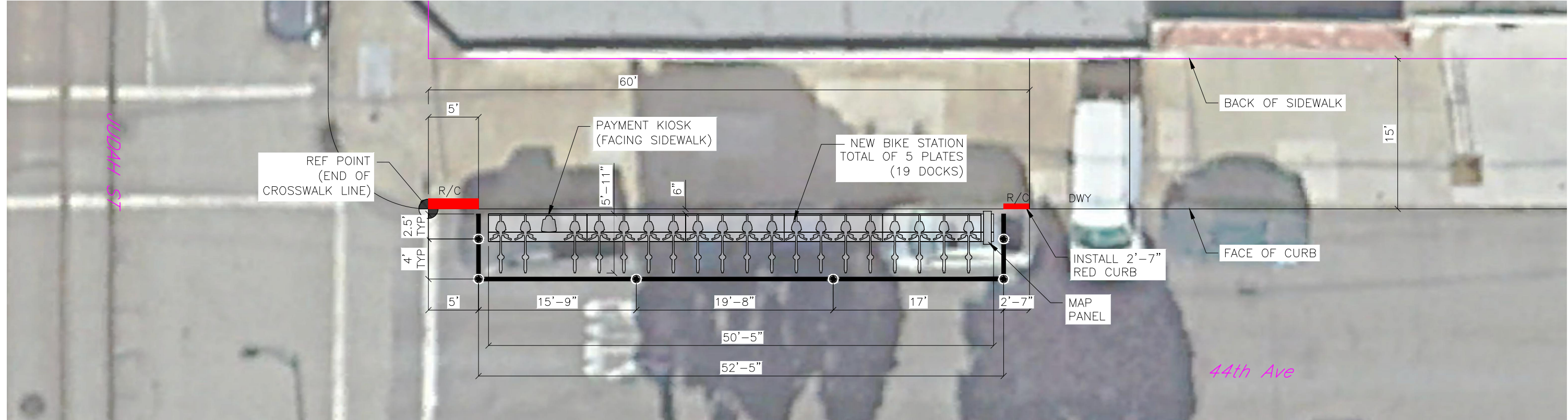
SITE NOTES

- ON-STREET SITE
- ADJACENT TO 3855 JUDAH AVE
- UNMETERED PARKING

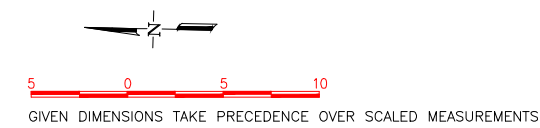
= PLAN REFERENCE POINT

SITE LOCATION
NOT TO SCALE

VICINITY MAP
NOT TO SCALE



SITE PLAN



REVISIONS		
NO.	DATE	DESCRIPTION



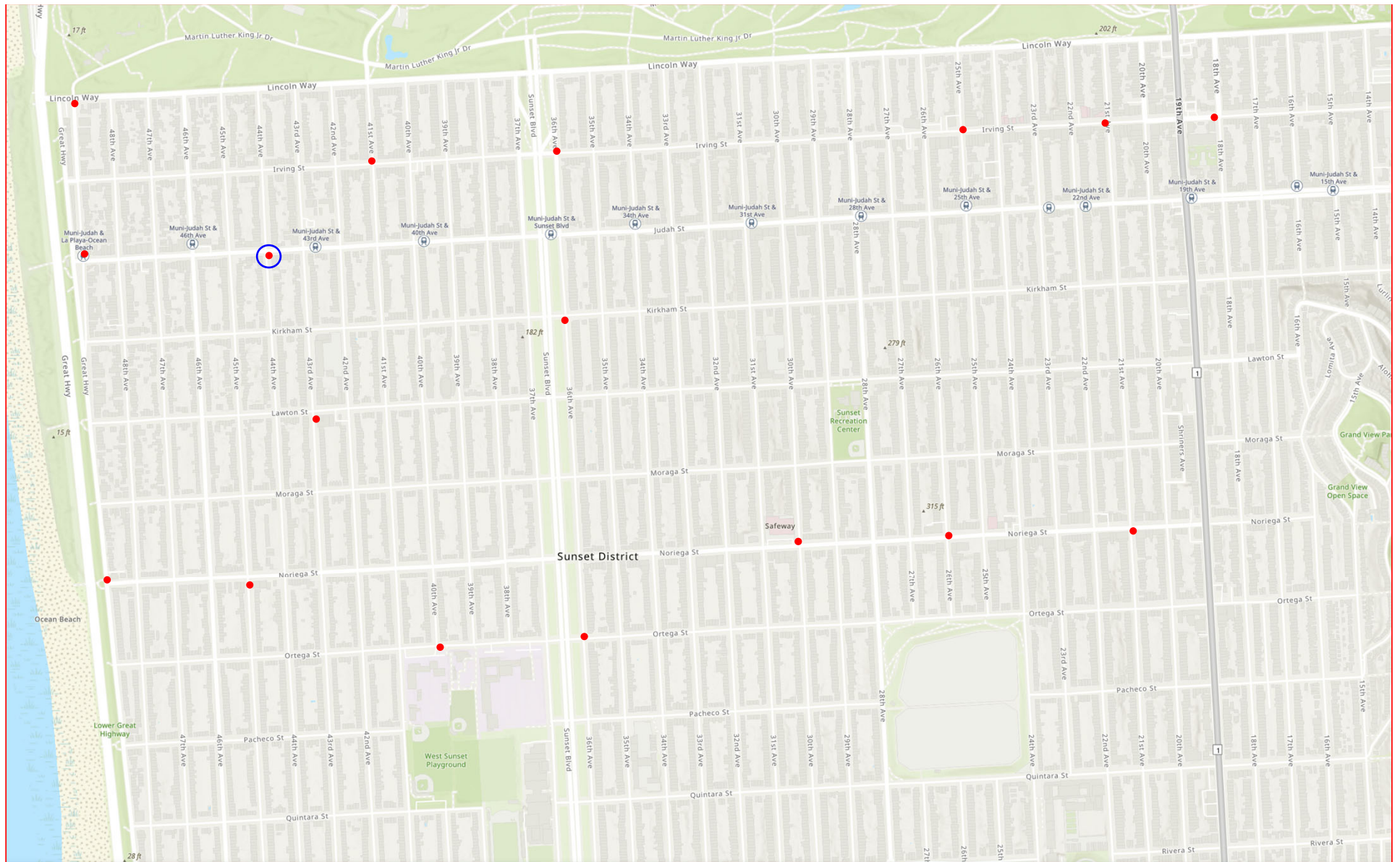
DRAWN BY: CMV
 DESIGNED BY: CMV
 CHECKED BY: CMV
 DATE: 7/28/2021
 PROJECT NO:

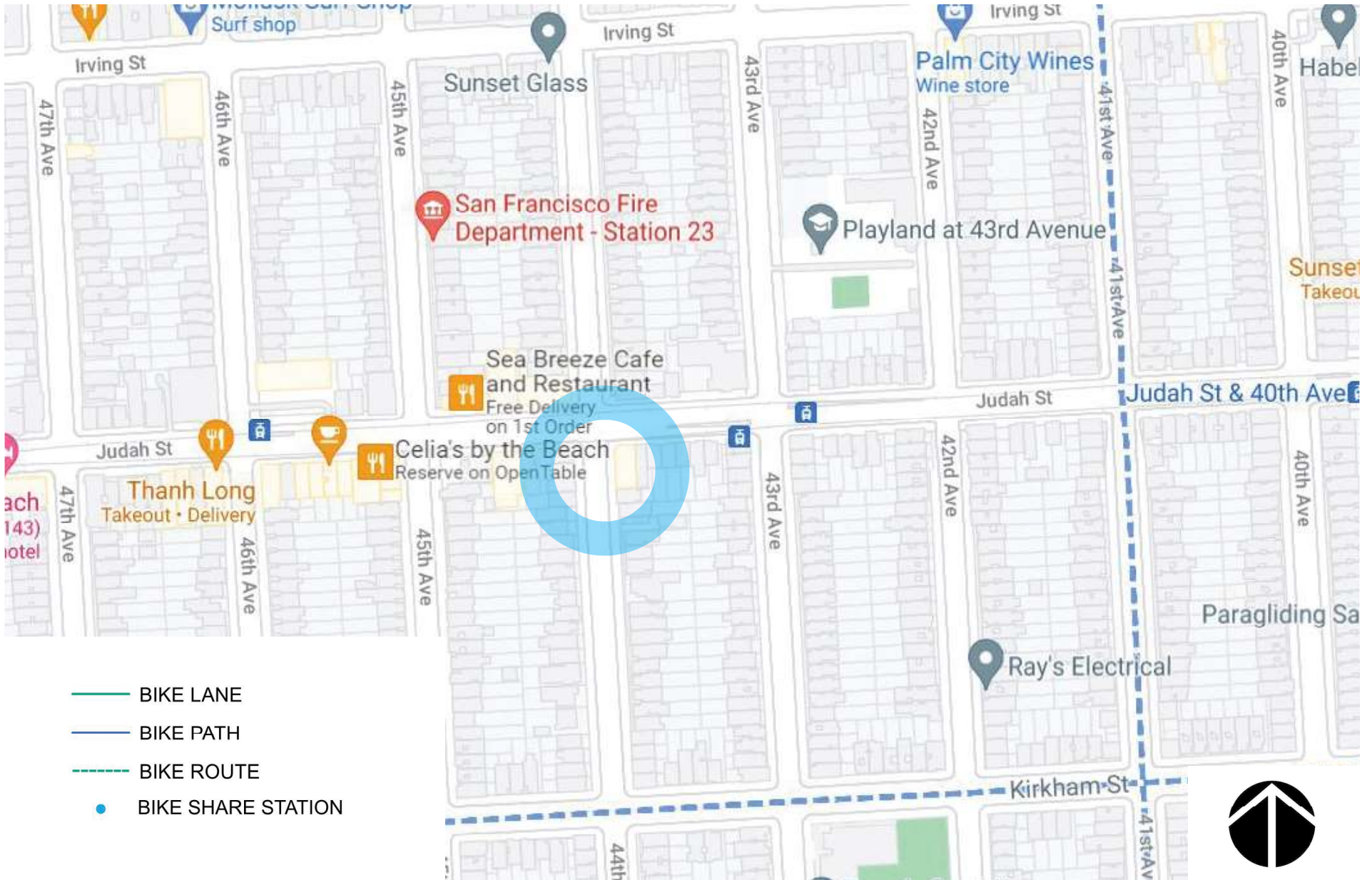


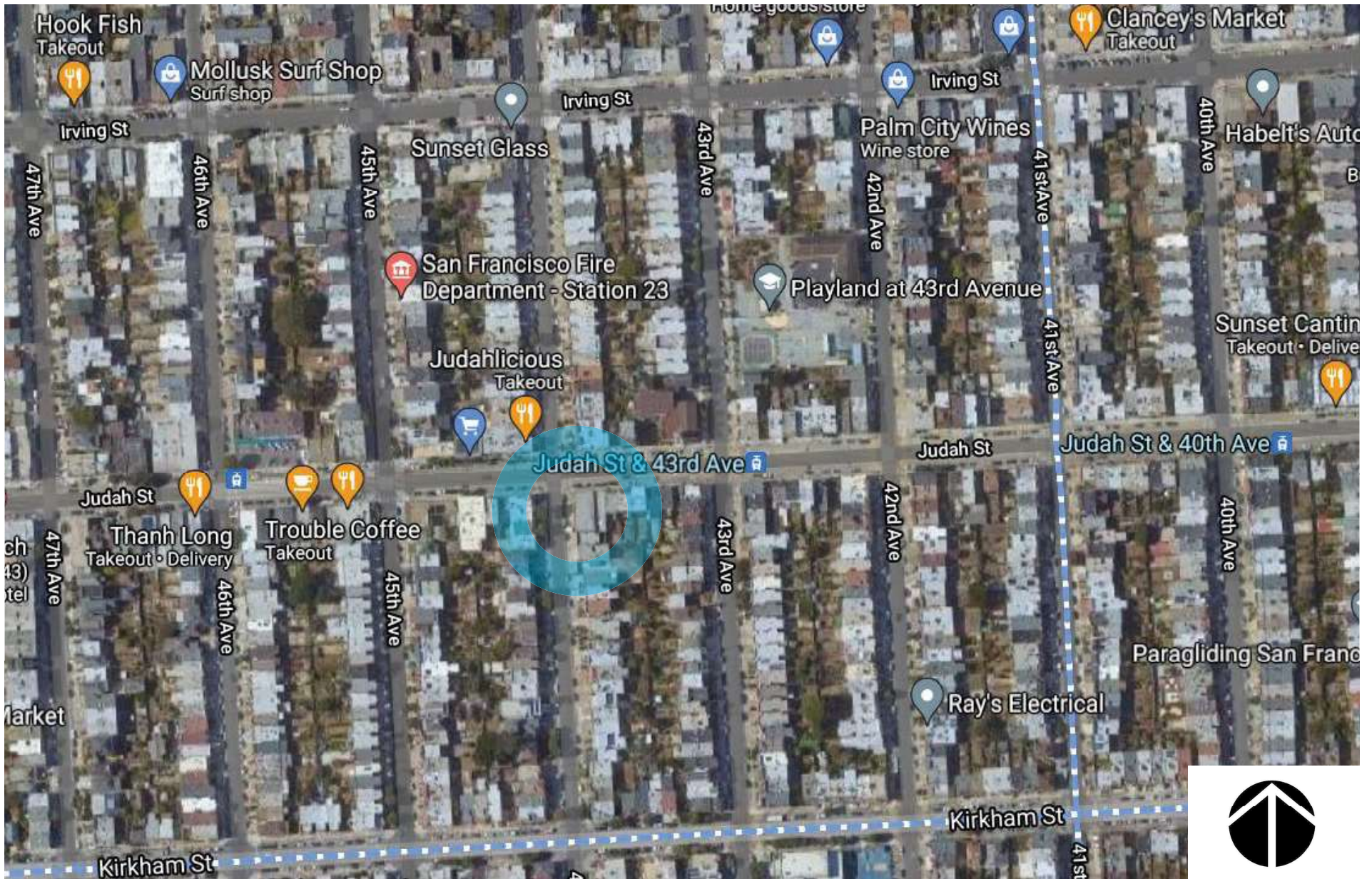
STATION TYPE:	Standard Off-Street
STATION ID:	SF-J1
PLATES:	5
DOCKS:	19
KIOSKS:	1

Station Site and Plan
 SF-N2
 44th AVE AT JUDAH ST

Proposed Bay Wheels Stations in District 4



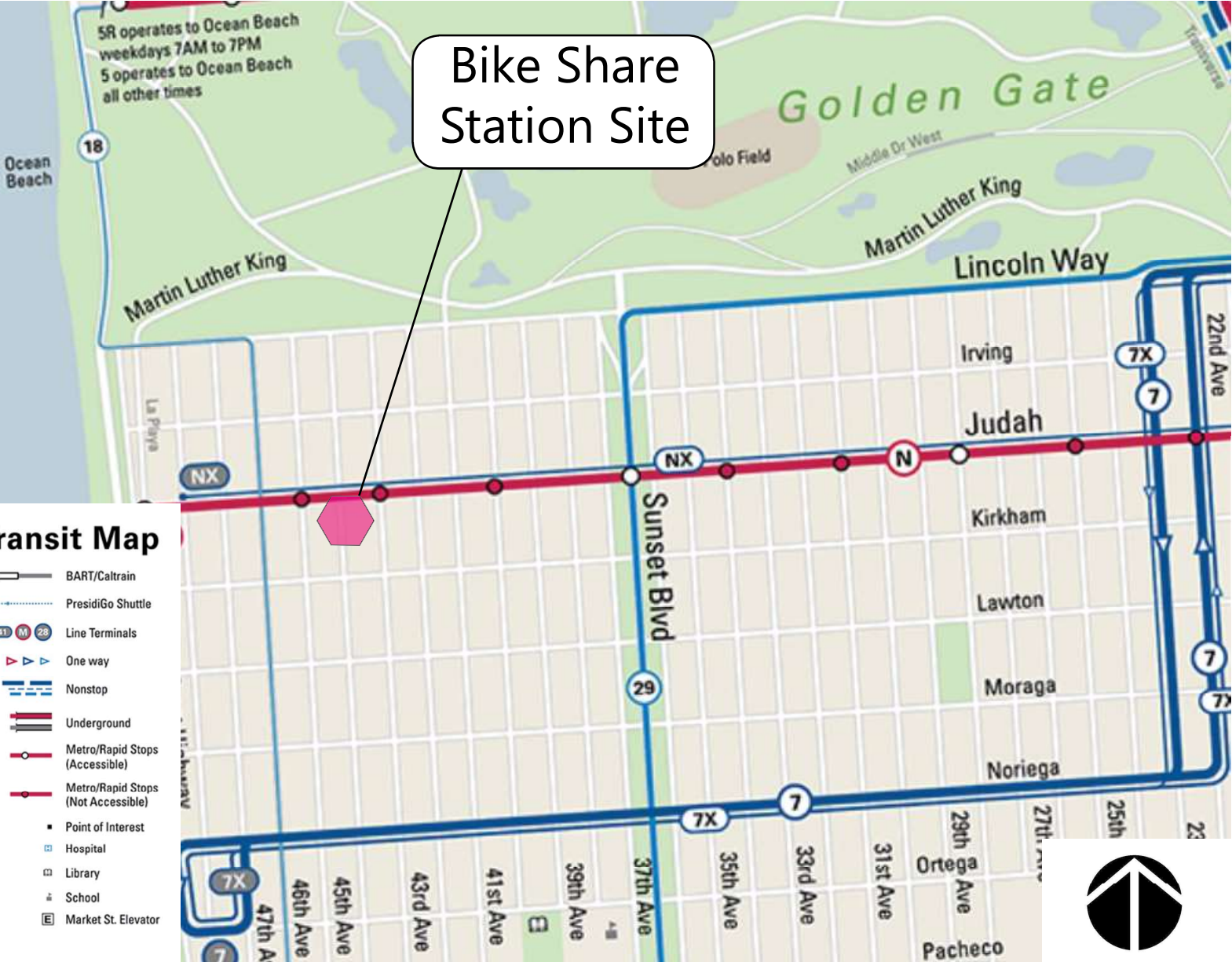




baywheels

Bay Wheels
Aerial Map

Bike Share Station Site

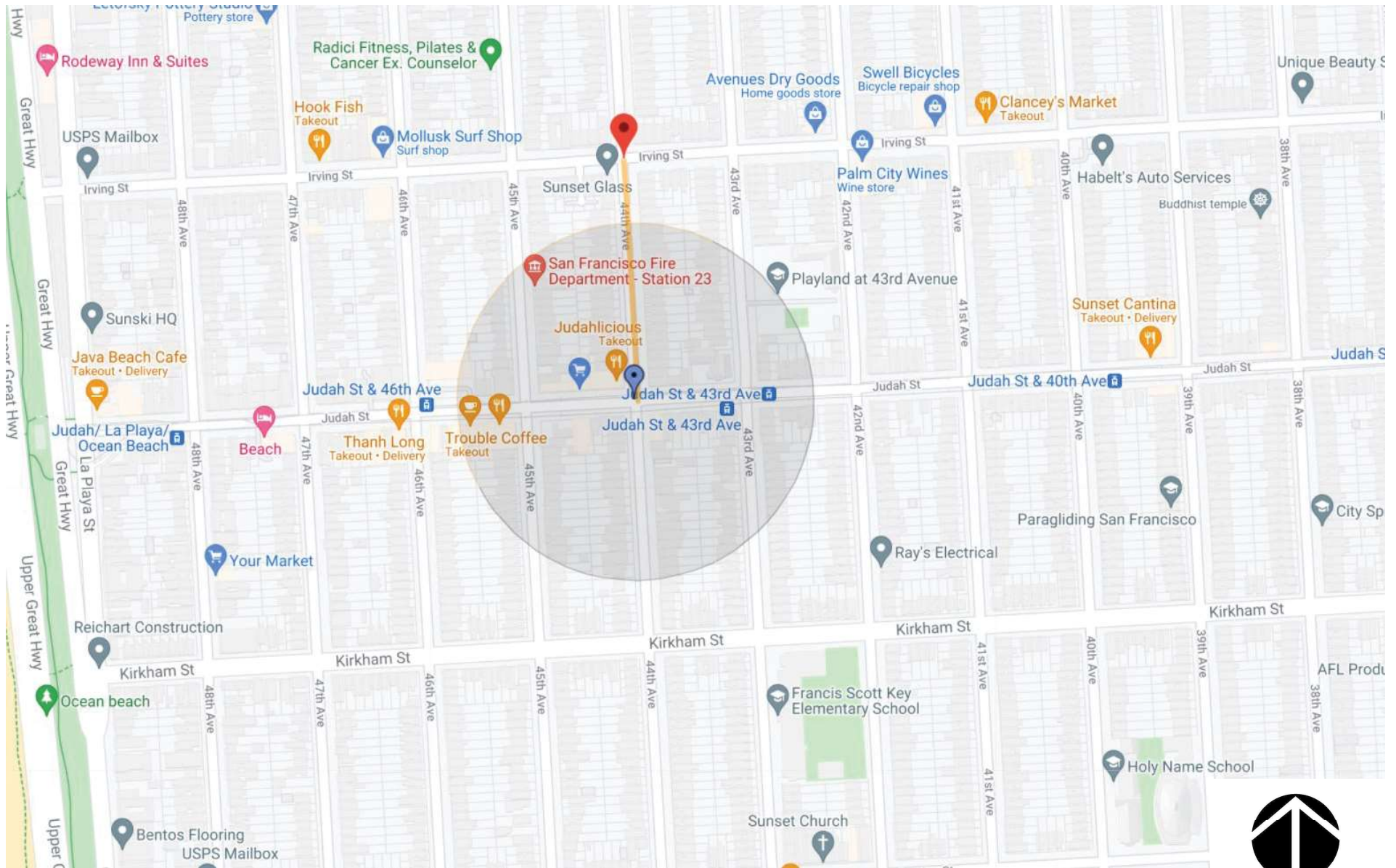


San Francisco Transit Map

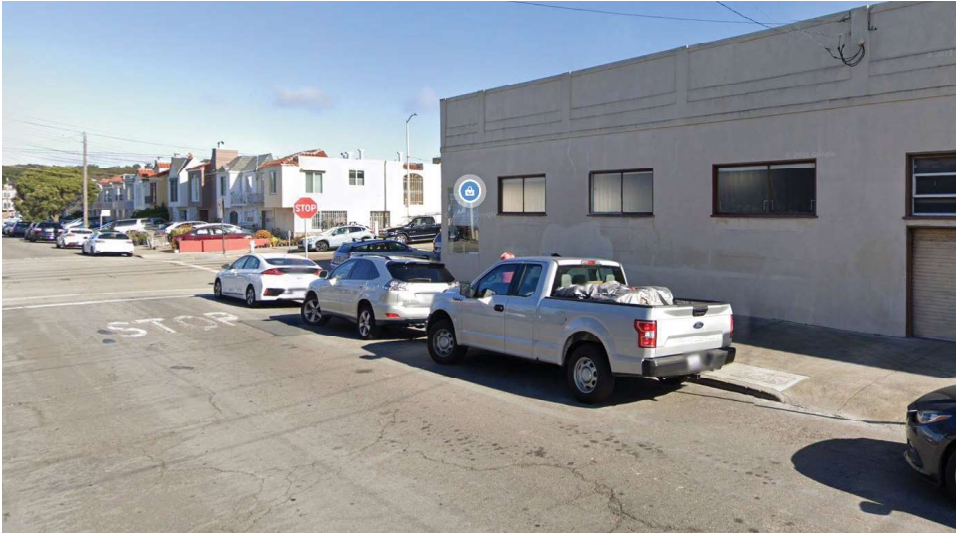
- Muni Metro Rail
10 minutes or less
- Muni Rapid Bus
10 minutes or less
- 10 minutes or less
- Every 10-20 minutes
- Every 20-30 minutes
- Peak Service
Limited hours
- Historic Streetcar
- Cable Car
- BART/Caltrain
- PresidiGo Shuttle
- Line Terminals
- One way
- Nonstop
- Underground
- Metro/Rapid Stops (Accessible)
- Metro/Rapid Stops (Not Accessible)
- Point of Interest
- Hospital
- Library
- School
- Market St. Elevator

Note: Frequencies listed above are for daytime service only.





NORTH



EAST



SOUTH

WEST

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Bay Wheels
Photo Array

SF-N2 44th Ave at Judah Documentation of Outreach

Abutting Property

- Primary Abutter: Maxwell Shades
Address: 3855 Judah St., San Francisco, CA 94122
Point of Contacts:
 1. Andy Maxwell
Email: info@maxwellwindowshades.com;
 2. October 2020: SP sent several emails and corresponded about this site
-

Record of Meetings & Correspondence

- October 2020: SP emailed Maxwell Shades with Information about the site
 - Summer/Fall 2020: NP discussed the proposal with Supervisor Mar's office and sent information about several community outreach events including the Open House and Farmer's Market Outreach
 - July 2020: SP emailed organizations about the Sunset Bikeshare Virtual Open House
 - MSNA, POPS, SNBC, GGP, Sunset Rec Center, SDA, OSPRA, SPEAK, OSMPA, West Side Best Side
 - September 2020: SP emailed organizations with a survey and expansion update
 - MSNA, POPS, SNBC, GGP, Sunset Rec Center, SDA, OSPRA, SPEAK, OSMPA, West Side Best Side
-

Attachments

- Email thread [ONE](#) and [TWO](#) with Maxwell Shades
- [Email thread with Supervisor Mar](#)
- [Additional Email thread with Supervisor Mar](#)



Neal Patel <nealpatel@lyft.com>

Re: Bike station at 44th and Judah.

Leung, Adrian <Adrian.Leung@sfmta.com>

Thu, Oct 29, 2020 at 11:30 AM

To: "info@maxwellwindowshades.com" <info@maxwellwindowshades.com>

Cc: Bay Wheels Community <community@baywheels.com>, Stefania Pombo <spombo@lyft.com>

Hello Andy,

My name is Adrian Leung. I'm the Bikeshare Program Manager for the SFMTA. My group is responsible for permitting stations and general coordination with our private partner Bay Wheels, with whom you've been corresponding through Stefania.

From your responses, it's clear that you don't want the station at the proposed 44th/Judah Location. It's important to note that we don't have many other feasible sidewalk locations, and your only major concerns for why this might NOT be a good idea is based on PG/E access. I want you to know our teams have assessed that issue, and we feel that the site is still feasible for a station.

The other concerns you've expressed seem to be about how you feel it would better elsewhere. While being close to more merchants and destinations may be appealing for bikeshare, one of the ongoing issues we hear most about with regard to stations siting is parking conversion, which is why our efforts often focus on sidewalk possibilities. In this case, the public right of way is wide enough to still provide accessibility in conjunction with bikeshare, and the station is still close enough to other destinations to make it useful.

If you have other concerns, please let us know. Otherwise, we will move forward with our assessment based on what you've shared.

Please note, any comments are always welcome, and we very much appreciate the alternatives you've proposed; that is by far more constructive than basic opposition. We're happy to discuss how bikeshare works, metrics we've used to document success, and operational service related to maintenance and cleanliness of stations.

Thanks!

Adrian Leung

Bikeshare & Bike Parking Program Manager

Scotershare Policy Evaluation Lead

415.646.2533

all pronouns welcome

[Quoted text hidden]

8/24/2021

Lyft Mail - Re: Bike station at 44th and Judah.

This message is from outside of the SFMTA email system. Please review the email carefully before responding, clicking links, or opening attachments.



Neal Patel <nealpatel@lyft.com>

Re: Bike station at 44th and Judah.

'Stefania Pombo' via Bay Wheels Community <community@baywheels.com>

Fri, Oct 9, 2020 at 9:50 AM

Reply-To: Stefania Pombo <spombo@lyft.com>

To: Andy Maxwell <info@maxwellwindowshades.com>

Cc: Bay Wheels Community <community@baywheels.com>

Hi Andy,

Apologies for the delay getting back to you here - I was reviewing your suggestions at the nearby intersections with my planning team. Here's what we found:

Judah St

Any location directly on Judah is infeasible due to conflicting operations with MUNI. Specifically, the overhead MUNI wires and inground tracks on Judah would make a station on Judah especially operationally difficult. Because of this, a review of the alternative intersections looks only at the feasibility of the streets that run north/south.

45th/Judah

There are no feasible sidewalk locations on 45th Ave. In order to be feasible, sidewalks need to be at least 12 ft wide and clear of garages/driveways. The location closest to meeting these requirements is on the east side of 45th, south of Judah, but the location does not meet the minimum length requirements to accommodate the station.

46th/Judah

This intersection has the same issue as 45th/Judah. There are no feasible sidewalk locations on 46th Ave.

PG&E Utilities at 44th/Judah

The station footprint on the sidewalk would be clear of the in-ground utilities. Station installations do not require any digging or changes to the existing sidewalk. We work closely with PG&E and, if needed, would be able to temporarily relocate the station for their work.

Attached is a map with this information as well. Hopefully this helps provide some context around why the 44th/Judah intersection was identified as preferred from my team's perspective. We have placed successful bikeshare stations at the edges of commercial corridors in other parts of the city, and feel confident this location would be central enough to still encourage people to patronize local businesses car-free.

Feel free to let me know your thoughts.

Thanks,
Stefania

Stefania Pombo

Community Affairs Coordinator, Bay Area | Lyft Bikes and Scooters

(714) 655-5743 | baywheels.com

185 Berry St, Suite 5000 | San Francisco, CA 94107



On Tue, Oct 6, 2020 at 6:31 PM Andy Maxwell <info@maxwellwindowshades.com> wrote:

45th Avenue at Judah is closer to more restaurants and is pretty much at the center of 3 parklettes.

46 Avenue has large spaces of unencumbered sidewalks and is more in the center of this business district with access to an N-Judah stop and a regular Muni bus stop

Sent from my iPhone

On Oct 6, 2020, at 4:13 PM, Andy Maxwell <info@maxwellwindowshades.com> wrote:

I notice you left a bike attached to a city sign a few months back without much action on it. The side walk there is wide perhaps because it houses PG&E high voltage stuff under the sidewalk so I'm not too sure that is feasible

Sent from my iPhone

On Oct 6, 2020, at 3:34 PM, Stefania Pombo <spombo@lyft.com> wrote:

Hi Andy,

I'll have my team evaluate the feasibility of the sidewalks at the 45th/Judah intersection. Ultimately, we want to be sure we're mitigating parking conversion while still providing access to the area. From our perspective, the 44th/Judah

intersection would provide adequate access for riders to patron nearby businesses. I'll let you know if we find a potential alternative location to consider.

Best,
Stefania

Stefania Pombo
Community Affairs Coordinator, Bay Area | Lyft Bikes and Scooters
(714) 655-5743 | baywheels.com
185 Berry St, Suite 5000 | San Francisco, CA 94107



On Mon, Oct 5, 2020 at 6:46 PM Andy Maxwell <info@maxwellwindowshades.com> wrote:
I think it would be better served down a block where there are more businesses that would benefit from bike riders.

Sent from my iPhone

On Oct 5, 2020, at 11:44 AM, Stefania Pombo <spombo@lyft.com> wrote:

Hi Andy,

Thank you for getting back to me. I'd like to further understand your perspective on the station here as it relates your business needs. Would you mind offering some insight?

This location would be on public right-of-way and on the sidewalk so as not to convert any car parking spaces, which has been one of the main concerns we've heard from merchants around the bikeshare program. The sidewalk at this location is uniquely wide enough to be able to accommodate the station and remain ADA compliant. Maxwell Window Shades would not be responsible in any way for the station, which would help increase access to the area in a sustainable way. Attached is a flyer detailing the exact proposed location.

Let me know if you'd prefer to hop on a call to discuss. I look forward to hearing from you.

Best,
Stefania

Stefania Pombo
Community Affairs Coordinator, Bay Area | Lyft Bikes and Scooters
(714) 655-5743 | baywheels.com
185 Berry St, Suite 5000 | San Francisco, CA 94107



On Sat, Oct 3, 2020 at 12:09 AM Andy Maxwell <info@maxwellwindowshades.com> wrote:
No thank you. We are not interested. Maybe a block down at 45th Avenue would serve you better. There are 3 parklettes and many restaurants down there.
Again, no thank you at 44th and Judah
Sent from my iPhone
<SF-N2 44th at Judah Flyer.pdf>





Neal Patel <nealpatel@lyft.com>

Bay Wheels - Sunset District expansion update

Neal Patel <nealpatel@lyft.com>

Wed, Aug 26, 2020 at 4:40 PM

To: "Mar, Gordon (BOS)" <gordon.mar@sfgov.org>, Edward Wright <Edward.W.Wright@sfgov.org>, Bay Wheels Community <community@baywheels.com>, Alex Tourk <tourk@gfpublicaffairs.com>, Jannely Rodriguez <jannely@gfpublicaffairs.com>, Ajouah Grass <ajouah@gfpublicaffairs.com>
Bcc: "Leung, Adrian" <Adrian.Leung@sfmta.com>

Hello Supervisor Mar and Edward.

Hope you both are doing well. Supervisor, I hope you're feeling well and in good spirits. I appreciate your transparency and your comments on your recent COVID diagnosis and wish you a speedy recovery.

We are sending out the following community update to our stakeholders on Friday morning and I wanted to give you all a heads up. We've been busy the last few months and will be sharing a summary of what we've heard and some proposed changes to the bikeshare network.

It would be great if you could include a quick blurb about our expansion efforts and link to the recorded Zoom workshops in your next newsletter.

Please let us know if you have any questions.

Community Update

I hope you're well! I wanted to share an update on expanding the bikeshare program to the Sunset District. Over the past few months, my team has been gathering a variety of input from the Sunset community to understand how to best bring bikeshare stations to the neighborhood. We've engaged with over 300 people through [neighborhood outreach](#) and virtual forums and are learning a lot from the community. Through this outreach, we've identified 10 locations for bikeshare stations that we believe will best serve the Sunset. Please see below for more details on the outreach to date and what we've learned so far.



We distributed an online survey to understand existing transportation patterns in the neighborhood, what the perceived benefits and areas for improvement are for the program, and where the community is interested in seeing bikeshare stations. A summary of the survey results is [available here](#).

We also hosted a series of [Open Houses](#) to educate about the program and collect feedback on a draft network based on initial survey results. The first open house was focused around understanding the needs of small businesses; the second was open to the wider neighborhood and community. If you were unable to attend, below are recordings of the open house presentation in English and Cantonese:

[Sunset Expansion Open House – ENGLISH](#) Password: HRS?9pn!

[Sunset Expansion 開放參觀日 – CANTONESE \(廣東話\)](#) Password: 7#?6HDnP

Attached is the [bikeshare station network](#) we are now proposing for the neighborhood, taking into account the feedback we've received through the survey and open houses. Specifically, common themes in feedback in designing this network were to have:

- Stations along Noriega
- More Great Hwy connections
- More than 7 stations
- Station that connects to the Outer Sunset Farmer's Market and Mercantile around 37th/Ortega
- Stations that minimize car parking conversion where possible

Next steps are to continue collecting feedback on this map, so please feel free to review the station locations, share with your networks, and let me know if there are any questions! I'd be happy to schedule some time to chat or join an upcoming virtual meeting if there's interest.

A special thanks to our partners for their efforts in supporting bikeshare and outreach in the Sunset, specifically:

- District 4 Supervisor Gordon Mar
- [SFMTA](#)
- [Great Highway Park](#)
- [Outer Sunset Farmers Market & Mercantile](#)
- West Side = Best Side!

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Neal Patel

Community Affairs Manager
Lyft Bikes and Scooters, SF Bay Area
415-264-0840



4 attachments



OpenHouse_Sunset_July2020_2.PNG
740K



SunsetMercantile_August2020_2.jpg
2336K

 **Sunset Bikeshare Survey Results.pdf**
194K

 **D4 Proposed Network Map 8-20.pdf**
9275K



Neal Patel <nealpatel@lyft.com>

Next Steps for D4 Bikeshare Stations

Neal Patel <nealpatel@lyft.com>

Thu, Mar 4, 2021 at 1:12 PM

To: Edward Wright <Edward.W.Wright@sfgov.org>, "Mar, Gordon (BOS)" <gordon.mar@sfgov.org>

Cc: "Leung, Adrian" <Adrian.Leung@sfmta.com>, Bay Wheels Community <community@baywheels.com>

Hi Supervisor Mar and Edward

I hope you are doing well. I wanted to follow up with you all to discuss next steps for the Bay Wheels bikeshare expansion into D4. You may be aware that Stefania Pombo was laid off along with several others on our team late last year. I'll be your primary contact as we move forward. Before she left the group, Stefania engaged with business owners and neighbors directly adjacent to the draft list of bikeshare stations that came from the initial community outreach phase.

Before we proceed, we would like to check in with your office to see if you support the stations that we have listed as "On Track". Our intention would be to re-site those stations we've indicated as "Re-site" so we have a full, supported list of stations for the District to bring to SFMTA Public Hearing.

Please see below for notes - happy to schedule time for a call if you'd like to discuss this.

Station Intersection	Status	Notes & Feedback to Date
La Playa St at Lincoln Way	On track	Rodeway Inn & Suites shared support for the station by their hotel. Mailers were sent to residences across the street. No feedback to date.
44th Ave at Judah St	Possible resite - looking for feedback from Supervisor Mar	Owner of Maxwell Window Shades opposed to the sidewalk station location due to concerns of loitering and building/sidewalk maintenance. Option 1: Keep station in current proposed location to minimize parking conversion in the area. Option 2: Resite station to nearby on-street location to alleviate the owner's concerns.
43rd Ave at Lawton St	On track	Andytown supportive of station location to alleviate bikeshare use of their existing corral. Sunset Church concerned the station would cause further congestion and draw unwanted attention to the area. The bikeshare program recommends moving forward with this station and working with Sunset Church on any issues.
Great Hwy at Noriega St	On track	SFRPD shared support for the station by their property. Mailers were sent to residences across the street. 3 emails received with concerns around parking conversion and the potential effects of poor climate on the bikes.
45th Ave at Noriega St	On track	Lyft has sent mailers, called, and emailed the adjacent business Papa Mak's Burgers. No response received to date. Lyft recommends moving the site forward and continuing with outreach to surrounding neighbors.
Ortega St at 40th Ave	On track	Location pending review by SFPL Leadership team.
30th Ave at Noriega St	On track	Safeway manager is fine with the station location. Mailers were sent to residences across the street and nearby businesses at the intersection. One

		email received with concerns around the proposed station density and resulting parking conversion.
26th Ave at Noriega St	Resite	Adjacent orthodontist office/property owner is opposed to the station due to parking conversion and feelings that their clients would not be served by the bikes. Lyft recommends relocating the proposal across the street to the west side of 26th Ave, by Citibank, to alleviate concerns of adjacent parking conversion by the orthodontist.
21st Ave at Noriega St	Resite	Adjacent restaurant HD Yunnan Rice Noodle opposed to the station location. Lyft recommends relocating the proposal to the west side of 21st Ave, north of Noriega, adjacent to North East Medical Services.
Irving St at 18th Ave	On track	Location pending review by SFPL Leadership team.

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Neal Patel

Community Affairs Manager
Lyft Bikes and Scooters, SF Bay Area





SAN FRANCISCO PLANNING DEPARTMENT

Notice of Exemption

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DEC 22 2015
POSTED TO

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

2015-0600

ENDORSED
FILED
SAN FRANCISCO County Clerk

DEC 22, 2015

by: FANNY WONG
Deputy County Clerk

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).

DETERMINATION:

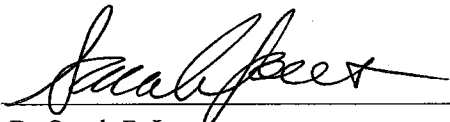
The City and County of San Francisco decided to carry out or approve the project on December 18, 2015. The San Francisco Board of Supervisors (BOS) approved a coordination agreement with the Metropolitan Transportation Commission (MTC), other local partners in the East and South Bay, and the bicycle 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

December 22, 2015
Date

cc: Heath Maddox, SFMTA
Interested parties