

Geofencing Specifications

New Powered Scooter Share Program Parking Restrictions as of December 2024



TO: Brit Moller, Skinny Labs Inc. (dba Spin)

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The San Francisco Municipal Transportation Agency (SFMTA) is adopting new geofencing specifications for the Powered Scooter Share Permit Program in addition to maintaining the existing geofencing specifications issued on October 31, 2023 ([“Geofencing Specifications: November 2023 and Beyond - Scooter Parking”](#)). This policy will be enforced by the SFMTA for the Powered Scooter Share Program Permit (Permit) issued to Skinny Labs Inc. (dba Spin) starting December 1, 2024.

In addition to existing geofencing specifications, the SFMTA will enforce, for an indefinite term, a No Parking Zone geofence for mobility devices permitted by the Powered Scooter Share Program within the following boundaries:

- East side of Powell St, from Sacramento St to Broadway, not inclusive of:
 - Powell St sidewalk
 - Sacramento St intersection, including sidewalk corners
 - Broadway intersection, including sidewalk corners
- South side of Broadway, from Powell St to Columbus Ave, not inclusive of:
 - Broadway sidewalk
 - Powell St intersection, including sidewalk corners
 - Columbus Ave intersection, including sidewalk corners
- Southwest side of Columbus Ave, from Broadway to Kearny St, not inclusive of:
 - Columbus Ave sidewalk
 - Broadway intersection, including sidewalk corners
 - Kearny St intersection, including sidewalk corners
- West side of Kearny St, from Columbus Ave to Merchant St, not inclusive of
 - Kearny St sidewalk, except from Merchant St to Washington St (Portsmouth Square)
 - Columbus Ave intersection, including sidewalk corners
 - Merchant St intersection northeast sidewalk corner
- East side of Kearny St, from Merchant St to Clay St, inclusive of:
 - Kearny St sidewalk
 - Merchant St intersection, except northeast sidewalk corner
 - Clay St intersection, including all sidewalk corners
- West side of Kearny St, from Clay St to California St, not inclusive of
 - Kearny St sidewalk
 - Clay St intersection, including sidewalk corners

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SFMTA

- California St intersection, including sidewalk corners
- North side of California St, from Grant Ave to Kearny St, not inclusive of:
 - California St sidewalk
 - Grant Ave intersection, including sidewalk corners
 - Kearny St intersection, including sidewalk corners
- East side of Grant Ave, from Bush St to California St, inclusive of
 - Grant Ave sidewalk
 - Bush St intersection, including sidewalk corners
 - California St intersection, including sidewalk corners
- South side of Bush St and Grant Ave intersection, inclusive of
 - All sidewalk corners
- West side of Grant Ave, from Bush St to California St, inclusive of
 - Grant Ave sidewalk
 - Bush St intersection, including sidewalk corners
 - California St intersection, including sidewalk corners
- North side of California St, from Stockton St to Grant Ave, not inclusive of:
 - California St sidewalk
 - Stockton St intersection, including sidewalk corners
 - Grant Ave intersection, including sidewalk corners
- East side of Stockton St, from California St to Sacramento St, not inclusive of:
 - Stockton St sidewalk
 - California St intersection, including sidewalk corners
 - Sacramento St intersection, including sidewalk corners
- North side of Sacramento St, from Powell St to Stockton St, not inclusive of:
 - Sacramento St sidewalk
 - Powell St intersection, including sidewalk corners
 - Stockton St intersection, including sidewalk corners

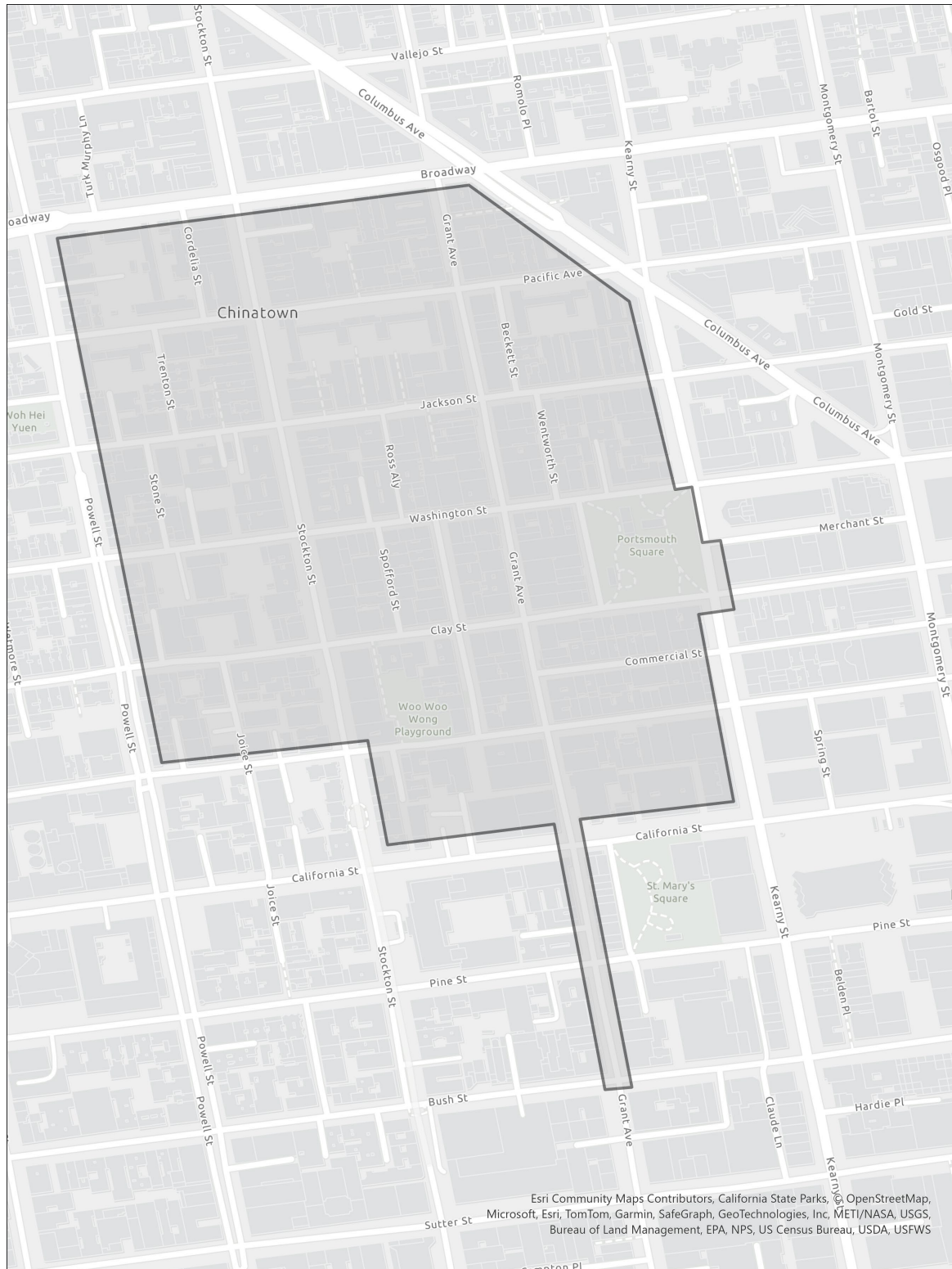
The SFMTA will assess the impact of these Geofencing Specifications on the Powered Scooter Share Program according to established criteria. Any proposed modifications to the Geofencing Specifications must be submitted in writing for consideration by SFMTA staff. These restrictions will also be made available via the Mobility Data Specification (MDS) API.

The SFMTA may modify these Geofencing Specifications by, in accordance with the public interest, modifying the term, changing the boundaries of the geofenced area, adding allowable parking locations within the existing geofenced area, and/or including other restrictions besides those relating to device parking.

The SFMTA expects Spin to ensure that its users observe these device parking restrictions and to understand that Spin may face citations and fines if not observed in compliance with the Geofencing Specifications.

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Figure 1 Approximate boundaries of new No Parking Zone geofence