

Dolores and Guerrero Median Parking Policy Advisory Committee

List of Proposed Solutions – February 25, 2016

The Median Parking Advisory Committee proposes an eighteen month pilot program that would formalize median parking along segments of Dolores and Guerrero Streets consistent with the criteria that follows. It is the recommendation of this committee that the committee continue to meet quarterly during the pilot to receive feedback and discuss any potential issues and that a 12-month evaluation be completed to address how this recommendation has met the effectiveness criteria that the committee identified through its seven-month meeting process.

In order to address issues related to equal access to the public right-of-way, maintaining a safe community, and protecting important community green space and plantings, the Dolores-Guerrero Median Parking Policy Advisory Committee makes the follow recommendations for areas where parking currently exists and has a history of having been used for weekend parking:

Recommendation #1

Convene meetings and facilitate relationships between faith based institutions and off-site parking, transportation and shuttle providers to encourage alternative weekend parking arrangements

The SFMTA can play an important role in bringing together organizations that have intense transportation needs during short periods on specific days (e.g. a religious service) and organizations that provide shuttle services, shared parking arrangements, and use of public and alternative transportation options by congregations whenever possible in order to reduce the need to use center medians for parking. This should include:

- Parking companies that manage the use of third-party parking lots.
- Organizations that provide privately operated shuttles/buses to connect congregation members with transportation services and off-site parking.
- Resources on developing shared-parking arrangements with other community institutions
- Resources for institutions to provide to congregations that encourage carpooling and public transportation use.

Recommendation #2

SFMTA should provide information about the rules for parking along medians on its website.

Residents and visitors to the Mission neighborhood should have access to simple, clear information about the rules for parking in the neighborhood, including:

- Process for submitting complaints
- Relevant sections of the San Francisco Transportation Code
- Enforcement procedures
- Hours and locations

Recommendation #3

Increase visibility for street users and access for emergency vehicles by:

- **Prohibiting parking between medians and within intersections**
- **Daylighting the ends of medians**

SFMTA should red-curb the ends of all medians and prohibit parking in-between medians. In support of the City's Vision Zero policy, parking should be away from the

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intersection to allow people who drive, bicycle or walk are able to see each other and reduce the potential for tragic collisions. SFMTA should consider where additional curb space should be reserved for turning vehicles to reduce traffic delays caused by people in vehicles and on bicycles turning left from a single lane and aim to provide for safer turns at intersections.

Recommendation #4

Formalize median parking along Dolores Street at the following locations and times where parking has been occurring over multiple years and increase parking enforcement during no-parking times:

- **Between 14th and 18th/19th Streets on Sundays from 8AM – 6PM**
- **Southbound between Alert Alley and 16th Street on Friday evening from 7-10PM**
- **Southbound between Alert Alley and 16th Street on Saturday morning from 10AM-12PM**

The San Francisco Transportation Code allows for parking along medians where posted, SFMTA should therefore install signage that clearly states where and when anyone may park along center medians and that violators will be towed.

As a part of the pilot project, SFMTA staff should monitor parking demand along center medians designated for after dark parking so as to determine the time periods that best capture neighborhood parking demand and avoid situations that may be unsafe.

Recommendation #5

Implement a one-year pilot formalizing median parking along Guerrero between 17th and 18th Streets and Guerrero southbound between 18th and 19th

- **Provide regular updates on and monitor the status/progress of the pilot program throughout its duration**
- **During pilot duration, make adjustments to parking activity in order to identify how, if possible, median parking and healthy vegetation on Guerrero medians can successfully co-exist. San Francisco city agencies should identify metrics for success and be responsible for assessing the health of median vegetation throughout the course of the pilot.**

An adopt-a-median program should be initiated that will allow private organizations or citizens to pledge to care for the upkeep of median plantings on Guerrero. Median parking along Guerrero should only occur on medians in which:

- The median has been adopted to ensure that the health of these medians is not negatively damaged by people who park along the median.
- Plantings are protected from being stepped on through the use of small, ornamental protective fencing that will be maintained by the median adopter.
- Any median adopter should be required to ensure that damaged plantings are replaced in a timely manner and report them to the City.

Recommendation #6

Ensure that pilot program updates and findings are routinely communicated to community members

Provide the members of the Median Parking Policy Advisory Committee with the opportunity to continue to provide feedback and review SFMTA actions upon median parking throughout the duration of the pilot program on a quarterly basis in order to support community buy-in and success of the pilot.

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Recommendation #7

Statement of equitable access

As the SFMTA considers and responds to this committee's recommendation, we request that any final program recommendation begin with a statement that re-affirms the City and SFMTA's commitment to not privilege the ability of any one user to park along publicly owned curb space based on race, ethnicity, gender, sexuality, religion, economic status, etc.