



SFMTA
Municipal
Transportation
Agency

Parking Management and Vehicular Habitation

SFMTA Board of Directors Meeting

February 6, 2018

Parking Policy Team, Sustainable Streets Division

San Francisco Municipal Transportation Agency

Tonight in San Francisco, one of the wealthiest cities in the world, nearly 7,500 people will experience what it means to be homeless



Approximately 1,200 people are living in cars, vans or RVs on the streets of San Francisco *

- This includes men, women and children, young people and old, employed and unemployed
- The homeless are typically disconnected from services and have limited pathways to housing
- Citations and towing can further exacerbate their tenuous situations
- The issue is complex and multi-dimensional, begging a more comprehensive, citywide solution than we can offer as the city's transportation agency

* Source: 2017 Point in Time Count

Vision

- San Francisco: great city, excellent transportation choices.

Mission

- We work together to plan, build, operate, regulate and maintain the transportation network, with our partners, to connect the community.

SFMTA is charged with regulating the curb, for parking and other transportation-related uses

- The City Charter mandates that SFMTA manage the curb in a safe, equitable, and efficient manner, consistent with policy and law
- Habitation policy is not an area of work where SFMTA has a lot of expertise
- That does NOT mean that the agency shouldn't play an active role in addressing this citywide challenge

Vehicles used as housing present a significant policy challenge for the SFMTA

- “Vehicular habitation” is illegal in SF
- Inhabited oversize vehicles (RVs, buses) present social and safety problems
- Staff are struggling to address the issue effectively through a curb management approach
- Potential relief mechanisms are being explored

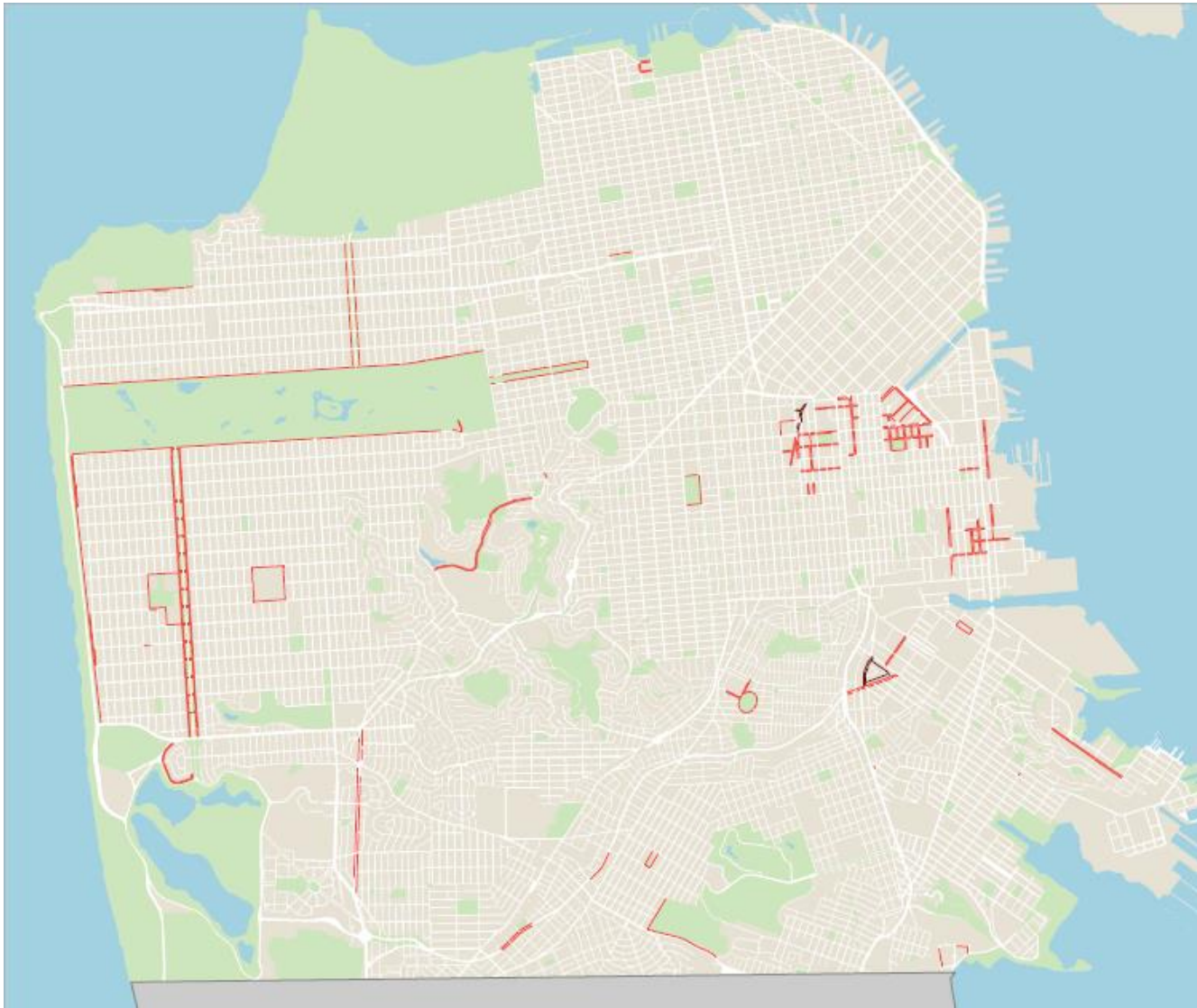


- Police Code Art 1.1 (1971)
- 72-hour rule
- Citywide overnight OV prohibition (proposed but not enacted 2004)
- OV restriction (codified 2012; shelved 2015)
- Other parking and curb management tools (ongoing)

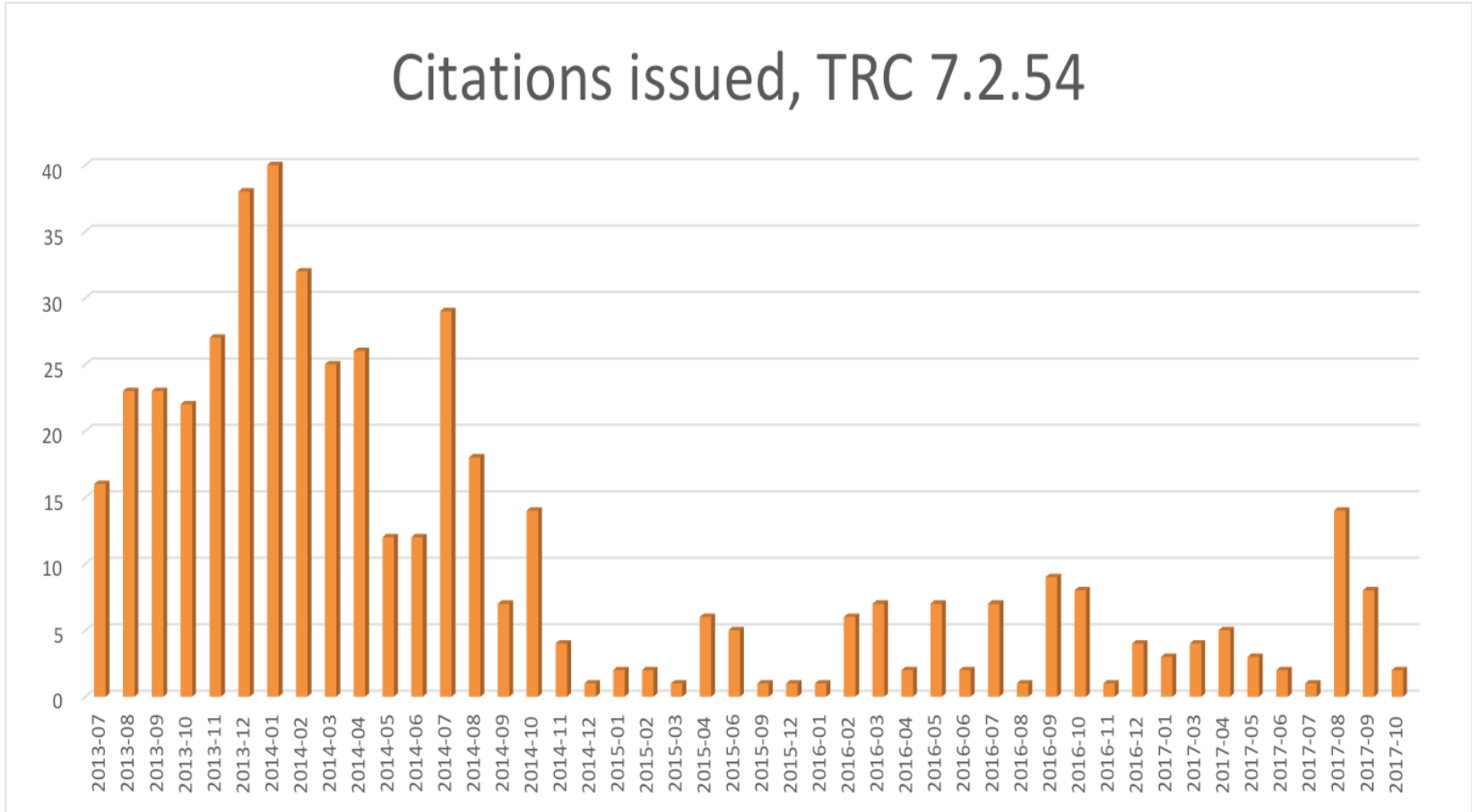
72-hour rule

- Basic time limit – no vehicle may be parked for more than 3 days
- Intended to address abandoned vehicles
- Not subject to the same requirement to "shift" a significant distance that all other parking time limits require (1 block or 1/10 of a mile)

The Toolkit: Policies and Regulations



Citations issued, TRC 7.2.54



Oversized vehicle (OV) restriction reduces or eliminates parking by OVs where posted

Unintended consequences:

- Displaces OVs to nearby locations
- Displaces vulnerable people living in vehicles

Since the OV restriction was created in 2013 we've worked closely with:

- SF Coalition on Homelessness
- Mayor's Office (HOPE)
- DPH / HOT
- SF Police Department
- SF Interfaith Council
- Board of Supervisors
- SF Interfaith Council
- Department of Homelessness & Supportive Housing
- Many other groups and individuals

- The Department of Homelessness and Supportive Housing (DHS) has convened a working group to explore relief mechanisms
- The SFMTA plans to:
 - Play an active role in the working group
 - Regulate and manage curb to support safety, transit, commerce, residents, visitors, etc.
 - Use the most appropriate tools based on context and need, including OV restriction, if the Board is supportive
 - Continue to work with DHS and other partners to develop a relief mechanism for vulnerable people living in vehicles

Thank You