

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to develop a 12-month pilot project that provides clarity as to when median parking will be allowed and increases the safety of Dolores Street for all street users by limiting where and when median parking can occur along sections of the Dolores Street median, provided that staff will return to the SFMTA Board, prior to implementation, for approval of the pilot proposal and any amendments to the Transportation Code.

SUMMARY:

- Weekend parking in the traffic lane next to center medians on Dolores Street has been a common occurrence for decades. This practice is commonly referred to as “median parking” or “parking on the median.”
- San Francisco's Transportation Code allows for parking alongside center medians if signage allowing said parking is present. Dolores Street medians currently lack any such signage and median parking is consequently not allowed.
- There have been longstanding concerns about the practice of median parking
- To address these concerns, SFMTA staff convened the Dolores/Guerrero Median Parking Advisory Committee in May 2015.
- The committee was comprised of various neighborhood stakeholders and met monthly through February 2016. The committee failed to make a recommendation on median parking at its final meeting, and declined to meet further. SFMTA staff consequently proposes to implement a 12-month pilot that clarifies where median parking is allowed and reduces the amount of parking on medians where it occurs in order to provide greater visibility and emergency vehicle access and limits the hours during which that parking occurs.
- Separate measures will be taken to address median parking along Guerrero Street.

ENCLOSURES:

1. SFMTAB Resolution
2. Median Parking Survey
3. Median Parking Alternatives Evaluation

APPROVALS:

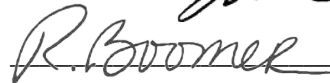
DATE

DIRECTOR



8/11/16

SECRETARY



8/11/16

ASSIGNED SFMTAB CALENDAR DATE: August 16, 2016

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PURPOSE

Seek authorization to develop a 12-month pilot project that provides clarity as to when median parking will be allowed and the safety of Dolores Street for all street users by limiting where and when median parking can occur along sections of the Dolores Street median, provided that staff will return to the SFMTA Board, prior to implementation, for approval of the pilot proposal and any amendments to the Transportation Code.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone.

DESCRIPTION

Weekend parking along the center medians of Dolores and Guerrero streets has been a common occurrence for decades. Section 7.2.34 of San Francisco's Transportation Code allows for parking alongside center medians if signage allowing said parking is posted; however, the Dolores and Guerrero center medians currently lack any such signage and median parking is consequently not currently legally permitted at said locations. Despite the informal nature of median parking activity, the SFMTA has deprioritized its enforcement of parking along the median in these locations given that weekend parking enforcement staff numbers are limited and concentrated in other areas of the City where enforcement is a higher priority. SFMTA Parking Control Officers (PCOs) do ticket unsafe parking behavior along the medians on complaint-driven basis. A review of traffic collision data in the area suggests that there have been no collisions directly associated with median parking over the past ten years (earlier data has not been reviewed).

Median parking along Dolores and Guerrero is currently predominantly conducted by members of faith-based institutions, visitors to local businesses, and visitors to Dolores Park. Many of the concerns voiced by neighborhood constituents (e.g. residents and business owners) have focused on lack of equitable access to median parking for all potential users, safety concerns related to visibility at corners and stray vehicles being left on the median long into the night.

In an effort to identify, evaluate and potentially address the various issues associated with median parking, the SFMTA convened the Guerrero/Dolores Median Parking Policy Advisory Committee in May 2015. This group was charged with trying to identify a consensus recommendation to SFMTA staff which would be used to develop a staff recommendation to the SFMTA Board.

The committee was originally comprised of nine neighborhood stakeholders – residents, business owners, representatives of faith based institutions – and met on a monthly basis through February 2016. One member dropped out midway through the process, leaving the committee with eight

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members. The committee was structured to ensure that no specific constituency—faith-institution, resident, or business owner—held a majority voice on the committee. Initially there were three faith representatives, three residents, two business representatives and one person representing park users. The one participant who discontinued involvement was one of the business representatives.

Committee rules, adopted unanimously by the committee at their first meeting, state that a committee recommendation would only exist if five members (a majority of the committee's members) voted to support the recommendation. Additionally, in December, the committee adopted an additional rule that in order to vote, a member must be present in person or by phone.

Through the process, the committee identified six major “problem statements” based upon issues related to median parking on Dolores and Guerrero Streets:

1. **Enforcement:** enforcement of parking complaints are not responded to in a timely or consistent manner
2. **Fairness/Consistency/Legal:** parking laws related to medians are currently not uniformly or consistently applied, and median parking, when available, is not available to all users
3. **Parking Demand:** available parking is difficult to find on weekends
4. **Safety:** median parking creates an unsafe environment, as cars parked after dark are hard to see and cars parked at the intersections and between medians block views of road users
5. **Sustainable medians:** people who are parking and monitoring parking along planted medians are damaging landscaping.

The committee used these problem statements to develop project objectives, measures of success and desired results. During its deliberations, the committee likewise proposed an additional, congestion-related objective unrelated to any of the problem statements it had previously identified.

At their July 2015 meeting, committee members developed a list of 18 potential solutions to various issues associated with median parking for evaluation and consideration. This evaluation, attached, was vetted by SFMTA staff across divisions, including Transit, Enforcement, Engineering, Livable Streets and Accessible Services. Other city agencies, including Fire, Police, Mayor's Office on Disability, Public Works, Planning, and Recreation and Parks, likewise provided feedback on the evaluation report. SFMTA staff presented the finalized evaluation to the committee in October 2015.

At this meeting, all seven of the committee members in attendance recommended releasing a community input survey as a complimentary mechanism for gauging larger community perspectives on the future of median parking. The survey was administered online and received a total of 3,766 responses. 46% of survey respondents were local residents, 14.3% faith-based congregation members, 2% local business owners and a remaining 46% identified as park-goers or frequent visitors to the area. (Respondents were allowed to classify themselves as belonging to

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one or more of the aforementioned categories. An additional 5% of the total survey respondents identified themselves as simply interested in the matter with no connection to the neighborhood). If a respondent identified as either a resident, business owner or congregant, they were asked to provide the cross streets of their residence, business or place of worship. These cross streets were used to determine which respondents fell within the project area, defined as all cross-streets of the blocks bounded by Church, 24th, Valencia and Market. Respondents who were considered to fall within the survey's "project area" therefore lived, owned a business or worshipped within one and a half blocks of the corridors along which median parking is primarily concentrated.

Park users who did not likewise identify as a resident, business owner or congregant were evaluated separately. Respondents who labeled themselves as having no connection to the area were evaluated as a part of the entire dataset of responses.

The survey responses gathered reflect a breadth of opinions in regard to the future of median parking. The most salient findings from the survey are detailed below.

1. There is broad displeasure with the current parking practices: over 75% of all respondents are unresponsive of keeping median parking conditions as they are.
 - a. However, 83% of people who worship in the project area support continuing with existing median parking practices.
2. People who live, worship or own businesses in the area are somewhat supportive of banning all median parking on weekends: 53% support a ban, while 45% do not.
 - a. 74% of residents in the project area support discontinuing median parking altogether.
 - b. 95% of congregants who worship in the project area are unresponsive of discontinuing median parking.
3. People who live, worship or own businesses in the area are split on whether or not to formalize weekend median parking: 51% support formalizing, while 45% are unresponsive.
 - a. 50% of residents are unresponsive of formalizing median parking.

These findings were presented to the committee and published on the SFMTA website.

The committee convened for three additional meetings following the conclusion of the survey: two in December 2015 and a final meeting on February 26, 2016.

At the February 26 meeting, a majority of committee members present (four) voted to fully eliminate the practice of weekend median parking along both Dolores and Guerrero Streets. However, one member of the committee was unable to attend this meeting due to a family medical emergency, and per the committee's charter, no formal committee recommendation to staff, which requires five votes, was adopted.

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SFMTA asked the committee to reconvene with all members present in an attempt to achieve a formal consensus; however, committee members in support of parking removal declined this request.

Because the committee was unable to develop a consensus proposal for addressing the parking with all members present, the Director of Transportation instructed SFMTA staff to develop and present such a proposal, utilizing the committee and community input received during the committee process in lieu of a committee recommendation.

In developing this recommendation, SFMTA staff attempted to address the issues that were identified by the committee and the full community. These included:

- the lack of parking for all residents and visitors of the area during the weekend, including park visitors, business patrons, guests of residents and community organizations, including churches and synagogues; and
- the detrimental effect of parking scarcity on the general public's ability to use the parks, businesses, and other establishments in the area; and
- safety of all road-users due to reduced visibility at street intersections caused by cars parking up to the ends of the medians and lone cars left in the traffic lane after dark, long after all the others have gone home.
- improved access for emergency response vehicles by eliminating the practice of parking parallel to the street in mid-block gaps in the median.

In order to develop a recommendation that provides parking that is legal, safe and equally available to all people who may visit or live in the area, this recommendation is as follows:

Implement a 12-month pilot that provides clarity as to when median parking will be allowed along various segments of Dolores Street and increases the safety of Dolores Street for all street users by limiting where and when median parking can occur. The pilot would be limited to locations where parking next to the median currently takes place and during parts of the day during which it has historically occurred. Such a pilot will ensure that intersections are day-lighted, to ensure visibility for all road users and prohibit parking between medians to provide increased fire and paramedic access to the neighborhood and will reduce the hours during which median parking currently occurs in order to eliminate isolated car parking in the dark along the median.

This proposal would remove parking that currently occurs between medians and within intersections by daylighting the ends of medians and enhanced enforcement within the project area – consequently increasing visibility for all road users at midblock locations and at intersections. Removal of such parking would likewise increase emergency vehicles' ability to perform U-turns and left turns.

If the staff proposal to develop a pilot is approved, SFMTA will work with other City Departments to develop a specific pilot project for future SFMTA Board adoption that ensures

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there is clarity that any available parking that is available in the area is open to all who use it, that the rules regarding enforcement are clear, and that enforcement is provided to ensure that the pilot is successful.

In determining pilot success, SFMTA staff will evaluate the project on the following criteria:

- Reduction in incidence of night-time parking on the median
- Elimination of parking on red-curb areas (day-lighting success)
- Elimination of parallel parking between medians
- Emergency response times through the area

This recommendation is based upon various sources of information:

1. Committee meetings and discussions – although the committee was unable to develop a final recommendation, its members represented a diverse cross-section of neighborhood opinions and participated in various valuable conversation on safety, enforcement, fairness, and details of potential implementation;
2. Numerous site visits to the project area;
3. The evaluation document developed as a part of the process;
4. Consultations with representatives from various city agencies, including: the Fire Department, the Police Department, the Mayor's Office of Disability, and the Department of Public Works;
5. Consultations with the SFMTA's Transit Engineering, Enforcement and Livable Streets teams regarding the technical details of any proposed implementation plans (e.g. red curb striping/daylight, signage placement, and proposed enforcement beats.);
6. The online survey that gauged public opinion on how the City should address median parking, released and concluded in November 2015 (described in detail above).

ALTERNATIVES CONSIDERED

SFMTA staff considered various alternatives to formalizing median parking along Dolores Street:

- The complete removal and prohibition of all median parking that currently occurs along Dolores Street. As an equal number of committee members expressed support as dissent on this concept, it is not recommended because in prohibiting a decades long practice, there would likely be significant community impacts related to access to local religious institutions, businesses and Dolores Park. Staff believes that the recommended direction addresses the safety and fairness issues identified by the community while allowing for the neighborhood custom of parking next to certain medians to continue. Additionally, incidents of traffic congestion, caused by people looking for parking if all median parking were to be removed, as well as illegal parking, including perhaps blocking of driveways, would likely occur less frequently under the staff's proposed solution.
- Leaving conditions in their current state. This alternative is not recommended because although median parking is a practice that has occurred for decades due to the parking needs of the community during specific times on the weekends, the perception among

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some visitors and residents is that median parking is only allowed for specific groups of people. Additionally, while no collisions have resulted explicitly as a result of median parking, existing median parking conditions – e.g. cars blocking the space between medians and parking in intersections – are not regulated and may present future safety concerns. Leaving conditions in their current state ignores the many valid concerns that neighborhood residents, business owners and faith-based institutions have previously expressed, and likewise fails to address potential intersection visibility safety issues associated with the parking, as well as lone cars left parked in the travel lane into the wee hours of the morning.

STAKEHOLDER ENGAGEMENT

The formation of the Dolores/Guerrero Median Parking Advisory Committee was in and of itself an extensive outreach process. The Median Parking Survey likewise collected opinions on addressing median parking from over 3700 respondents.

FUNDING IMPACT

Given that staff is not seeking approval to make any capital or operational changes at this time, this item has no associated funding impact. If a proposed project is returned to the Board, associated costs will be defined at that time.

ENVIRONMENTAL REVIEW

On August 10, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the development of a median parking policy for Dolores Street is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

No additional approvals received or still required at this time.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors authorize the Director of Transportation to develop a 12-month pilot project that provides clarity as to when median parking will be allowed and increases the safety of Dolores Street for all street users by limiting where and when median parking can occur, provided that staff will return to the SFMTA Board, prior to implementation, for approval of the pilot proposal and any amendments to the Transportation Code.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Parking along the medians on Dolores Street between 14th and 18th Streets has been a longstanding practice in the Mission; and,

WHEREAS, It is not legal to park next to an unsigned median in San Francisco; and,

WHEREAS, Parking enforcement operates at a reduced level on weekends and is needed in other areas of the City; and,

WHEREAS, The SFMTA has deprioritized parking enforcement next to Dolores Street medians; and,

WHEREAS, Median parking on Dolores is utilized by members of faith-based congregations, Dolores Park visitors and visitors to local businesses; and,

WHEREAS, Residents of the neighborhood have expressed concerns about the apparent inconsistency of parking enforcement towards parking next to an unsigned median; and,

WHEREAS, On June 24, 2016, the SFMTA, under authority delegated by the Planning Department, determined that the Dolores Median Parking Project is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The San Francisco Transportation Code allows parking along a median when a sign is present permitting the activity; now, therefore, be it




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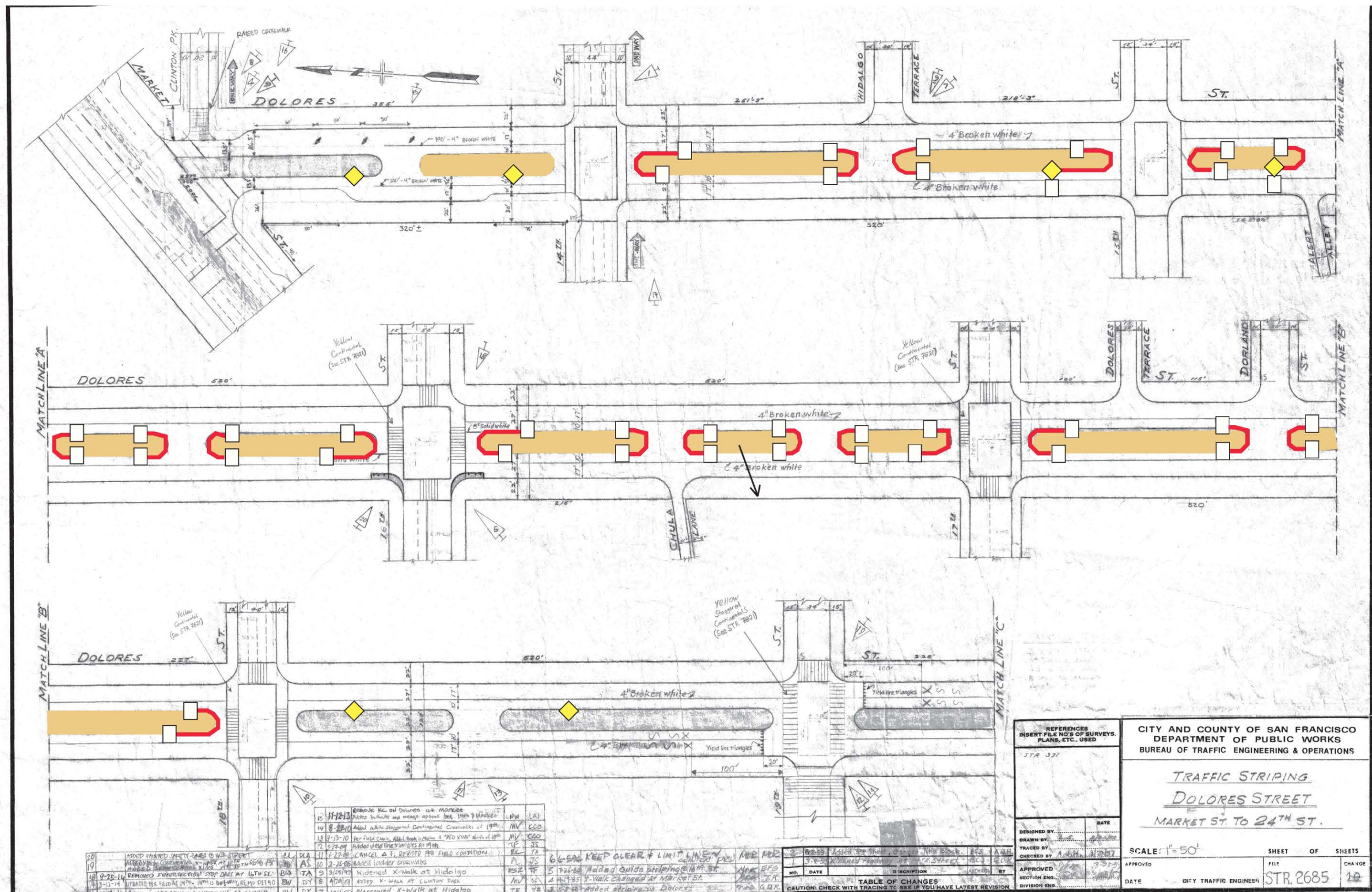
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to develop a 12-month pilot project that provides clarity as to when median parking will be allowed and increases the safety of Dolores Street for all street users by limiting where and when median parking can occur provided that staff will return to the SFMTA Board, prior to implementation, for approval of the pilot proposal and any amendments to the Transportation Code.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Key

-  Lane ends, merge sign
-  Parking regulations sign
-  Red curb



NO.	DATE	DESCRIPTION	BY	CHKD.
10	11-12-13	Revised KC on Dolores at Market	MM	LAJ
11	8-22-10	Added white staggered Continental Crosswalks at 19th	MV	CGO
12	2-15-10	Per field check, added back to white & 'RED X-WALK' signs at 19th	MV	CGO
13	2-22-09	Added yield line triangles at 19th	TC	SS
14	1-27-08	CANCEL A 3, REVISED RB FIELD CONDITIONS	PC	TA
15	2-25-08	Added ladder crosswalks	PL	SS
16	3/29/09	Widened X-walk at Hidalgo	RSZ	TF
17	4/24/07	Added X-WALK AT CLINTON PARK	MV	SS
18	11-12-13	Widened X-walk at Hidalgo	TE	TA

NO.	DATE	DESCRIPTION	BY	CHKD.
19	8-22-10	Added guide striping at 16th St	MM	MR
20	4-14-05	X-WALK CHANGED AT MARKET ST	MM	MR
21	8-22-08	Added striping to Dolores	MM	MR

NO.	DATE	DESCRIPTION	BY	CHKD.
22	8-22-05	Added stop sign at 19th St	MM	MR
23	3-4-04	Revised Planbook at 19th St	MM	MR

REFERENCES INSERT FILE NO'S OF SURVEYS, PLANS, ETC., USED STR 331		CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS BUREAU OF TRAFFIC ENGINEERING & OPERATIONS	
TRAFFIC STRIPING DOLOROS STREET MARKET ST. TO 24 TH ST.			
DESIGNED BY:	DATE:	SCALE: 1"=50'	SHEET OF SHEETS
DRAWN BY:	DATE:	APPROVED:	FILE
CHECKED BY:	DATE:	DATE:	STR. 2685
APPROVED:	SECTION ENG.	CITY TRAFFIC ENGINEER	CHANGE
DIVISION ENG.			10

Guerrero/Dolores Median Parking Advisory Committee

Guerrero/Dolores Median Parking Advisory Committee

Introduction

At the July 23rd 2015 meeting of the Guerrero/Dolores Median Parking Advisory Committee, committee members identified potential solutions to the committee's determined problem statements that they felt warranted further evaluation. This document contains an analysis of each proposed solution according to the effectiveness and feasibility criteria determined by the committee at its June 18, 2015 meeting. SFMTA conducted the evaluation into the proposed solutions during August and September 2015.

Evaluation Criteria

Various criteria were used to evaluate the effectiveness of the proposed solutions in meeting their stated objectives and the feasibility of carrying the proposed solutions to fruition. Every proposed solution was evaluated against each criteria item so as to ensure that all proposed solutions were assessed equally.

See the charts below for a list of the identified effectiveness and feasibility criteria items, the measures of change by which their would-be impact was calculated, and the desired results of their implementation.

Effectiveness criteria	Measure1	Desired results
Makes it easier for people to identify legal places where they can park	Change in ease of understanding of rules and consistency of enforcement for all potential road users about median parking	Reduction in violations, reduction in illegal parking activity
Provides safe, legal parking options when there is high demand for parking	Change in the number of vehicles parking illegally along the medians	Sufficient/improved parking availability during weekends
Ensures that anyone wishing to park in a public parking space has equal opportunity to do so	Increase in percentage of public parking spaces clearly available to all people regardless of destination	All public parking is available to all people at all times
Reduces backups caused by narrowed traffic lanes	Reduced total delays caused by traffic being reduced to a single lane for all road users	Increased ability of all road users to safely and reliably travel to where they are going
Makes it easier for people to understand the process for submitting requests to manage short-term parking	Increase in expected ease of people finding information on requests to manage short-term parking	Increased clarity on how requests are made and how they are approved/considered

1 Most measures of change will be simple estimates expressed as “large improvement, slight improvement, same, worsen slightly, or worsen greatly”.

Guerrero/Dolores Median Parking Advisory Committee

Effectiveness criteria	Measure1	Desired results
Reduces the potential for collisions with vehicles parked on the median.	Change in the number of vehicles parked after dark or remaining as a single vehicle on the block	Fewer vehicles parked in a manner that may lead to collisions
Reduces the potential for collisions with road users due to reduced visibility	Increased visibility of road conditions and other road users at intersections and in between medians	Increased visibility for all road users as they approach intersections and mid-block breaks in the median
Reduced trampling of plants	Change in the number of people walking through planted medians on Guerrero.	Reduction in trampling of plants, healthier planted median

Feasibility criteria	Measure	Desired results
Approval feasibility	Policy/legal change requirements Likelihood of support Ease of explanation to policymakers	Sufficient comprehension and support to achieve approval
Ease of user interface	Whether policy is easy to understand	Existing communications channels are sufficient to ensure drive understand changes.
Implementation and operational feasibility	Capability (ability + resources + technology) of relevant agency/agencies to implement and operate solution	Relevant agency/agencies have sufficient capability
Financial feasibility	Fiscal impact to City	No adverse fiscal impact to City
Time needed to get new policy approved and implemented	Anticipated year of implementation	A mix of near- and far-term solutions

Although the criteria items are written to be easily understood as standalone items, expanded descriptions/definitions of the criteria are provided below in the event that additional information regarding

Guerrero/Dolores Median Parking Advisory Committee

their components and objectives is desired.

1. **Makes it easier for people to identify legal parking options:** the median parking that occurs within the Dolores/Guerrero project area does not currently comply with existing parking regulations, which state that parking on medians is prohibited unless otherwise posted. Because median parking within the project area has been a common practice for many years and because the City's median parking rules are not widely understood or enforced, some confusion as to where drivers may or may not park legally exists.
2. **Provides safe, legal parking options during high demand periods:** finding available, legal parking with the project area can prove difficult over the weekends and during other high demand periods. Currently, median parking meets some of this demand, but not in a manner consistent with parking regulations. Proposed solutions will be evaluated based on whether they improve the availability of legal parking options during these periods of high demand.
3. **Ensures that access to parking supply is available equally to all potential users:** it is unclear if median parking, when available, is currently available to all users. Evaluation will determine if a proposal allows that all public parking spaces within the project area are available to all potential users regardless of users' destinations.
4. **Reduces backups related to narrowing lanes:** At times, traffic backups can result along Dolores and Guerrero for a variety of reasons, which include, but are not limited to: drivers using single travel lanes to parallel park along medians; drivers circling for available parking; and drivers parked between medians or within intersections, which can hinder progress for road users attempting to execute left or U-turns. Evaluation will look at whether a proposal will result in fewer delays for people travelling along the street.
5. **Makes it easier for people to understand the process for submitting requests to manage short-term parking:** Neither the SFMTA or other San Francisco city agencies currently possess a formalized process for submitting requests to temporarily manage short-term parking. Increased clarity on the issue and the potential formalization of a process could help to legalize and standardize informal parking management operations that currently occur in San Francisco. Evaluation will determine whether proposals address this issue.
6. **Reduces the potential for collisions with vehicles parked on the median:** there have been a handful of incidents in which private vehicles have remained parked on the median after dark, or remained parked alone on a median after other vehicles have departed. Vehicles parked in such a way present a safety hazard to other road users, particularly after dark when visibility is reduced. Evaluation will determine whether proposals aim to decrease such instances.
7. **Reduces the potential for collisions with road users due to reduced visibility:** drivers who engage in median parking often park vehicles in intersections and in the spaces between medians on Dolores Street. These practices reduce visibility for other road users and may have the potential to result in collisions given the unsafe conditions that they foster. Evaluation will determine whether proposals will enhance the safety of streetscape conditions and improve visibility for road users, particularly along Dolores.
8. **Reduced trampling of plants:** people exiting cars parked along the Guerrero medians at times walk or stand upon the vegetation planted within the medians. Evaluation will determine whether proposals will reduce the frequency of people trampling median vegetation and increase the health of median vegetation as a whole.

Effectiveness Evaluation Summary Chart

Option	Makes it easier for people to identify legal parking options	Provides safe, legal parking options during high demand periods	Ensures that access to parking supply is available equally to all potential users	Reduces backups related to narrowing lanes	Makes it easier for people to understand the process for requesting variances for short-term parking	Reduces the potential for collisions with vehicles parked on the median.	Reduces the potential for collisions with road users due to reduced visibility	Reduced trampling of plants	Notes
1. Contract with privately owned parking companies to manage parking for faith-based institutions or other users, possibly by using third party lots (e.g. belonging to schools) as sites to capture the parking that would otherwise occur along neighborhood medians	High level of success	Low to medium level of success	High level of success	Low to medium level of success	NA	High level of success	High level of success	High level of success	
2. Contracting private shuttles/buses to transport congregation members to and from services	High level of success	Low to medium level of success	High level of success	Low to medium level of success	NA	High level of success	High level of success	High level of success	
3. Actively enforcing existing median parking laws	High level of success	Low level of success	High level of success	Low to medium	NA	High level of success	High level of success	High level of success	

Guerrero/Dolores Median Parking Advisory Committee

Option	Makes it easier for people to identify legal parking options	Provides safe, legal parking options during high demand periods	Ensures that access to parking supply is available equally to all potential users	Reduces backups related to narrowing lanes	Makes it easier for people to understand the process for requesting variances for short-term parking	Reduces the potential for collisions with vehicles parked on the median.	Reduces the potential for collisions with road users due to reduced visibility	Reduced trampling of plants	Notes
4. Shared parking arrangements for off-street lots	High level of success	Low to medium level of success	High level of success	Low to medium level of success	NA	High level of success	High level of success	High level of success	
5. Develop a universal permit process for any entity or individual wanting to manage short-term median parking	Medium to high level of success	High level of success	High level of success	Low level of success	High level of success	Medium level of success	High level of success	Low to medium level of success	
6. Develop a permit program for institutions to distribute to people wishing to engage in median parking	Medium level of success	Low to medium level of success	NA	NA	High	Medium	High	Low to medium	

Guerrero/Dolores Median Parking Advisory Committee

Option	Makes it easier for people to identify legal parking options	Provides safe, legal parking options during high demand periods	Ensures that access to parking supply is available equally to all potential users	Reduces backups related to narrowing lanes	Makes it easier for people to understand the process for requesting variances for short-term parking	Reduces the potential for collisions with vehicles parked on the median.	Reduces the potential for collisions with road users due to reduced visibility	Reduced trampling of plants	Notes
7. Prohibit parking all the way to the crosswalk at intersections and perpendicularly midblock on the northern and southern ends of medians	Low level of success	Medium level of success	NA	Medium level of success	NA	NA	High level of success	NA	Not a standalone proposal – would likely accompany any proposal that provides for the legalization of median parking in some form
8. Allow median parking only on one side of the median per block and alternating which side that is	Low level of success	Low to medium level of success	High level of success	NA for staggering solution, low for one side of street solution	NA	Low level of success	Low to medium level of success	Medium level of success	
9. Formalize current median parking practices by ensuring that medians are clearly marked with signs that permit parking along the median at certain times during the weekend	Medium to high level of success	High level of success	High level of success	NA	NA	High level of success	High level of success	NA	

Guerrero/Dolores Median Parking Advisory Committee

Option	Makes it easier for people to identify legal parking options	Provides safe, legal parking options during high demand periods	Ensures that access to parking supply is available equally to all potential users	Reduces backups related to narrowing lanes	Makes it easier for people to understand the process for requesting variances for short-term parking	Reduces the potential for collisions with vehicles parked on the median.	Reduces the potential for collisions with road users due to reduced visibility	Reduced trampling of plants	Notes
10. Amend Transportation Code to allow median parking	Low to high level of success, depending on specifics of implementation	High level of success	High level of success	NA	NA	High level of success	High level of success	NA	
11. Continue to allow people to solve things informally; leave current conditions as they are	N/A, no change	N/A, no change	N/A, no change	N/A, no change	N/A, no change	N/A, no change	N/A, no change	N/A, no change	
12. Introduce on-street parking meters (with weekend hours of operation) to appropriate block faces	High level of success	High level of success	High level of success	NA, no change	NA	High level of success	High level of success	N/A, no change	

Option	Makes it easier for people to identify legal parking options	Provides safe, legal parking options during high demand periods	Ensures that access to parking supply is available equally to all potential users	Reduces backups related to narrowing lanes	Makes it easier for people to understand the process for requesting variances for short-term parking	Reduces the potential for collisions with vehicles parked on the median.	Reduces the potential for collisions with road users due to reduced visibility	Reduced trampling of plants	Notes
13. Create resources that provide clear explanations of median parking regulations on Dolores and Guerrero	Low to medium level of success – may help to clarify median parking rules, but won't be useful to people while they are actually searching for parking	Low level of success	Medium level of success -- would not change the availability of parking, but would support the understanding of what parking exists.	Low level of success	High level of success	Low level of success	Low level of success	Low level of success	This option is not independent from other options – should likely be included in some capacity in conjunction with whatever decision is made re: legalizing median parking

Guerrero/Dolores Median Parking Advisory Committee

Option	Makes it easier for people to identify legal parking options	Provides safe, legal parking options during high demand periods	Ensures that access to parking supply is available equally to all potential users	Reduces backups related to narrowing lanes	Makes it easier for people to understand the process for requesting variances for short-term parking	Reduces the potential for collisions with vehicles parked on the median.	Reduces the potential for collisions with road users due to reduced visibility	Reduced trampling of plants	Notes
14. Develop an adopt-a-median maintenance program for entities that use median parking on Guerrero to provide care and maintenance for plantings, refuse clean-up and other mitigations for impacts related to weekend parking.	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Medium level of success	
15. Extending residential parking permits to the weekend	NA	High for residents, low for all other users	Low – would prioritize residents over all other users	NA	NA	NA	NA	NA	
16. Strongly enforcing no parking on center medians after dark	High level of success	High level of success	High level of success	NA	NA	High level of success	NA	NA	Not a standalone proposal – would likely accompany proposals 16, 17 or 18 if said proposals are approved

Guerrero/Dolores Median Parking Advisory Committee

Option	Makes it easier for people to identify legal parking options	Provides safe, legal parking options during high demand periods	Ensures that access to parking supply is available equally to all potential users	Reduces backups related to narrowing lanes	Makes it easier for people to understand the process for requesting variances for short-term parking	Reduces the potential for collisions with vehicles parked on the median.	Reduces the potential for collisions with road users due to reduced visibility	Reduced trampling of plants	Notes
17. Congregation leaders encouraging carpooling and public transit use amongst members	Low level of success	Low level of success	NA	NA	NA	NA	NA	NA	SFMTA would encourage and provide technical support for this option regardless of what decision is made regarding the legalization of median parking.
18. Hire private landscapers to maintain medians	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Medium level of success	
19. Fence medians along Guerrero	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	Low level of success	High level of success	

Feasibility Evaluation Summary Chart

Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>1. Contract privately owned parking companies to manage parking for faith-based institutions, possibly by using third party lots (e.g. belonging to schools) as sites to capture the parking that would otherwise occur along neighborhood medians</p>	<p><i>Policy and Legal Feasibility:</i> High <i>Likelihood of support:</i> City/SFMTA – High Houses of worship/Park Users – TBD – Businesses - TBD - Residents – TBD -</p>	<p>Medium to High – This option is dependent on communications to congregations, park users and/or business customers. Said communications should clearly identify off-site options and provide signage detailing the limits on who can use the off-site parking so that people driving by can easily understand what parking is available to them.</p>	<p>High – This option would require some initial enhanced enforcement efforts on behalf of PCO staff, but implementation would otherwise not be contingent upon action by the City/public agencies. Feasibility of implementation would instead be contingent on the ability of houses of worship and other entities to procure third party services and off-street parking lots.</p>	<p>Medium – The initial parking enforcement would be the only cost incurred by the City, and would seek to rely upon warnings – as opposed to citations – to whatever extent possible during the transition period. If temporary or permanent signage were to be installed, additional costs would be incurred, but these costs would be low. Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero – as such, funding for additional staffing to patrol and enforce the Dolores/Guerrero may need to be secured.</p>	<p>Operating in 2017 – Public outreach related to the removal of median parking and agreements with parking managers, as well as the associated infrastructure changes, would likely require 12-18 months to set up and implement.</p>	

Guerrero/Dolores Median Parking Advisory Committee

Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>2. Contracting private shuttles/buses to transport congregation members to and from services</p>	<p><i>Policy and Legal Feasibility:</i> High <i>Likelihood of support:</i> City/SFMTA – High Houses of worship/Park Users – TBD – Businesses - TBD - Residents – TBD -</p>	<p>Medium to High – This option is dependent on communications to congregations, park users and/or business customers. Said communications should clearly identify off-site options and provide signage detailing the limits on who can use the off-site parking so that people driving by can easily understand what parking is available to them.</p>	<p>High – This option would require some initial enhanced enforcement efforts on behalf of PCO staff, but implementation would otherwise not be contingent upon action by the City/public agencies. Feasibility of implementation would instead be contingent on the ability of houses of worship and other entities to procure third party services and off-street parking lots.</p>	<p>Medium – The initial parking enforcement would be the only cost incurred by the City, and would seek to rely upon warnings – as opposed to citations – to whatever extent possible during the transition period. If temporary or permanent signage were to be installed, additional costs would be incurred, but these costs would be low. Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero – as such, funding for additional staffing to patrol and enforce the Dolores/Guerrero may need to be secured.</p>	<p>Operating in 2017 – Public outreach related to the removal of median parking and agreements with parking managers, as well as the associated infrastructure changes, would likely require 12-18 months to set up and implement.</p>	

Guerrero/Dolores Median Parking Advisory Committee

Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>3. Actively enforcing existing median parking laws</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>High – This option would not require any changes to city policy or impact legal requirements.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – High – Development of a website and potential brochure would be strongly supported by SFMTA</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>High – This option would explicitly provide clear, simple information to increase the comprehension about the City's parking policy.</p>	<p>High – Development of webpages and brochures are well within the SFMTA's resources.</p>	<p>Low – After developing the materials, a small amount of staff time would be needed to maintaining a webpage and brochure about parking rules.</p>	<p>Operating in 2016 - It would likely take four months to realize this option.</p>	
<p>4. Shared parking arrangements for off-street lots</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>High.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – (Medium? TBD) –</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>High – As adopt-a-.... programs are common, this program would be easy to understand.</p>	<p>Medium to High – This program is feasible given the existence of median maintenance programs and depending upon the program's design and requirements</p>	<p>High level of feasibility</p>	<p>Operating in 2016 - It would likely take nine to twelve months to formalize the process and permitting for this program.</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>5. Develop a universal permit process for any entity or individual wanting to manage short-term median parking</p>	<p><i>Policy and Legal Feasibility:</i> Low to medium <i>Likelihood of support:</i> City/SFMTA – Low Houses of worship/Park Users – TBD – Businesses - TBD - Residents – TBD -</p>	<p>Medium level of feasibility</p>	<p>Low to medium level of feasibility</p>	<p>Medium – As with other permit programs, it is assumed that this program would be cost neutral, with fees covering the staff time – including enforcement for issuing permits.</p>	<p>Operating in 2018 - It would likely take 18-24 months to formalize the process and permitting of application procedures within the SFMTA to implement this program.</p>	
<p>6. Develop a permit program for institutions to distribute to people wishing to engage in median parking</p>	<p><i>Policy and Legal Feasibility:</i> High <i>Likelihood of support:</i> City/SFMTA – High Houses of worship/Park Users – TBD – Businesses - TBD - Residents – TBD -</p>	<p>Medium to high level of feasibility</p>	<p>High – This option would require some initial enhanced enforcement efforts on behalf of PCO staff, but implementation would otherwise not be contingent upon action by the City/public agencies.</p>	<p>Medium – The initial parking enforcement would be the only cost incurred by the City, and would seek to rely upon warnings – as opposed to citations – to whatever extent possible during the transition period. Additional funding may be needed if enhanced enforcement is required.</p>	<p>Operating in 2017 – Public outreach related to the removal of median parking and agreements with shuttle service providers, as well as any associated infrastructure changes would likely require 12-18 months to set up and implement.</p>	

Guerrero/Dolores Median Parking Advisory Committee

Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>7. Prohibit parking all the way to the crosswalk at intersections and perpendicularly midblock on the northern and southern ends of medians</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>High – This option would not require any changes to city policy or impact legal requirements.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – High – If the community found consensus on this issue, SFMTA would support it.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>High – Provided that the communications around the transition were appropriate, this solution would be easy for people to understand as the current practice is unusual.</p>	<p>Medium - Additional Parking Control Officers would need to be made available during weekends and weekdays when special events are held in this area in order to equally enforce and ensure compliance with the new policy, especially during the initial six to eight-week transition period. Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero</p>	<p>Medium – While there would be costs associated with the initial enforcement phase, it is hoped that enforcement efforts would lead to a quick decline in median parking violations, and that any fines collected would serve to offset some enforcement costs</p> <p>Funding for additional staffing to patrol and enforce the Dolores/Guerrero may need to be secured.</p>	<p>Operating in 2016 – six to nine months of preparation would likely be needed to reduce confusion amongst people and communities currently utilizing the median for parking on weekends.</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>8. Allow median parking only on one side of the median per block and alternating which side that is</p>	<p><i>Policy and Legal Feasibility:</i> Low to Medium</p> <p><i>Likelihood of support:</i> City/SFMTA – Low – While the development of Residential Parking Permits is a common practice at SFMTA, the agency does not support the development of small, isolated permits for only a few blocks.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>Low - Residential parking permit signage is clear, but the unusual coverage of weekend parking hours would likely lead to confusion.</p>	<p>High – This is standard business practice of the SFMTA and would be feasible.</p>	<p>High – The costs associated with this new permit area would take of form of initial communications and changing out signs when needed. Given that the program runs as a cost-neutral, fee-based program, these costs would be minimal.</p>	<p>Operating 2017 – This would require legislation, community outreach and time to ensure a smooth implementation.</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>9. Formalize current median parking practices by ensuring that medians are clearly marked with signs that permit parking along the median at certain times during the weekend</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>High – This option would not require any changes to city policy or impact legal requirements.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – High – This option would codify many practices and community requests that have occurred over many years; SFMTA would be likely to support.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>Medium to High – Signage would be standard, leading drivers to readily recognize it. The unusual parking hours could lead to some confusion among drivers looking for parking, but implemented well, this would not be a difficult to understand policy.</p>	<p>Medium level of feasibility</p>	<p>Medium -- Costs to include enforcement, signs, initial outreach and communication during transition and potentially some hardscape improvements</p>	<p>Operational in 2016</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>10. Amend Transportation Code to allow median parking</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>High – This option would not require any changes to city policy or impact legal requirements.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – High – This option would support the City's Vision Zero efforts and be consistent with programs throughout the city.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>Medium to high level of feasibility</p>	<p>High level of feasibility</p>	<p>Low</p>	<p>Operational in 2016</p>	

Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>11. Continue to allow people to solve things informally; leave current conditions as they are</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>Medium – This would likely require some legislation or signage in order to effectively legalize parking on one side of a median and not the other.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – Low – The SFMTA does not support this option due to its potential to generate confusion amongst road users and its low effectiveness in meeting the needs and concerns of the neighborhood.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>Low to medium level of feasibility</p>	<p>Low to medium level of feasibility</p>	<p>High level of feasibility</p>	<p>Operational end of 2016</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>12. Introduce on-street parking meters (with weekend hours of operation) to appropriate block faces</p>	<p><i>Policy and Legal Feasibility:</i> High <i>Likelihood of support:</i> City/SFMTA – High – Houses of worship/Park Users – TBD – Businesses - TBD - Residents – TBD -</p>	<p>Medium to high</p>	<p>High level of feasibility</p>	<p>Medium level of feasibility</p>	<p>Operating in 2017</p>	
<p>13. Create resources that provide clear explanations of median parking regulations on Dolores and Guerrero</p>	<p><i>Policy and Legal Feasibility:</i> High – This option would not require any changes to city policy or impact legal requirements. <i>Likelihood of support:</i> City/SFMTA – High – SFMTA would encourage and provide technical support for this option under any scenario. Houses of worship/Park Users – TBD – Businesses - TBD - Residents – TBD -</p>	<p>High – This option is easy to comprehend and would promote a better understanding of the transportation options available to all community members.</p>	<p>High – This option is consistent with and supported by SFMTA’s Transportation Demand Management program.</p>	<p>High – The cost of implementing this option, for both the City and faith-based institutions, would be low.</p>	<p>Operational in early 2016 – This proposal is not particularly intensive and could likely be implemented within the span of a few months, particularly if institutions have the capacity to distribute resources through multiple channels: e.g. websites, printed material, presentations etc.</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>14. Develop an adopt-a-median maintenance program for entities that use median parking on Guerrero to provide care and maintenance for plantings, refuse clean-up and other mitigations for impacts related to weekend parking.</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>Low – Amendment to Transportation Code required</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – No Support – This program would effectively and regularly privatize the public right of way, which is inconsistent with SFMTA policy.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>Medium level of feasibility</p>	<p>Medium level of feasibility</p>	<p>Medium level of feasibility</p>	<p>Operating in 2018 - It would likely take 18-24 months to develop permitting application procedures within the SFMTA and implement the program.</p>	
<p>15. Extending residential parking permits to the weekend</p>	<p>No change</p> <p>Public: low to moderate</p> <p>Houses of Worship: low to moderate</p> <p>Policymakers: NA</p>	<p>High</p>	<p>NA</p>	<p>NA</p>		

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>16. Strongly enforcing no parking on center medians after dark</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>Low – It is unlikely that the City’s Civil Service Commission would support privatizing the upkeep of city medians.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – (Medium? TBD) –</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>High – This program would be easy to understand.</p>	<p>Medium to High level of feasibility</p>	<p>Low level of financial feasibility</p>	<p>Operating in 2016 - It would likely take nine to twelve months to formalize the process and permitting for this program.</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>17. Congregation leaders encouraging carpooling and public transit use amongst members</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>High – As this would bring the city further into compliance with the transportation code, this option would not require additional policy or raise legal concerns. Some legislation may be required to convert existing curb space to white or blue zones as needed.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – High – The SFMTA supports this option in the event that there are no substantial objections from other City agencies.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>High – This option specifically provides signage to explain the parking rules to all users.</p>	<p>High – The development and implementation of a sign program based upon existing parking regulation signs would be feasible.</p>	<p>High – This proposal would require the expenditure of funding for signage and initial enforcement, but it is not anticipated that the costs would exceptionally high.</p>	<p>Operating in 2017 – Program development, public outreach and communications about the changes would likely require twelve months to set up and implement.</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
<p>18. Hire private landscapers to maintain medians</p>	<p><i>Policy and Legal Feasibility:</i></p> <p>Medium</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – Low – As the Transportation Code already allows for flexibility related to parking along the median, SFMTA staff does not believe that making these changes to the Transportation Code would be an effective use of staff resources.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>High – Depending on the policy changes, this would be easy to explain.</p>	<p>Low level of feasibility</p>	<p>Medium – Staff costs related to this option are less financial than they are related to prioritizing what work is done. If the City determines that these code changes are a priority, this option is feasible.</p>	<p>Operating in 2018 – Program development, public outreach and communications about the changes would likely require eighteen months to set up and implement.</p>	

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Option	Approval Feasibility	Ease of User Interface	Implementation and Operational feasibility	Financial feasibility	Time needed to get new policy approved and implemented	Notes
19. Fence medians along Guerrero	<p><i>Policy and Legal Feasibility:</i></p> <p>High – This option is consistent with the City's current practices.</p> <p><i>Likelihood of support:</i></p> <p>City/SFMTA – High – This option is consistent with the City's current practices.</p> <p>Houses of worship/Park Users – TBD –</p> <p>Businesses - TBD -</p> <p>Residents – TBD -</p>	<p>Low – This option would continue a practice that many users find confusing.</p>	<p>High – This option is already in place, therefore would require no changes.</p>	<p>High – This option is already in place, therefore would require no changes.</p>	<p>Immediate – This option is already in place, therefore would require no changes.</p>	

Options involving the removal of median parking

1. Contract with privately owned parking companies to manage parking for faith-based institutions or other users, possibly by using third party lots (e.g. belonging to schools) as sites to capture the parking that would otherwise occur along neighborhood medians

Policy overview

Under this proposal, faith-based institutions, business associations, or other organizations that require more parking than existing, non-median on-street parking provides, would contract/form partnerships with private parking management companies to manage the parking demand brought upon by house of worship services, park-users and commercial entities currently concentrated along Dolores/Guerrero center medians. This proposal assumes that median parking along the Dolores/Guerrero center medians would be strictly enforced and that parking would be privately provided. Private parking management companies would redistribute the parking that currently occurs along Dolores/Guerrero center medians to parking lots belonging to third-party institutions, such as schools. These services could provide shuttle, valet, or other services that enable users to reach their destination and/or have their vehicle moved to an off-site location. This option requires no action from the City in developing, initiating, maintaining or monitoring the services. Entities wishing to provide off-site parking would contract directly with the parking management companies, which would be responsible for any matters requiring coordination with the City/public agencies, such as the usage of time-restricted loading zones.

Effectiveness

Makes it easier for people to identify legal parking options

- **High** - Eliminating median parking, if accompanied by an education campaign and a short-term concerted enforcement effort would eliminate confusion about median parking rules. Clarity about the use of third-party, off-site lots would rest upon the entities commissioning parking services and their respective parking management contractors. The removal of median parking would result in a more traditional curb-parking arrangement that would aid people who drive in knowing where legal parking options are available within the neighborhood.

Provides safe, legal parking options during high demand periods

- **Low to Medium** – As this provision would be handled by private parking management companies and funded by faith-based institutions, local businesses, and/or park user fees, it is likely that existing pressures for on-street parking would increase as some individuals, including park users, would likely forgo off-site parking services.

Ensures that access to parking supply is available equally to all potential users

- **High** – In moving the vehicles parked along the median to off-site spaces (or other non-median on-street spaces), the percentage of public parking spaces would increase due to the reduction of somewhat restricted on-street median parking spaces. While there would be fewer on-street spaces, those remaining would be available to users regardless of destination.

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Reduces backups related to narrowing lanes

- **Low to medium** – Removing median parking would alleviate conflicts related to cars stopping and parallel parking on single-lane roadways. However, as a one-to-one replacement between median parking spaces and off-site private parking spaces is unlikely, increases in drivers circling for parking and congestion on side streets – in addition to Dolores and Guerrero – may occur.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **High** – Parking along the median would be forbidden and therefore nonexistent. As collisions with vehicles, bicycles and pedestrians tend to increase with the number of street lanes, collisions and injuries on these corridors may increase on weekends due to the conversion of the median parking lane to a full-time travel lane.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – Line of sight at intersections would increase and consequently be expected to reduce collisions due to drivers' increased ability to see other road users. Increased speed due to increasing the number of traffic lanes could lower potential safety benefits.

Reduced trampling of plants

- **High** – With the removal of median parking, plantings would see a reduction in parking-related trampling on Guerrero; however, median vegetation may still be harmed by people who engage in midblock crossings.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

High – Parking enforcement practices would have to focus on intensive median parking citations for a period after this option was put into effect. The provision of supportive infrastructure like signage and loading zones is already covered by existing codes, and no change to the Transportation Code or other laws is needed.

Likelihood of support:

City/SFMTA – High – Minimal to no additional cost to the City following the initial enforcement effort; as such, the SFMTA and the City would support this recommendation.

Houses of worship/Park Users – TBD –

Businesses - TBD -

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Residents – TBD -

Ease of user interface

- **Medium to High** – This option is dependent on communications to congregations, park users and/or business customers. Said communications should clearly identify off-site options and provide signage detailing the limits on who can use the off-site parking so that people driving by can easily understand what parking is available to them.

Implementation and operational feasibility

- **High** – This option would require some initial enhanced enforcement efforts on behalf of PCO staff, but implementation would otherwise not be contingent upon action by the City/public agencies. This would require a temporary change in enforcement strategy as Sunday enforcement staff numbers are limited and currently concentrated along the Embarcadero. Feasibility of implementation would instead be contingent on the ability of houses of worship and other entities to procure third party services and off-street parking lots.

Financial feasibility

- **Medium** – The initial parking enforcement would be the only cost incurred by the City, and would seek to rely upon warnings – as opposed to citations – to whatever extent possible during the transition period. If temporary or permanent signage were to be installed, additional costs would be incurred, but these costs would be low. Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero – as such, funding for additional staffing to patrol and enforce the Dolores/Guerrero may need to be secured.

Time needed to get new policy approved and implemented

- **Operating in 2017** – Public outreach related to the removal of median parking and agreements with parking managers, as well as the associated infrastructure changes, would likely require 12-18 months to set up and implement.

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2. Contracting private shuttles/buses to transport congregation members to and from services

Policy overview

Under this option, faith-based institutions would contract with private shuttle companies to transport members of their congregations to and from house of worship services. This model assumes the complete removal of median parking along Dolores/Guerrero, and would instead provide individuals who currently drive to houses of worship with the option of parking their car at a designated pick-up/drop-off location and completing the remainder of their trip by shuttle. As such, this model would require locating and designating suitable pick-up and drop-off locations. City agencies would have no hand in its implementation – implementation would instead be contingent upon house of worship representatives' willingness to pursue shuttle services and ability to obtain the funding needed to do so.

Effectiveness

Makes it easier for people to identify legal parking options

- **High** – The elimination of median parking, if accompanied by an education campaign and short-term concentrated enforcement efforts, would alleviate confusion about the legality of median parking.

Provides safe, legal parking options during high demand periods

- **Low to Medium** – As this provision would be handled by private shuttle services and funded by faith-based institutions, local businesses and/or park user fees, it is likely that existing pressures for on-street parking would increase as some visitors would likely continue to drive due to lack of access to private shuttle services.

Ensures that access to parking supply is available equally to all potential users

- **High** – In moving the vehicles parked along the median to off-site spaces (or other non-median on-street spaces), the percentage of public parking spaces would increase due to the reduction of somewhat restricted on-street median parking spaces.

Reduces backups related to narrowing lanes

- **Low to medium** – Removing median parking would remove conflicts related to cars stopping and parallel parking on single-lane roadways. However, as it is unlikely that all people who currently park on the median would have access to these private shuttle services and it is therefore likely that an increase in traffic caused by drivers circling for parking will occur and that congestion could increase on side streets as well as potentially remain on Dolores and Guerrero which may reduce the benefits of the parking removal.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

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- **High** – Parking along the median would be forbidden and therefore non-existent. As collisions with vehicles, bicycles and pedestrians tend to increase with the number of street lanes, collisions and injuries on these corridors may increase on weekends due to the conversion of the median parking lane to a full-time travel lane.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – Line of sight at intersections would increase and consequently be expected to reduce collisions due to drivers' increased ability to see other road users. Increased speed due to increasing the number of traffic lanes could lower potential safety benefits.

Reduced trampling of plants

- **High** – With the removal of median parking, plantings would see a reduction in parking-related trampling on Guerrero, although some mid-block crossing may continue.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

High – Parking enforcement practices would have to focus on intensive median parking citations for a period after this option was put into effect. The provision supportive infrastructure such as signage and loading zones is already covered by existing code and no changes to the Transportation Code or other laws are needed.

Likelihood of support:

City/SFMTA – High – Minimal to no additional cost to the City following the initial enforcement effort; as such, the SFMTA and the City would support this recommendation.

Houses of worship/Park Users – TBD –

Businesses - TBD -

Residents – TBD -

Ease of user interface

- **Medium to High** – This option is dependent on communications to congregations, park users and/or business customers about off-site options and clear signage related to limits on who can use the off-site parking so that people driving by can easily understand what parking is available to them.

Implementation and operational feasibility

- **High** – This option would require some initial enhanced enforcement efforts on behalf of PCO staff, but implementation would otherwise not be contingent upon action by the City/public agencies. However, note that Sunday enforcement staff numbers are limited and currently

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concentrated along the Embarcadero. Feasibility of implementation would instead be contingent on the ability of houses of worship and other entities to procure third party services and off-street parking lots.

Financial feasibility

- **Medium** – The initial parking enforcement would be the only cost incurred by the City, and would seek to rely upon warnings – as opposed to citations – to whatever extent possible during the transition period. If temporary or permanent signage were to be installed, additional costs would be incurred, but these costs would be low. Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero – as such, funding for additional staffing to patrol and enforce the Dolores/Guerrero may need to be secured.

Time needed to get new policy approved and implemented

- **Operating in 2017** – Public outreach related to the removal of median parking and agreements with shuttle service providers, as well as any associated infrastructure changes would likely require 12-18 months to set up and implement.

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3. Actively enforcing existing median parking laws

Policy overview

This model assumes the complete removal of weekend median parking from Dolores and Guerrero. Under this model, drivers would no longer be able to engage in median parking either informally or by way of managed parking arrangements. Enforcement efforts would be increased to ensure the termination of current practices. This model would require significantly increased enforcement efforts by the SFMTA and the Police Department, along with additional measures such as the posting of signage, red striping of median curb space, etc.

Effectiveness

Makes it easier for people to identify legal parking options

- **High** – Actively enforcing a no-parking at any time policy along all medians would quickly ensure that people who drive frequently to the Dolores/Guerrero area learn of the removal of median parking. It is assumed that this would start with warnings for a few weeks and include comprehensive media outreach, congregation and local-business customer communication, postings in Dolores Park, etc. As the practice dissipates, indicators such as lack of cones or cars parked on the median would help ensure that drivers new to the area would be unlikely to assume that parking along the median was permitted.

Provides safe, legal parking options during high demand periods

- **Low** – This would not increase legal parking options in the area, but would remove existing parking, thereby creating greater demand for on-street parking in the neighborhood.

Ensures that access to parking supply is available equally to all potential users

- **High** – All parking in the area would be traditional, curbside parking v available to all people who drive, regardless of destination.

Reduces backups related to narrowing lanes

- **Low to medium** – Removing median parking would remove conflicts related to cars stopping and parallel parking on single-lane roadways. However, given that the spaces removed along the medians would not be replaced with any sort of alternative parking arrangement, it is likely that an increase in traffic circling for available parking will occur and that congestion may increase on side streets as well as potentially remain on Dolores and Guerrero.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **High** – Parking along the median would be forbidden and therefore non-existent. As collisions with vehicles, bicycles and pedestrians tend to increase with the number of street lanes, collisions

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and injuries on these corridors may increase on weekends due to the conversion of the median parking lane to a full-time travel lane.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – Line of sight at intersections would increase and consequently be expected to reduce collisions due to drivers' increased ability to see other road users. Increased speed due to increasing the number of traffic lanes could lower potential safety benefits.

Reduced trampling of plants

- **High** – With the removal of median parking, plantings would see a reduction in parking-related trampling on Guerrero, although some mid-block crossings may continue to occur.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – This option would not require any changes to city policy or impact legal requirements.

Likelihood of support:

- **City/SFMTA – High** – If the community found consensus on this issue, SFMTA would support it.
- **Houses of worship/Park Users – TBD** –
- **Businesses - TBD** -
- **Residents – TBD** -

Ease of user interface

- **High** – Provided that the communications around the transition were appropriate, this solution would be easy for people to understand as the current practice is unusual.

Implementation and operational feasibility

- **Medium** - Additional Parking Control Officers would need to be made available during weekends and weekdays when special events are held in this area in order to equally enforce and ensure compliance with the new policy, especially during the initial six to eight-week transition period. Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero

Financial feasibility

- **Medium** – While there would be costs associated with the initial enforcement phase, it is hoped that enforcement efforts would lead to a quick decline in median parking violations, and that any fines collected would serve to offset some enforcement costs. Enforcement efforts will ideally lead

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to compliance, causing the demand for additional parking control officer resources to taper off after the first few months. Funding for additional staffing to patrol and enforce the Dolores/Guerrero may need to be secured.

Time needed to get new policy approved and implemented

- **Operating in 2016** – six to nine months of preparation would likely be needed to reduce confusion amongst people and communities currently utilizing the median for parking on weekends.

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4. Shared parking arrangements for off-street lots

Policy overview

Under this proposal, houses of worship would coordinate with one another – and potentially other entities – to utilize parking lots at times when other congregations, or neighborhood entities, are not using them. This proposal assumes the removal of median parking and its replacement with a shared parking system. Depending on the locations of shared parking destinations, this option could likewise be combined with the shuttle or private parking management options.

Effectiveness

Makes it easier for people to identify legal parking options

- **High** - Eliminating median parking, if accompanied by an education campaign and short-term concerted enforcement efforts would alleviate confusion about median parking rules. Clarity about the use of shared lots would be contingent upon the entities entering into an agreement and/or any additional involved third-party contractors.

Provides safe, legal parking options during high demand periods

- **Low to Medium** – As this provision would be handled privately amongst houses of worship, it is likely that existing pressures for on-street parking would increase as some entities, including park users, would likely forgo the provision of off-site parking due to costs or lack of affiliation with a particular institution.

Ensures that access to parking supply is available equally to all potential users

- **High** – In moving the vehicles parked along the median to off-site spaces (or other non-median on-street spaces), the percentage of public parking spaces would increase due to the reduction of somewhat restricted on-street median parking spaces.

Reduces backups related to narrowing lanes

- **Low to medium** – Removing median parking would remove conflicts related to cars stopping and parallel parking on single-lane roadways. However, as it is unlikely that replacement of the median parking with off-site private parking would not be one-to-one, it is likely that an increase in traffic that is circling for parking will occur and that congestion could increase on side streets as well as potentially remain on Dolores and Guerrero.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **High** – Parking along the median would be forbidden and therefore nonexistent. As collisions with vehicles, bicycles and pedestrians tend to increase with the number of street lanes, collisions and

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injuries on these corridors may increase on weekends due to the conversion of the median parking lane to a full-time travel lane.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – Line of sight at intersections would increase and consequently be expected to reduce collisions due to drivers' increased ability to see other road users. Increased speed due to increasing the number of traffic lanes could lower potential safety benefits.

Reduced trampling of plants

- **High** – With the removal of median parking, plantings would see a reduction in parking-related trampling on Guerrero, although some mid-block crossing may continue to occur.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

High – Parking enforcement practices would have to focus on intensive median parking citations for a period after this option was put into effect. The provision of supportive infrastructure such as loading zones and signage is already covered by existing code and there is no needed change to the Transportation Code or other laws.

Likelihood of support:

City/SFMTA – High – Minimal to no additional cost to the City following the initial enforcement effort; as such, the SFMTA and the City would support this recommendation.

Houses of worship/Park Users – TBD –

Businesses - TBD -

Residents – TBD -

Ease of user interface

- **Medium to High** – This option is dependent on communications to congregations, park users and/or business customers about off-site options and clear signage related to limits on who can use the off-site parking so that people driving by can easily understand what parking is available to them. However, as this option specifically entails the formation of shared parking agreements amongst houses of worship, it is likely that unaffiliated users – such as park-goers or business customers – will be unable to make use of such arrangements.

Implementation and operational feasibility

- **High** – This option would require some initial enhanced enforcement efforts on behalf of PCO staff, but implementation would otherwise not be contingent upon action by the City/public

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agencies. Feasibility of implementation would instead be contingent on the ability of houses of worship and other entities to procure third party services and off-street parking lots.

Financial feasibility

- **Medium** – The initial parking enforcement would be the only cost incurred by the City, and would seek to rely upon warnings – as opposed to citations – to whatever extent possible during the transition period. If temporary or permanent signage were to be installed, additional costs would be incurred, but these costs would be low. Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero – as such, funding for additional staffing to patrol and enforce the Dolores/Guerrero may need to be secured.

Time needed to get new policy approved and implemented

- **Operating in 2017** – The implementation of this option is contingent upon houses of worship to form shared parking arrangements with one another in a timely manner. It is estimated that these agreements, in addition to public outreach related to the removal of median parking and any associated infrastructure changes would likely require 12-18 months to set up and implement.

Options involving the retaining of median parking

5. [Develop a universal permit process for any entity or individual wanting to manage short-term median parking](#)

Policy overview

This option proposes a universal permit process for any entity or individual wishing to use medians for short-term, non-high-use, daytime median parking. It would likely involve the creation of a permit and a permit process through which interested parties would complete and petition the SFMTA for approval. This proposal would not be restricted to houses of worship – any entity or individual interested in temporary management of median parking would be able to submit a permit for approval under this model. Although this proposal refers strictly to median parking, it could ultimately have larger implications for temporary parking management in San Francisco given that the City does not currently possess any sort of formalized process for individuals or entities who wish to do so. Related city programs that this proposal could be modeled upon include a) the permitting process for temporary street closures and b) the application process for temporary sign sales.

Such a program would require the development of minimum requirements so as to ensure that potential safety issues related to median parking (e.g. solo vehicles parked on the median) do not become more frequent. Such requirements would likely include active management practices, e.g. on-site managers responsible for how vehicles are parked and available to respond to enforcement concerns related to any unsafe situations unintentionally created by a permit holder or their users. There is no provision in the California Vehicle Code that allows for the development of a permit parking program that would enable specific organizations to effectively privatize public right-of-way through the implementation of parking management strategies that would solely benefit their members/constituents. The evaluation of this proposal assumes that any parking spaces created by the permit program would be available to any person wishing to park in them, regardless of destination.

This option could be implemented in two ways:

Option 4a: one-off events are allowed, no minimum duration required

Option 4b: only issued for on-going events with a regularly occurring weekly schedule over a six month or longer time period

Effectiveness

Makes it easier for people to identify legal parking options

- **Option 4a: Low** – As the availability of median parking would be changing often, it is unlikely that there would be any actual benefit to people who drove in terms of clarity on where they could park. More likely, people who had parked on the median in the neighborhood the last time that they came to the neighborhood would find that they couldn't park there on their return, or would not realize that they couldn't and would proceed to do so.
- **Option 4b: Medium to High** – There are multiple options for the design of such a program. As long as the permit program includes clear signage requirements, it would likely clarify what legal parking options are available for all people who drive in the area. If the program allowed one-time

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permits, some confusion would likely occur as related to week-to-week parking changes where parking along a specific median might be allowed one weekend, but not on another.

Provides safe, legal parking options during high demand periods

- **High** – This option would provide the highest level of flexibility as it relates to providing parking options based on events and activities in the neighborhood.

Ensures that access to parking supply is available equally to all potential users

- **High** – This option would ensure that any entity or individual could temporarily manage parking along the medians, which would ensure a measure of equitable access. If the program were developed to require that all vehicles be allowed to park along a median, regardless of destination, this program would ensure that access to parking was fully and clearly accessible to all users.

Reduces backups related to narrowing lanes

- **Low** – It is unlikely that this option would reduce the current amount of median parking, and could conceivably increase it at times of the weekend during which median parking does not currently occur. In addition, the fluid nature of available median parking – based on whether or not permits are pulled – could result in people assuming the constant availability of median parking and a significant increase in the number of people circling while looking for parking during times when it is not available. The narrowing of lanes could result in potential delays for Muni vehicles in the event that Muni opts to run buses down Guerrero – however, there are currently no immediate plans to do so, and this is consequently identified as a long-range issue only.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **High** – This program would specifically codify and clarify the process for requesting such a variance.

Reduces the potential for collisions with vehicles parked on the median.

- **Option 4a: Low** – In this option, median parking exists sporadically, so people driving would never know if cars would be parked in the lane or not. The lack on continuity in the practice of when cars are parking on the median would likely eliminate any potential safety benefits and could increase them.
- **Option 4b: Medium** – Assuming that this program would limit permit hours to daylight hours and require clear signage about parking rules for the medians, it would likely impact the number of cars parked along the median during non-daylight hours.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – Assuming that this program has clear guidelines about maintaining line-of-sight, monitoring and enforcement of where and when median parking is permitted, it is likely to provide a significant benefit to safety concerns related to reduced visibility at intersections.

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Reduced trampling of plants

- **Low to Medium** – The effectiveness would depend on how the program is designed. If it requires permittees to provide a damage deposit or identifies the loss of the ability to obtain future permits if plantings are damaged, it may have some impact. However, these disincentives -- in addition to the actions of proactive parking managers – may only exert so much influence upon the behavior of people parking along medians and damage to plants may consequently continue.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **Medium** – The only legal mechanism that could currently allow for a parking permit program (of the varieties described above) is the residential parking permit program (RPP). RPP enables residents, guests, merchants and organizations to park in RPP zones if they possess an RPP sticker for that particular zone. While this proposal could either be implemented as an expanded RPP zone with stickers provided to members of houses of worship and other frequent visitors, such a measure would allow those vehicles to park throughout the RPP zone during the week and reduce the efficacy that that program currently affords.

Therefore, this program would require an entirely new permit program to be developed and adopted by the Board of Supervisors and implemented by the SFMTA Board.

Likelihood of support:

- **City/SFMTA**
 - **Option 4a – No support** – SFMTA would not support this option as it would likely increase unsafe situations, make driving in the neighborhood more frustrating and encourage illegal parking behavior.
 - **Option 4b – No Support** – SFMTA would not support this proposal. This program would allow anyone to park on the median, therefore it would be less staff intensive to simply post a sign on the median identifying the hours parking is allowed .
- **Houses of worship/Park Users – TBD –**
- **Businesses - TBD -**
- **Residents – TBD -**

Ease of user interface

- **Medium** – As long as the permit process is described clearly on the SFMTA website and transparent in how permit applications are evaluated, this program would be more accessible than the current practice of unregulated median parking. However, this proposal would add structure to the act of median parking, and could consequently make the new practice seem

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cumbersome or complicated. This proposal should be accompanied by signage that indicates median parking is allowed by permit only.

Implementation and operational feasibility

- **Low** - This would create a new permitting process for SFMTA to develop and manage, and could follow the existing model used for temporary street closures for various events or build upon practices currently used for temporary sign sales. However, it would require the development of new street parking regulations and a new permit program to allow for this unique use.

Financial feasibility

- **Medium** – As with other permit programs, it is assumed that this program would be cost neutral, with fees covering the staff time – including enforcement for ensuring that permits are properly used.

Time needed to get new policy approved and implemented

- **Operating in 2018** - It would likely take 24 months to formalize the process and permitting of application procedures within the SFMTA to implement this program.

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6. Develop a permit program for institutions to distribute to people wishing to engage in median parking

Policy overview

This option proposes the creation of a new SFMTA program that would allow institutions to distribute permits to individuals wishing to engage in median parking. This program would be available to all users interested in temporary median parking in the event that said users meet the criteria developed during the program creation. During this phase, clear guidelines and processes for applications would be established so as to ensure that the process was transparent and available to all users. This option is an alternative to the universal permit program and would differ from it in that it would be available solely to regular users of the medians with affiliations to the organizations responsible for procuring permits.

As this program would require a permit sticker, it would also likely require less parking management as participants would be regular parkers and self-enforce based on the risk of losing their permit and right to park on the median. It is likely that this program would not be available to users who only occasionally visit the neighborhood and would exclude shoppers, guests and park-users.

Effectiveness

Makes it easier for people to identify legal parking options

- **Medium** – There are multiple options for how such a program would be designed. As long as the permit program were developed to include clear signage requirements, this program would likely clarify which legal parking options are available for all people who drive in the area. By supporting only regular uses, this program would avoid the irregularity of temporary median parking permits identified in the Universal plan; however, the more exclusive use of the spaces would likely continue some of the current confusion about where people are legally allowed to park.

Provides safe, legal parking options during high demand periods

- **Low to Medium** – This option would provide legal parking options for a limited number of – likely faith-based – institutions within the area. Given that these institutions generate a significant portion of median parking activity, this option would help to provide legal parking options during the times when congregation members are most in need of parking. However, the exclusionary nature of this solution and its inaccessibility to sometimes-visitors to the area may result in illegal parking by groups such as park users and neighborhood visitors.

Ensures that access to parking supply is available equally to all potential users

- **N/A** – This option would effectively privatize median parking for specific organizations – likely faith-based institutions – and thus decrease the amount and percentage of parking available for all users regardless of destination.

Reduces backups related to narrowing lanes

- **N/A** – The implementation of this permit system would continue the practice of median parking and consequently may not reduce backups related to narrowing lanes. The narrowing of lanes could result in potential delays for Muni vehicles in the event that Muni opts to run buses down

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Guerrero – however, there are currently no immediate plans to do so, and this is consequently identified as a long-range issue only.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **High** – This program would specifically codify and clarify the process for requesting such a variance.

Reduces the potential for collisions with vehicles parked on the median.

- **Medium** – Assuming that this program would limit permit hours to day-light hours, and require clear signage about parking rules for the medians, it would likely have an impact on the number of cars parked along the median during non-daylight hours.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – Assuming that this program has clear guidelines about maintaining line-of-sight, monitoring and enforcement of where and when median parking is permitted, it is likely to provide a significant benefit to safety concerns related to reduced visibility at intersections.

Reduced trampling of plants

- **Low to Medium** – The effectiveness would depend on how this program is designed. If it requires permittees to provide a damage deposit or identifies the loss of the ability to obtain future permits if plantings are damaged, this may have some impact. As proactive parking managers can only exert so much influence over the behavior of people parking along medians, there is only so much influence that these disincentives would provide and damage to plants would likely occur.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **Low** – In developing this program, changes to SFMTA policy and city ordinances would likely be required.

Likelihood of support:

- **City/SFMTA – No Support** – This program would effectively and regularly privatize the public right of way, which is inconsistent with SFMTA policy.
- **Houses of worship/Park Users – TBD –**
- **Businesses - TBD -**
- **Residents – TBD -**

Ease of user interface

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- **Medium** – As long as the permit process was clearly presented on the SFMTA website and transparent on how permit applications were evaluated, this program would be easier to understand than the current process; however, it would add some process to the existing practice and consequently make the new practice seem cumbersome or complicated. In the event that his proposal is implemented, it should be accompanied by signage indicating that median parking is available to permit users only.

Implementation and operational feasibility

- **Medium** - This would create a new permit program and process for SFMTA to develop and manage. There are models within the SFMTA for similar processes and it is consequently feasible to apply their components to this program.

Financial feasibility

- **Medium** – As with other permit programs, it is assumed that this program would be cost neutral, with fees used to cover the costs associated with staff time dedicated to the enforcement and delivery of the program.

Time needed to get new policy approved and implemented

- **Operating in 2018** - It would likely take 18-24 months to develop permitting application procedures within the SFMTA and implement the program.

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7. Prohibit parking all the way to the crosswalk at intersections and perpendicularly mid-block on the northern and southern ends of medians

Policy overview

This item was proposed and expanded in response to safety concerns, almost exclusively on Dolores, related to limited line-of-sight caused by cars parked on the medians all the way up to the intersection and vehicles parked on the northern and southern end of Dolores center medians. The current practices reduce midblock visibility, inhibit legal u-turns and reduce public safety access. Median ends on Dolores are currently painted red; therefore, this option would primarily rely on enforcement of current curb markings. Red-curb striping could be extended at medians located at intersections so as to ensure appropriate lines of sight and large vehicle turning access.

Effectiveness

Makes it easier for people to identify legal parking options

- **Low** – This option would change enforcement practices on Dolores, but would not significantly change how people identify where parking is allowed.

Provides safe, legal parking options during high demand periods

- **Medium** – This option would increase the safety of current parking practices but decrease the number of parking spaces that are currently used. Implementation of this option would not change the overall number of parking spaces and would leave ambiguous the legality of median parking if implemented as a standalone measure. It is ranked medium on this effectiveness criteria because it would make median parking safer and reduce the number of vehicles parking in median red-curb zones.

Ensures that access to parking supply is available equally to all potential users

- **N/A** – This option would not address issues related to who can and cannot access median parking. It would reduce the amount of parking spaces by a small number and consequently decrease the percentage of public parking spaces that are clearly available to all users regardless of destination.

Reduces backups related to narrowing lanes

- **Medium** – While this option would not remove median parking, drivers' ability to execute u-turns between medians on Dolores would be enhanced, and consequently likely reduce backups related to drivers performing u-turns at intersections. Additionally, diverting u-turning vehicles away from the intersections could allow left-turning vehicles on Dolores to use the left-lane and allow through-travelling vehicles to proceed, further reducing delays.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

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- **N/A** – This option would not impact vehicle parking on the median after dark.

Reduces the potential for collisions with road users due to reduced visibility

- **High** - This option would directly increase line-of-sight and visibility at intersections and mid-block.

Reduced trampling of plants

- **N/A** - This option does not impact median parking in a way that prevent people from stepping on planted medians while accessing their vehicles.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – This option would not require any changes to city policy or impact legal requirements.

Likelihood of support:

- **City/SFMTA – High** – This option would support the City's Vision Zero efforts and be consistent with programs throughout the city.
- **Houses of worship/Park Users – TBD** –
- **Businesses - TBD** -
- **Residents – TBD** -

Ease of user interface

- **Medium to High** – As noted, many of the locations covered by this option already have red curbs; as such, this option would require a change in the understanding of parking practices over time. Once the transition from the current practice to the new practice was instilled amongst drivers within the area, this proposal would follow conventional, no-parking-at-red-curb requirements standard throughout the city.

Implementation and operational feasibility

- **High** – During the initial transition phase, additional parking enforcement and outreach personnel would be needed to ensure compliance and understanding of the rules. Afterwards, this option would require standard parking enforcement efforts and likely need no additional enforcement personnel.

Financial feasibility

- Small costs would be associated with initial enforcement and outreach, which could potentially be covered by revenue raised by citations issued during the transition period. After the initial

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transition period, it is likely that such citations would become few and far between and that increased enforcement efforts would become unnecessary.

Time needed to get new policy approved and implemented

- **Operational in 2016** – As this would require a small amount of red-curb painting and minor changes in enforcement protocols, the only time needed for roll-out would be outreach and communications to the community in an attempt to avoid the writing of citations for people who are accustomed to parking between the medians.

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8. Allow median parking only on one side of the median per block and alternating which side that is

Policy overview

This option proposes allowing median parking along Dolores/Guerrero, but only on single, alternating sides of the medians within the study area. No two consecutive blocks would have median parking on the same side of a single median – for example, median parking would be permitted along the eastern side of the medians between 14th and 15th, and permitted along the western side of the medians between 15th and 16th. The objective of this proposal is to provide better emergency response access to the area by consistently leaving at least two lanes open for traffic alongside each median per block, so as to allow public safety vehicles to weave their way down Dolores or Guerrero upon either side of the street with two operational travel lanes. Alternatively, median parking could be allowed only on the western or eastern sides of the all medians along either street so as to maintain two traffic lanes in one direction for the duration of an entire corridor. This option would require signage to indicate where parking is and is not allowed.

It is noted that the San Francisco Fire Department has indicated that there are no operational issues with the current practice of weekend median parking along Guerrero Street; however, the Fire Department has likewise indicated that the frequent tendency to park vehicles in intersections and in between medians along Dolores does interfere with emergency response vehicles' ability to execute turns or U-turns without a resulting delay in response.

Effectiveness

Makes it easier for people to identify legal parking options

- **Low** – Either implementation of this option—staggering or removing median parking from one side of the median—would not clarify any parking rules and in the staggered parking alternative, may add confusion to the current parking situation.

Provides safe, legal parking options during high demand periods

- **Low to medium** – Signage would help identify legal parking options. This option would additionally remove half the existing median parking spaces, consequently lowering parking supply without affecting demand.

Ensures that access to parking supply is available equally to all potential users

- **High** – This option would clarify that all users, regardless of destination, would be allowed to park in legal median parking spaces.

Reduces backups related to narrowing lanes

- **N/A (staggering solution)** – By staggering parking from block to block and removing half the median parking in the area, this option would significantly increase competition for parking and would increase the number of vehicles not only circling for parking, but performing U-Turns at intersections and between medians in order to reach available spaces on the opposite sides of the medians. This would likely add delays to the corridors' traffic flow.

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- **Low (one-side solution)** – Traffic flow in the direction of traffic that has two travel lanes free would likely improve; however, increased competition for parking, circulating to find parking and need to execute u-turns in order to reach available parking would likely slow traffic in the direction of the single travel lane. Travel flow on side streets would also likely slow down due to increased pressures on parking.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **Low** – This option would not specifically reduce parking after dark, and increased competition for parking coupled with more frequent lane changes has the potential to result in more collisions.

Reduces the potential for collisions with road users due to reduced visibility

- **Low to Medium** – By removing parking on one side of the median, visibility in one direction would be improved; however, conflicts related to increased available travel lanes (either by way of staggering or limiting median parking to a single side of the road) could limit the effectiveness of the increase in line of sight, particularly for pedestrians.

Reduced trampling of plants

- **Medium** – By limiting parking to only one-side of the median, this option would result in a decrease in the number of people who might walk in the median. However, it is likely that this would increase pressure on users of the medians to extend active median parking further along the corridor. If parking were allowed on the side of the median closest to the location that is generating the parking demand (e.g. the side closest to the church to which congregants are travelling), it is possible that there would be a reduction in people walking through the median to get their destination. Some trampling may occur, due to people exiting the vehicle from the driver's side doors, but there would be less need for people to cross the median and therefore a reduction in plant trampling.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **Medium** – This would likely require some legislation or signage in order to effectively legalize parking on one side of a median and not the other.

Likelihood of support:

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- **City/SFMTA – Low** – The SFMTA does not support this option due to its potential to generate confusion amongst road users and its low effectiveness in meeting the needs and concerns of the neighborhood.
- **Houses of worship/Park Users – TBD** –
- **Businesses - TBD** -
- **Residents – TBD** -

Ease of user interface

- **Low to medium** – Depending on which method of staggered parking was implemented, the level of ease in understanding the rules would differ. Without signage, people wishing to engage in median parking may see drivers parking on one side of a median, and consequently assume that median parking is allowed on the alternate side of the same median. The use of signage would increase the efficacy of this option.

Implementation and operational feasibility

- **Low to medium** – San Francisco already has areas where parking rules are significantly different on different sides of the street (90-degree on one side, parallel on the other), so it can reasonably be assumed that drivers should have some familiarity with parking in areas where varied parking regulations exist in close proximity to one another. However, this proposal would be complicated from an enforcement standpoint and confusing for motorists.

Financial feasibility

- **High** – The costs of implementing this would be limited to initial planning, signage and early enforcement. Long-term, on-going costs would not be significant.

Time needed to get new policy approved and implemented

- **Operational end of 2016** – Planning and community outreach needs would require twelve months before implementation of this concept. Once those phases were completed, implementation would be quick.

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9. Formalize current median parking practices by ensuring that medians are clearly marked with signs that permit parking along the median at certain times during the weekend

Policy overview

San Francisco's Transportation Code 7.2.34 forbids median parking "except as otherwise posted." As such, the current process could be formalized through the introduction of permanent or mobile signs explicitly allowing parking on medians during certain high-demand times of the weekend.

In considering this option, the aesthetic impacts to the community of many multiple parking regulation signs should be considered, as none of the medians along Dolores or Guerrero currently have signs posted in them. Given the short timeframe during which parking currently occurs on the medians, mobile, temporary signage could be introduced during times when median parking is permitted and removed during the times when it is not (need to confirm with the city attorney's office that this would meet the Transportation Code's requirements). Given drivers' tendency to park in intersections and between medians on Dolores (practices that do not generally occur along Guerrero), it is recommended that signage posted on Dolores medians should include language explicitly prohibiting such actions.

Median parking may pose physical constraints for people with disabilities. In the event that median parking is effectively legalized through the introduction of signage, provisions for white passenger loading zones should be required at destination points (e.g. churches, Dolores Park) to allow paratransit, taxis or family member drop offs given that median parking may not be accessible or usable by people with disabilities. The Mayor's Office of Disability recommends that in the event that median parking is effectively legalized through the introduction of signage, an assessment of blue zone coverage in the surrounding area should be performed, and potential locations on nearby block faces or cross streets suitable for conversion to blue zones should be identified and implemented as a part of this recommendation.

There are numerous locations in San Francisco and around the Bay Area where parking is allowed at some times and used as a travel lane during others. This option would consequently be consistent with existing precedents.

Effectiveness

Makes it easier for people to identify legal parking options

- **Medium to High** – This option would clarify parking rules for all drivers. The effectiveness of the signage would differ according to whether such signage was temporary or permanent, with a temporary-sign program being slightly less effective (although still more clear than current conditions).

Provides safe, legal parking options during high demand periods

- **High** – This option would ensure that all medians where parking is allowed are clearly indicated and therefore most, if not all, of the parking available in the neighborhood would meet the Transportation Code requirements.

Ensures that access to parking supply is available equally to all potential users

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- **High** – By providing signage, it would be clear that all parking – including on the median – would be clearly open to all users, regardless of their destination.

Reduces backups related to narrowing lanes

- **N/A** – This option would maintain the current practice. The narrowing of lanes could result in potential delays for Muni vehicles in the event that Muni opts to run buses down Guerrero – however, there are currently no immediate plans to do so, and this is consequently identified as a long-range issue only.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, use of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **High** – Parking hours would be explicitly identified and parking into the evening and through the night prohibited and enforced, therefore potential collisions related to cars parked on the median after dark would be reduced.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – It is assumed that all signage would increase lines of sight at intersections which would reduce collisions resulting from drivers' limited ability to see potential road users before it is too late.

Reduced trampling of plants

- **N/A** – current practices would be maintained and therefore no change to behavior in the median would be expected due solely to this option.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – As this would bring the city further into compliance with the transportation code, this option would not require additional policy or raise legal concerns. Some legislation may be required to convert existing curb space to white or blue zones as needed.

Likelihood of support:

City/SFMTA – High – The SFMTA supports this option in the event that there are no substantial objections from other City agencies.

Houses of worship/Park Users – TBD –

Businesses - TBD -

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Residents – TBD -

Ease of user interface

- **High** – This option specifically provides signage to explain the parking rules to all users.

Implementation and operational feasibility

- **High** – The development and implementation of a sign program based upon existing parking regulation signs would be feasible.

Financial feasibility

- **High** – This proposal would require the expenditure of funding for signage and initial enforcement, but it is not anticipated that the costs would be exceptionally high.

Time needed to get new policy approved and implemented

- **Operating in 2017** – Program development, public outreach and communications about the changes would likely require twelve months to set up and implement.

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10. Amend Transportation Code to allow median parking

Policy overview

The San Francisco Transportation Code 7.2.34 currently allows median parking when specifically indicated. This option would be similar to Option 16 (using signage to formalize existing practice), but would not require the erection of signs. Depending on what changes were adopted, the Transportation Code could allow for more flexibility without signs, specifically exempt certain areas of the city, etc.

This option would likely trigger a discussion about how these changes would impact other areas in the city that have similar transportation issues. If a city-wide solution were desired, the implementation of this change could be delayed at least eighteen months while additional outreach is held in multiple neighborhoods. In the event that a decision to amend the Transportation Code is made, it is recommended that the Code likewise be revised to forbid drivers from parking vehicles between center medians and in intersections along Dolores.

Median parking may pose physical constraints for people with disabilities. In the event that median parking is effectively legalized through an amendment to the Transportation Code, provisions for white passenger loading zones should be required at destination points (e.g. churches, Dolores Park) to allow paratransit, taxis or family member drop offs given that median parking may not be accessible or usable by people with disabilities. The Mayor's Office of Disability recommends that in the event that median parking is effectively legalized through an amendment to the Transportation Code, an assessment of blue zone coverage in the surrounding area should be performed and potential locations on nearby block faces or cross streets suitable for conversion to blue zones should be identified and implemented as a part of this recommendation.

The changing of the Transportation Code may not necessarily eliminate the need for regulating signage, as there may be contexts in which the usage of signage remains useful and/or necessary.

Effectiveness

Makes it easier for people to identify legal parking options

- **Low to High** – This option would clarify parking rules for all drivers; however, depending on how it is implemented—for example, with or without signage—the level of effectiveness in clarifying parking rules could differ.

Provides safe, legal parking options during high demand periods

- **High** – This option would explicitly maintain and formalize current practices: it would not address the particularly high levels of parking demand present during the weekend, but it would legalize the act of parking on the median.

Ensures that access to parking supply is available equally to all potential users

- **High** – If there is signage, this option would be clear that all parking within the neighborhood -- including on the median -- would be clearly available to all users regardless of their destination. Without signage, the percentage of parking available to all users would still increase, but there may remain some lack of clarity on the issue of who can use it.

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Reduces backups related to narrowing lanes

- **N/A** – This option would maintain the current practice. The narrowing of lanes could result in potential delays for Muni vehicles in the event that Muni opts to run buses down Guerrero – however, there are currently no immediate plans to do so, and this is consequently identified as a long-range issue only.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, use of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **High** – Parking hours would be explicitly identified within the amendment to the Transportation Code. Parking into the evening and through the night would be prohibited and enforced, thereby reducing the potential for collisions related to cars parked on the median after dark.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – In the event that signage were included as part of this option. lines of sight at intersections would be increased, which would reduce collisions due to drivers' limited ability to see potential road users before it is too late.

Reduced trampling of plants

- **N/A** – current practices would be maintained and therefore no change to behavior in the median would be expected due solely to this option.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **Medium** – This would require changes to the Transportation Code: while it would be feasible to do so, the level of effort needed to augment current median parking conditions would be increased. Some additional legislation may be required to convert existing curb space to white or blue zones as needed.

Likelihood of support:

City/SFMTA – Low – As the Transportation Code already allows for flexibility related to parking along the median, SFMTA staff does not believe that making these changes to the Transportation Code would be an effective use of staff resources.

Houses of worship/Park Users – TBD –

Businesses - TBD -

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Residents – TBD -

Ease of user interface

- **High** – Depending on the policy changes, this would be easy to explain.

Implementation and operational feasibility

- **Low** – Changing City ordinances, like the Transportation Code, requires a lot of staff time and effort. While staff is fully capable to do this work, demands on resources, especially staff time, lower the feasibility of this option.

Financial feasibility

- **Medium** – Staff costs related to this option are less financial than they are related to prioritizing what work is done. If the City determines that these code changes are a priority, this option is feasible.

Time needed to get new policy approved and implemented

- **Operating in 2018** – Program development, public outreach and communications about the changes would likely require eighteen months to set up and implement.

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11. Continue to allow people to solve things informally; leave current conditions as they are

Policy overview

San Francisco's Transportation Code 7.2.34 provides that median parking is allowed in the event that it is "posted."

In selecting this option, the current enforcement framework would stay as is today. The City would continue to enforce median parking violations that cause unsafe conditions, but deprioritize the enforcement other median parking infractions due to limited resources and other priorities on the weekends.

Effectiveness

Makes it easier for people to identify legal parking options

- **N/A** –This option would continue to deal with median parking in the same way.

Provides safe, legal parking options during high demand periods

- **N/A** –This option would continue to deal with median parking in the same way.

Ensures that access to parking supply is available equally to all potential users

- **N/A** –This option would continue to deal with median parking in the same way.

Reduces backups related to narrowing lanes

- **N/A** – This option would maintain the current practice. The narrowing of lanes could result in potential delays for Muni vehicles in the event that Muni opts to run buses down Guerrero – however, there are currently no immediate plans to do so, and this is consequently identified as a long-range issue only.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, use of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **N/A** –This option would continue to deal with median parking in the same way.

Reduces the potential for collisions with road users due to reduced visibility

- **N/A** –This option would continue to deal with median parking in the same way.

Reduced trampling of plants

- **N/A** –This option would continue to deal with median parking in the same way.

Feasibility

Approval feasibility

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Policy and Legal Feasibility:

- **High** – This option is consistent with the City's current practices.

Likelihood of support:

City/SFMTA – High – This option is consistent with the City's current practices.

Houses of worship/Park Users – TBD –

Businesses - TBD -

Residents – TBD -

Ease of user interface

- **Low** – This option would continue a practice that many users find confusing.

Implementation and operational feasibility

- **High** – This option is already in place, therefore would require no changes.

Financial feasibility

- **High** – This option is already in place, therefore would require no changes.

Time needed to get new policy approved and implemented

- **Immediate** – This option is already in place, therefore would require no changes.

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12. Introduce on-street parking meters (with weekend hours of operation) to appropriate block faces

Policy overview

Parking availability, caused primarily by increased weekend demand parking demand due to visitors to Dolores Park and local faith-based organizations, is a major issue for this area. As such, SFMTA staff have proposed the introduction of on-street parking meters to appropriate block faces for consideration by the committee. (At this time, there is no planning for such a program in this area, it is submitted solely for the committees review). San Francisco has been a national leader in identifying the effectiveness of using parking meters to provide access for people who need to travel to a neighborhood by car. By implementing a meter program that includes demand based pricing on Saturdays and Sundays, access to the neighborhood could be guaranteed for those who need to drive. With the use of multi-meters, median spaces could be signed and metered as well. Time limits could be set to accommodate park use and faith services.

This option would clearly need a lot of community discussion, outreach and involvement, but is included as it is one of the most effective options at ensuring that people who need to access an area can find parking when and where they need it.

Effectiveness

Makes it easier for people to identify legal parking options

- **High** – Parking meters are a long standing fixture in urban areas. Provided that they are accompanied by appropriate signage, all users would be able to identify what parking is available to them.

Provides safe, legal parking options during high demand periods

- **High** – This option would ensure that all medians where parking is allowed are clearly posted and if medians are included in the metering, additional parking during high period use is available in the neighborhood.

Ensures that access to parking supply is available equally to all potential users

- **High** – By providing signage, it would be clear that all parking, including on the median. Therefore, most, if not all, legal parking in the neighborhood would be clearly open to all users, regardless of their destination.

Reduces backups related to narrowing lanes

- **N/A** – This option would maintain the current practice.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, use of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

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- **High** – Parking hours would be explicitly identified and parking into the evening and through the night prohibited and enforced, therefore potential collisions related to cars parked on the median after dark would be reduced.

Reduces the potential for collisions with road users due to reduced visibility

- **High** – It is assumed that all signage would increase lines of sight at intersections which would reduce collisions due to a driver's limited ability to see potential road users before it's too late.

Reduced trampling of plants

- **N/A** – current practices would be maintained and therefore no change to behavior in the median would be expected due solely to this option.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **Low** – While consistent with city policy, this would be one of the first times that parking meters were implemented in highly residential areas.

Likelihood of support:

City/SFMTA – Low – In the event that the committee were to reach approve this proposal, the SFMTA would support it in the event that the appropriate staff and financial resources were available to do so.

Houses of worship/Park Users – TBD –

Businesses - TBD -

Residents – TBD -

Ease of user interface

- **High** – This option uses tools that are well understood by all parking rules to all users.

Implementation and operational feasibility

- **Medium** – The city already has parking meters in clear-way zones that allow parking at some times and convert to travel lanes at others. There would be some considerations that would require SFMTA planning resource, especially related to transition zones between two-lane-always street segments and two-way/weekend-parking street segments. This is a feasible option, constrained only by its prioritization among other SFMTA parking and street projects.

Financial feasibility

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- **High** – Overtime, it's likely that this program would pay for itself due to revenue collected from the meters.

Time needed to get new policy approved and implemented

- **Operating in late 2018** – If the committee selects this option, the project would be put into the SFMTA work schedule and planning and community outreach could begin in mid-2016. Given the amount of community input necessary for such a program it is likely that this would be an 18-24 month program before it would be implemented.

Options unrelated to removing or retaining median parking

13. [Create resources that provide clear explanations of median parking regulations on Dolores and Guerrero](#)

Policy overview

This proposal envisions the creation of a centralized, easily accessible document/webpage that details the rules and regulations of median parking and how the city handles concerns about parking matters in this area. This document would very likely take the form of a webpage on the SFMTA website, and would clearly delineate all relevant information needed by any user considering engaging in weekend median parking.

Effectiveness

Makes it easier for people to identify legal parking options

- **Low to medium** – A well-developed pamphlet or website could provide clear, easy to understand information on the rules related to median parking. However, many people may be unwilling to proactively and preemptively seek out such information, and instead choose to rely upon signage and the actions of others to guide their decisions. Unless additional communication tools related to median parking regulations are likewise developed, this option would likely have a low effectiveness for people who need to understand where they can legally park at the time that they need to park. However, this should not discount the usefulness in creating clarity and understanding for the community in understanding what the rules and practices of the City are.

Provides safe, legal parking options during high demand periods

- **Low** – This document is not responsible for the explicit provision of parking options and simply details regulations.

Ensures that access to parking supply is available equally to all potential users

- **Medium** – This option would provide clear information about what on-street parking is legally available and would support the understanding that on-street parking is available to all users. More specifically, it would clarify the role of weekend median parking within the City's on-street parking supply. Clearly detailing the rules about who can park in public on-street spaces would ensure that all members of the community are able to operate under the same understanding about the city's on-street parking supply. This option would not change the availability of parking, but would support the understanding of what parking exists.

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Reduces backups related to narrowing lanes

- **Low** - This option would not impact current parking practices, and would therefore have no direct impact on traffic flow.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **High** – As this option would aim to provide clarity about parking regulations, it is expected that implementation of this option would likewise provide information about requesting short-term parking variances, including any processes about allowing parking along medians, in the event that they exist.

Reduces the potential for collisions with vehicles parked on the median.

- **Low** – If there are provisions about parking after dark, it is possible that such occurrences could decrease, but the overall impact based on this option alone is unlikely.

Reduces the potential for collisions with road users due to reduced visibility

- **Low** – If there are provisions about parking restrictions near intersections or between medians, it is possible that occurrences of such activity could decrease, but the overall impact based on this option alone is unlikely.

Reduced trampling of plants

- **Low** – While information encouraging people not to walk or stand in planted medians could be included in this option, it is unlikely that solely providing information about the rules of parking in the neighborhood will reduce the number of people walking in the median.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – This option would not require any changes to city policy or impact legal requirements.

Likelihood of support:

- **City/SFMTA – High** – Development of a website and potential brochure would be strongly supported by SFMTA
- **Houses of worship/Park Users – TBD** –
- **Businesses - TBD** -
- **Residents – TBD** -

Ease of user interface

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- **High** – This option would explicitly provide clear, simple information to increase the comprehension about the City’s parking policy.

Implementation and operational feasibility

- **High** – Development of webpages and brochures are well within the SFMTA’s resources.

Financial feasibility

- **Low** – After a developing the materials, a small amount of staff time would be needed to maintaining a webpage and brochure about parking rules.

Time needed to get new policy approved and implemented

- **Operating in 2016** - It would likely take four months to realize this option.

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14. Develop an adopt-a-median maintenance program for entities that use median parking on Guerrero to provide care and maintenance for plantings, refuse clean-up and other mitigations for impacts related to weekend parking.

Policy overview

Given the significant differences in the medians on Dolores and Guerrero and the varied impacts of people parking along them, this option applies solely to the Guerrero medians.

DPW currently runs a volunteer median maintenance program funded by Supervisor Scott Weiner's office. As such, this program could provide an existing avenue for houses of worship, park users or businesses to "adopt" any medians that they make use of. This program, or the creation of a new program, could be developed in any number of adopt-a-median models. Adopters could provide funding utilized by volunteers, funding and volunteers, or simply volunteers to support the care and maintenance of the Guerrero center medians. Implementation of this option could help to alleviate the impacts of people parking upon and managing parking adjacent to the Guerrero medians on the weekends. Such a program would need to clearly identify the expectations of the program's adopters: particularly the frequency of upkeep, duration, and benefits (specifically legalized median parking at an adopted median) as well as what responsibilities would remain under City jurisdiction.

Effectiveness

Makes it easier for people to identify legal parking options

- **Low** – there would be no change in parking rules or operations due to this program.

Provides safe, legal parking options during high demand periods

- **Low** – There would be no change in parking options due to this program.

Ensures that access to parking supply is available equally to all potential users

- **Low** – there would be no change in parking rules or operations due to this program.

Reduces backups related to narrowing lanes

- **Low** – there would be no change in parking operations due to this program.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **Low** – there would be no change in information about parking.

Reduces the potential for collisions with vehicles parked on the median.

- **Low** – there would be no change in parking rules or operations due to this program.

Reduces the potential for collisions with road users due to reduced visibility

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- **Low** – there would be no change in parking rules or operations due to this program.

Reduced trampling of plants

- **Medium** – Based on existing practices, it is assumed that this program would mostly be used by houses of worship. Therefore, it is likely that plants would be trampled less by congregants who have a responsibility for keeping plantings well cared for. However, people crossing the street mid-block and exiting parked cars may still damage plantings, and replacement may not occur quickly enough to ensure damaged plants are replaced immediately.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – San Francisco already has volunteer programs for maintaining vegetation on center medians, and cities like Seattle have programs that transfer the costs of planting and maintenance to groups that agree to adopt traffic circles and medians. There are no policy or legal restrictions that would inhibit such a program.

Likelihood of support:

- **City/SFMTA – (Medium? TBD)** – *DPW would be the administrator – SFMTA staff is checking with them about their level of support for administering and monitoring such a program.*
- **Houses of worship/Park Users – TBD –**
- **Businesses - TBD -**
- **Residents – TBD -**

Ease of user interface

- **High** – As adopt-a-.... programs are common, this program would be easy to understand.

Implementation and operational feasibility

- **Medium to High** – This program is feasible given the existence of median maintenance programs and depending upon the program's design and requirements

Financial feasibility

- **High** – Assuming that such a program would either be cost-neutral or not increase DPW staff costs for extending the operations of its existing volunteer program, financial feasibility for the City would be high. This document cannot accurately identify the full financial feasibility of this proposal, given that it would likewise require action for private entities/community organizations.

Time needed to get new policy approved and implemented

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- **Operating in 2016** - It would likely take nine to twelve months to formalize the process and permitting for this program.

15. Extending residential parking permits to the weekend

Policy overview

This item proposes the development of a new residential parking permit area within Area S (much like Area BB) and the extension of the times during which a residential parking permit is required to the weekend. The goal of this proposal would be to provide neighborhood residents who own cars and park them in on-street parking spaces with increased weekend parking opportunities when park and church activities are likewise increased. This measure would require the posting of new RPP signage within the study area, and would likewise require PCO enforcement to monitor the newly-implemented RPP requirements within the neighborhood. This proposal does not explicitly address whether median parking would be removed or eliminated.

Effectiveness

Makes it easier for people to identify legal parking options

- **N/A** – This option does not directly impact the existing lack of clarity on median parking rules, and does not make it easier for drivers to identify legal parking options. The changes would likely make it more difficult for visitors to identify legal parking options

Provides safe, legal parking options during high demand periods

- **High (for residents)** – By limiting who can use on-street parking spaces on the weekends, spaces will become easier to find for residents, who can then park their cars throughout the day.
- **Low (for all others)** – Park users would likely be most impacted by this changes as they are likely the most frequent parking users that would stay over the two-hour limit and therefore have no access to on-street parking in this scenario. Visitors to houses of worship and shoppers would likely also be impacted

It is likely that this change would increase demand and competition for median parking on Dolores and potentially on Guerrero.

Ensures that access to parking supply is available equally to all potential users

- **Low** – This option would prioritize one category of users (residents) over all other potential users.

Reduces backups related to narrowing lanes

- **N/A** – The implementation of weekend residential parking permits does not impact the use of medians for parking, and could possibly increase said usage.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

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Reduces the potential for collisions with vehicles parked on the median.

- **N/A** – The implementation of weekend residential parking permits does not impact the use of medians for parking, and could possibly increase said usage – thereby either having no impact or possibly increasing the potential for collisions with vehicles parked on the median.

Reduces the potential for collisions with road users due to reduced visibility

- **N/A** – The implementation of weekend residential parking permits does not impact the use of medians for parking, and could possibly increase said usage – thereby either having no impact or possibly increasing the potential for collisions with road users due to reduced visibility.

Reduced trampling of plants

- **N/A** – The implementation of weekend residential parking permits does not impact the use of medians for parking, and could possibly increase said usage – thereby either having no impact or possibly increasing the amount of foot traffic/vegetation trampling the medians currently see.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **Low** – This option would require changes to city policy related to residential parking permits and may require legislation. Depending on the support from the community, which is assumed to be mixed, this change might be difficult to pass.

Likelihood of support:

- **City/SFMTA – No Support** – While the development of Residential Parking Permits is a common practice at SFMTA, the agency does not support the development of small, isolated permits for only a few blocks and does consequently not support this proposal.
- **Houses of worship/Park Users – TBD –**
- **Businesses - TBD - ,**
- **Residents – TBD -**

Ease of user interface

- **Low** - Residential parking permit signage is clear, but the unusual coverage of weekend parking hours would likely lead to confusion.

Implementation and operational feasibility

- **High** – This is standard business practice of the SFMTA and would be feasible.

Financial feasibility

Guerrero/Dolores Median Parking Advisory Committee

- **High** – The costs associated with this new permit area would take of form of initial communications and changing out signs when needed. Given that the program runs as a cost-neutral, fee-based program, these costs would be minimal.

Time needed to get new policy approved and implemented

- **Operating 2017** – This would require legislation, community outreach and time to ensure a smooth implementation.

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16. Strongly enforcing no parking on center medians after dark

Policy overview

This proposal is an alternative to option 6's "actively enforcing median parking laws." Under this proposal, the city would actively enforce weekend median parking either only after dark or after a specific time of day on the weekends. This option assumes the legalization of median parking. The goal of this option is to avoid having cars parked on the median after dark, and more specifically, single vehicles left on the median after the dark. Such vehicles can serve as hazards to people driving, who may have difficulty seeing vehicles parked along the median and are furthermore not expecting to encounter a car parked in a travel lane previously clear of obstruction.

This proposal would likely require both signage detailing the hours during which median parking is permitted and enhanced initial enforcement by PCOs/police. Additionally, this proposal could require the use of cones, or barriers at the beginning of the day-time median parking zone to clearly indicate to drivers parking that parking is allowed on the medians and that the travel lane ahead will be obscured. These barriers could be removed by parking enforcement officials at the time that enforcement of parking a vehicle on the median after-hours begins. After-dark parking along center medians is currently an occasional – not overly frequent – phenomenon.

Effectiveness

Makes it easier for people to identify legal parking options

- **High** – The use of signage and barriers such as cones would ensure that people looking for parking would have ample information as to where and when they can park their cars.

Provides safe, legal parking options during high demand periods

- **High** – by placing signage on the medians, parking along them would become permanent, legal parking, consequently meeting the "unless otherwise posted" criteria of the Transportation Code. Daytime median parking on the weekends, if allowed, would increase the parking supply during high periods of activity at Dolores Park, houses of worship and commercial establishments. This solution would not increase parking availability for uses that occur after dark, such as services at Congregation Sha-ar Zahav.

Ensures that access to parking supply is available equally to all potential users

- **High** – All parking in the area would be signed with traditional parking signs and available to all people who drive, regardless of destination.

Reduces backups related to narrowing lanes

- **N/A** – As median parking during periods of high, daytime activity, this option would not change any delays that currently occur. The narrowing of lanes could result in potential delays for Muni vehicles in the event that Muni chooses to run buses down Guerrero – however, there are currently no immediate plans to do so, and this is consequently identified as a long-range issue only.

Makes it easier for people to understand the process for requesting variances for short-term parking

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- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **High** – As this option would specifically prohibit parking on the median after-dark, it would consequently alleviate concerns related to cars left parked on the median after dark.

Reduces the potential for collisions with road users due to reduced visibility

- **N/A** – This proposal would not specifically change the practice of cars parking all the way up to intersection corners or between the medians and would therefore not impact lines-of-sight for roadway users.

Reduced trampling of plants

- **N/A** – Currently, median parking on Guerrero only occurs during daylight hours; as such, this option would not change that practice.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – This option would not require any changes to city policy or impact legal requirements.

Likelihood of support:

- **City/SFMTA – High** – This option would codify many practices and community requests that have occurred over many years; SFMTA would be likely to support.
- **Houses of worship/Park Users – TBD** –
- **Businesses - TBD** -
- **Residents – TBD** -

Ease of user interface

- **Medium to High** – Signage would be standard, leading drivers to readily recognize it. The unusual parking hours could lead to some confusion among drivers looking for parking, but implemented well, this would not be a difficult to understand policy.

Implementation and operational feasibility

- **Medium** - Additional Parking Control Officers would need to be made available during weekends and weekdays when special events are held in this area in order to equally enforce and ensure compliance with the new policy, especially during the initial six to eight-week transition period.

Guerrero/Dolores Median Parking Advisory Committee

Note that weekend enforcement staff numbers are limited and concentrated along the Embarcadero

Financial feasibility

- **Medium --** Costs to include enforcement, signs, initial outreach and communication during transition and potentially some hardscape improvements. Note that limited numbers of parking control officers are available on the weekends and funding for additional staffing may be required, as PCOs currently only patrol the Dolores/Guerrero study area on a complaint/comment basis. (Given that their primary weekend efforts are concentrated elsewhere in the City).

Time needed to get new policy approved and implemented

- **TBD - Operational in 2016 (2018)** – dependent on feasibility above

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17. Congregation leaders encouraging carpooling and public transit use amongst members

Policy overview

This option would ask local organizations--faith-based, business, park groups, etc.—to provide clear information about and encourage the use of transportation options that reduce the need for parking a vehicle in the neighborhood. Said organizations would conduct outreach to their members to educate them about the benefits of other forms of transportation such as carpooling, public transit, biking and walking. This option assumes neither the removal nor the continuation of median parking, but could serve to reduce the number of vehicles driving to the area over time and reduce demand for parking which eventually impact the amount of parking that occurs along the median.

Effectiveness

Makes it easier for people to identify legal parking options

- **Low** – This option focuses on providing information about transportation alternatives that do not require parking. It is likely that any information would also include information about median parking; as such, users who receive such information from the institution with which they are affiliated may develop greater clarity on the rules, but most people driving in/to the area would not be better informed.

Provides safe, legal parking options during high demand periods'

- **Low** – While some people may take advantage of new transportation options that they were previously unaware of, it is unlikely that this would have a significant impact on the number of people who are parking illegally in the area.

Ensures that access to parking supply is available equally to all potential users

- **N/A** – This option would not impact who accesses available parking.

Reduces backups related to narrowing lanes

- **N/A** – This option does not assess whether or not median parking will be removed or continued and consequently does not address backups related to narrowing lanes.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **N/A** - This option does not require the development of, or changes to, any processes related to City policy on variances for short-term parking.

Reduces the potential for collisions with vehicles parked on the median.

- **N/A** – This option does not impact the use of medians for parking.

Reduces the potential for collisions with road users due to reduced visibility

- **N/A** – This option does not impact the use of medians for parking.

Reduced trampling of plants

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- **N/A** – This option does not impact the use of medians for parking.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – This option would not require any changes to city policy or impact legal requirements.

Likelihood of support:

- **City/SFMTA – High** – SFMTA would encourage and provide technical support for this option under any scenario.
- **Houses of worship/Park Users – TBD** –
- **Businesses – TBD** -
- **Residents – TBD** -

Ease of user interface

- **High** – This option is easy to comprehend and would promote a better understanding of the transportation options available to all community members.

Implementation and operational feasibility

- **High** – This option is consistent with and supported by SFMTA's Transportation Demand Management program.

Financial feasibility

- **High** – The cost of implementing this option, for both the City and faith-based institutions, would be low.

Time needed to get new policy approved and implemented

- **Operational in early 2016** – This proposal is not particularly intensive and could likely be implemented within the span of a few months, particularly if institutions have the capacity to distribute resources through multiple channels: e.g. websites, printed material, presentations etc.

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18. Hire private landscapers to maintain medians

Policy overview

This program would formalize and privatize the work of DPW in maintaining the medians along Guerrero street. Instead of running the current volunteer median maintenance program funded by Supervisor Scott Weiner's office, either the City or houses of worship would be responsible for hiring landscaping contractors to provide services to maintain the median plantings.

Implementation of this option could help to alleviate the impacts on median vegetation that have been identified along Guerrero as a result of adjacent parking and parking management activities. Such a program would need to clearly identify the expectations of the program's adopters: particularly the frequency of upkeep, duration, and benefits (specifically legalized median parking at an adopted median) as well as what responsibilities would remain under City jurisdiction.

It is assumed that the City would not be hiring the contractor for this program, the contractor would be hired by an adopting institution.

Effectiveness

Makes it easier for people to identify **legal** parking options

- **Low** – there would be no change in parking rules or operations due to this program.

Provides safe, legal parking options during high demand periods

- **Low** – There would be no change in parking options due to this program.

Ensures that access to parking supply is available equally to all potential users

- **Low** – there would be no change in parking rules or operations due to this program.

Reduces backups related to narrowing lanes

- **Low** – there would be no change in parking operations due to this program.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **Low** – there would be no change in information about parking.

Reduces the potential for collisions with vehicles parked on the median.

- **Low** – there would be no change in parking rules or operations due to this program.

Reduces the potential for collisions with road users due to reduced visibility

- **Low** – there would be no change in parking rules or operations due to this program.

Reduced trampling of plants

- **Medium** – Based on existing practices, it is assumed that this program would mostly be used by houses of worship. Therefore, it is likely that plants would be trampled less by congregants who

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have a responsibility for keeping plantings well cared for. However, people crossing the street mid-block, and exiting parked cars, may still damage the plantings, and replacement may not occur quickly enough to ensure plants that are damaged are replaced immediately.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **Low** – It is unlikely that the City’s Civil Service Commission would support privatizing the upkeep of city medians.

Likelihood of support:

- **City/SFMTA – (Medium? TBD)** – *DPW would be the administrator – SFMTA staff is checking with them about their level of support for administering and monitoring such a program.*
- **Houses of worship/Park Users – TBD –**
- **Businesses - TBD -**
- **Residents – TBD -**

Ease of user interface

- **High** – This program would be easy to understand.

Implementation and operational feasibility

- **Medium to High** – If contracting was permitted, the existence of median maintenance programs and depending on the programs design and requirements which may include a requirement for financial support from outside entities, this program is feasible.

Financial feasibility

- **Low (confirm with DPW)** – This program assumes that it is a city funded and run program. As this activity is currently funded to support volunteer upkeep, the likelihood of identifying additional funds to pay for additional maintenance is low. The Adopt-a-median program, proposed earlier, would allow for financial support of the median and could allow for flexibility to utilize private maintenance contractors instead of volunteers.

Time needed to get new policy approved and implemented

- **Operating in 2016** - It would likely take nine to twelve months to formalize the process and permitting for this program.

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19. Fence medians along Guerrero

Policy overview

Install 18"-24" fencing/wickets around the plantings on the Guerrero medians in order to physically protect the plants from being stepped on by people parking and managing parking next to the median. Multiple alternative implementations could be explored, including:

- Protecting each plant individually: although this option could reduce the aesthetic impact that plants are meant to provide, it could support early, healthy growth for certain varieties of vegetation and result in the later removal of such fencing. Root damage resulting from soil compaction caused by people walking through unplanted areas would need to be considered, but could be mitigated by the introduction of paving stones to provide areas for people to walk through the median without stepping in the dirt.
- Running a barrier the length of the median either down the center, or along each outer edge: care would be needed to ensure that the median would not become overwhelmed by fencing material. Erecting fencing along the exterior sides of the median would likely prevent people from walking through the median, but could in turn impact the ability of drivers and passengers seated on the driver's side of a vehicle to open their doors. Erecting fencing down the middle of the median would keep people from crossing the median, but would likely witness the continuation of using the median as a place to stand while exiting and managing parking.

Effectiveness

Makes it easier for people to identify legal parking options

- **Low** – there would be no change in parking rules or operations due to this program.

Provides safe, legal parking options during high demand periods

- **Low** – There would be no change in parking options due to this program.

Ensures that access to parking supply is available equally to all potential users

- **Low** – there would be no change in parking rules or operations due to this program.

Reduces backups related to narrowing lanes

- **Low** – there would be no change in parking operations due to this program. Depending on fencing option chosen, lane widths could be operationally reduced due to people parking further from the curb in an attempt to avoid median fencing.

Makes it easier for people to understand the process for requesting variances for short-term parking

- **Low** – there would be no change in information about parking.

Reduces the potential for collisions with vehicles parked on the median.

- **Low** – there would be no change in parking rules or operations due to this program.

Reduces the potential for collisions with road users due to reduced visibility

Guerrero/Dolores Median Parking Advisory Committee

- **Low** – there would be no change in parking rules or operations due to this program.

Reduced trampling of plants

- **High** – It is likely that plants would be trampled less by people parking at the median. Depending on the fencing type used, mid-block crossing might be reduced as well.

Feasibility

Approval feasibility

Policy and Legal Feasibility:

- **High** – There are no policy or legal issues to consider for this option.

Likelihood of support:

- **City/SFMTA – (High? TBD)** – DPW would be the administrator – SFMTA staff is checking with them about their level of support for administering and monitoring such a program. Issues for consideration include ongoing maintenance and replacement of fencing material, use of paving to provide through-passage of the median.
- **Houses of worship/Park Users – TBD –**
- **Businesses - TBD -**
- **Residents – TBD -**

Ease of user interface

- **High** – This program would be easy to understand.

Implementation and operational feasibility

- **High** – Plant fencing is a standard landscaping tool employed by the City to protect plantings, while there are some operational aspects to work out, they are not expected to be extraordinary or difficult to overcome.

Financial feasibility

- **Medium to High (confirm with DPW)** – It is likely that funding for these fences could be raised through the organizations that utilize the median parking, or if an Adopt-a-median program was implemented, folded into that program. It is likely that the costs for the City to implement this option are minimal.

Time needed to get new policy approved and implemented

- **Operating in 2016** - It would likely take two to four months to formalize the process and permitting for this program.



SFMTA

Municipal
Transportation
Agency

Summary of Results of Median Parking Survey

1. OVERVIEW

Vehicles parked along the center medians of Dolores and Guerrero streets have been a common occurrence for years. However, despite the practice's longstanding nature, it has in turn not been perceived as equally available to all potential users, been unevenly enforced, has at times generated unsafe conditions due to drivers parking in intersections and between medians, and has caused some vegetation along the Guerrero center medians to be damaged.

The SFMTA formed a committee of community stakeholders in May 2015 as an initial mechanism for addressing the median parking issues described above. Over the course of the following months, the committee identified various potential solutions for addressing median parking. The SFMTA harnessed the solutions devised by the committee to develop a web-based survey to collect broader input from the neighborhood, and broader city, on three possible outcomes:

1. Completely removing median parking,
2. Legalizing median parking through the introduction of signage
3. Keeping existing median parking conditions as they are.

The survey was released on November 10, 2015 and terminated on November 25, 2015. The survey was open to all residents, business owners, congregation members and frequent visitors (e.g. park goers) to the neighborhood who live, own a business, worship or frequently visit areas in proximity to the Dolores/Guerrero medians. The survey received a total of 3,766 responses.

1.1 How will the survey be used?

The survey was developed to solicit meaningful input from neighborhood residents, business owners and worshippers in order to ensure that all stakeholder points of view were represented in the committee's final recommendations to the SFMTA. However, the survey is neither the determining factor in the SFMTA's final decision on median parking nor a statistically significant random sample of the stakeholders. It is rather an important and complementary addition to the larger efforts of the Median Parking Advisory Committee and provides significant insight into the breadth of community perspectives on median parking issues.

1.2 How was the survey disseminated?

The SFMTA utilized a variety of avenues to disseminate the survey. Various community organizations and networks distributed the survey to their email listserves; the outlets included NextDoor, Supervisor Wiener's office, the Valencia Corridor Merchants Association, the Mission Dolores Neighborhood Association, the Liberty Hill Neighbors and Dolores United, amongst others. SFMTA staff likewise posted flyers advertising the survey throughout the project area. A staffed phone line was available for people requiring accessible options for participation. The survey benefited from heavy social media activity at the outset of its release. Initial tweets showing photos of the survey flyers quickly led to coverage by Mission Local, SFist, and 49 Hills. The extensive distribution and coverage of the survey contributed significantly to the survey's high response rate.

1.3 Summary of responses

The survey responses gathered reflect a breadth of opinions in regard to the future of median parking. The most salient findings from the survey are detailed below.

- There is broad displeasure with the current parking practices: **over 75% of respondents are unsupportive of keeping median parking conditions as they are**
 - However, people who worship in the project area support continuing with existing median parking practices: **83% are supportive**
- People who live, worship or own businesses in the area are somewhat supportive of banning all median parking on weekends: **53% support a ban, while 45% are unsupportive**
 - Residents in the project area are very supportive of discontinuing median parking: **74% support a ban**
 - Congregants who worship in the project area are very unsupportive of discontinuing median parking: **95% are unsupportive of a ban**
- People who live, worship or own businesses in the area are split on whether or not to formalize weekend median parking: **51% support formalizing, while 45% are unsupportive**
 - Residents are slightly less supportive: **50% are unsupportive**
- There is strong support for developing an adopt-a-median program to provide upkeep of median plantings along Guerrero: **62% of residents and congregants support**
- Support is significantly lower for fencing in plants: **47% of survey respondents are unsupportive**



2. ANALYSIS

The 3,766 survey respondents were required to select their affiliation to the neighborhood. Respondents were allowed to identify as a "resident," "business owner," "congregant," park user/frequent visitor," or simply "interested in the matter." Respondents were able to select multiple options. If a respondent identified as either a resident, business owner or congregant, they were required to provide the cross streets of their residence, business or place of worship. These cross streets were used to determine which respondents fell within the project area, defined as all cross-streets of the blocks bounded by Church, 24th, Valencia and Market. Respondents who were considered to fall within the survey's "project area" therefore lived, worked or worshipped within one and a half blocks of the corridors along which median parking is primarily concentrated. Park users who did not likewise identify as a resident, business owner or congregant were evaluated separately. Respondents who labeled themselves as having no connection to the area were evaluated as a part of the entire dataset of responses.

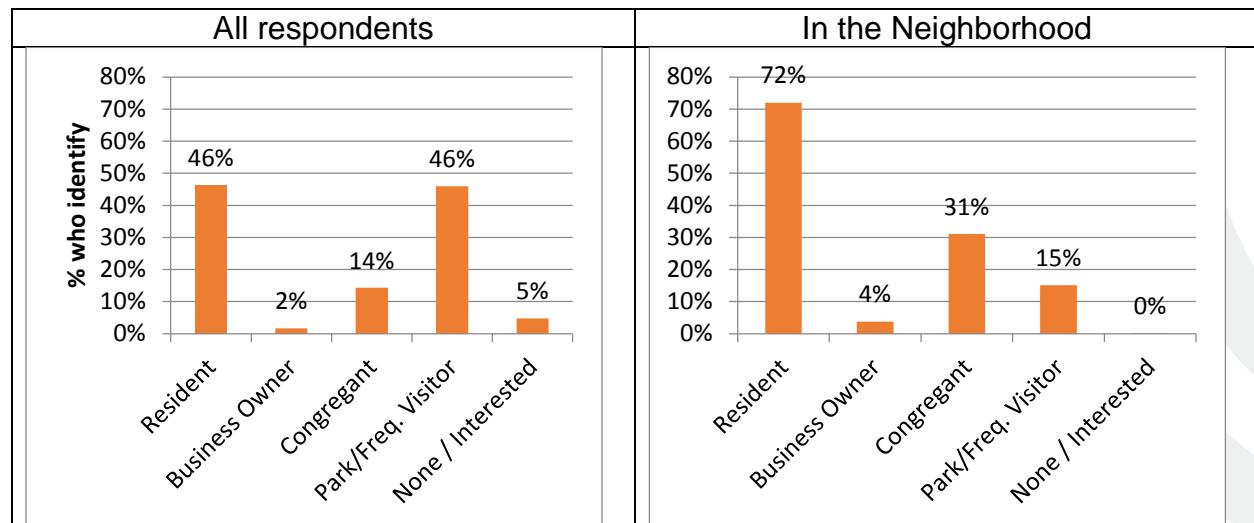
2.1 Respondent breakdown

The table below shows the total number of respondents who fell within each category:

Connection to area	Total: Self-identified as a category	Total: considered within "the project area"
Resident	1744	1235
Business Owner	61	42
Congregant	538	527
Park User/ Frequent Visitor	1729	1467*
Interested	169	0

* who are not also identified as Resident, Business Owner or Congregant in the area

The breakdown of respondents in each category varied based upon whether or not respondents fell within the project neighborhood.



2.2 Levels of supporting removing, formalizing or keeping median parking as is

Respondent preferences for removing, formalizing and keeping median parking as-is varied.

The table below displays levels of support for the various proposed options amongst respondent categories:

	Support removing median parking	Oppose removing median parking	Support formalizing median parking	Oppose formalizing median parking	Support current practice	Oppose current practice
All Responses	68%	29%	45%	49%	21%	75%
In Neighborhood	53%	44%	51%	44%	33%	62%
Resident	74%	23%	44%	50%	12%	83%
Business Owner	60%	38%	57%	40%	24%	71%
Congregant	3%	95%	67%	29%	83%	12%
Park User/Frequent Visitor	79%	18%	43%	52%	12%	86%

2.3 Levels of support for an adopt-a-median program and fencing median vegetation

Support for an adopt-a-median program was relatively high for all respondent categories, while support for protecting plants with fences was low. Support for the fencing option may have resulted from lack of clear description of what said fencing would look like.

	Support adopt-a-median	Oppose adopt-a-median	Support fencing	Oppose fencing
All Responses	59%	21%	32%	44%
In Neighborhood	62%	19%	31%	47%
Resident	62%	22%	31%	49%
Business Owner	52%	29%	29%	43%
Congregant	63%	12%	31%	44%
Park User/Frequent visitor	57%	22%	35%	40%

2.4 Open-ended comments

Of the 3,766 survey respondents, 1,665 respondents left an open-ended comment. SFMTA staff reviewed all open-ended comments and focused particularly on those left by respondents who expressed concerns with median parking that were likewise applicable to the survey and did not simply reiterate the respondent's stance. (Comments left by respondents supportive of either formalizing or keeping median parking in its current state generally tended to reiterate or expand upon the respondents' already-given stances).

Open ended responses, all-responses broken down by self-identified category:

	All	Resident	Business	Congregant	Park/frequent visitor	interested
Fairness	39%	39%	45%	10%	48%	37%
Safety	24%	29%	13%	5%	26%	32%
Enforcement	6%	7%	3%	1%	6%	10%
Nuisance	2%	2%	0%	0%	1%	7%
Prioritize public transportation	11%	12%	13%	1%	13%	10%
Vegetation issues	5%	6%	0%	9%	4%	5%
Illegal	6%	5%	0%	0%	8%	7%
Should be charged for	3%	3%	5%	0%	4%	0%
Streetscape design changes instead	2%	2%	3%	0%	3%	2%
Clarity	9%	10%	3%	9%	7%	15%
Reiterates stances	16%	12%	16%	48%	9%	14%
NA	12%	10%	11%	25%	10%	7%

Most of the open ended comments focused on reaffirming the polling responses of the respondent. There was a significantly higher number of responses from residents and park users who wanted to remove median parking that formalize it. Staff looked at these two subsets of open-ended comments to determine if there were specific areas of concern that could be identified from these segments of the responses.



580 residents in the project area (47%) and 688 of park users/frequent visitors from outside the project area (47%) stated they were either:

- Supportive (strongly or somewhat) of removing median parking, and also
- Unsupportive (strongly or somewhat) of formalizing the practice.

Of these respondents, 327 residents and 270 park users provided open ended comments which SFMTA staff classified into 12 potential categories based on the comments. Each of these groups identified the same three top concerns: **Safety, fairness and a desire to prioritize public transportation.**

	Residents	Park user/ Frequent Visitor
Safety	42%	31%
Fairness	38%	54%
Prioritize public transportation	21%	21%
Enforcement	10%	6%
Illegal	9%	13%
Vegetation issues	6%	2%
Reiterates stances	6%	3%
Other	6%	4%
Clarity	6%	3%
Nuisance	4%	1%
Should be charged for	4%	3%
Streetscape design changes instead	3%	3%

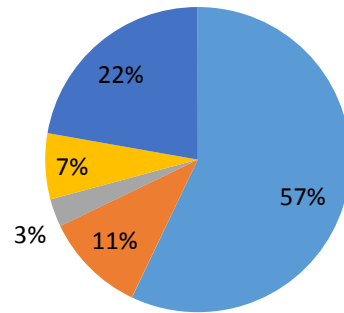
3. CONCLUSION

Survey responses will be presented to the Median Parking Advisory Committee at the Committee's December 3rd, 2015 meeting, and SFMTA staff will account for the breadth of perspectives and concerns expressed in the survey responses in evaluating the Committee's final proposed solution for addressing median parking.



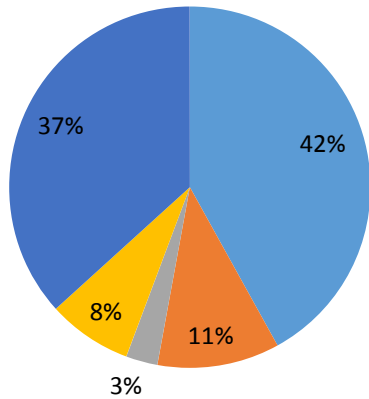
How supportive are you of completely removing median parking along Dolores and Guerrero? (Removing)

All Respondents:

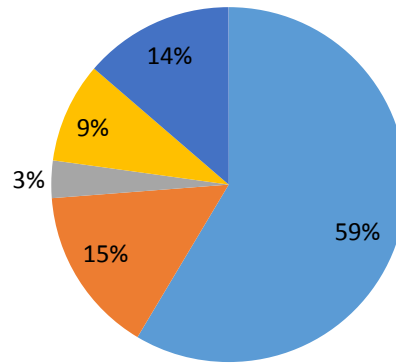


■ Completely supportive ■ Somewhat supportive ■ Neither supportive or unsupportive ■ Somewhat unsupportive ■ Completely unsupportive

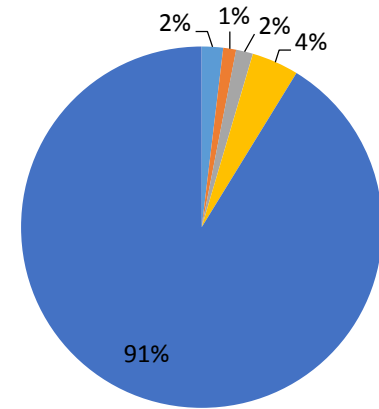
In the Project Area:



Residents in the Project Area:

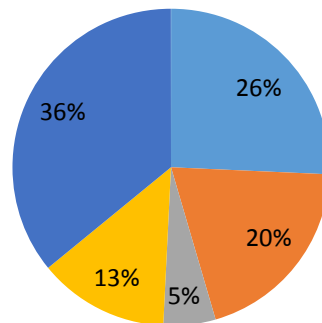


Congregants



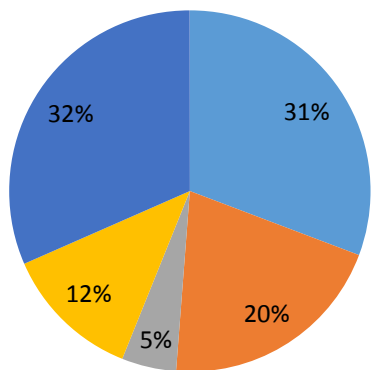
How supportive are you of continuing with weekend median parking if it is available to all and if the hours during which it is legal are clearly posted? (Formalizing)

All Respondents:

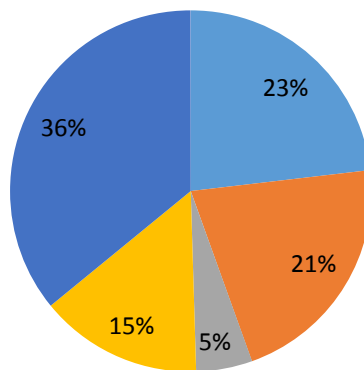


■ Completely supportive ■ Somewhat supportive ■ Neither supportive or unsupportive ■ Somewhat unsupportive ■ Completely unsupportive

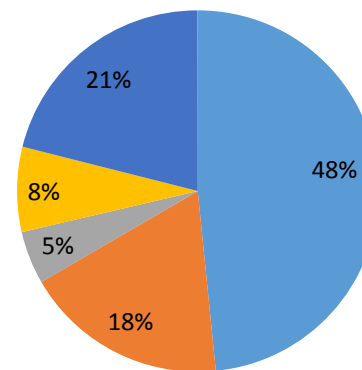
In the Project Area:



Residents in the Project Area:

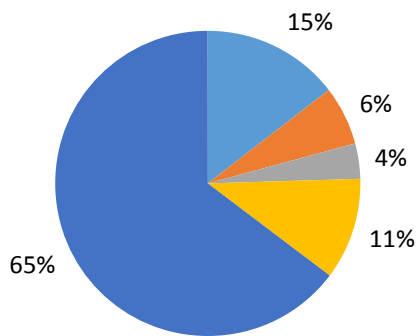


Congregants



How supportive are you of current median parking conditions continuing as they are? (Keep the same)

All Respondents:



■ Completely supportive ■ Somewhat supportive ■ Neither supportive or unsupportive ■ Somewhat unsupportive ■ Completely unsupportive

In the Project Area:	Residents in the Project Area:	Congregants																																				
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