

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Establishing various locations for overnight parking restrictions for large or oversized vehicles pursuant to Transportation Code Division I, Section 7.2.54.

SUMMARY:

- Current law and City policy permits drivers to park large or oversized vehicles on-street, subject to various parking restrictions.
- Transportation Code (SFTC Division I, Section 7.2.54) prohibits the parking of any vehicle over 22 feet in length or seven feet in height, which may include trailers and recreational vehicles, and other large vehicles between 12:00 a.m. and 6:00 a.m. when signs are posted giving notice.
- As this will be the first time the SFMTA will implement this parking restriction, SFMTA staff will evaluate the effects of the parking restriction at these locations and report to the Board of Supervisors and SFMTA Board three months after installation of signs to inform those bodies before approving parking restrictions at additional locations.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

May 29, 2013

SECRETARY _____

May 29, 2013

ASSIGNED SFMTAB CALENDAR DATE: June 4, 2013

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PURPOSE

Establishing various locations for overnight parking restrictions for large or oversized vehicles pursuant to Transportation Code Division I, Section 7.2.54.

GOAL

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.4: Improve parking utilization and manage parking demand.

DESCRIPTION

Current law and City policy permits drivers to park large or oversized vehicles on-street subject to various parking restrictions. Section 7.2.54 gives the SFMTA important parking management tools, in addition to RPP, time limits, and meters, to manage large or oversized vehicle parking and discourage habitation in vehicles.

In addition to establishing restrictions for parking commercial vehicles with a gross vehicle weight rating over 10,000 pounds on residential streets (SFTC Division I, Section 7.2.84), the Transportation Code prohibits the parking of a vehicle six feet tall or taller within 100 feet of an intersection at any time when signs are posted giving notice (SFTC Division I, Section 7.2.36). However, these two parking restrictions are insufficient to address problems associated with large or oversized vehicles parking on certain non-commercial streets. In October, 2012, the Board of Supervisors approved a new parking violation to provide an additional tool to prohibit the parking of vehicles over 22 feet in length or seven feet in height, which may include trailers and recreational vehicles, and other large vehicles between 12:00 a.m. and 6:00 a.m. when signs are posted giving notice (SFTC Division I, Section 7.2.54, effective 3/31/13). The ordinance permits the SFMTA Board, by resolution, to designate the locations where these types of vehicles are prohibited from parking after a public hearing has been held. Signs must be posted on any street subject to the parking restriction.

The proposed action would establish large or oversized vehicle overnight parking restrictions in various locations as a pilot application of this restriction to evaluate effectiveness prior to approving parking restrictions at additional locations. The current locations proposed for oversize vehicle parking restrictions were selected based on SFMTA observations of long-term large or oversized vehicle on-street parking during 2011 and 2012, as well as recommendations from members of the Board of Supervisors, SFPD district stations, and SFMTA Enforcement.

The proposed action would also rescind an existing overnight parking restriction in place on both sides of Toland Street between Oakdale and Jerrold Avenues (Tow-Away, No Parking, 10 pm to 6 am, everyday) which SFMTA determined to be overly restrictive to commercial activities on the street. In its place, the proposed action would establish oversize vehicle overnight parking restrictions on both sides of Toland Street between Oakdale and Jerrold Avenues.

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SFMTA has coordinated with the Mayor's Office of HOPE (Housing, Opportunity, Partnership & Engagement) and Homeless Outreach Team on outreach efforts to offer assistance to people who are living in vehicles parked in the pilot locations and elsewhere. These outreach efforts will continue as overnight parking prohibitions are implemented and evaluated. We will work closely with HOPE, the Police Department, and the Supervisors' offices to provide adequate outreach, advanced notice, and a one-month grace period after appropriate signs have been posted before enforcement begins and citations are issued for the parking restriction.

FUNDING IMPACT

Costs associated with the installation and maintenance of approximately 700 traffic signs will be covered by the SFMTA's operating budget.

ENFORCEMENT

Enforcement of this restriction will require coordination between SFMTA and the San Francisco Police Department due to the late night hours that apply for this parking restriction.

PUBLISHED NOTICE AND PUBLIC HEARING

Pursuant to Transportation Code Section 201, a public hearing was held on April 19, 2013, to consider the above modifications. A total of 25 people spoke at the public hearing, including Supervisor Katy Tang. Twenty people spoke in opposition to the proposed regulations.

The persons who spoke in opposition included people who currently reside in their vehicles as well as others who are concerned about homelessness in San Francisco. A common concern expressed by those in opposition is the need for alternative accommodations for RV owners. Without alternative accommodations, people who currently reside in their vehicles fear that they will be forced to live on the streets. Some people also asked for a smaller pilot area and were concerned about the cost of the pilot program. People also commented about a perceived unfairness of the program and how it appears to be targeted at the poor.

Three residents who have been longtime owners of RVs and who park their vehicles on the street and live in permanent nearby dwellings also fear that they would be forced to sell their RVs if these parking restrictions are enacted.

The five people who spoke in favor of the parking restrictions noted various problems with large or oversized vehicles that can occur in neighborhoods without residential permit parking regulations. The large vehicles can create a wall-like effect, which can shelter illegal activities. There were also concerns expressed about public sanitation.

Two of the people who spoke in favor of the program asked that the initial parking restrictions also include Clarendon Avenue from Twin Peaks Boulevard to 7th Avenue. It was noted that the large or oversized vehicles along Clarendon Avenue currently affect commuter use of the Forest Hill Station due to reports of car break-ins and other security concerns.

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In response to the public hearing notice, the SFMTA also received a request to include the 1200 to 1400 blocks of La Playa Street, between Lincoln Way and Kirkham Street, due to ongoing problems on those streets, their close proximity to the Lower Great Highway, and probable consequences if those blocks are not included in the pilot program.

In response to these requests, the proposal has been expanded to include these additional streets, plus some additional block faces along the Lower Great Highway that would likely be affected.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Under the authority granted by the Planning Department, SFMTA staff has reviewed the proposed parking regulation changes and has determined that these changes are categorically exempt from environmental review under Class 1(c)(9): changes in traffic and parking regulations, including installation and replacement of signs, where such changes do not establish a higher speed limit or result in more than a negligible increase in use of the street. A copy of the determination is on file with the Secretary for the SFMTA Board of Directors.

The City Attorney's Office has reviewed this report.

ALTERNATIVES CONSIDERED

SFMTA considered alternatives to the location-specific parking restriction adopted by the Board of Supervisors in October, 2012. These alternatives were presented to the Board of Supervisors for their deliberation and included citywide prohibition of on-street overnight parking of large or oversized vehicles, prohibition of on-street overnight parking of oversized vehicles on all residential streets, and providing public parking lots for large or oversized vehicle parking. None of these alternatives were determined to be as effective or practical as the location-specific prohibition; however, in consideration of the untried nature of this parking prohibition, SFMTA staff will evaluate the effects of the parking restriction in these locations and report to the Board of Supervisors and SFMTA Board three months after installation of appropriate signage to inform those bodies before approving parking restrictions at additional locations.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve establishing various locations for overnight parking restrictions for large or oversized vehicles pursuant to Transportation Code Division I, Section 7.2.54.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. RESCIND – TOW-AWAY, NO PARKING, 10 PM TO 6 AM, EVERYDAY –
Toland Street, both sides, between Oakdale and Jerrold Avenues.
- B. ESTABLISH – OVERSIZE VEHICLE RESTRICTION (NO PARKING, MIDNIGHT TO 6 AM, DAILY FOR VEHICLES MORE THAN SEVEN FEET TALL OR 22 FEET LONG) –
Innes Avenue, both sides, between Arelious Walker Drive and Ingalls Street
Toland Street, both sides, between Oakdale and Jerrold Avenues
Industrial Street, both sides, between Bayshore Boulevard and Oakdale Avenue
Pennsylvania Street, both sides, between 22nd and Cesar Chavez Streets
16th Street, both sides, between 7th and De Haro Streets
7th Street, both sides, between Berry and 16th Streets
Hooper Street, both sides, between 7th and 8th Streets
Berry Street, both sides, between 7th Street and De Haro Streets
15th Street, both sides, between De Haro and Carolina Streets
Carolina Street, both sides, from 15th Street to 200 feet southerly (the northern half of the block)
Irwin Street, south side, between 7th and 8th Streets
8th Street, southwest side, between Carolina and Wisconsin Streets
Great Highway, between Lincoln Way and Sloat Boulevard (west side of lower Great Highway)
Great Highway, between Lincoln Way and Kirkham Street (east side of lower Great Highway)
Great Highway, between Quintara Street and Taraval Street (east side of lower Great Highway)
48th Avenue, between Santiago Street and Taraval Street (west side)
La Playa Street between Kirkham Street and 200 feet north of Judah Street (west side)
Lincoln Way, between Great Highway and Arguello Boulevard (north side)
Fulton Street, between Great Highway and Stanyan Street (south side)
36th Avenue, both sides, between Lincoln Way and Sloat Boulevard
37th Avenue, both sides, between Lincoln Way and Sloat Boulevard
Kirkham Street, both sides, between 36th and 37th Avenues
Lawton Street, both sides, between 36th and 37th Avenues
Moraga Street, both sides, between 36th and 37th Avenues
Noriega Street, both sides, between 36th and 37th Avenues
Ortega Street, both sides, between 36th and 37th Avenues
Pacheco Street, both sides, between 36th and 37th Avenues
Quintara Street, both sides, between 36th and 37th Avenues
Rivera Street, both sides, between 36th and 37th Avenues
Santiago Street, both sides, between 36th and 37th Avenues
Taraval Street, both sides, between 36th and 37th Avenues
Ulloa Street, both sides, between 36th and 37th Avenues
Vicente Street, both sides, between 36th and 37th Avenues
Wawona Street, both sides, between 36th and 37th Avenues

Clarendon Avenue, both sides, between Twin Peaks Boulevard and Laguna Honda Boulevard
Ortega Street between 24th and 28th Avenues (south side)
Quintara Street between 24th and 28th Avenues (north side)
24th Avenue between Ortega and Quintara Streets (west side)
28th Avenue between Ortega and Quintara Streets (east side)
Arguello Boulevard, between Kezar Drive and Lincoln Way (both sides)

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, Staff will evaluate the effects of the parking restrictions at these locations and report to the Board of Supervisors and San Francisco Municipal Transportation Agency Board of Directors three months after installation of appropriate signage to inform those bodies before approving parking restrictions at additional locations; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors establishing overnight parking restrictions for large or oversized vehicles at the following locations:

Innes Avenue, both sides, between Arelious Walker Drive and Ingalls Street
Toland Street, both sides, between Oakdale and Jerrold Avenues
Industrial Street, both sides, between Bayshore Boulevard and Oakdale Avenue
Pennsylvania Street, both sides, between 22nd and Cesar Chavez Streets
16th Street, both sides, between 7th and De Haro Streets
7th Street, both sides, between Berry and 16th Streets
Hooper Street, both sides, between 7th and 8th Streets
Berry Street, both sides, between 7th Street and De Haro Streets
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Carolina Street, both sides, from 15th Street to 200 feet southerly (the northern half of the block)
Irwin Street, south side, between 7th and 8th Streets
8th Street, southwest side, between Carolina and Wisconsin Streets
Great Highway, between Lincoln Way and Sloat Boulevard (west side of lower Great Highway)
Great Highway, between Lincoln Way and Kirkham Street (east side of lower Great Highway)
Great Highway, between Quintara Street and Taraval Street (east side of lower Great Highway)
48th Avenue, between Santiago Street and Taraval Street (west side)
La Playa Street between Kirkham Street and 200 feet north of Judah Street (west side)
Lincoln Way, between Great Highway and Arguello Boulevard (north side)
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36th Avenue, both sides, between Lincoln Way and Sloat Boulevard
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Ortega Street, both sides, between 36th and 37th Avenues
Pacheco Street, both sides, between 36th and 37th Avenues
Quintara Street, both sides, between 36th and 37th Avenues

Rivera Street, both sides, between 36th and 37th Avenues
Santiago Street, both sides, between 36th and 37th Avenues
Taraval Street, both sides, between 36th and 37th Avenues
Ulloa Street, both sides, between 36th and 37th Avenues
Vicente Street, both sides, between 36th and 37th Avenues
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Clarendon Avenue, both sides, between Twin Peaks Boulevard and Laguna Honda Boulevard
Ortega Street between 24th and 28th Avenues (south side)
Quintara Street between 24th and 28th Avenues (north side)
24th Avenue between Ortega and Quintara Streets (west side)
28th Avenue between Ortega and Quintara Streets (east side)
Arguello Boulevard, between Kezar Drive and Lincoln Way (both sides)

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 4, 2013.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency