

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.
- An initial pilot set of locations for the oversize vehicle overnight parking restriction was approved by the SFMTA Board in June 2013, and implemented and observed by SFMTA staff during the summer of 2013. SFMTA staff presented their evaluation of the pilot locations where this parking restriction was implemented, with recommendations and guidance for further implementation of the parking restriction in other areas to the Board of Supervisors and SFMTA Board in November 2013. The locations proposed here are consistent with those recommendations and guidance.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

2/19/14

SECRETARY _____

2/19/14

ASSIGNED SFMTAB CALENDAR DATE: March 4, 2014

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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 an important parking management tool, 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). 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.

A pilot set of locations for the oversize vehicle overnight parking restriction was approved by the SFMTA Board in June, 2013, and implemented and observed by SFMTA staff during the summer of 2013. SFMTA staff presented their evaluation of the pilot, with recommendations and guidance for further implementation of the parking restriction in other areas, to the Board of Supervisors and SFMTA Board in November 2013. The pilot evaluation found that the oversize vehicle restriction was effective in the locations where it was posted. After three months of active enforcement, all locations signed with the restriction had greatly reduced numbers of oversize vehicles parked overnight; in most pilot locations oversize vehicle parking has been nearly eliminated.

The restriction's effectiveness is offset by concerns with displacement of oversize vehicles to other locations, as well as concerns for the displacement of people living in vehicles. Some displacement of oversize vehicles to other locations was observed during the pilot, and further use of the restriction was recommended in those locations where on-street storage of oversize vehicle is a problem, and other parking management measures (e.g., meters, time limits) are not indicated or planned.

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The disturbance and displacement of people living in vehicles is a serious matter, and mitigating adverse effects from the oversize vehicle parking restriction requires sensitivity and engagement by the SFMTA and other agencies and the community. Further use of the oversize vehicle parking restriction should be accompanied by continued coordination between the San Francisco Police Department (SFPD), the Mayor's Office of Housing Opportunity, Partnerships & Engagement (HOPE), the SF Department of Public Health Homeless Outreach Team (SFHOT), and SFMTA Enforcement to ensure that vehicle dwellers receive non-threatening outreach and information about available services, and to help them avoid fines and penalties, especially having their vehicle towed.

Per the pilot evaluation recommendations, the proposed action would establish large or oversized vehicle overnight parking restrictions in various additional locations. The locations were selected based on SFMTA observations of long-term large or oversized vehicle on-street parking, as well as recommendations from members of the community, members of the Board of Supervisors, SFPD district stations, and SFMTA Enforcement. The locations proposed here are consistent with the recommendations and guidance developed by staff in their November 2013 evaluation of the initial use of the oversize vehicle restriction.

SFMTA has coordinated with the Mayor's Office of HOPE and Homeless Outreach Team on outreach efforts to offer assistance to people who are living in vehicles parked in enforced locations and elsewhere. These outreach efforts will continue as overnight parking restrictions 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 600 traffic signs will be covered by the SFMTA's operating budget.

ENFORCEMENT

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

PUBLIC HEARING

Pursuant to Transportation Code Division II, Section 201, public hearings were held on January 31 and February 14, 2014, to consider the above parking restrictions. Between the two hearings, a total of 26 people provided comment about the proposals. Thirteen people spoke in opposition to the proposals; thirteen were in favor. The concerns of those opposed were summarized well by Jennifer Friedenbach, Executive Director of the San Francisco Coalition on Homelessness. They request a delay to further expansion of these regulations pending the development of alternate solutions. They note some positive steps being taken in discussions with some faith-based organizations to provide some off-street parking accommodations. However, there are some liability and insurance issues that have yet to be resolved. Without alternative accommodations, the effect of these regulations has been displacement and

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concentration of affected vehicles to other non-regulated areas. They also note that residents often complain about oversized vehicles because of the bad behavior of a minority of individuals and would prefer to see some revocable permit system in place to accommodate more civic-minded individuals.

Those in favor of the parking regulations are in favor of seeing the same changes to parking conditions as occurred in the first phase, trial installation of these regulations. Those in favor of extension of the regulations have noted ongoing concerns about crime, safety, sanitation, parking availability and visual blight in the unregulated areas. Supervisors Tang and Breed's offices communicated their support for the expansion of the regulations.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Under the authority granted by the Planning Department, SFMTA staff reviewed the proposed parking restriction changes and determined that these parking modifications are categorically exempt from environmental review, as a Class 1(c)(9) exemption, pursuant to Title 14 of the California Code of Regulations Section 15301.

A copy of the SFMTA's determination is on file with the Secretary for the SFMTA Board of Directors. The proposed actions are Approval Actions as defined by the San Francisco Administrative Code Chapter 31.

The City Attorney's Office has reviewed this report.

ALTERNATIVES CONSIDERED

SFMTA considered alternatives to a 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 a 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 a location-specific prohibition.

RECOMMENDATION

SFMTA staff recommends approval of various locations for overnight parking restrictions for large or oversized vehicles as set forth below:

ESTABLISH – OVERSIZE VEHICLE RESTRICTION (NO PARKING, MIDNIGHT TO 6 AM, DAILY FOR VEHICLES MORE THAN SEVEN FEET TALL OR 22 FEET LONG) –

- 14th Avenue, east side, between Fulton Street and Lake Street
- 15th Street, both sides, between Vermont Street and San Bruno Avenue
- 15th Street, south side, between Folsom Street and Harrison Street
- 16th Street, both sides, between Harrison Street and Potrero Avenue
- 17th Street, both sides, between Harrison Street and Potrero Avenue
- 17th Street, both sides, between Mississippi Street and De Haro Street
- 17th Street, both sides, between Folsom and Harrison Streets

18th Street, both sides, between Harrison Street and Potrero Avenue
18th Street, south side, between Church Street and Dolores Street
19th Street, both sides, between Indiana Street and 3rd St
20th Street, north side, between Church Street and Dolores Street
23rd Street, both sides, between Indiana Street and 3rd Street
24th Street, both sides, between Minnesota St & eastern terminus (Warm Water Cove)
25th Street, both sides, between Pennsylvania Avenue and 3rd Street
37th Avenue, west side, between Ortega Street and Rivera Street
39th Avenue, east side, between Quintara Street and Rivera Street
41st Avenue, east side, between Ortega Street and Quintara Street
Alabama Street, both sides, between 19th Street and 20th Street
Alameda Street, both sides, between Bryant Street and Vermont Street
Alemany Boulevard, east side, between Onondaga Avenue and Seneca Avenue
Alemany Boulevard, both sides, between Naglee Avenue and Lawrence Avenue
Appleton Avenue, north side, between Holly Park Circle and Patton Street
Arkansas Street, both sides, between 16th Street and Mariposa Street
Baker Street, west side, between Fell Street and Oak Street
Carolina Street, both sides, between 16th Street and Mariposa Street
Connecticut Street, both sides, between 16th Street and 17th Street
Clement Street, north side, between 33rd Avenue and 45th Avenue
Clement Street, south side, between 36th Avenue and 38th Avenue
Division Street, both sides, between 9th Street and Dore Street
Dolores Street, west side, between 18th Street and 20th Street
Edinburgh Street, west side, between Persia Avenue and Russia Avenue
Elsie Street, west side, between Holly Park Circle and Santa Marina Street
Fell Street, south side, between Baker Street and Stanyan Street
Florida Street, both sides, between 16th Street and 20th Street
Folsom Street, east side, between 15th Street and 16th Street
Funston Avenue, west side, between Fulton Street and Lake Street
Geneva Avenue, north side, between Moscow Street and Brookdale Avenue
Harrison Street, both sides, between 16th Street and 18th Street
Holly Park Circle, park side (park perimeter)
Illinois Street, both sides, between 16th Street and 24th Street
Innes Avenue, both sides, between Arelious Walker Drive and Donahue Street
Junipero Serra Boulevard, both sides, between Portola Drive and 19th Avenue
Lakeshore Drive, both sides, between Lake Merced Boulevard and Sloat Boulevard
Lincoln Way, south side, between 36th Avenue and 37th Avenue
Madrid Street, east side, between Persia Avenue and Russia Avenue
Mariposa St, north side, between Carolina and Arkansas Street
Minnesota Street, both sides, between 23rd Street and 25th Street
Missouri Street, both sides, between 16th Street and Mariposa Street
Moscow Street, east side, between France Avenue and Geneva Avenue
Oak Street, north side, between Baker Street and Stanyan Street
Ortega Street, south side, between 37th Avenue and 41st Avenue
Post Street, north side, between Scott Street and Steiner Street
Quintara Street, north side, between 39th Avenue and 40th Avenue
Quintara Street, both sides, between 40th Avenue and 41st Avenue
Rivera Street, north side, between 37th Avenue and 39th Avenue

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Russia Avenue, north side, between Edinburg Avenue and Madrid Avenue
San Bruno Avenue, both sides, between Mariposa and Division Street
Tennessee Street, both sides, between Tubbs Street and 25th Street
Texas Street, both sides, between 17th Street and Mariposa Street
Treat Avenue, both sides, between 16th Street and 18th Street
Wisconsin Street, both sides, between 16th Street and 17th Street

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:

ESTABLISH – OVERSIZE VEHICLE RESTRICTION (NO PARKING, MIDNIGHT TO 6 AM, DAILY FOR VEHICLES MORE THAN SEVEN FEET TALL OR 22 FEET LONG) –

14th Avenue, east side, between Fulton Street and Lake Street
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18th Street, both sides, between Harrison Street and Potrero Avenue
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19th Street, both sides, between Indiana Street and 3rd St
20th Street, north side, between Church Street and Dolores Street
23rd Street, both sides, between Indiana Street and 3rd Street
24th Street, both sides, between Minnesota St & eastern terminus (Warm Water Cove)
25th Street, both sides, between Pennsylvania Avenue and 3rd Street
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41st Avenue, east side, between Ortega Street and Quintara Street
Alabama Street, both sides, between 19th Street and 20th Street
Alameda Street, both sides, between Bryant Street and Vermont Street
Alemany Boulevard, east side, between Onondaga Avenue and Seneca Avenue
Alemany Boulevard, both sides, between Naglee Avenue and Lawrence Avenue
Appleton Avenue, north side, between Holly Park Circle and Patton Street
Arkansas Street, both sides, between 16th Street and Mariposa Street
Baker Street, west side, between Fell Street and Oak Street
Carolina Street, both sides, between 16th Street and Mariposa Street
Connecticut Street, both sides, between 16th Street and 17th Street
Clement Street, north side, between 33rd Avenue and 45th Avenue
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Florida Street, both sides, between 16th Street and 20th Street

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Geneva Avenue, north side, between Moscow Street and Brookdale Avenue
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Holly Park Circle, park side (park perimeter)
Illinois Street, both sides, between 16th Street and 24th Street
Innes Avenue, both sides, between Arelious Walker Drive and Donahue Street
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Rivera Street, north side, between 37th Avenue and 39th Avenue
Russia Avenue, north side, between Edinburg Avenue and Madrid Avenue
San Bruno Avenue, both sides, between Mariposa and Division Street
Tennessee Street, both sides, between Tubbs Street and 25th Street
Texas Street, both sides, between 17th Street and Mariposa Street
Treat Avenue, both sides, between 16th Street and 18th Street
Wisconsin Street, both sides, between 16th Street and 17th Street

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, Under the authority granted by the Planning Department, SFMTA staff reviewed the proposed parking restriction changes and determined that these parking modifications are categorically exempt from environmental review, as a Class 1(c)(9) exemption, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, A copy of the SFMTA's determination is on file with the Secretary for the SFMTA Board of Directors. The proposed actions are Approval Actions as defined by the San Francisco Administrative Code Chapter 31; and,

WHEREAS, The use of oversize vehicle overnight parking restrictions proposed here is consistent with the guidance developed by staff in its evaluation of the initial use of the restriction, as presented to the Board of Supervisors and San Francisco Municipal Transportation Agency Board of Directors; now, therefore, be it

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

14th Avenue, east side, between Fulton Street and Lake Street
15th Street, both sides, between Vermont Street and San Bruno Avenue
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Wisconsin Street, both sides, between 16th Street and 17th Street

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 4, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency