

**THIS PRINT COVERS CALENDAR ITEM NO. 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approval of the traffic modifications associated with the Dolores Street Median Parking Pilot and authorizes the Director of Transportation to implement the Dolores Street Median Parking Pilot for a period of 16 months.

**SUMMARY:**

- The SFMTA Board of Directors has authority to adopt changes to parking and traffic regulations.
- In 2016, the Board authorized staff to develop a pilot project that allows drivers to park alongside certain Dolores Street center medians between 14<sup>th</sup> and 18<sup>th</sup> Streets during specific times on Fridays, Saturdays and Sundays.
- The pilot seeks to clarify and eliminate the existing uncertainty currently surrounding median parking by installing signage that specifies when and where the parking may occur.
- The pilot likewise seeks to increase safety along the Dolores corridor by reducing or eliminating median parking outside of permitted hours (particularly overnight), enhancing visibility for all road users, and improving access for emergency response vehicles.
- The pilot will include a period of enhanced enforcement along the corridor to ensure that the public understands and complies with the parking regulations imposed by the pilot.
- Staff will organize and report project updates back to a committee of designated neighborhood stakeholders on a quarterly basis. These meetings will be open to the public.
- Staff request that the duration of the pilot be expanded from 12 to 16 months to ensure that sufficient time is dedicated to evaluation.
- The San Francisco Planning Department has determined that the Dolores Street Median Parking Pilot is categorically exempt under California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the San Francisco Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR

  
\_\_\_\_\_

1/9/17

SECRETARY

  
\_\_\_\_\_

1/9/17

**ASSIGNED SFMTAB CALENDAR DATE:** January 17, 2017

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## **PURPOSE**

Approval of the traffic modifications associated with the Dolores Street Median Parking Pilot and authorizes the Director of Transportation to implement the Dolores Street Median Parking Pilot for a period of 16 months.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

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

- Goal 1: Create a safer transportation experience for everyone
  - Objective 1.3: Improve the safety of the transportation system.
- Goal 4: Create a workplace that delivers outstanding service
  - Objective 4.4: Improve relationships and partnerships with our stakeholders

This action supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

## **DESCRIPTION**

On August 18, 2016, the SFMTA Board of Directors authorized staff to develop a pilot project that allows drivers to park alongside certain Dolores Street center medians between 14th and 18th Streets – with the stipulation that staff return to the Board for final approval of the traffic modifications associated with the pilot before its formal implementation. This pilot was to be for one year. These traffic modifications are detailed below. Additional components of the pilot project include: a) an enforcement plan, and b) the creation of a neighborhood stakeholder committee that staff will deliver project updates to on a quarterly basis.

The Dolores Street Median Parking Pilot was created in response to the issues associated with the decades-long, currently informal practice of parking vehicles alongside the center medians on Dolores Street. Many community members have voiced concern about these issues, which include: lack of clarity as to who may park alongside the medians and when they may do so; lack of equitable access to median parking for all potential users; lack of consistent enforcement; reduced visibility due to cars parked in intersections and in the gaps between medians; and safety hazards posed by solitary, stray vehicles parked alongside the medians overnight. The Dolores Street Median Parking pilot will address these issues by clarifying when and where people may park; prohibiting parking between medians and in intersections; and implementing a formal enforcement plan for the area.

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If implemented, the Dolores Street Median Parking Pilot will run for a duration of 16 months beginning in early 2017, and will formalize median parking along Dolores Street between 14<sup>th</sup> and 18<sup>th</sup> Streets from 8AM to 6PM on Sundays, and along Dolores Street between Alert Alley and 16<sup>th</sup> Street from 7 – 10PM on Fridays and 8AM – 12PM on Saturdays. Signs detailing the permitted parking hours will be posted on all medians between 14<sup>th</sup> and 18<sup>th</sup> Streets. The pilot will prohibit the existing practice of parking vehicles within intersections and between medians, and will likewise require that the ends of all medians be daylighted in order to prevent drivers from parking vehicles along the entire length of each median. These modifications are expected to reduce the number of “available” parking spaces from roughly 220 at present to roughly 100 following the implementation of the pilot. The removal of these parking spaces will improve visibility at intersections and increase access for emergency vehicles that need to execute U-turns between medians.

Enforcement will play a crucial role in transitioning median parking from an informal to a regulated practice. The implementation of the pilot will be coupled with a period of intensive enforcement, which will then gradually return to a complaints-based system as drivers adjust to the new regulations. The specific components of the pilot’s enforcement plan are as follows:

1. An initial one month “grace period” of intensive enforcement where people receive warnings for any actions violating newly instituted median parking regulations;
2. A subsequent two to three month period of proactive enforcement to ensure continued compliance with regulations;
3. Continued, responsive complaint-based enforcement following the conclusion of the earlier, more intensive enforcement efforts to ensure sustained compliance with regulations.

The following metrics will be used to evaluate the success of the pilot:

1. Reduction in incidence of night-time parking on the median – staff will perform after-hours site visits throughout the course of the pilot and compare number of cars parked on the medians against pre-pilot conditions. Staff will likewise review any reports of stray cars received by SFPD or SFMTA parking enforcement.
2. Elimination of parking on red-curb areas – Staff will perform site visits (particularly at the outset of the pilot) to monitor compliance.
3. Elimination of parallel parking between medians – Staff will perform site visits (particularly at the outset of the pilot) to monitor compliance.
4. Emergency response times through the area – Staff will solicit SFFD and SFPD for qualitative feedback
5. Compliance with posted permitted parking hours -- Staff will perform site visits (particularly at the outset of the pilot) to monitor compliance.

SFMTA staff will monitor levels of compliance with these metrics throughout the course of the pilot. Staff reserve the right to make ongoing, minor adjustments to the pilot project if said adjustments will help meet the goals outlined in the metrics above. During the final four months of the pilot, Staff will conduct a comprehensive evaluation of all data collected throughout the course of the pilot. If this evaluation proves that the pilot was successful in meeting its goals, staff may recommend the permanent formalization of the parking. If the pilot is not successful in meeting these goals, staff may

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recommend the complete removal of the median parking, or make any other appropriate recommendation, including modifications to the program.

SFMTA staff will likewise organize and convene a committee of neighborhood stakeholders (e.g. residents, business owners, representatives of faith-based organizations, etc.) to report back to throughout the course of the pilot. The committee will meet on a quarterly basis, and will be a dedicated committee for SFMTA staff to report on project updates and findings. Committee members will have the opportunity to comment and offer feedback or recommendations on said updates and findings; however, they will not have the ability to mandate or implement changes to the project. Committee meetings will be open to the public. Committee members will be required to have some affiliation to the Mission Dolores area. Neighbors who reside on Dolores Street or immediately off of it will be prioritized for committee membership. SFMTA staff will solicit applications through networks and relationships with neighborhood groups, faith-based institutions and local businesses. This committee will be separate from the committee initially convened to address median parking along Dolores and Guerrero Streets in 2015.

In addition to the traffic modifications described below, two blue zones will be created in the vicinity to help ensure equitable access to drivers or passengers who are not physically able to access or disembark from the center medians.

A statement clarifying that the parking is available to all members of the public, and all other project materials and information will be posted and routinely updated on the SFMTA website.

To implement the pilot, the following changes require SFMTA Board approval:

- A. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 8 AM TO 6 PM, SUNDAYS ONLY- Dolores Street, southbound, from 30 feet to 215 feet south of 14th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 50 feet to 215 feet south of 14th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 60 feet to 210 feet north of 15th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 210 feet north of 15th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 30 feet to 100 feet south of 15th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 110 feet south of 15th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 245 feet to 325 feet north of 16th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 165 feet north of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 40 feet to 165 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 60 feet to 165 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 245 feet to 325 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 245 feet to 325 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 40 feet to 110 feet north of 17th Street

(parking to remain prohibited at all other times), Dolores Street, northbound, from 20 feet to 110 feet north of 17th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 30 feet to 190 feet south of 17th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 185 feet south of 17th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 45 feet to 190 feet north of 18th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 25 feet to 190 feet north of 18th Street (parking to remain prohibited at all other times)

B. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 7 PM TO 10 PM, FRIDAYS ONLY; 9 AM TO 12 PM, SATURDAYS ONLY; 8 AM TO 6 PM, SUNDAYS ONLY  
Dolores Street, southbound, from 245 feet to 325 feet north of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 60 feet to 165 feet north of 16th Street (parking to remain prohibited at all other times)

## **STAKEHOLDER ENGAGEMENT**

SFMTA staff presented the proposed pilot project to members of the Mission Dolores Neighborhood Association on November 9, 2016. Staff discussed the components of the pilot with the neighborhood association members, generally the members were supportive.

The traffic modifications were likewise discussed at the November 18, 2016 engineering public hearing. Prior to the hearing, notices were posted on light and utility poles along Dolores Street between 14<sup>th</sup> and 18<sup>th</sup> Streets as well as on neighboring blocks. SFMTA staff likewise sent out an email notification about the public hearing to all members of the public who previously expressed interest in or were involved with the project. Four people testified in favor of the pilot project at the hearing, and five people submitted comments in opposition to the pilot project via email. Concerns articulated included: the project's lack of support for San Francisco's Transit First Policy, safety issues caused by parking cars alongside the medians, the SFMTA's inability to enforce the proposed new regulations, and the lack of support for the proposal among residents of the neighborhood.

The design of the pilot will continue to be shaped by public input following implementation – the pilot is intended to be flexible and responsive to feedback received from the pilot.

## **ALTERNATIVES CONSIDERED**

SFMTA staff considered formalizing parking from 8AM – 6PM on Saturday and Sunday, as well as on Friday evenings. This alternative was rejected due to strong neighborhood pushback against the idea of expanding median parking outside of the hours during which it currently occurs.

## **FUNDING IMPACT**

Funding impacts are anticipated to be negligible. All direct costs associated with the pilot project will be covered through the FY16/17 Operating budget.

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## **ENVIRONMENTAL REVIEW**

The proposed the Dolores Street Median Parking Pilot is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for basic data collection, research, experimental management, and resource evaluation activities as defined in Title 14 of the California Code of Regulations Section 15306.

On December 12, 2016, the San Francisco Planning Department determined (Case Number 2016-012705ENV) that the Dolores Street Median Parking Pilot is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306. The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item.

## **RECOMMENDATION**

Staff recommend that the SFMTA Board of Directors approve the traffic modifications associated with the Dolores Street Median Parking Pilot and authorize the Director of Transportation to implement the Dolores Street Median Parking Pilot for a period of 16 months.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has identified a need for traffic modifications in support of the Dolores Street Median Parking Pilot:

- A. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 8 AM TO 6 PM, SUNDAYS ONLY- Dolores Street, southbound, from 30 feet to 215 feet south of 14th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 50 feet to 215 feet south of 14th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 60 feet to 210 feet north of 15th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 210 feet north of 15th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 30 feet to 100 feet south of 15th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 110 feet south of 15th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 245 feet to 325 feet north of 16th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 165 feet north of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 40 feet to 165 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 60 feet to 165 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 245 feet to 325 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 245 feet to 325 feet south of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 40 feet to 110 feet north of 17th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 20 feet to 110 feet north of 17th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 30 feet to 190 feet south of 17th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 40 feet to 185 feet south of 17th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 45 feet to 190 feet north of 18th Street (parking to remain prohibited at all other times), Dolores Street, northbound, from 25 feet to 190 feet north of 18th Street (parking to remain prohibited at all other times)
- B. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 7 PM TO 10 PM, FRIDAYS ONLY; 9 AM TO 12 PM, SATURDAYS ONLY; 8 AM TO 6 PM, SUNDAYS ONLY  
Dolores Street, southbound, from 245 feet to 325 feet north of 16th Street (parking to remain prohibited at all other times), Dolores Street, southbound, from 60 feet to 165 feet north of 16th Street (parking to remain prohibited at all other times)

WHEREAS, These traffic modifications are needed to formally implement the Dolores Street Median Parking Pilot; and,

WHEREAS, The SFMTA Board of Directors authorized staff to develop the Dolores Street Median Parking Pilot on August 16, 2016; and,

WHEREAS, The Dolores Street Median Parking Pilot will provide clarity as to when and where median parking may occur and will regulate an existing informal use; and,

WHEREAS, The San Francisco Transportation Code allows for parking alongside a median when signage permitting the activity is present; and,

WHEREAS, The proposed Dolores Street Median Parking Pilot is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for basic data collection, research, experimental management, and resource evaluation activities as defined in Title 14 of the California Code of Regulations Section 15306; and

WHEREAS, On December 12, 2016, the San Francisco Planning Department determined (Case Number 2016-012705ENV) that the Dolores Street Median Parking Pilot is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15306; the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and;

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic modifications associated with the Dolores Street Median Parking Pilot listed above and authorizes the Director of Transportation to implement the Dolores Street Median Parking Pilot for a period of 16 months.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 17, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency