



Oversize Vehicle Overnight Parking Restriction Pilot Evaluation and Recommendations

San Francisco Municipal Transportation Agency
November 2013

Summary

The oversize vehicle overnight parking restriction (created last year as Section 7.2.54 of the Transportation Code) has shown to be effective in pilot locations where it was posted. After three months of active enforcement, all locations signed with the restriction have 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 is 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.

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 San Francisco Municipal Transportation Agency (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.

Background

Issues around on-street parking of oversize vehicles, including trailers, semi-trailers, motorhomes, and boats, have long been observed and reported by SFMTA parking control officers, the SFPD, and residents throughout the city. Oversize vehicles parked on city streets can present a variety of public safety and public health problems, from impaired sight lines for road users to illegal dumping of garbage and waste matter on sidewalks and streets. In some districts, limited available on-street parking is diminished further due to oversize vehicles being stored on streets. Additionally, graffiti and tagging of oversize vehicles parked on city streets contributes blight to neighborhoods.

The long-term storage of private property in the public right-of-way is generally prohibited by law in San Francisco. On-street parking of vehicles is regulated and enforced by the SFMTA and SFPD through numerous measures established in the Transportation Code (time limits, meters, restrictions and prohibitions); encroachments

by non-vehicular property are regulated by the Department of Public Works via the Public Works Code.

Regulatory tools to address inappropriate parking of oversize vehicles have been adopted over the years. Oversize vehicles are subject to all parking regulations applicable to any vehicle, including time limits, parking meter regulations, Residential Parking Permit (RPP), and the 72 hour rule.¹ Commercial vehicles used for advertising cannot park on city streets, and commercial vehicles over 10,000 pounds cannot park on residential streets between the hours of 2:00 a.m. and 6:00 a.m. or for more than one hour during any other time.²

Vehicles of any type weighing more than 6,000 pounds (with the exception of transit, utility, and emergency vehicles) are prohibited from operating on dozens of San Francisco streets enumerated in the Transportation Code.³

A subcategory of oversize vehicles, those used as housing, are subject to the Police Code prohibition on human habitation of a motor vehicle on any street or public way between 10:00 p.m. and 6:00 a.m.⁴ Established by the Board of Supervisors in 1971, this regulation is signed in many locations around the city, along park and beach borders as well as industrial and undeveloped areas, but it has been very difficult to enforce – since vehicle habitation is a misdemeanor, citations must be served personally, so police officers may knock on the door of an inhabited vehicle, but if no one answers, no person can be cited.

The Board of Supervisors deliberated but did not adopt legislation in late 2004 that would have imposed a blanket prohibition on overnight parking of oversize vehicles anywhere in San Francisco.

At the behest of the Board of Supervisors the SFMTA developed a policy proposal in 2012 to support and inform discussion on ways to address these issues. Based on field surveys, research, and analysis developed in that policy proposal, San Francisco Transportation Code Division I, Section 7.2.54, was adopted by the San Francisco Board of Supervisors in September 2012 to address inappropriate parking of oversized vehicles on city streets. The ordinance prohibits overnight parking of oversize vehicles where signs declaring the restriction are posted:

¹ San Francisco Transportation Code Article 7: Violations, Section 7.2.29: Parking Prohibited for more than 72 hours.

² San Francisco Transportation Code Article 7: Violations, Section 7.2.81: Parking of vehicles for commercial advertising purposes; Section 7.2.84: Commercial vehicle parking in certain districts. Article 500: Size, weight, load restrictions, Section 502: Commercial vehicles; parking limited in certain districts.

³ San Francisco Transportation Code Article 500: Size, weight, load restrictions, Section 501: Vehicle weight restrictions

⁴ San Francisco Police Code Article 1.1: Regulating the use of vehicles for human habitation, Section 97-99

SFTC SEC. 7.2.54. OVERSIZE VEHICLE PARKING.

To Park a vehicle over 22 feet in length or over 7 feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when Municipal Transportation Agency signs are posted giving notice. This section shall be operative on March 31, 2013.

The fine for violating Section 7.2.54 is set at \$103 (\$110 with courthouse fees) in Division II of the Transportation Code.

Pilot Planning and Outreach

Based on field surveys conducted for the SFMTA policy study, as well as requests and recommendations from district Supervisors, SFPD officers, SFMTA engineering and enforcement staff, and community members, an initial set of locations for pilot use of the oversize vehicle restriction was developed in early 2013.

Because of the time of day during which the restriction applies (midnight-6:00 a.m.), enforcement is mainly carried out by night-watch patrols of the district SFPD stations. For that reason, pilot locations were selected with concentrations in two SFPD districts (Taraval and Bayview) to help focus and simplify operations.

Pilot Locations

Those locations were reviewed at an SFMTA public hearing on April 19, 2013, and approved by the SFMTA Board of Directors at their June 4, 2013 meeting:

West side locations *(see map at Figure 1)*

- 24th Avenue between Ortega and Quintara Streets (west side)
 - 28th Avenue between Ortega and Quintara Streets (east side)
 - 36th Avenue, west side, between Lincoln Way and Sloat Boulevard
 - 37th Avenue, east side, between Lincoln Way and Sloat Boulevard
 - 48th Avenue, between Santiago Street and Taraval Street (west side)
 - Arguello Boulevard, between Kezar Drive and Lincoln Way (both sides)
 - Clarendon Avenue, both sides, between Twin Peaks Boulevard and Laguna Honda Boulevard
 - Fulton Street, between Great Highway and Stanyan Street (south side)
 - Great Highway, between Lincoln Way and Sloat Boulevard (west side of lower Great Highway)
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- 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)
- La Playa Street between Kirkham Street and 200 feet north of Judah Street (west side)
- Lawton Street, both sides, between 36th and 37th Avenues
- Lincoln Way, between Great Highway and Arguello Boulevard (north side)
- Kirkham 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 between 24th and 28th Avenues (south side)
- Ortega Street, both sides, between 36th and 37th Avenues
- Pacheco Street, both sides, between 36th and 37th Avenues
- Quintara Street between 24th and 28th Avenues (north side)
- 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

East side locations (see map at Figure 2)

- 15th Street, both sides, between De Haro and Carolina Streets
- 16th Street, both sides, between 7th and De Haro Streets
- 7th Street, both sides, between Berry and 16th Streets
- 8th Street, southwest side, between Carolina and Wisconsin Streets
- Berry Street, both sides, between 7th Street and De Haro Streets
- Carolina Street, both sides, from 15th Street to 200 feet southerly (the northern half of the block)
- Hooper Street, both sides, between 7th and 8th Streets
- Industrial Street, both sides, between Bayshore Boulevard and Oakdale Avenue
- Innes Avenue, both sides, between Arelious Walker Drive and Ingalls Street
- Irwin Street, south side, between 7th and 8th Streets
- Pennsylvania Street, both sides, between 22nd and Cesar Chavez Streets

- Toland Street, both sides, between Oakdale and Jerrold Avenues

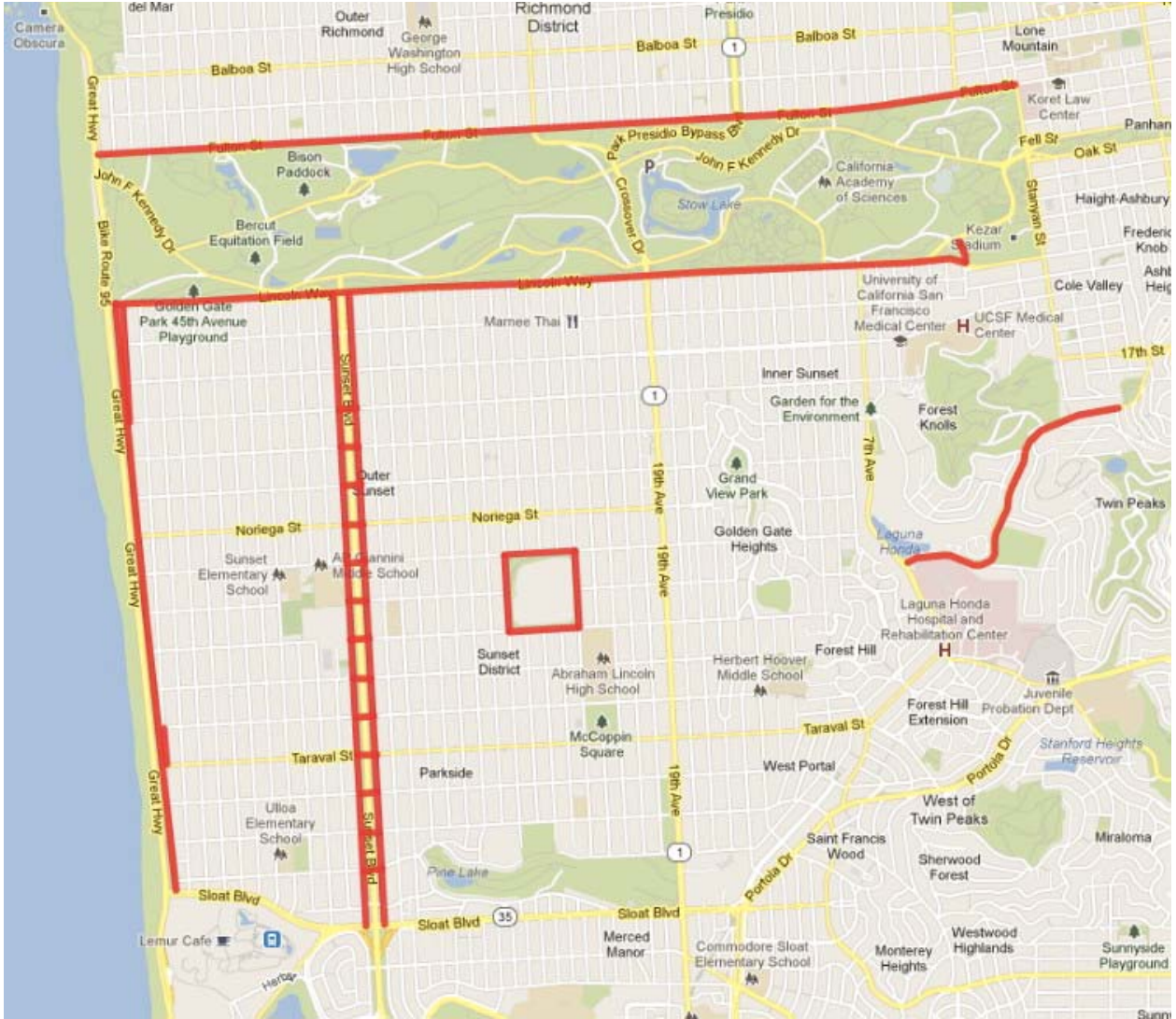


Figure 1: West side pilot locations

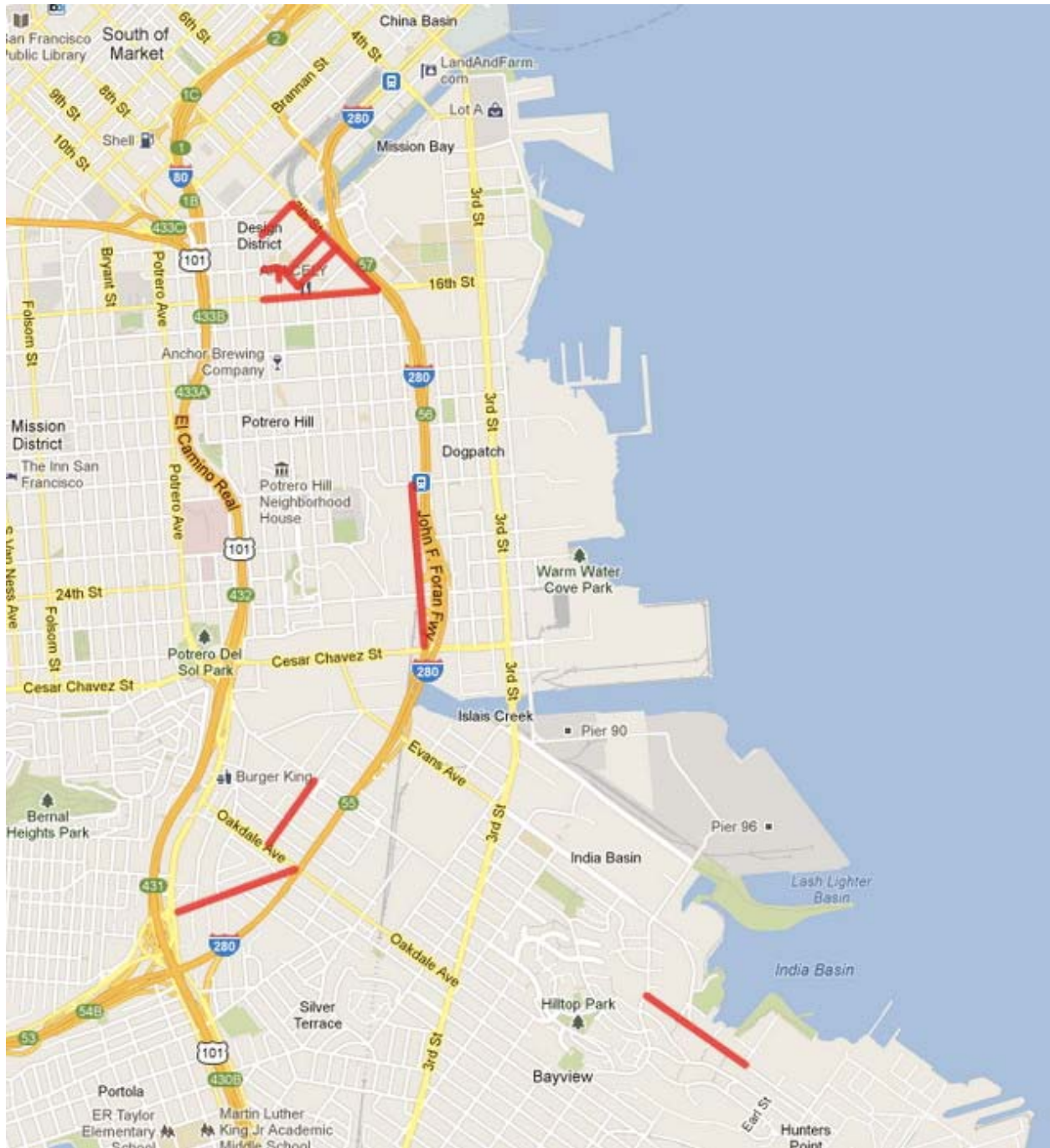


Figure 2: East side pilot locations

Pre-Enforcement Outreach

In cooperation with the Housing Opportunity, Partnerships & Engagement (HOPE) program of the SF Mayor's Office, the San Francisco Department of Public Health's Homeless Outreach Team (SFHOT) conducted outreach to vehicularly housed people in these pilot locations in early 2013. They utilized a flyer explaining the new parking restriction, as well as offered resources for supportive housing and a trial program whereby an individual's vehicle could be safely stored as long as that person and/or family participates in case management with the goal of securing permanent housing. The flyer featured SFHOT's 24-hour service line (415-734-4233) for anyone interested in help. The SFHOT oversize vehicle flyer is attached at end of this report as Appendix A.

Warning Period Before Citations

SFMTA Enforcement issued warnings for approximately one month, from early June through July 15, 2013, using informational flyers placed on oversize vehicles parked in pilot locations. The SFMTA oversize vehicle fact sheet and warning flyers are attached at end of this report as Appendix B and C.

SFPD and SFMTA Enforcement held off on issuing citations during this time (the two citations that were issued just before July 15 were dismissed).

Implementation

1,000 oversize vehicle parking restriction signs were produced at a cost of \$19,200.

SFMTA Sign Shop crews installed approximately 300 signs in 10 work orders; the cost of all labor and incidental hardware for sign installation was \$16,200.

Approximately 700 signs are left in stock for maintenance and further use.



Figure 3: Oversize vehicle overnight parking prohibition sign

Pilot Experience

The oversize vehicle overnight parking restriction has shown to be effective in pilot locations where it was posted. After three months of active enforcement, all locations signed with the restriction have 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 is recommended in those locations where oversize vehicle on-street storage is a problem, and other parking management measures (e.g., meters or time limits) are not indicated or planned.

Warnings issued

SFMTA parking control officers canvassed all pilot streets in late June three separate times, leaving warning flyers and fact sheets on oversize vehicles parked on those streets. The SFMTA oversize vehicle fact sheet and warning flyers are attached at end of this report as Appendix B and C.

Citations issued

74 parking citations were known to have been issued during the three month observation period (the two citations issued pre-July 15 were dismissed). Three vehicles received two citations and two vehicles were cited three times.

Citations issued by vehicle type (based on 2-letter code on SFPD citation form):

- 19 - mobile home/bus (3 issued to a mobile home with Iowa license plates)
- 14 - van (3 issued to one van)
- 26 - truck/pickup/SUV (2 issued to two different trucks)
- 15 - unknown (2 issued to one vehicle of unknown type)

Vehicles towed

No oversize vehicles were known to have been towed during the observation period. This is a matter of understandable sensitivity as it could involve inhabited vehicles, and heightened communication and coordination between the SFPD, SFHOT, and SFMTA Enforcement is required 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.

Oversize vehicle presence in pilot areas before & after

Where posted, the oversize vehicle overnight parking restriction was effective in reducing the number of oversize vehicles parked. Many large vehicles below the 22' x 7'

size threshold continue to be parked in and near the pilot areas, including commercial vehicles marked with business names (roofers, plumbers, landscape gardeners, etc.); some of these vehicles may be subject to other existing parking restrictions.

Approximately half of the oversize vehicles observed in pilot locations before enforcement began (June 2013) were “habitable” (campers, RVs, and large non-commercial vans), the same proportion observed in surveys conducted for the SFTMA’s 2012 policy analysis. It is not known, however, how many of the “habitable” vehicles were in active use as housing and how many were stored unoccupied on-street.

In some locations (e.g., Carolina St and Innes Ave) oversize vehicles were observed parked just outside of the pilot area. Such locations should be considered for expansion of the parking restriction.

In some locations (e.g., Sunset Blvd area) oversize vehicles were observed parked on adjacent streets, having been displaced by the new restriction on the pilot street.

Oversize vehicles observed in pilot locations

Location	(before) June 2013	(after) October 2013
Fulton St	16	2
Lincoln Way	8	1
Great Highway/La Playa	21	2
Sunset Blvd area	17	0
Sunset Reservoir	1	0
Clarendon Ave	2	0
7th St / 16th St / Berry St	21	0
Pennsylvania St	4	0
Toland St	1	0
Industrial St	5	0
Innes Ave	3	0

Oversize vehicle presence in other areas (displacement)

Reports of increased problems with oversize vehicle parking were received for these locations (all of which had some degree of oversize vehicle presence prior to the pilot):

- North Potrero (south of CCA pilot area)
- Holly Park perimeter
- Panhandle perimeter (Fell, Oak, and Baker Streets)
- Sunset streets between 45th Avenue and Great Highway
- Sunset school cluster perimeter (37th Ave, 41st Ave, Ortega, Quintara, Rivera)
- Lakeshore Drive perimeter
- Junipero Serra Boulevard

Gaps in pilot coverage were identified at these locations:

- Lincoln Way, south side over Sunset Blvd (between 36th and 37th Ave)
- 37th Ave, west side between Ortega and Rivera

Complaints received by SFMTA, Supervisors, and SFPD

During planning and outreach for the pilot complaints and objections were received from people living in vehicles, as well as from the Coalition on Homelessness, via written communication and at public hearing and testimony at the SFMTA Board of Directors meetings. Questions were also received from residents and businesses in and near pilot locations during planning and outreach.

The SFMTA received 14 phone calls as a result of the warning flyers that were distributed by SFMTA parking control officers, two from people living in campers, one from a man who had driven his converted school bus to San Francisco to attend vocational school, and eleven from residents with oversize vehicles parked near their homes.

Supervisors and SFPD district stations reported and forwarded constituent complaints about increased oversize vehicle presence in areas near the pilot locations; those areas are listed in the subsection above.

Vehicle Habitation

Many concerns have been expressed about what impacts an overnight on-street parking restriction might have on people who live in vehicles on San Francisco streets. The challenge of balancing concerns about “vehicularly housed” people with the need to address public health, public safety, and other community concerns exacerbated by inhabited vehicles on city streets has been a decades-long debate in San Francisco, as it has been in other cities and towns. See “Background” section at the beginning of this report for an account of earlier attempts to address the problem.

As stated earlier in this report, approximately half of the oversize vehicles observed in pilot locations before enforcement began were “habitable” (campers, RVs, and large non-commercial vans), the same proportion observed in surveys conducted for the SFMTA’s 2012 policy analysis. It is not known, however, how many of the “habitable” vehicles were in active use as housing (rather than stored unoccupied on-street).

The most recent San Francisco Homeless Count and Survey (2013)⁵ reported that 13% of survey respondents said their “usual place to sleep at night” was a vehicle of some kind, up from 3% in the 2011 survey.

Before and during the pilot period the SFMTA met and communicated with the Coalition on Homelessness, working to understand and address their concerns with the parking restriction. Recommendations for changes to the city’s treatment of vehicularly housed people were offered by the Coalition in a letter to the SFMTA in August 2013; those recommendations and the SFMTA’s responses appear below:

1. Amend Transportation Code Section 7.2.54 to apply only to commercial vehicles, not personal vehicles.

This would defeat the intent and purpose of the restriction. The public safety, public health, parking availability, and blight-reduction goals of the measure are relevant for the restriction of all types of oversize vehicles, not just commercial.

2. Create a parking permit type for vehicle inhabitation, to allow exceptions in restricted areas.

This would contradict Police Code Sections 96-97; amendment of the Police Code would be the appropriate method for relaxing the long-standing prohibition against car camping on city streets. As stated in our response to #1 above, the public safety, public health, parking availability, and blight-reduction goals of the oversize vehicle parking restriction are relevant for all types of oversize vehicles.

3. Provide parking areas (on-street or off-street) for people who live in vehicles to park legally – create a parking lot for residential vehicles.

The creation or designation of City-owned on-street or off-street camping sites is contrary to adopted policy and law, and extremely impractical for numerous reasons. “Safe parking” programs, such as those being tried in

⁵ 2013 San Francisco Homeless Count and Survey, SF Local Homeless Coordinating Board, <http://sfgov3.org/modules/showdocument.aspx?documentid=4819>

Seattle, Eugene, and Los Angeles, facilitate voluntary parking lot hosting by churches and other faith communities for vehicularly housed people, with support services designed to help move people to better housing. At some point in the future San Francisco might consider a trial of this kind of program but in the near-term the SFMTA and stakeholders will have an opportunity to monitor how well this parking management tool addresses various issues.

4. Develop a mechanism for forgiveness of fines and fees levied on a towed vehicle that serves as a residence.

Systematic exception of fines and penalties for certain oversize vehicle owners based on habitation would be unfeasible, contrary to the intent and purpose of the restriction, and render the parking restriction ineffective for certain types of oversize vehicles. Instead we recommend that use of the oversize vehicle parking restriction be accompanied by ongoing coordination between the San Francisco Police Department (SFPD), 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.

5. Audit and reconsider all on-street parking restrictions in San Francisco that limit opportunities for vehicularly-housed people to find parking.

Existing parking restrictions which limit oversize vehicle parking on city streets have been implemented independently, over time, in response to particular public safety, traffic circulation, and parking availability needs. As with request #3 above, the facilitation of on-street camping sites is contrary to adopted policy and law, and extremely impractical for numerous reasons.

It is important to note that not everyone living in a vehicle parked on-street does so because of hardship or lack of choice. SFMTA staff spoke with two individuals who were camping in vehicles by choice, and have received other reports of “choice” camping, in particular the cases described in a September 2013 San Francisco Chronicle story describing three “young professionals” who choose to live in RVs⁶. For reasons of economy, liberty, and mobility, some people choose to live in a vehicle parked on city

⁶ “These young SF professionals choose to live in RVs”, San Francisco Chronicle, September 1, 2013, <http://sfgate.com/bayarea/article/These-young-SF-professionals-choose-to-live-in-RVs-4778625.php>

streets (one of the subjects of the Chronicle story has published advice on how to live comfortably in a small RV⁷).

Distinguishing and weighing the relative neediness and hardship of people living in vehicles, towards a policy of tolerance for the needy and enforcement for the “choice” camper, is a task beyond the ability of the SFMTA and SFPD. The oversize vehicle parking restriction must be evenly applied where it is designated, but coordination and collaboration with HOPE, SFHOT, and other agencies and community partners is essential to help protect and extend assistance to vulnerable individuals and families living in vehicles.

Recommendations

The oversize vehicle overnight parking restriction has been very effective at reducing the occurrence of oversize vehicle parking where posted. Further use of the restriction should be made in areas experiencing increased presence of oversize vehicles (noted in “Pilot Experience” section above), as well as areas with ongoing oversize vehicle parking problems.

Use of the restriction should be guided and prioritized by these general characteristics:

- Park edges
- Schoolyard perimeters
- Residential streets with limited on-street parking
- Streets with vehicles subject to graffiti, dumping, and other blight
- Other parking management measures (e.g., meters, time limits) are not indicated or planned

SFMTA staff will bring proposals for use of the oversize vehicle restriction in further locations through the standard SFMTA traffic change process, including internal and interagency review, public hearing, and deliberation by the SFMTA Board. Such proposals should be made in consultation with district Supervisors, the SFPD, SFMTA Enforcement and Transportation Engineering, HOPE, SFHOT, and the community, including homeless advocates.

Mitigating adverse effects from the oversize vehicle parking restriction on vehicularly housed individuals requires sensitivity and engagement by the SFPD, SFMTA, and other agencies and the community. Further use of the oversize vehicle parking

⁷ “Living in a Small RV: Introduction”, <http://tynan.com/living-in-a-small-rv-introduction>

restriction should be accompanied by continued coordination between the SFPD, SFHOT, HOPE, 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.

Appendix A: SFHOT outreach flyer



Important Notice Concerning New Enforcement Prohibiting Over-Sized Vehicles from Parking on Certain City Streets

Beginning in April 2013, San Francisco will implement new restrictions prohibiting parking of over-sized vehicles on certain designated streets in our City as part of a pilot program approved by the Board of Supervisors.

When these laws change, it will be prohibited to keep an over-sized vehicle parked on the City streets participating in the pilot program.

Our City wants to reach out to offer support if you are living in your vehicle. We have a pilot program whereby an individual's vehicle can be safely stored as long as that person and/or family participates in case management with the goal of securing permanent housing. If you are willing to engage services, please contact the San Francisco Homeless Outreach Team (SFHOT) via their 24-hour service line: (415) 734-4233.

Call 311 if you have questions regarding the pilot program including the affected City streets. We have provided a list of Oversize Vehicle Parking and Self-Storage Options in San Francisco for your information on the back of this notice.

Oversize Vehicle Parking and Self-Storage Options in San Francisco

San Francisco Candlestick RV Park

650 Gilman Avenue

800.888.2267

Rates:

-Total vehicles length under 30', 2 people - 69\$

-Total vehicles length over 30', 2 people - 74\$

Public Storage

2090 Evans Avenue

SF CA 94124

800-688-8057

Rates: 10' by 30': 255\$ (online special per month); First month rent 1\$

American Storage

600 Amador St.

800-863-5820

<http://www.americanstorage-ca.com/>

Rates: 12x36 parking spot; 175\$ per month

City View Storage

Treasure Island

<http://www.yellowpages.com/business/site?link=http%3A%2F%2Fwww.cityviewstorage.com>

(415) 399-0893

cityviewstorage@gmail.com

Rates: Indoor Storage Units/Spaces: Example: 8.5' x 14' unit = \$130/mo

Self Storage 1

1828 Egbert Avenue, San Francisco

(888) 429-8344

All Aboard Mini-Storage

1700 Egbert Avenue

(415) 578-1952

Appendix B: Oversize vehicle fact sheet



Oversize Vehicle Parking Restriction – Overview and FAQ

The San Francisco Board of Supervisors recently enacted a new violation in the SF Transportation Code to address inappropriate parking of oversized vehicles on city streets:

SFTC SEC. 7.2.54. OVERSIZE VEHICLE PARKING.

To Park a vehicle over 22 feet in length or over 7 feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when Municipal Transportation Agency signs are posted giving notice. This section shall be operative on March 31, 2013.

The oversize vehicle restriction will apply only to those street segments where signs are posted – the posting of a sign will activate the restriction in that location. This will permit the restriction to be applied where oversize vehicles are inappropriately parked, but allow overnight parking of oversize vehicles in other locations.

The oversize vehicle parking restriction will go into effect March 31, 2013.

Site selection and implementation: The SFMTA is working with community stakeholders, together with Supervisors' offices and the SF Police Department, to select locations for a pilot use of the new restriction. As with any changes to parking and traffic regulations in San Francisco, public hearings will be held to review those locations identified for pilot implementation, and those public hearings will inform the deliberation and action of the SFMTA's board in legislating any implementations of the restriction.

Pilot evaluation: The SFMTA will be carrying out an evaluation process to measure the effectiveness of the restriction in those locations where it is deployed, as well as its effects in nearby areas and across the city. SFMTA believes the new tool will be useful in treating the inappropriate parking of oversized vehicles, but we're committed to making a good evaluation of the initial uses of the tool before deploying it more widely.

Is this a citywide prohibition on oversized vehicles?

No, the new oversize vehicle parking restriction will only apply to street segments where signs are posted. The restriction will be piloted in selected locations, evaluated, and then rolled out to other locations as appropriate.





Is this restriction meant to target people living in campers and other vehicles?

No, this restriction was developed to address inappropriate parking of oversize vehicles of all sorts, whether commercial trucks or boat trailers or campers.

Isn't it already illegal to live in a vehicle?

The SF Police Code (SFPC Sec 97) prohibits habitation in vehicles from 10pm-6am everyday (maximum penalty \$1000 and/or six months in jail). This prohibition is signed in many locations around the city, along park and beach as well as industrial and undeveloped areas, but it has been very difficult to enforce – since vehicle habitation is a misdemeanor, citations must be served personally, so police officers may knock on the door of an inhabited vehicle, but if no one answers, no person can be cited.

Why not use a permit system to manage oversize vehicle parking?

A permit system was considered as a potential solution, and while that possible approach does have some advantages, we believe its drawbacks outweigh its benefits:

- Customer service: a permit system would require residents and visitors to get a permit before parking. This would degrade the experience for visitors, and likely create a higher hurdle than now – parking these vehicles on-street in San Francisco is very easy now.
- Administrative burden for SFMTA: creating and administering a permit program is costly, and something the SFMTA does not do unless there is a very compelling reason to do so.
- Communication challenges: making people, especially visitors, aware of the permit program would be a sizeable and ongoing communications challenge, and would likely require extensive and expensive signage on many city streets, rather than the very targeted approach the SFMTA is pursuing

What other rules are there to control inappropriate parking of oversize vehicles?

- 72-hour on-street parking limit (citywide) – SFTC 7.2.29
- Tall vehicle (6 feet or taller) within 100 feet of an intersection (where signed) – SFTC 7.2.36
- Oversize commercial vehicle (gross weight > 10,000 lbs) prohibited on residential streets – SFTC 7.2.84
- Tow-away, no parking [time range], outside downtown core – SFTC 7.2.41
- Perpendicular/angled parking (where signed or marked) – SFTC 7.2.32
- Parking outside of designated parking space – SFTC 7.2.51

For questions on the new Oversize Vehicle restriction, please call 415-701-4213

Appendix C: Oversize vehicle warning flyer

NOTICE

NEW PARKING RESTRICTION IN EFFECT THIS VEHICLE MUST BE MOVED OR IT WILL BE TICKETED

A new parking rule has recently been enacted in the San Francisco Transportation Code to address inappropriate parking of oversized vehicles on city streets:

SFTC SEC. 7.2.54. OVERSIZE VEHICLE PARKING.

PROHIBITED: To Park a vehicle over 22 feet in length or over 7 feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when Municipal Transportation Agency signs are posted giving notice. This section shall be operative on March 31, 2013.

This location will be signed under the new restriction in June, and the restriction will be enforced on any oversize vehicles found parked here between 12:00 midnight and 6:00 AM.



通告

**新的停車限制生效
這輛車必須移動
否則會被開罰單**

新的停車規則最近已在三藩市交通守則 (San Francisco Transportation Code)中制定，以解決城市街道上超大型車輛的不適當停車：

三藩市交通法規 7.2.54. 條款: 超大型車輛的停車

禁止停車: 在半夜12點和早上6點之間，當交通局張貼標誌之時，按照加州車輛守則和健康安全法規(California Vehicle Code and Health and Safety Code)所定義的長度超過22英尺或高度超過7英尺的車輛，或露營拖車、五輪旅行拖車、房屋車、旅遊拖車、移動房屋、娛樂休閒車或貨櫃拖車，不准停車。本規定將於2013年3月31日實行。

此位置將在新的規定下於四月張貼標誌，該限制將對發現的任何在半夜12點至早上6點之間停在這裡的超大型車輛開罰單。

AVISO

**NUEVA RESTRICCIÓN DE ESTACIONAMIENTO EN VIGOR
ESTE VEHÍCULO DEBERÁ SER MOVIDO
O SE APLICARÁ UNA MULTA**

Un nuevo reglamento de estacionamiento ha sido agregado recientemente al Código de Transporte de San Francisco para hacer frente al estacionamiento inapropiado de vehículos de gran tamaño en las calles de la ciudad:

SFTC SEC. 7.2.54. ESTACIONAMIENTO DE VEHÍCULOS DE GRAN TAMAÑO

PROHIBIDO: Estacionar un vehículo de más de 22 pies de largo o más de 7 pies de alto, o remolques de campamento, caravanas de quinta rueda, coches casa, camiones casa, casas rodantes, vehículos recreativos, o semi-remolques según lo definido por el Código de Vehículos y el Código de la Salud y Seguridad de California, en el horario de las 12 a.m. a las 6 a.m. cuando las señales de la Agencia Municipal de Transporte lo notifican. Esta sección entrará en vigor el 31 de marzo de 2013.

Se colocarán señales en este lugar conforme a la nueva restricción en junio, y la restricción se aplicará en todos los vehículos de gran tamaño encontrados estacionados aquí entre las 12:00 de medianoche y las 6:00 am.