



SFMTA
Municipal Transportation Agency

Oversize Vehicle Overnight Parking Restriction: Pilot Evaluation and Recommendations

San Francisco Municipal Transportation Agency Board of Directors

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Oversize Vehicle Parking Restriction

- Long-standing problem in SF neighborhoods – impacts public health, safety, blight, parking availability
- Existing measures insufficient / ineffective
- Board of Supervisors established new oversize vehicle parking restriction in Transportation Code in late 2012
- SFMTA committed to limited initial use, with 3 months of observation and evaluation, before approving parking restrictions at additional locations

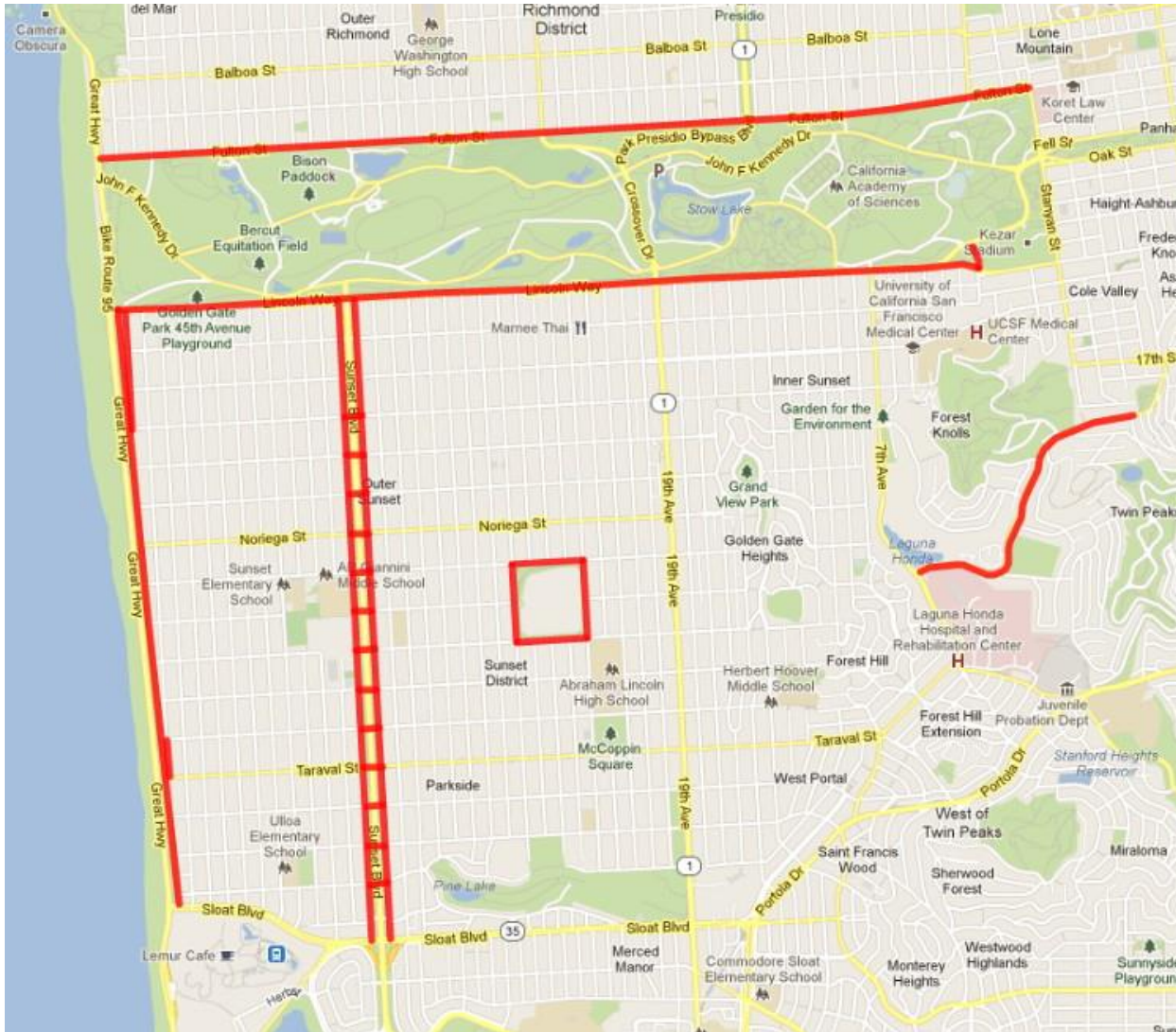


Pilot Planning and Outreach

- Pilot locations selected in Taraval & Bayview SFPD districts
- Locations approved June 4
- Outreach and flyers in pilot areas
 - SF Homeless Outreach Team
 - SFMTA Parking Control Officers
- Signs posted in June
- One month of warnings before enforcement

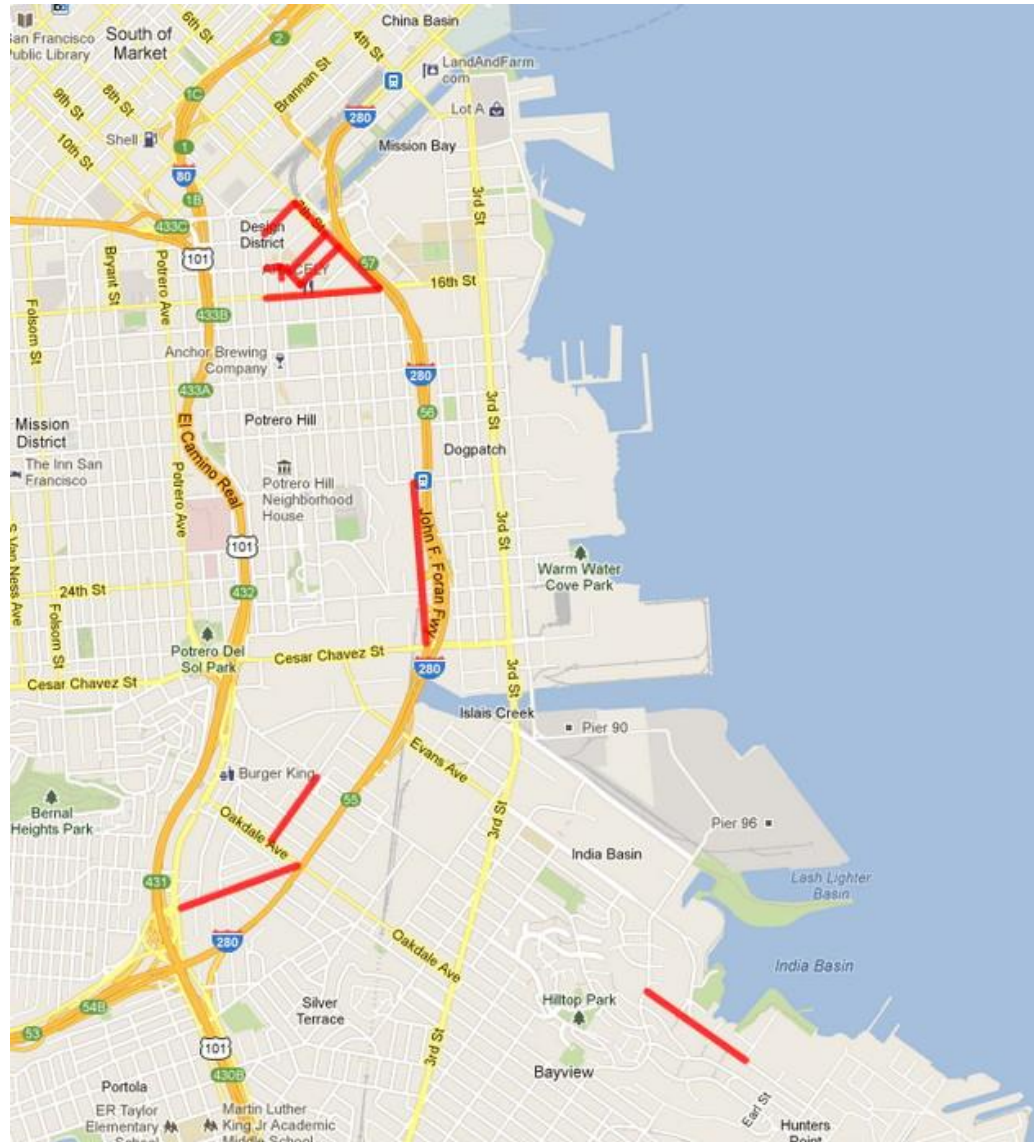


Pilot locations, west side





Pilot locations, east side





Pilot Experience

- Parking restriction very effective – oversize vehicle parking nearly eliminated in pilot areas
- 74 citations issued, no vehicles towed
- Some displacement of vehicles to other areas
- Concerns for displacement of people living in vehicles, and adequate outreach for services to vulnerable people living in vehicles



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



Vehicle Habitation

- “Car camping” prohibited by law in SF since 1971
- Incidence appears to be growing (SF and nationwide)
- Some “vehicularly housed” people are vulnerable and in need of services
- City-managed “car camping” areas not practical, but private overnight parking programs may be worth exploring



Recommendations

- Use restriction in other locations with oversize vehicle parking problems
- Evaluate and prioritize use of restriction per guidance characteristics
- Continue to coordinate focused outreach and engagement to “vehicularly housed” people by SFHOT, HOPE, SFPD, SFMTA



Guidance and prioritization

- 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