



DRAFT: Dolores/Guerrero Median Parking Advisory Committee

Notes from the meeting on December 3, 2015

The fifth Median Parking Policy Advisory Committee meeting took place from 10 a.m. to 12:00 p.m. on December 3, 2015 in the Chrissy Fields conference room of the San Francisco Municipal Transportation Agency's office at 1 South Van Ness Avenue, San Francisco.

Attendees

Committee members

William Ortiz-Cartagena, Gus Preston, Kyung Kim, Gideon Kramer, Craig Wong, Gustavo Torres, Agnieszka Bernstein, Elizabeth Zitrin

Absent

David Auerbach

Facilitators

Julia Salinas, Todd Kennedy

Staff to committee

John Knox White, Juliet Wilson (SFMTA)

Stated meeting outcome: review findings from Neighborhood Median Parking Survey; determine details needed to implement Committee's final recommendation for addressing median parking

1. Meeting opening and agenda review

The meeting facilitator and SFMTA staff provided an overview of the meeting's agenda. Key agenda items included: presenting the results of the Neighborhood Median Parking Survey; reviewing the options committee members had previously voted to include in a "soft consensus" recommendation; and discuss the details/specifics needed to implement the Committee's final recommendation for addressing median parking.

2. Approval of Meeting Notes

Committee members unanimously agreed to approve the notes from the October 29th meeting following the conclusion of the December 3rd meeting. SFMTA staff stated that they would accept comments/edits to the notes electronically.

3. Presentation of results of Neighborhood Median Parking Survey

John Knox White, SFMTA Sr. Transportation Planner provided an overview of the results of the Neighborhood Median Parking Survey to committee members. SFMTA staff promised to distribute the documents summarizing the survey responses to the committee. Committee members asked a handful of follow-up questions regarding:

- Whether or not people traveling into the area from outside were counted in the "within the neighborhood" grouping
- How overlap between respondent categories was accounted for
- How safety would be addressed in a formalized solution
- Whether "congestion" was used as a category in evaluating the open ended response to the survey.

Committee members voiced no other issues or concerns in regard to the survey results.

4. Review of "soft consensus proposal"

SFMTA staff briefly reviewed the components of the "soft consensus" agreement that Committee members determined at the October 29th meeting. Facilitators initially attempted to proceed to discussing the specifics of implementation by conducting a straw poll vote to agree on the general components of the soft consensus agreement; however, committee members determined that they wish to discuss the soft consensus components at greater length. Their discussion points are summarized below:

- Committee members requested clarification about how the survey results would be weighed in comparison to the committee's recommendation; SFMTA staff stated that the survey would be considered an input but that the Committee's proposal would be taken into greater account.
- A diagram visualizing the "parking between medians and in intersections" should be added to help clarify the finalized consensus document
- An adopt-a-median program could be difficult to enforce and give private interests a feeling of "ownership" over public resources

- Committee members requested that SFMTA staff encourage faith-based institutions to coordinate with shuttle service providers, parking management providers and other institutions (e.g. schools) that may have available weekend parking resources and schedule a meeting for all interested parties
- Parking on Guerrero is incompatible with maintaining the health of Guerrero median vegetation, especially if fencing is installed along the medians
- A request from some committee members to evaluate Dolores and Guerrero Streets individually
- A request that the final committee recommendation include a statement decreeing that the SFMTA does not privilege the use of public resources based on race, gender, ethnicity, religion, ability, etc.
- Some committee members expressed concerns about the SFMTA's ability to enforce any situation involving either the formalization or complete removal of median parking
- Some committee members voiced concerns that the city of San Francisco is actively removing parking and that it is disingenuous for the City to remove parking without making additional accommodations to address parking demand

Committee members agreed to move forward to discussing the specifics of implementation without partaking in strawman poll. .

5. Discussion of implementation details

SFMTA staff asked committee members to provide feedback on the following components of an implementation proposal:

Hours and times during which median parking should be permitted

- 5 committee members expressed that they would be supportive of formalizing median parking beginning at either 8 or 9AM and ending at either 5 or 6PM (or some variation thereof) on Saturday and Sunday
- Committee members did not reach a consensus on whether or not to include Friday night parking in their proposal, but agreed that it should not solely be available for the hours during which the synagogue holds services
- Committee members generally agreed that they would allow the SFMTA to adjust the hours permitting median parking based upon monitored demand

- A committee member proposed that a 2 hour parking limit be imposed
- A committee member speaking on behalf of Congregation Sha 'ar Zahav stated that the synagogue would consider the removal of Friday night median parking to be an act of persecution

Safety

- Committee members were willing to consider after-dark parking (on Friday and Saturday nights) in the event that "lone vehicle on a median" situations could be avoided. SFMTA staff proposed that parking along medians would only be allowed during times when it would be possible to maintain at least 50% parking capacity along medians
- A committee member proposed that Friday night parking be limited to areas in close proximity to commercial corridors

Enforcement

- Some committee members reiterated concerns about the SFMTA's ability to strictly enforce either formalized or completely removed median parking
- Committee members agreed that if median parking were to be formalized, signage should designate median parking areas as tow zones

Guerrero Plantings

- Multiple committee members stated that median parking was incompatible with maintaining the health of the plantings on the Guerrero medians, and that parking along the Guerrero medians should consequently be removed
- SFMTA staff promised to follow up with landscapers at the Department of Public Works about solutions to preserving both the parking and the health of the plantings
- SFMTA staff proposed that a pilot program could be used to test out various solutions to maintaining the health of the vegetation

6. Closing Remarks

SFMTA staff agreed that any proposal to address median parking would likely be initially implemented as a one year pilot program. Committee members requested that the Median Parking Advisory Committee be continued for the duration of the pilot program in order to review aspects of the pilot program as needed.

SFMTA staff agreed to draft a write-up summarizing the Committee's recommendations for a finalized proposal. Committee members requested to hold another meeting on December 17th, 2015 in order to review that document. SFMTA staff promised to circulate the document prior to the December 17th meeting.

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