

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the traffic modifications associated with the Dolores Street Median Parking project and authorizing the Director of Transportation to implement the Dolores Street Median Parking Project.



SUMMARY:

- The SFMTA Board of Directors has authority to adopt changes to parking and traffic regulations.
- The SFMTA Board adopted the Dolores Median Parking Pilot on January 17, 2017 for a 16-month duration with a 12-month evaluation. The pilot formally began on April 21, 2017.
- The pilot has been largely successful in addressing the issues previously associated with Dolores Street weekend median parking, including: overnight parking, parking between medians, parking in intersections, lack of clarity as to who may access the parking and when they may do so, inconsistent enforcement, and emergency vehicle access.
- SFMTA staff recommends that the SFMTA Board permanently authorize the Dolores Street Median Parking Pilot, with slight modifications to the hours during which parking is permitted on Saturdays and Sundays.
- The San Francisco Planning Department has determined that the Dolores Street Median Parking project is categorically exempt under the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

		DATE
DIRECTOR	 _____	<u>7/10/2018</u>
SECRETARY	 _____	<u>7/10/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: July 17, 2018

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PURPOSE

Approving the traffic modifications associated with the Dolores Street Median Parking project and authorizing the Director of Transportation to implement the Dolores Street Median Parking Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The item will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel

2.3 Manage congestion and parking demand to support the Transit First Policy

Goal 4: Create a workplace that delivers outstanding service

4.3 Enhance customer service, public outreach, and engagement

This item will support 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 January 17, 2017, the SFMTA Board of Directors authorized the implementation of the 16-month Dolores Street Median Parking Pilot. The pilot went into effect on April 21, 2017.

The Dolores Street Median Parking Pilot was developed in response to the decades-long, informal practice of parking vehicles alongside center medians on Dolores Street. The pilot authorized parking alongside Dolores Street center medians between 14th Street and 18th Street from 7-10PM on Fridays, 8AM-12PM on Saturdays, and 8AM-6PM on Sundays; prohibited parking in red zones and between medians; and prohibited parking outside of the hours when it is permitted to occur.

Prior to the implementation of the pilot, median parking was largely unregulated. The parking was unauthorized, irregularly enforced, and generally inconsistent in terms of when and where it occurred. Drivers frequently parked cars well into intersections, in the spaces between medians, and for extended periods (past sundown and occasionally overnight). Due to the disorganized nature of the unregulated parking, many members of the community expressed confusion about whether they were “allowed” to park on the median.

The pilot’s approval included the adoption of the following metrics for evaluating its success:

1. Reduction in incidence of night-time parking alongside medians
2. Elimination of parking on red-curb areas (day-lighting success)

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3. Elimination of parallel parking between medians
4. Emergency response times through the area
5. Compliance with posted permitted parking hours

SFMTA staff used these metrics to evaluate performance throughout the duration of the pilot, and recommend that the pilot be permanently authorized based on the following findings and observations.

Reduction in incidence of night-time parking alongside medians: After-dark and overnight parking has essentially been eliminated. Prior to the implementation of the pilot and the establishment of permitted parking hours, cars were regularly left parked alongside Dolores Street center medians after sundown and in some cases, overnight. This practice created hazardous circumstances in which solitary cars remained parked in travel lanes in dark and low-visibility conditions, often serving as a surprise to unsuspecting drivers traveling along Dolores Street.

The median parking pilot established definite start and end times for median parking on Dolores Street, prohibiting parking after 6PM on Sundays. With the exception of a handful of instances at the outset of the pilot, the 6PM end time has largely been consistently enforced. Parking control officers and tow trucks are generally onsite at 6PM to ticket and tow cars parked outside of the designated parking hours, and illegally parked cars are typically removed from the corridor before 7PM.

After-dark parking is permitted on Fridays between 7PM and 10PM. However, this parking is limited to the two southbound block-faces of the medians located between Alert Alley and 16th Street, and is primarily adhered to. Compliance with the Friday night hours has not been an issue, and the parking has not resulted in any of the hazardous behaviors described above.

As such, overnight, unauthorized parking of cars alongside medians has essentially been eliminated as a practice, and SFMTA staff feel confident that this metric has been successfully met.

Elimination of parking on red-curb areas (day-lighting success): parking in red-curb areas was an issue during the first few months of the pilot, but has since been significantly reduced. In an effort to improve visibility at intersections and midblock locations, Dolores Street center medians were “daylighted” with red curb paint at the outset of the pilot. Prior to this, drivers typically parked vehicles alongside the full length of the center medians – hindering visibility for and of road users at intersections. Red curb paint limits the amount of parking available to drivers alongside center medians.

Compliance with the newly painted red zones was initially an issue, as drivers continued to regularly park in them for the first few months of the pilot. However, enforcement and partnering with community organizations, including faith based institutions; to educate drivers on the new changes helped reduce the issue substantially. While the practice has not been completely eliminated – a handful of drivers will typically receive citations for parking in red zones per week – it is much less widespread than it was prior to the implementation of and during the first few months of the pilot. SFMTA staff believe that this metric has been successfully met.

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Elimination of parallel parking between medians: prior to the implementation of the pilot, drivers frequently parked cars in the spaces between medians on Dolores Street. The pilot formally prohibited this practice. Much like parking in red zones, parking between medians was an issue at the beginning of the pilot – however, with the exception of one-off occurrences, it has been essentially eliminated. SFMTA staff believe that this metric has been successfully met.

Emergency response times through the area: median parking has not contributed to the degradation of the San Francisco Fire Department’s emergency response times. Many stakeholders voiced concerns about the potential for median parking to impede emergency response vehicles along Dolores Street prior to the implementation of the pilot. The SFMTA solicited feedback from the San Francisco Fire Department throughout the course of the pilot about whether cars parked alongside the medians negatively impacted their vehicles’ ability to operate along the corridor.

SFFD has stated that the median parking pilot has not contributed to the degradation of its emergency response times and SFMTA staff consequently believe this metric has been met.

Compliance with posted permitted parking hours: compliance with permitted parking hours on Fridays and Saturdays has not been an issue, although compliance with the 6PM end time on Sundays continues to be problematic. The Dolores Median Parking Pilot authorizes parking during the following time periods:

- Friday, 7-10PM
- Saturday, 8AM – 12PM
- Sunday, 8AM – 6PM

Compliance with the 6PM end time on Sundays has been a consistent issue throughout the pilot. Dozens of cars usually remain parked alongside the medians at 6PM, and although parking enforcement officers and tow trucks are typically onsite at 6PM, their presence has not significantly reduced the number of cars parked on the medians at the end of the permitted parking period. Since April 23, 2017, approximately 1115 citations have been issued for parking violations related to median parking. 973 of these citations were issued to cars parked on the medians after 6PM on Sundays. 506 citations resulted in tows.

Dolores Street between 17th and 18th Streets is typically the block with the highest number of illegally parked cars at 6PM, and site visits and conversations with residents and business owners indicate that visitors to Dolores Park generally account for the majority of cars parked along the medians on Sunday afternoons. The park’s popularity and the fact that repeat enforcement throughout the course of the pilot has not been effective in curbing the behavior suggests that the issue may be due to the unfamiliarity of one-time or infrequent park visitors with the parking regulations. Staff believe that such visitors likely observe other cars parked along the median, do not notice the signs displaying permitted parking hours posted on the medians, and then fail to move their vehicles before the permitted parking hours come to an end.

SFMTA parking enforcement has been consistent in enforcing the 6PM end-time for the majority of the pilot and has the bandwidth to continue enforcement efforts; however, the SFMTA likewise acknowledges that this metric has not been successfully met. SFMTA staff consequently propose that

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the Sunday permitted parking hours be changed to 8AM – 4:30PM, in an attempt to end the parking before the arrival of late afternoon/early evening visitors to the park.

The recommended reduction in the Sunday permitted hours is an attempt to reduce the number of drivers whose vehicles are cited and towed at the current 6PM end time. SFMTA staff have observed during site visits that there tends to be a temporary reduction in the number of cars parked alongside the medians around 4:30PM, before additional drivers (late afternoon visitors to Dolores Park, or people getting dinner in the neighborhood) arrive shortly thereafter. These late arrivers tend not to leave by the 6PM cut-off, and it is therefore hoped that the number of parking citations will be reduced with this change. Additionally, the earlier hours will ensure no parking after-dark in the winter hours.

SFMTA staff are considering making small changes to the language posted on the signage that indicates the hours during which median parking is permitted as a potential strategy for improving compliance with the Sunday parking hours. Staff do not feel that expanding permitted parking hours past 6PM would help address compliance, as pre-pilot conditions demonstrated that lack of set hours and lack of enforcement lead to cars being parked on the median overnight. There is likewise little desire from the community to expand the hours during which the Sunday parking occurs. Staff do not expect the proposed 4:30PM end time to eliminate noncompliance with posted hours, but hope that it may be effective in reducing the number of drivers who receive citations and/or are towed.

In addition to the proposed changes to the Sunday hours, staff are also recommending that the Saturday permitted hours be changed to 8:30AM – 1:30PM, in order to align more closely with pre-pilot parking activity. SFMTA staff feel that this adjustment is in line with the pilot's principle to formalize median parking activity when and where it historically occurred on Dolores Street. For example, one of the community institutions that generates parking in this area, Sha'ar Zahav (the synagogue located at Dolores and 16th Street), has expressed throughout the course of the pilot that the 8AM – 12:00PM timeframe did not accurately reflect their pre-pilot parking activity.

With these modifications, staff believe the Dolores Street Median Parking Pilot will have effectively addressed the issues it was created to resolve and met its predetermined metrics for success. The pilot has demonstrated that median parking can be consistently enforced; equally available to all potential users; and conducted in a manner that reduces its impact on the Mission Dolores neighborhood. Feedback received from residents, business owners and community organizations has generally echoed this sentiment.

The SFMTA is consequently recommending that the Dolores Street Median Parking Pilot be permanently authorized at the following times and locations:

- Friday, 7PM – 10PM, Dolores Street between Alert Alley and 16th Street, southbound only (no change from pilot)
- Saturday, 8AM – 1:30PM, Dolores Street between Alert Alley and 16th Street, southbound only (1.5 hour increase in parking hours from pilot)
- Sunday, 8AM – 4:30PM, Dolores Street between 14th Street and 16th Street, northbound and southbound (1.5 hour decrease in parking hours from pilot)

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In order to implement these changes, the following items require SFMTA Board approval:

- A. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 8 AM TO 4:30 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) (Supervisor District 8)
- B. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 7 PM TO 10 PM, FRIDAYS ONLY; 8 AM TO 1:30 PM, SATURDAYS ONLY; 8 AM TO 4:30 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

The SFMTA has engaged with neighborhood residents, business owners and community organizations throughout the course of the pilot.

In July 2017, the SFMTA held a community meeting to update interested stakeholders on the pilot's progress. Attendees were a mix of stakeholders (mostly neighborhood residents and members of the Sha'ar Zahav synagogue) either who had been closely following the pilot since its creation, or who were largely unfamiliar with the project to date and looking to learn more. SFMTA staff provided an update on the project's progress to date, and spent the remainder of the time taking questions about the pilot from meeting attendees. The reception was generally positive.

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In the spring of 2018, SFMTA staff surveyed Mission Dolores businesses for feedback on the pilot. Approximately half of the surveyed businesses had no opinion on the pilot, while the remaining half felt that it had reduced median parking's overall impact on Dolores Street.

SFMTA staff solicited feedback on the pilot from the Mission Dolores Neighborhood Association and its members in spring 2018. The feedback received was limited, but the organization's board members expressed that they had heard very little in the way of complaints about the pilot and generally felt that it had improved conditions along Dolores Street.

The proposed changes to the parking hours were discussed at the June 15, 2018 engineering public hearing. Prior to the hearing, notices were posted on light and utility poles along Dolores Street between 14th and 18th Streets, as well as on neighboring blocks. Two people testified on the project at the public hearing – one from Sha'ar Zahav synagogue, who requested that the Saturday parking be expanded to both sides of the medians where it is currently permitted; the other requested additional information about the project's environmental review status. In addition, SFMTA project staff received 11 emails from neighborhood residents who were under the impression that the Saturday parking was being expanded along the entire corridor between 14th Street and 18th Street, and were opposed to it on that behalf. SFMTA staff followed up to correct the misunderstanding and clarify that the expanded Saturday parking hours only applied to the southbound block faces of the medians located between 16th Street and Alert Alley.

Prior to the implementation of the pilot, SFMTA staff often received complaints about the parking from community members via 311, social media and other channels. No 311 complaints about the parking have been received while the pilot has been in effect.

ALTERNATIVES CONSIDERED

Sha'ar Zahav synagogue requested that the Friday parking hours be expanded from 7PM to 10PM to 6PM – 10PM and that the Saturday parking be permitted on both sides of the medians where it currently occurs. SFMTA staff recommend against these changes on the basis that they do not reflect parking activity prior to the implementation of the pilot.

Because the pilot was developed after an extensive community task force process, addressed a long-standing problem and was successful in meeting its evaluation metrics, SFMTA staff did not consider discontinuing it.

FUNDING IMPACT

Funding impacts are anticipated to be negligible. All ongoing costs associated with the project will be covered by the SFMTA's Operating budget.

ENVIRONMENTAL REVIEW

The proposed Dolores Street Median Parking project is subject to the California Environmental

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Quality Act (CEQA). CEQA provides a Class 1 categorical exemption from environmental review for the operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities.

On June 20, 2018, the San Francisco Planning Department determined (Case Number 2018-008735ENV) that the proposed Dolores Street Median Parking project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section.

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.

Previously, a Class 6 information gathering categorical exemption was issued for the pilot, however, this exemption only covered the pilot program and not this proposed project proposal.

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 project listed above and authorize the Director of Transportation to implement the Dolores Street Median Parking Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

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

- A. ESTABLISH – PARALLEL PARKING NEXT TO MEDIAN, 8 AM TO 4:30 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; 8 AM TO 1:30 PM, SATURDAYS ONLY; 8 AM TO 4:30 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); and,

WHEREAS, The SFMTA Board of Directors authorized staff to develop the Dolores Street Median Parking Pilot on January 17, 2017; and,

WHEREAS, The Dolores Street Median Parking Pilot has successfully addressed many of the issues related to median parking before the implementation of the pilot, including overnight parking, parking between medians, parking in intersections, lack of clarity as to who may access the parking

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and when they may do so, inconsistent enforcement, and emergency vehicle access; and,

WHEREAS, The traffic modifications are needed to be permanently implemented to continue the benefits of the Dolores Street Median Parking Pilot; and,

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

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA) and CEQA provides a Class 1 categorical exemption from environmental review for the operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities; and,

WHEREAS, On June 20, 2018, the San Francisco Planning Department determined (Case Number 2018-008735ENV) that the Dolores Street Median Parking Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and

WHEREAS, 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 project listed above and authorizes the Director of Transportation to implement the Dolores Street Median Parking Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency