



June 15, 2015

Land Use and Transportation Committee:

Supervisor Malia Cohen, Chair

Supervisor Scott Wiener, Vice-Chair

Supervisor Jane Kim, Member

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689

RE: Double Parking Evaluation and Recommendations

Dear Supervisors:

Introduction

This report was written at the request of the Board of Supervisors' Land Use and Transportation Committee held on March 9, 2015 to address the enforcement of double parking. Specifically, the Board of Supervisors requested to improve the enforcement of double parking.

Enforcement of double parking, along with other actions, such as 'Don't Block the Box' would support the Rush Hour Congestion Strategy which is intended to increase safety and maximize reliability for transit riders and drivers, while making the streets safer for all users. As part of the Rush Hour Congestion Strategy, the City will increase enforcement for double parking during peak commute hours with a particular focus on key transit corridors to facilitate Muni travel time reliability.

This report will reiterate the current, enforceable laws, enforcement practices, performance to-date, current trending and options to enhance enforcement of double parking.

Background

On September 30, 2013 and on March 10, 2014 the Board of Supervisors' Land Use and Transportation Committee held hearings to discuss double parking; an update from the September 30 hearing.

Current Laws - California Vehicle Code (CVC)

Double parking (CVC 22500h)

- 22500. No person shall stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:
- (h) On the roadway side of any vehicle stopped, parked, or standing at the curb or edge of a highway, except for a school bus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.

CVC 22502

- Requires the right-hand wheels of the vehicle be parallel with and “within 18 inches of the right-hand curb.”
- These provisions “do not apply to a commercial vehicle” when “reasonably necessary to accomplish the loading or unloading of merchandise or passengers.”
- Notwithstanding subdivision (b), a local authority may, by ordinance, prohibit a commercial vehicle from stopping, parking, or standing on one side of a roadway in a business district with ~~the wheels of the vehicle more than 18 inches from the curb. The ordinance shall be effective~~ only if signs are placed in the areas to which it is applicable clearly indicating the prohibition.

ENFORCEMENT PRACTICES

The enforcement practices outlined below support the goals of the Rush Hour Congestion Strategy.

PASSENGER VEHICLES

- “Cite on Sight” – Focus attention on priority streets where Muni routes are located.
- In limited areas (residential, low volume streets) “Cited on Sight” if vehicle is unattended and/or creating a hazard. Discretion may be exercised when a vehicle is not deemed a hazard.

COMMERCIAL VEHICLES

“Cite on Sight” under any of the following circumstances in shopping areas and on high volume traffic streets, giving particular attention to busy streets where Muni runs.

- Legal space available on the same block. The legal space must be large enough to accommodate the vehicle.
- No evidence of “active” loading or unloading.
- Causing/creating a hazard. Vehicles double parked opposite each other or across from street construction, etc., which limits the ability for vehicles, bicycles, etc., to safely pass and/or compromises the safety of pedestrians.
- If no legal space is available, but the vehicle is blocking Muni – CITE the vehicle.

ENFORCEMENT METHODS

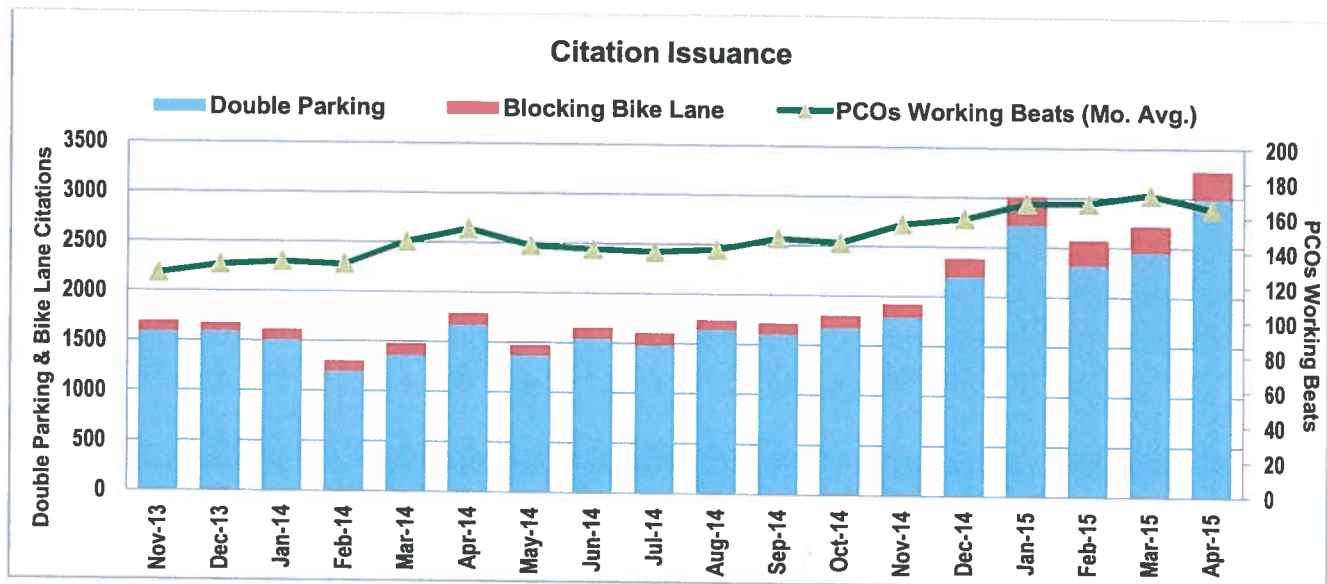
Enforcement staffing is and will continue to challenge the overall effectiveness of Enforcement, not just double parking, but all other Details/Assignments, e.g.,

Enforcement Details/Assignments	Types of Citations Issued
General Enforcement	Expired Meters, Double Parking , Parking Hazards, Enforcement of the Red, Blue, Green, Yellow, White colored curbs and Posted Zones, e.g., Tow Away, No Stopping, No Parking, etc.
Residential Parking Overtime	Vehicles without a valid Residential Permit / Exceed the posted time limits, Sidewalks, Parking Hazards
Yellow Zone Detail	Cite and Tow vehicle illegally parked in Commercial Zones
Abandoned Autos	Vehicles verified not to have moved from locations for more than 72 hours, Report Stolen Vehicles

Enforcement Details/Assignments	Types of Citations Issued
Customer Driveway Complaints	Customer complaints through 311/Enforcement Dispatch for Blocked Driveways, Sidewalks, Construction Zones and other violations
Street Cleaning	Enforce Street Cleaning violations, City-Wide
Boot / Scofflaw	Booting and/or Towing vehicles receiving 5 or more unpaid parking citations and/or expired registration
Disability Placard	Enforce Misuse of Disabled Placards
Shuttle Pilot Program	No Permit, Bus Zone Violations, Double Parking , Obstruction of Traffic
Special Assignments	“Blocking the Box”, Sidewalk, Double Parking , Fixed Post – Major Muni Intersections (Muni Forward)
Giants Detail	Facilitate Traffic, Pedestrian Safety and Parking Enforcement during game days and other events at AT&T Park
Special Events (Fixed Post)	Planned and Unplanned Events (include but not limited to) Parades, Fairs, Marathons, Concerts, etc. Police / Fires, Protests / Marches, Dignitary Visits, etc.
TOLE	Transit Only Lane Enforcement – video capture of scofflaws in transit lanes

Since the BOS Land Use and Transportation Committee hearing in 2009, Enforcement filled approximately 49 Parking Control Officer (PCO) positions, due primarily to attrition. Currently, five positions have been lost to retirements, promotions and job transfers. Training our PCOs is critical and on-going to ensure all parking and traffic laws are consistently enforced. Over the years, Enforcement has implemented several measures to address double parking problems.

- **Assigned Detail PCOs** – Currently, most effective use of resources. Weekday average PCO count has increased, providing better, overall City coverage. PCO focus is not just double parking, but may include one of several assignments as outlined in the Enforcement Details/Assignments table above.



- **Shuttle Detail** – Consists of approximately 10 PCOs in the morning peak commute and 10 PCOs in the evening peak commute. Their focus is on approximately 150 shuttle stops ensuring only permitted shuttles stop in Muni bus zones, focusing on double parking and other violations. Since the Detail was established in October of 2014, the PCOs have issued over 8,587 citations. Of the total 8,587 citations, 1,087 citations were for double parking violations.
- **TOLE** – The Transit Only Lane Enforcement pilot program was initiated in 2008, to discourage vehicles from obstructing transit-only lanes; protect the City's transit-only lanes and ensure transit priority. The pilot program authorizes Enforcement to issue citations for specific TOLE violations. The TOLE pilot utilizes front facing cameras on Muni on approximately 800 Muni buses deployed on 14.8 miles of transit-only lanes. Currently two PCOs review video from selected routes and issue citations for the various parking violations. Since the September 30, 2013 hearing, the TOLE program PCOs have issued 602 double parking citations, which represents 13 percent of the total citations issued through the TOLE program.
- **Saturation Efforts** – Saturations, also referred to as Targeted Enforcement has limited, short term impact on double parking and cannot be sustained, unless implemented over a long period of time. Saturations have better success on Sidewalk and RPP enforcement. Instead, consistent coverage can be achieved by having PCOs deployed to an area as part of their normal assignment.

RECOMMENDED IMPROVEMENTS

- An established Detail/Assignment, consistently, over a long period, one to two years, covering the AM and PM will have a greater chance to mitigate double parking violations. Similar to the Shuttle Pilot Program, assign PCOs to problem areas to enforce double parking and other violations. As the Shuttle Pilot matures and fewer complaints are received and fewer violations are issued, Enforcement can begin to shift half of the PCOs (five PCOs in the AM hours and five PCOs in the PM hours) to begin focusing on double parking.
- **Beat Realignment Model** – Enforcement is working with our Consultant (Xerox) to develop a Beat realignment / staff allocation model. Using historical citation data, Enforcement will use this model to graphically overlay, existing Beats; GE, RPP, Colored Zones, etc. Evaluate results for existing locations that are not sufficiently being enforced compared to an assigned detail (e.g., GE- Meter Enforcement) which may overlap with RPP and pilot the area for realignment so that PCOs can enforce both assignments. Assigning a PCO to more than one Detail (focus) provides better cross-training addressing all types of violations, including double parking. Projected implementation of limited pilot Beat Realignment is September/October of 2015.
- **Existing Staff** – Through the Beat Realignment Model we hope to provide better enforcement coverage while quantifying Enforcements resource needs and empirically determine if necessary to increase existing staff. During non-Giants game days, Enforcement will evaluate staff and utilize the 21 PCOs, assigned to the Giants Detail, for double parking, sidewalk and RPP saturations as necessary. A portion of the 21 PCOs may be utilized to fill existing deployment gaps as deemed necessary.

- **TOLE Expansion** – State Assembly member David Chiu has introduced legislation to reauthorize San Francisco’s Transit-Only Lane Enforcement program, which is designed to improve safety and transit performance by deterring drivers from illegally stopping or parking in transit-only lanes. Under Assembly Bill 1287, the program would be enhanced to include:
 - Blocking the box violations at intersections
 - Driving in transit-only lanes and illegal parking in bus stops throughout the system.

Sincerely,



Tom Maguire
Director of Sustainable Streets

cc: Andrea Ausberry, Land Use and Transportation Committee Clerk
Edward D. Reiskin, SFMTA Director of Transportation
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