

CITY AND COUNTY OF SAN FRANCISCO
BOARD OF SUPERVISORS

BUDGET AND LEGISLATIVE ANALYST
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Policy Analysis Report

To: Supervisor Haney
From: Budget and Legislative Analyst's Office
Re: Analysis of the Pit Stop and Park Stop Programs
Date: June 9, 2020



Summary of Requested Action

Your office requested that the Budget and Legislative Analyst conduct an analysis on the current availability, location and cost of Pit Stops and other public toilet facilities operating throughout the City, as well as the impact of the availability of public toilets on 311 calls for removal of human waste and estimated cost savings to the City.

For further information about this report, contact Fred Brousseau, Director of Policy Analysis, at the Budget and Legislative Analyst's Office.

Executive Summary

- The purpose of the City's Pit Stop and Park Stop programs administered by San Francisco Public Works and the Recreation and Parks Department, respectively, is to provide safe and clean public restrooms, as well as used-needle and dog waste stations at locations throughout San Francisco.
- San Francisco Public Works' Pit Stop program was started in 2014 as a pilot program with three portable toilets. It has both expanded and contracted in the intervening years, and as of May 2021 operates 36 sites with 62 toilets in a mix of semi-permanent JC Decaux public toilet facilities and portable toilets.
- The Recreation and Parks Department's Park Stop program began in 2019 and as of May 2021 operated nine sites with 61 toilets throughout the City.
- Between the Pit Stop and Park Stop programs, there were 45 sites operating throughout the City in May 2021. The majority of facilities were in the Tenderloin, South of Market, and Mission districts.
- In response to the COVID-19 health emergency, SF Public Works deployed an additional 31 Pit Stop temporary "porta-potty" type facilities starting in April 2020, open and monitored 24-hours a day, seven days a week. At that time, the Department was also operating 24 permanent Pit Stop sites.

Budget and Legislative Analyst

- By May 2021 the number of sites and toilets in the City had decreased as shown in Exhibit A. As can be seen, 20 temporary Pit Stop sites were closed over the year, reducing the number from 31 to 11, and one new permanent site was added. Total Pit Stop sites (permanent and temporary) thus decreased from 55 to 36 sites as of May 2021. With the addition of two new Park Stop sites over the last year, there was a net decrease in total sites from both programs from 62 to 45 sites between May 2020 and May 2021.

Exhibit A: Total Park Stop and Pit Stop Facilities in May 2020 and May 2021

Facility	May 2020		May 2021		Total Change (# of sites)
	Sites	Toilets	Sites	Toilets	
Permanent Pit Stops (DPW)	24	42	25	44	+1
Temporary Pit Stops	31	37	11	18	(20)
Subtotal: Pit Stops	55	79	36	62	(19)
<i>Number of 24/7 Pit Stops</i>	<i>36</i>	<i>41</i>	<i>14</i>	<i>22</i>	<i>(22)</i>
Permanent Park Stops (RPD)	7	57	9	61	+2
Total	62	136	45	123	(17)

- San Francisco Public Works (SFPW) report that the reduction in Pit Stop sites was due to a combination of financial constraints and requests from stakeholders such as the City's Healthy Streets Operations Center (HSOC), COVID Command Center, and Public Works staff to close some sites as homeless encampments were reduced.
- Exhibit B shows that the total estimated annual cost of the Pit Stop program as of May 2021 based on the sites operating at that time was approximately \$12.9 million and the total cost of the Park Stops program was approximately \$1.1 million, for a total combined estimated annual cost of approximately \$14.1 million.

Exhibit B: Estimated Annual Operating Costs for Pit Stops and Park Stops based on Costs as of May 2021

Site	Monitoring Cost	Rental Cost	Total	Total Cost per Week
Permanent Pit Stops (25 sites)	\$9,044,695	\$411,960	\$9,456,655	\$176,543
Temporary Pit Stops (11 sites)	\$3,271,454	\$239,700	\$3,511,154	\$66,911
Subtotal: Pit Stops	\$12,316,149	\$651,660	\$12,967,809	\$243,454
Park Stops (9 sites)	\$1,090,042	\$32,850	\$1,122,892	\$23,394
Total	\$13,406,191	\$684,510	\$14,090,701	\$266,848

- Based on the costs shown in Exhibit A, our estimate of the cost to increase hours for the 22 Public Works Pit Stop sites that are not currently open 24 hours/7 days per week is approximately \$131,943 per week; for the full FY 2021-22, this would amount to an approximate annual cost of \$6.9 million.
- Reinstatement of the 20 24/7 temporary Pit Stop sites closed between May 2020 and May 2021 would cost an estimated \$11.3 million to operate 24 hours a day seven days a week based on the average operating costs.
- In May 2020, the Board of Supervisors passed Emergency Ordinance 20-0373, which required that the City increase bathroom and hand washing station access to achieve a ratio of one toilet per 50 unsheltered persons, a standard set by the U.N. This translated to a need for 104 toilets based on an estimated unsheltered population in San Francisco of 5,180, the most recent estimate available. At the time, the City was operating 136 toilets during daytime hours, or 32 more toilets than required to meet the standard. However, during the evening hours, the number of toilets operating dropped to 41, or 63 less than needed to meet the U.N. standard.
- As of May 2021, the number of toilets in the daytime hours (123) still met the U.N. standard but there were even fewer toilets operating in the evening hours, worsening the City's adherence to the U.N. standard. There were only 22 toilets operating in the evening hours as of May 2021, or 82 fewer than needed to meet the U.N. standard of one toilet from every 50 unsheltered individuals.
- The number of service requests for human/animal waste removal to the City's 311 system declined in 2020 compared to 2019 and 2018, possibly due in part to the increase in public toilets. Other factors could include a higher number of unsheltered individuals being housed in hotels or a decrease in the overall usage of 311 by San Francisco residents.
- The results of a study conducted by Stamen Design, LLC shows a decrease in the growth rate of calls for sidewalk cleaning when comparing multi-year time periods before and after installation of Pit Stops at certain locations. Though the data is inconclusive and cannot be generalized across all locations, this may indicate one of the benefits of the Pit Stop program. Exhibit C shows the results for five Pit Stop locations.

Exhibit C: Annual Average Change in Street and Sidewalk Cleaning Requests (Pre- and Post-Installation of Pit Stops)

Pit Stop Location	Average Annual Change Pre-Installation 2009-2015	Average Annual Change Post-Installation 2016-2019
16 & Mission	31.5%	8.4%
UN Plaza	48.9%	14.2%
Civic Center	27.7%	25.2%
Eddy & Larkin	(5.4%)	2.3%
Golden Gate & Hyde	13.3%	(0.3%)

Project Staff: Fred Brousseau, Mary Lindeblad-Fry

The Pit Stop Program

As a response to reported increases in instances of human waste on the street, San Francisco Public Works implemented the Pit Stop program in July 2014 as a six-month pilot with three portable toilets in the Tenderloin. As of May 2021, the program has grown to 36 sites currently operating throughout the City that provide safe and clean public restrooms, as well as used-needle and dog waste stations.¹ The restrooms are a mix of semi-permanent JC Decaux public toilet facilities and portable toilets owned or by Public Works. The Recreation and Park Department (RPD) began its own program in 2019, Park Stops, with seven sites and has added two more sites through May 2021, resulting in a total of nine sites total operated throughout the City.

All Pit Stop and Park Stop facilities have running water, soap and hand towels, and are monitored by paid attendants who work to ensure the sites remain stocked, tidy and safe, as part of their simultaneous participation in a workforce development program. As part of a pilot program that began in August 2019, operating hours were increased at several Pit Stop sites in order to keep them open and staffed 24 hours a day, seven days per week, as detailed below.

The Temporary Expansion of Pit Stops as a Response to COVID-19

In response to the COVID-19 health emergency, Public Works deployed an additional 31 Pit Stop sites, starting with 17 locations in April 2020, to be open and monitored 24-hours a day, seven days a week.^{2 3} These additional Pit Stops were temporary “porta-potty” type facilities. Immediately prior to the temporary program expansion, Public Works operated 24 regular Pit Stop sites with 42 toilets, with only three open 24 hours 7 days a week. A 25th location had been taken out of service temporarily but has since resumed.

With the addition of 31 Pit Stop sites with 37 toilets added as part of the temporary expansion, there were a total of 55 sites open, 36 of which were monitored 24 hours a day, seven days a week. However, in the intervening year, or by May 2021, 20 of the 31 temporary Pit Stop sites added had been closed, leaving a total of 11 temporary sites and 25 permanent sites for a total of 36 sites (one new permanent site had been reinstated during that year).

¹ As of May 2021, DPW reported 36 Pit Stop sites currently operating.

² File 20-0373

³ The purpose of additional Pit Stop monitors is to ensure social distancing guidelines are followed and that handwashing stations and restrooms are sanitized, adequately stocked and used for their intended purpose.

The Park Stop program added two sites to its existing seven between May 2020 and May 2021, for a total of nine Park Stop sites with 61 toilets as of May 2021.

Number of Currently Operating Pit Stops and Public Toilets

As mentioned above, as of May 2021, 20 of the 31 temporary Pit Stop sites added one year prior, or in May 2020, have been removed from operation, for a current total of 36 Pit Stop sites (25 permanent Pit Stops and 11 temporary Pit Stops). According to staff at San Francisco Public Works (SFPW), various stakeholders such as the City’s Healthy Streets Operations Center (HSOC), COVID Command Center, and Public Works staff requested the closure of Pit Stops as homeless encampments were reduced. Additionally, Public Works staff reports that financial constraints resulted in the closure of a number of Pit Stops.⁴ Public Works indicated that they evaluate usage data when determining which locations to close for financial reasons, in order to limit the negative impact of the Pit Stop closures. Exhibit 1 below shows the number of Pit Stops and Park Stops operating in May 2020 compared to May 2021.

Exhibit 1: Total Park Stop and Pit Stop Facilities in May 2020 and May 2021

Facility	May 2020		May 2021		Total Change (# of sites)
	Sites	Toilets	Sites	Toilets	
Permanent Pit Stops (DPW)	24	42	25	44	+1
Temporary Pit Stops	31	37	11	18	(20)
Subtotal: Pit Stops	55	79	36	62	(19)
<i>Number of 24/7 Pit Stops</i>	<i>36</i>	<i>41</i>	<i>14</i>	<i>22</i>	<i>(22)</i>
Permanent Park Stops (RPD)	7	57	9	61	+2
Total	62	136	45	123	(17)

Source: Data provided by the SF Public Works and the Recreation and Parks Department.

As shown above, 20 temporary Pit Stops were removed, and two Park Stops and one Pit Stop were added, resulting in a total change from 62 sites (with 136 toilets) to 45 sites (with 123 toilets). The total number of sites with 24/7 access has decreased from 36 sites (41 toilets) in May 2020 to 14 sites (22 toilets) in May 2021. Of the 14 Pit Stop sites with 24/7 access, 12 are permanent pre-COVID sites, and the remaining two are temporary sites.⁵ None of the Recreation and Park Department’s Park Stops are open 24 hours/7 days per week.

⁴ The reasons for each Pit Stop closure could not be provided by the Department of Public Works.

⁵ Locations were added and moved throughout the pandemic based on need.

Locations of Pit Stops and Park Stops

According to San Francisco Public Works, Pit Stop locations are chosen based on proximity to soup kitchens, walking surveys of feces, Public Works street cleaner feedback, and 311 human waste cleanup requests, as well as availability of other public toilets in an area. Exhibit 2 shows the distribution of Pit Stops and Park Stops.

Exhibit 2: Map of Pit Stop and Park Stop Sites (May 2021)



Source: BLA Analysis of Pit Stop and Park Stop data

As seen in Exhibit 2, Pit Stops are primarily located in in the eastern part of the City, and concentrated in the South of Market, Tenderloin and Mission District neighborhoods. Exhibit 3 shows the number of sites and toilets available by Supervisorial District.

Exhibit 3: Pit Stops and Park Stops by Supervisorial District

Supervisorial District	Pit Stops	Park Stops	Total Sites	Total Toilets
1	2	--	2	10
2	--	1	1	3
3	2	1	3	10
4	--	--	--	--
5	2	--	2	3
6	15	1	16	30
7	--	--	--	--
8	2	2	4	36
9	11	2	13	22
10	2	2	4	9
11	--	--	--	--
Total	36	9	45	123

Source: BLA Analysis of data from SFPW and Recreation and Parks Department.

As shown in Exhibit 3, District 6 has the highest number of available sites, with 15 Pit Stops and 1 Park Stop (16 sites with 30 toilets total). District 9 has the second highest number of sites, with 11 Pit Stops and 2 Park Stops (13 sites with 22 toilets total). District 8 has the highest number of toilets due to the availability of 32 toilets at the Mission Dolores Park Stop site. Appendix I of this report provides the specific addresses and hours for the Pit Stop and Park Stop locations.

Compliance with U.N. Emergency Sanitation Standard

In May 2020, the Board of Supervisors passed Emergency Ordinance 20-0373, which required the City to increase bathroom and hand washing station access to achieve a ratio of one bathroom per 50 unsheltered persons.⁶ At the time of the ordinance, the City was providing access to 136 toilets that were accessible during the day time, or more than the 104 needed to meet the standard. However, the City needed to add hours to existing sites to meet the 1:50 ratio during night time, or some weekend hours.

⁶ The proposed ordinance's 1:50 ratio criteria is based on the United Nations High Commissioner for Refugees (UNHCR) Emergency Sanitation Standards, which advise the ratio of community toilets in the immediate, short term as 1 toilet for 50 persons (104 toilets total). The ordinance was based on the 2019 Point in Time count conducted in January 2019, which found an estimated 5,180 unsheltered individuals in San Francisco.

Due to COVID-related concerns, the 2021 Point-in-Time count was not conducted. As such, the most recently available estimate of the unsheltered population is 5,180, from the 2019 Point in Time Count.⁷ Based on that population estimate, there should be at least 104 publicly available toilets throughout the City. The City had an estimated 123 toilets available and operating at 45 locations during the day as of May 2021, or 19 more than the number needed to meet the U.N. standard of one toilet for every 50 unsheltered individuals. However, there were only 14 sites (22 toilets total) accessible 24 hours/7 days per week, which reflects a nighttime ratio of one toilet per 235 unsheltered persons, or a shortfall of 82 toilets to comply with the U.N. standard.

Total Costs for Pit Stops and Park Stops

Exhibit 4 below summarizes the current monitoring and facility rental costs for both Pit Stops and Park Stops.

Exhibit 4: Estimated Annual Operating Costs for Pit Stops and Park Stops based on Costs as of May 2021

Site	Monitoring Cost	Rental Cost	Total	Total Cost per Week
Permanent Pit Stops (25 sites)	\$9,044,695	\$411,960	\$9,456,655	\$176,543
Temporary Pit Stops (11 sites)	\$3,271,454	\$239,700	\$3,511,154	\$66,911
Subtotal: Pit Stops	\$12,316,149	\$651,660	\$12,967,809	\$243,454
Park Stops (9 sites)	\$1,090,042	\$32,850	\$1,122,892	\$23,394
Total	\$13,406,191	\$684,510	\$14,090,701	\$266,848

Source: BLA Analysis of Pit Stop fiscal data provided by Public Works and Park Stop fiscal data provided by the Recreation and Park Department. Costs include on-site monitoring staff and facilities rentals. These cost estimates reflect a point-in-time and do not reflect actual expenditures. Actual FY costs for the program would have likely been greater due to the higher number of temporary Pit Stops operating throughout the year, a number of which have since been removed.

As shown in Exhibit 4, the total estimated cost of the Pit Stop program is approximately \$12.9 million and the total cost of the Park Stops program is approximately \$1.1 million, for a total combined cost of approximately \$14.1 million. Annual operating costs per site vary widely based

⁷ As part of the COVID-19 response, many unsheltered homeless residents were moved off of the streets and into hotels, safe sleeping sites, and other alternative housing and shelter options that provided access to toilets. The extent of the reduction in the unsheltered homeless population due to placement in hotels or alternative housing options is not known, nor is there an available count of increases in unsheltered individuals living in the City during the pandemic.

on operating hours and facility type, and range from \$100,125 for a JCDecaux semi-permanent facility that is open eight hours, 5 days per week, to \$631,927 for a solar 2-stall restroom trailer that is open 24 hours, 7 days per week.⁸ Costs include monitoring and facility rentals. Funding for the Park Stops program comes from both the Recreation and Parks Department (\$582,042 total) and the Human Services Agency (\$540,850 total), and funding for the Pit Stop program comes from the General Fund and a BART grant, with an initial assumption that some of the cost would be reimbursed by federal and State sources. The monitoring staff for the Pit Stop program are provided through the nonprofits Hunters Point Family, CIVIC and Mission Neighborhood Centers.⁹ Hunters Point Family provides the monitoring staff for all of the Park Stop sites.

Cost to Increase All Pit Stop Sites to 24/7 Access and to Add Back Closed Facilities

Our estimate of the cost to increase hours for the 22 permanent Public Works Pit Stop sites that are not currently open 24 hours/7 days per week is approximately \$131,943 per week; for the full FY 2021-22, this would amount to an approximate annual cost of \$6,861,057.¹⁰

FEMA Reimbursement

According to San Francisco Public Works staff, the initial budget for expansion of the Pit Stop program was developed on the assumption that 50 percent of the costs would be reimbursed by FEMA and the California Governor's Office of Emergency Services (CalOES). In September 2020, the Department heard from FEMA and CalOES that the program was not eligible for reimbursement.¹¹ SFPW staff is currently working with the Controller's Office to apply for reimbursement.

The Operation of Sites through FY 2021-22

Due to uncertainties regarding the program budget, San Francisco Public Works staff have indicated that proposed General Fund budget for FY 2021-22 is \$4.4 million for monitoring costs and that the Department will return the program to the number of sites before the COVID

⁸ Pit Stop costs provided by SFPW.

⁹ The Pit Stop location monitoring positions are provided as job training, employment and workforce development opportunities for local residents, especially those who are facing barriers to employment.

¹⁰ Currently, the 36 Pit Stops are open and staffed a total of 4,003 hours per week. In order for all Pit Stops to be open 24/7, they would need to be open and staffed 6,048 hours per week (168 hours * 36). 24/7 monitoring costs are, on average, approximately \$10,839 per week, depending on the type of facility, equivalent to \$64.52 per hour (168 hours per week * \$64.52=\$10,839). According to this estimate, in order to convert all Public Works facilities to 24/7 service, Pit Stops would need to add 2,045 hours of service per week across the daytime-only locations. 2,045 * \$64.52 = \$131,943.

¹¹ In September, FEMA and CalOES reimbursement guidance was revised to state that cleaning and sanitation costs would only be reimbursed at locations where otherwise eligible work was being conducted.

pandemic. In addition, SFPW anticipates receiving \$250,000 in funding from BART for monitoring costs, for a total FY 2021-22 budget of approximately \$4.6M. However, Department staff report that they are prepared to operate as many Pit Stop facilities as the budget allows. Recreation and Park Department staff have stated that they expect to increase funding to the Park Stops program by an additional \$500,000 in FY 2021-22, for a total estimated cost of \$1.6 million.

Reinstatement of the 20 24/7 Pit Stop sites closed between May 2020 and May 2021 would cost an estimated \$11.3 million per year to operate 24 hours a day seven days a week based on the average costs detailed above.

Impact of Pit Stop and Park Stop Availability on 311 Service Calls

There were 28,240 reports of human waste in 2020 compared to 30,894 in 2019 and 28,313 in 2018, according to 311 data.¹² Prior to 2020, 311 reports of human/animal waste were on an upward trend.¹³ It is unclear whether the reduction of 311 human/animal waste service requests is due to a higher number of unsheltered individuals being housed in hotels, the increased accessibility of public toilet facilities, or a decrease in the overall usage of 311 by San Francisco residents. Case study analyses conducted in 2019 of Pit Stop usage data and 311 data suggests that the presence of Pit Stops may impact the growth rate of service order requests to 311 for street and sidewalk cleaning for certain locations, however, the data is inconclusive and cannot be generalized across all locations. Exhibit 5 below shows the average annual increase/decrease in 311 service requests for street/sidewalk cleaning within approximately 820 feet of five selected Pit Stop locations in the seven years prior to installation of the Pit Stop (2009 -2015), compared to three years since installation (2016 – 2019).

¹²311 data provided through DataSF open source data portal

¹³ According to 311 data provided through the DataSF open source data portal, there were 18,455 service requests in 2016 and 20,922 service requests in 2017.

Exhibit 5: Annual Average Change in Street and Sidewalk Cleaning Requests (Pre- and Post-Installation of Pit Stops)

Pit Stop Location	Average Annual Change Pre-Installation 2009-2015	Average Annual Change Post-Installation 2016-2019
16 & Mission	31.5%	8.4%
UN Plaza	48.9%	14.2%
Civic Center	27.7%	25.2%
Eddy & Larkin	(5.4%)	2.3%
Golden Gate & Hyde	13.3%	(0.3%)

Source: “The Pit Stop Project” analysis conducted by Stamen Design, LLC in June 2019

As shown in Exhibit 5 above, only one of the Pit Stops, the Golden Gate & Hyde location, experienced a decrease (of .3 percent) in 311 service requests for street/sidewalk cleaning after installation of a Pit Stop. The remaining four Pit Stop locations all experienced average annual increases in 311 requests, however, at three of the sites (16th & Mission, UN Plaza and Civic Center), there were decreases in the average annual growth rate of service requests. One location, Eddy & Larkin, experienced an increase of 2.3 percent (compared to a 5.4 percent average annual decrease prior to the Pit Stop) in street and sidewalk cleaning requests after the installation of a Pit Stop.

There is some evidence that increasing the number of hours Pit Stops are open results in a decrease in the number of service requests from 311, however, additional data is needed to draw a conclusion. The Mayor’s Budget Office funded a pilot in August 2019 to increase hours at three Pit Stops to 24 hours a day, seven days per week. Preliminary findings from a 2019 analysis of three pilot Pit Stop locations with 24/7 access shows a decrease in 311 service orders within a 1,000-foot radius at two (out of three total) Pit Stops after the hours were increased to 24 hours/seven days per week access, as shown in Exhibit 6.

Exhibit 6: Volume of Service Orders from 311 at Pilot Pit Stop Locations (2018 vs. 2019)

Site	August 13-September 9, 2018	August 13-September 9, 2019	Difference
6 th and Jessie	176	77	(99)
Eddy and Jones	356	103	(253)
Market and Castro	46	49	3

Source: Public Works data received in 2019 for BLA

As shown in Exhibit 6, the number of 311 service calls for the Eddy & Jones Street location decreased from 356 calls in the timeframe of August 13 through September 9, 2018 to 103 calls

for the same dates the following year, for a total reduction of 253 service calls. The 6th and Jessie location also experienced a decrease of 99 service requests (from 176 calls to 77 calls). The Market and Castro location had a minor increase of 3 service requests.

Estimated Cost Savings Due to Increasing Number and Hours of Pit Stops & Public Toilets

Analysis conducted by Stamen Design on the total cost savings due to increasing the hours and number of Pit Stops estimates an approximate cost savings to the City of between \$1.9 to \$12 million from January 2016 through April 2019.¹⁴ Given the high variability between the minimum and maximum estimates provided by the cost savings analysis and the reliance of this analysis on various assumptions, it is clear that the accuracy of cost saving estimates is limited due to the lack of available data. An additional factor that contributes to the challenge of estimating cost savings is the reliance on 311 as the primary source of information for estimating the impact of Pit Stops in a given area. As discussed by Stamen Design, any upward trend in 311 service requests may reflect the increased popularity of 311 as a way of reporting issues, rather than any actual increase in a need for cleanings.

While there is limited evidence to support any significant cost savings to the City due to the increase in availability of Pit Stops, the data shown in Exhibit 6 shows a decrease in service requests and suggests some cost avoidance from reduced requests for street and sidewalk cleaning due to expanded Pit Stop hours.

¹⁴ The minimum estimate is based on DPW Flush Data, 311 data, and Pit Stop cost data. The maximum estimate includes these data sources, plus additional assumptions about the hypothetical number of "Code Browns" (requests for steam cleaning due to human waste) avoided as a result of Pit Stop availability. Specifically, Stamen calculated municipal savings attributable to Pit Stops by multiplying the number of Code Browns avoided by the cost range of addressing one Code Brown (approximately 15-45 minutes at \$92.36 per hour of cleaning), and subtracted the cost of Pit Stops from this total.

Appendix I: Pit Stop and Park Stop Operating Hours and Locations (May 2021)

Address	Hours/Day	Days / Week
Hallidie Plaza, San Francisco, CA 94102	12	Daily, 7am-7pm
344 14th Street, San Francisco, CA	12	Daily, 7am-7pm
180 Jones Street, San Francisco, CA	24	Daily
355 McAllister St, San Francisco, CA 94102	12	Daily, 7am-7pm
3100 26th Street, San Francisco, CA	12	Daily, 7am-7pm
O'Farrell St & Taylor St, San Francisco, CA 94102	24	Daily
2111 Jennings St, San Francisco, CA 94124	24	Daily
Turk St & Fillmore St, San Francisco, CA 94115	12	Daily, 7am-7pm
Building 25, 1001 Potrero Ave, San Francisco, CA 94110	14	Monday – Sunday 6am - 8pm
SFGH Building 80, 995 Potrero Ave, San Francisco, CA 94110	14	Monday - Sunday 6am- 8pm
885 Potrero Ave, San Francisco, CA 94110	8	Monday – Friday, 7am-2:30pm
Judah St & La Playa St, San Francisco, CA 94122	12	Daily, 8am-8pm
Victoria Manalo Draves Park, 16 Sherman St, San Francisco, CA 94103	12	Daily, 8am-8pm
1645 Bryant St, San Francisco, CA 94103	12	Daily, 8am-8pm
16th St Mission, Qa, 2000 Mission St, San Francisco, CA 94110	24	Daily
Mission St & 24th St, San Francisco, CA 94110	24	Daily
S Van Ness Ave & San Francisco Bicycle Rte 60, San Francisco, CA 94110	12	Daily, 7am-7pm
Stanyan St & Waller St, San Francisco, CA 94117	12	Daily, 7am-7pm
Market St & Church St, San Francisco, CA 94114	12	Daily, 7am-7pm
Mendell Plaza, San Francisco, CA 94124	24	Daily
Buena Vista Ave E & Haight St, San Francisco, CA 94117	7	Monday-Friday 11:30am-6:30pm
Turk St & Hyde St, San Francisco, CA 94102	24	Daily
388 Ellis St, San Francisco, CA 94102	24	Daily
Larkin St & Eddy St, San Francisco, CA 94109	24	Daily
Jessie St & 6th St, San Francisco, CA 94103	24	Daily
16th St & Capp St, San Francisco, CA 94103	8	Monday - Friday 11am-6pm
Mission St & 18th St, San Francisco, CA 94110	8	Monday - Friday 12pm-7pm
Ocean Beach, San Francisco, CA	8	Monday – Friday 12pm-7pm
Market St & San Francisco Bicycle Rte 40, San Francisco, CA 94114	24	Daily
Larkin St & Myrtle St, San Francisco, CA 94109	12	Daily, 7am-7pm
UN Plaza, 355 McAllister St, San Francisco, CA 94102	24	Daily
Jones St & Eddy St, San Francisco, CA 94102	24	Daily
Washington Square, Filbert St & Stockton Street, San Francisco, CA 94133	12	Daily, 7am-7pm

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Larkin St & San Francisco Bicycle Rte 20, San Francisco, CA 94102	12	Daily, 7am-7pm
Embarcadero Plaza, Market St &, Steuart St, San Francisco, CA 94105	12	Daily, 7am-7pm
133 Golden Gate Ave, San Francisco, CA 94102	24	Daily
733 Kearny St, San Francisco, CA 94108	8	Daily, 8am - 4pm
O'Farrell St & Pierce St, San Francisco, CA 94115	8	Daily, 9am - 5pm
Arkansas St & Mariposa St, San Francisco, CA 94107	8	Daily, 8am - 4pm
Sheridan, San Francisco, CA 94103	12	Daily, 8am - 8pm
950 Golden Gate Ave, San Francisco, CA 94102	8	Daily, 8am - 4pm
3rd St & Armstrong Ave, San Francisco, CA 94124	8	Daily, 8am-4pm
2827 Cesar Chavez, San Francisco, CA 94110	8	Daily, 8am - 4pm
2850 Cesar Chavez, San Francisco, CA 94110	8	Mon - Fri, 8am - 4pm
19th St & Dolores St, San Francisco, CA 94110	8	Mon - Fri, 12pm-4pm