



NE Mission Working Group Meeting Recap

Thursday, December 5, 2019

Verdi Club, 5:30-7:30pm

1) Introductions

2) Updates

a. Vehicular habitation

SFMTA will continue working with key agencies and stakeholders to advance citywide solution(s) including coordinating with work of the safe parking effort at the Upper Yard. NE Mission project will not be contingent on establishing that solution first. Latest discussions determined best not tie it to RPP but might be a permit that forgives time limits such as those with RPP

b. Parking orientation

Several blocks have perpendicular parking on both sides of streets where the width does not provide sufficient clearance for emergency vehicles. One side of those streets will convert perpendicular parking to parallel. Per feedback, staff will explore angled parking if considerably more parking can be retained. Number of curb cuts and otherwise maintenance of angled parking are just a few reasons that make it less desirable than more standard ninety degree or parallel. Staff will return with analysis of options. Staff pursuing inactive driveways to restore parking. Send potential inactive driveway locations to Mari.Hunter@sfmta.com

c. RPP—finish discussion about zone

Group confirmed new zone should be established for project area. Group also affirmed by-and-large, the project area to qualify for RPP such that they, as they choose to participate and purchase a permit, they may park on RPP-signed blocks. Qualifying parcels within project area to be considered during breakout session (#3)

A few work group members expressed desire for 4 hour RPP. Staff explained that the practice is 2 hour but would connect with RPP manager to get her subject matter expertise. Per that exchange, the manager shared the following:

We no longer do 4-hr RPP as it was found to lead to residents to not purchase the permits and instead move their vehicles in middle of day adding to poor air quality issues. (Cold engines are most pollution) Also we have been advised by PCOs that 4-hour zones are difficult to enforce due to the need to make 2 passes spread 4 hours apart

It was also suggested that the 4 hour time limits identified on other blocks in the project area be RPP, but with the information above along with the fact that RPP should only be applied to residential blocks otherwise additional driving within the RPP zone may be induced, which does not support city and agency goals for climate, safety, sustainability nor livability.

d. Outreach

Additional outreach identified for early 2020 including office hours and meetings with the transit divisions, briefing with non-profits, among others as identified/requested and see #4 for future path of project

3) Break-out for maps review & feedback

4) Next Steps (reconvene by 7:15pm)

a. Option A:

- i. Incorporate feedback from tonight
- ii. Additional outreach
- iii. Working group meeting to affirm final plan to share at final open house
- iv. Final open house
- v. Initiate legislative process

b. Option B:

- i. Incorporate feedback from tonight
- ii. Additional outreach
- iii. Final open house with plan
- iv. Working group meeting to review any last-minute feedback, make final touches
- v. Initiate legislative process

c. Option C:

- i. Incorporate feedback from tonight
- ii. Additional outreach
- iii. Working group meeting to draft final plan
- iv. Open house with draft final plan
- v. Working group meeting to finalize proposal
- vi. Initiate legislative process

d. Option D: ??

Option C is most likely path but group would like to consider progress at next working group meeting

5) Public Comment

Request that meeting notes be provided on project webpage and coordinate project update emails with working group meetings so they may be identified within those emails.