



Enforcement Division
505 - 7th Street
San Francisco, CA 94103



WILLIE LEWIS BROWN, JR., MAYOR
FRED M. HAMDUN, EXECUTIVE DIRECTOR

PARATRANSIT VEHICLES

PEOPLE WITH DISABILITIES USE A VARIETY OF TRANSPORTATION SERVICES ON A DAILY BASIS THROUGHOUT THE CITY OF SAN FRANCISCO. THESE SERVICES ARE PROVIDED BY PRIVATE CONTRACTORS, SUCH AS MV TRANSPORTATION, RAMPED AND NON-RAMPED TAXIS, AND VANS.

ON OCCASION, OPERATORS OF THESE VEHICLES MAY USE BLUE ZONES OR BUS ZONES TO PICK UP OR DROP OFF PASSENGERS. THESE ZONES PROVIDE A MARGIN OF SAFETY AND GENERALLY EASIER ACCESS TO THE VEHICLE FOR THE DISABLED PERSON. PEOPLE WHO USE THE SERVICES OF SPECIALLY EQUIPPED VEHICLES ARE NOT LIMITED TO WHEELCHAIR USERS. DISABLED PERSONS USING WALKERS, SERVICE ANIMALS, CANES, CRUTCHES, SCOOTERS, OR HAVE LIMITED MOTION DUE TO THEIR DISABILITY ALSO USE PARATRANSIT SERVICES.

IF AN OFFICER OBSERVES A TAXI, VAN, OR OTHER SPECIALLY EQUIPPED VEHICLE IN A BLUE ZONE OR BUS ZONE, HE OR SHE SHOULD CHECK WITH THE OPERATOR AS TO WHY THEY ARE PARKED IN THE ZONE. IT MAY BE PRUDENT FOR THE OFFICER TO FACILITATE THE LOADING OR UNLOADING OF A DISABLED PASSENGER BY ALLOWING THE OPERATOR OF THE VEHICLE TO REMAIN IN THE ZONE DURING THE ACTUAL LOADING OR UNLOADING PROCESS.

TRAINING BULLETIN

04-05

PARATRANSIT VEHICLES**REVISED / REISSUED**

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DO NOT PERMIT PARATRANSIT VEHICLES LOADING OR UNLOADING SENIORS AND/OR DISABLED PERSONS WHILE PARKED IN BUS ZONES OR BLUE ZONES

REVISED / REISSUED 04-29-04



INSPECTOR'S NOTICE

STREETS

**TO MUNI OPERATIONS
PROFESSIONALS**

ON TIME
PERFORMANCE
BULLETIN NUMBER
SS-04-003

REMEMBER: SERVICE IS OUR ONLY BUSINESS

PARATRANSIT PROVIDERS

To all Inspectors, please be reminded that it is MUNI'S policy, that we allow all paratransit providers access to bus zones for unloading disabled paratransit customers.

The main two (2) van providers are MV Transportation and TransMetro. All Taxi companies in the city also provide paratransit services. Both paratransit van and taxi drivers have been instructed not to use the bus zones unless there are no other convenient locations to unload paratransit customers.

At no time should they park in bus zones for purposes other than unloading customers.

Thank you for your attention in regards to this matter.

KEF:KF/DB

Kathy Forrester - Chief Inspector/Superintendent
Street Operations
In Effect 3 June 2004 until Further Notice



FOR YOUR INFORMATION

B
03-109
06/10/03

PARATRANSIT VEHICLES

People with disabilities use a variety of transportation services on a daily basis throughout the city of San Francisco. Private contractors, such as MV Transportation, provide such services as ramped and non-ramped taxis and vans.

On occasion, operators of these vehicles may use blue zones or bus zones to pick up or drop off passengers. These zones provide a margin of safety and easier access to the vehicle for the disabled person. People who use the services of specially equipped vehicles are not limited to wheelchair users. Persons with disabilities using walkers, service animals, canes, crutches, scooters, or who have limited motion due to their disability, also may use paratransit services.

If an officer observes a taxi, van or other specially equipped vehicle in a blue zone or bus zone, he or she should check with the operator as to why they are parked in the zone. It may be prudent for the officer to facilitate the loading or unloading of a disabled passenger by allowing the operator of the vehicle to remain in the zone during the actual loading or unloading process.

A handwritten signature in black ink, appearing to read "Alex E. Fagan".

ALEX E. FAGAN,
Acting Chief of Police



San Francisco International Airport

P.O. Box 3097
San Francisco, CA 94128
Tel 650.321.5000
~~Fax 650.321.5000~~
www.sflsfo.com
Direct Fax: (650) 821-6508

NOTICE

February 21, 2003

AIRPORT
COMMISSION
CITY AND COUNTY
OF SAN FRANCISCO

TO: All Taxicab Operators
SUBJECT: Taxicab Operating Procedures

WILLIE L. BROWN, JR.
MAYOR

This notice supercedes our February 12, 2003 notice as to revised taxicab operating procedures while at the terminal loading zones.

HENRY E. BERMAN
PRESIDENT

- All taxicab drivers must remain with their taxicabs while at the terminal loading zones.

LARRY MAZZOLA
VICE PRESIDENT

- All vehicles, including taxicabs, entering the Airport terminal complex will be subject to random vehicle inspections performed by the San Francisco Police Department's Airport Bureau.

MICHAEL S. STRUNSKY

LINDA S. CRAYTON

CARYL ITO

Thank you in advance for your cooperation in informing taxicab drivers of these measures. If there are any questions regarding this notice, please contact Joe Martin of Landside Operations at (650) 821-6528.

JOHN L. MARTIN
AIRPORT DIRECTOR

Duke Briscoe
Deputy Airport Director
Operations

cc: R. Keith Aganon – ShuttlePort/DAJA



Enforcement Division
505 - 7th Street
San Francisco, CA 94103



WILLIE LEWIS BROWN, JR., MAYOR
FRED M. HAMDUN, EXECUTIVE DIRECTOR

12-19-01

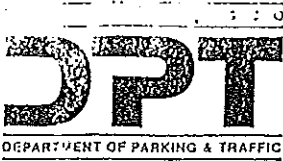
To: Naomi Little, Executive Director Taxicab Commission
Fr: James L. Howard, Deputy Director DPT
Re: Proposed ordinance and Ramp taxis used for paratransit

Attached you will find a copy of our training bulletin for paratransit vehicles. In order to consider the ramp taxis for this exemption we will need a clearly identifiable way to recognize when the ramp taxi is being used for paratransit purposes. You will also find a copy of the Enforcement divisions' Policy and procedures for taxis loading and unloading and the guidelines which PCOs are required to follow.

It was a pleasure to meet with you and the commissioners and I hope that we will continue the dialogue. We do share your concerns regarding the increased need for passenger loading areas in the city. We have requested that our traffic engineering division survey for possible sites. I know that you will have some suggestions and recommendations for us to consider.

Please contact me if you have any questions or concerns regarding enforcement.

Cc Fred Hamdun, Executive Director



Enforcement Division
505 - 7th Street
San Francisco, CA 94103



WILLIE LEWIS BROWN, JR., MAYOR
FRED M. HAMDUN, EXECUTIVE DIRECTOR

READING CLIP

TO: All Personnel

FR: James Hodges *JH*

DT: December 13, 2000

RE: Citing of Taxicabs

A reminder, as stated policies and procedures 5-13 taxicabs may use bus zones to pick up or drop off passengers. They may use blue zones or access ramps to pick up the disabled.

In the interest of encouraging the use of public transportation please extend these courtesies to allow taxi cabs to use truck zones, bus zones, blue zones for a short period of time in order to allow the drivers time to enter a building to pick passengers.

Please do not cite these vehicles on sight unless it is known to you that they are abusing these courtesies.

Thank you for your anticipated cooperation.

Cc Steve Johnson
SFPD-Taxi Detail

Paul
Issued 12/13/00
[Signature]

TRAINING BULLETIN

00-02

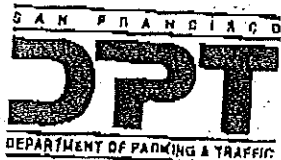
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ISSUED 04-14-00



Enforcement Division
505 - 7th Street
San Francisco, CA 94103



WILLIE LEWIS BROWN, JR., MAYOR
STUART SUNSHINE, EXECUTIVE DIRECTOR

DPT/Enforcement Division
Training Bulletin

March 27, 2000

Use of Prohibited Parking Zones By Paratransit Vehicles

People with disabilities throughout the city of San Francisco use a variety of transportation services daily. These services are provided by private contractors, like MV Transportation, ramped and non-ramped taxis, and vans.

On occasion, operators of these vehicles may use blue or bus zones to pick up or drop off disabled passengers. These zones provide a margin of safety and generally easier access to the vehicle for the disabled person. People who use the services of specially equipped vehicles are not limited to wheelchair users. Those using scooters, walkers, service animals, canes, crutches, or who have limited motion due to their disability, also use these services.

If an officer observes a taxi, group van, or other specially equipped vehicle in a blue or bus zone, he or she should check with the operator as to why they are parked in the zone. It may be prudent for the officer to facilitate the loading and unloading of a disabled passenger by allowing the operator of the vehicle to remain in the zone only during the actual loading or unloading process.



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00-42

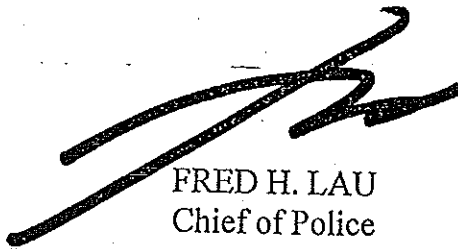
3/17/00

USE OF PROHIBITED PARKING ZONES BY PARATRANSIT VEHICLES

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On occasion, operators of these vehicles may use blue or bus zones to pick up or drop off disabled passengers. These zones provide a margin of safety and generally easier access to the vehicle for the disabled person. People who use the services of specially equipped vehicles are not limited to wheelchair users. Those using scooters, walkers, service animals, canes, crutches, or who have limited motion due to their disability, also use these services.

If an officer observes a taxi, group van, or other specially equipped vehicle in a blue or bus zone, he or she should check with the operator as to why they are parked in the zone. It may be prudent for the office to facilitate the loading and unloading of a disabled passenger by allowing the operator of the vehicle to remain in the zone **only during the actual loading or unloading process.**



FRED H. LAU
Chief of Police



SAN FRANCISCO POLICE DEPARTMENT

TAXICAB DETAIL

March 4, 1999

To: John Lazar
Luxor Cab Company

Subj: DPT Enforcement on Taxis in Bus Zone and Truck Zones

In response to the recent citation that was issued to one of your drivers parked in a truck zone at 201 California, the Taxicab Detail contacted DPT and requested that some consideration be given. Attached is a copy of a memo from DPT requesting that their officers extend a degree of courtesy to taxicabs in order to allow them to enter a building or residence to pick up a fare.

If you have any questions regarding this letter, please contact the Taxi Detail at (415) 553-9688.

Sincerely,

Sgt. Vincent Simpson
Supervising Officer of the Taxi Detail



Enforcement Division
605 - 7th Street
San Francisco, CA 94103

Must Read



WILLIE LEWIS BROWN, JR., MAYOR
STUART SUNSHINE, EXECUTIVE DIRECTOR

READING CLIP

TO: All Field personnel

Fr: James Hodges
Asst. Director

Thru: James Howard
Deputy Director

Thru: Tony Novello
Enforcement Director

Re: Cling of taxicabs

Di: 02/26/99

As stated in our policies and procedures 5-13 taxicabs may use bus zones to pickup or drop off passengers, blue zones or accesses ramps to pick up disabled persons.

In the interest of encouraging the use of public transportation please extend these courtesies to allow them to use truck zones, bus zones, blue zones, and access ramps for a short period of time. This time would enable them to enter a building or residence to pick up a fare.

Please do not cite these vehicles on sight unless it is known to you that they are abusing these courtesies.

Thank you for your anticipated cooperation

Cc Toni Coe
Shannon Anderson
S.F.P.D. Taxi Detail
Jeanne Slominski

*ATTN ALL DRIVERS
DO NOT ABUSE.*



City and County of San Francisco



WILLIE LEWIS BROWN, JR., MAYOR
STUART R. SUNSHINE, EXECUTIVE DIRECTOR

June 26, 1998

John L. Taylor, Clerk of the Board
Board of Supervisors
City and County of San Francisco
401 Van Ness Avenue, Room 308
San Francisco, CA 94102

Dear Mr. Taylor:

I am writing in response to your letter of June 11, 1998 regarding the Department of Parking and Traffic's plan to implement the recommendations of the Mayor's Taxi Task Force. These recommendations are included on page eight of the "Mayor's Taxi Task Force Final Report" dated May 22, 1998. The implementation plan for each of these recommendations are described below.

Recommendation 1: Taxicabs may use blue zones as momentary pick-up/drop-off spots for disabled and elderly passengers; Muni zones may be used for loading and unloading passengers when they do not create a hazard (Note: driver must remain within immediate presence of vehicle).

DPT Implementation: DPT has already implemented this policy. It should be noted that DPT has no control over staff of other agencies which have parking enforcement powers, such as Police Officers and Municipal Railway Inspectors. We suggest that these departments be urged to adopt similar policies.

Recommendation 2: The Department of Public Works and the Department of Parking and Traffic will make information on parades and street closures available to all taxi drivers on a consistent basis.

DPT Implementation: DPT provides information on major street closures to the United Taxicab Workers. This information is also available on the City's web site at www.ca.sf.ca.us/dpt. Parades are under the jurisdiction of the San Francisco Police Department.

Recommendation 3: Extended Tow-Away Hours

DPT Implementation: DPT has already implemented the extension of tow-away hours from 6 PM to 7 PM on the following streets:

New Montgomery Street, both sides, Mission to Howard Streets;
New Montgomery Street, east side, Market to Mission Streets;
Kearny Street, west side, Market to Sutter Street; and
Pine Street, north side, Davis to Jones Streets.

DPT has implemented the extension of tow-away during all hours of the day of the following street:

King Street, south side, 5th to 3rd Street (No Stopping Any Time).

The Task Force's proposal to extend the tow-away hours on the north side of Sacramento Street between Kearny Street and Grant Avenue was disapproved at the DPT public hearing due to neighborhood objections. DPT is currently pursuing approvals of additional tow-away extensions in the downtown area which were requested by individual taxicab drivers.

Recommendation 4: Neighborhood Taxi Stands at the Following Locations

North Beach;
Kaiser Hospital (Geary Boulevard and St. Joseph's Ave.);
All Hospitals;
Caltrain Station;
Transamerica Building;
101 California;
Stonestown;
Moscone Center; and
Golden Gate Park.

DPT has already implemented additional taxi stands at the following locations:

North Beach (two locations, evenings only);
California Pacific Medical Center at 3750 California Street;
Moffit Hospital; and
Moscone Center.

DPT's attempt to install a taxicab stand outside Kaiser Hospital on Geary Boulevard at St. Joseph's Avenue was disapproved by the Parking and Traffic Commission after hearing testimony

John L. Taylor
June 26, 1998
Page 3

in opposition to this installation by a taxicab driver. A proposal to install a taxicab stand at the Caltrain Station has been approved and will be constructed as part of the station's remodeling program within the year. DPT's attempts to install a taxicab stand at the TransAmerica Building were rejected by the building management. We are working with the building management of 101 California Street to install a taxicab stand on Davis Street, and a public hearing will be held within the next few weeks. Stonestown Shopping Center is privately-owned and is outside the DPT's jurisdiction. However, the shopping center management appears to be willing to install a taxicab stand and is working directly with an individual taxicab driver in selecting the location. Section 9.09 of the San Francisco Park Code prohibits taxicabs from driving or parking in the park unless the taxicab is responding to a call.

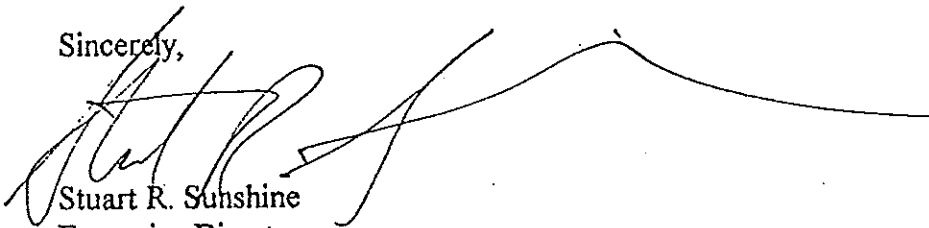
Recommendation 4: Recommended Left Turns

**Eastbound Mission Street onto 3rd Street;
Southbound Mason Street at Market Street;
Westbound Mission Street at 10th Street;
Westbound Mission Street at 4th Street;
Eastbound Mission Street at 2nd Street; and
Northbound 4th Street at Townsend Street.**

DPT Implementation: Legislation has been approved which exempts taxicabs from left turn restrictions at all of the above locations except between the hours of 7-9 AM and 4-7 PM at northbound 4th Street at Townsend Street and between 4-7 PM at all other locations. Signs have been installed at all locations except Southbound Mason Street at Market Street, which requires special signs to be installed on the Market Street mast arms.

We hope this letter is responsive to your request. If you would like to discuss this matter further, please feel free to contact me or Mr. Jerry Robbins, DPT's representative on the Taxi Task Force, at 554-2343.

Sincerely,



Stuart R. Sunshine
Executive Director

cc: Honorable Gavin Newsom, Member Board of Supervisors



Enforcement Division
505 - 7th Street
San Francisco, CA 94103



WILLIE LEWIS BROWN, JR., MAYOR
FRED M. HAMDUN, EXECUTIVE DIRECTOR

5-13 TAXI CABS IN BUS ZONES

Policy Taxi cabs may use bus zones for loading or unloading passengers when the driver is in the immediate presence of his/her vehicle and the taxi cab does not create a hazard.

Guidelines Loading or unloading in a bus zone may be permitted if it does not create a hazard.

If the PCO believes the taxi cab is creating a hazard, the driver is instructed to move the vehicle. Allow the driver a reasonable time to move the taxi cab. A citation should only be issued if the driver fails to cooperate.

A taxi driver may use blue zones and access ramps to unload or load obviously handicapped individuals.

PCOs should give consideration to high drop-off and pick-up areas where taxi cab loading zones are not available or limited. For example, the Cal-Trans Station has a large number of bus zones but a limited area where drop-offs or pick-ups can be made.

Parking citations are to be issued:

- > only after a hazard has been identified and a warning issued and ignored; or,
- > if the taxi cab is parked in a bus zone, blue zone, or access ramp and the driver is not in the presence of his/her vehicle.
- > to unattended taxi cabs showing no activity.

ENFORCEMENT DIVISION

POLICY AND PROCEDURES

5. OPERATIONS

5-13 TAXI CABS IN BUS ZONES

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- to unattended taxi cabs showing no activity.

Related Policy • Parking Citations
• Performance

DPT POLICY AS OF 9-15-97 POLICIES ARE SUBJECT TO CHANGE

~~Issued 11/7/98~~



CITY AND COUNTY OF SAN FRANCISCO

25 VAN NESS AVENUE, SUITE 410
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA 94102
554 PARK

FRANK M. JORDAN, MAYOR
JOHN E. NEWLIN, EXECUTIVE DIRECTOR

MEMORANDUM

ATTN:
MARY
NEWLIN

TO: All Enforcement Personnel
FROM: John E. Newlin *John E Newlin*
SUBJECT: Enforcement Policy for Taxi Cabs in Bus Zones
DATE: October 19, 1994

Frequently, taxi cabs transport elderly and disabled individuals as well as physically able individuals to locations where no passenger loading zones exist.

The policy of the Department of Parking and Traffic in response to this situation shall be:

If a taxi is in a bus zone and actually loading or unloading, and no hazard is created, they shall be allowed to do so without being issued a citation.

If the Parking Control Officer feels a hazard is created they shall instruct the driver to move the vehicle and allow a reasonable time to do so. Citations should be issued only when the driver fails to cooperate.

A taxi driver may use a blue zone or handicap ramp to load or unload an obviously handicapped individual without citation.

Parking Control Officers should give special consideration to areas like the CalTrain Station where there is a high demand for drop-off and pick-up, but only bus zones available. Citations are to be issued only after a hazard has been identified and a warning issued and ignored.

In all situations described above, the driver must be in the immediate presence of his vehicle. Unattended vehicles showing no activity may be cited.