

SFMTA

Municipal Transportation Agency



Policies for On-Street Parking Management

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Why?

- Articulate and clarify past practice
- Transparency and consistency
- Ensure practice aligned with the SFMTA's overall mission
- Facilitate dialogue among stakeholders
- Guide for the public on how, when, and where parking management tools are implemented

What?

- Codify existing SFMTA practices
- Summarize where and when the SFMTA uses parking management tools on a blockface or frontage
- Lay out the principles that guide SFMTA parking management
- Serve as a guideline for future parking management decisions

Process

- **Public request for clarification**
- **GIS analysis**
 - Zoning as guideline
 - Highlight patterns, exceptions, and gaps
- **Submitted for external review**
- **Groundwork for review**
 - Improvements in implementation of meter policy
 - Revision of RPP policy

Principles

- Limited right of way should be well used
- Parking availability is critical
- Encourage travel by sustainable modes of transportation
- Promote access to commercial areas
- Improve quality of life in residential areas
- Reduce emissions and pollutants
- Generate revenue for transportation needs
- Create a consistent, understandable, and transparent framework for parking management decision-making

Parking management tools

- **Parking meters**
 - Attach payment to on-street parking
 - Assist economic vitality and community access
 - Manage excess demand
- **Residential parking permits (RPP)**
 - Purpose
 - Criteria for consideration of eligibility
 - Administrative oversight
- **Posted time limits and color curb regulations**

Meter policy overview

- **Areas appropriate for metering**
 - Commercial areas
 - Public facilities, parks, recreational facilities, and open spaces
 - Major transportation corridors
 - High-density residential buildings
- **Areas not appropriate for metering**
 - Primarily residential areas
 - Low parking demand
 - Posted time limits
- **Other areas, including mixed use (considerations in making decision)**
 - Occupancy
 - Zoning and land use
 - Community outreach
 - Trip generators, adjacency, continuity

RPP: existing practices

- **Implemented (1976) to discourage commuters and visitors from parking long-term in residential areas**
- **Not intended to ensure adequate parking supply**
- **Current considerations**
 - Zoning and land use
 - Non-resident parking burden
 - Community input (major driver for RPP)
 - Other factors (e.g. development)
- **State Legislation limits RPP to cost recovery**
- **RPP will be undergoing full review and new RPP policies will be developed**

Next steps

- Goes to SFMTA Board to be adopted
- In place as guideline for staff in making parking management decisions
- RPP will be undergoing full review and new RPP policies will be developed
- Facilitates inter-departmental dialogue and public outreach process
- Goal is less politicized, more fact-based parking management decisions