

**THIS PRINT COVERS CALENDAR ITEM NO. : 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Concur with and request that the Board of Supervisors amend Transportation Code, Division I, by amending Section 7.2.30 (c) and 7.2.30 (d) to establish a one-hour maximum parking time limit for all broken/inoperable parking meters under the jurisdiction of the SFMTA.

**SUMMARY:**

- In November 2008, the SFMTA Board of Directors approved resolution 08-192, which established *SFpark* pilot project areas and gave the Executive Director authorization to set parking fees within the pilot project areas until June 30, 2010.
- The *SFpark* Pilot was subsequently extended by the SFMTA Board to June 30, 2012 (Resolution 09-167).
- In *SFpark* and non-*SFpark* areas, the SFMTA has established parking meter time limits in excess of two hours.
- Establishing a one-hour maximum time limit for parking at broken/inoperable meters will provide a disincentive to vandalizing meters to be able to park at no cost for long time periods, will provide a simple uniform rule to communicate to customers, and will be easier and more efficient for SFMTA Parking Control Officers to enforce.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Appendix A – Transportation Code, Division I Modification

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION

PREPARING ITEM \_\_\_\_\_

\_\_\_\_\_

FINANCE \_\_\_\_\_

\_\_\_\_\_

EXECUTIVE DIRECTOR/CEO \_\_\_\_\_

\_\_\_\_\_

SECRETARY \_\_\_\_\_

\_\_\_\_\_

ADOPTED RESOLUTION

BE RETURNED TO Sonali Bose

**ASSIGNED SFMTAB CALENDAR DATE:** \_\_\_\_\_

## **PURPOSE**

Concur with and request that the Board of Supervisors amend Transportation Code, Division I, by amending Section 7.2.30 (c) and 7.2.30 (d) to establish a one-hour maximum parking time limit for all broken/inoperable parking meters under the jurisdiction of the SFMTA.

## **GOAL**

Amending the Transportation Code as stated above will further the following goals of the Strategic Plan in the following areas:

- **Goal #3:** External Affairs-Community Relations: To improve the customer experience, community value and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry.
- **Goal #6:** Information Technology: To improve service and efficiency, the SFMTA must leverage technology.

## **DESCRIPTION**

In November 2008, the SFMTA Board of Directors approved resolution 08-192, which established *SFpark* pilot project areas and gave the Executive Director authorization to set parking fees within areas for the duration of the *SFpark* Pilot. The SFMTA Board approved extending the pilot projects to June 30, 2012 (09-167) by extending the existing agreement. In February, 2010, the Board of Supervisors approved Ordinance 35-10, which allowed the *SFpark* pilot program to continue beyond the usual two-year limit set by the San Francisco Administrative Code until June 30, 2012.

As part of the approval for the *SFpark* Pilot, the rate structure for all parking meters, parking garages, and parking lots in *SFpark* Parking Pilot Project Areas will be either flat (same price per hour all day), or may be based on time of day (variable price by time of day), length of stay (variable price by how long a vehicle has been parked), or a combination of those structures. In addition, time limits at parking meters will also be extended to at least four hours and, in some cases, eliminated. In the case of broken/inoperable parking meters, the current policy is to allow the public to park at a broken meter for the same amount of time set by the meter.

After further evaluation, staff recommends that the Transportation Code be modified to establish a one-hour maximum for parking at all broken/inoperable meters under the jurisdiction of the SFMTA, for the following reasons:

- At meters in *SFpark* and non-*SFpark* areas that have time limits beyond two hours, a one-hour limit on broken/inoperable parking meters is a disincentive to vandalizing parking meters to get potentially free, unlimited time parking.
- Establishing a one-hour maximum parking limit at all broken/inoperable meters citywide is a simple and uniform message that can be communicated clearly to our customers on a decal on all meters, whether single or multi-space.

- It is easier and more efficient for Parking Control Officers (PCOs) to enforce a uniform one-hour time limit at all broken parking meters than for PCOs to discern time limits at each broken meter they enforce.

### **FUNDING IMPACT**

This action is expected to slightly improve the financial sustainability of the SFMTA. To the extent a one-hour time limit at broken/inoperable meters provides a disincentive for people to damage meters in order to receive free parking, it will increase parking meter revenue and decrease operational costs for the Meter Shop to fix broken meters.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

Because the proposed modification would necessitate modifying Division I of the Transportation Code, which is under the jurisdiction of the Board of Supervisors, their approval is required. Because it is SFMTA policy that any items that are presented to the Board of Supervisors for approval are first reviewed by the SFMTA Board, this item is being submitted.

The City Attorney has reviewed the item and Transportation Code Division I modification. Any other required approvals and/or public notice will be administrated by the Board of Supervisors, since they are the governing body required to approve this modification.

### **RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors request that the Board of Supervisors amend Transportation Code, Division I, by amending Section 7.2.30 (c) and 7.2.30 (d) to establish a one-hour maximum parking time limit for all broken/inoperable parking meters under the jurisdiction of the SFMTA.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, In November 2008, the SFMTA Board of Directors approved resolution 08-192, which established SF*park* pilot project areas and gave the Executive Director authorization to set parking fees within areas for the duration of the SF*park* Pilot; and,

WHEREAS, The SFMTA Board approved extending the pilot projects to June 30, 2012 (09-167) by extending the existing agreement; and,

WHEREAS, In February, 2010, the Board of Supervisors approved Ordinance 35-10, which allowed the SF*park* pilot program to continue beyond the usual two-year limit set by the San Francisco Administrative Code until June 30, 2012; and,

WHEREAS, As part of the approval for the SF*park* Pilot, the rate structure for all parking meters, parking garages, and parking lots in SF*park* Parking Pilot Project Areas will be either flat (same price per hour all day), or may be based on time of day (variable price by time of day), length of stay (variable price by how long a vehicle has been parked), or a combination of those structures; and,

WHEREAS, In SF*park* pilot areas and some non-SF*park* pilot areas, time limits at parking meters will be extended beyond two hours; and,

WHEREAS, In the case of broken/inoperable parking meters, the current policy is to allow the public to park at a broken/inoperable meter for the same amount of time set by the meter; and,

WHEREAS, After further evaluation, staff recommends that the Transportation Code be modified to establish a one-hour maximum for parking at all broken/inoperable meters under the jurisdiction of the SFMTA; and,

WHEREAS, Making this modification is a disincentive to vandalizing parking meters to get potentially free, unlimited time parking, depending on the time-limits imposed at parking meters, is a simple and uniform message that can be communicated clearly to customers on a decal on all meters, whether single or multi-space, and is easier and more efficient for Parking Control Officers (PCOs) to enforce one uniform time limit at all broken parking meters than to require notification to the PCOs on all time-limit modifications; and,

WHEREAS, Because the proposed modification would necessitate modifying Division I of the Transportation Code, which is under the jurisdiction of the Board of Supervisors, their approval is required; now, therefore, be it

RESOLVED, The SFMTA Board of Directors recommends that the Board of Supervisors amend Transportation Code, Division I, by amending Section 7.2.30 (c) and 7.2.30 (d), to establish a one-hour maximum parking time limit for all broken/inoperable parking meters under the jurisdiction of the SFMTA.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

**Appendix A**

[Transportation Code – Limits for Parking at Inoperable/Broken Meters]

**Ordinance amending San Francisco Transportation Code, Division I, by amending Section 7.2.30 to establish a one hour time limit for parking at inoperable or broken parking meters.**

NOTE: Additions are single-underline italics Times New Roman;  
deletions are ~~strike-through italics Times New Roman~~.  
Board amendment additions are double-underlined;  
Board amendment deletions are ~~strikethrough-normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The San Francisco Transportation Code is hereby amended by amending Section 7.2.30, to read as follows:

**SEC. 7.2.30. OVERTIME PARKING.**

For the operator of any vehicle Parked on the street:

- (a) To Park a vehicle for longer than posted time restrictions within the Downtown Core; (32(c)(1))
- (b) To Park a vehicle for longer than applicable posted time restrictions on the street outside the Downtown Core; (32(c)(2)) or
- (c) To permit any vehicle to remain Parked at a Parking Meter beyond the maximum time permitted for Parking at that Parking Meter within the Downtown Core. Any vehicle Parked at an inoperable or broken Parking Meter shall be permitted to Park at that Parking Meter for a maximum time period of one hour. (202.1)
- (d) To permit any vehicle to remain Parked at a Parking Meter beyond the maximum time permitted for Parking at that Parking Meter outside the Downtown Core. Any

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vehicle Parked at an inoperable or broken Parking Meter shall be permitted to Park at that Parking Meter for a maximum time period of one hour. (202)

(e) Each hour or portion thereof that a vehicle is Parked in violation of this Section shall be a separate and distinct offense, except that in a yellow zone indicated by yellow paint on the curb, any non-commercial vehicle may be issued no more than one citation per one-half hour for violations of time restrictions, and no vehicle may be issued more than two citations within a 12-hour period. (32, 38.G)

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Amending Division II of the San Francisco Transportation Code to set the parking meter rate range in Parking Meter Zone Five (*SFpark* Pilot Areas) between \$0.25 and \$6.00.

**SUMMARY:**

- In November 2008, the SFMTA Board of Directors approved resolution 08-192, which established *SFpark* pilot project areas and gave the Executive Director authorization to set parking fees within the pilot project areas until June 30, 2010.
- The *SFpark* Pilot was subsequently extended by the SFMTA Board to June 30, 2012 (Resolution 09-167).
- Parking Rates in the *SFpark* pilot areas were also set by the SFMTA Board at a range of \$0.25 to \$6.00, subject to the pilot program's demand-responsive parking evaluations.
- In order to ensure public awareness of the parking meter rate ranges in *SFpark* pilot program areas, the rate range of \$0.25 to \$6.00 will be added to the Transportation Code, Division II, Section 412.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Appendix A – Transportation Code, Division II Modification

**APPROVALS:**

**DATE**

DIRECTOR OF DIVISION

PREPARING ITEM \_\_\_\_\_

\_\_\_\_\_

FINANCE \_\_\_\_\_

\_\_\_\_\_

EXECUTIVE DIRECTOR/CEO \_\_\_\_\_

\_\_\_\_\_

SECRETARY \_\_\_\_\_

\_\_\_\_\_

ADOPTED RESOLUTION

BE RETURNED TO Sonali Bose

**ASSIGNED SFMTAB CALENDAR DATE:** \_\_\_\_\_

## **PURPOSE**

Amending Division II of the San Francisco Transportation Code to set the parking meter rate range in Parking Meter Zone Five (*SFpark* Pilot Areas) between \$0.25 and \$6.00.

## **GOAL**

Amending the Transportation Code as stated above will further the following goals of the Strategic Plan in the following areas:

- **Goal #3:** External Affairs-Community Relations: To improve the customer experience, community value and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry.
- **Goal #6:** Information Technology: To improve service and efficiency, the SFMTA must leverage technology.

## **DESCRIPTION**

In November 2008, the SFMTA Board of Directors approved resolution 08-192, which established *SFpark* pilot project areas and gave the Executive Director authorization to set parking fees within areas for the duration of the *SFpark* Pilot. The parking meter rate range established at this time and approved by the SFMTA Board in the same resolution was between \$0.25 to \$6.00. The SFMTA Board approved extending the pilot projects to June 30, 2012 (09-167) by extending the existing agreement. In February 2010, the Board of Supervisors approved Ordinance 35-10, which allowed the *SFpark* pilot program to continue beyond the usual two-year limit set by the San Francisco Administrative Code until June 30, 2012.

On November 2, 2010, the SFMTA Board passed Resolution No. 10-138 which added the *SFpark* Pilot Areas to the Transportation Code as Area 5 by adding Section 412 to the Transportation Code. Approval of the attached resolution will set the parking meter rate ranges in the Transportation Code to ensure public awareness.

## **FUNDING IMPACT**

Funds required for *SFpark* and the associated pilots are budgeted in the SFMTA's operating and capital budgets. Demand-responsive pricing at parking meters, when combined with new parking meters that accept more forms of payment and thereby make it easier for customers to pay, is expected to increase the percentage of people that pay for parking and therefore parking meter revenue. The combination of longer time limits and easier payment may also reduce overall parking citation revenue. Staff will monitor and evaluate the net financial impact of these pilot projects.



## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

In 2008, the City's Planning Department issued a categorical exemption from environmental review for the SF*park* Pilot Program, which states that basic data collection, research, experimental management and resource evaluation activities do not result in a serious or major disturbance to an environmental resource. Since the rate range to be set in the Transportation Code is the same range reviewed by the Planning Department in 2008, no further review by the Planning Department is required.

The City Attorney has reviewed the item and Transportation Code Division II modification.

## **RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors approve amending Division II of the San Francisco Transportation Code to set the parking meter rate range in Parking Meter Zone Five (SF*park* Pilot Areas) between \$0.25 and \$6.00.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, In November 2008, the SFMTA Board of Directors approved resolution 08-192, which established SF*park* pilot project areas and gave the Executive Director authorization to set parking fees within areas for the duration of the SF*park* Pilot; and,

WHEREAS, The SFMTA Board approved extending the pilot projects to June 30, 2012 (Resolution 09-167) by extending the existing agreement; and,

WHEREAS, The parking meter rate range established at that time and approved by the SFMTA Board in the same resolution was between \$0.25 to \$6.00; and,

WHEREAS, The SFMTA Board approved extending the pilot projects to June 30, 2012 (09-167) by extending the existing agreement; and,

WHEREAS, In February 2010, the Board of Supervisors approved Ordinance 35-10, which allowed the SF*park* pilot program to continue beyond the usual two-year limit set by the San Francisco Administrative Code until June 30, 2012; and,

WHEREAS, On November 2, 2010, the SFMTA Board passed Resolution No. 10-138 which added the SF*park* Pilot Areas to the Transportation Code as Area 5 by adding Section 412 to the Transportation Code; and,

WHEREAS, Approval of the amendment resolution will set the parking meter rate ranges for SF*park* Pilot Areas in the Transportation Code to ensure public awareness; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the amendment to Division II of the San Francisco Transportation Code to set the parking meter rate range in Parking Meter Zone Five (SF*park* Pilot Areas) between \$0.25 and \$6.00.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of \_\_\_\_\_.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## APPENDIX A

[Amending Division II of the San Francisco Transportation Code to set parking meter rates for Parking Meter Zone Five.]

### **Resolution amending San Francisco Transportation Code, Division II, by amending Section 412 to set Parking Meter Rates for Parking Meter Zone Five for the SF*park* Pilot Program Areas.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 400 of Division II of the Transportation Code is hereby amended by amending Section 412 to read as follows:

#### **SEC. 412. PARKING METER ZONE NUMBER FIVE.**

(a) Notwithstanding the areas listed for Parking Meter Zones One through Four, Parking Meter Zone Five (the "SF*park* Pilot Program Areas") shall include that portion of the City and County of San Francisco not under the jurisdiction of the Port of San Francisco and in the following areas:

(1) Downtown SF*park* Pilot Program Area shall commence at a point where the northerly line of Folsom Street intersects the easterly line of The Embarcadero, thence south-westerly along the northerly line of Folsom Street to the westerly line of Fifth Street, thence north-westerly along the westerly line of Fifth Street to the northerly line of Market Street, thence easterly along the northerly line of Market Street to the westerly line of Powell Street, thence northerly along the westerly line of Powell Street to northerly line of Bush Street, thence easterly along the northerly line of Bush Street to the westerly line of Grant Avenue, thence northerly along the westerly line of Grant Avenue to the northerly line of Washington Street, thence easterly along the northerly line of Washington Street to the westerly line of Kearny Street, thence northerly along the westerly line of Kearny Street to the northerly line of Jackson Avenue, thence

easterly along the northerly line of Jackson Avenue to the easterly line of The Embarcadero, thence south-easterly along the easterly line of The Embarcadero to the point of commencement.

(2) Civic Center SF *park* Pilot Parking Pilot Area shall commence at a point where the southerly line of Market Street intersects the easterly line of Hyde Street, thence south-easterly along the southerly line of Market Street to the easterly line of Gough Street, thence northerly along the easterly line of Gough Street to the southerly line of Page Street, thence westerly along the southerly line of Page Street to the westerly line of Laguna Street, thence northerly along the westerly line of Laguna Street to the northerly line of Fulton, thence easterly along the northerly line of Fulton to the westerly line of Gough street, thence northerly along the westerly line of Gough Street to the northerly line of Eddy Street, then easterly along the northerly line of Eddy Street to the easterly line of Hyde Street, thence southerly along the easterly line of Hyde Street to the point of commencement.

(3) Fisherman's Wharf SF *park* Pilot Parking Pilot Area shall commence at a point where the southerly line of Bay Street intersects the easterly line of Kearny Street, thence westerly along the southerly line of Bay Street to the easterly line of Taylor street, thence southerly along the easterly line of Taylor street to the southerly line of Columbus Avenue, thence north-westerly along the southerly line of Columbus Avenue to the southerly line of North Point Street, thence westerly along the southerly line of North Point Street to the westerly line of Polk Street, thence northerly along the westerly line of Polk Street to the northerly line of Beach Street, thence easterly along the northerly line of Beach Street to the westerly line of Hyde Street, thence northerly along the westerly line of Hyde Street to the southerly line of Jefferson Street, thence easterly along the southerly line of Jefferson Street to the easterly line of Powell Street, thence southerly along the easterly line of Powell Street to the northerly line of Beach Street, thence easterly along the northerly line of Beach Street to the westerly line of Grant

Avenue, thence southerly along the westerly line of Grant Avenue to the southerly line of North Point Street, thence easterly along the southerly line of North Point Street to the easterly line of Kearny Street, thence southerly along the easterly line of Kearny Street to the point of commencement.

(4) Marina SF*park* Pilot Parking Pilot Area shall commence at a point where the southerly line of Filbert Street intersects the easterly line of Webster Street, thence westerly along the southerly line of Filbert Street to the westerly line of Steiner Street, thence northerly along the westerly line of Steiner Street to the southerly line of Lombard Street, thence easterly along the southerly line of Lombard Street to the westerly line of Broderick Street, thence northerly along the westerly line of Broderick Street to the northerly line of Francisco Street, thence easterly along the northerly line of Francisco Street to where Francisco Street meets Alhambra Street, thence easterly along the northerly line of Alhambra Street to easterly line of Pierce Street, thence southerly along the easterly line of Pierce Street to the northerly line of Toledo Way, thence easterly along the northerly line of Toledo Way to the easterly line of Mallorca Way, thence southerly along the easterly line of Mallorca Way to the northerly line of Chestnut Street, thence easterly along the northerly line of Chestnut Street to the easterly line of Fillmore Street, thence southerly along the easterly line of Fillmore Street to the northerly line of Lombard Street, thence easterly along the northerly line of Lombard Street to the easterly line of Webster Street, thence southerly along the easterly line of Webster Street to the point of commencement.

(5) Fillmore SF*park* Pilot Parking Pilot Area shall commence at a point where the southerly line of McAllister Street intersects the easterly line of Webster Street, thence westerly along the southerly line of McAllister Street to the westerly line of Steiner Street, thence northerly along the westerly line of Steiner Street to the southerly line of Post Street, thence westerly along the southerly line of Post Street to the westerly line of Pierce Street, thence northerly along the westerly line of Pierce Street to the northerly

line of Clay Street, thence easterly along the northerly line of Clay Street to the easterly line of Steiner Street, thence northerly along the easterly line of Steiner Street to the northerly line of Jackson Street, thence easterly along the northerly line of Jackson Street to the easterly line of Webster Street, thence southerly along the easterly line of Webster Street to the northerly line of Bush Street, thence easterly along the northerly line of Bush Street to the easterly line of Laguna Street, thence southerly along the easterly line of Laguna Street to the southerly line of Geary Boulevard, thence easterly along the southerly line of Geary Boulevard to the easterly line of Webster Street, thence southerly along the easterly line of Webster Street to the point of commencement.

(6) South Embarcadero SF *park* Pilot Parking Pilot Area shall commence at a point where the southerly line of Mariposa Street intersects the easterly line of Terry A. Francois St, thence westerly along the southerly line of Mariposa Street to the easterly line of the CalTrain tracks, thence northerly along the CalTrain tracks to northerly line of King Street, thence easterly along the northerly line of King Street to the westerly line of Fifth Street, thence northerly along the westerly line of Fifth Street to the northerly line of Folsom Street, then easterly along the northerly line of Folsom Street to the easterly line of The Embarcadero, then southerly along the easterly line of The Embarcadero to the southerly line of King Street, thence easterly along the southerly line of King Street to the easterly line of Third Street, then southerly along the easterly line of Third Street to the northerly line of Terry A. Francois St, then easterly along the northerly line of Terry A. Francois St to the easterly line of line of Terry A. Francois St, then southerly along the easterly line of line of Terry A. Francois St to the point of commencement.

(7) Mission SF *park* Pilot Parking Pilot Area shall commence at a point where the southerly line of Twenty-Fourth Street intersects the easterly line of South Van Ness Avenue, thence westerly along the southerly line of Twenty-Fourth Street to the westerly line of Valencia Street, thence northerly along the westerly line of Valencia Street to the

southerly line of Sixteenth Street, thence westerly along the southerly line of Sixteenth Street to the westerly line of Guerrero Street, thence northerly along the westerly line of Guerrero Street to the northerly line of Fifteenth Street, thence easterly along the northerly line of Fifteenth Street to the easterly line of South Van Ness Avenue, thence southerly along the easterly line of South Van Ness Avenue to the point of commencement.

(b) The rates for Parking Meters in Parking Meter Zone Number Five shall be between \$0.25 an hour and \$6.00 an hour.

(b~~c~~) The provisions of this section shall expire on June 30, 2012.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco  
Municipal Transportation Agency Board of Directors at its meeting of December 7,  
2010.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency