

SFMTA

Municipal Transportation Agency



Policies for On-Street Parking Management

September | 2012 | SAN FRANCISCO, CALIFORNIA

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 may use parking management tools on a blockface or frontage**
- **Summarize the principles that guide SFMTA parking management**
- **Serve as a guideline for future parking management decisions**
- **Provide framework for incremental policy improvements in the future**

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**

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
- **Other areas, including mixed use (considerations)**
 - Occupancy
 - Zoning and land use
 - Community outreach
 - Trip generators, adjacency, continuity

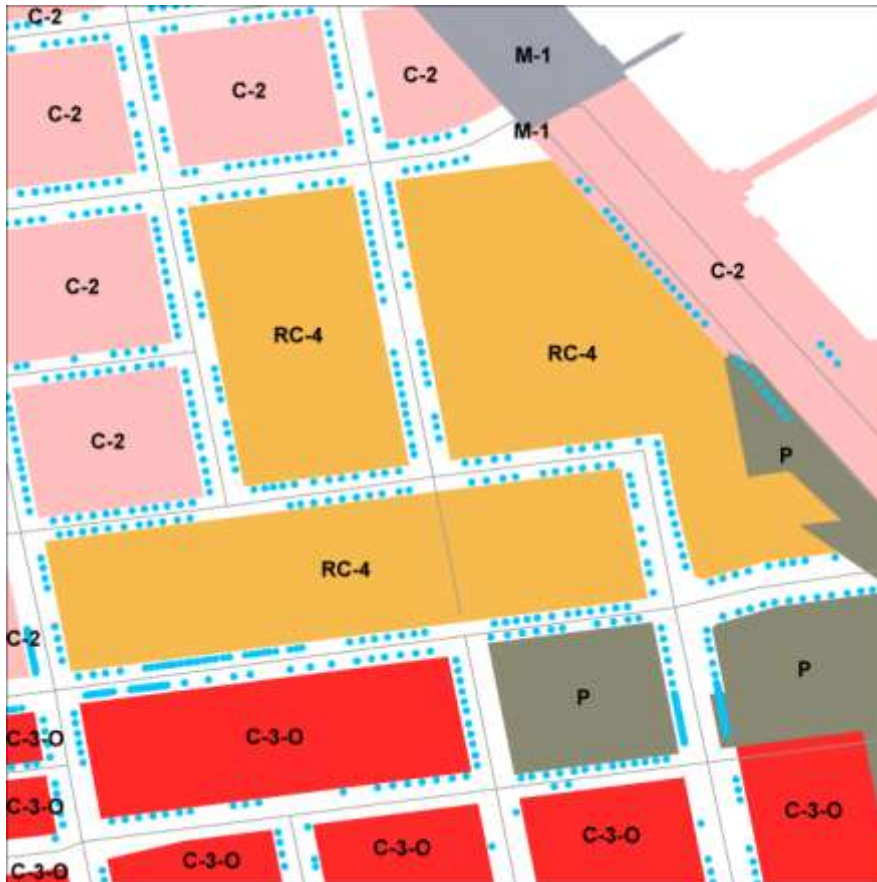
RPP: existing practices

- **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
 - Contextual factors
- **In the future, the SFMTA will review how RPP might be improved**

Examples – Medium density residential



Examples – High density residential, mixed use, PDR



Examples – Public facilities, parks and open space



Next steps

- **In place as guideline for staff in making parking management decisions**
- **SFMTA will review how RPP might be improved**
- **Facilitates inter-departmental dialogue and public outreach process**
- **Goal is less politicized, more fact-based parking management decisions**