

**THIS PRINT COVERS CALENDAR ITEM NO. : 13**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets & Finance and Information Technology

**BRIEF DESCRIPTION:**

Approving policies for on-street parking management that document existing San Francisco Municipal Transportation Agency (SFMTA) protocol and clarify where and when the SFMTA uses parking meters, Residential Parking Permits (RPP), and time limits on San Francisco's limited rights of way.

**SUMMARY:**

- The SFMTA uses a combination of parking meters, Residential Parking Permits, time limits, and color curb regulations to manage on-street parking.
- SFMTA has prepared a policy document that summarizes the SFMTA's considerations when determining what parking management strategies to use on a specific blockface or frontage.
- These guidelines articulate and clarify past practice to help parking management across San Francisco be more transparent, effective, and consistent with the SFMTA's overall mission.
- These guidelines also establish a basis for improvements to meter policy and revision of current RPP policy in accordance with the Agency's 2012 Strategic Plan.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Proposed Policies for On-Street Parking Management

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 9/11/12

SECRETARY \_\_\_\_\_ 9/11/12

**ASSIGNED SFMTAB CALENDAR DATE:** September 18, 2012

**PURPOSE**

This calendar item seeks approval of policies for on-street parking management.

**GOAL**

Approving these policies will meet the following goals and objectives of the SFMTA FY 2013–18 Strategic Plan:

- Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel.
  - Objective 2.1: Improve customer service and communications.
  - Objective 2.4: Improve parking utilization and manage parking demand.
- Goal 3: Improve the environment and quality of life in San Francisco.
  - Objective 3.2: Increase the transportation system’s positive impact to the economy.
  - Objective 3.4: Deliver services efficiently.

**DESCRIPTION**

On-street parking is a crucial component of San Francisco’s transportation system; how the SFMTA manages on-street parking affects the overall success of the system. Coherent and effective on-street parking management strategies improve parking availability, thereby making it easier to park, reducing congestion and illegal parking, improving Muni’s speed and reliability, and increasing public safety and economic vitality.

Clearly articulated parking management guidelines also help the SFMTA communicate how and where various management strategies are used, ensure practices are aligned with the Agency’s overall mission, and increase the transparency of its parking management decisions. Likewise, such guidelines facilitate dialogue among stakeholders—the SFMTA, City officials, community organizations, and the community members—during public outreach and the hearings that are a part of the parking management decision-making process.

The SFMTA strives to manage on-street parking to support San Francisco’s overall goals for the transportation system, including:

- Improving safety for all road users by reducing circling and double-parking, and lessening hazards for pedestrians, bicyclists, and other drivers presented by distracted drivers looking for parking.
- Improving Muni’s speed and reliability by reducing circling and double-parking, helping Muni and other transit operators operate more reliably and safely, especially on busy commercial corridors.

- Improving neighborhood quality of life in San Francisco's diverse neighborhoods by managing parking to improve access, and reduce congestion and greenhouse gas emissions.
- Increase economic vitality and competitiveness by improving access to commercial areas whether by car, foot, bicycle, or transit. This facilitates deliveries, commerce, and overall economic activity for San Francisco's businesses.

The SFMTA uses a combination of parking meters, Residential Parking Permits (RPP), time limits, and color curb regulations to manage on-street parking and achieve these goals. Typically, decisions about where and when to implement these strategies have been made on a case-by-case basis, following precedent set by other parking management decisions and through the professional judgment of traffic engineers and program administrators. This has allowed the SFMTA to implement parking tools as needed. However, during community outreach for recent parking management proposals it became clear that the SFMTA should more clearly articulate its guidelines for making parking management decisions.

The absence of a single document that articulates where SFMTA may use various on-street parking management tools has also limited the Agency's ability to offer clear explanations to the public on changes to parking management. This issue was underscored during the development of parking management proposals for the Potrero Hill, Dogpatch, 17<sup>th</sup> & Folsom, and 12<sup>th</sup> & Folsom areas. During the public process for these proposals, members of the public and community organizations requested clarification of SFMTA policies in regard to parking management, especially for decision-making criteria about where the SFMTA may place parking meters or extend RPP designations.

The policy document does not contain new policies. Rather, it documents, articulates, and clarifies SFMTA's longstanding on-street parking management policies and practices on San Francisco's limited rights of way. In response to community feedback from previous parking management projects, the document focuses primarily on decisions about where parking meters or RPP may be used as parking management tools. The document also summarizes the principles that guide parking management policies to help ensure that current and future decisions are consistent with both the mission of the Agency and San Francisco's commitment as a Transit First city.

Articulating these policies is expected to help the SFMTA engage with communities for parking management proposals, help ensure that parking management decisions are more consistent across San Francisco's diverse neighborhoods, and improve the Agency's transparency and accountability. This policy document will also provide a framework for articulating additional policies in the future, as well as provide a basis for making incremental improvements to existing policy.

The process of developing these guidelines included an assessment of where parking management tools are currently located; interviews with SFMTA parking management staff; review to ensure internal agreement; and review by other City stakeholders who rely on the SFMTA to manage on-street parking, including the Planning Department, the Port, the

Recreation and Parks Department, the Board of Supervisors, the Small Business Commission, and the Mayor's Office. The draft document was reviewed by the SFMTA Board's Policy and Governance Committee and the SFMTA's Citizens' Advisory Council. The draft document was also emailed to the SFMTA's contact list of individuals who have expressed an interest in parking planning issues.

To summarize, the policy document states that parking decisions should reflect the following principles:

- Optimize use of our limited rights of way
- Achieve minimum levels of parking availability to achieve turnover
- Encourage travel by sustainable modes of transportation
- Promote access to commercial areas and commercial vitality
- Improve quality of life in residential areas
- Reduce emissions and pollutants
- Generate revenue for transportation needs
- Create a consistent and understandable user interface

The policy document also details where parking meters may be an appropriate parking management tool, managing demand for San Francisco's finite supply of on-street parking spaces. Meters are used where high parking demand (as measured by parking occupancy) or zoning imply a need for active parking management to ensure a minimum level of parking availability to improve access, promote commercial activity, discourage long-term car storage, and anticipate future parking problems. If an area has low parking demand throughout the day, the SFMTA generally does not use meters; blockfaces that contain only single family homes are also considered inappropriate for metering.

Areas that may be appropriate for metering include:

- Commercial areas, including downtown and neighborhood business districts
- Public facilities, including transit stations, stadiums, civic buildings, libraries, tourist attractions, universities, and hospitals
- Public parks, recreational facilities, and open space; along major transportation corridors; and around high density residential buildings.

In areas where new development (based on zoning or adopted plans) is expected to intensify demand for parking, meters may be installed even when occupancy is low in anticipation of future parking demand. While the list of uses above mentions areas where metering may be appropriate, some settings may involve the exercise of additional discretion by the SFMTA. For example, the SFMTA may choose to use parking meters at some public facilities, but not others, based on location-specific factors.

In ambiguous instances where parking meters may or may not be the appropriate parking management tool, the SFMTA considers the following factors to determine whether or not to use meters as a parking management tool:

- Occupancy
- Zoning and land use
- Community input
- Nearby trip generators
- Adjacency to commercial districts and other areas with high parking demand
- Continuity with other implemented parking management tools.

Posted time limits (without parking meters or RPP) may be used as an on-street parking management tool where parking demand does not warrant the installation of meters or where conditions on the street, such as a lack of sidewalks, make installing meters impractical.

In addition to meter placement, the document also summarizes how the SFMTA determines whether or not a block, blockface, or frontage is eligible for establishment of RPP areas and the Agency's ability to administratively improve the effectiveness of this parking management tool. The RPP program was implemented in 1976 by the Board of Supervisors as a way to discourage commuters or visitors from parking in residential areas during the day. In documenting existing practices, the policies provide a platform for a planned revision of RPP policy in accordance with goals outlined in the SFMTA FY 2013–18 Strategic Plan.

Although permits can help reduce parking demand from commuters or visitors in a residential neighborhood, the existing RPP program does not and is not intended to ensure adequate parking availability for residents. When considering a block for RPP, the SFMTA assesses:

- Zoning and current land uses
- Non-resident parking demand, community input, contextual factors such as nearby schools hospitals, major sports venues and new developments or public parks

The SFMTA also considers adjacency to commercial areas or other major parking demand generators, where significant numbers of commuters and visitors compete with residents for available on-street parking. However, the SFMTA may not find RPP to be the best tool to manage spillover parking on residential blocks between adjacent commercial corridors where parking occupancy is consistently high.

To the best of the knowledge of SFMTA staff, this policy document is the first of its kind in the nation to provide a statement of parking management principles and practices.

The City Attorney's Office has reviewed this report.

## **ALTERNATIVES CONSIDERED**

The alternative is to continue without an on-street parking management policy. Because of the needs outlined above, this alternative is not recommended..

## **FUNDING IMPACT**

There are no fiscal impacts to approving the proposed policy.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

There are no other approvals necessary for this proposal.

**RECOMMENDATION**

The SFMTA recommends that the Board of Directors approve the proposed Policies for On-Street Parking Management.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The SFMTA uses a combination of parking meters, Residential Parking Permits (RPP), time limits, and color curb regulations to manage on-street parking; and,

WHEREAS, Coherent and effective on-street parking management helps improve parking availability, thereby making it easier to park, reducing congestion and illegal parking, improving Muni's speed and reliability, and increasing public safety and economic vitality; and,

WHEREAS, During the public process for development of some recent parking plans, members of the public and community organizations requested clarification of SFMTA policies with regard to parking management, including decision-making criteria about meter placement and RPP zones; and

WHEREAS, SFMTA has articulated existing policy and practice for on-street parking management in order to clarify SFMTA parking management practices, including the use parking meters and RPP zones; and

WHEREAS, The proposed on-street parking management policies state that commercial areas, public facilities, public parks, recreational facilities and open space, major transportation corridors, and high density residential buildings are areas that are potentially appropriate for metering; and

WHEREAS, As part of the proposed policies, in areas where new development (based on zoning or adopted plans) is expected to intensify demand for parking, meters may be installed even when occupancy is low in anticipation of future parking demand; and

WHEREAS, Under the proposed policies, the SFMTA considers the following factors in deciding to use meters in areas where parking management strategy is less clear: occupancy, zoning and land use, community input, nearby trip generators, adjacency to commercial districts and areas with high parking demand, continuity with existing parking management; and

WHEREAS, As part of the proposed policies, the SFMTA will consider reform of the Residential Parking Permit program to better reflect the needs of residents with and without vehicles, as well as the needs of the transit system as a whole; now, therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors approves the proposed Policies for On-Street Parking Management.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 18, 2012.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

***Policies for On-Street Parking Management***





## ***Executive Summary***

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The San Francisco Municipal Transportation Agency (SFMTA) uses a combination of parking meters, Residential Parking Permits (RPP), time limits, and color curb regulations to manage on-street parking. On-street parking is part of San Francisco's transportation system and how the SFMTA manages that parking affects the overall success of the system. Coherent and effective on-street parking management helps create parking availability, thereby making it easier to park, reducing congestion and illegal parking, improving Muni's speed and reliability, and increasing public safety and economic vitality.

This document summarizes the SFMTA's considerations when determining what parking management strategies to use on a specific blockface or frontage. These guidelines articulate and clarify past practice to help parking management across San Francisco be more transparent, effective, and consistent with the SFMTA's overall mission and goals. Articulating these policies also establishes a basis for improving them in 2013 and 2014 as part of the Agency's 2012 Strategic Plan.

The criteria for SFMTA decisions on where to use parking meters, RPP, and time limits are summarized below. When zoning and parking occupancy merits, the SFMTA manages on-street parking via the following tools:

- **Parking meters** manage on-street demand in commercial areas (downtown, neighborhood commercial districts, mixed use areas, and standalone businesses); public spaces and facilities that are major trip generators (parks, hospitals, universities, sports venues, concert halls, or transit stations); major transportation corridors; and high-density residential areas or buildings.
- **Residential parking permits (RPP)** are used to discourage commuters or visitors from parking long-term in low-density residential areas.
- **Posted time limits** (without parking meters) are used where parking demand does not warrant the installation of meters or where conditions on the street make installing meters impractical.
- **Color curb regulations** such as disabled parking (blue), passenger loading (white), commercial loading (yellow), time limited parking (green), or no parking (red) address site-specific needs.

## ***Introduction***

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“An effective, efficient, and safe transportation system is vital for San Francisco to achieve its goals for quality of life, environmental sustainability, public health, social justice, and economic growth.”<sup>1</sup> The SFMTA strives to manage on-street parking to support San Francisco’s overall goals for the transportation system,<sup>2</sup> including:

- **Improve safety for all road users.** Reduce circling and double-parking, lessening hazards for pedestrians, bicyclists, and other drivers presented by distracted drivers looking for parking.
- **Improve Muni’s speed and reliability.** Reduce circling and double-parking, helping Muni and other transit operators operate more reliably and safely, especially on busy commercial corridors.
- **Improve neighborhood quality of life.** Manage parking to improve access, reduce congestion and greenhouse gas emissions, and enhance quality of life in San Francisco’s diverse neighborhoods.
- **Increase economic vitality and competitiveness.** Improve access to commercial areas whether by car, foot, bicycle, or transit. This facilitates deliveries, commerce, and overall economic activity for San Francisco’s businesses.

To achieve these on-street parking management goals, the SFMTA uses four tools:

- **Parking meters**
- **Residential parking permits (RPP)**
- **Time limits**
- **Color curb regulations<sup>3</sup>**

These guidelines summarize where and when the SFMTA uses these tools, documenting and clarifying longstanding on-street parking management practices on San Francisco’s limited rights of way. Clear guidelines help the SFMTA communicate how and where various management strategies are used, ensure practices are aligned with the Agency’s overall mission, and increase the transparency of its parking

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<sup>1</sup> San Francisco City Charter, Sec. 8A.100.

<sup>2</sup> Ibid., “The Municipal Transportation Agency must manage San Francisco’s transportation system – which includes automobile, freight, transit, bicycle, and pedestrian networks – to help the City meet those goals.”

<sup>3</sup> The policies for color curb regulations are beyond the scope of this document as they manage site-specific circumstances rather than parking across a geographic area.

management decisions. Likewise, clear guidelines facilitate dialogue among stakeholders during the public outreach and hearings that are a part of the parking management decision-making process.

The SFMTA uses the following principles to guide parking management decisions to achieve its goals:

- **Limited right of way should be well-used.**<sup>4</sup> San Francisco is a dense city with a finite amount of public right of way, which is a valuable public asset. The SFMTA's parking management strives to maximize the utility of any right of way dedicated to parking vehicles and discourages long-term on-street vehicle storage in order to improve the use of the public right of way and the usable parking supply.
- **Parking availability is critical.**<sup>5</sup> Maintaining a minimum level of parking availability is critical for delivering the SFMTA's goals for parking and transportation and is a core measure of parking management success. When a minimum level of availability is achieved, it is easier to find a parking space, drivers double park and circle less, access to businesses, and public safety are improved, as is transit performance.
- **Maintaining a minimum level of availability creates a desirable level of turnover.**<sup>6</sup> Parking turnover is a consequence of maintaining parking availability. On blocks with low parking demand, availability can be maintained with little turnover. Conversely, blocks with high parking demand require more turnover in order to maintain a minimum level of availability. Thus, the desirable amount of turnover can vary block to block and will result from achieving a minimum level of parking availability.<sup>7</sup>
- **Parking policies are designed to encourage travel by public transit and sustainable modes of transportation.** The SFMTA manages parking to

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<sup>4</sup> Right of way refers to the public area between property lines on opposite sides of a street (e.g., the sidewalks and street between parallel blockfaces).

<sup>5</sup> Parking availability is defined as the percentage of legal parking spaces in an area that are not in use at a given time. For example, a block with 20 curbside spaces where 18 are occupied and two are empty has a parking availability of 10 percent.

<sup>6</sup> Turnover refers to the number of cars that park on a block or blockface over some period of time. For example, if there were ten spaces on a blockface and a total of twenty cars parked in these spaces over a period of 8 hours then the average turnover per space would be  $20/8.0 = 0.25$  cars per hour per space.

<sup>7</sup> To illustrate how the right amount of turnover flows from creating availability (rather than availability flowing from turnover), consider the example of an area where there is high parking demand managed by time limits without parking meters. Drivers who need to park longer than two hours do the "two hour shuffle," moving their car every two hours in response to time limits. This creates turnover, but does not create parking availability.

prioritize public transit, walking, bicycling, and the needs of paratransit and commercial deliveries. City policy notes that “parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation” and that “decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.”<sup>8</sup>

- **Managing parking demand promotes San Francisco’s commercial vitality.** On-street parking spaces in commercial and mixed use<sup>9</sup> areas—defined as any place where business occurs—are intended for commercial use when businesses are open. Parking needs for commerce—loading and unloading, as well as customer access—are a high priority. Managing parking demand helps to ensure that traffic and parking congestion do not limit economic opportunities and growth.
- **Managing parking demand improves quality of life in San Francisco’s residential neighborhoods.** In 1976 the City established a permit system to restrict long-term parking of cars by commuters and employees in certain designated areas while exempting residents from those restrictions. This reduces the number of drivers that park or search for parking in residential areas.
- **Parking management is a tool to reduce greenhouse gas emissions and other pollutants.** The SFMTA manages parking to minimize environmental impacts: “Because the Agency has significant influence on San Francisco’s transportation sector, which is responsible for fully half of the carbon emissions produced within the City, the voters direct the Agency to develop and implement strategies for substantially reducing those emissions.”<sup>10</sup>
- **Parking management helps fund public transit in San Francisco.** The City Charter requires that the SFMTA “ensure that parking policies and facilities contribute to the long term financial health of the Agency”<sup>11</sup>, and all parking revenues return to the SFMTA to fund Muni.<sup>12</sup> Although parking revenues help the SFMTA to fulfill its responsibilities, revenue considerations alone do not determine parking policy.

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<sup>8</sup> San Francisco City Charter, Sec. 8A.115.

<sup>9</sup> A mixed use block is defined as a block containing both commercial and residential uses and often contains residential units located above street level commercial units or residential units between commercial units.

<sup>10</sup> San Francisco City Charter, Sec. 8A.100.

<sup>11</sup> San Francisco City Charter, Section 8A.113.

- **Parking policies strive to maintain consistency across the City.** The SFMTA strives to have consistent parking regulations (i.e., operating hours/days) across the City and, where possible, to reflect this consistency on a particular blockface or frontage so that drivers have a predictable, simple, and positive experience when parking in San Francisco. When implementing parking regulations, this consistency is prioritized over other factors.

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<sup>12</sup> Revenues from the implementation of parking management, like parking meters, are dedicated to fund public transit. Revenues from Residential Parking Permits only cover the operating costs of the program.

## ***Guidelines for Parking Meters***

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This section describes how the SFMTA determines whether or not to use parking meters as a parking management tool for a particular blockface or frontage. Parking meters are tools to manage demand for a finite supply of on-street parking spaces and, therefore, to achieve parking availability goals.

Parking occupancy—a core measure for assessing parking policy—and zoning are the SFMTA’s primary considerations when determining if parking meters are the right parking management tool (See Appendix A).<sup>13</sup> In certain zoning designations, if peak parking occupancies of 80 percent or greater are observed during standard meter operating hours, parking meters are likely appropriate in order to ensure that drivers can conveniently find a space.<sup>14</sup> Conversely, if peak parking occupancy is low (less than 60 percent peak occupancy), the SFMTA typically does not use meters because there is not a parking management issue to address. In areas where new development (based on zoning or adopted plans) is expected to intensify demand for parking, meters may be installed even when occupancy is low in anticipation of future parking demand (See Figure 1). In cases that are ambiguous, the SFMTA also considers a host of contextual factors, summarized below, in addition to parking occupancy and zoning.

Although each parking management situation is unique, metering decisions can be divided into three broad categories:

- Areas appropriate for metering
- Areas not appropriate for metering
- Additional factors for consideration

### **Areas appropriate for metering**

Meters are used where high parking demand or zoning (See Appendix A) imply a need for active parking management to ensure a minimum level of parking availability to improve access, promote commercial activity, discourage long-term car storage, and anticipate future parking problems. The SFMTA generally considers the following areas or cases appropriate for metering:

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<sup>13</sup> Occupancy is the inverse of availability. For example, if 18 of 20 parking spaces on a block are occupied, then the parking occupancy is 90 percent. Parking occupancy can exceed 100 percent when cars are parked illegally, for example in red zones or in front of driveways.

<sup>14</sup> Peak parking occupancy, in this case, refers to the percentage of occupied spaces on an unregulated blockface during business hours.

## **Commercial and mixed use areas**

San Francisco is defined by its vibrant commercial corridors and businesses. Parking meters promote economic vitality by facilitating access to local businesses by customers and distributors. Most downtown and neighborhood commercial districts, including those in mixed use areas that have residences above or adjacent to commercial establishments are already metered throughout San Francisco. Although there are zoning categories designated as 'mixed use,' a mixed use block is also defined as a block containing multiple land uses or zoning classifications with commercial and residential activity present in close proximity.

In San Francisco there is often a variety of zoning designations and land uses present on a particular block. To make parking management easier to understand and improve customer experience, the SFMTA attempts to have consistent parking management approaches on a blockface or within a particular section of frontage of a blockface. For example, in some cases, meters round the corner from commercial corridors onto the commercial frontage of cross streets, but typically do not extend beyond that point into the residential portion (See Appendix B, Figure 1 for an example).

## **Access to public facilities**

Many public institutions—including transit stations, stadiums, civic buildings, libraries, tourist attractions, universities, and hospitals—are major trip generators and generate high parking demand. Parking meters are an efficient and effective way to maximize motor vehicle access to these public resources; if demand or the street infrastructure do not merit or permit metering, the SFMTA may use time limits without meters (See Appendix B, Figure 2 for an example).

## **Access to public parks, recreational facilities, and open space**

Public parks and open spaces are vital places of recreation for the City's diverse communities and visitors. Ensuring access to these shared spaces and their facilities, like tennis courts, playgrounds, or swimming pools, is an important consideration in managing on-street parking around public parks (See Appendix B, Figure 2 for an example).

## **Major transportation corridors**

Congestion related to circling and double parking is a serious issue along San Francisco's core transit, bicycle, and driving routes. It introduces congestion and unpredictable delay into Muni operations, degrading its speed and reliability, and undermines the safety of cyclists and pedestrians. To reduce parking-related circling and double parking, the SFMTA may use parking meters to achieve a minimum level of parking availability along core transportation corridors. This is consistent with the goals



for facilitating travel by more sustainable modes of transportation and improving the safety and experience of those who walk, bicycle, and take transit.

### **High-density residential buildings**

High-density residential buildings generate a high demand for parking by visitors, deliveries, and residents alike, requiring active management of limited on- and off-street spaces. Meters may be used in such areas to discourage on-street residential car storage (as the number of potential vehicles can overwhelm nearby on-street parking supply), maintain access for deliveries and visitors to the building and broader area, reduce car ownership rates, and encourage the use of alternative modes of transportation (See Appendix B, Figure 5 for an example).

### **Areas not appropriate for metering**

Parking meters are a tool to manage on-street parking demand. If an area has low parking demand throughout the day, the SFMTA generally does not use meters, and blockfaces that contain only single family homes are also considered inappropriate for metering. Despite the prevalence of meters in downtown San Francisco and other neighborhood commercial areas, over 90 percent of San Francisco's on-street parking spaces are unmetered. Non-residential areas without high peak parking demand—for example, some industrial areas—are also unmetered.

Posted time limits (without parking meters or RPP) may be used as an on-street parking management tool where parking demand does not warrant the installation of meters or where conditions on the street, such as a lack of sidewalks, make installing meters impractical. The SFMTA avoids using posted time limits as a widespread parking management tool because they do not effectively manage parking in high demand areas and generally are resource intensive to enforce, which means lower levels of enforcement or allocating limited enforcement resources from other areas.

When time limits are used as a parking management tool, a two hour time limit is typically utilized. The SFMTA avoids using time limits longer than two hours because they are very resource intensive to enforce and difficult to enforce effectively.

### **Additional factors for consideration**

When determining where meters are appropriate tools, sometimes the SFMTA faces ambiguous cases, such as where parking occupancy and zoning merit meters but the current land use does not match the zoning. To evaluate ambiguous cases, the SFMTA

uses the following factors to determine whether or not to use meters as a parking management tool:

- **Occupancy:** Metering helps create parking availability in areas with high parking demand.
- **Zoning and land use:** In evaluating the need for metering, SFMTA considers mismatches between current land use and zoning. Zoning is the primary consideration because it signals the planned use of that land, but current land use is also taken into consideration.
- **Community input:** Parking management decisions go through a public hearing process to ensure transparent public participation, and community input is a factor in determining how to manage parking.
- **Trip generator:** Being near a major trip generator may justify the use of meters even if immediately adjacent zoning does not obviously call for meters (See Appendix B, Figure 3 for an example).
- **Adjacency:** In areas with high parking demand where spillover from commercial use or a major trip generator is likely, meters are sometimes used to manage overflow parking onto residential streets and create more parking availability for local businesses (See Appendix B, Figure 4 for an example).
- **Continuity:** The SFMTA attempts to have a reasonable level of continuity and consistency on a given blockface or frontage. For example, if a blockface is predominantly commercial but has some residential parcels within it, parking meters may be used on the entire blockface (See Appendix B, Figure 6 for an example). Conversely, if a blockface is primarily residential with one small commercial establishment in the middle of the blockface, meters are likely not the appropriate tool for the entire blockface.

## ***Guidelines for Residential Parking Permits***

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This section summarizes how the SFMTA determines whether or not a blockface or frontage is eligible for establishment of Residential Parking Permits (RPP) and the Agency's ability to administratively improve the effectiveness of this parking management tool.

In 1976 the Board of Supervisors determined that "one factor that has contributed to this deterioration in the City and County is the excessive and burdensome practice of nonresidents of certain areas and neighborhoods parking their motor vehicles for extended periods of time therein."<sup>15</sup> At that time, RPP were implemented as a way to discourage commuters or visitors from parking long-term in residential areas during the day. The RPP program operates on a cost recovery basis with incremental adjustments for inflation.<sup>16</sup>

Although RPP can help reduce parking demand in a residential neighborhood from those who do not live there, the existing RPP program does not and is not intended to ensure adequate parking availability for residents. The City has a limited supply of on-street parking and parking management tools are implemented to ensure access to that public right of way, while prioritizing the needs of sustainable transportation modes and commerce (See Appendix A).

When considering a block for RPP, the SFMTA assesses:

- Zoning and current land uses
- Parking demand
- Community input
- Contextual factors such as nearby schools, hospitals, major sports venues, new developments, or public parks

RPP is most commonly implemented on blocks or blockfaces (including alleys and secondary streets) that are primarily residential. Adjacency to commercial areas or other major parking demand generators where significant numbers of commuters and visitors compete with residents for available on-street parking is also considered.<sup>17</sup> However, on

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<sup>15</sup> Board of Supervisors Ordinance 312-76.

<sup>16</sup> Based on an interpretation of the California Vehicle Code Sec. 22507.1 that states, "The local authority may charge a nonrefundable fee to defray the costs of issuing and administering the permits."

<sup>17</sup> When applying for an extension of an RPP area the proposed block(s) must be contiguous to an existing residential permit parking area. A petition signed by more than fifty percent of the households

residential blocks between adjacent commercial corridors where parking occupancy is consistently high, the SFMTA may not consider RPP the best tool to manage spillover parking (See Appendix B, Figure 4).<sup>18</sup>

The SFMTA may also establish RPP adjacent to residential blocks in order to discourage long-term commuter parking or other parking problems. Although the SFMTA does not typically establish RPP areas on non-residential streets, on blockfaces proximate to existing RPP areas where no competing source of parking demand is evident, RPP may be administratively extended beyond immediate residential boundaries. In cases where land use is not in alignment with zoning (e.g., unauthorized habitation in commercial, PDR, or light industrial parcels), the SFMTA uses the San Francisco Planning Department's zoning designations to make decisions regarding eligibility for the establishment of RPP.

Conversely, RPP is not recommended when:

- SFMTA surveys indicate no significant daytime parking occupancy issues or preponderance of commuter or non-resident visitors.
- In front of places where business or commerce takes place or public spaces and institutions.

Mixed use blocks, which serve many functions in San Francisco and support a broad array of commercial and light industrial activities as well as provide housing, often present ambiguous cases for RPP. Blockfaces with ground floor commercial uses, many of which have residents above, are typically ineligible for RPP; however, in some cases residents on such blockfaces can petition for inclusion in adjacent RPP areas.<sup>19</sup> Regardless of the ratio of commercial uses to residences on such mixed use blockfaces, during business hours residential parking does not take priority over commercial parking (See Appendix A). RPP encourages long-term on-street parking by residents, which is in direct conflict with the needs of commerce for parking availability.

To improve the effectiveness of RPP as a parking management tool, the SFMTA may also exercise its ability to administratively create, expand, or reform RPP areas. The

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(one signature per household) on each proposed block must be submitted to Transportation Engineering, a subdivision of Sustainable Streets. To apply for the establishment of a new permit area in a neighborhood the proposed block(s) must be contiguous to each other and must contain a minimum of one mile of street frontage. A petition signed by at least 250 households (one signature per household) in the proposed area must be submitted to Transportation Engineering.

<sup>18</sup> For example, the residential streets between the commercial corridors of Mission Street and Valencia Street.

<sup>19</sup> Residents can petition for parking management along the blockface on which their property is located, but blockfaces that are not adjacent to their property line can be considered for the RPP program.

petition-based RPP process has, in some cases, led to disjointed areas that do not always align with the goals of RPP or broader parking and transportation goals. In such cases or where proactive planning for future developments would help to improve the effectiveness of this parking management tool, SFMTA can go through a public process to create, expand, or reform RPP areas.

## ***Appendix A: Parking Management Matrix***

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This matrix summarizes how zoning and occupancy are used to suggest the appropriate parking management tool. The matrix does not reflect all possible cases, such as a single residential parcel in the midst of a dense commercial corridor that would be appropriate for meters for the sake of continuity. The SFMTA strives for consistency in parking management across a blockface, although there are exceptions. For example, parking meters may wrap onto a side street off of a main corridor for a few spaces. In this matrix, peak parking occupancy refers to the percentage of occupied parking spaces on an unregulated (prior to the implementation of parking management) blockface. Figure 1 outlines the specific zoning designations that make up each zoning group.

**Figure 1**

<b>Zoning</b>	<b>Peak Occupancy &gt; 80%</b>	<b>Peak Occupancy 60% - 80%</b>	<b>Peak Occupancy &lt; 60%</b>
<b>Residential—Low Density</b>	RPP <sup>1</sup>	Unregulated	Unregulated
<b>Residential—Medium Density</b>	Further Analysis <sup>2</sup>	Further Analysis <sup>2</sup>	Unregulated
<b>Residential—High Density</b>	Meter	Further Analysis <sup>3</sup>	Unregulated
<b>Mixed Use</b>	Meter	Further Analysis <sup>3</sup>	Unregulated or time limit
<b>Industrial/PDR</b>	Meter	Further Analysis <sup>3</sup>	Unregulated or time limit
<b>Neighborhood Commercial</b>	Meter	Meter or time limit	Unregulated or time limit
<b>Public</b>	Meter	Meter or time limit	Unregulated or time limit
<b>Downtown</b>	Meter	Meter or time limit	Meter or time limit

**Note:**

1. “Unregulated” parking areas are subject to the 72-hour time limit, tow-away times, and street cleaning hours.<sup>20</sup> Parking regulation in new or planned developments, e.g., Mission Bay, may reflect anticipated parking demand.
2. In addition to mixed use zoning classifications, a mixed use blockface is also defined as a blockface containing multiple zoning classifications or land uses where commercial and residential activity are present in close proximity.

<sup>1</sup> For a block/area to qualify for RPP more than 50 percent of parked cars must be attributable to commuters. This is measured by a license plate survey from a sample of vehicles. This analysis is part of the routine review of RPP applications.

<sup>2</sup> The built environment within these zoning categories varies significantly in density and context. As a result, further SFMTA analysis as outlined in this document will help determine the correct tool for these blocks. For example, there are some blocks with many single family homes in these categories, which may be best managed using the RPP program, but there are also multi-level apartment buildings adjacent to commercial corridors which may be best managed by parking meters.

<sup>3</sup> These cases may require additional SFMTA analysis as outlined in this document.

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<sup>20</sup> California state law (*California CVC code 22651(K)*)

**Figure 2**

<b>Zoning Category</b>	<b>Zoning Designation*</b>
<b>Residential—Low Density</b>	RH-1, RH-1(D), RH-1(S), RH-2, and RH-3
<b>Residential—Medium Density</b>	RM-1, RM-2, RM-3, RED, RTO, and RTO-M
<b>Residential—High Density</b>	RM-4, RC-3, RC-4, RH-DTR, SB-DTR, TB-DTR, and PM-R
<b>Mixed Use<sup>1</sup></b>	CRNC, CVR, CCB, MB-O, MUG, MUO, MUR, RSD, SLI, SLR, SPD, SSI, SSO, and UMU
<b>Industrial/PDR</b>	C-M, M-1, M-2, PDR-1-B, PRD-1-D, PDR-1-G, and PDR-2
<b>Neighborhood Commercial</b>	NC-1, NC-2, NC-3, NC-S, NCT, NCT-1, NCT-2, NCT-3, PM-MU1, PM-MU2 and all individual NCD and NCT districts
<b>Public</b>	P and MB-OS
<b>Downtown</b>	C-2, C-3-G, C-3-O, C-3-O(SD), C-3-S, and C-3-R








Note: Areas marked for large scale development, such as the Mission Bay Redevelopment Area (MB-RA) and the Hunters Point Shipyard Redevelopment Area (HP-RA), are not under the purview of the San Francisco Planning Department and absent from this table. For further clarification within these areas see specific redevelopment plans. To the extent that the SFMTA is involved with planning parking solutions in these areas, the SFMTA will align development guidelines with existing zoning designations recognized by the Planning Department.

<sup>1</sup> Also defined as a block containing multiple land uses or zoning classifications, where commercial and residential activity is present in close proximity.



## Appendix B: Zoning Analysis

### Zoning Designations

	C-2 (Community Business)		RM-1 (Residential-Mixed, Low Density)
	M-2 (Heavy Industrial)		RM-2 (Residential-Mixed, Moderate Density)
	MB-RA (Mission Bay South Redevelopment)		RM-3 (Residential-Mixed, Medium Density)
	MUO (Mixed Use Office)		RM-4 (Residential-Mixed, High Density)
	NCD (Neighborhood Commercial District)		RTO-M (Residential Transit Oriented - Mission)
	P (Public)		SB-DTR (South Beach Downtown Residential)
	RC-4 (Residential Commercial, High Density)		SLI (SoMa Service Light Industrial)
	RH-2 (Residential House, Two Family)		SPD (South Park)

- Parking Meter

Note: Points on the maps below represent approximate meter locations. Continuous metering of appropriate areas is subject to varying street conditions (e.g., Muni stops, disabled parking spaces and other colored curb regulations, driveways, bulbouts, parklets, etc.).

**Figure 1.** Parking meters on Irving Street between 7<sup>th</sup> Avenue and 8<sup>th</sup> Avenue round the corners from the commercial district onto the adjacent residential blocks along commercial parcels.



**Figure 2.** The blockfaces around the public park at Washington Square are metered.



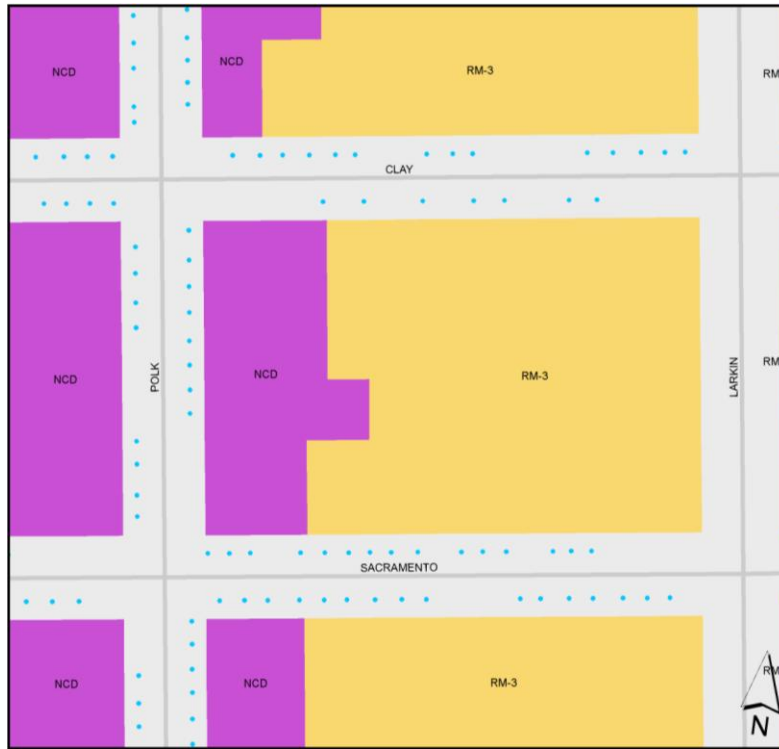
**Figure 3.** On blocks roughly bordered by Jefferson Street to the north, Bay to the south, Powell to the east, and Jones to the west, parking meters are used to manage the high demand around Fisherman's Wharf, a major trip generator. Most of this area is zoned C-2 (Community Business).



**Figure 4.** On 25<sup>th</sup> and 18<sup>th</sup> Streets, residential areas have been metered to manage overflow from the commercial zones on Mission and Valencia.



**Figure 5.** Metering is used to manage parking around the high density residential buildings on Sacramento and Clay Streets, between Polk and Larkin Streets.



**Figure 6.** On Union Street at Franklin Street, meters have been added in front of all zoning designations to achieve a reasonable level of continuity and consistency.

