

San Francisco On-Street Parking Management and Pricing Study



San Francisco County
Transportation Authority
Plans and Programs Committee

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Study Purpose



- ❖ Review existing on-street parking policies
- ❖ Assess neighborhood parking conditions & public opinion
- ❖ Investigate innovative strategies & new technology
- ❖ Explore use of new revenues for neighborhood improvements
- ❖ Make recommendations for comprehensive & flexible parking strategies



Previously Presented



- ❖ Study background & development
- ❖ Current parking policies & SFpark pilot projects
- ❖ Technical activities & research
- ❖ On-street parking management strategies & key considerations
- ❖ Residential parking issues & challenges





- ❖ The On-Street Parking Study is:
 - An outgrowth of the Countywide Plan
 - A topic-focused, policy-level analysis
 - An evaluation of current on-street parking management practices
 - A framework for empowering neighborhoods to better manage parking

- ❖ The On-Street Parking Study does not:
 - Call for specific expansions of metering
 - Set new parking regulations for the city's neighborhoods
 - Recommend changes to parking fees prior to the engagement of affected residents, businesses, & other stakeholders



- ❖ Effective parking management requires a neighborhood-level approach
 - Flexible solutions for a city of diverse neighborhoods
- ❖ Parking pricing strategies must be linked to benefits
 - For users (parkers)
 - For affected areas (neighborhoods)
- ❖ Neighborhoods should be actively involved in parking management
 - Before regulations are established or modified

Residential Parking Management



- ❖ Existing RPP program:
 - low fee
 - narrow/limited benefits
- ❖ Reforms should be:
 - incremental
 - tailored to individual neighborhoods
 - subject to the substantive input of the public
- ❖ Price reforms must be accompanied by meaningful benefits for permit holders
- ❖ Design on-street parking programs that consider:
 - priority users of curb space in different areas/blocks
 - protections for groups of concern, e.g. low-income drivers, disabled travelers
- ❖ Provide neighborhoods with a toolkit to benefit from growing parking demand



Parking Benefit Districts (PBDs)



- ❖ Facilitate neighborhood prioritization of portion of parking revenues
- ❖ Utilized in San Diego, Redwood City, Pasadena, etc.
- ❖ Designated neighborhood body develops expenditure plan
- ❖ PBDs direct funds to a range of parking & transportation uses:
 - Parking-related improvements
 - Transit, bike, pedestrian projects



Example – San Diego Community Parking Districts



- ❖ City ordinance provides framework for designation, administration, & oversight
- ❖ Neighborhood-level body submits proposal for new parking regulations
 - BID, Neighborhood Association, CDO, etc.
- ❖ If revenue increases, the parking district prioritizes 45% of new funds
- ❖ Each district must have:
 - Advisory Board with noticed meetings
 - Expenditure Plan for district funds, updated annually



Example – Old Pasadena Parking Zone



❖ Parking challenges in Old Pasadena:

- On-street parking used primarily by employees
- Merchants opposed meters
- No funding for desired neighborhood improvements

❖ Metering with investment of revenue:

- Merchants supported parking management with return of revenue
- Old Pasadena BID determines priorities for use of funds
- 690 meters yield \$1.2 million net per year (\$80,000 per block)



Source: Flickr user *cherylandrich*

Key Near-Term Recommendations



- ❖ Evaluate the SFpark pilots through the federal UPP
- ❖ Share study findings with public, neighborhood groups, other stakeholders
 - Encourage dialogue regarding the role of on-street parking management
- ❖ Clarify policies regarding the use of new on-street parking revenues
- ❖ Pursue incremental reforms to residential parking management
- ❖ Pilot a benefit district approach in an interested neighborhood





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www.sfcta.org/parking

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