

Ballot Simplification Committee - DRAFT for Consideration on Monday, July 28, 2014
Policy Regarding Transportation Priorities *(working title only, subject to change)*

THE WAY IT IS NOW:

The City's Charter includes a "Transit-First Policy" that requires City departments to make public transit, bicycling, and pedestrian travel and safety the City's top transportation priorities. The Charter vests the San Francisco Municipal Transportation Agency (SFMTA) with authority to manage MUNI, the City's public transit system. The Charter also gives SFMTA control over most of the City's parking meters and City-owned parking lots and garages, and gives STMA the power to install new parking meters and build more parking facilities.

SFMTA generally sets the hours, days, and rates for parking meters and City-owned parking garages. It also determines the fine amounts for violations of parking restrictions. Most parking meters operate Monday through Saturday from 9:00 a.m. to 6:00 p.m., and do not operate on Thanksgiving, Christmas, and New Year's Day.

SFMTA has introduced demand-responsive pricing for some parking meters. Demand-responsive pricing adjusts the price for parking according to demand.

SFMTA administers the Residential Parking Permit program, which allows residents to purchase a permit to park in their neighborhood for longer than the posted time restrictions. SFMTA sets the price for these permits.

The Charter requires SFMTA to spend revenues generated from SFMTA-managed parking garages and parking meters to support SFMTA operations, including public transit. The Charter also requires that a certain amount of the City's General Fund be allocated to SFMTA. The City may allocate to SFMTA additional revenues from other sources.

SFMTA is governed by a seven-member Board of Directors appointed by the Mayor. Four of the directors must be regular Muni riders and all seven directors must ride Muni at least once a week.

THE PROPOSAL:

Proposition ___ would establish the following as City policy:

- Parking meters should not operate on Sundays, legal holidays, or outside the hours of 9:00 a.m. to 6:00 p.m. Starting on July 1, 2015, SFMTA should freeze fees for City-owned parking garages, meters, parking tickets, and neighborhood parking permits for five years;
- SFMTA should not install any additional parking meters or parking meters with demand-responsive pricing in any neighborhood, unless a majority of households and businesses in that neighborhood have signed a petition supporting the changes;
- SFMTA should use a portion of funds generated by new parking, vehicle-related fees, or the sale of bonds for SFMTA purposes, to construct and operate neighborhood parking garages;
- The goal of any proposed re-engineering of traffic flows by the City should be to achieve safer, smoother-flowing streets;

- The City should equally enforce traffic laws for all users of San Francisco’s streets and sidewalks; and
- SFMTA’s Board of Directors should include a fair representation of all transportation stakeholders, including motorists, and SFMTA should create a Motorists’ Citizens Advisory Committee.

A “YES” VOTE MEANS: If you vote "yes," you want to require the Board of Supervisors to study these policies and determine what actions, if any, would be appropriate to implement them.

A “NO” VOTE MEANS: If you vote “no,” you do not want to make this change.

word count: 484 [suggested word limit: 300]