

## **Ballot Simplification Committee**

**FINAL digest-August 4, 2014: Packard, Fasick, Fraps, Jorgensen, Unruh**

**Requests for Reconsideration were due by 5:00 p.m. on Tuesday, July 29.**

### **Policy Regarding Transportation Priorities** *(working title only, subject to change)*

#### **THE WAY IT IS NOW:**

The San Francisco Municipal Transportation Agency (SFMTA) operates Muni, the City's public transit system. The SFMTA also manages most of the City's parking meters and City-owned parking lots and garages. It also has the authority to install additional parking meters and build more parking facilities.

The SFMTA sets the hours, days, and rates for parking meters and parking garages under its jurisdiction. It also determines the fines for violations of parking restrictions. Most on-street parking meters operate only Monday through Saturday from 9:00 a.m. to 6:00 p.m., and do not operate on Sundays, Thanksgiving, Christmas, and New Year's Day.

The SFMTA has introduced demand-responsive pricing for some parking meters in several neighborhoods in an effort to increase turnover of parking spaces. Demand-responsive pricing adjusts the price for parking according to demand in specific areas.

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

The City Charter requires the SFMTA to spend revenues generated from its 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 the SFMTA. The City may allocate to the SFMTA additional revenues from other sources.

The SFMTA is governed by a seven-member Board of Directors appointed by the Mayor; four must be regular Muni riders and the other three must ride Muni at least once a week.

The City's Charter includes a Transit-First Policy that emphasizes the safe and efficient movement of people and goods. Top transportation priorities are public transit, bicycling, and walking.

#### **THE PROPOSAL:**

Proposition \_\_\_\_ would establish the following as City policy:

- Parking meters should never operate on Sundays, holidays observed by the City, or outside the hours of 9:00 a.m. to 6:00 p.m.

- Starting on July 1, 2015, the SFMTA should freeze fees for City-owned parking garages, meters, parking tickets, and neighborhood parking permits for five years, after which the City is allowed to annually adjust prices based on the Consumer Price Index;
- The SFMTA should not install any parking meters or parking meters with demand-responsive pricing in any neighborhood where they currently do not exist, unless a majority of households and businesses in that neighborhood have signed a petition supporting the changes;
- The SFMTA should use a portion of funds generated by new parking, vehicle fees, or the sale of new 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 traffic on City streets;
- The City should enforce traffic laws equally for all users of San Francisco's streets and sidewalks;
- The SFMTA's Board of Directors should include a representation of all transportation stakeholders, including motorists, and
- The SFMTA should create a Motorists' Citizens Advisory Committee.

**A "YES" VOTE MEANS:** If you vote "yes," you want the Board of Supervisors to adopt these changes in parking and transportation policies.

**A "NO" VOTE MEANS:** If you vote "no," you do not want the Board of Supervisors to adopt these policy changes.

word count: 530 [suggested word limit: 300]