

Attachment A: SFpark Motorcycle Parking Meter Rate Adjustment Policy

Revision #1: June 8, 2011 (Original March 22, 2011)

Overview

The purpose of this document is to clarify how SFMTA will adjust rates for metered motorcycle parking in SFpark areas during the pilot project. As with other paid on- and off-street parking, as part of the SFpark pilot project the SFMTA will implement demand-responsive pricing for metered motorcycle parking in order to achieve availability targets.

The SFMTA will use manual surveys rather than in-ground parking sensors to obtain parking occupancy data for metered on-street motorcycle parking spaces. Prices at metered motorcycle spaces will be adjusted on a time-of-day basis, as well as by day of week if meter technology limitations allow, to achieve the target availability rate of 20 to 40 percent. Prices at motorcycle parking spaces will change less frequently (approximately four times a year) than normal on-street metered spaces because gathering occupancy data and changing prices at metered motorcycle spaces is labor intensive.

Price change methodology

The SFMTA will use the following guidelines to determine price changes at motorcycle spaces:

- When occupancy is 80-100 percent, the hourly rate will be raised by \$0.10.
- When occupancy is 60-80 percent, the hourly rate will not be changed.
- When occupancy is 30-60 percent, the hourly rate will be lowered by \$0.10.
- When occupancy is less than 30 percent, the hourly rate will be lowered by \$0.20.
- Within SFpark areas, the SFMTA cannot lower rates below \$0.25 per hour.
- Motorcycle spaces that are on the same block will have the same prices (to improve consistency).

If new motorcycle meters are added, the starting rates at those new meters will be based on the rate of the nearest pod of motorcycle spaces.

After initial motorcycle occupancy surveys and price changes, SFpark staff may recommend refinements to improve the effectiveness of this approach to pricing motorcycle parking.