

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the establishment of Residential Permit Parking (RPP) Area AA in the northwest Bernal Heights neighborhood, and amending the Transportation Code Division II, Section 905 to limit the number of Residential Parking Permits to no more than one per person and two per single address; provide for a waiver for residents for up to four Residential Parking Permits that can be issued to a single address; establish permit fees for additional permits issued to residents; and provide that permits issued to residents for Health Care or Childcare Workers shall not count towards the maximum number of permits that can be issued to a single address for residents of Area AA.

SUMMARY:



- The goal of the RPP program is to reduce the adverse effects of vehicle congestion by restricting unlimited parking by non-residents in residential neighborhoods.
- The residents of northwest Bernal Heights gathered signatures and, together with SFMTA staff, conducted four neighborhood meetings.
- The requirements of the Transportation Code to establish a new RPP Area have been met.
- Within the proposed RPP area, RPP permits will be limited to no more than one per person and two per household;
- If approved, implementation would require the installation of signs on streets within the area and the offering of RPP permits to eligible residents.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. RPP Area AA proposal map
3. Transportation Code Division II Amendments

APPROVALS:

DATE

DIRECTOR		1/8/2018
SECRETARY		1/8/2018

ASSIGNED SFMTAB CALENDAR DATE: January 16, 2018

PAGE 2.

PURPOSE

Approving the establishment of Residential Permit Parking (RPP) Area AA in the northwest Bernal Heights neighborhood, and amending the Transportation Code Division II, Section 905 to limit the number of Residential Parking Permits to no more than one per person and two per single address; provide for a waiver for residents for up to four Residential Parking Permits that can be issued to a single address; establish permit fees for additional permits issued to residents; and provide that permits issued to residents for Health Care or Childcare Workers shall not count towards the maximum number of permits that can be issued to a single address for residents of Area AA.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Improve the security for transportation system users

Objective 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes

Objective 2.4: Improve parking utilization and manage parking demand

This action will support the following Transit First Policy Principles:

- To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- Decisions regarding the use of 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.
- Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

Residential Parking Permit Area AA

The proposed RPP Area AA (northwest Bernal Heights), generally bounded by Mission Street, Precita Avenue, Shotwell Street and Virginia Avenue (see Enclosure 2, Area AA map) is intended to improve parking utilization and manage parking demand in a neighborhood characterized by historic homes and narrow, hilly streets where approximately half the homes have no off-street parking.

PAGE 3.

The goal of RPP is to reduce the adverse effects of vehicle congestion by restricting unlimited parking by both residents and non-residents in residential neighborhoods and helping residents find parking in their neighborhood.

The Transportation Code states that in determining whether to designate an RPP Area, the SFMTA Board of Directors shall take into account factors which include but are not limited to the following:

- Must contain a minimum of one mile of street frontage.
- The extent of the desire and need of the residents for Residential Parking Permits and their willingness to bear the resulting administrative costs even if the SFMTA does so on its own initiative.
- The extent to which legal on-street parking spaces are occupied during the period proposed for parking restrictions.
- The extent to which vehicles parking in the area during the times of the proposed parking restrictions are not registered to residents of proposed RPP Area.
- The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of available off-street parking spaces.

The proposed RPP area consists of approximately three miles of street frontage.

Fifty-seven percent of residents living within the proposed RPP Area AA signed the petition in support of RPP on their block. The 16 blocks with at least 50% of residential units voting in favor are included in the proposed Area AA; blocks that did not garner at least 50% in favor are not included in the proposed Area AA.

SFMTA conducted field studies and other research to document existing conditions within the proposed RPP area. A parking utilization study conducted in 2015 showed that parking occupancy was over 80% on a majority of the blocks surveyed and that 59% of parked vehicles were registered to non-residents.

Forty-nine percent of petition signers indicated that they did not have off-street parking.

The proposed RPP Area AA parking modifications are as follows:

- A. ESTABLISH--RESIDENTIAL PERMIT PARKING AREA AA, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA AA PERMIT - Coleridge Street, both sides, between Coso and Esmeralda avenues; Coso Avenue, both sides, between Precita Avenue and Winfield Street; Fair Avenue, both sides, between Mission and Coleridge streets; Lundy's Lane, both sides, between Coso and Fair avenues; Mirabel Avenue, both sides, between Coso Avenue and Shotwell Street; Montezuma Street, both sides, between Coso Avenue and Shotwell Street; Powers Street, both sides, between Mission and Coleridge streets; Precita Avenue, both sides, between Mission and Folsom streets; Prospect Avenue, both sides, between Coso Street and Virginia Avenue; Shotwell Street, both sides, between Mirabel Avenue and Stoneman Street; Winfield Street, both sides, between Coso and Esmeralda avenues.

PAGE 4.

Proposed Transportation Code Changes

The Transportation Code currently places a limit of four permits per household (with the possibility for a waiver), and no specific limit (other than the per-household limit) on the number of permits that can be obtained by a single person. However, northwest Bernal Heights is appropriate for RPP policies limiting per-person and per-household permits because parking availability is affected both by non-residents parking on neighborhood streets, and by the large and growing number of resident cars searching for a limited number of spaces.

The high demand for on-street parking for residents is the result of the following factors: many homes originally built with no garage and the addition of accessory dwelling units, sometimes resulting in the conversion of garages.

SFMTA's RPP Evaluation and Reform Project found that:

- Demand for parking exceeds supply in many RPP areas. Some RPP areas have occupancy rates above 90% and permit saturation rates (i.e., total permits divided by total permitted spaces) above 100%.
- Because so much of the demand for parking, and thus the challenge of finding parking, results from internal demand, the program should place more emphasis on managing demand for on-street parking from residents themselves.

Within this RPP Area AA, permit requirements will be modified to 1) limit RPP permits to no more than one per person and no more than two per household; 2) allow a resident to obtain a permit for use by a health care or child care provider that would not count towards the two RPP permits that may be issued to a single address; and 3) allow the SFMTA to grant a waiver, upon request, for up to four permits based on the availability of on-street parking and number of licensed drivers in the household.

As an incentive to limit the number of permits issued in Area AA, SFMTA will modify the fees for the third and fourth permit in cases where a waiver is granted. The fee for the third permit will be twice the base permit fee (currently \$128) and the fee for the fourth permit will be three times the base permit fee. (Note that this matches the current policy for permits in excess of four, that is, the fee for the fifth permit is twice the base permit fee and the fee for the sixth permit is three times the base permit fee.)

STAKEHOLDER ENGAGEMENT

In early 2015, residents of Bernal Heights expressed interest in working with the SFMTA to discuss parking difficulties and explore possible solutions, including forming a new RPP area in their neighborhood. The residents organized two community meetings that summer and invited SFMTA to make presentations to inform residents about the pros and cons of designating an RPP area, the process of forming a new area, the typical regulations and enforcement process as well as the cost and eligibility requirements for permits. Between 50 and 75 residents attended each meeting.

PAGE 5.

In the fall of 2015, SFMTA developed a project website, www.sfmta.com/northbernalrpp, and posted an online version of the RPP petition on the site. In addition to providing residents the opportunity to vote for or against designating an RPP area, the petition included five questions regarding address, household size, access to off-street parking and number of vehicles owned that provided information regarding the resident-caused parking demand. Postcards were mailed to all households in the area inviting residents to complete the petition. After several months, the results of the petition were computed and announced on the project website. By that time, 650 households responded to the petition. Of these, 62% favored an RPP area and 38% did not. Those in favor primarily resided west of Folsom Street, while those who did not lived east of Folsom Street.

By December 2016, more than 1,000 residents had submitted a petition signature and responded to the five added questions regarding address, household size, access to off-street parking and number of vehicles owned. SFMTA hosted a third community meeting on December 7, 2016 to provide an update on the research findings and status of signature gathering on the petition and an introduction to the RPP Evaluation and Reform project to a wider group of residents. A map indicating the likely boundaries of the initial RPP area, which consisted only of those blocks where 50% or more of the households supported RPP, was also presented. This meeting drew over 90 residents, many of whom had not attended the previous meetings.

A fourth community meeting was held on April 19, 2017 to present the final proposal, including the proposed limits on permit issuance and the blocks that would be included in the RPP area and proposed days and hours of enforcement. This meeting drew over 100 residents. The SFMTA re-opened the petition to allow residents to modify their vote based on new information about the proposed policies affecting the number of permits that drivers and households would be eligible for. All residents were notified via postcard, email, and through local neighborhood blogs and encouraged to revisit the petition so that, based on new information, residents could change their vote or vote for the first time. The online petition was re-opened on May 1st. By May 17th, the deadline for submitting a response to the petition, a total of 1,231 residents signed the petition, resulting in 16 blocks with at least 50% of residential units voting in favor of designating an RPP area. On those 16 blocks, 624 votes were tallied with 360 (58%) of the households voting for an RPP area on their block.

A public hearing was held on July 7, 2017. Members of the public were notified of the public hearing through postcards sent to all addresses affected as well as through emails and project website updates. Neighborhood social media outlets, such as Bernalwood, Nextdoor and Hoodline, also carried stories about the proposal in advance of the public hearing. Twenty-four members of the public attended the public hearing and provided comments. Eight spoke in favor of the new RPP area; 11 spoke in opposition (many of whom lived outside of the proposed RPP Area AA, on blocks that had voted against joining the RPP area), and three were undecided. Twenty people commented about the proposal through emails. Of these, three supported the proposal and 17 were against—of which 16 lived on streets outside the proposed RPP area but believed they would be adversely impacted. A few commented that they should not have to pay to park on their street.

PAGE 6.

After the July 2017 public hearing, a majority of residents on the 200 block of Esmeralda decided that they no longer supported RPP on their block, while a majority of residents of the unit block of Prospect decided to support RPP. A second public hearing was held on November 17, 2017 to consider modifications to the RPP proposal to remove the 200-299 block of Esmeralda Avenue and add the 00-99 block of Prospect Avenue. Notifications of the public hearing were mailed to more than 1,700 addresses in Bernal Heights. SFMTA also sent the notice via its email list of over 650 residents who signed up to receive project updates. The notices stated the proposed new policies of: one permit per person; two permits per address; permits for medical care and child care providers do not count towards the two per address limit; and additional permits (up to a total of four) may be issued to an address based on available on-street parking and number of licensed drivers in the household. Seventeen people attended the public hearing. Fourteen people commented, nine in favor and five opposed to RPP. Four persons opposed RPP because they are concerned about the possible spillover effect onto non-RPP restricted streets. One person expressed concern that teachers working at Flynn Elementary would have more difficulty finding parking (Flynn Elementary, located at the corner of Harrison and Cesar Chavez streets, is not within the boundaries of the proposed RPP area and does not have restricted parking on their block).

Staff held two community meetings at Flynn Elementary School and reached out to the Principal to discuss the proposed changes. Another commenter expressed a desire to have her block included in the RPP Area. In addition, 25 people sent emails commenting on the proposal. Of these, 14 were in support of RPP, eight were opposed and three were not sure, but expressed either interest in their block being added to the RPP area or dissatisfaction with having to pay for a permit. Of those opposed to RPP, all lived outside the proposed area. Six were concerned about the spillover effects of more non-residents parking on their streets or that RPP would not fix the problem of residents having too many vehicles.

ALTERNATIVES CONSIDERED

The primary alternative is to leave the area's parking unmanaged. Under that scenario, commuters would continue to park on neighborhood streets for extended periods, limiting available parking for residents and short-term visitors, and contributing to traffic and congestion issues in the area. Other alternatives include imposing general time limits or metered parking throughout the area. Neither general time limits nor meters were deemed appropriate for the area, as those regulations are intended to limit long-term parking by anyone, including residents. RPP regulations best achieve the SFMTA's goals for residential areas of limiting long-term parking by commuters and visitors, while permitting it for residents who may not have access to off-street parking.

FUNDING IMPACT

The Residential Permit Parking program is operated on a cost-recovery basis. There will be no net fiscal impact.

PAGE 7.

PUBLISHED NOTICE AND PUBLIC HEARING

Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any schedule of rates or charges which affect the public. The Board's Rules of Order require that the advertisement run for a least five days and not less than fifteen days prior to the public hearing. In compliance with both the Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper starting on December 25, 2017, to provide notice that the Board of Directors will hold a public hearing on January 16, 2018 to consider the RPP Area AA permit fee modifications.

ENVIRONMENTAL REVIEW

The proposed establishment of the northwest Bernal Heights RPP Area is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as defined in Title 14 of the California Code of Regulations Sections 15301.

On October 25, 2017, the SFMTA, under authority delegated by the Planning Department, determined that establishing the northwest Bernal Heights RPP Area is categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31. Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this report.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board approve the establishment of Residential Permit Parking (RPP) Area AA in the northwest Bernal Heights neighborhood, and amend the Transportation Code Division II, Section 905 to limit the number of Residential Parking Permits to no more than one per person and two per single address; provide for a waiver for residents for up to four Residential Parking Permits that can be issued to a single address; establish permit fees for additional permits issued to residents; and provide that permits issued to residents for Health Care or Childcare Workers shall not count towards the maximum number of permits that can be issued to a single address for residents of Area AA.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors has authority to adopt preferential parking regulations for residents under the Residential Parking Permit (RPP) program; and,

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH--RESIDENTIAL PERMIT PARKING AREA AA, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA AA PERMIT – Coleridge Street, both sides, between Coso and Esmeralda avenues; Coso Avenue, both sides, between Precita Avenue and Winfield Street; Fair Avenue, both sides, between Mission and Coleridge streets; Lundy's Lane, both sides, between Coso and Fair avenues; Mirabel Avenue, both sides, between Coso Avenue and Shotwell Street; Montezuma Street, both sides, between Coso Avenue and Shotwell Street; Powers Street, both sides, between Mission and Coleridge streets; Precita Avenue, both sides, between Mission and Folsom streets; Prospect Avenue, both sides, between Coso Street and Virginia Avenue; Shotwell Street, both sides, between Mirabel Avenue and Stoneman Street; Winfield Street, both sides, between Coso and Esmeralda avenues; and,

WHEREAS, Within RPP Area AA, limiting the issuance of permits and modifying the fees for permits to residents will improve their ability to easily find parking near their homes; and,

WHEREAS, The proposed RPP area AA has greater than one mile of street frontage, has parking occupancy greater than 80%, and approximately 59% of parked vehicles are registered to non-residents; and,

WHEREAS, The northwest Bernal Heights neighborhood does not have adequate off-street parking to accommodate the parking of vehicles registered to residents of the area; and,

WHEREAS, An extensive outreach effort was conducted to solicit input and draft a proposed RPP area; and,

WHEREAS, SFMTA staff held several community meetings and held two public hearings to solicit community input on the preliminary and final proposals; and,

WHEREAS, In compliance with both Charter Section 16.112 and the SFMTA Board's Rules of Order, advertisements were placed in the City's official newspaper starting December 25, 2017, to provide notice that the Board of Directors will hold a public hearing on January 16, 2018, to consider the RPP Area AA permit fee modifications; and,

PAGE 9.

WHEREAS, The proposed establishment of the Northwest Bernal Heights RPP Area is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as defined in Title 14 of the California Code of Regulations Sections 15301; and,

WHEREAS, On October 25, 2017, the SFMTA, under authority delegated by the Planning Department, determined that establishing the northwest Bernal Heights RPP Area is categorically exempt from environmental review as defined in Title 14 of the California Code of Regulations Sections 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors establishes Residential Permit Parking Area AA in the northwest Bernal Heights neighborhood, as set forth in Item A above, and further

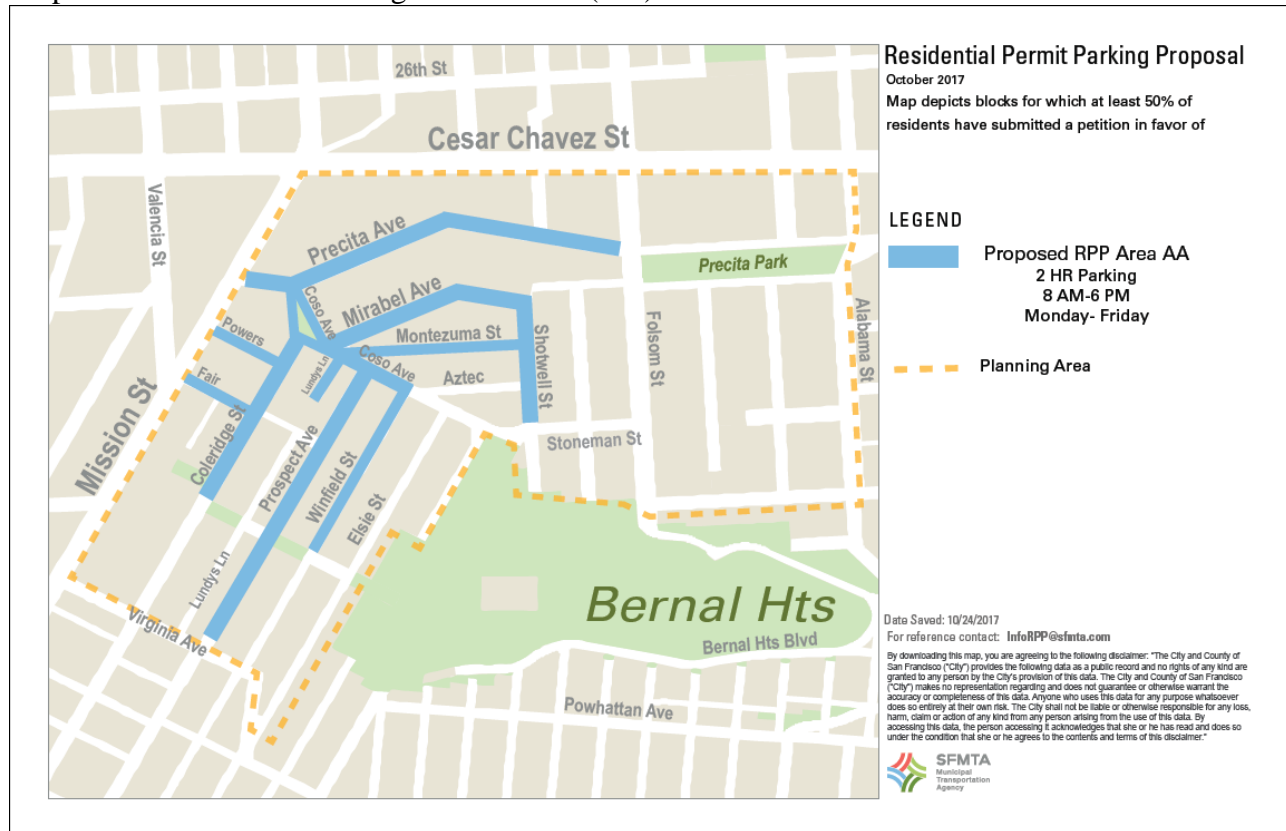
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code Division II, Section 905 to limit the number of Residential Parking Permits to no more than one per person and two per single address; provide for a waiver for residents for up to four Residential Parking Permits that can be issued to a single address; establish permit fees for additional permits issued to residents; and provide that permits issued to residents for Health Care or Childcare Workers shall not count towards the maximum number of permits that can be issued to a single address for residents of Area AA.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

Map of Northwest Bernal Heights RPP Area (AA)



The proposed RPP Area AA (northwest Bernal Heights), generally bounded by Mission Street, Precita Avenue, Shotwell Street and Virginia Avenue

[Transportation Code – Residential Parking Permit Area AA]

Resolution amending the Transportation Code to limit the number of Residential Parking Permits to no more than one permit issued to an individual person and no more than two permits issued to a single address, provide for a waiver for residents of up to four Residential Parking Permits that can be issued to a single address, establish permit fees for additional permits issued to residents, and provide that permits issued to residents for Health Care or Childcare Workers shall not count towards the maximum number of permits that can be issued to a single address for residents of Area AA.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 900 of Division II of the Transportation Code is hereby amended by revising Section 905, to read as follows:

Sec. 905. RESIDENTIAL PARKING PERMIT.

* * * *

(c) Number of Permits.

(1) No more than four Residential Parking Permits shall be issued to a single address. Residents may file a request for waiver of this limitation with the SFMTA to obtain additional permits. Factors to be considered by the Director of Transportation when determining whether or not to grant a permit include, but are not limited to, the availability of on-street Parking in the requestor's residential area and demonstrated need. The Director of Transportation shall maintain public records for all waivers granted, including all

documentation provided in support of approval. The annual fee for additional permits shall be twice the base annual permit fee for the fifth permit, three times the base annual permit fee for the sixth permit, and four times the base permit fee for any permits over six.

(2) Notwithstanding subsection (c)(1), for residents of Area AA, no more than one Residential Parking Permit shall be issued to an individual person and no more than two Residential Parking Permits shall be issued to a single address. Residents of Area AA may file a request for a waiver of these limitations with the SFMTA for up to a maximum of four Residential Parking Permits issued to a single address. Factors that may be considered by the Director of Transportation or his or her designee in determining whether to grant a waiver request are the following: the availability of on-street Parking in the requester's residential area and the number of licensed drivers in the household. The annual fee for additional permits shall be twice the base annual permit fee for the third permit, and three times the base annual permit fee for the fourth permit. Any Residential Parking Permit issued to a resident of Area AA for purposes of subsection (g)(1) [Health Care Worker Permit] or subsection (g)(5) [Childcare Permit] shall not count towards the maximum number of Residential Parking Permits that can be issued to a single address.

* * * *

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

n:\legana\as2017\1700690\01242511.docx

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency