

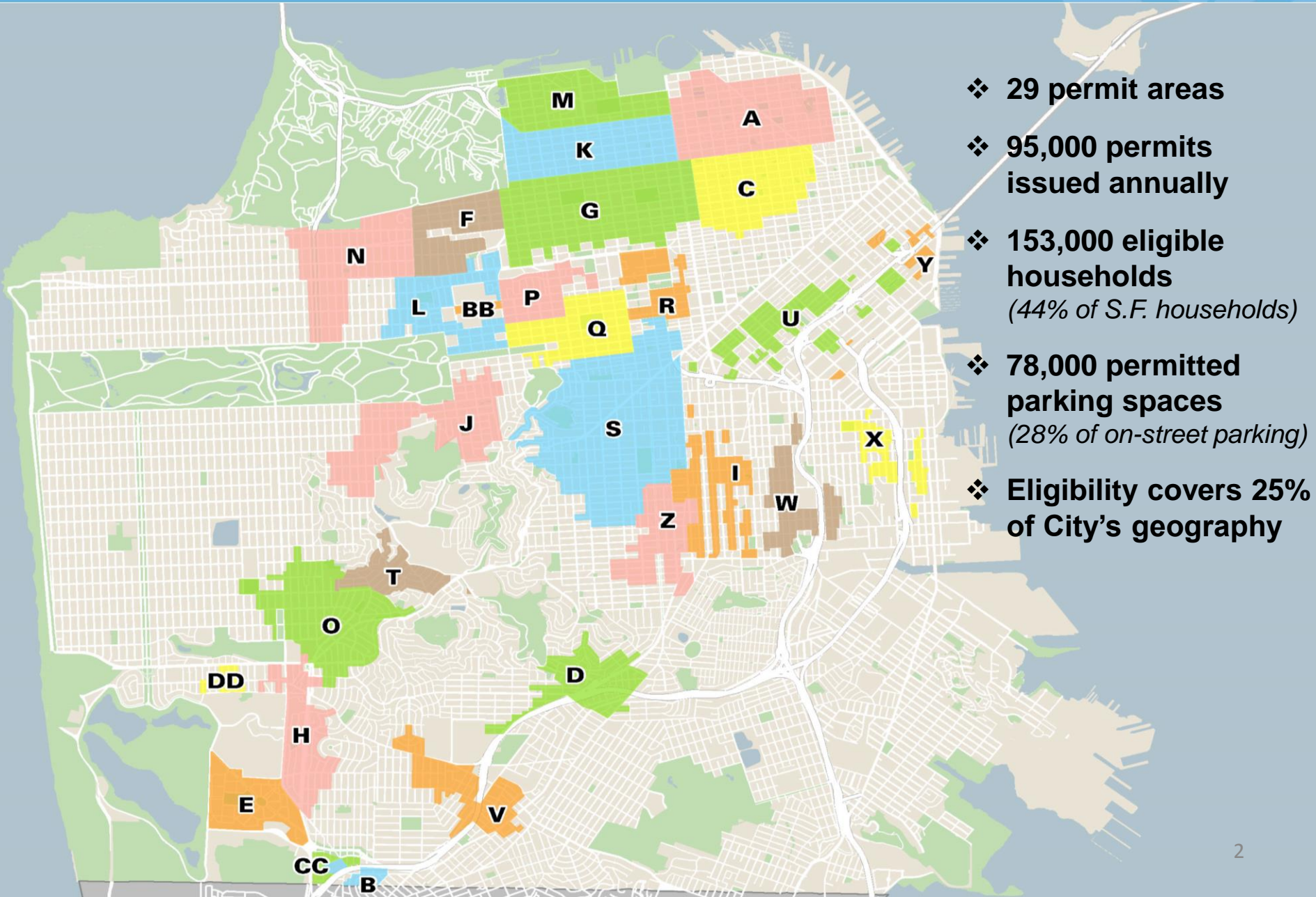


SFMTA
Municipal
Transportation
Agency

Parking Permit Program Evaluation and Reform Project

Policy and Governance Committee
November 18, 2016

Existing permit areas



Current RPP program

1. Focused on discouraging parking by commuters from outside a neighborhood
2. Neighbor- and neighborhood-driven, governed by the petition process

Key goals of reform project

1. Clarifying area formations, extensions, boundaries and regulations
2. Balancing needs for curb space in mixed-use areas
3. Managing excess demand for residential parking permits
4. Supporting the Transit First Policy

Project timeline

1. Preparation/research

- Research existing conditions and best practices
- Parking utilization study
- Household survey

2. Outreach

- Phase I: four open houses
- Phase II: eleven public meetings, stakeholder engagement
- Phase III: focus groups, open house, online survey

3. Policy options

- Internal evaluation and estimates of costs
- Outreach
- Recommendations

November 2015 CAC Recommendations

- Investigate making temporary parking passes easier to obtain
- Investigate limiting permits to one per licensed driver
- Investigate eliminating parking permits for buildings built with fewer parking spaces than residential units

What we've heard

- Causes of parking pressures
 - People not using their garages
 - Garages converted to in-law units
 - Homes subdivided into multiple units
- Number of permits
 - Cap number of permits issued
 - Exclude new buildings from eligibility

What we've heard

- Pricing
 - Permits too expensive
 - Permits too cheap
 - Subsidy for low/fixed-income
 - Preferential pricing for EVs, smaller cars
 - Graduated pricing
 - Incentivize HOV use
 - Provide something for non-car owners

What we've heard

- Formation and regulations
 - Citywide RPP
 - Later hours of enforcement
 - Larger buffer areas / extend eligibility to residents of unregulated adjacent blocks
 - Unregulated “islands” surrounded by RPP
 - Require super-majority vote to establish
 - SFMTA should establish RPP without petition
 - More enforcement needed

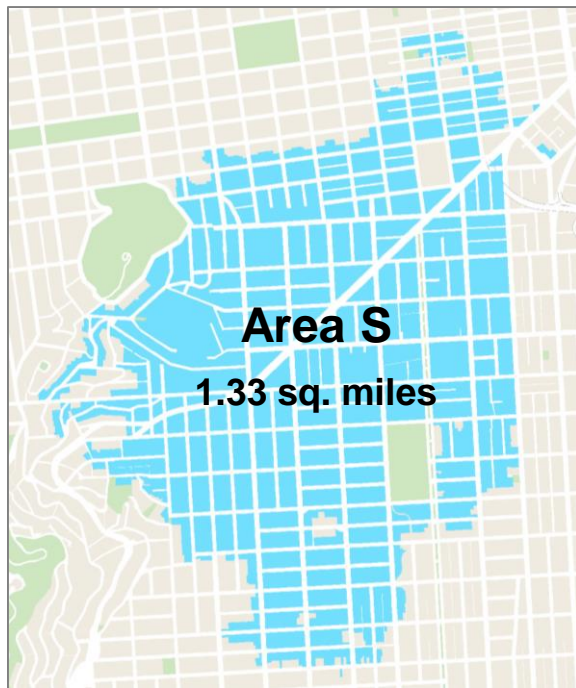
What we've heard

- Other
 - Get rid of RPP and ruthlessly enforce 72-hour rule
 - Other SFMTA projects take away too much parking supply

Clarifying areas – *Issue*

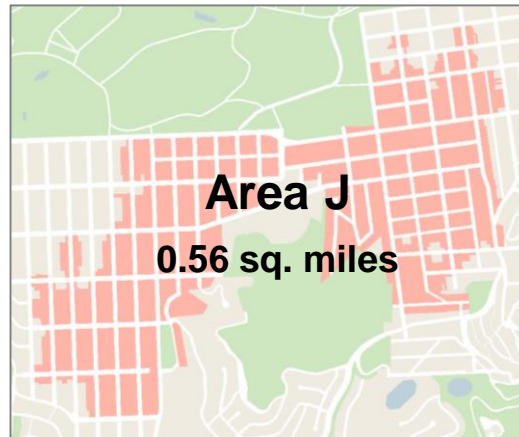
Area DD

0.05 sq. miles



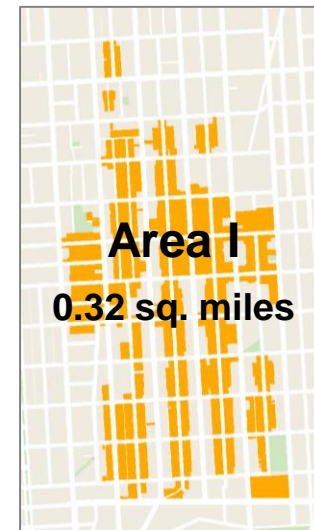
Area S

1.33 sq. miles



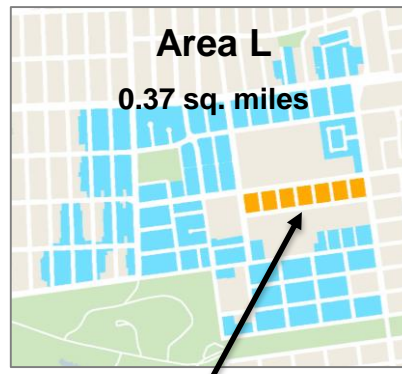
Area J

0.56 sq. miles



Area I

0.32 sq. miles



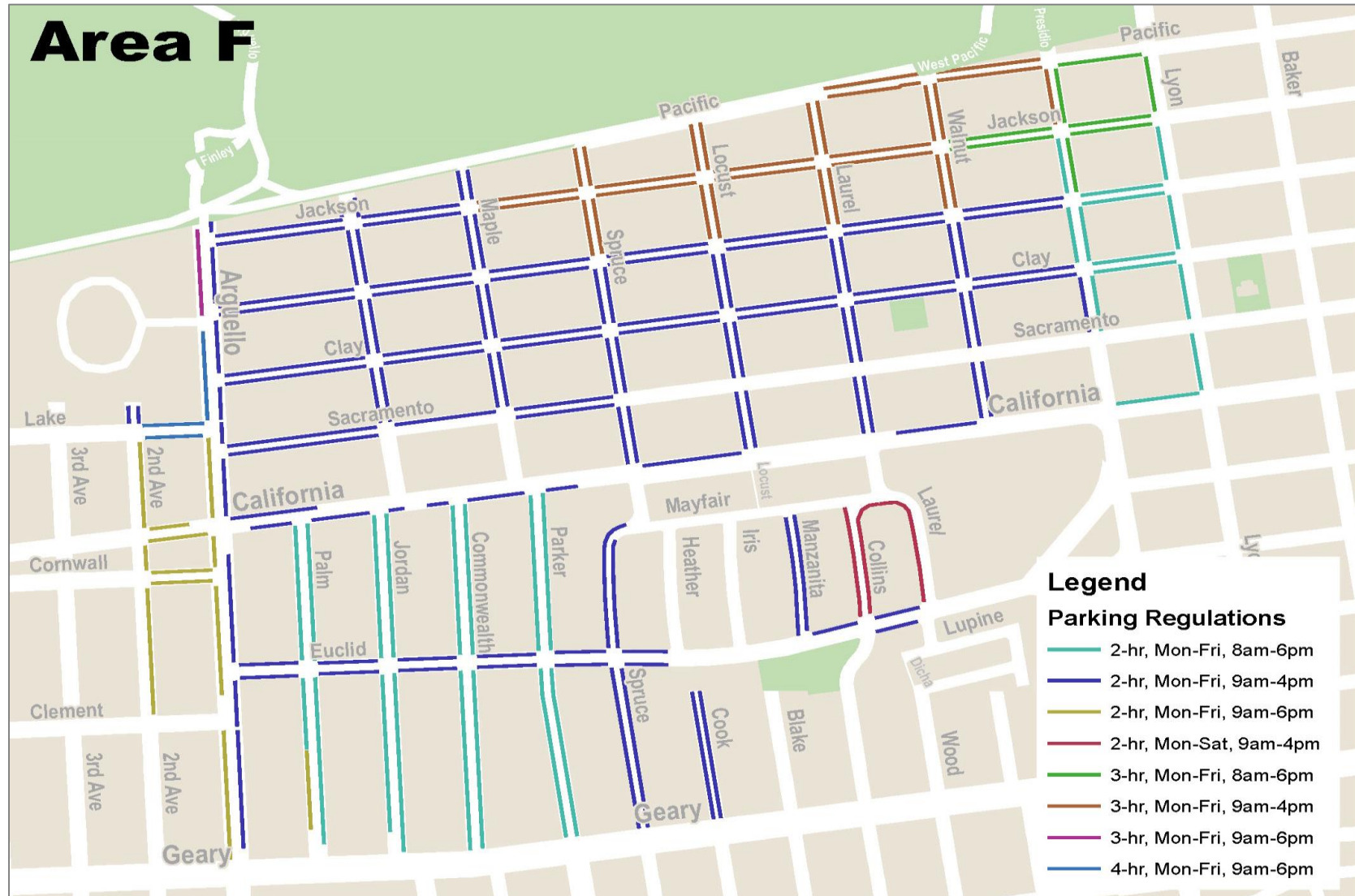
Area L

0.37 sq. miles

Area BB

0.02 sq. miles

Clarifying areas – *Issue*



Clarifying areas – *Policy options*

A. Pre-plan boundaries and regulations

Current policy

- Permit area boundaries and regulations established by petition, grow organically
- Boundaries irregular and vary in size
- Regulations vary within and between areas

Option

- Pre-plan ultimate boundaries and regulations for legibility, management of local parking pressures, and efficient enforcement

Clarifying areas – *Policy options*

A. Pre-plan boundaries and regulations

Pros

- No changes to permit eligibility
- Provides clear expectations for public
- Provides much-needed guidance for SFMTA staff

Cons

- Potentially substantial up-front staff effort required

Clarifying areas – *Policy options*

B. Subdivide areas and standardize regulations

Current policy

- Areas vary from 0.03 sq. miles to 1.3 sq. miles
- Regulations vary within and between areas

Option

- Subdivide large areas to reflect neighborhood boundaries
- Add/widen buffer zones
- Extend eligibility along buffers
- Standardize regulations for legibility, management of parking pressures, and efficient enforcement

Clarifying areas – *Policy options*

B. Subdivide areas and standardize regulations

Pros

- Reduces intra-area commuting
- Increases legibility for residents and visitors
- Better match neighborhood boundaries and “parking-sheds”
- Should improve enforcement, which many residents request

Cons

- Some residents attached to their existing areas
- May require substantial outreach and engagement effort to split areas
- Some additional administrative cost for printing, updating systems

C. Neighborhood-based planning process

Current policy

- Resident petition required
 - 250 signatures
 - 1 mile of street frontage
- Occupancy surveys
- License plate surveys
- Community meeting
- Legislate changes

Option

- Residents, businesses, or SFMTA raise issues with curb access
- Conduct community workshops/surveys/outreach
- Address problems with neighborhood-wide solutions (permit parking just one of multiple tools)

C. Neighborhood-based planning process

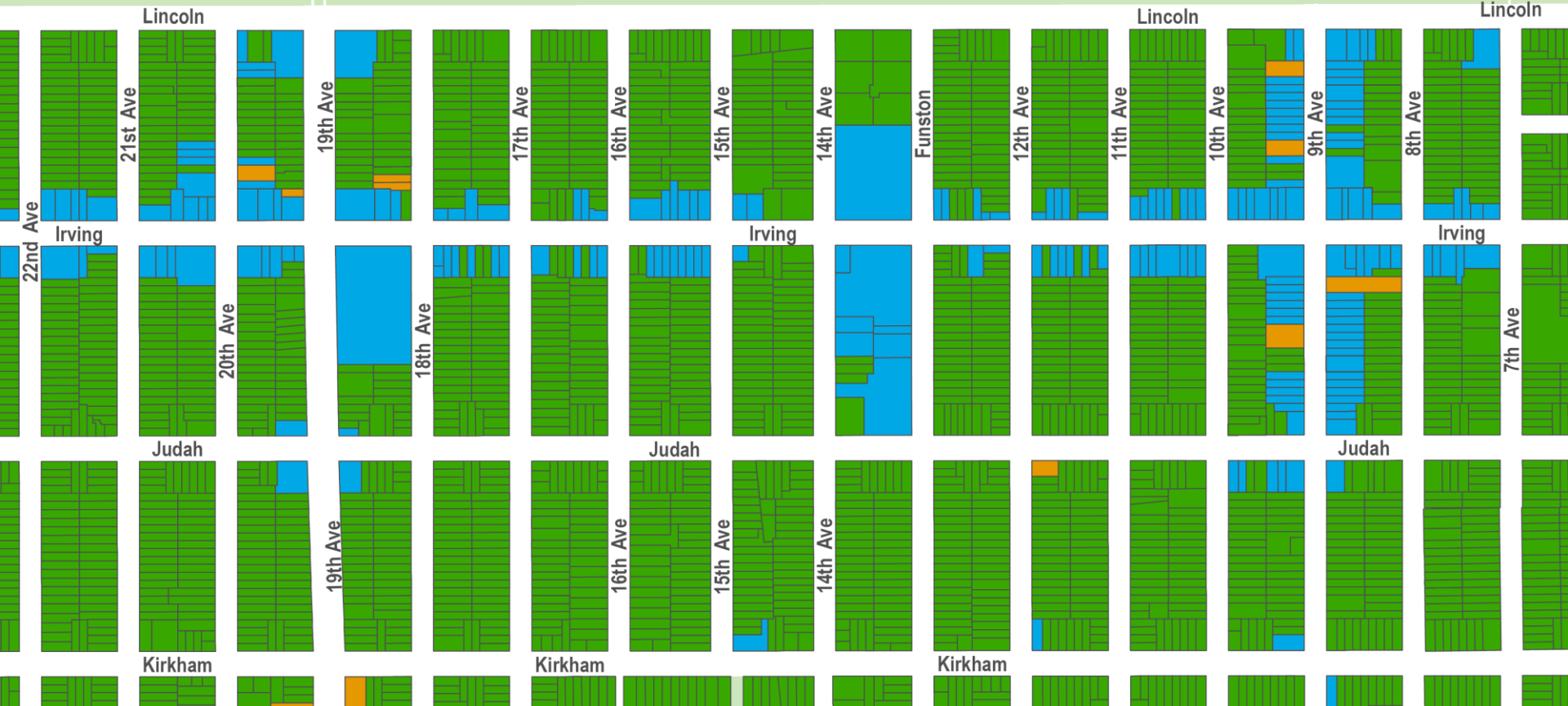
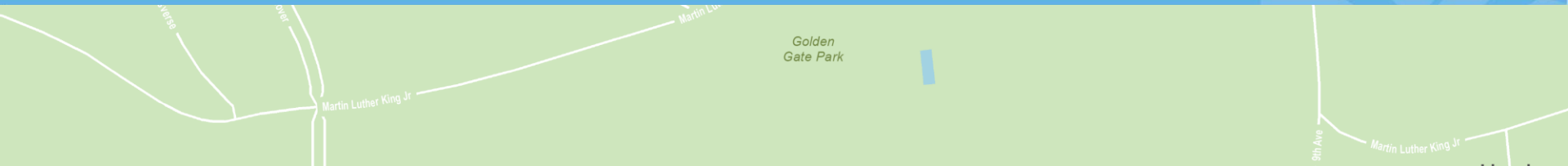
Pros

- Many residents do not like petition process
- Helps address confusing areas and regulations
- Allows everyone to have a voice
- Reduces potential for intra-neighborhood disagreement
- Allows exercise of professional judgment

Cons

- Some residents prefer petition process
- Neighborhood planning process may require more staff time than petition processing
- Requires exercise of professional judgment—no longer black/white

Mixed-use areas – Issue

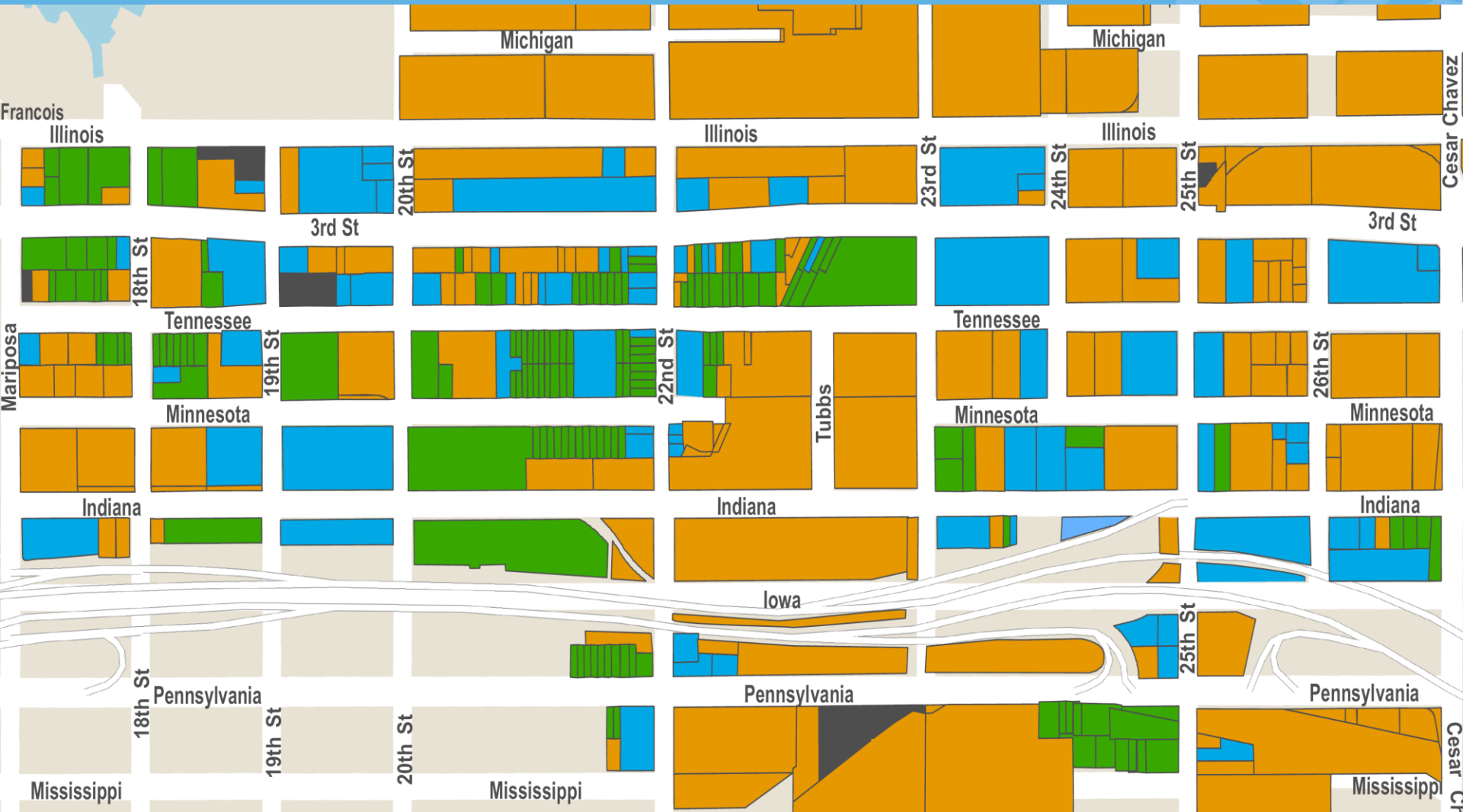


Sunset Ground Floor Land Use

Service Oriented Non-Service Oriented Residential Vacant



Mixed-use areas – *Issue*



Dogpatch Ground Floor Land Use



A. Neighborhood-based planning process

Current policy

- Resident petition required
 - 250 signatures
 - 1 mile of street frontage
- Occupancy surveys
- License plate surveys
- Community meeting
- Legislate changes

Option

- Residents, businesses, or SFMTA raise issues with curb access
- Conduct community workshops/surveys/outreach
- Address problems with neighborhood-wide solutions (permit parking just one of multiple tools)

B. Permit + paid parking

Current policy

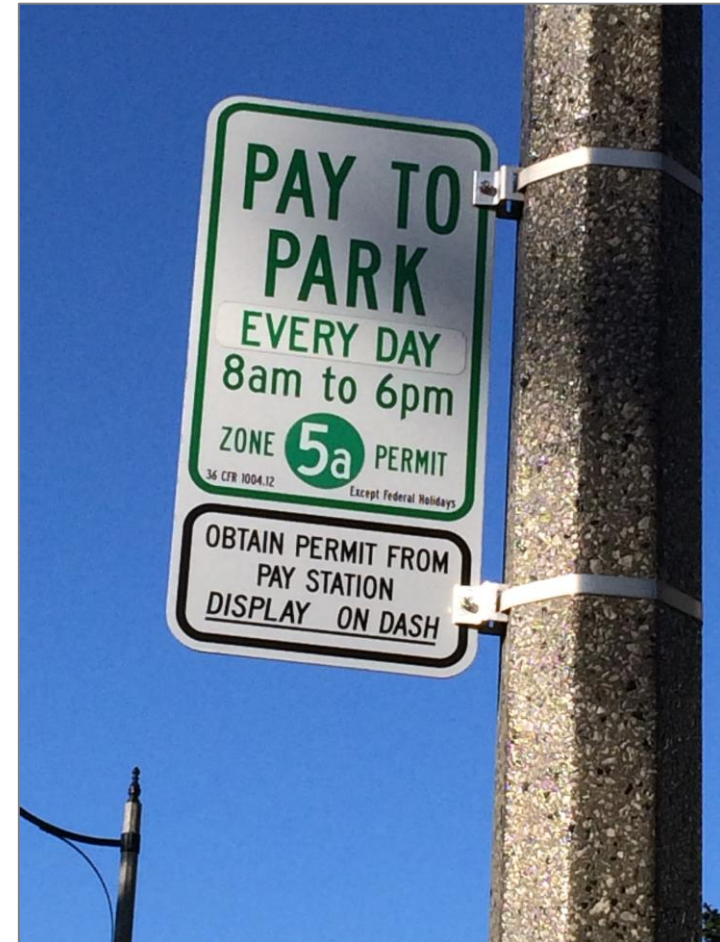
- Visitors may park in permit areas up to the posted time limit

Option

- Visitors may park in permit areas if they pay (permit holders park for free)
 - Pay-by-phone only OR
 - Multi-space meters
 - Price high enough to retain availability for residents and other permit-holders

Mixed-use areas – *Policy options*

B. Permit + paid parking



Note: Policy concept may face legal challenges

B. Permit + paid parking

Pros

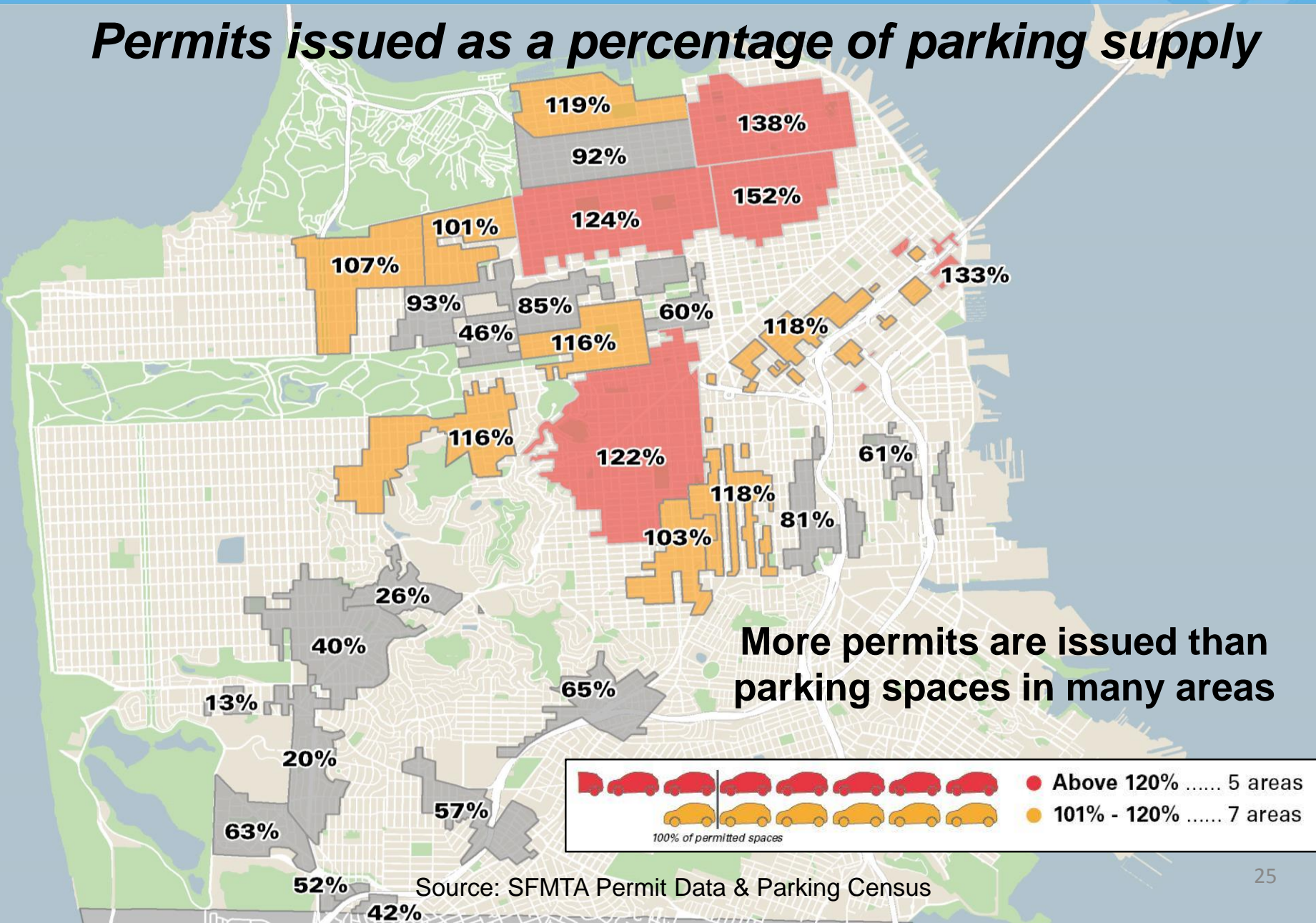
- Discourages the “two-hour shuffle”
- Discourages commuters
- Allows for longer stays when needed—more flexibility
- Could replace patchwork of other permits
- More efficient enforcement
- No change for permit-holders

Cons

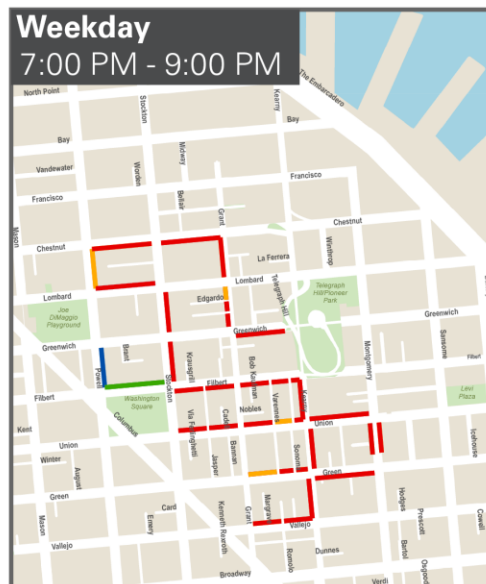
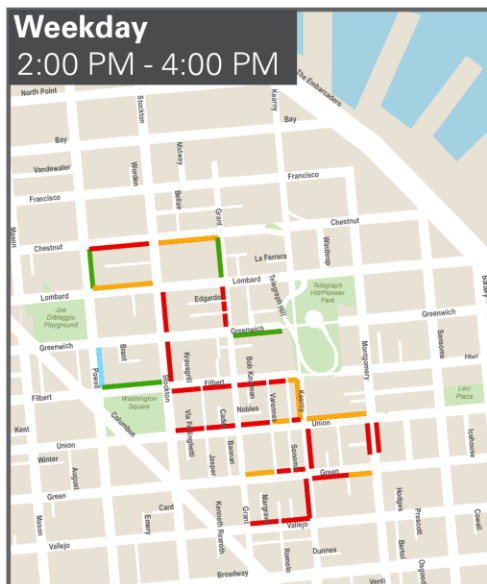
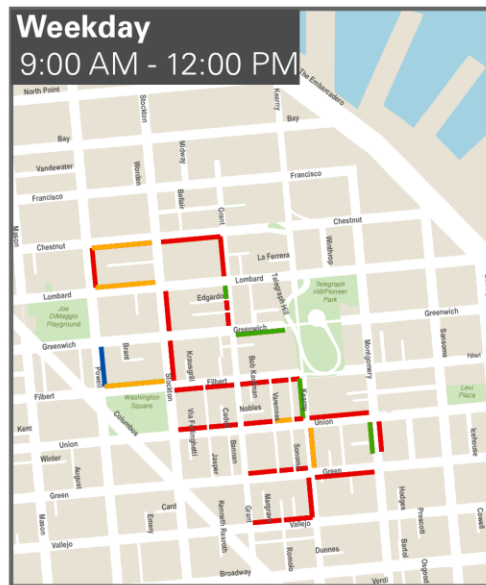
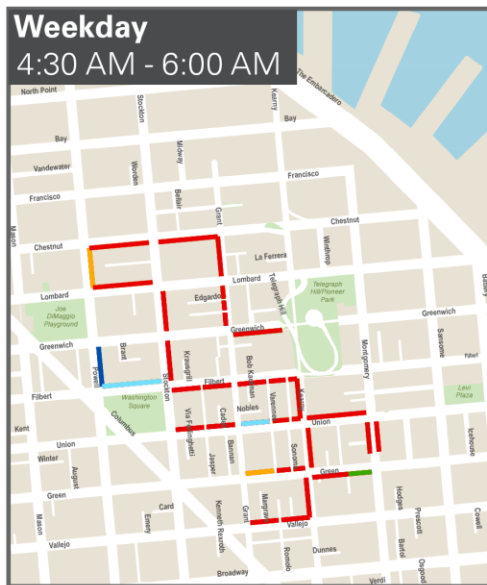
- Legal questions
- Issues for the unbanked
- Some new system and process development required to implement

Managing demand – *Issue*

Permits issued as a percentage of parking supply

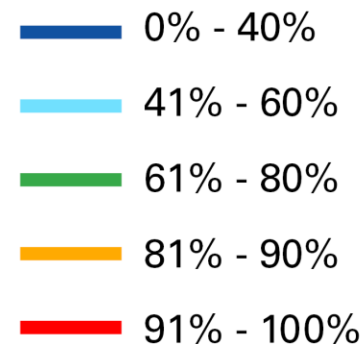


Managing demand – *Issue*



Route A-3 Telegraph Hill

Average Weekday Occupancy
October 2015



0.2 Miles

A. Cap the number of permits issued

Current policy

- 4 permits per household
- May petition for more
- No area-wide permit caps

Options

- ✓ 1 permit per driver
- 2 permits per household
- Area-wide cap on permits

B. Incentivize use of off-street parking

Current policy

- Access to off-street parking not considered
- Same cost for permit

Option

- Charge more for permit if driver has access to off-street parking

C. Graduated pricing for permits

Current policy

- Permits up to 4 per household are each the same price
- Graduated pricing for permits in excess of 4 per household

Option

- Graduated pricing for all permits

D. Exclude some new buildings

Current policy

- All buildings within permit areas eligible for permits

Options

- ✓ New residential buildings in zoning districts with parking maximums not eligible for permits
 - Developers could elect to exclude new buildings from permit eligibility
 - Legal risks

Ideas not pursued

1. Pricing/caps

- a. Demand-responsive pricing by RPP area
- b. Establish separate caps for resident permits and business permits
- c. Distribute permits to businesses based on the ratio of households to businesses
- d. Graduated pricing by driver, not household
- e. Lower rates for electric or smaller vehicles

2. Adjustments to rules for business permits

- a. Allowing up to 30% of FTE employees working in the area to purchase permits.
- b. Special permit for shared vehicles
- c. Increasing the number of permits for businesses to two, perhaps only in certain areas.
- d. Charging a higher fee for business permits than for residential permits
- e. Exchanging one of the three delivery-vehicle permits for businesses for a personal vehicle permit

3. Eligibility

- a. Eliminate RPP altogether
- b. Cover the City with RPP areas
- c. Exclude all new development from RPP eligibility
- d. Exclude all single family homes with 2 or more parking spaces per unit from eligibility
- e. Require a super-majority of neighbors sign a petition

4. Permits to block your own driveway

Next Steps

- Incorporate feedback from CAC and PAG
- Resolve legal questions
- Prepare detailed estimates of price/cost impacts
- Prepare detailed implementation plans
- Return to the full MTA Board in early 2017 with policy proposals

sfmta.com/neighborhoodparking