

## Questions Received Regarding the Hayes Valley Parking and Curb Management Plan

Below is a selection of questions received so far about the Hayes Valley Parking and Curb Management Plan before and during our February 17<sup>th</sup> public meeting. More info about the plan can be found at [SFMTA.com/HayesValleyParking](http://SFMTA.com/HayesValleyParking).



### **Is “Pay or Permit” paid parking for everyone?**

No—permitholders may park all day without having to pay, just as on traditional Residential Permit Parking (RPP) blocks. The only change is for visitors: instead of having to move their car before the posted time limit, they now will be required to pay. Permit-holders will still have to pay on traditional meter-only blocks.

### **What will the meters on Pay or Permit blocks look like?**

On Pay or Permit blocks, the meters will be pay-stations that serve multiple spaces on the block that look similar to the pictured devices. We will not be installing single-space meters on Pay or Permit blocks.

### **How will this plan help with enforcement?**

Two parts of this plan will help with enforcement: (1) having consistent hours and days of enforcement makes it easier to plan and carry out enforcement routes; (2) Pay or Permit is much easier to enforce than time limits, because it requires just one pass to see if cars either have a permit or paid; no chalking of tires and second or third pass is needed.

### **Some loading zones have fees associated with them—if SFMTA is going to install them as part of this plan, who will pay?**

As part of our Curb Management Strategy, the SFMTA is becoming more proactive in allocating curb space to loading needs in corridors where those needs are significant and have an impact on the functioning of the transportation network in a given area. The SFMTA will not charge fees to the businesses fronting any new loading zones that are installed as part of this plan.

### **How are the changes going to affect the Shared Spaces program?**

The Shared Spaces program has converted a number of parking spaces and existing loading zones along commercial corridors into dining spaces for local businesses. This plan will incorporate and accommodate Shared Spaces dining zones by creating new loading zones to replace those that have been converted. Adding new loading zones will help keep traffic moving safely and efficiently and avoid the double-parking or other safety and congestion issues that could result from removing a substantial number of parking and loading zones. The temporary

loading zones that already have been added to accompany the Shared Spaces street closure on Hayes Street will continue for as long as the street closure continues.

**Will this plan make it easier to find parking?**

Yes. Creating a new RPP area will reduce the number of drivers from other parts of the existing areas that park on Hayes Valley streets. The new one-car-per-household limit will also reduce the number of cars competing for parking. Additionally, our work across the city and the research of others have shown that requiring payment is the best way to improve parking availability. This means that there likely will be more spaces available on Pay or Permit blocks than are currently available under the current time-limit system.

**Will the cost of the permit go up?**

This project will not affect the price of RPP permits.

**Is this a solution for employees who have to move their cars every two hours?**

The addition of Pay or Permit blocks will allow more flexibility for longer-term visitors and employees in the neighborhood by replacing two-hour time limits with meters without time limits.

**Will the 72-hour limit still be enforced for residential parking?**

As authorized by state law, vehicles in San Francisco cannot be parked on public streets without moving for more than 72 hours. As of March 2021, enforcement of that law in San Francisco has been suspended out of deference to the disruptions that car-owners may be facing due to the COVID-19 pandemic and the related stay-at-home orders. The Hayes Valley plan will not have any effect on the enforcement of the 72-hour rule.

**What is the process to move forward with this project?**

A virtual public hearing will be scheduled in spring 2021 to gather more feedback before bringing to the SFMTA Board of Directors this summer for final approval.