

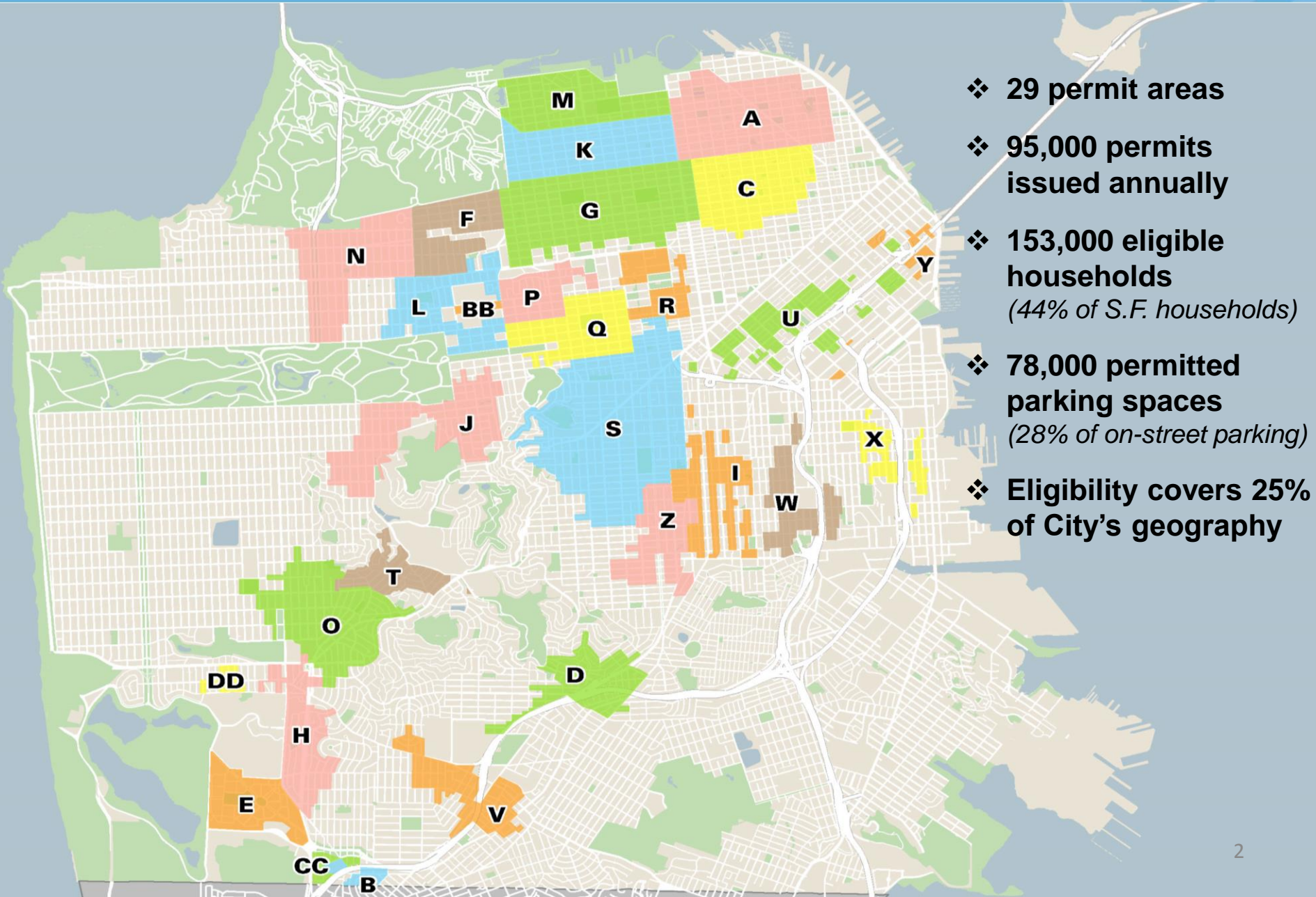


**SFMTA**  
Municipal  
Transportation  
Agency

# Parking Permit Program Evaluation and Reform Project

Policy and Governance Committee  
November 18, 2016

# Existing permit areas



- ❖ 29 permit areas
- ❖ 95,000 permits issued annually
- ❖ 153,000 eligible households  
*(44% of S.F. households)*
- ❖ 78,000 permitted parking spaces  
*(28% of on-street parking)*
- ❖ Eligibility covers 25% of City's geography

# 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

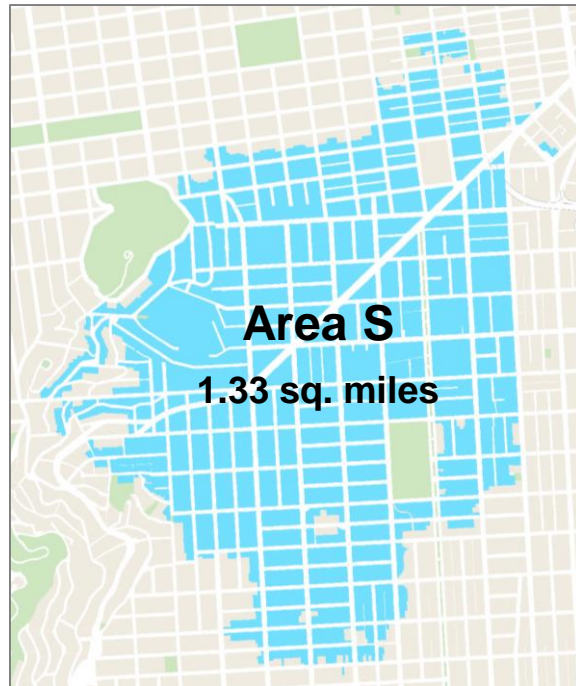
# What we've heard

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

# Clarifying areas – *Issue*

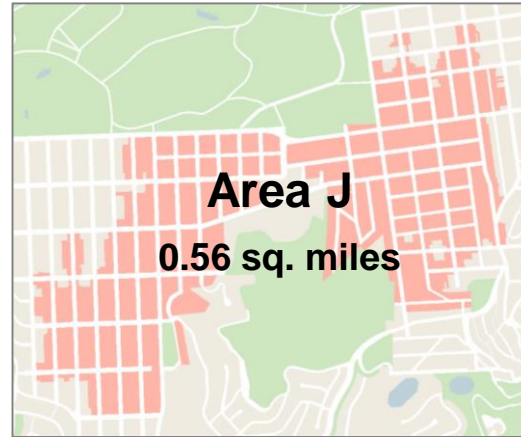
**Area DD**

0.05 sq. miles



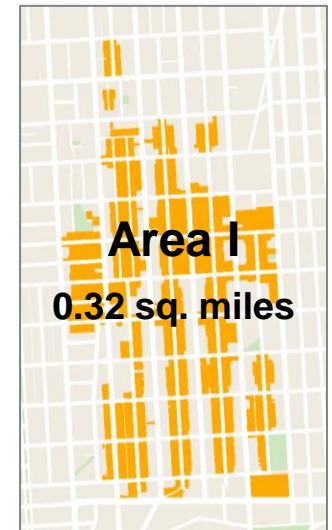
**Area S**

1.33 sq. miles



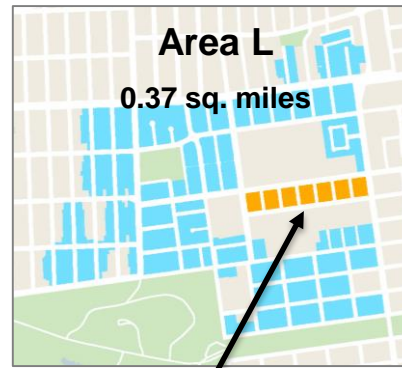
**Area J**

0.56 sq. miles



**Area I**

0.32 sq. miles



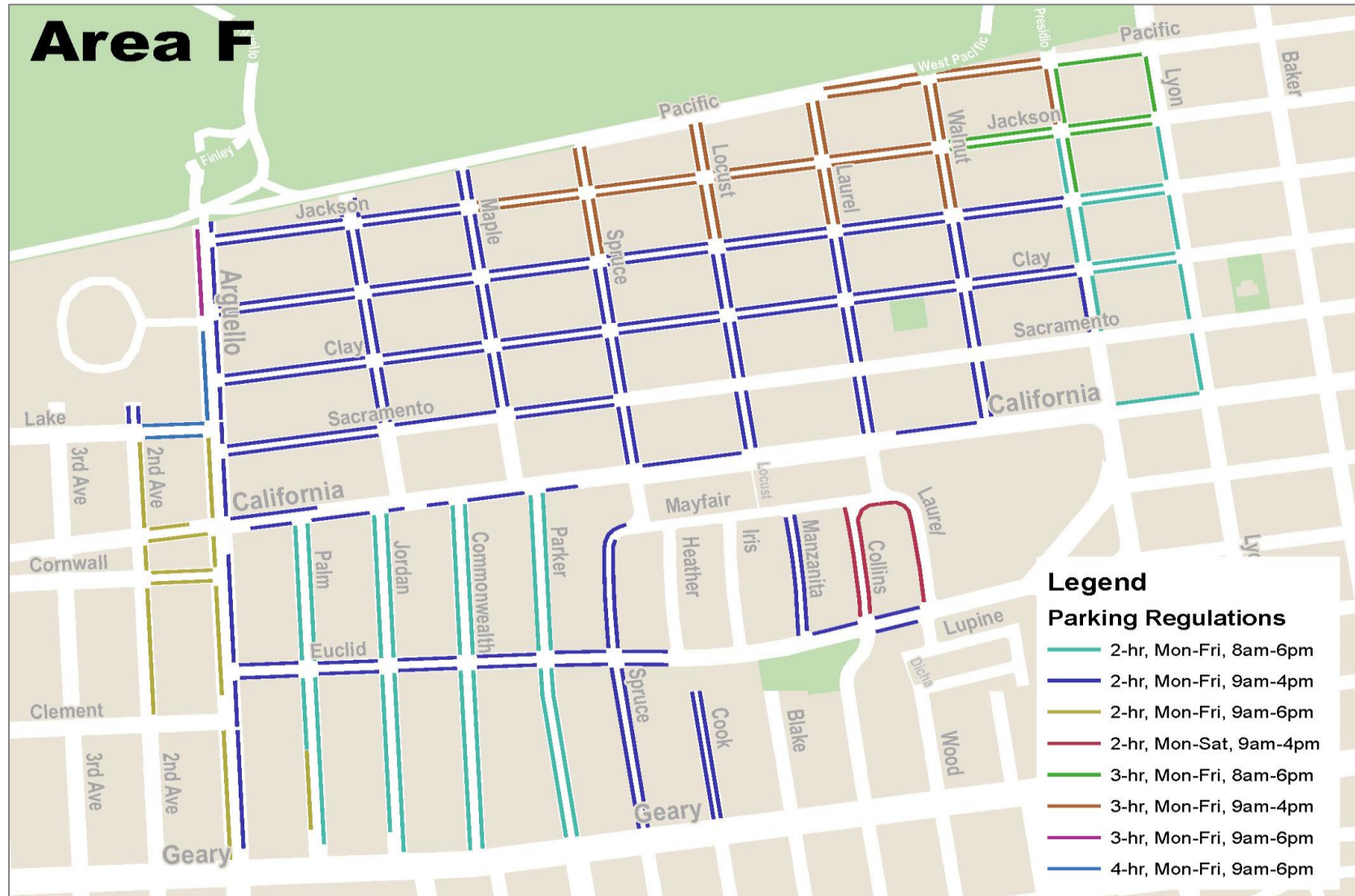
**Area L**

0.37 sq. miles

**Area BB**

0.02 sq. miles

# Clarifying areas – *Issue*



# Clarifying areas – *Policy options*

## A. 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)

# Clarifying areas – *Policy options*

## A. 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

## **B. 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

## **B. 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*

## C. 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*

## C. Subdivide areas and standardize regulations

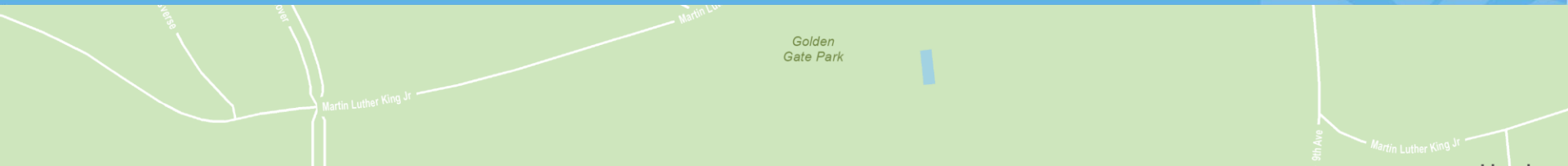
### Pros

- 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 requires substantial outreach and engagement effort to split areas
- Some additional administrative cost for printing, updating systems

# Mixed-use areas – Issue

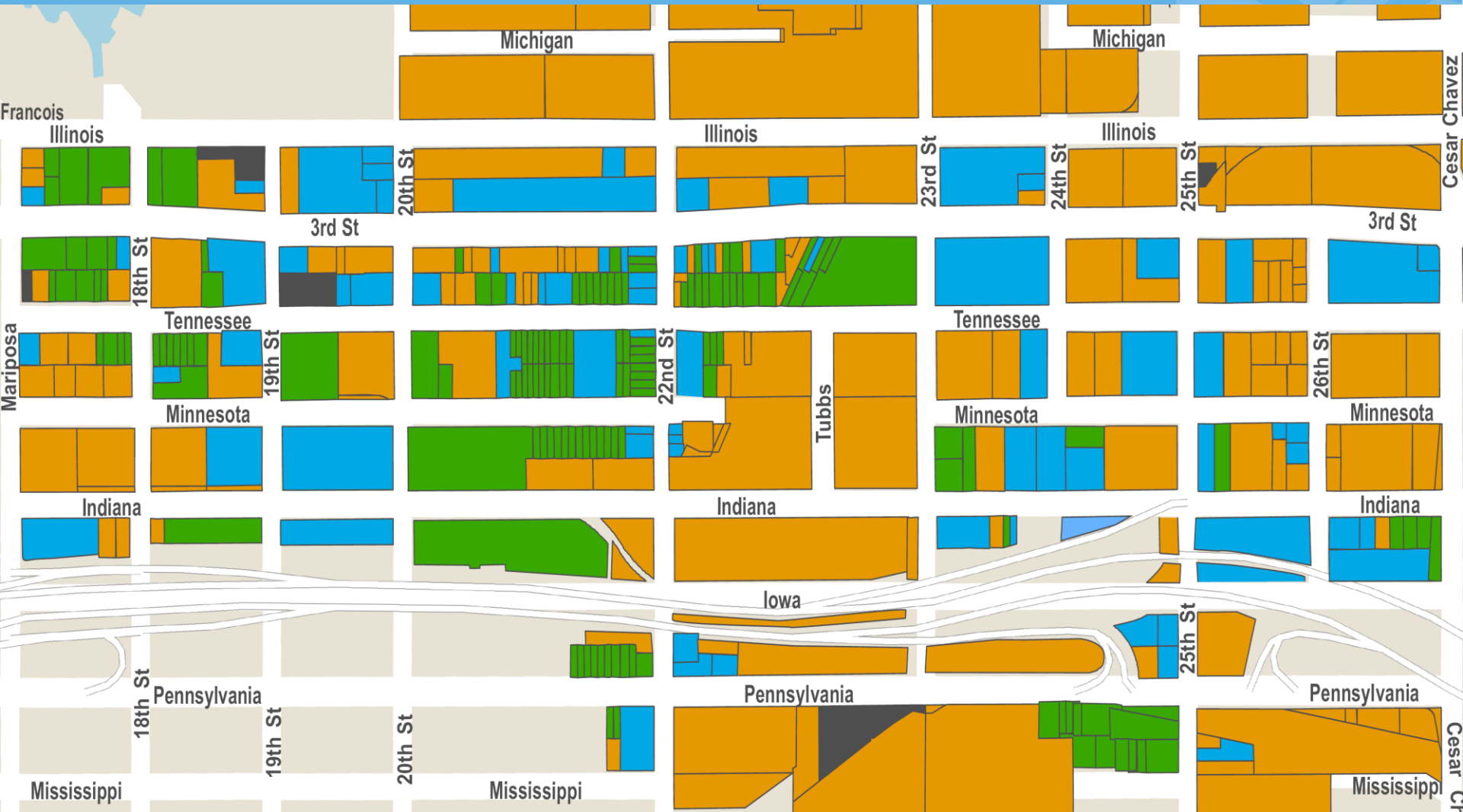


**Sunset Ground Floor Land Use**

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. Paid / permit parking overlay**

### **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

## **B. Paid / permit parking overlay**

### **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

# Mixed-use areas – *Policy options*

## B. Paid / permit parking overlay

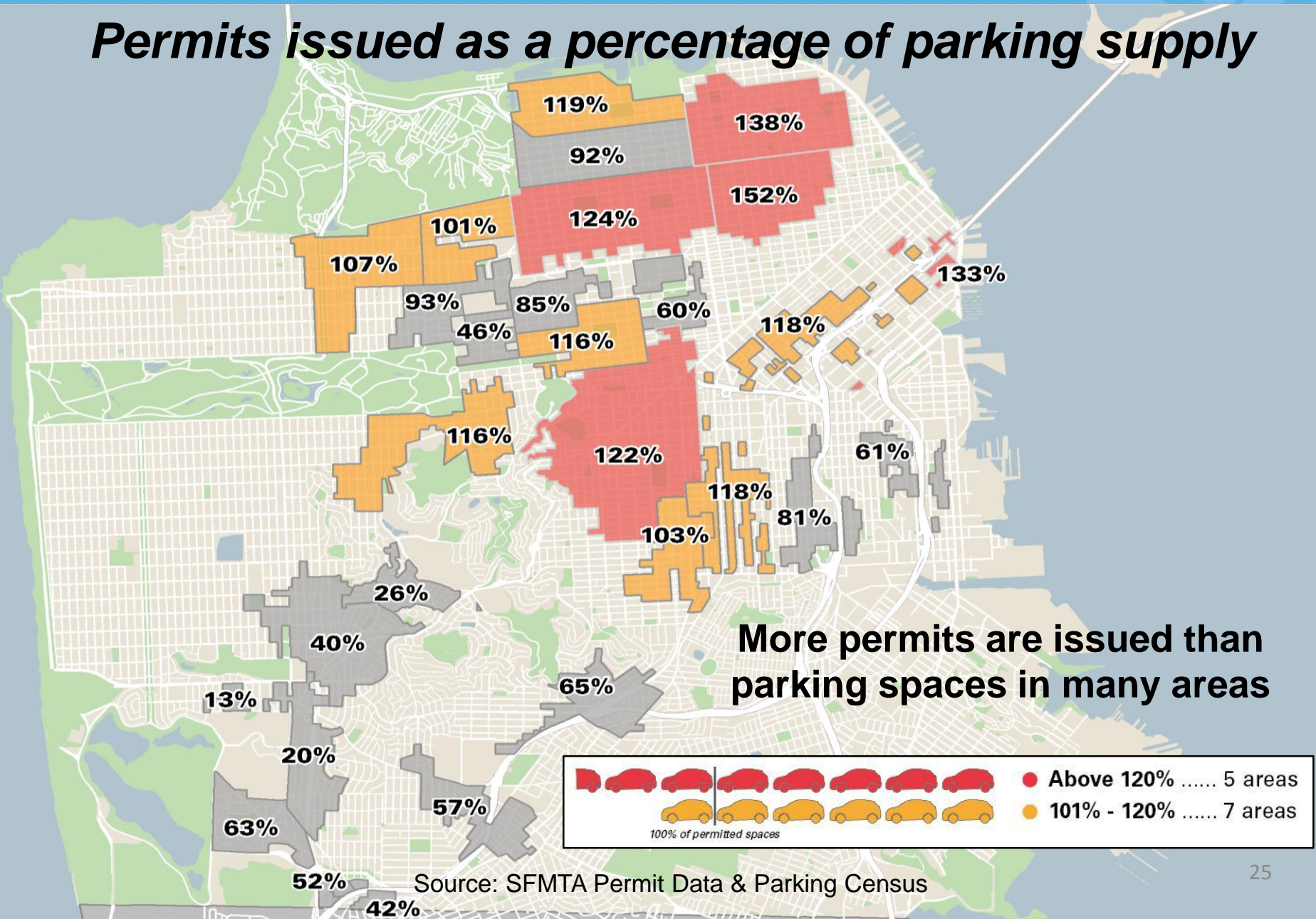


Note: Policy concept may face legal challenges

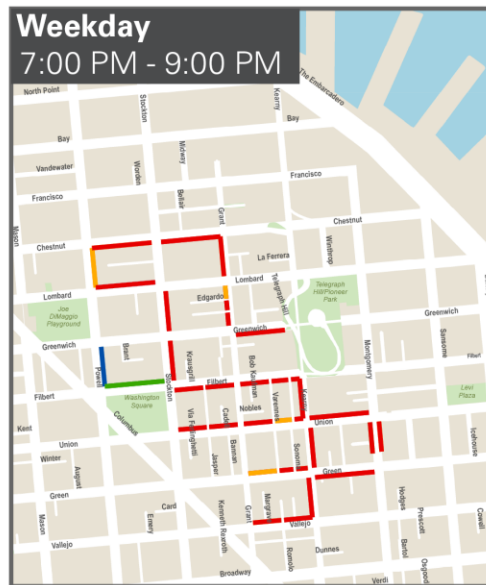
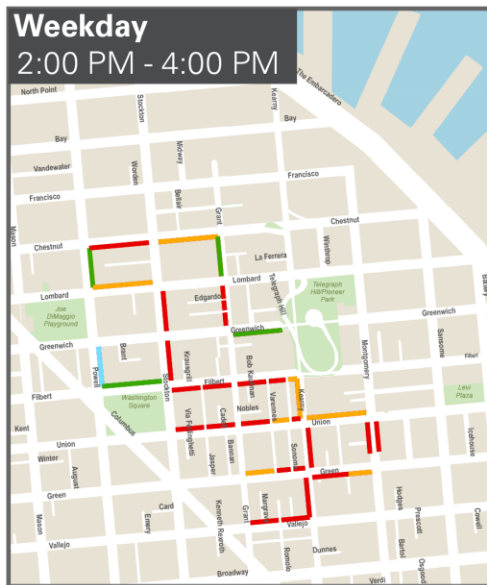
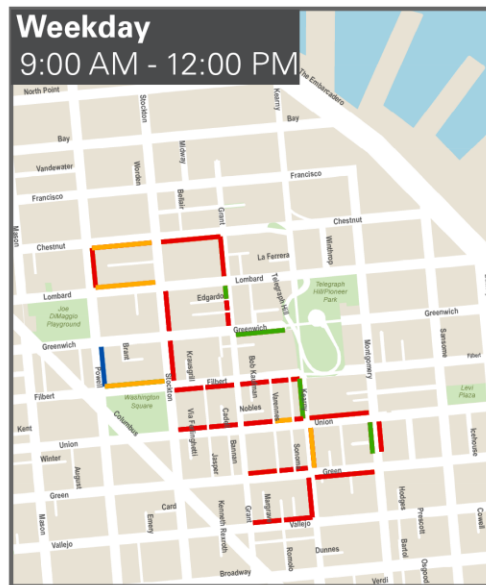
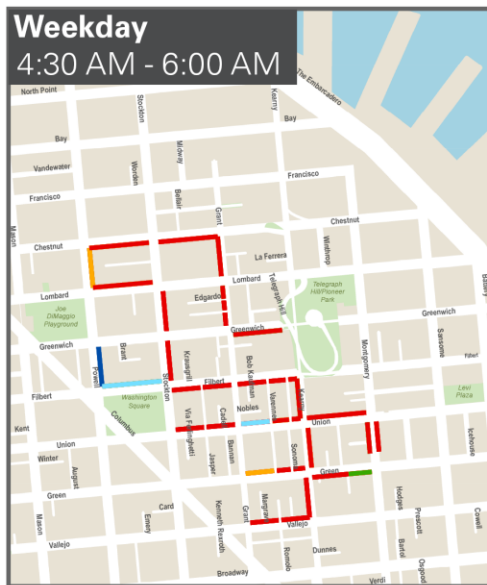


# Managing demand – *Issue*

## *Permits issued as a percentage of parking supply*

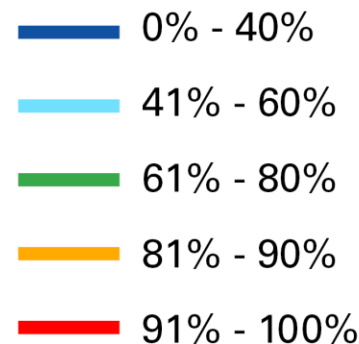


# Managing demand – *Issue*



## Route A-3 Telegraph Hill

Average Weekday Occupancy  
**October 2015**



## 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

# Managing demand – *Policy options*

	<b>Policy efficacy</b>	<b>Estimated reduction in permits</b>	<b>System development/ one-time costs</b>	<b>Increased ongoing administrative costs</b>	<b>Customer acceptance</b>
<b>One permit per licensed driver</b>	High	High	Low	Low	High
<b>Charge more for permit if driver has off-street parking (honor system)</b>	Low	Low	Moderate	Low	Moderate
<b>Graduated pricing for all permits</b>	Moderate	Moderate	High	High	Moderate
<b>Two permits per household cap</b>	High	Moderate	Low	Low	Low
<b>Area-wide cap on permits</b>	High	Low	Moderate	Moderate	Moderate/ Low
<b>Charge more for permit if driver has off-street parking (with enforcement)</b>	Moderate	Moderate	Moderate	Extremely High	Low

# 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](http://sfmta.com/neighborhoodparking)**