

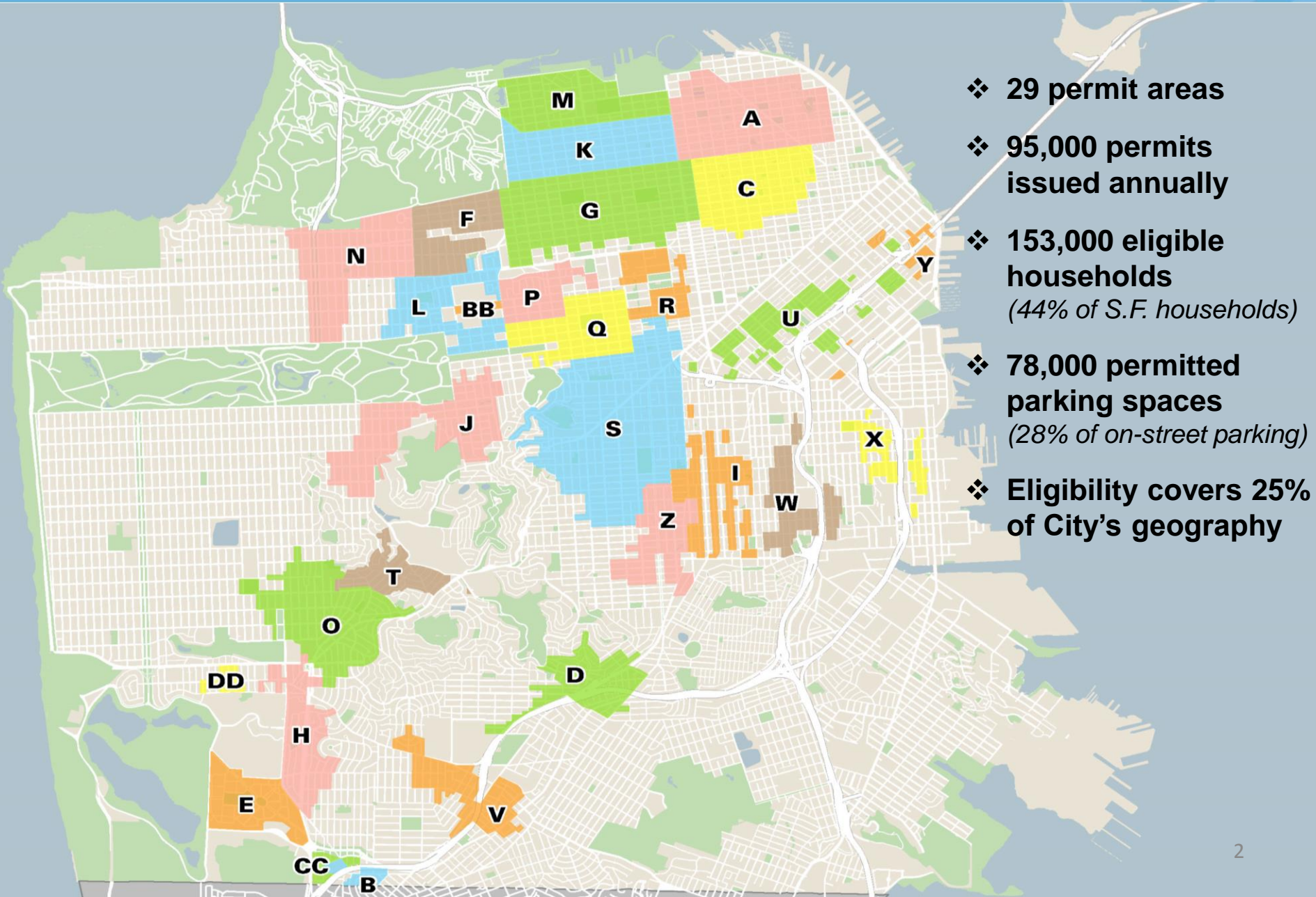


SFMTA
Municipal
Transportation
Agency

Parking Permit Program Evaluation and Reform Project

Citizens' Advisory Council
November 03, 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. Managing demand for curb space in mixed-use areas
3. Managing demand for curb space in high-density areas
4. Supporting the Transit First Policy

Project timeline

Project components



Research of the program's existing conditions and best practices for residential parking management



Summary of existing data by permit area (Census, employment, transportation, land use, and other data)

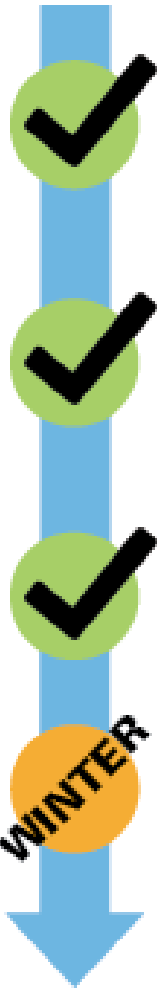


Parking utilization study in 12 neighborhoods



Online household survey of a representative sample of all San Francisco residents

Project timeline



Phase 1 of public engagement – 4 open houses to solicit feedback on background research and issues

Phase 2 of public engagement – 11 workshops to solicit feedback on initial policy approaches

Phase 3 of public engagement – 2 focus groups, 1 open house, and an online survey vet final policy proposals

Presentation of policy proposals (with public hearings)


Public engagement



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

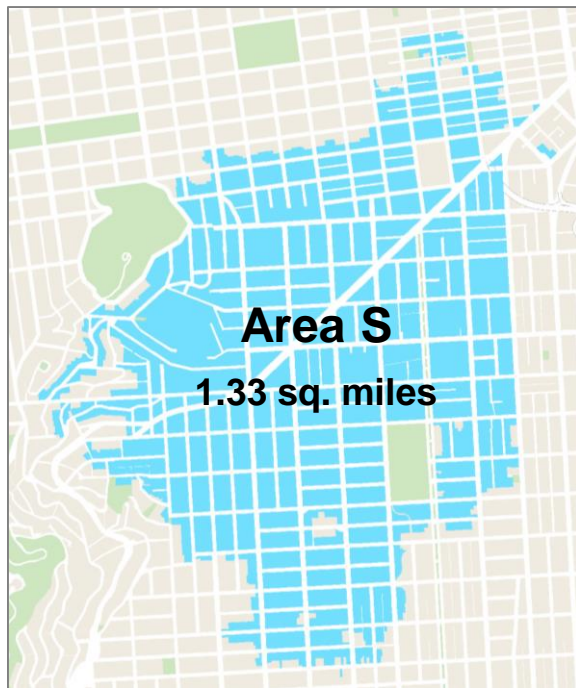
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Clarifying areas – *Issue*

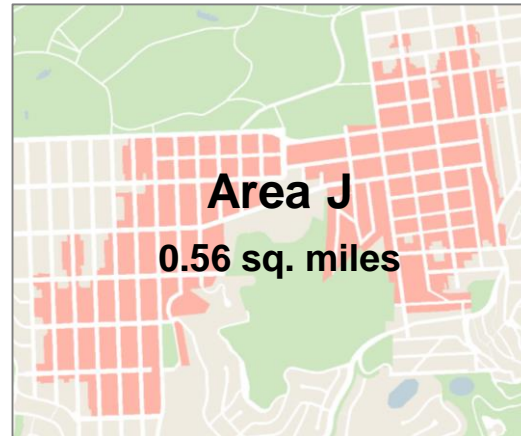
Area DD

0.05 sq. miles



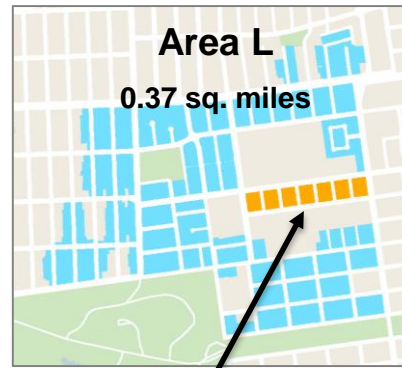
Area S

1.33 sq. miles



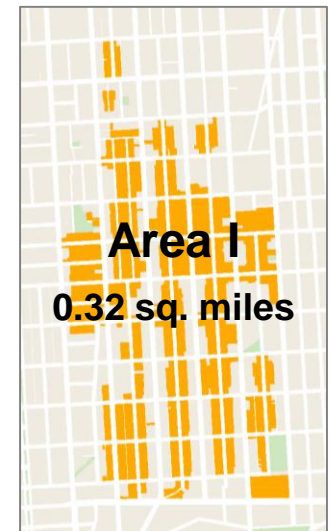
Area J

0.56 sq. miles



Area L

0.37 sq. miles



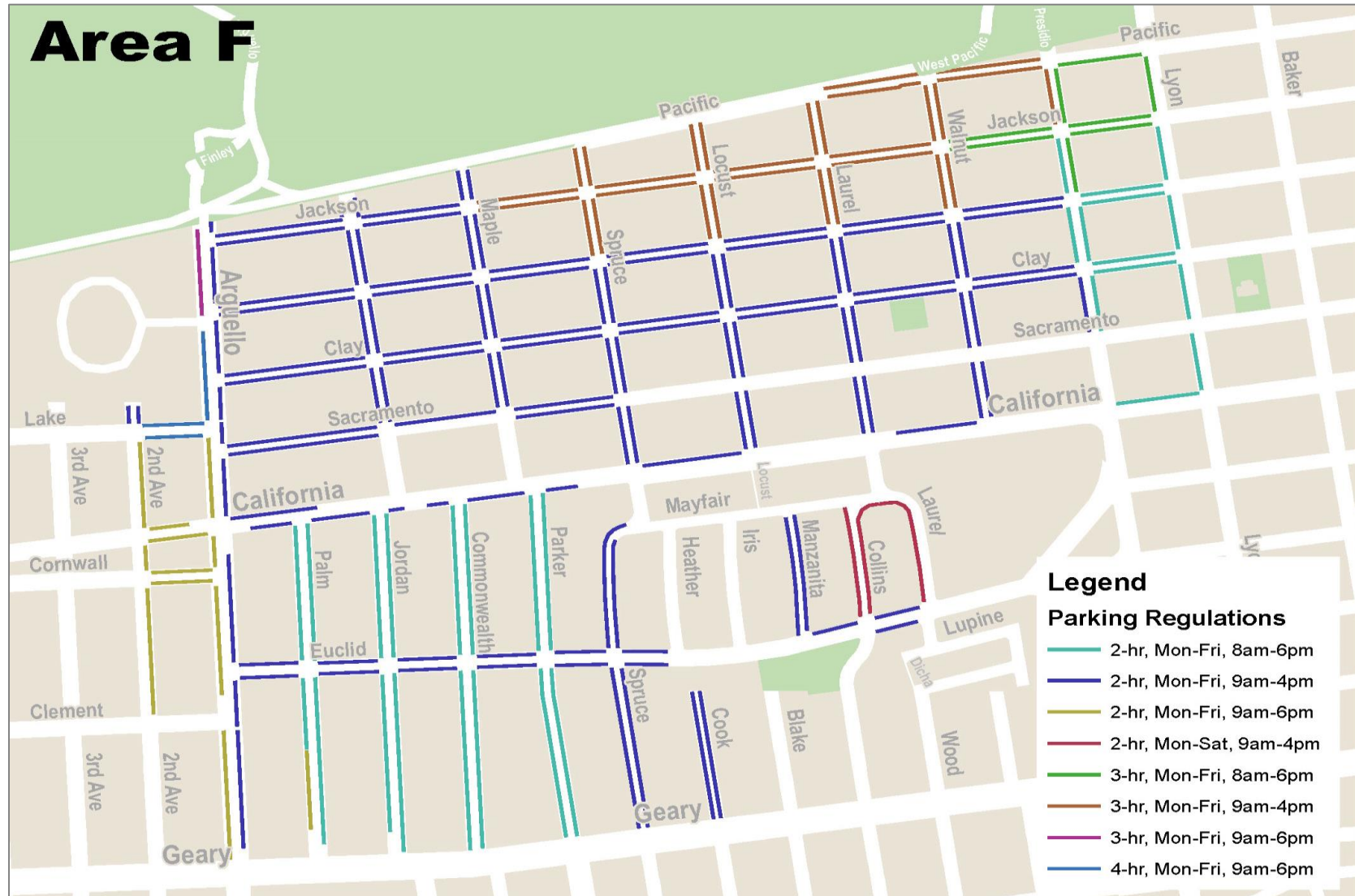
Area I

0.32 sq. miles

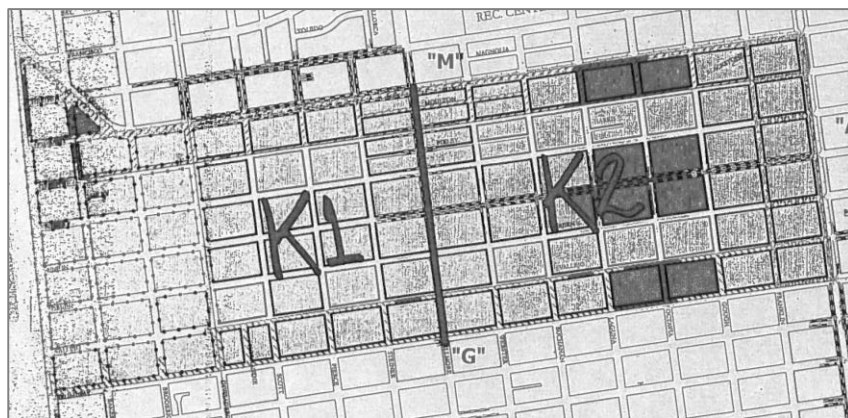
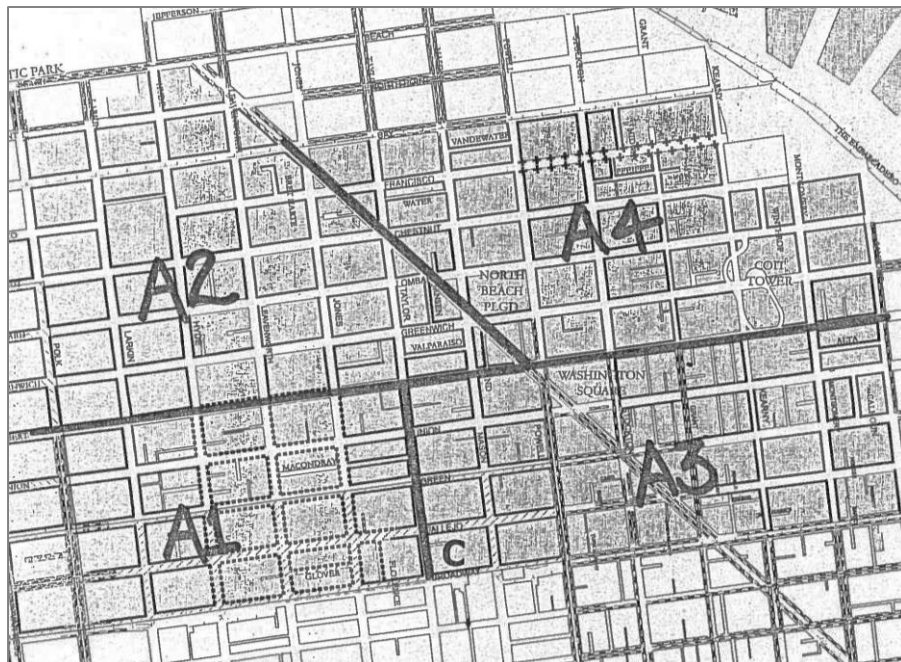
Area BB

0.02 sq. miles

Clarifying areas – *Issue*



Clarifying areas – *Issue*



Clarifying areas – *Policy options*

A. Improve area formation process

Current policy

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

Proposed policy option

- Residents ask for a neighborhood parking assessment
- Conduct community workshops/surveys
- Address problems with corresponding solutions (permit parking just one of multiple tools)

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

Proposed policy option

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

Clarifying areas – *Policy options*

C. Subdivide areas and standardize regulations

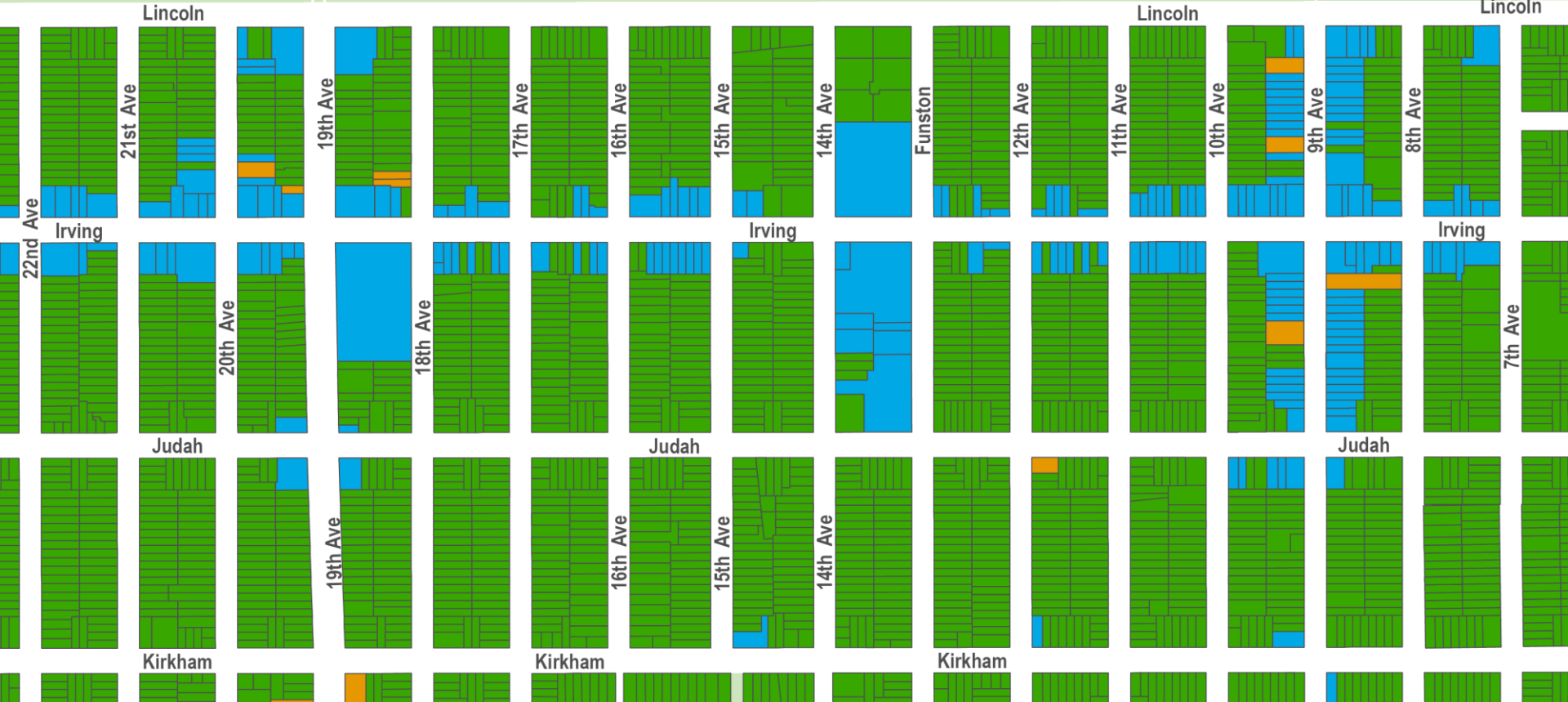
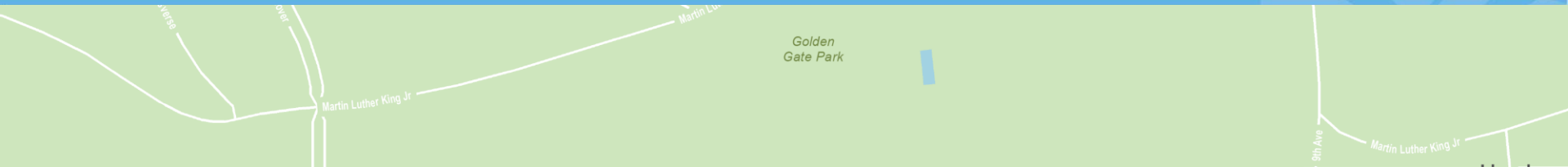
Current policy

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

Proposed policy option

- Subdivide large areas to reflect actual neighborhood parking sheds
- Standardize regulations for legibility, management of parking pressures, and efficient enforcement

Mixed-use areas – *Issue*

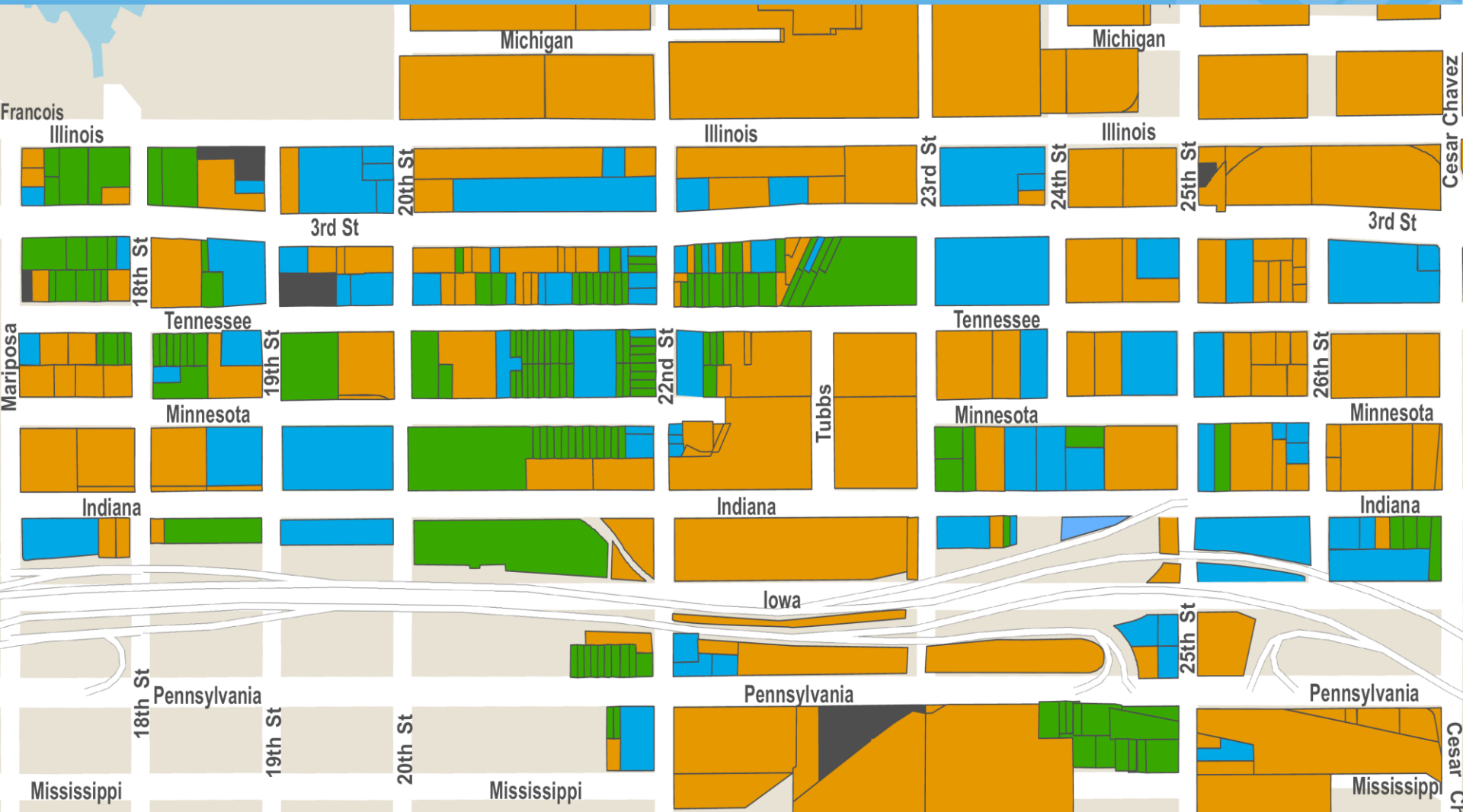


Sunset Ground Floor Land Use

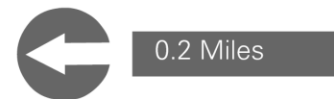
- Service Oriented
- Non-Service Oriented
- Residential
- Vacant



Mixed-use areas – *Issue*



Dogpatch Ground Floor Land Use



A. Neighborhood parking plans

Current policy

- Residents submit petitions to establish permit parking
- Staff verifies, conducts field work, and legislates area extensions

Proposed policy option

- Residents/businesses express desire for parking solutions
- Consideration of business and other curb management needs incorporated
- Staff works with neighborhoods to determine needs and develop comprehensive curb management plans

B. Paid + permit parking overlay

Current policy

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

Proposed policy option

- Visitors may park in permit areas if they pay (permit holders park for free)
 - More flexibility
 - More efficient enforcement
 - Price high enough to retain availability for residents and other permit-holders
 - Legal questions
 - Issues for the unbanked

Mixed-use areas – *Policy options*

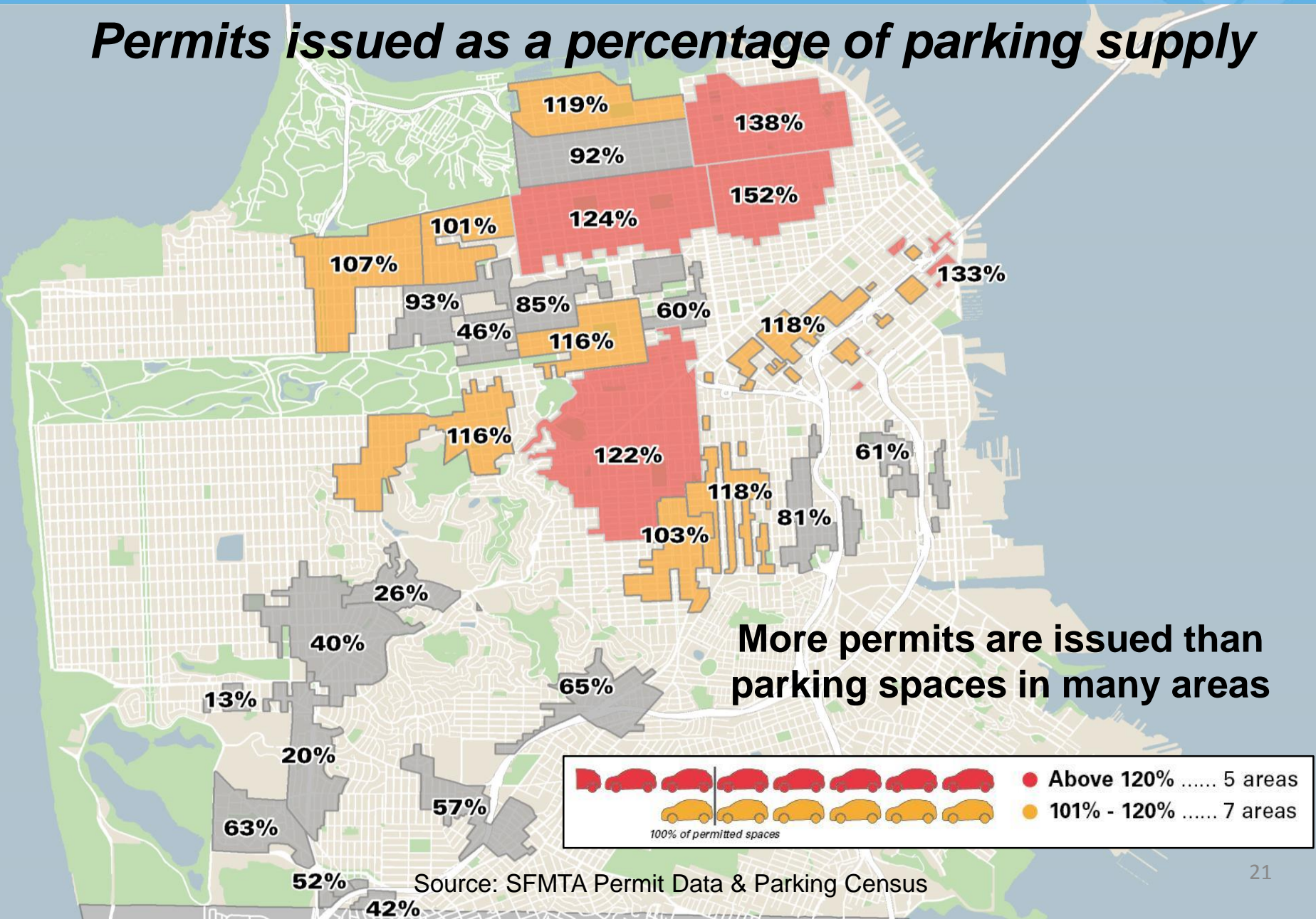
B. Paid + permit parking overlay



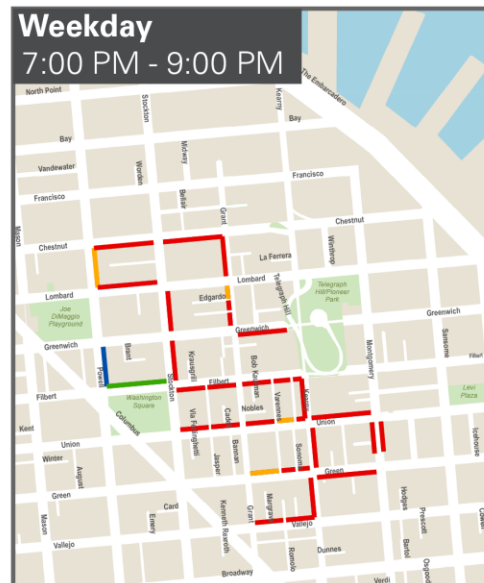
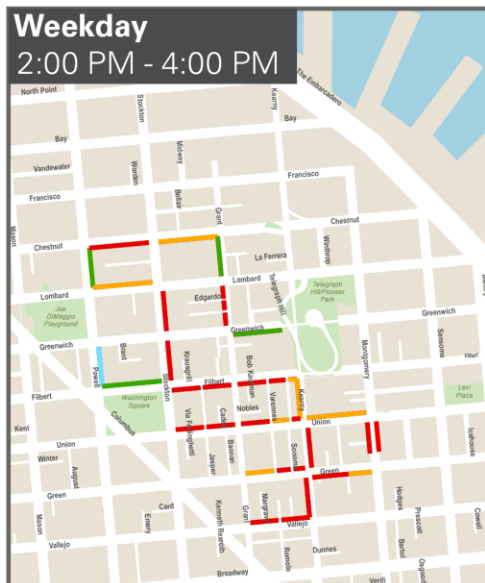
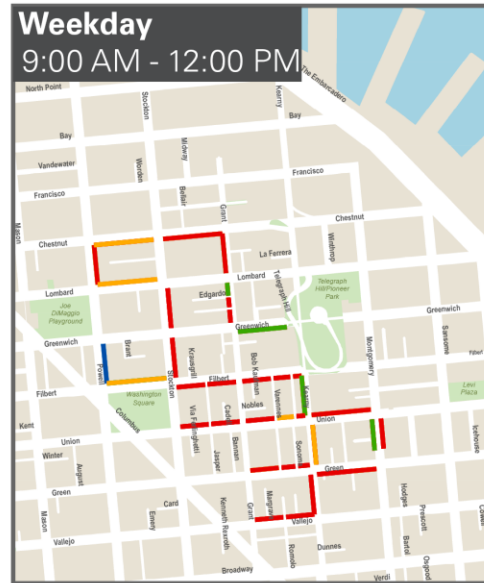
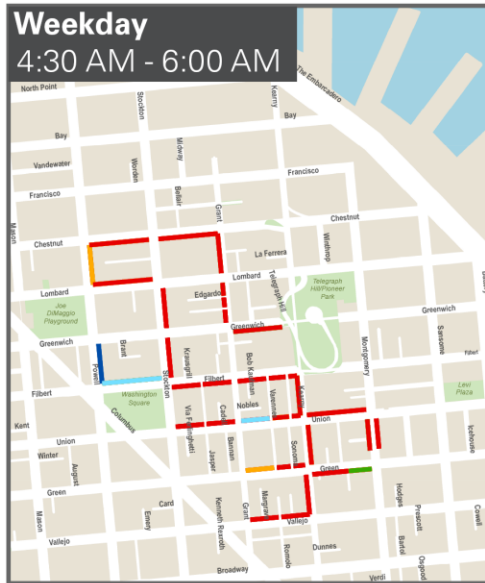
Note: Policy concept may face legal challenges

High-density areas – Issue

Permits issued as a percentage of parking supply

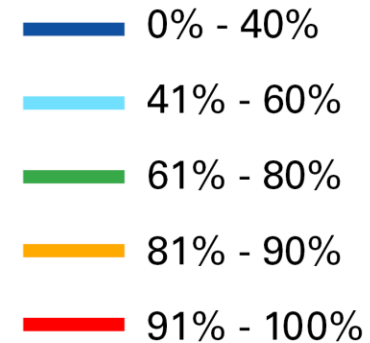


High-density areas – Issue



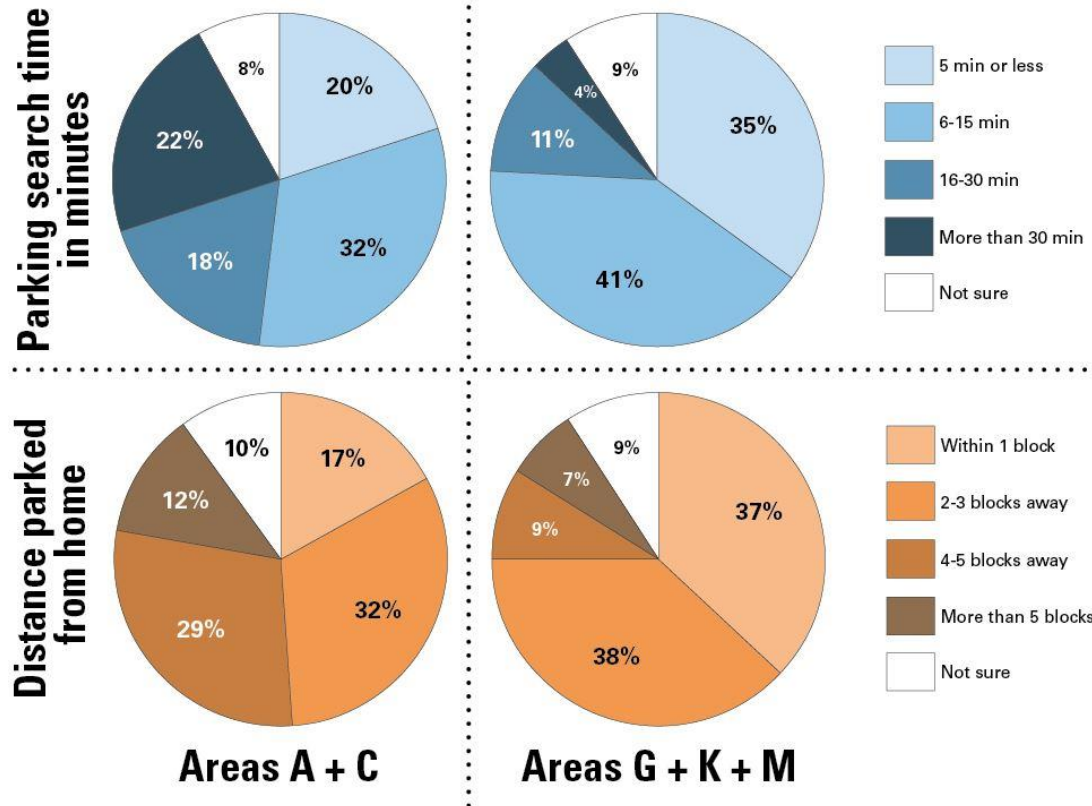
Route A-3 Telegraph Hill

Average Weekday Occupancy
October 2015



High-density areas – *Issue*

Parking search times



In Areas A and C, 40% of people circle for over 15 minutes and park 4 or more blocks away from home

High-density areas – *Policy options*

A. Cap the number of permits issued

Current policy

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

Proposed policy options

- Area-wide caps
- 2 permits per household
- ✓ 1 permit per driver

B. Incentivize use of off-street parking

Current policy

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

Proposed policy 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

Proposed policy option

- Graduated pricing for all permits

D. Exclude some new buildings

Current policy

- All buildings within permit areas eligible for permits

Proposed policy 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

Next Steps

- Present to PAG Nov. 18th
- Resolve legal questions
- Prepare detailed estimates of impacts
- Present to MTA Board in early 2017 with recommendations for policy proposals

sfmta.com/neighborhoodparking