

Background & history

What is the Residential Parking Permit program?

San Francisco's Residential Parking Permit program was established in 1976 to reduce commuter traffic and parking impacts in residential neighborhoods. The program makes it easier for residents to find parking in their neighborhoods by exempting permit-holders from on-street parking time limits. Though it gives priority for parking to residents, a permit does not guarantee a parking space.

Residential parking permits are used in neighborhoods close to major transit lines and stations, hospitals, colleges, attractions, employment centers, and other parking generators where spill-over onto residential blocks occurs.

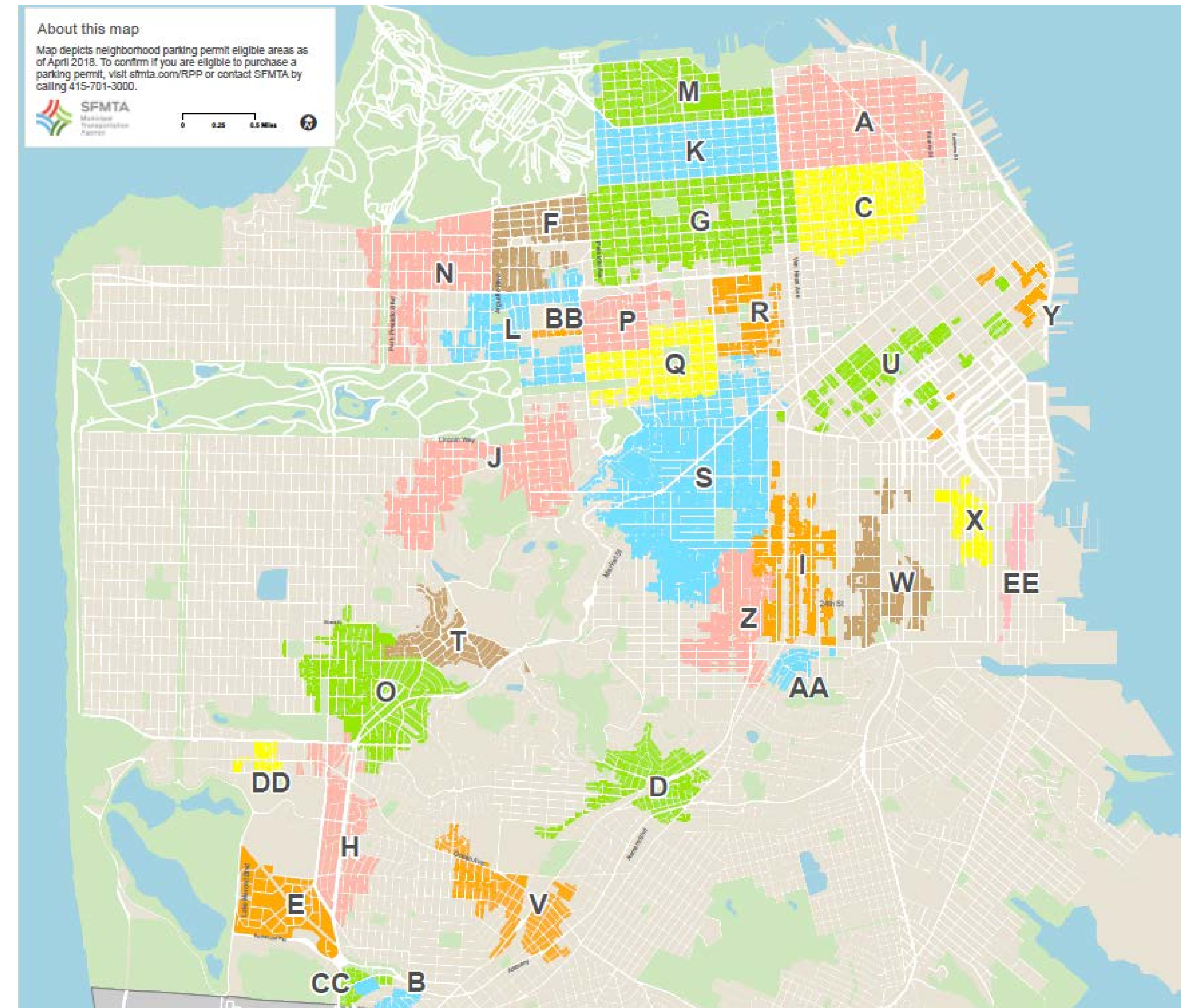
Permits are also available for residents' guests, businesses, medical and child caregivers, teachers, and others.

Program statistics

- **31 permit areas** (most recent: *Areas AA & EE*)
- **87,000 permits issued** annually
- **158,000 eligible households** (44% of S.F. households)
- **78,000 permitted parking spaces** (28% of on-street parking)

There is enough permitted parking to stretch along California's coast from San Francisco to San Luis Obispo!

Existing permit areas



Regulation sign



Annual permit sticker

How it works now

Permit types



Residents

Each household within a permit area is eligible to purchase up to 4 annual permits. In Areas AA & EE, up to 2 annual permits.



Businesses

Each business within a permit area is eligible to purchase 1 annual permit for either the owner or an employee, and up to 3 additional permits for commercial delivery vehicles.



Medical caregivers

One transferable permit is available for in-home medical caregivers. These count against the maximum 4 permits per household.



Child caregivers

1 transferable permit is available for in-home child caregivers. These permits are only available on specially designated blocks and count against the maximum 4 permits per household.



Educational institutions

Schools within RPP Areas are eligible to purchase up to 15 transferable permits, limited by the number of parking spaces fronting the facility.



Short-term permits

Each household within a permit area may purchase up to 20 1-day permits each year for guests, rental/shared vehicles, service providers, and other purposes. 2, 4, 6, and 8 week permits are also available.

Permit pricing

Resident annual	\$128
Motocycle annual	\$96
All other annual	\$128
1-day (1-5 per order)	\$6
1-day (6-15 per order)	\$8
1-day (16-20 per order)	\$11
2-week	\$45
4-week	\$65
6-week	\$84
8-week	\$109



Typical regulations

Residential parking permit regulations vary by neighborhood. Time limits can be 1, 2, 3, or 4 hours. A typical block has a 2-hour time limit in effect Monday through Friday from 8am until 6pm.

Planning process

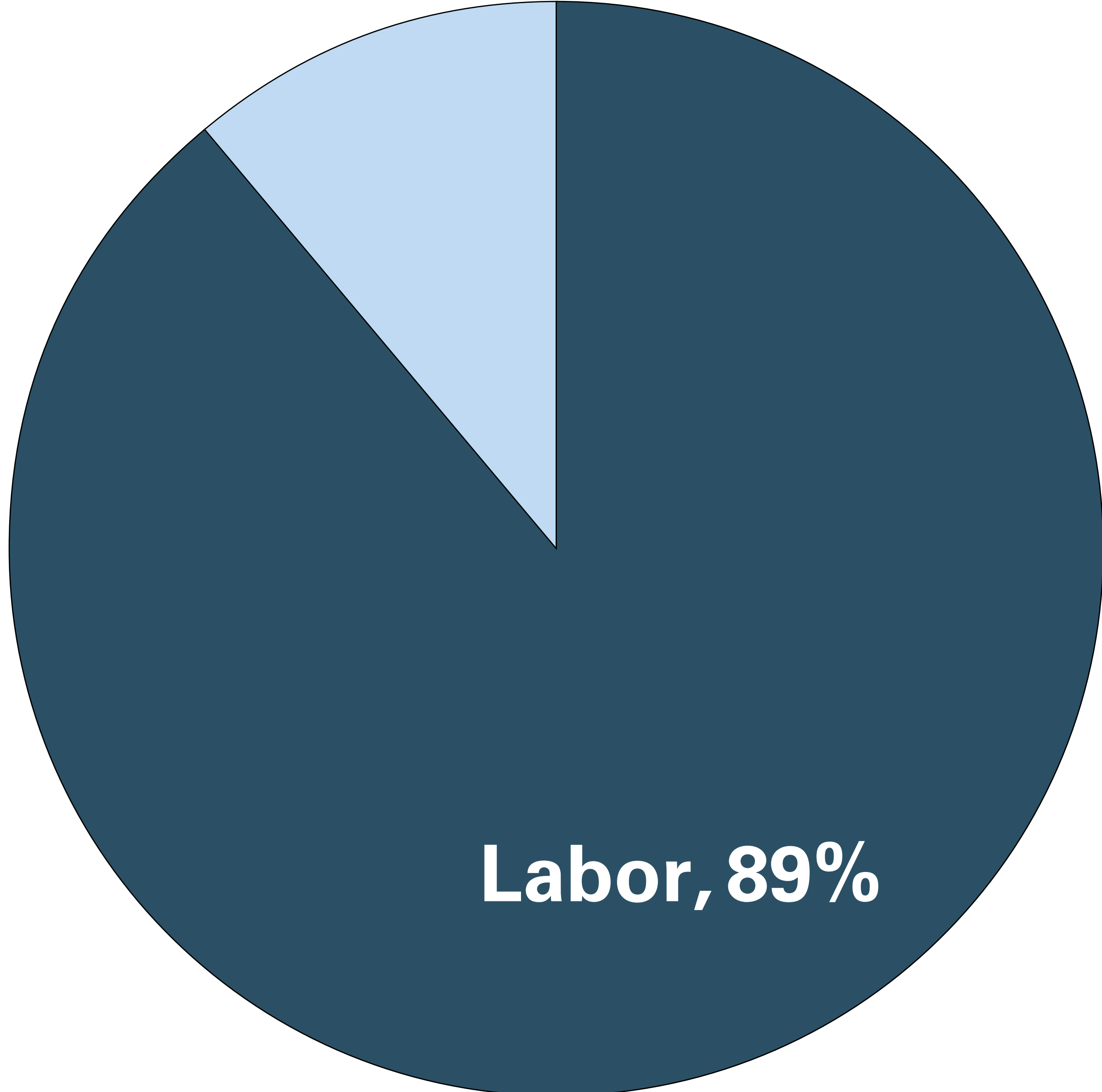
It takes 2-3 months to process an extension of an existing permit area and up to three years to establish entirely new areas. Following are the main requirements for establishing residential permit parking:

- At least 80% of spaces are occupied during the times of proposed enforcement
- Parking supply is shown to be significantly impacted by non-residents of the area
- Petition in favor of permit parking is signed by 50% of residents on each block
- For new permit areas: 1 mile of continuous street frontage
- For extensions: blocks are adjacent to an existing permit area

Icons courtesy of The Noun Project and created by (top to bottom): Nicholas Menghini, Joshua Mormann, Luis Prado, Michael Thompson, PJ Souders, and Michele Zamparo

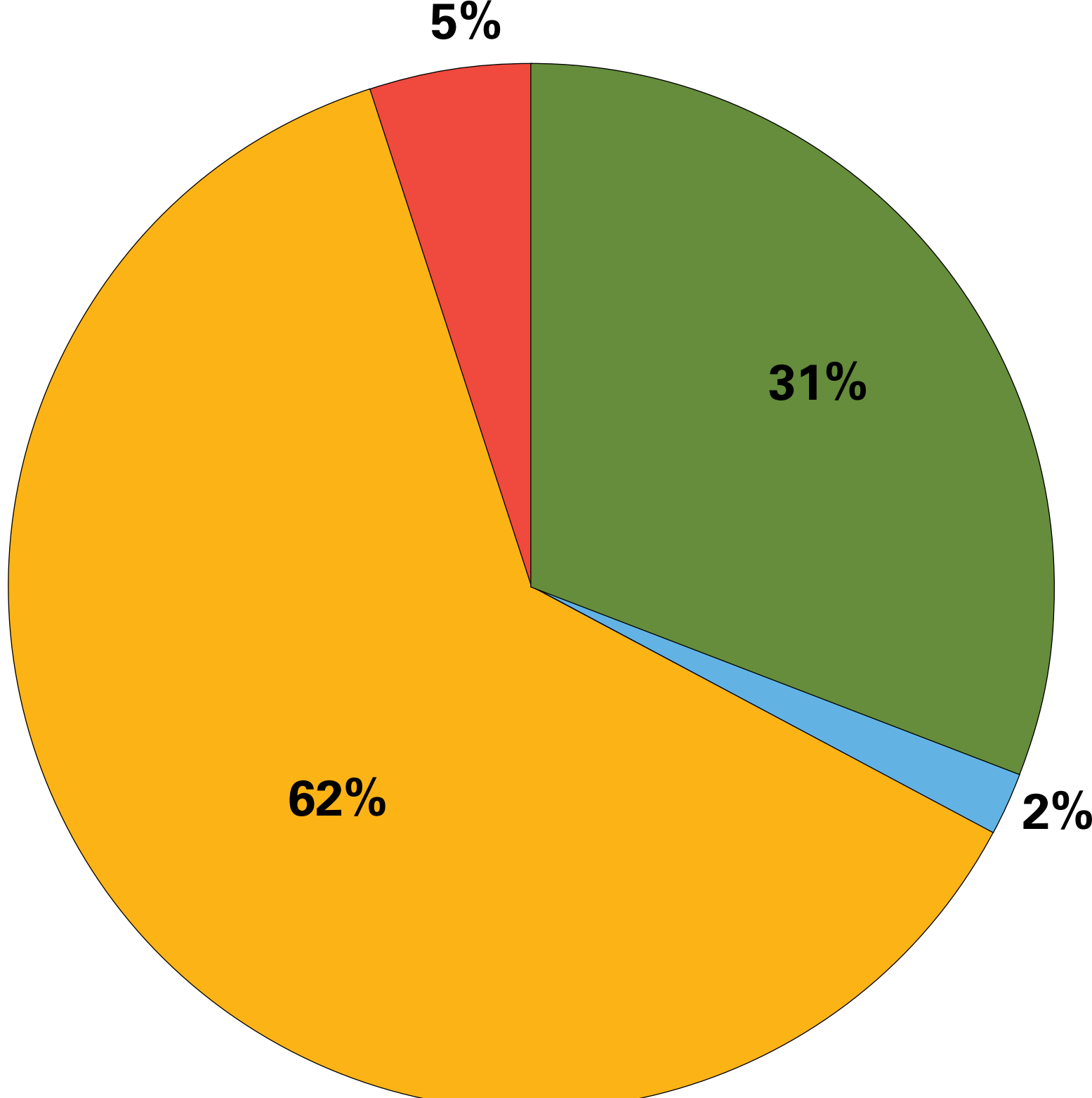
Program cost recovery breakdown

Non-Labor, 11%

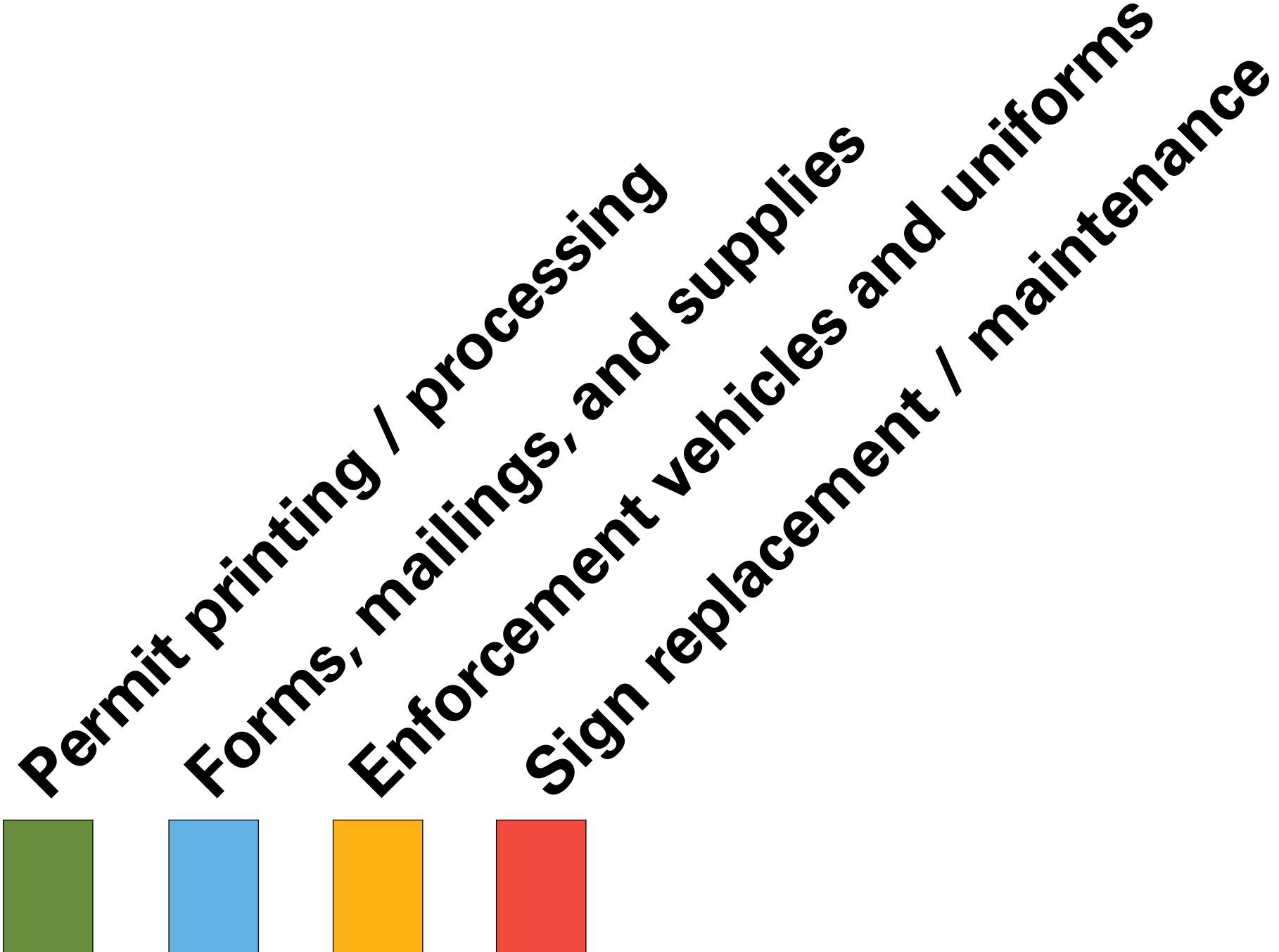
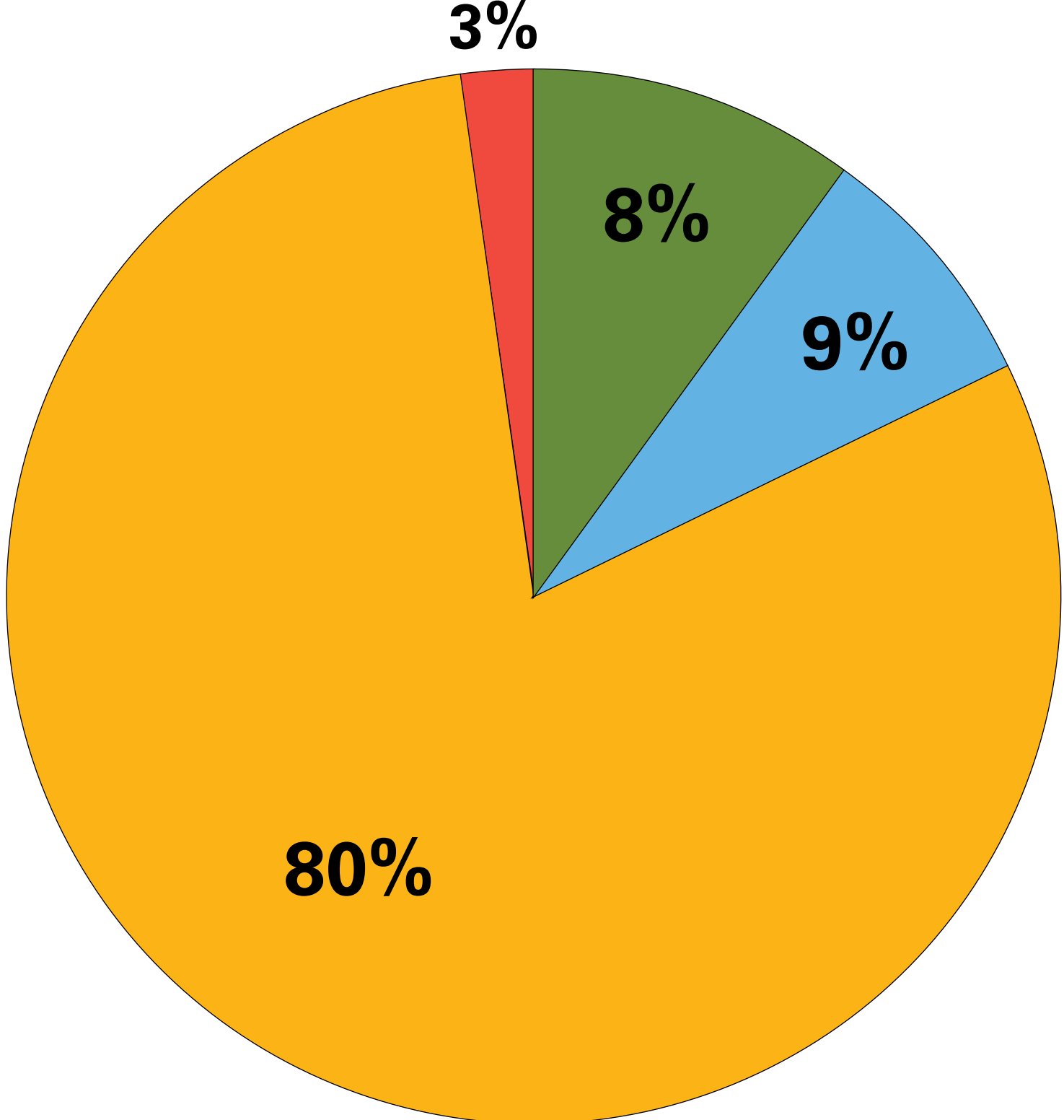


According to state law, SFMTA cannot charge more for permits than it costs to operate and enforce the program

Labor costs



Non-labor costs



Evaluation project

Why an evaluation?

The Residential Parking Permit program has changed little since it was first established 42 years ago. San Francisco also faces different challenges on the street today than back in 1976. The SFMTA recognizes it is time to update the program to meet the needs of an evolving city.

Much has changed with transportation in 42 years:

- There are more cars in the city (over 500,000 on the street daily), resulting in a growing demand for limited curb space
- The population has increased from roughly 686,000 people in 1976 to more than 850,000 – making S.F. the second-most densely populated city in North America after New York City
- San Francisco's daytime commuter population has grown to 1.3 million people
- By 2040, San Francisco is projected to absorb over 100,000 new households and 190,000 new jobs
- Vehicle sharing services such as City CarShare, ZipCar, and Scoot Networks are now available

The Transportation Code governing the program was not designed to account for population and car ownership growth, vehicle sharing, or the challenges of residential development in once-industrial areas.

This is why the SFMTA conducted a comprehensive, data-driven review of the program, with ample opportunities for public input.

Project components



Strategic goals & guiding principles

SFMTA Strategic Goals

- 1 Create a safer transportation experience for everyone
- 2 Make transit, walking, bicycling, taxi, ride-sharing, and car-sharing the preferred means of travel
- 3 Improve the environment & quality of life in San Francisco
- 4 Create a workplace that delivers outstanding service

Evaluation Guiding Principles

Active parking management is essential to maintaining an effective transportation system for a growing and inclusive San Francisco.

The Residential Parking Permit Program Evaluation and Reform Project was guided by the following five over-arching principles:

1. Achieving transportation goals

The SFMTA manages parking to achieve the agency's and the City's transportation goals, which prioritize travel by foot, public transit, bicycle, taxi, carpooling, and vehicle sharing.

2. Sensitivity to local uses

In predominantly residential areas or blocks, the SFMTA prioritizes access to parking for nearby residents. In mixed use areas or blocks, the SFMTA balances parking access among multiple allowable uses, whether commercial, industrial, or residential.

3. Equity

The SFMTA strives to provide equitable access to efficient transportation services, including on-street parking when no other reasonable alternative is available.

4. Reduced congestion, improved transit, and increased safety

The SFMTA manages parking to reduce circling for parking, double-parking, and the need to drive for every trip. This decreases congestion and greenhouse gas emissions, makes the public transit system faster and more reliable, and improves safety for all users of the streets.

5. Neighborhood commercial vitality

The SFMTA balances the demand for on-street parking with the need to support the vitality of neighborhood commercial districts.

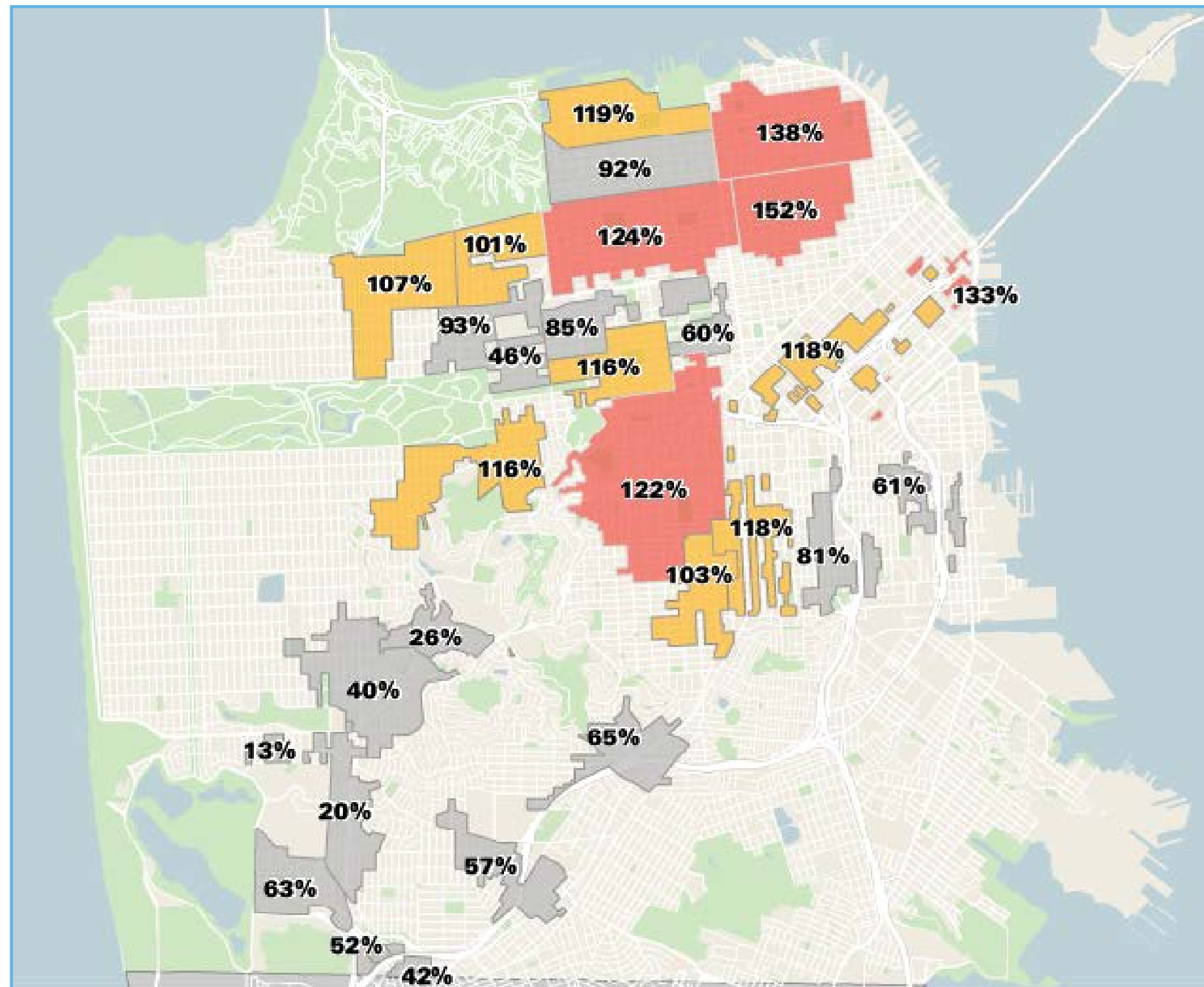


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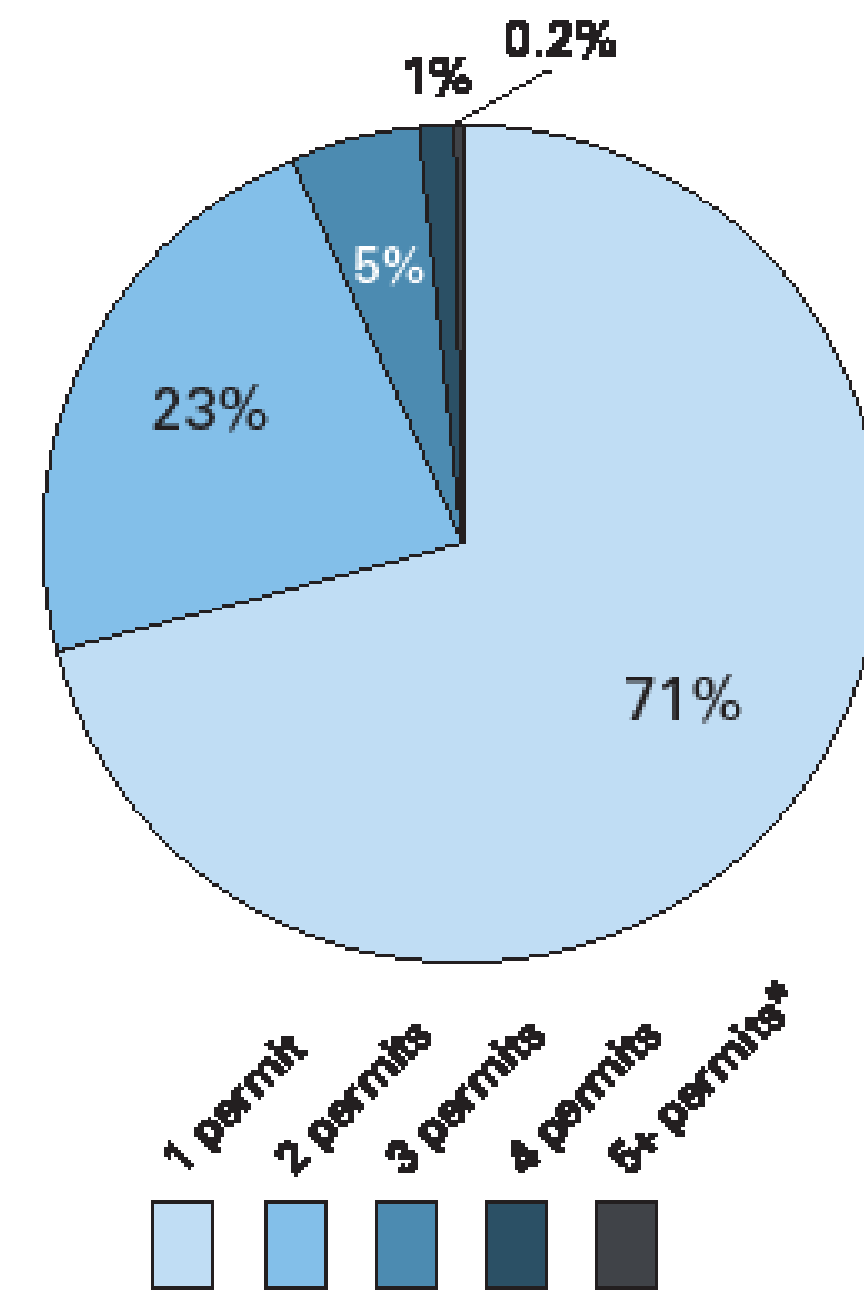
Managing demand for parking with limited supply

Demand for parking exceeds curb supply in many permit areas. The existing program inadequately manages this demand, particularly from residents and businesses of the area.

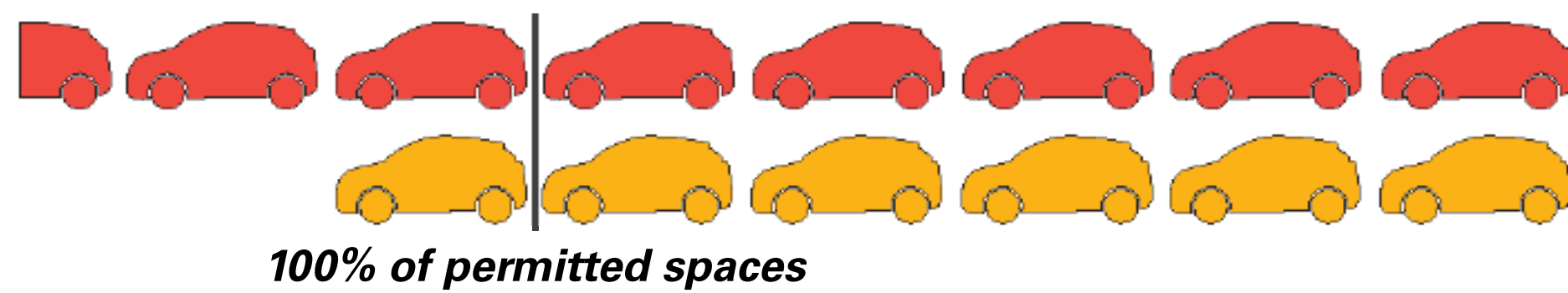
More permits are issued than parking spaces in many areas



Most households buy only 1 or 2 permits



*Additional permits above 4 may be requested upon petition.



- Above 120% 5 areas
- 101% - 120% 8 areas

Today, each household may purchase up to 4 annual permits...

...and there is no cap on the total number of permits sold in an area

Percentage of occupied spaces high despite permit parking¹

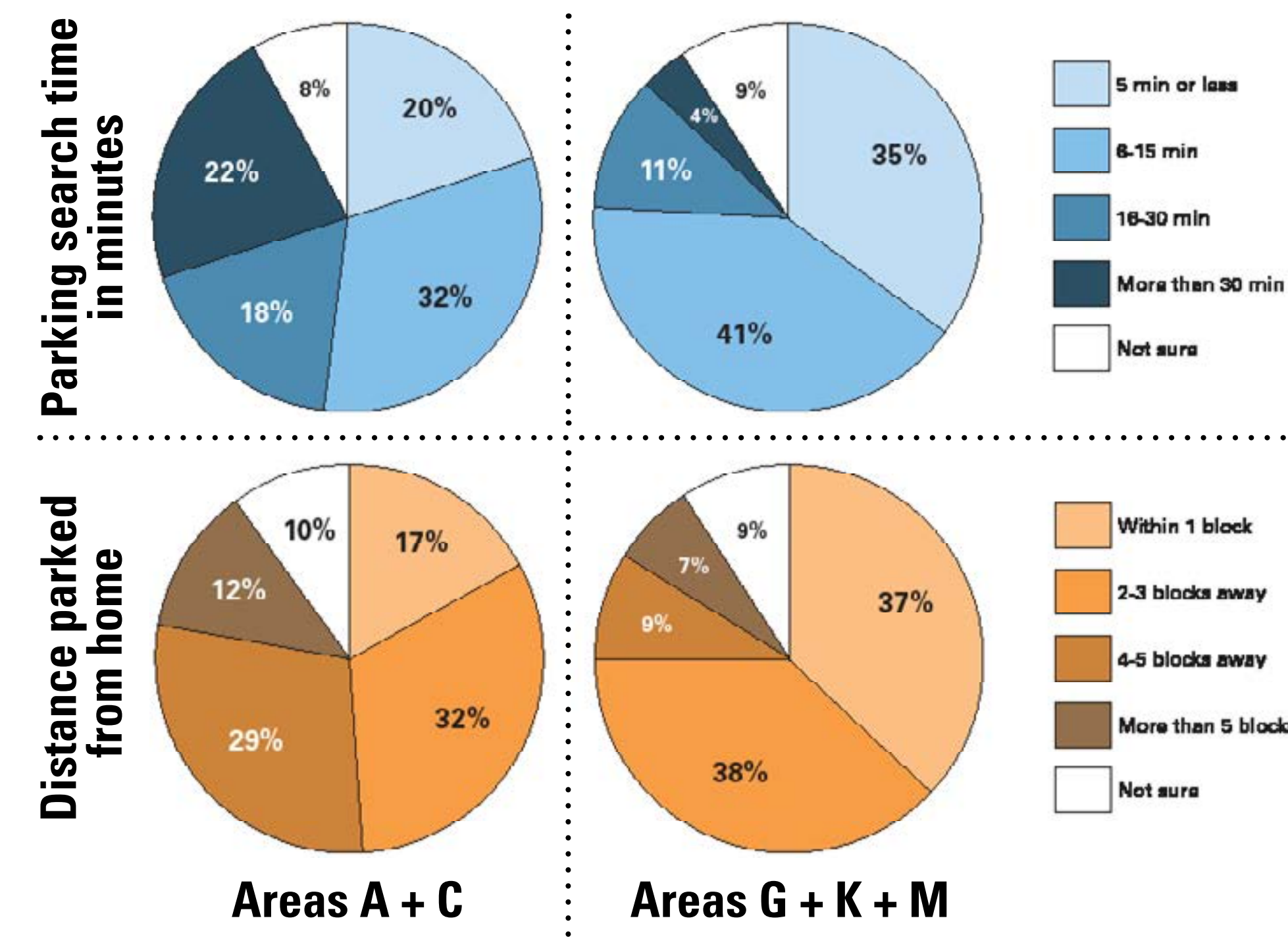
Neighborhood	Permit Area	Weekdays				Weekends	
		4:30am-5am	10am-12pm	2pm-4pm	7pm-9pm	2pm-4pm	7pm-9pm
Nob Hill & Telegraph Hill	Area A	95%	91%	90%	94%	92%	96%
Russian Hill	Area A	92%	92%	88%	86%	84%	88%
Inner Richmond	Area N	95%	91%	88%	92%		
So. Noe Valley	Area Z	86%	89%	88%	90%		
NE Mission	Area I		83%	85%	96%		
Inner Sunset	Area J	86%	80%	83%	88%		

Prevailing effective hours of permit parking (boxed):

Area A – Monday-Saturday, 8am-9pm

Areas I, N, J, and Z – Monday-Friday/Saturday, 8am/9am-6pm

High parking search times in many areas²



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

¹ Residential Parking Permit Evaluation Parking Utilization Study, Aug-Nov 2015
² Residential Parking Permit Evaluation Household Survey, Nov 2015

Limiting issuance of permits

Eliminate waiver for more than four permits per household

How it works today:

- Residents may petition the SFMTA for a waiver of the four per household limit

How it would work:

- Residents would no longer be granted waivers of the four per household limit

For New RPP Areas Established after May 2018

Cap of one permit per driver

How it works today:

- Each driver may purchase up to 4 permits per household

How it would work:

- Each driver may purchase only 1 permit

Cap of two permits per household

How it works today:

- 4 permits may be issued per household (more by petition)

How it would work:

- 2 permits may be issued per household (caregiver permits excluded)

Teacher & caregiver permits

Teacher permits

How it used to work:

- Must have 15 teachers to be eligible for permits

How it works now (as of February 20, 2018):

- No 15-teacher minimum required

Family child care home permits

How it works today:

- Family child care home ineligible for permits for assistant care providers

How it would work:

- One assistant care provider allowed a permit

In-home child caregiver permits

How it works today:

- Eligible residents of RPP area must submit special petition signed by nine neighbors on their block

How it would work:

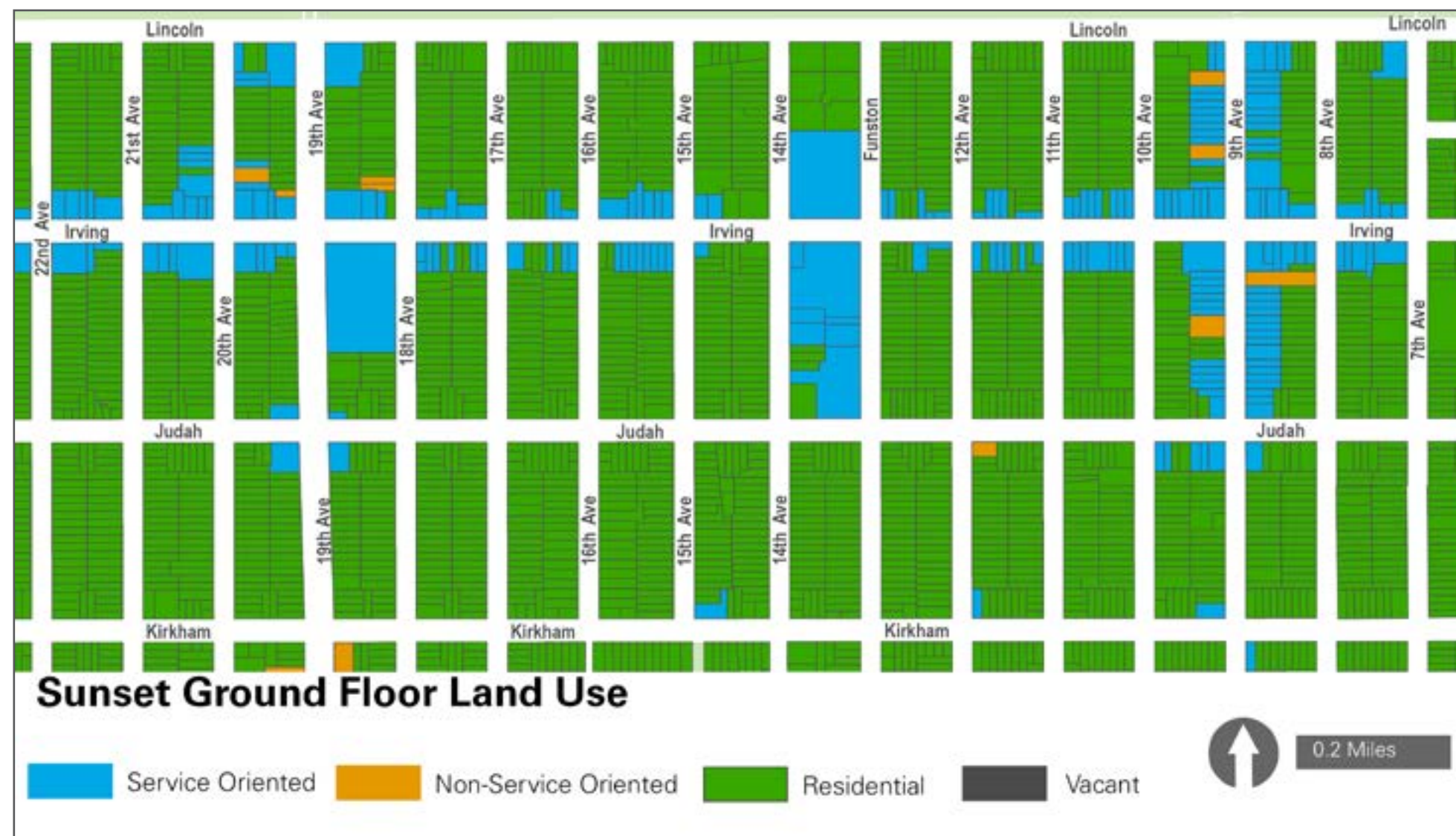
- No special petition required

Managing parking in areas not entirely residential

The existing program prioritizes parking for residents – but businesses, service providers, and visitors also need access to neighborhood curb.

In mixed-use areas, the existing permit program needs changes to effectively manage parking for a more diverse mix of users.

Some permit areas are not entirely residential



Neighborhood parking planning

Expand the existing permit parking planning process into a more comprehensive effort that includes residents, businesses, and other neighborhood stakeholders and multiple parking management tools

How it used to work:

- Residents petition for permit parking (businesses can't)
- Other parking management tools not considered

How it works now:

- Petition supplemented with larger neighborhood engagement
- All parking management tools considered
- Involves a larger area, rather than block-by-block planning

Paid + permit parking

How it works today:

- Visitors park for free up to the posted time limit

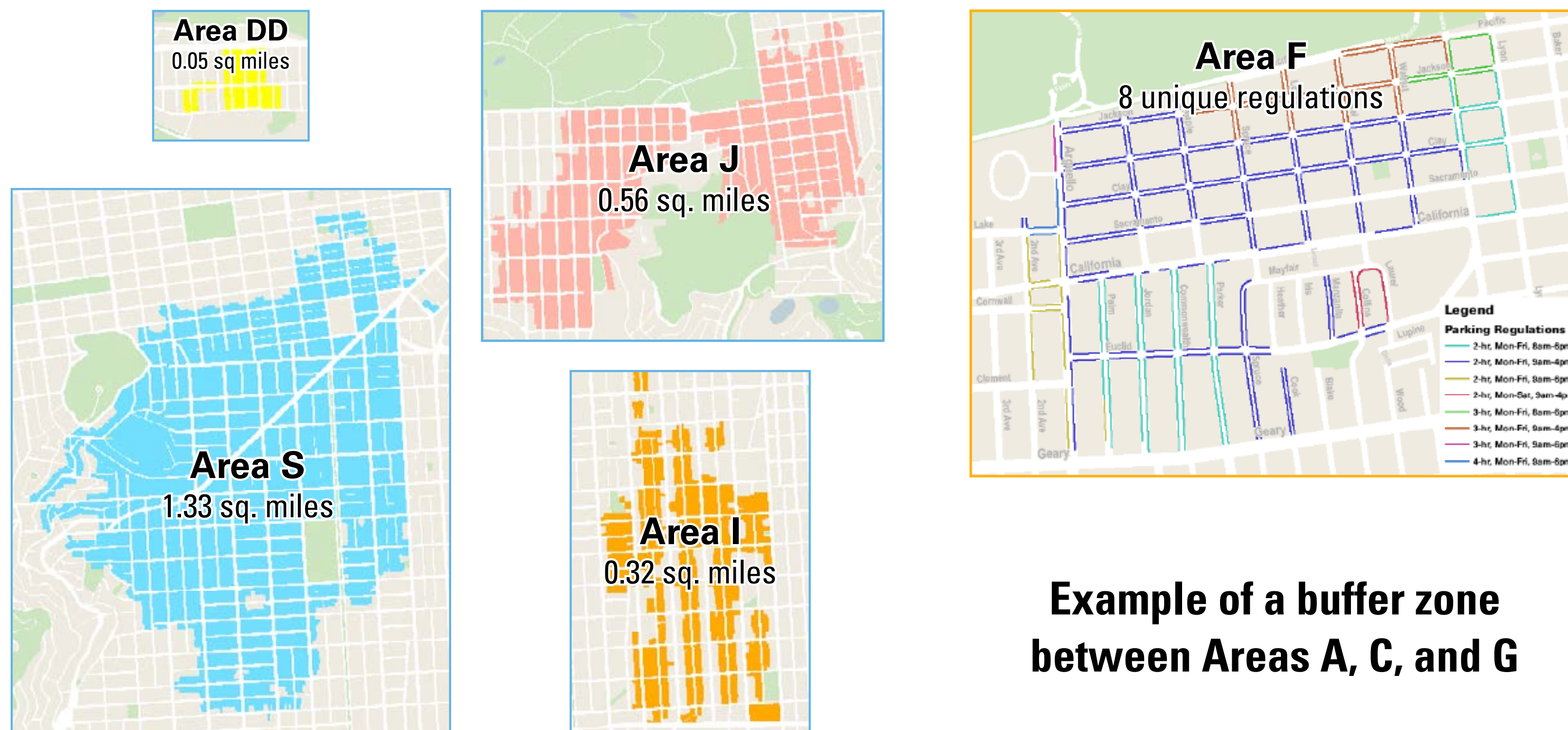
How it would work:

- Visitors pay to park
- Permit-holders exempt from payment
- Benefits:
 - (1) Price better discourages all-day parking
 - (2) Easier to enforce
 - (3) More flexibility for guests

Next phase of reforms

Permit area boundaries and on-street regulations are irregular and inconsistent, resulting in confusion for residents, visitors and enforcement officers.

Boundaries and regulations vary greatly



Example of a buffer zone between Areas A, C, and G



- Areas grow organically – usually one block at a time
- Boundaries and regulations are not determined based on data
- Pockets of unpermitted blocks within and between areas are common
- Enforcement is less effective and cumbersome when regulations vary from block to block

A. Define ultimate boundaries of permit areas to ensure areas do not become too large

Extensions would only be allowed within established boundaries.

B. Subdivide large permit areas into smaller areas to mirror natural neighborhood boundaries

Subdivision would discourage intra-area commuting.

C. Apply buffer zones within 2 blocks of abutting areas

New buffer zones reduce the disadvantages of living near the borders between permit areas.

D. Omit permit eligibility for new housing

Policy would align the RPP program with City policies to reduce car use