



SFMTA

Residential Permit Parking Proposals for Reform

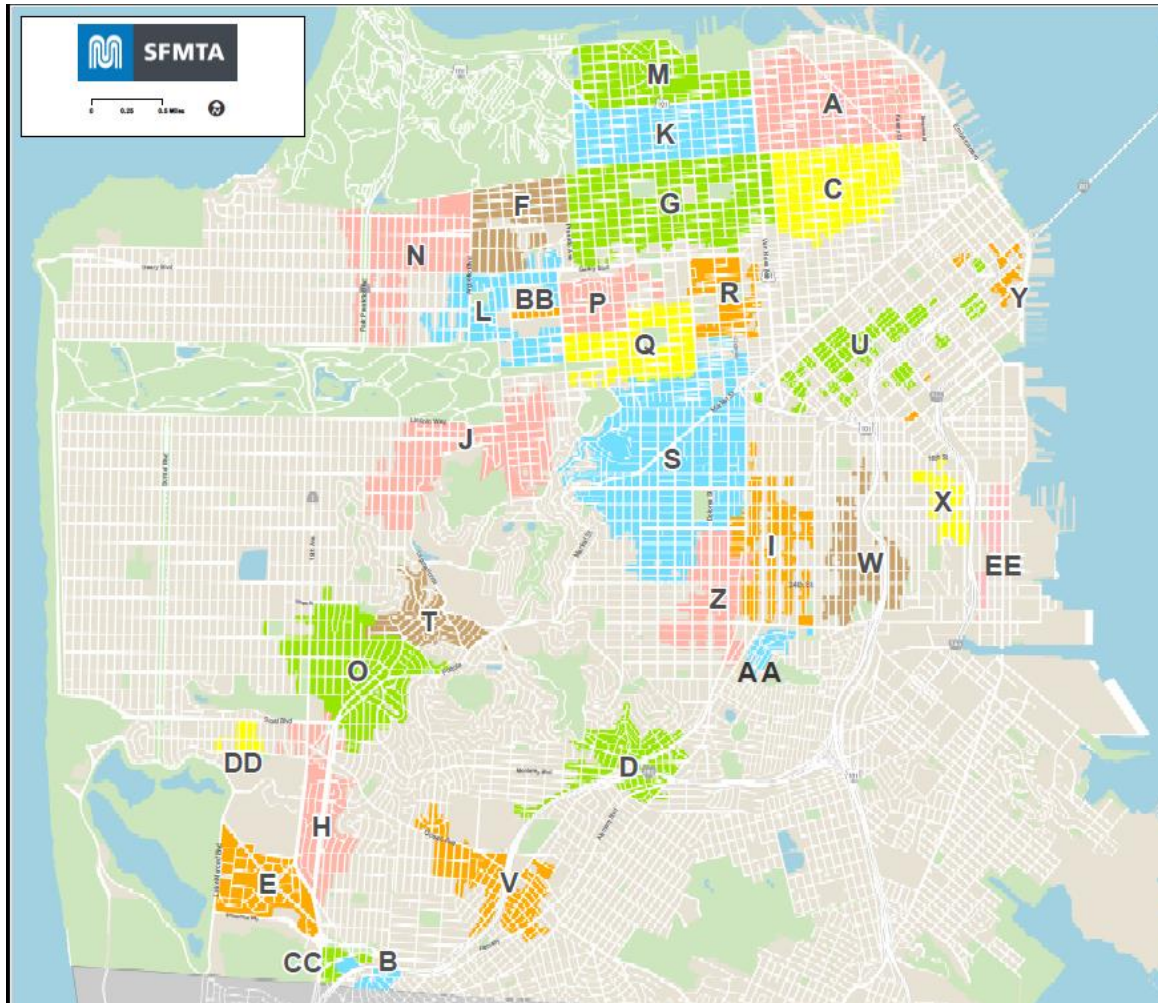
SFMTA Board Of Directors

June 5, 2018

Overview

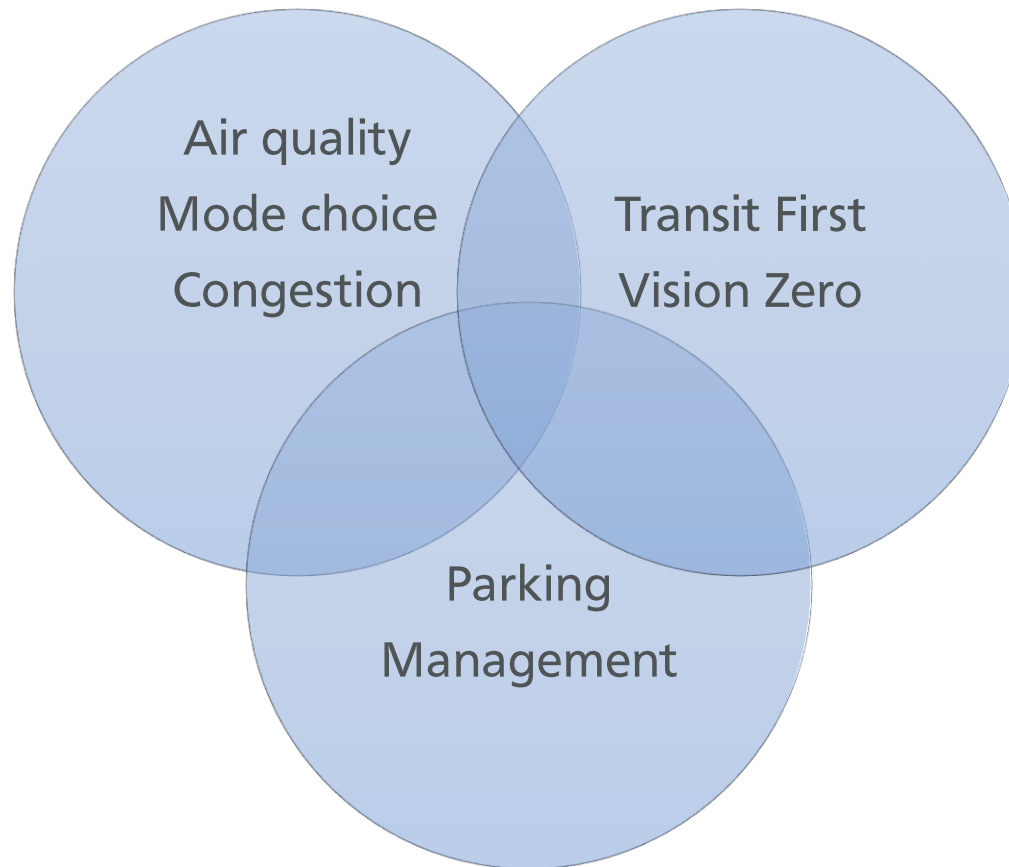
- RPP Evaluation and Reform project timeline
- Research findings
- Public engagement
- Recent Board actions on RPP reform
- Proposed Transportation Code amendments

Residential Permit Parking Areas

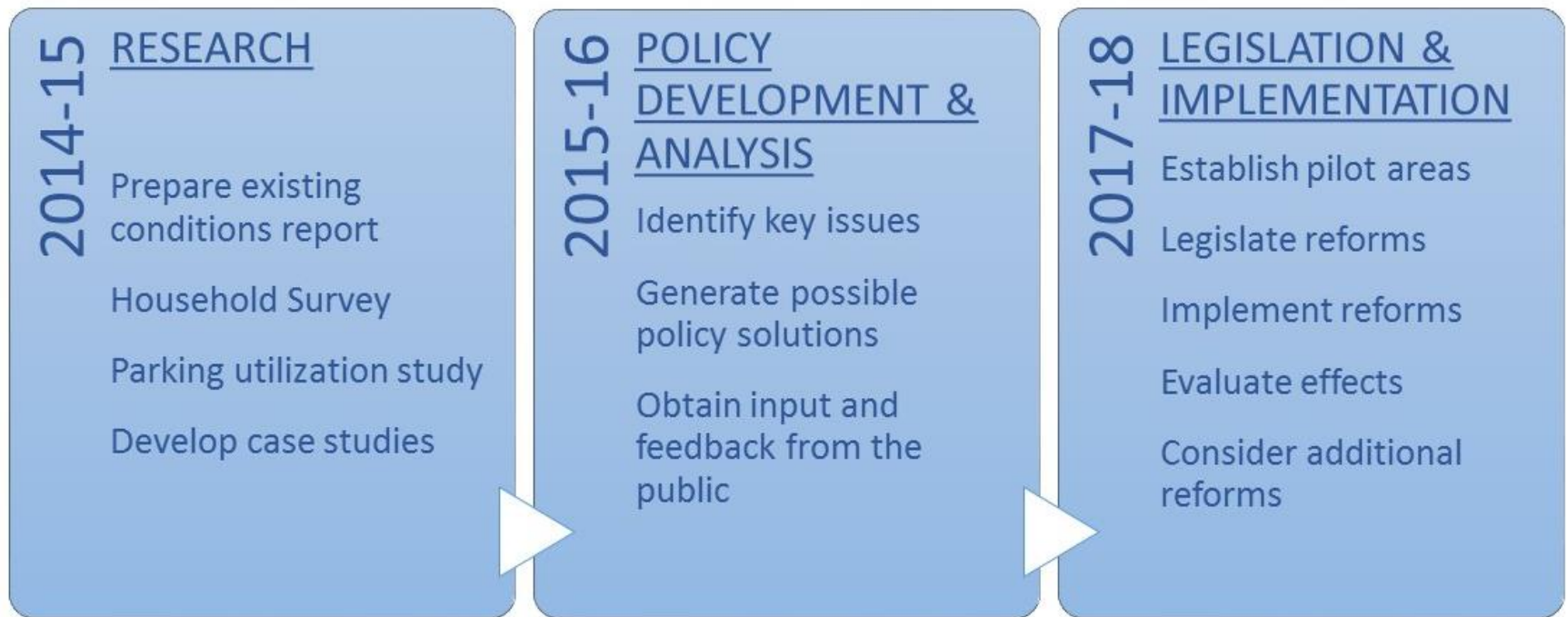


- ❖ 31 permit areas
- ❖ 95,000 permits issued annually
- ❖ 155,000 eligible households
(44% of S.F. households)
- ❖ 80,000 permitted parking spaces
(28% of on-street parking)
- ❖ RPP covers 25% of City's geography

Parking management key to attaining transportation goals



Project timeline

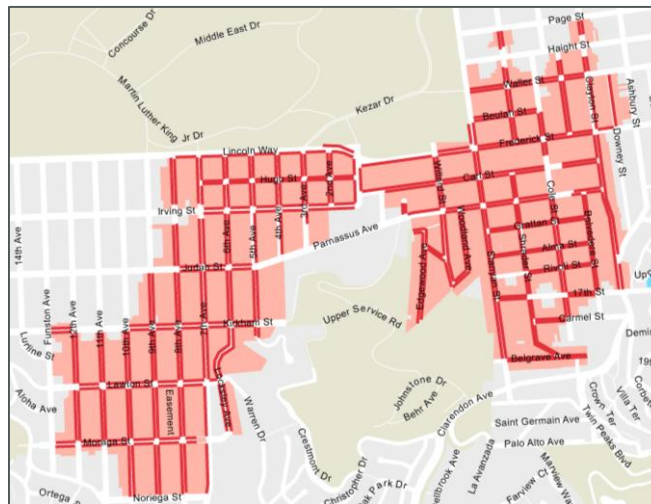


Area Snapshots

Area J

*Inner Sunset
Cole Valley
Upper Haight*

Established 1979



Parking generators

- ❖ UCSF Parnassus
- ❖ Muni Metro (N)
- ❖ Neighborhood commercial

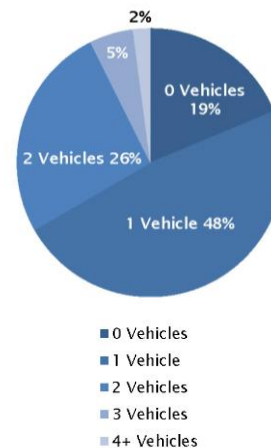
Spatial

- **4,000** permitted parking spaces
- **22** miles of blockface frontage
- **0.55** square miles

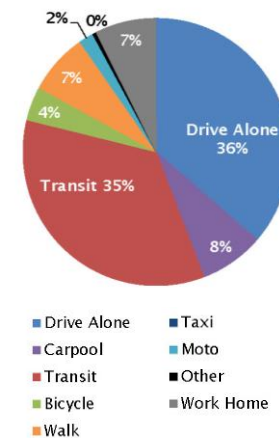
Demographics

- Population: **16,700**
- Households: **7,600**
- Density: **30,000** people per sq mile

Vehicle Availability
(Households)



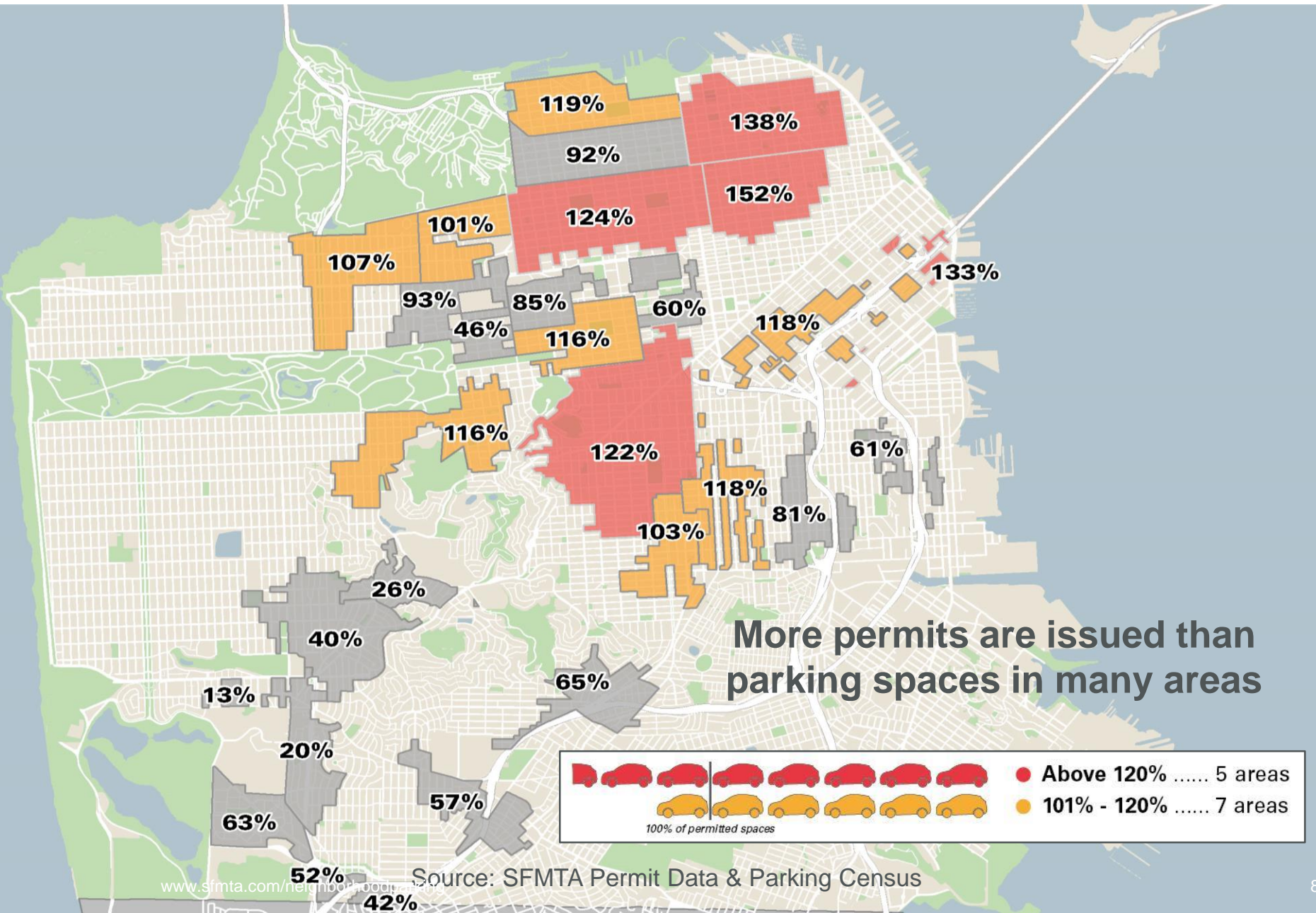
Journey to Work Mode
(Workers 16+)



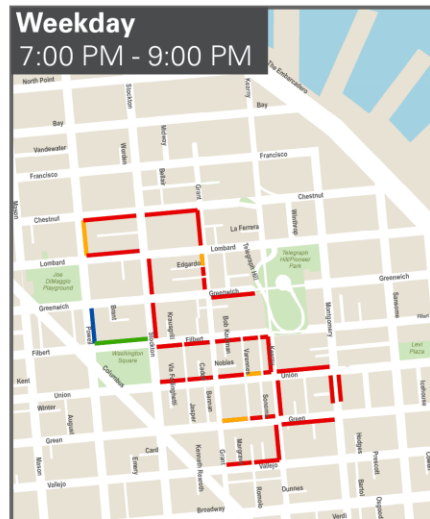
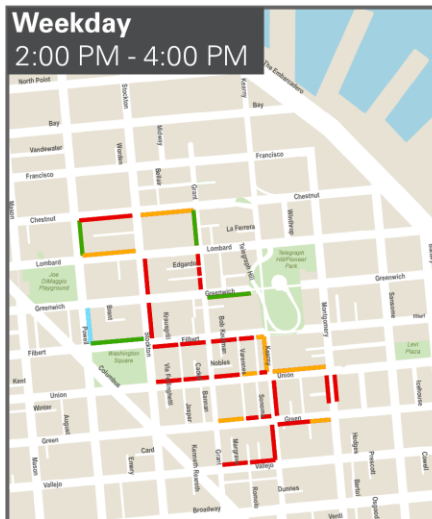
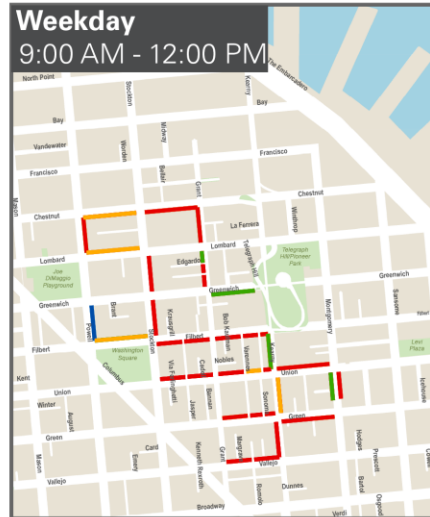
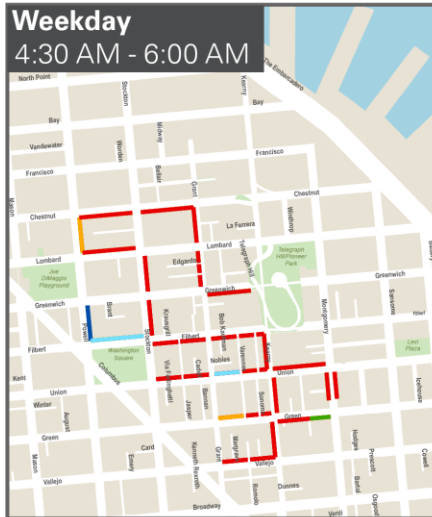
Findings

- Demand for parking exceeds supply and much of demand comes from residents
- RPP is not effective for all neighborhoods
- Many neighborhoods require a more holistic approach to parking management planning

More permits than spaces

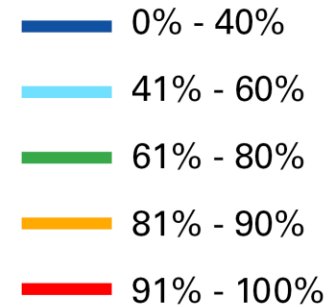


High occupancies despite RPP



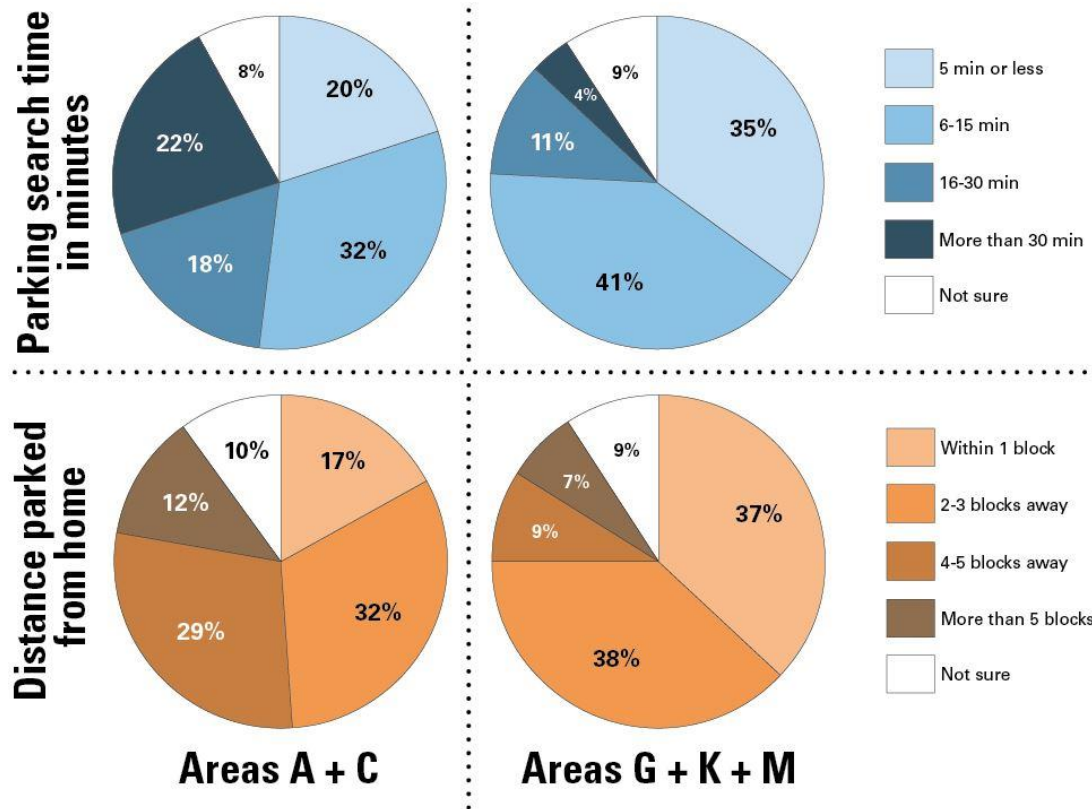
Route A-3 R Telegraph Hill

Average Weekday Occupancy
October 2015



0.2 Miles

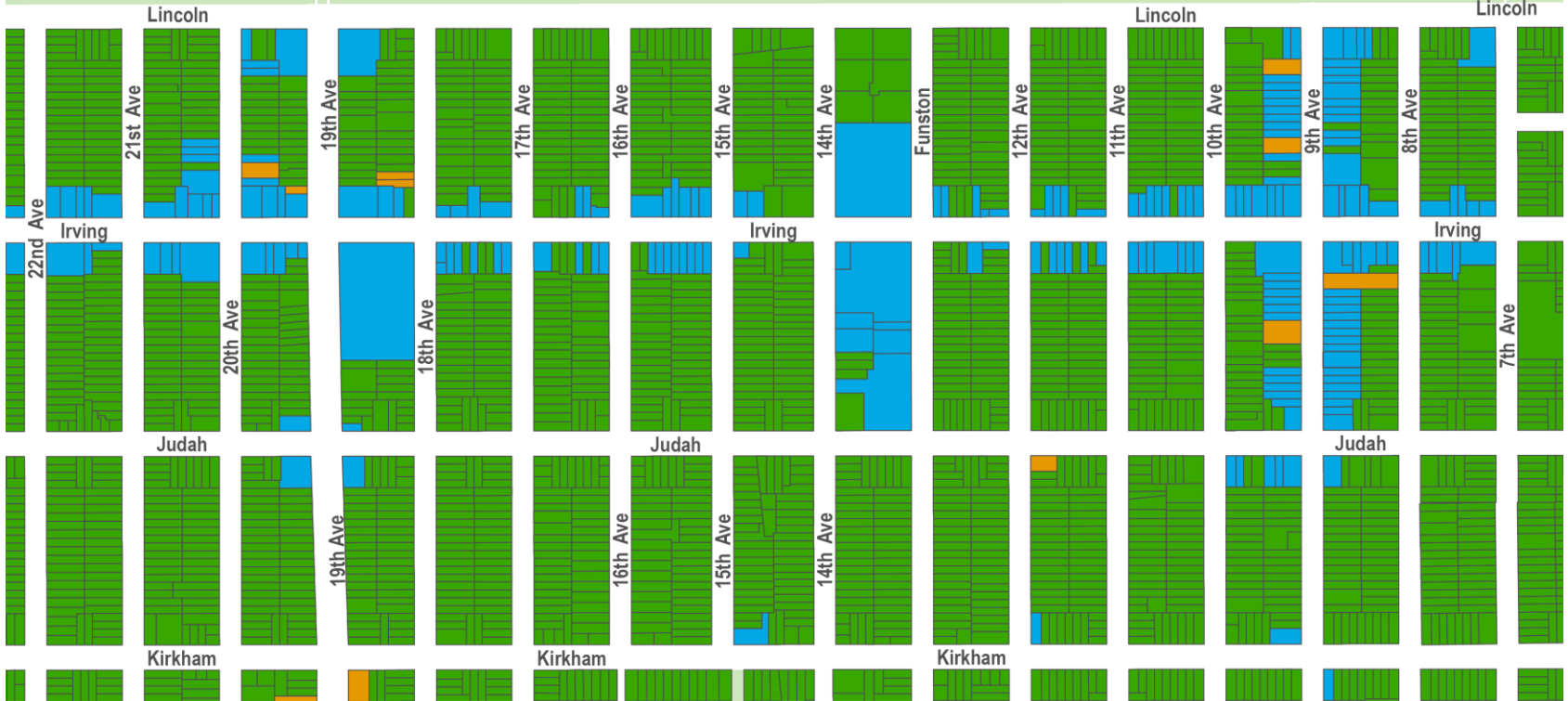
Long parking search times



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

Source: RPP Evaluation Household Survey, Nov 2015

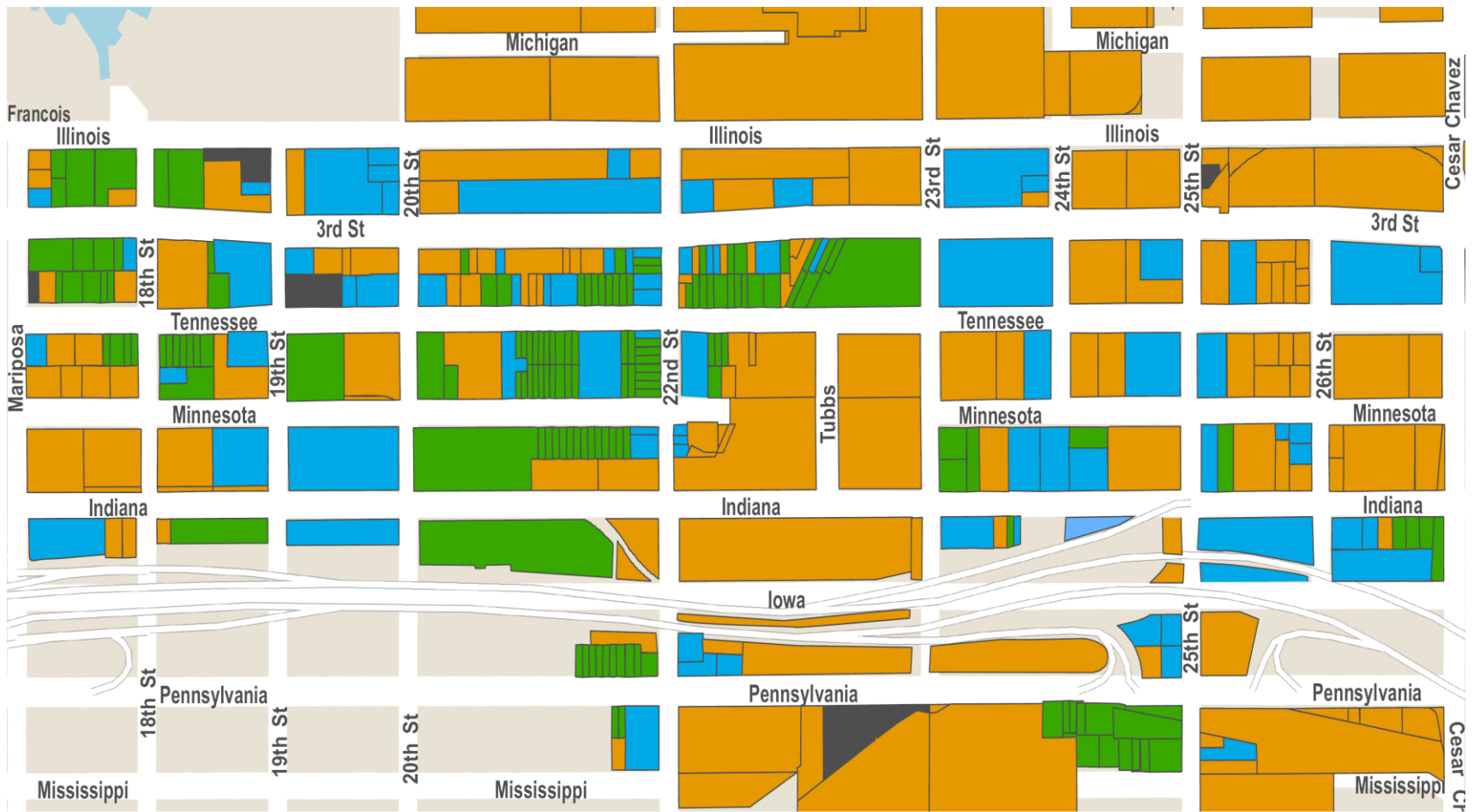
Typical Residential Area



Sunset Ground Floor Land Use

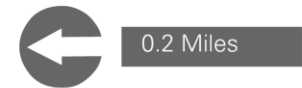


RPP in Mixed-Use Areas



Dogpatch Ground Floor Land Use

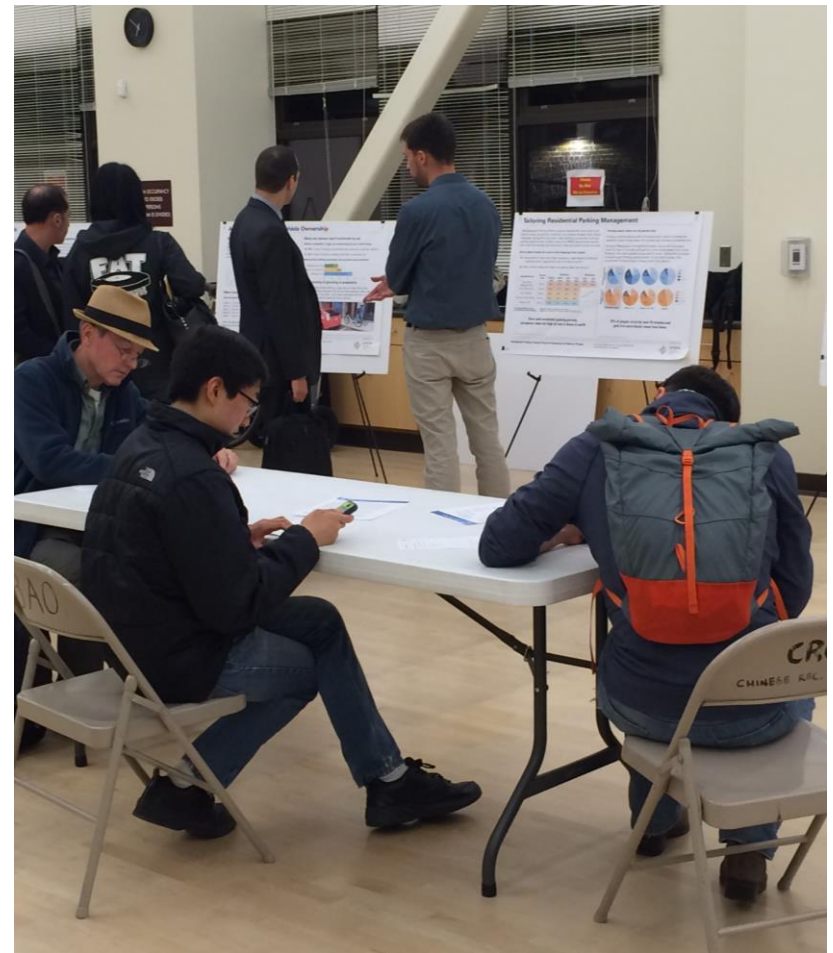
■ Service Oriented
 ■ Non-Service Oriented
 ■ Residential
 ■ Vacant



Public Engagement

Phase I

- Household survey
 - Citywide
 - 41 Qs; 4 languages
 - 2,349 responses
- 4 community open houses



Public Engagement

Phase II

- 11 community workshops
- Stakeholder engagement
- Board of Supervisors
- Business, neighborhood and advocacy groups

Phase III

- Two focus groups
- Open house
- CAC and PAG meetings



Initial Proposal – October 2017

Initial Proposal – October 2017

- ✓ Eliminate 15-teacher minimum for schools
- ✓ Establish new RPP areas with lower permit caps

Initial Proposal – October 2017

- ✘ Modify procedure for determining permit eligibility for schools
- ✘ Replace option for petition to initiate process to form RPP Area with an application process
- ✘ Eliminate waiver to maximum of 4 permits per address for existing RPP Areas

Initial Proposal – October 2017

- Add definition for *Residential Area* and delete definition for *Institution*
- Establish new parking tool, *Paid + Permit* parking
- Clarify business permit eligibility requirements
- Simplify Transportation Code text for establishing, rescinding or modifying an RPP Area
- Add criterion when establishing a new area: other parking management tools
- Family Child Care Home permit
- Remove petition requirement for in-home child care provider

Initial Proposal – October 2017

- + Two permits per household, one permit per driver in all new RPP Areas

Additional Outreach

- Letters to all RPP account-holders (54,000)
- Email to 4,500 addresses
- Open House on May 3
- Meetings with neighborhood associations
- Briefings with BOS



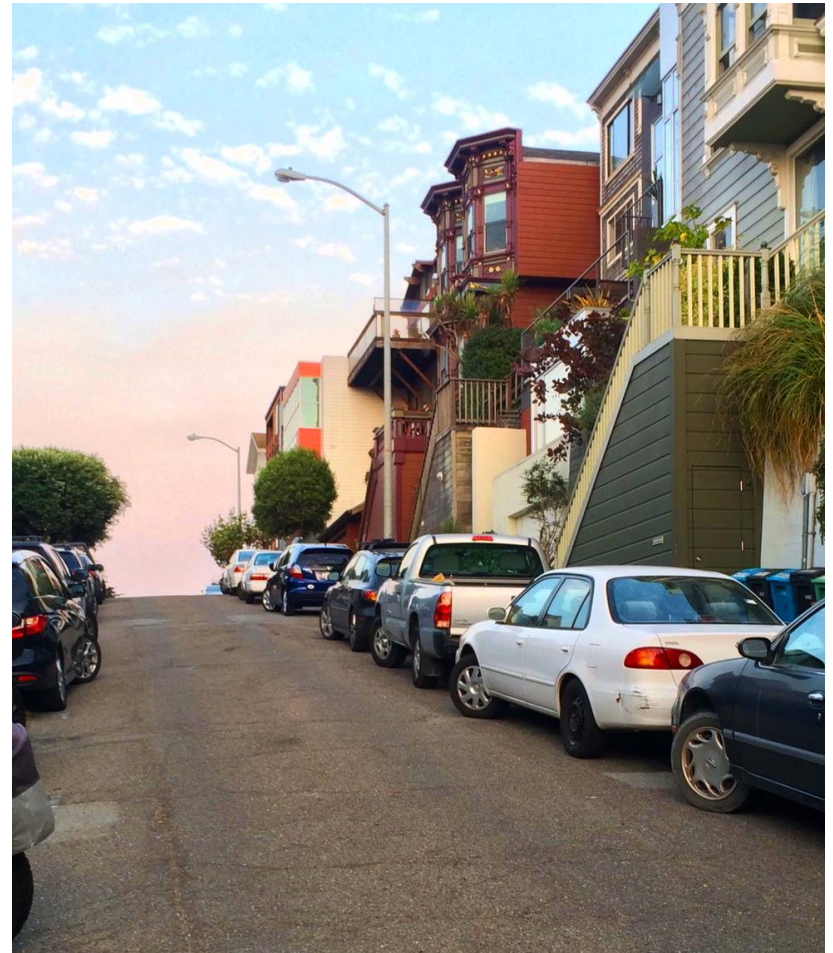
Proposed Amendments

- Add definition for *Residential Area*
- Delete definition for *Institution*
- Eliminate petition for in-home child care
- Add Family Child Care Home permit
- Simplify and revise process to establish, modify or rescind area



Proposed Amendments

- Consider alternatives to RPP
- For new RPP Areas:
 - 1 permit/driver; 2/address
 - Exempt care provider permits
 - Waiver for additional permits
- Establish new parking management tool, *Paid + Permit* parking



Paid + Permit Parking



Thank you



SFMTA Board requests

- Take proposed RPP Pilot Areas to Board as separate items
- Keep option for resident petition to initiate formation of new RPP Area
- Conduct additional public outreach
- Remove proposal to change procedure for determining permit eligibility for educational institutions

Recent Board Actions



RPP Area AA

On January 16, 2018, approved Resolution 180116-009, establishing Area AA, Northwest Bernal Heights and amending Transportation Code Section 905 limiting permits to one per driver and two per household.



RPP Permits for Schools

On February 20, 2018, approved Resolution 180220-032, removing the requirement that there be at least 15 certificated employees or teachers for the Educational Institution to qualify for the Residential Parking Permit program.



Area EE

On April 17, 2018, approved Resolution 180417-064, approving Dogpatch Neighborhood Parking Management Plan parking modifications, establishing Area EE and amending Transportation Code Section 905 limiting permits to one per driver and two per household.