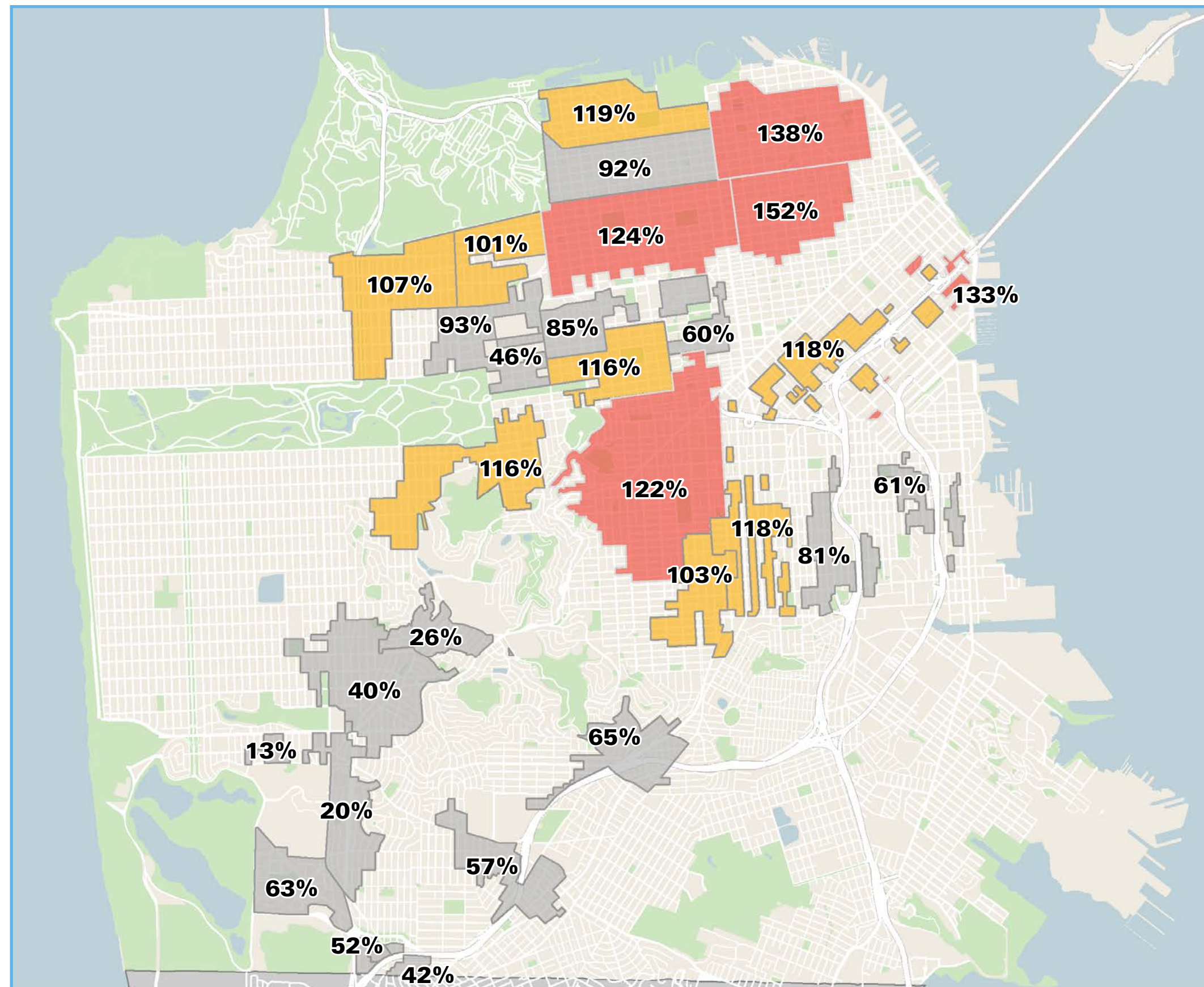


Managing demand for parking with limited supply

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.

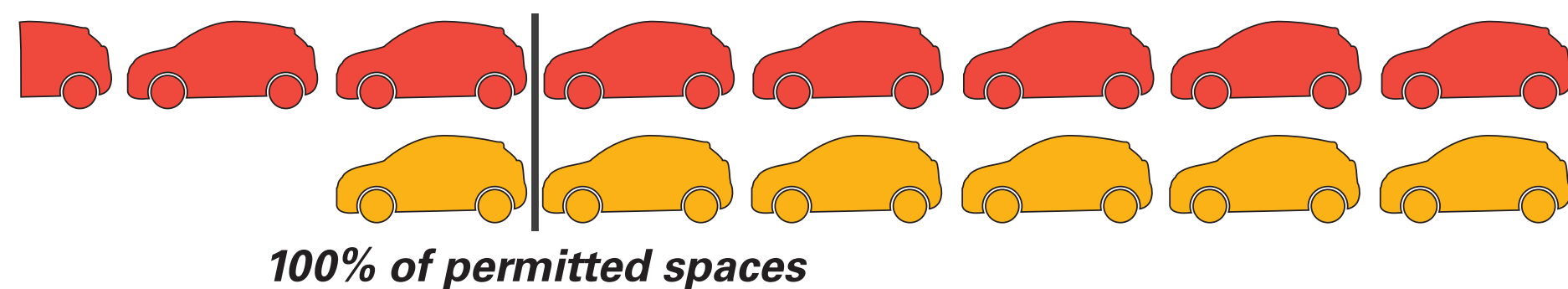
More permits are issued than parking spaces in many areas



Permit Saturation %

of permits sold
divided by

of permitted spaces



● Above 120% 5 areas

● 101% - 120% 8 areas

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

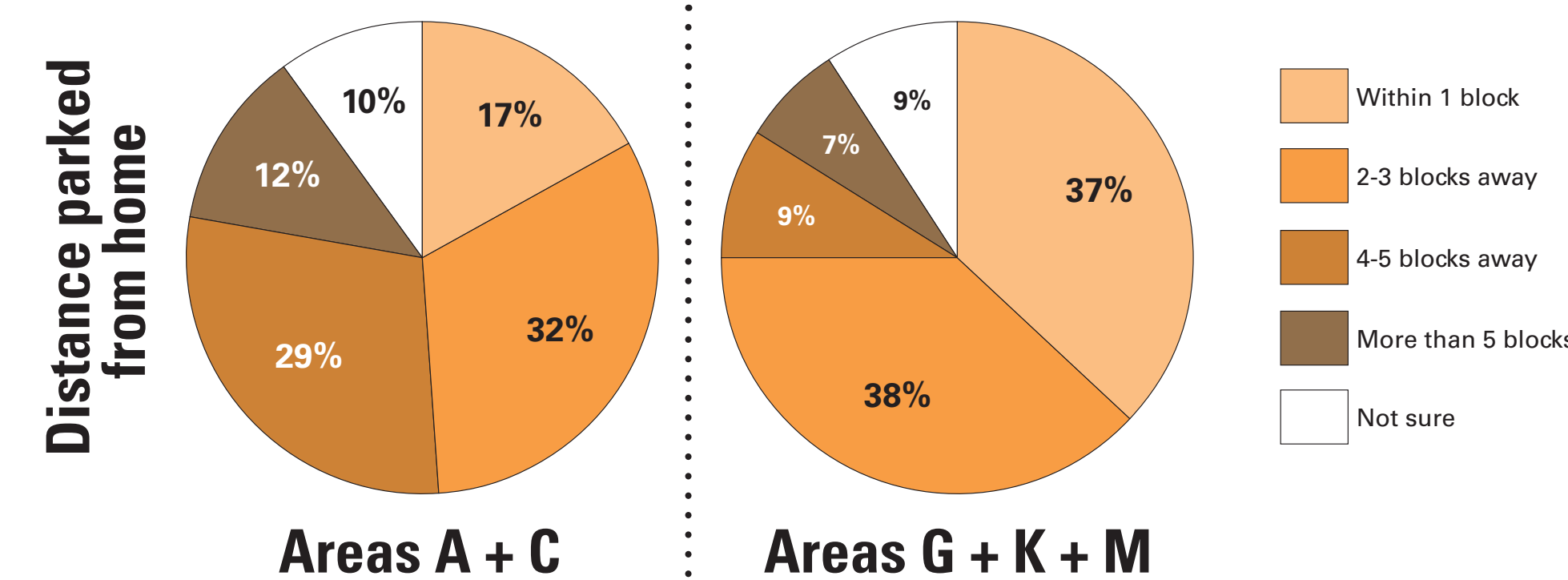
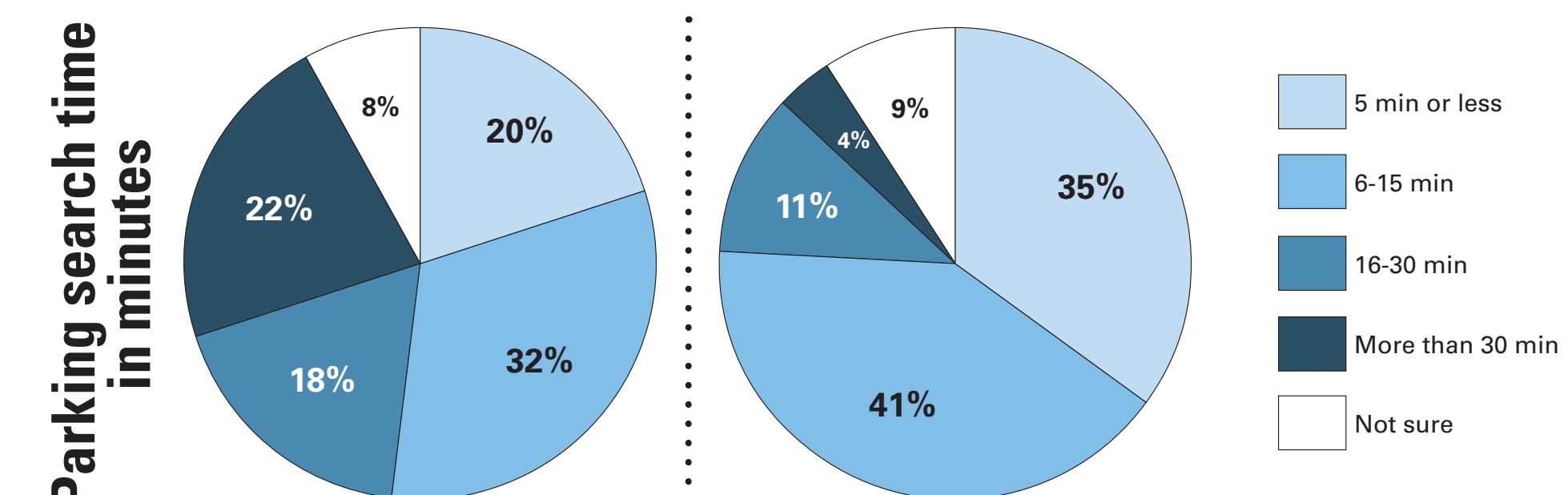
...and there is no cap on the total number of permits sold in an area

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

Managing demand for parking with limited supply

Possible solutions

A. Area-wide caps on permit sales

Institute a cap on the number of permits issued in an area relative to the number of permitted parking spaces

Considerations:

- Cap permits at what % of parking supply? Some over-sell?

Likely effects:

- Contains internal/neighborhood demand for parking
- Increases the benefit of a permit (likelihood of finding a space)

B. Lowered household permit cap

Lower the maximum number of permits each household is allowed to purchase (currently allowed up to 4 permits)

Considerations:

- Apply only in areas where the availability of parking is low?
- How about roommates living together and large families?
- How do permits for in-home caregivers factor in?
- Cap at 1 *per person* instead of per household?

Likely effects:

- Better manages internal/neighborhood demand for parking
- Encourages use of garages and owning fewer cars

C. Graduated permit pricing

Instead of each permit costing the same price, change permit pricing so each additional permit costs more

Considerations:

- How should the pricing be set?
- Vary pricing by access to off-street parking, occupancy rates?

Likely effects:

- More flexible – uses an incentive rather than a hard cap
- Encourages use of garages and owning fewer cars

D. Exclude some new buildings from permit eligibility

As new housing is built – often without on-site parking – exclude some new residential buildings from eligibility to purchase a permit

Considerations:

- Apply citywide?
- Only in certain areas (e.g., close to transit) or zoning districts?
- Exclude only buildings without on-site parking?

Likely effects:

- Preserves the chances of finding parking for existing residents
- Supports City policies to reduce driving and car ownership

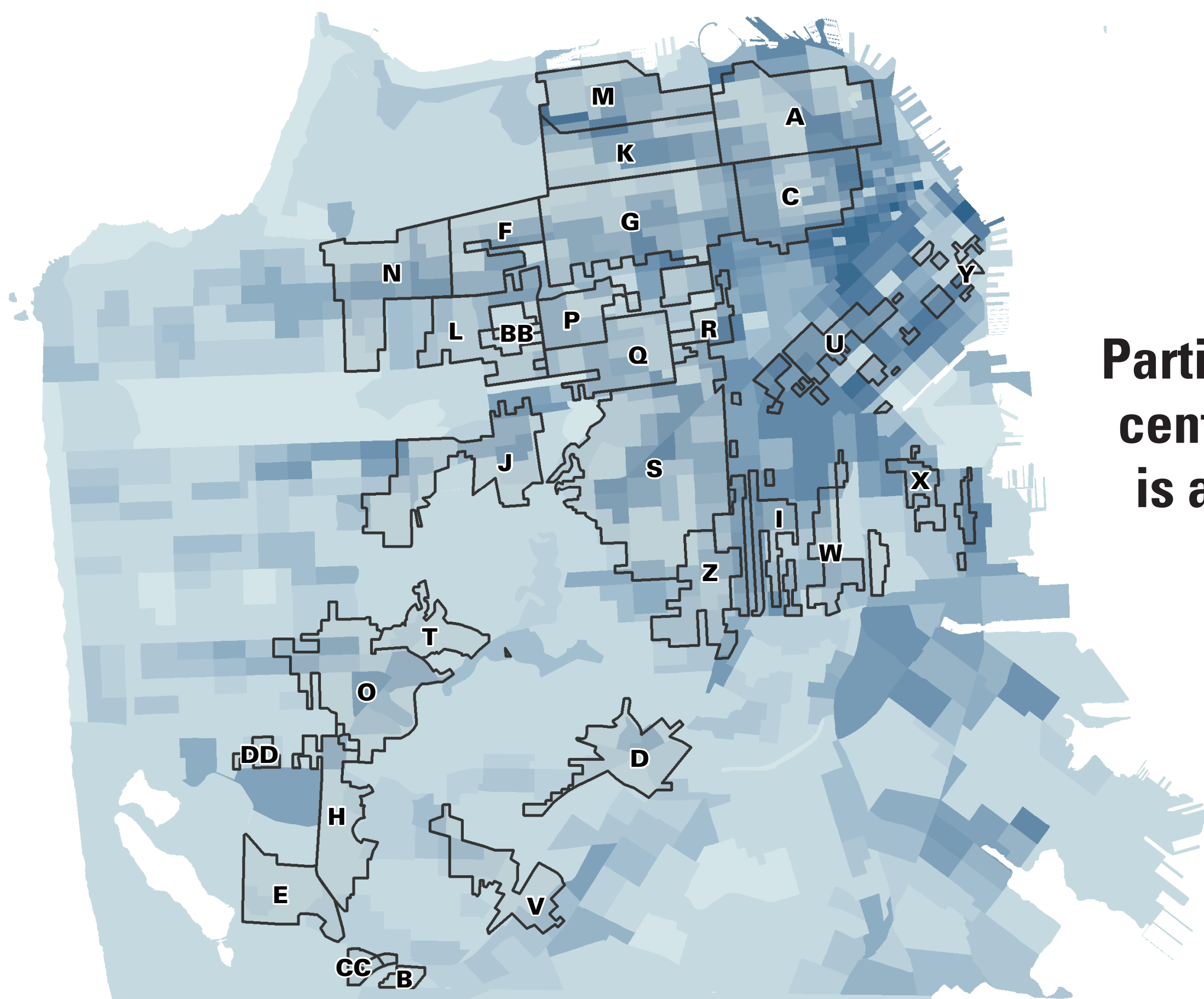
Balancing neighborhood parking needs

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

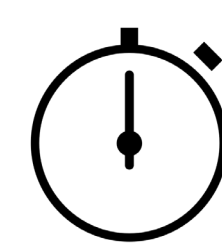
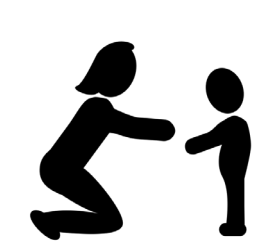
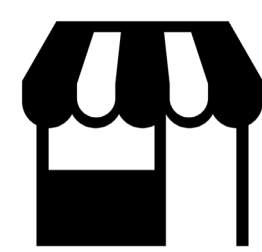
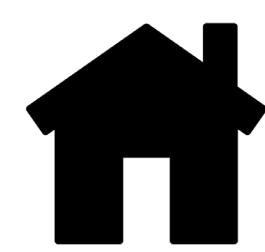
In mixed-use areas, the existing permit program needs changes to effectively manage parking for a more diverse mix of users.

Most permit areas are not entirely residential

Relative Density of Retail and Industrial Employment
by Transportation Analysis Zone



Particularly within the more central permit areas, there is a significant amount of business activity



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

Possible solutions

A. Issue more business and teacher permits

Considerations:

- Increase allowance of business permits from 1 permit?
- Base business/teacher permit caps on parking availability?

Likely effects:

- Improves access for neighborhood businesses and schools

B. Paid/permit parking overlay

Visitors pay to park; residents and others with permits don't pay

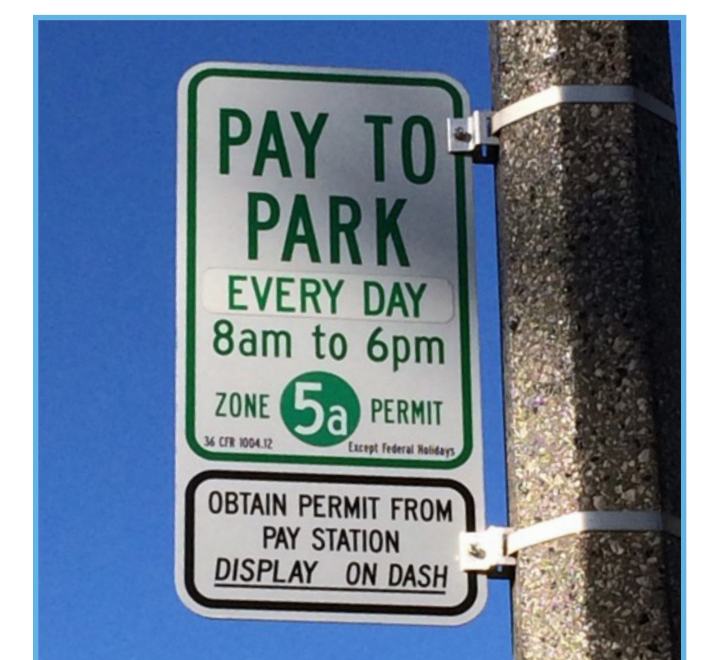
(price for visitors set to retain availability of parking for permit-holders; payment via pay-by-phone/app)

Considerations:

- In addition to or replacing time limits?

Likely effects:

- More flexibility for guests if no time limits
- Discourages the “two-hour shuffle”



C. Comprehensive parking management for mixed-use areas

Develop neighborhood parking plans for mixed-use areas to equitably balance the availability of curb space for all users

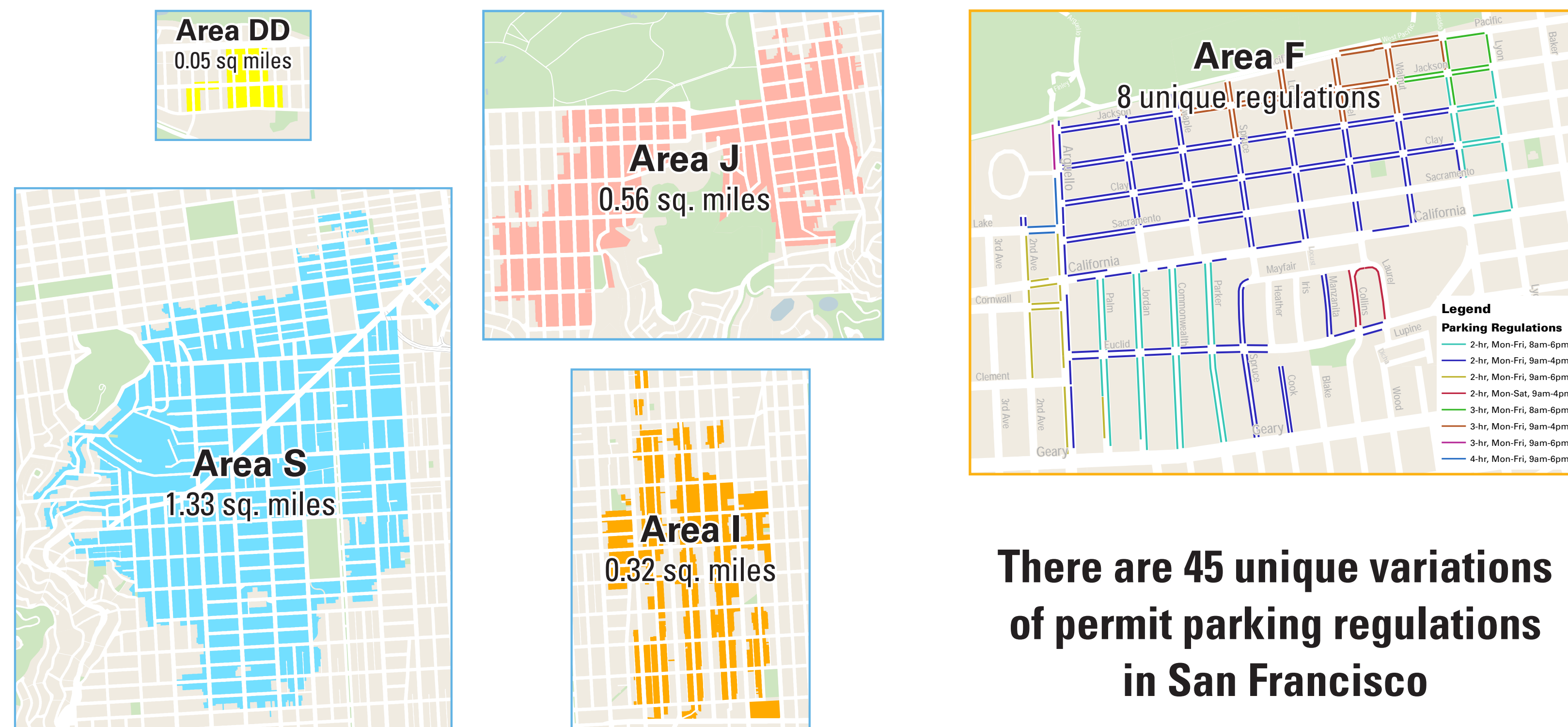
Likely effects:

- Use all parking management tools to manage parking

Permit area boundaries and regulations

Permit area boundaries and on-street regulations (i.e., effective hours/days, time limits) are irregular and inconsistent, resulting in difficulties finding parking and ineffective enforcement.

Boundaries and regulations vary greatly in size



There are 45 unique variations of permit parking regulations in San Francisco



- ⦿ 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 and with permit areas that are too large or small

Possible solutions

A. Sub-divide boundaries and standardize regulations

Re-draw existing permit area boundaries to break-up large areas and work with neighborhoods to create consistent regulations

Considerations:

- Break-up large areas only or redraw all permit areas?
- What should the process be to consolidate regulations?

Likely effects:

- Legible parking regulations that make finding parking easier
- More effective management of local parking pressures
- More effective enforcement

B. Pre-plan boundaries and regulations

Pre-establish boundaries and regulations for all neighborhoods where permit parking might be effective (pending further study)

Considerations:

- What is the right size (i.e., extent from parking generators)?

Likely effects:

- Legible parking regulations that make finding parking easier
- More effective management of local parking pressures
- More effective enforcement

Clarifying the planning process for permit parking

Certain aspects of the planning and administration of permit parking are well-defined, while others are unclear, resulting in inconsistencies over time.

250

petition signatures

to establish a new area

50%+

support on each block

to extend an existing area

What is the best way to gauge the public's desires for neighborhood parking management?

- Petitions and occupancy surveys alone do not provide a complete assessment of local parking conditions
- Unlike with stop signs and other traffic modifications, the planning process for permit parking does not take a comprehensive view
- Businesses are affected by permit parking, but cannot sign petition



Possible solutions

A. Comprehensive neighborhood parking assessments

Residents and businesses submit an application detailing the particular parking issues they experience in their neighborhood; SFMTA works with the community to conduct a comprehensive parking assessment

Considerations:

- How to gauge support for the assessment's proposals?

Likely effects:

- Considers all neighborhood parking needs as a whole
- Addresses specific problems with corresponding solutions
- Permit parking could be complemented by other tools

B. Additional support when establishing new permit areas

The planning process for Area Q (est. 2015) showed that we need to more completely assess neighborhoods' desires for permit parking

Considerations:

- Require 50% support of residents on each block for new areas?
- Include businesses in the count of public support?
- Require support of neighborhood associations?

Likely effects:

- Better assess neighborhoods' opinions of permit parking

Using new technology and tools to manage parking

The public expects faster, higher-quality, and more convenient services – but current administration and enforcement practices are time-consuming, inefficient, and do not make use of new technologies.

- The use of sticker permits necessitates annual payments
- Permits for guests are not available to print at home – one must buy these in advance or visit SFMTA's Customer Service Center



- Paper mail-in applications for new permit accounts take time to process, often up to three weeks
- Parking Control Officers primarily utilize manual chalking of tires to enforce time limits – which is labor-intensive and inefficient



Possible solutions

A. Online permit purchasing

Allow people to conveniently purchase annual, short-term, and guest permits online, via pay-by-phone, or mobile app

B. Month-to-month permit durations

Allow people to purchase permits on a monthly basis, as opposed to in yearly durations, much like subscription services or utility bills

Considerations:

- Requires digital “sticker-less” plate-based permits

Likely effects:

- Allows people to pay in lower monthly amounts
- Only pay for the parking you need (not while on vacation!)

C. License plate recognition (LPR) enforcement

Use LPR technology instead of tire chalk to enforce time limits

Likely effects:

- More efficient enforcement
- Ability to print permits at home and use them the same day

D. Regular program monitoring and evaluation

Regularly assess the performance of each permit area, including regulations, administration, and opportunities to use new technologies