

**THIS PRINT COVERS CALENDAR ITEM NO. : 14**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Update on the Residential Permit Parking Program Evaluation and Reform project

**SUMMARY:**

- San Francisco’s Residential Permit Parking (RPP) program was created in 1976 to address on-street parking management in residential areas in cases of significant commuter on-street parking demand.
- At its March 3, 2015 meeting, the Board asked staff to provide an update on the RPP program evaluation and reform project.
- The SFMTA recognizes the need to evaluate the RPP program and identify opportunities to reform the program to be more supportive of the agency’s adopted goals and policies.
- The SFMTA was awarded a Federal Highway Administration Value Pricing Pilot Program (VPPP) grant to help carry out this RPP program evaluation and develop recommendations to improve RPP program, administration and enforcement.
- Data collection and analysis supporting the RPP evaluation and reform project is underway and public outreach and engagement is commencing.
- Some reforms, including providing an exception from the RPP permit requirement for electric scooters parked in RPP areas in excess of posted time limits if parked perpendicular to the curb and at a curb segment no longer than 9 feet in length, or in a marked motorcycle parking stall, and offering an on-line version of the RPP petition, have already been implemented.
- A full program evaluation, including recommendations will be presented in fall 2016.

**ENCLOSURES:**

1. Presentation

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 11/9/15

SECRETARY \_\_\_\_\_ 11/9/15

**ASSIGNED SFMTAB CALENDAR DATE:** November 17, 2015

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### **PURPOSE**

Update the SFMTA Board on the scope, progress and timeline of the Residential Permit Parking Program evaluation and reform project.

### **GOAL**

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Improve security for transportation system users

Objective 1.3: Improve the safety of the transportation system

Goal 2: Make transit, walking, bicycling, taxi, ridesharing & car sharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes

Objective 2.4: Improve parking utilization and manage parking demand

### **DESCRIPTION**

At its March 3, 2015 meeting, while deliberating on the proposal to establish Residential Parking Permit program (RPP) Area Q, the SFMTA Board asked staff to return with an update on the agency's RPP program evaluation and reform project. A full RPP program evaluation, including recommendations for changes to the program, administration, and enforcement will be presented to the SFMTA Board in fall 2016.

#### **Background**

San Francisco's Residential Permit Parking (RPP) program was created in 1976 to address on-street parking management in residential areas in cases of significant commuter on-street parking demand. Since that time, the program has changed very little, though the City's population, economy and land use patterns have changed significantly, and policy imperatives for transportation sustainability and equity have become more urgent.

Today, many more options exist for mobility and travel in the City, and alternatives to drive-alone commuting have increased significantly. Additionally, over the next 25 years, the City is projected to add another 100,000 more housing units and nearly 200,000 more jobs<sup>1</sup>. This growth will place increasing burdens on on-street parking due to the expected increased number of vehicles traveling on City streets resulting in more limited on-street parking availability.

In early 2015, staff initiated a comprehensive, data-driven evaluation of the RPP program. The SFMTA was awarded a Federal Highway Administration Value Pricing Pilot Program

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<sup>1</sup> San Francisco County Transportation Authority, *San Francisco Transportation Plan*, December 2013

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(VPPP) grant to help carry out this RPP program evaluation and develop recommendations to improve RPP program, administration and enforcement. Staff will be exploring permit pricing alternatives as well as other potential program, administrative, and enforcement changes.

**Project Scope**

Staff initiated a comprehensive, data-driven evaluation of the RPP program. A review that is this comprehensive has not been completed previously. Major components of the evaluation project are:

- Collection and analysis of data related to existing on-street parking conditions and trends
- Review of best practices for on-street parking management in residential, mixed-use, and other areas
- Development and evaluation of RPP program administration and enforcement options
- Public engagement to solicit input
- Policy proposals for the SFMTA Board of Directors to consider

**Project Timeline**

Staff expects to complete all project tasks, including research, public engagement and policy development and evaluation by summer 2016. The table below provides a timeline for each of the major components of the project.

<b>Task</b>	<b>Expected Completion</b>
Phase I, public engagement	November 2015 – January 2016
Phase II, public engagement	February – July
Analysis of existing conditions	February
Review of best practices	February
Development of policy options	February - April

After a thorough evaluation of policy options and their impacts by staff and the public, staff will forward their recommended policy proposals to the SFMTA Board.

**Preliminary Research Findings**

Staff is continuing to collect and analyze data, however below are some preliminary highlights.

- In the last year, SFMTA sold nearly 90,000 parking permits, including 67,000 annual residential permits, 3,200 annual business and commercial vehicle permits and over 19,000 short-term permits.
- There are 29 distinct Residential Permit Parking areas, covering one-fourth of the City’s surface area. Within all permit areas there are 153,000 households, which is 44% of all households in the City. There are 78,000 on-street parking spaces in RPP areas, which is 28% of all on-street parking spaces citywide.
- The size of each permit area ranges from 1.33 square miles (Area S, extending from Hayes Valley to Noe Valley) to 0.02 square miles (Area BB, on Lone Mountain). The large size of Area S provides the opportunity to commute within a permit area. We will

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be able to determine the prevalence of intra-area commuting once our research is complete.

- The permit program allows households to purchase up to four permits, but less than six % of households purchase more than two permits. Seventy-one% of households purchase only one permit, and another 23% purchase two.
- On average, the number of permits issued per RPP permit area is equal to the number of available on-street parking spaces. Forty-one % of RPP permit areas have this RPP permit to on-street parking spaces ratio, meaning that the number of RPP permits sold is between 80% and 120% of the total on-street parking spaces in the permit area. However, in a few RPP areas, such as North Beach/Russian Hill (Area A), Chinatown (Area C), and the South Beach (Area Y), because the program does not restrict the amount of permits issued, the SFMTA has issued up to 1.5 RPP permits for every available on-street parking space.
- Not all households own vehicles, and not all households with vehicles purchase RPP permits. Citywide, 70% of all households have access to a personal vehicle; within RPP areas, 76% of all households do. This varies greatly from one permit area to another; further analysis is underway.

Over the last few months, SFMTA staff has been conducting on-street parking utilization and license plate surveys from sample areas within and around six RPP permit areas (A, J, N, Q, X, Z), chosen for their representative characteristics of land use, density, and proximity to major transit corridors. (Note: A map showing where these RPP areas are is on page 5 of the slide presentation.) In addition, in early November, SFMTA staff administered an internet-based household survey to a representative sample of all households in San Francisco to collect information on vehicle use and parking that can then be aggregated by neighborhood. Analysis of the data resulting from these surveys will be completed in the winter of 2016.

### **Early Accomplishments**

Staff has already begun to address and measure some of the issues facing the RPP program.

These include:

- Established a policy that exempts two-wheeled, electric-powered mopeds parked perpendicular to curb spaces not more than nine feet in length from RPP parking time restrictions;
- Obtained current on-street parking occupancy data within and around five RPP areas;
- Conducted a citywide household survey addressing the use of vehicles and parking demand within residential areas;
- Posted SFMTA's RPP permit petition on-line to facilitate the easier collection of signatures and provide for more efficient verification and processing of these petitions.

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## **PUBLIC OUTREACH**

Staff will engage with the public throughout the RPP evaluation and reform project. Outreach activities are grouped into two key phases. Phase One involves building broad public awareness of the project components, timeline and opportunities for input. In Phase One (November 2015 – January 2016), staff will be working to build awareness among residents and businesses that may be affected by changes to the RPP permit program. This will involve, at a minimum, the following activities:

1. A project website that will be kept current and will allow interested persons to submit their email address to receive updates;
2. Regular updates from the SFMTA sent out via email;
3. Distribution by the SFMTA of a project briefing to neighborhood and business groups, public officials, interested City agencies, boards and commissions, and interest groups for placing in their newsletters and/or on their organization websites;
4. One-on-one meetings with SFMTA staff and key community and business leaders and representatives to solicit input and address concerns;
5. A survey, administered in November, to a representative sample of households throughout the City for the purpose of collecting information from the public that will help SFMTA staff identify workable policy solutions. The survey is designed to also inform these households of SFMTA's project to evaluate the RPP program.

In Phase Two, which begins after staff has completed its initial research, SFMTA staff will engage individual neighborhood associations, business groups, non-profit organizations, boards and commissions and other interest groups through community meetings and staff presentations to share the research findings and to receive feedback on a range of possible policy options.

## **ALTERNATIVES CONSIDERED**

No alternatives to the RPP evaluation and reform project were considered. The project will develop policy and process change recommendations for presentation to the Board in the fall of 2016.

## **FUNDING IMPACT**

Funding impacts for potential recommendations developed by the RPP evaluation and reform project are not yet known.

## **ENVIRONMENTAL REVIEW**

On October 30, 2015, the Municipal Transportation Agency determined that this informational item is not a "project" for purposes of environmental review under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15378(a)[CEQA Guidelines].

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The Planning Department's concurrence is on file with the Secretary to the SFMTA Board of Directors.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

No other approvals have been identified. The City Attorney's Office has reviewed this calendar item.

**RECOMMENDATION**

This is an information item. No action by the SFMTA Board is requested at this time.