

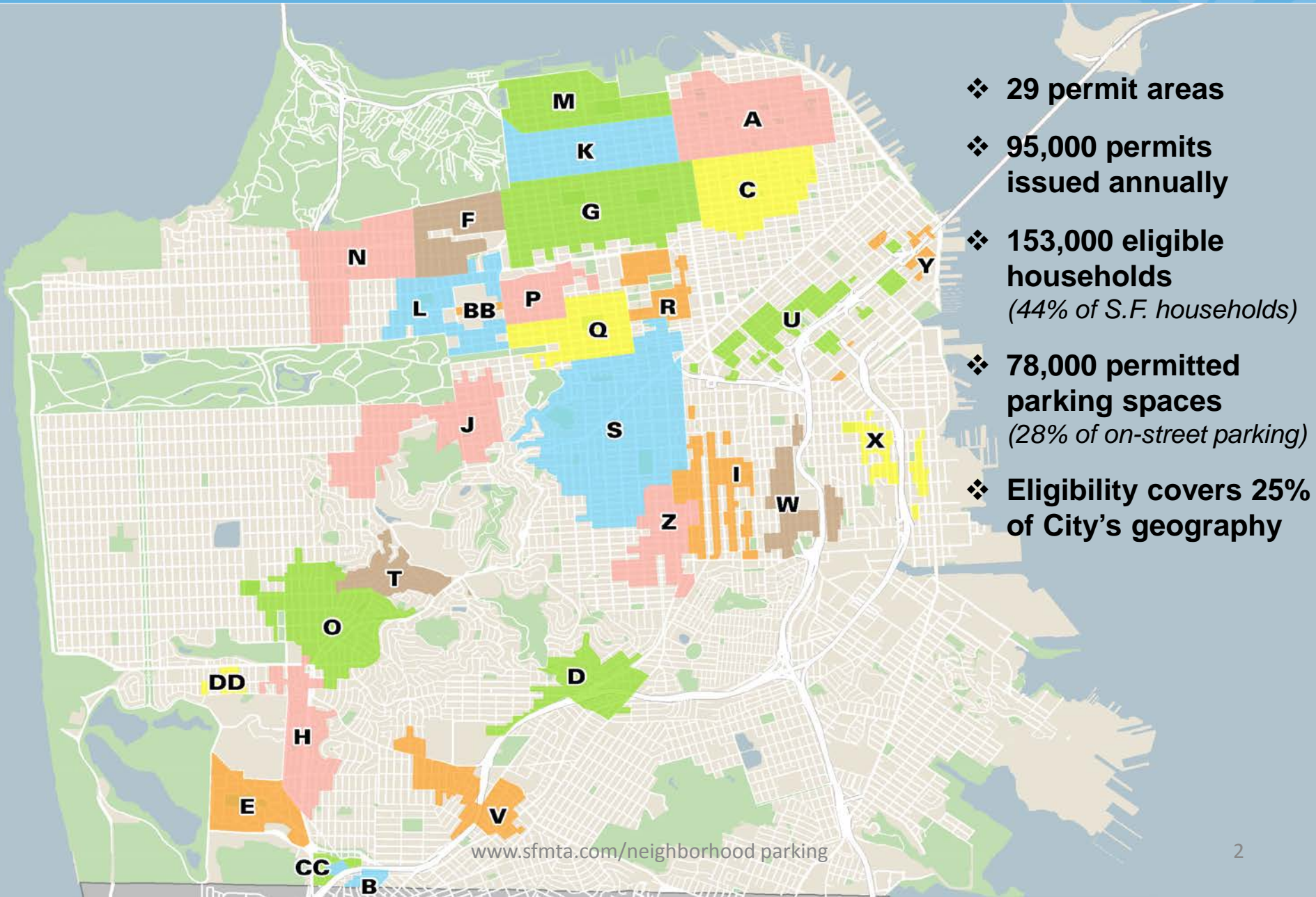


SFMTA
Municipal
Transportation
Agency

Parking Permit Program Evaluation and Reform Project

SFMTA Board of Directors
October 3, 2017

Existing Permit Areas



Why Reform the Program?

- The program has existed for 40 years without significant changes
- The city has grown and travel demands have changed
- The public wants better service
- Area Q planning raised issues to address
- Federal grant provided opportunity to evaluate; looking to SF to lead the way

Goals of the Reform Project

1. Balance competing needs for curb space
2. Manage excess parking demand in residential areas
3. Support Agency and City goals, including Transit First
4. Rationalize area creation, boundaries and regulations

Early Outcomes

- Piloted online petition form
- Revised permit pricing
 - Reduced price of 1-day permits
 - 25% discount on motorcycle permits
 - Higher-priced annual permits
- Allowance for electric mopeds
- Expanded public engagement
- Improved program monitoring, data analysis and mapping

Project Timeline

2014-15

RESEARCH

Prepare existing conditions report

Household Survey

Parking utilization study

Develop case studies

2015-16

POLICY DEVELOPMENT & ANALYSIS

Identify key issues

Generate possible policy solutions

Obtain input and feedback from the public

2017-18

LEGISLATION & IMPLEMENTATION

Establish pilot areas

Legislate reforms

Implement reforms

Evaluate effects

Consider additional reforms

Research

- Compendium of best practices from across N. America and Europe
- Detailed parking utilization studies in 12 neighborhoods
 - Occupancy rates
 - Share of vehicles owned by non-residents
- Census data on economic and demographic factors driving demand
- Analysis of permit purchasing behavior by household and by area

Public Engagement

Phase I

- Household survey
 - November 2015
 - Citywide
 - 41 Qs; 4 languages
 - 2,349 responses
- 4 community open houses
 - 4 city quadrants



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



Evaluation of Impacts

- Analysis of revenue and permit purchasing impacts of policy options
- Impacts on staffing resources



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Policy Option Matrix

Policy Option	SCENARIO 1 - LOW (LOW ELASTICITY & SMALL RANGE)		SCENARIO 2
	Revenue Impact (Assumes no other change to prices)	Permit Sales Impact	Revenue Impact (Assumes no other change to prices)
One permit per licensed driver (current household cap of four remains)	\$ (162,300.00)	(2,100)	Same as scenario 1
2x fee for customers with access to off-street parking (honor system)	\$ 398,400.00	(1,230)	\$
2x fee for customers with access to off-street parking (with enforcement)	\$ 2,391,800.00	(4,900)	\$
Graduated pricing based on number of permits issued	\$ (2.00)	(2,300)	\$
Graduated pricing based on number of permits issued averaged by household	\$ 4.00	(1,000)	\$
Limit two permits per household	\$ (349,000.00)	(4,300)	Same as scenario 1
Permits capped at 120% of total occupancy	\$ (163,000.00)	(1,280)	Same as scenario 1

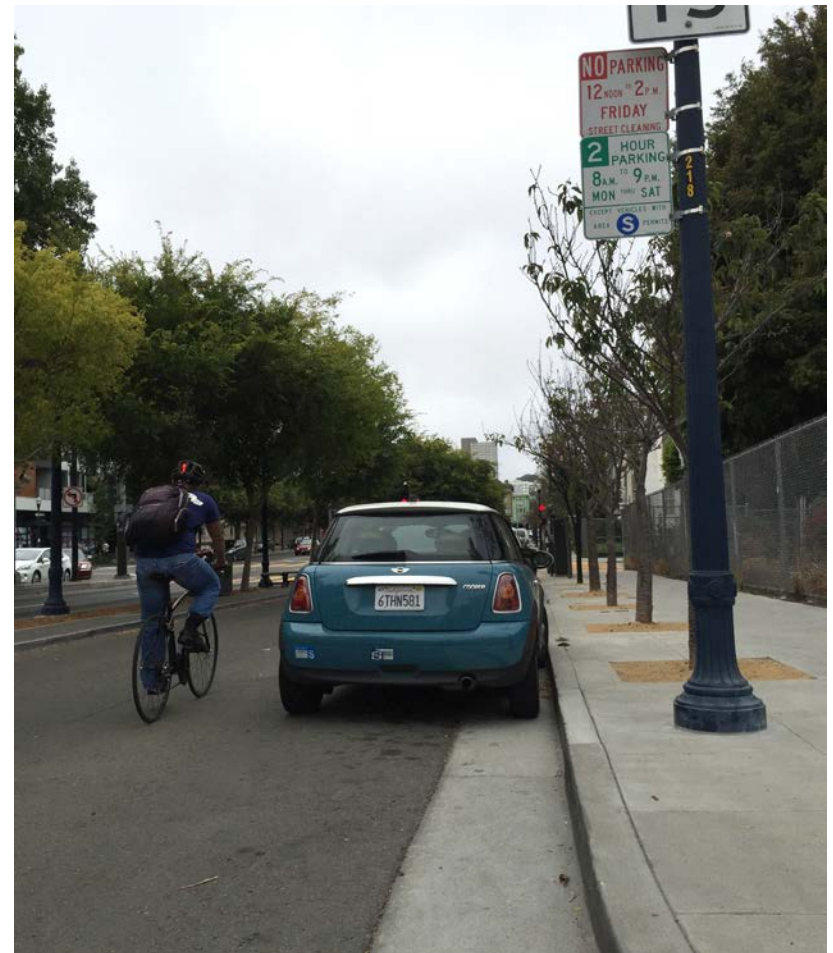
data used was SFMTA '15-'16 permit data set. data set had 66,830 residential permits. Some data lost (162 permits) during An

ELASTICITY ANALYSIS

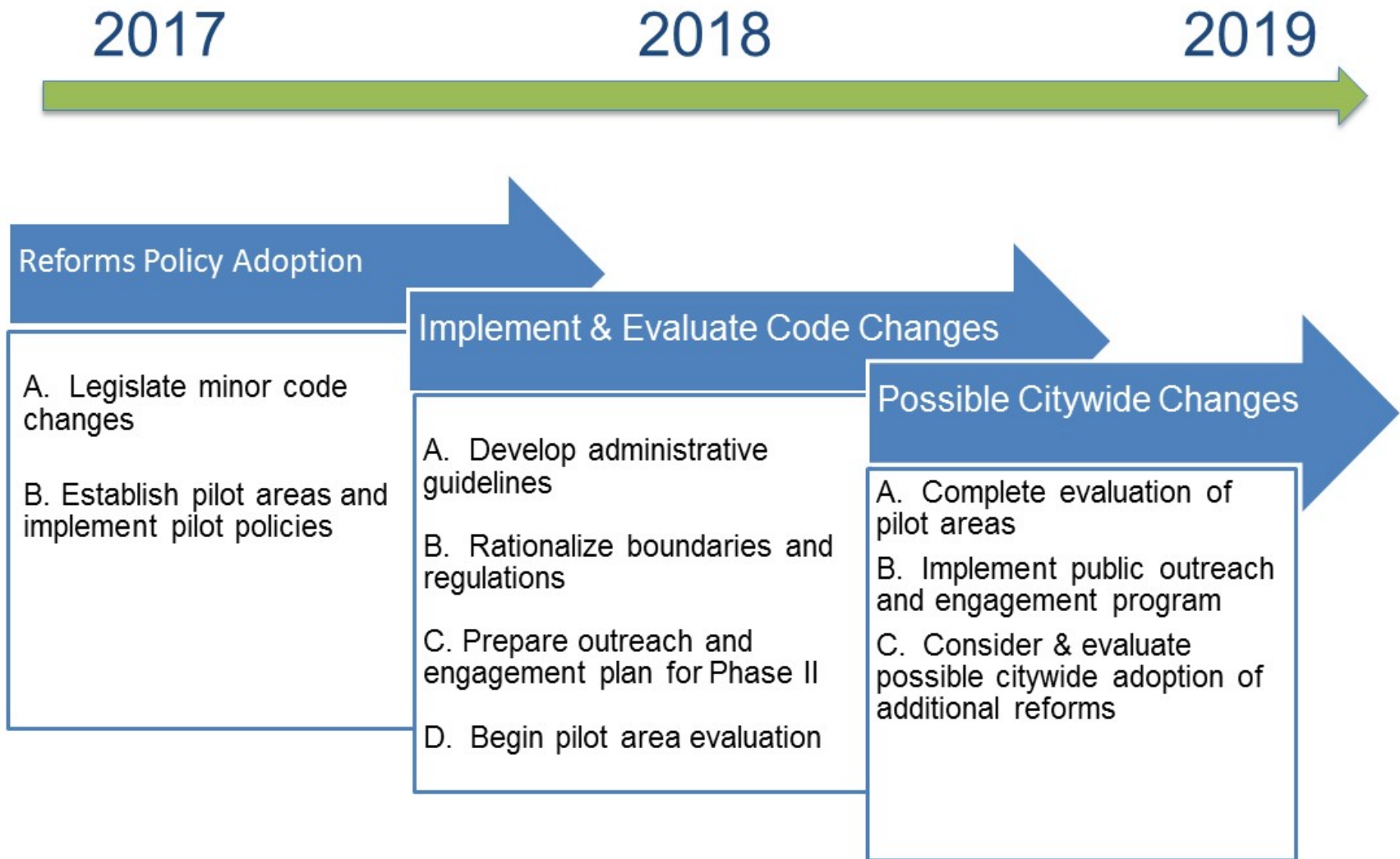
Elasticity values are approximately half of measured on-street metered parking elasticity values from SF Park (Shoup). Elasticity values were estimated for each RPP area based on an indexing (min-max adjustments) of five variables: permit saturation, permit cost, parking cost, parking time, and parking distance. The indexing assumes that lower values of each variable lead to higher elasticities and price sensitivity. The low elasticity scenario assumes a smaller min/max range [-0.1 to -0.3] and applies greater weight to permit saturation, and the high elasticity scenario assumes a larger min/max range [-0.1 to -0.5] and applies a more equal weighting between the variables.

What We Learned

1. Demand caused by residents
2. Process to establish or modify areas requires better public outreach
3. Mixed-use areas require multiple options
4. Enforcement would benefit from consistent regulations
5. Some areas too large to be effective

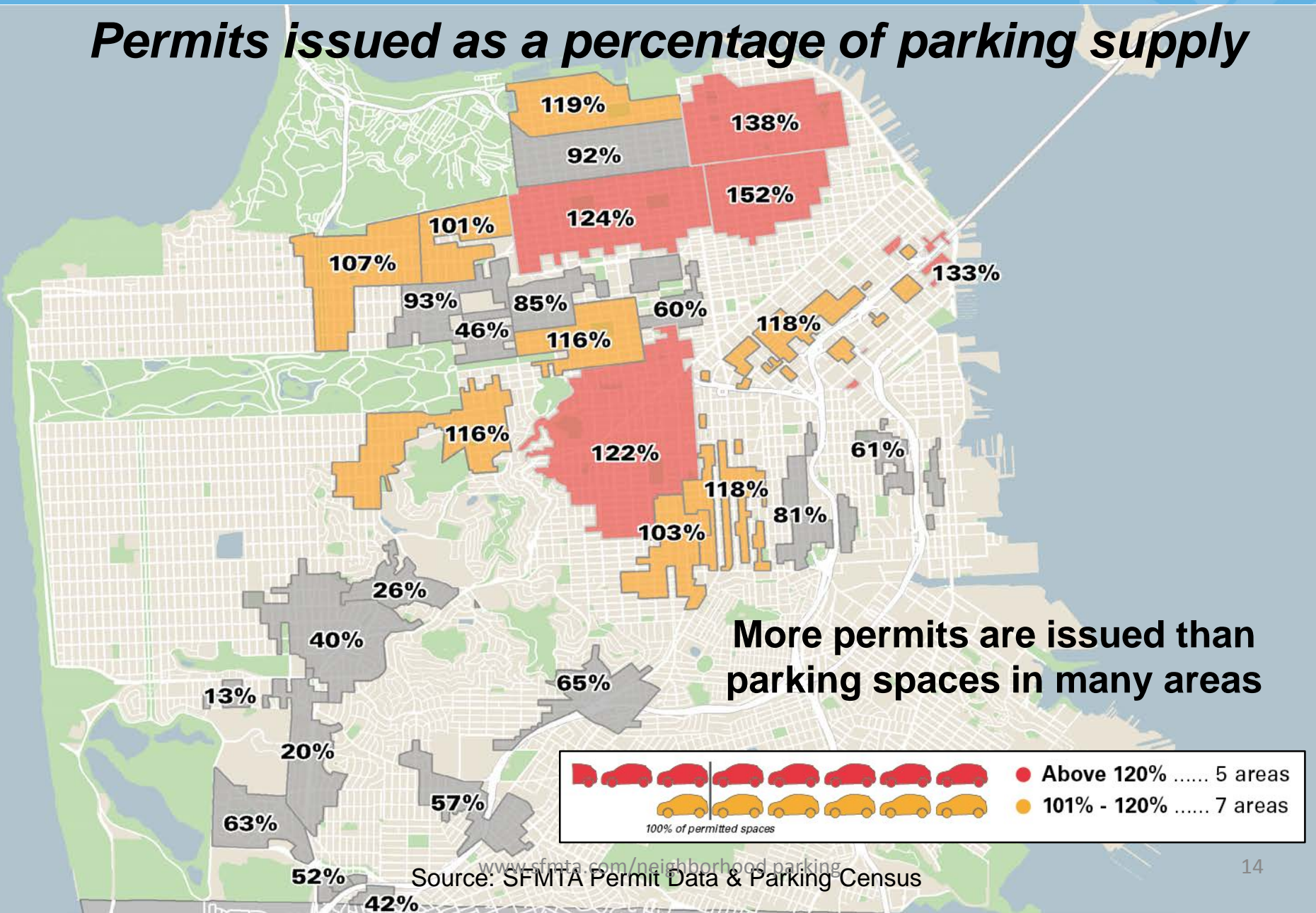


Implementation



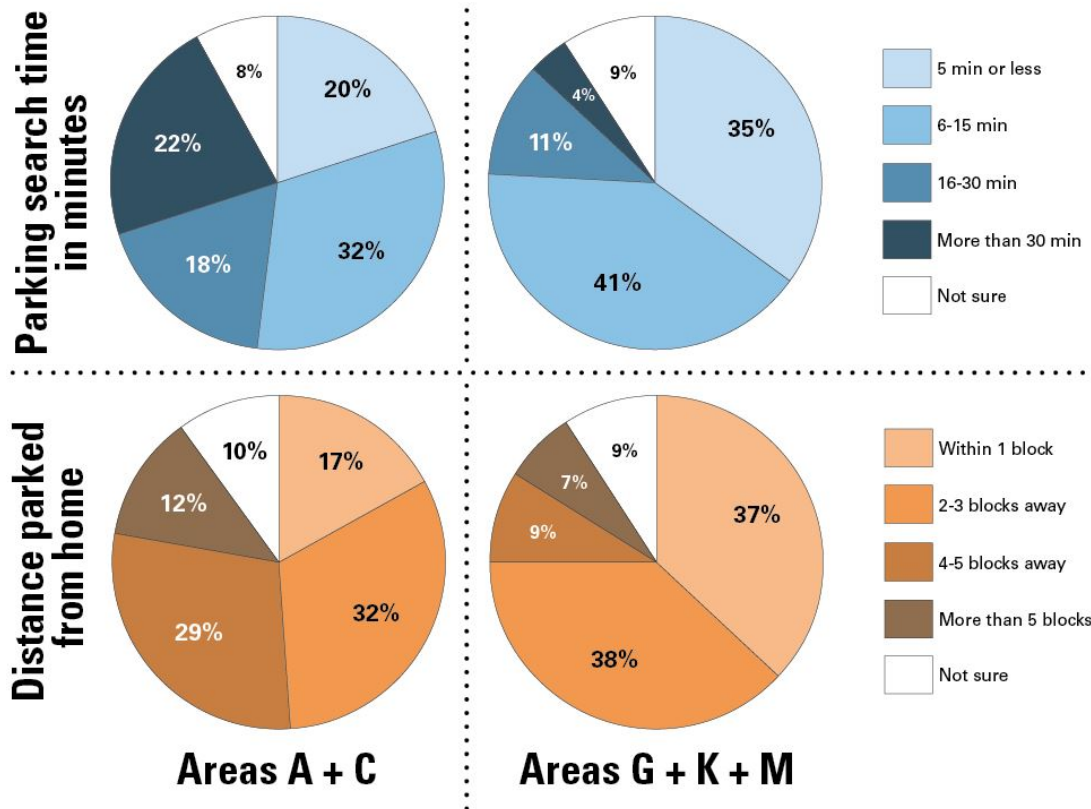
Managing Internal Demand

Permits issued as a percentage of parking supply



Managing Internal Demand

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

Managing Internal Demand

Limit the number of permits issued

Current policy

- 4 permits per household
- May petition for more

Recommendation

- Eliminate option to obtain more than 4 permits
- Establish pilot RPP areas to test alternative parking management policies
 - 1 permit per driver
 - 2 permits per household
 - Healthcare and childcare permits not counted in limit of 2
- Evaluate results of pilot area and consider adopting citywide

Establishing/Modifying RPP Areas

Neighborhood-based planning process

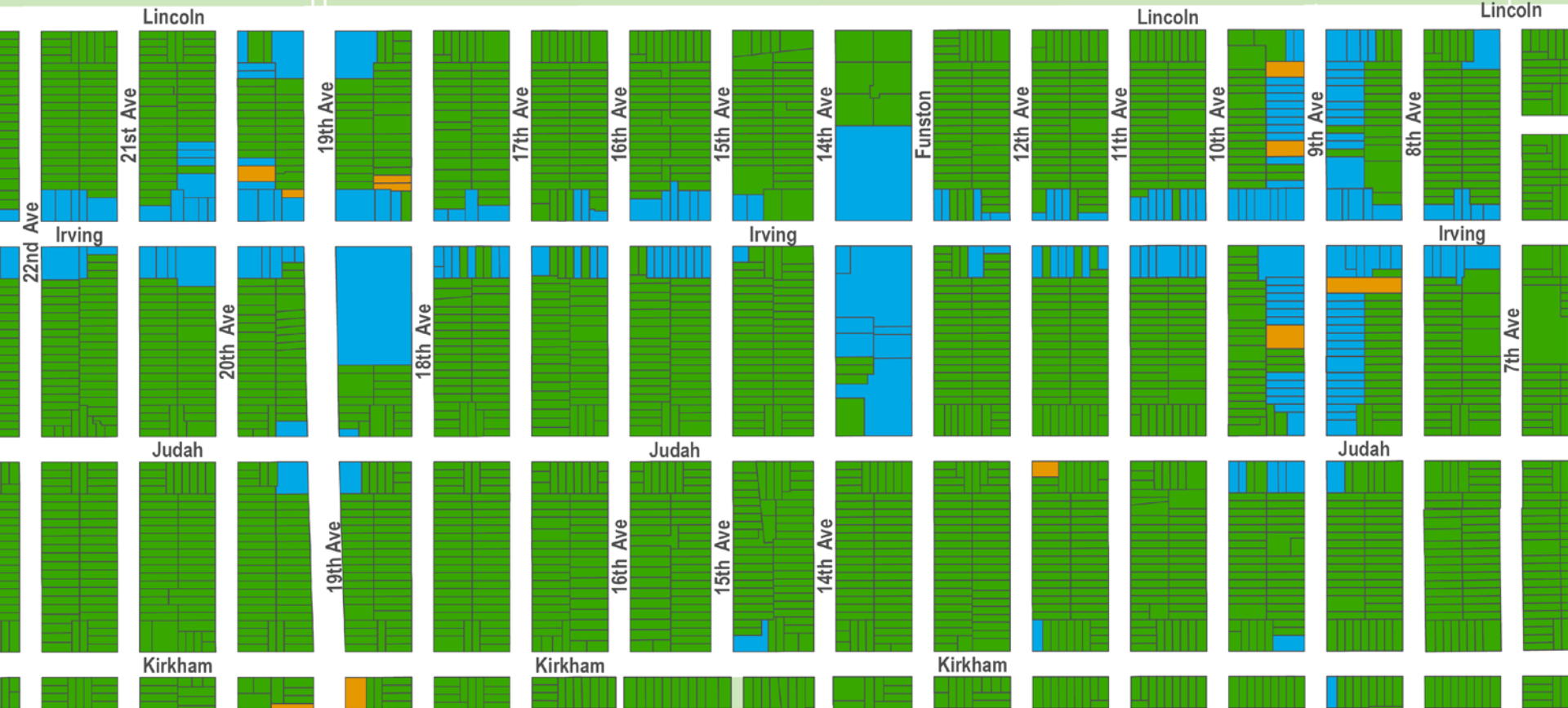
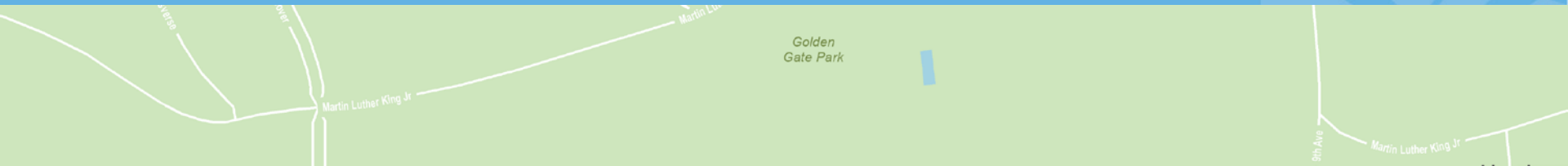
Current

- Process is initiated by residents
- Must submit signatures from 250 residences or from 50% of residences in the area
- Does not adequately represent large areas
- Does not allow adequate public input
- Determining total number of residences in an area not practicable

Recommendation

- Remove the requirement for a petition to initiate the process
- Residents, businesses, or SFMTA raise issues with curb access
- Conduct community workshops/surveys/outreach
- Address problems with neighborhood-wide solutions (permit parking just one of multiple tools)

Parking Management in Mixed-use Areas

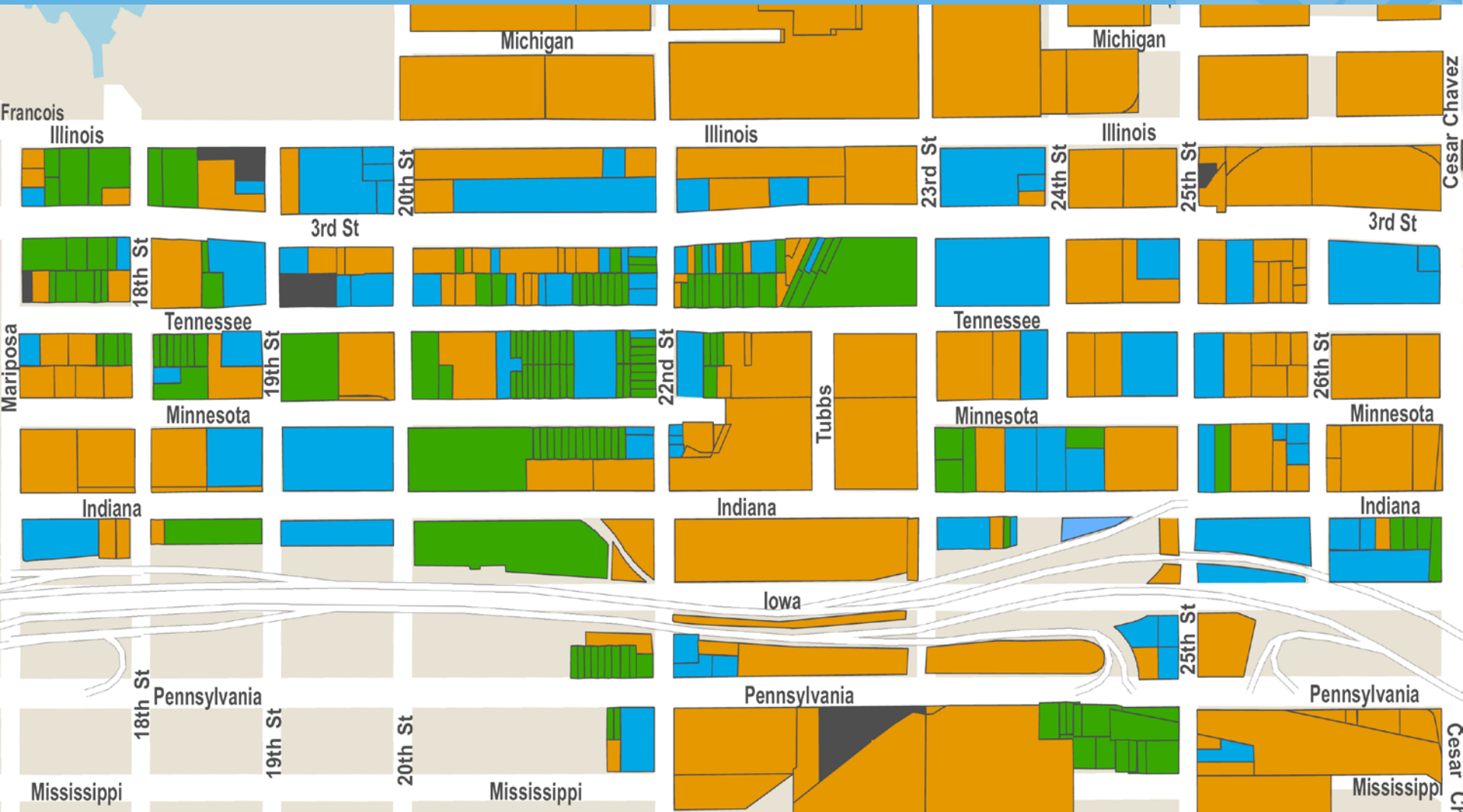


Sunset Ground Floor Land Use

Service Oriented Non-Service Oriented Residential Vacant



Parking Management in Mixed-use Areas



Dogpatch Ground Floor Land Use



Paid + Permit parking

Current policy

- Visitors may park in permit areas for free up to the posted time limit usually 2 hours.

Recommendation

- On designated blocks (Dogpatch RPP area) visitors must pay to park
- Residents with valid permits exempt from payment
 - Multi-space meters
 - Price high enough to retain availability for residents and other permit-holders

Improving clarity and coverage

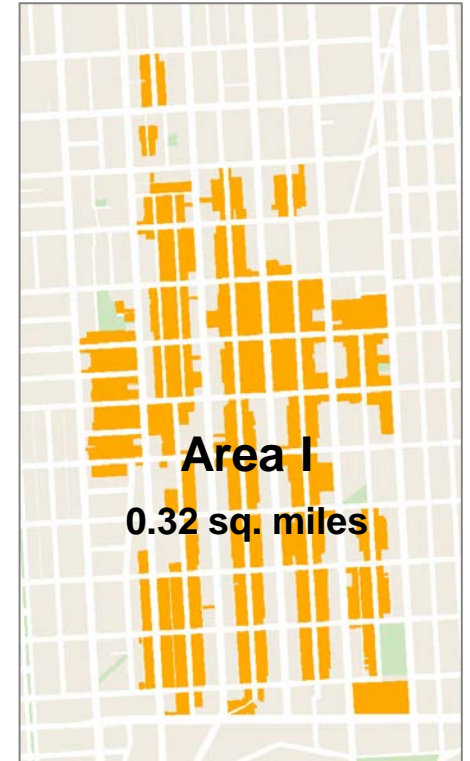
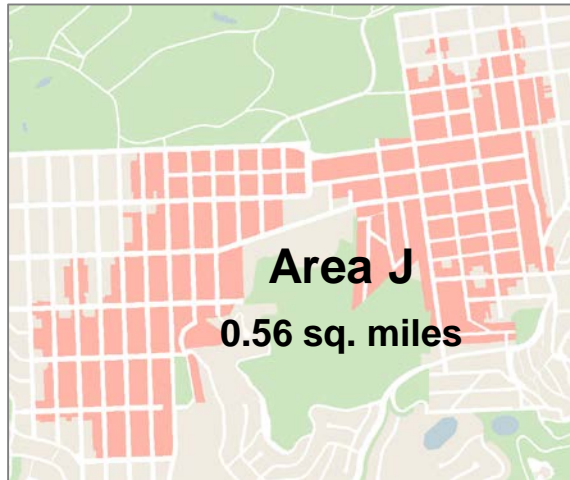
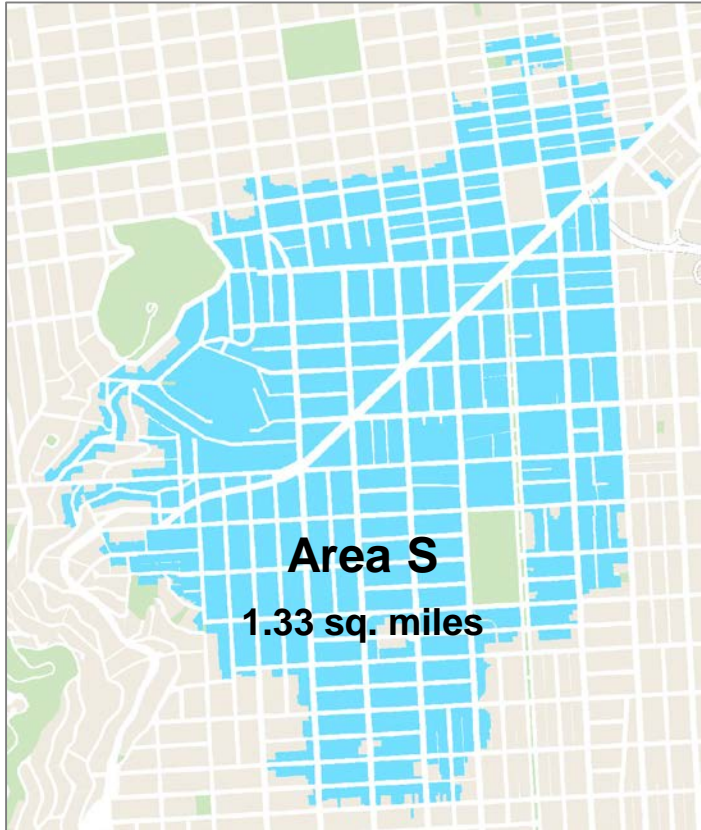
Current policy

- Parents wanting in-home childcare must submit a petition signed by residents of 10 households on the block
- Schools must have at least 15 teachers to qualify for permits
- No permit for providers at family child care homes

Recommendation

- Eliminate requirement for petition for in-home childcare
- Eliminate requirement for at least 15 teachers; starting July 2018, limit permits to 30% of teaching staff
- Permit for licensed family child care home

Rationalizing Area Boundaries and Regulations



A. 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

Recommendation (Phase II)

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

B. 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

Recommendation (Phase II)

- Subdivide large areas to reflect neighborhood boundaries
- Add/widen buffer zones
- Standardize regulations for legibility, management of parking pressures, and efficient enforcement

