



SFMTA

Residential Permit Parking Proposals for Reform

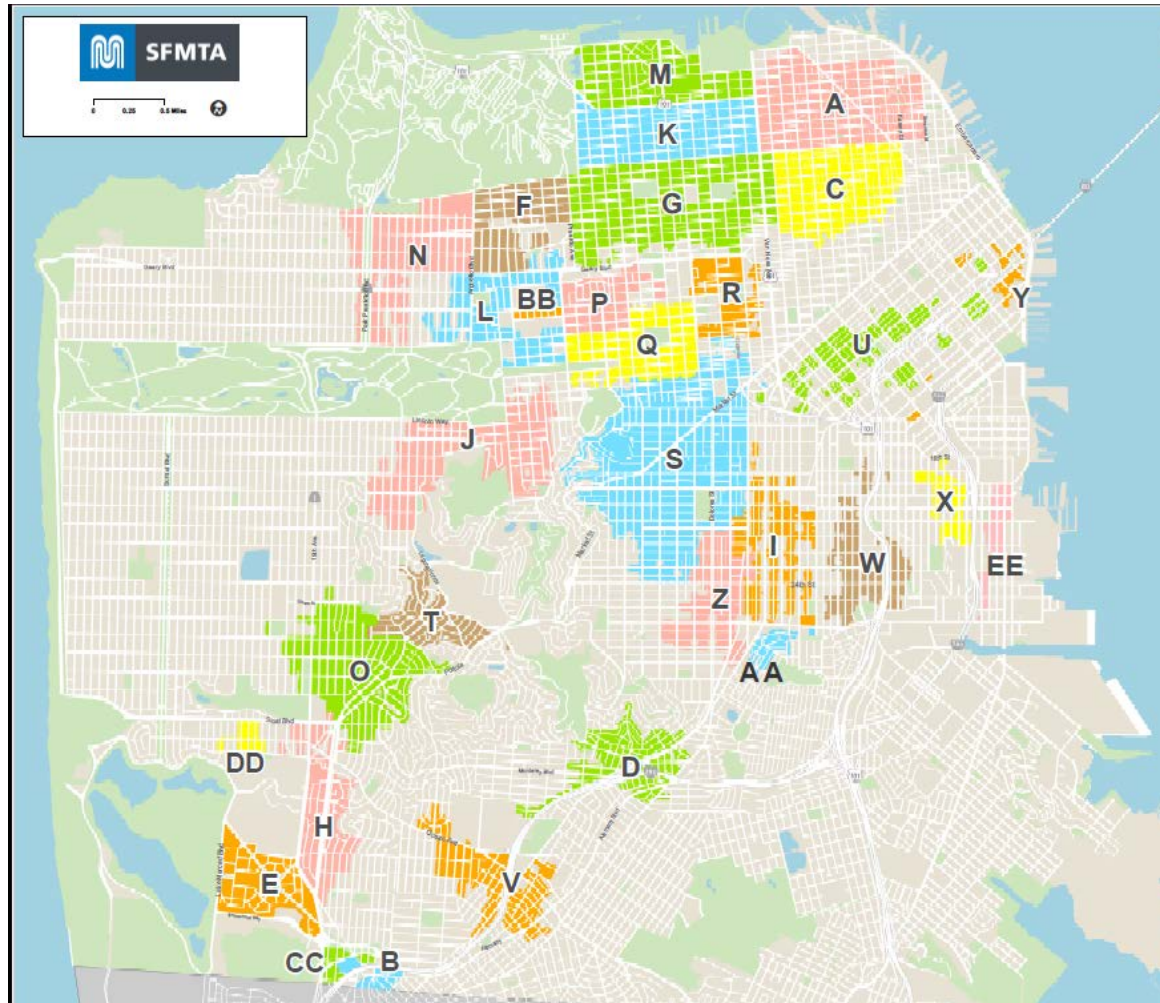
SFMTA Board Of Directors

June 5, 2018

Overview

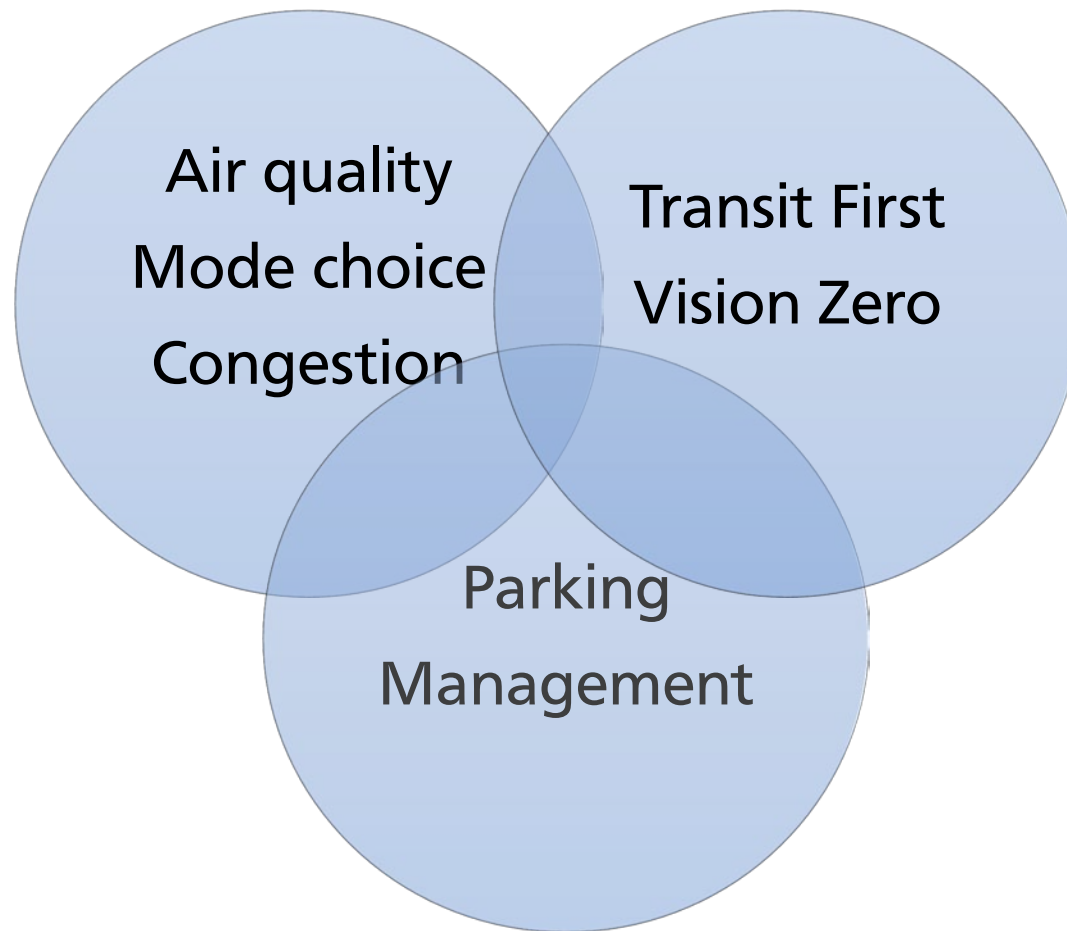
- RPP Evaluation and Reform project timeline
- Relevant research findings
- Public engagement
- Recent Board actions on RPP reform
- Proposed Transportation Code amendments

Residential Permit Parking Areas

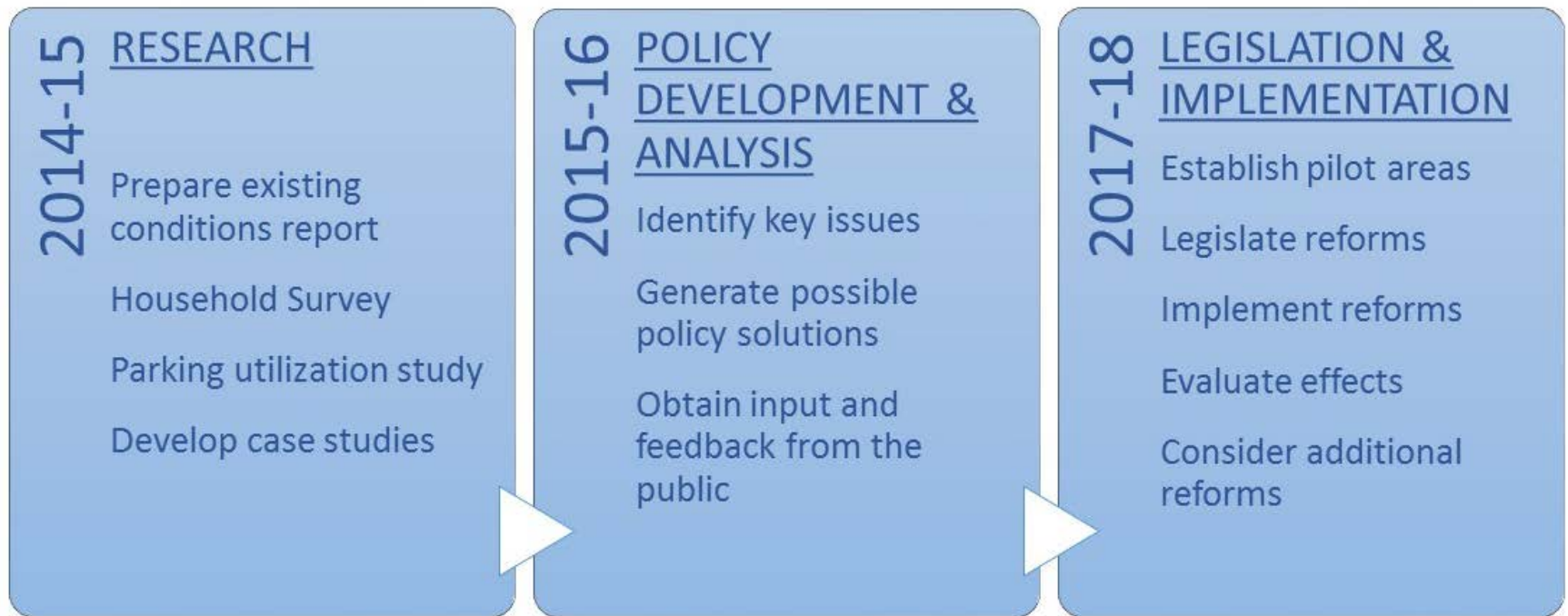


- ❖ 31 permit areas
- ❖ 95,000 permits issued annually
- ❖ 155,000 eligible households
(44% of S.F. households)
- ❖ 80,000 permitted parking spaces
(28% of on-street parking)
- ❖ RPP covers 25% of City's geography

Parking management key to attaining transportation goals



Project timeline

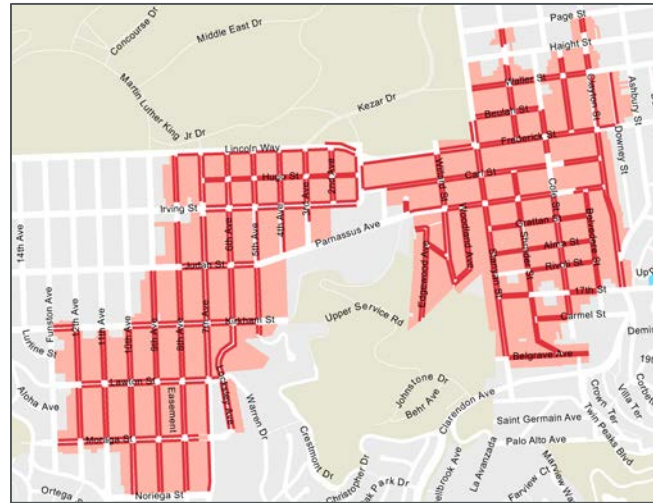


Area Snapshots

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

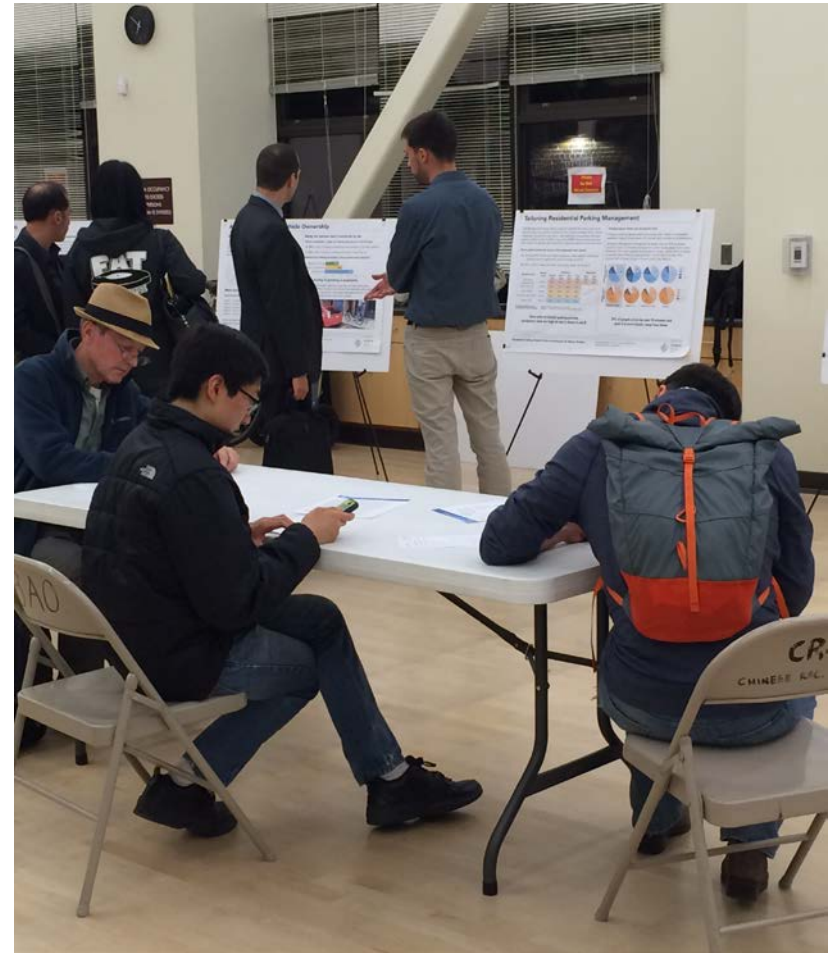
Vehicle Availability
(Households)

Journey to Work Mode
(Workers 16+)

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

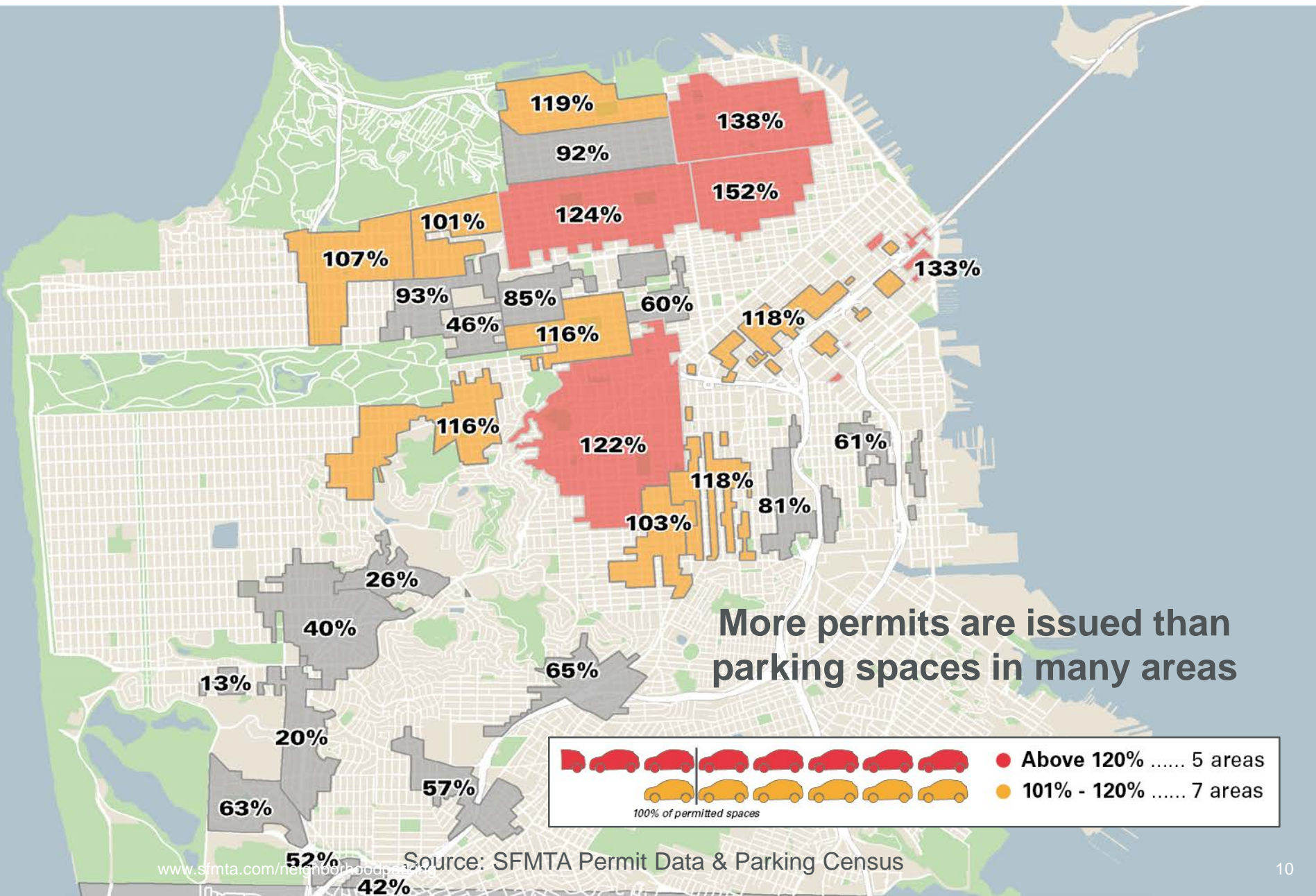
- Two focus groups
- Open house
- CAC and PAG meetings



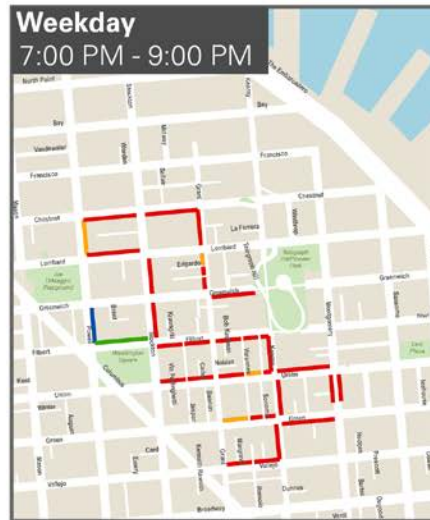
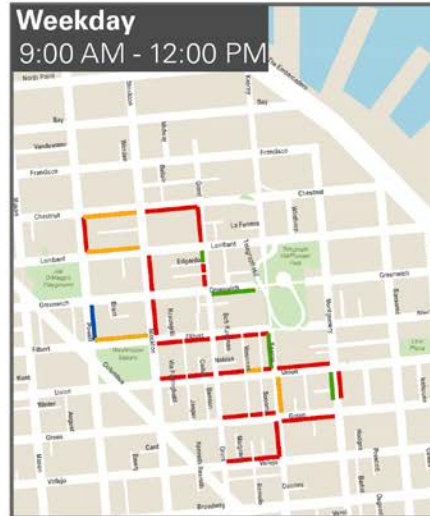
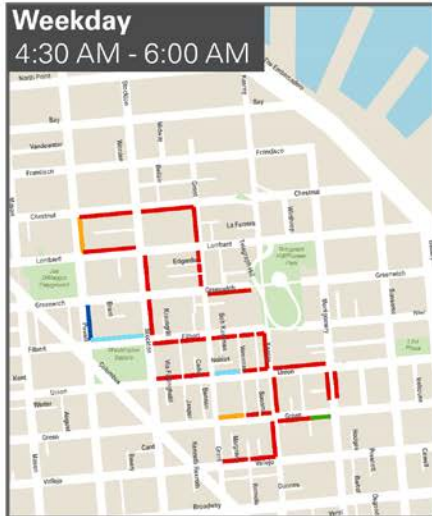
Key Issues

- Demand for parking exceeds supply and much of demand comes from residents
- RPP is not effective for all neighborhoods; some require a more holistic approach to parking management planning
- Gaps in teacher and care provider permits

More permits than spaces

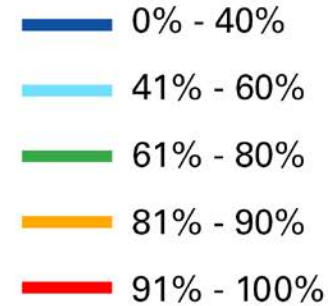


High occupancies despite RPP



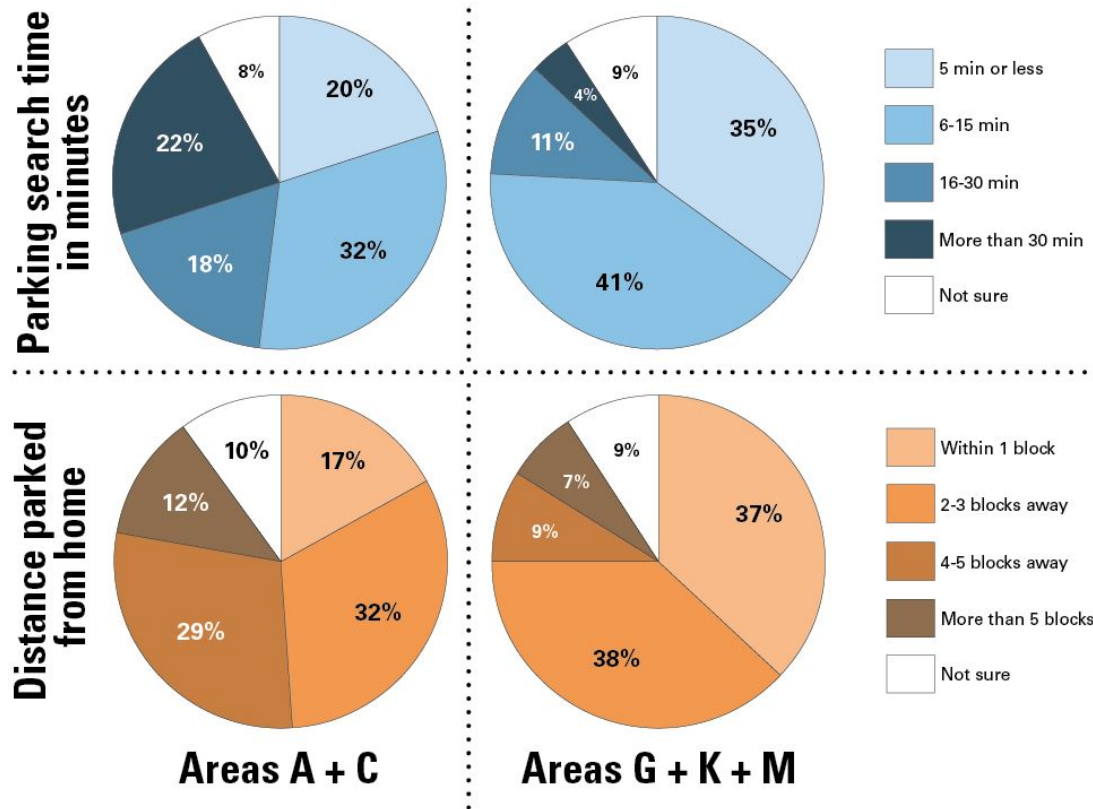
Route A-3 Telegraph Hill

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

Service Oriented
 Non-Service Oriented
 Residential
 Vacant



0.2 Miles

RPP in mixed-use areas



Dogpatch Ground Floor Land Use

Service Oriented
 Non-Service Oriented
 Residential
 Vacant



0.2 Miles

Presented on October 3, 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 to list of criteria to consider when establishing a new area: consider other options to RPP
- Family Child Care Home permit
- Remove petition requirement for in-home child care provider
- Eliminate requirement for 15 teachers for educational institutions
- Establish new pilot RPP areas to test modified RPP policies
- Eliminate option to request more than 4 permits per address
- Eliminate option for residents to petition for RPP; replace with application
- Modify procedure to determining permit eligibility for schools

Approved since October 2017

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



Additional outreach

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



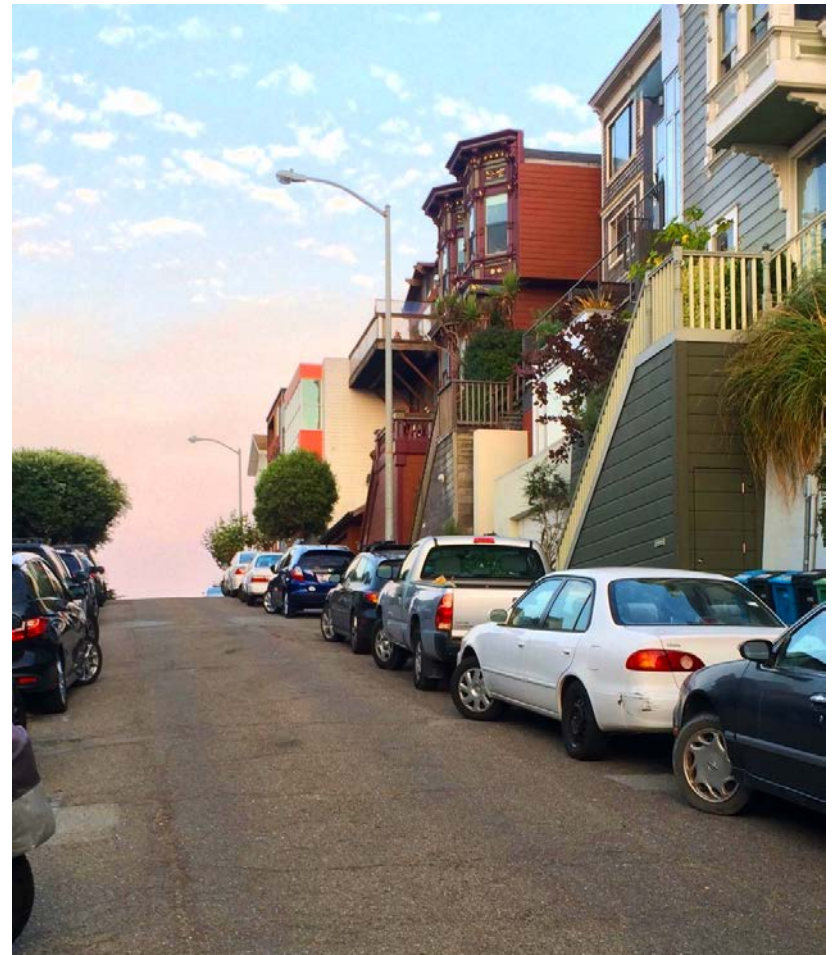
Today's proposed amendments

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



Today's proposed amendments

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



Paid + Permit parking



Paid + Permit parking



The green multi-space meter blends in with street furniture and landscaping

What we heard

Q: Won't SFMTA eventually remove the right of residents with permits to park for free on Paid + Permit blocks leaving only meters?

A: No. Paid + Permit is intended as another tool that may be more flexible and effective in some areas. No changes to parking regulations would be made without a petition from residents and substantial public input.

What we heard

Q: Wouldn't Paid + Permit favor those who can pay over those who can't?

A: Residents with permits would be unaffected, they would park for free and be exempt from time limits. Visitor passes would still be available. Most people would prefer to pay the meter than risk an expensive parking ticket.

Proposed Amendments

- Add definition for *Residential Area* and delete definition for *Institution*
- Simplify Transportation Code text for establishing, rescinding or modifying an RPP Area
- Family Child Care Home permit
- Remove petition requirement for in-home child care provider
- Add to list of criteria to consider when establishing a new area: consider other options to RPP
- Establish new parking tool, *Paid + Permit* parking
- For new RPP areas only, limit permits to 1/driver and 2/address

Thank you



Policies not pursued

1. Pricing/caps

- Demand-responsive pricing by RPP area
- Establish separate caps for resident permits and business permits
- Distribute permits to businesses based on the ratio of households to businesses
- Graduated pricing by driver, not household
- Lower rates for electric or smaller vehicles

Policies not pursued

2. Adjustments to rules for business permits

- Allowing up to 30% of FTE employees working in the area to purchase permits.
- Increasing the number of permits for businesses to two, perhaps only in certain areas.
- Charging a higher fee for business permits than for residential permits
- Exchanging one of the three delivery-vehicle permits for a personal vehicle permit

Policies not pursued

3. Eligibility

- Eliminate RPP altogether
- Cover the City with RPP areas
- Exclude all new development from RPP eligibility
- Exclude all single family homes with 2 or more parking spaces per unit from eligibility
- Require a super-majority of neighbors sign a petition

What we heard

Q: How can patrons of community centers, such as Senior Centers, have more flexibility?

A: Paid + Permit parking around community centers would provide this needed flexibility and convenience for patrons

What we heard

Q: Can SFMTA make obtaining one-day visitor permits more convenient?

A: Paid + Permit parking makes it easier for visitors to park, costing approx. the same as for a one-day permit (\$6)

Sample public comments

- **More cars than spaces—internal demand issues**
- **Causes of parking pressures**
 - People not using their garages, Garages converted to in-law units, Homes subdivided into multiple units
- **Number of permits**
 - Cap number of permits issued, Exclude new buildings from eligibility
- **Pricing**
 - Permits too expensive, Permits too cheap, Subsidy for low/fixed-income
 - Preferential pricing for EVs, smaller cars, Graduated pricing
 - Incentivize HOV use, Provide something for non-car owners
- **Formation and regulations**
 - Citywide RPP, Later hours of enforcement
 - Larger buffer areas / extend eligibility to residents of unregulated adjacent blocks
 - Unregulated “islands” surrounded by RPP, Require super-majority vote to establish
 - SFMTA should establish RPP without petition, More enforcement needed
- **Other**
 - Get rid of RPP and ruthlessly enforce 72-hour rule
 - Other SFMTA projects take away too much parking supply

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

Paid + Permit parking



The green multi-space meter blends in with street furniture and landscaping.

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.