



SFMTA
Municipal
Transportation
Agency

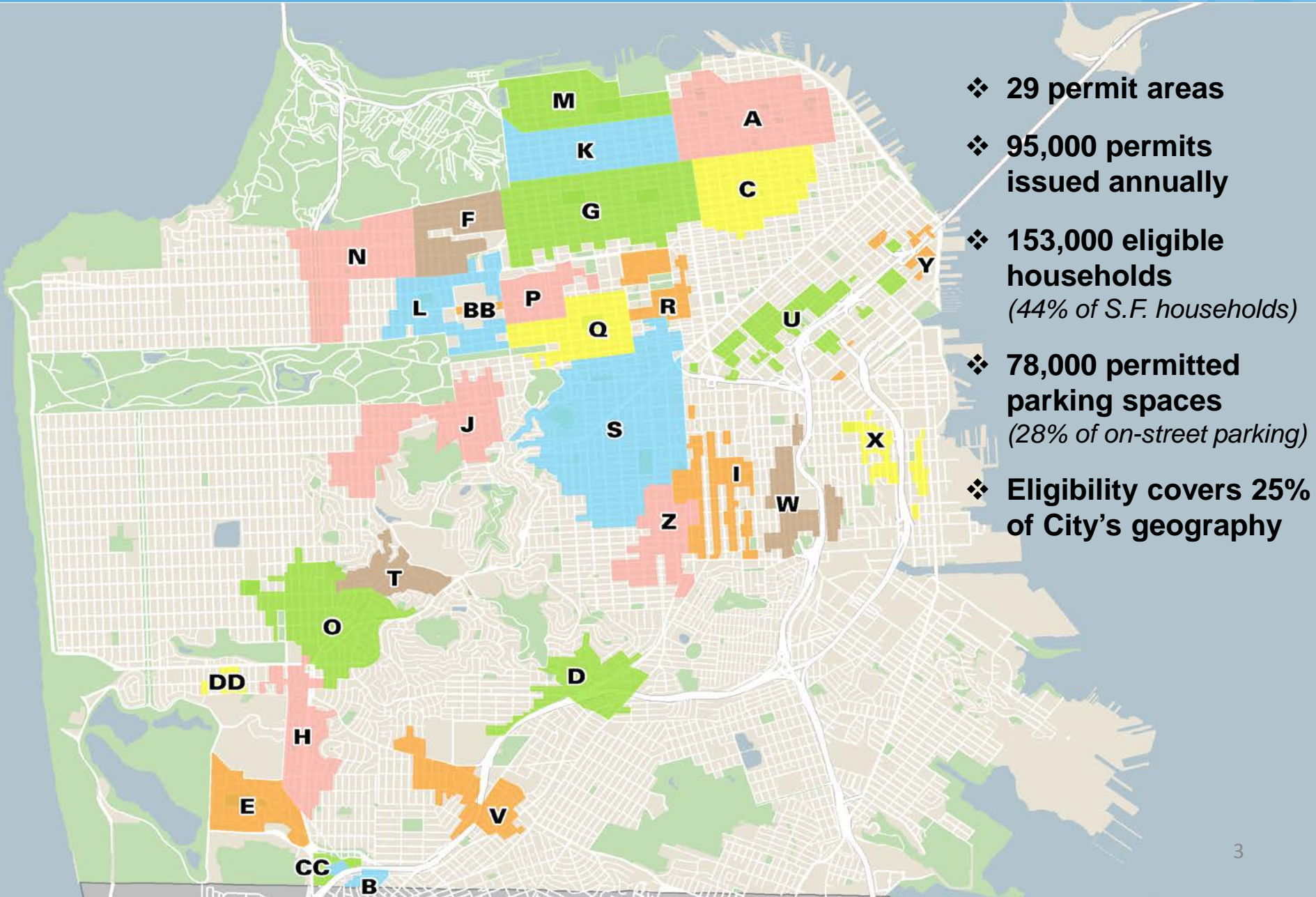
Parking Permit Evaluation and Reform Project

Community Workshops
May-June 2016

Why We're Here

- Permit parking program has changed very little since it was created in 1976, while the City has changed a lot
- Growing demands for curb space in SF
- Hear from lots of neighbors about things that don't work
- The permit program should support City's overall transportation goals
- Want to deliver good customer service

Permit Areas



- ❖ 29 permit areas
- ❖ 95,000 permits issued annually
- ❖ 153,000 eligible households
(44% of S.F. households)
- ❖ 78,000 permitted parking spaces
(28% of on-street parking)
- ❖ Eligibility covers 25% of City's geography

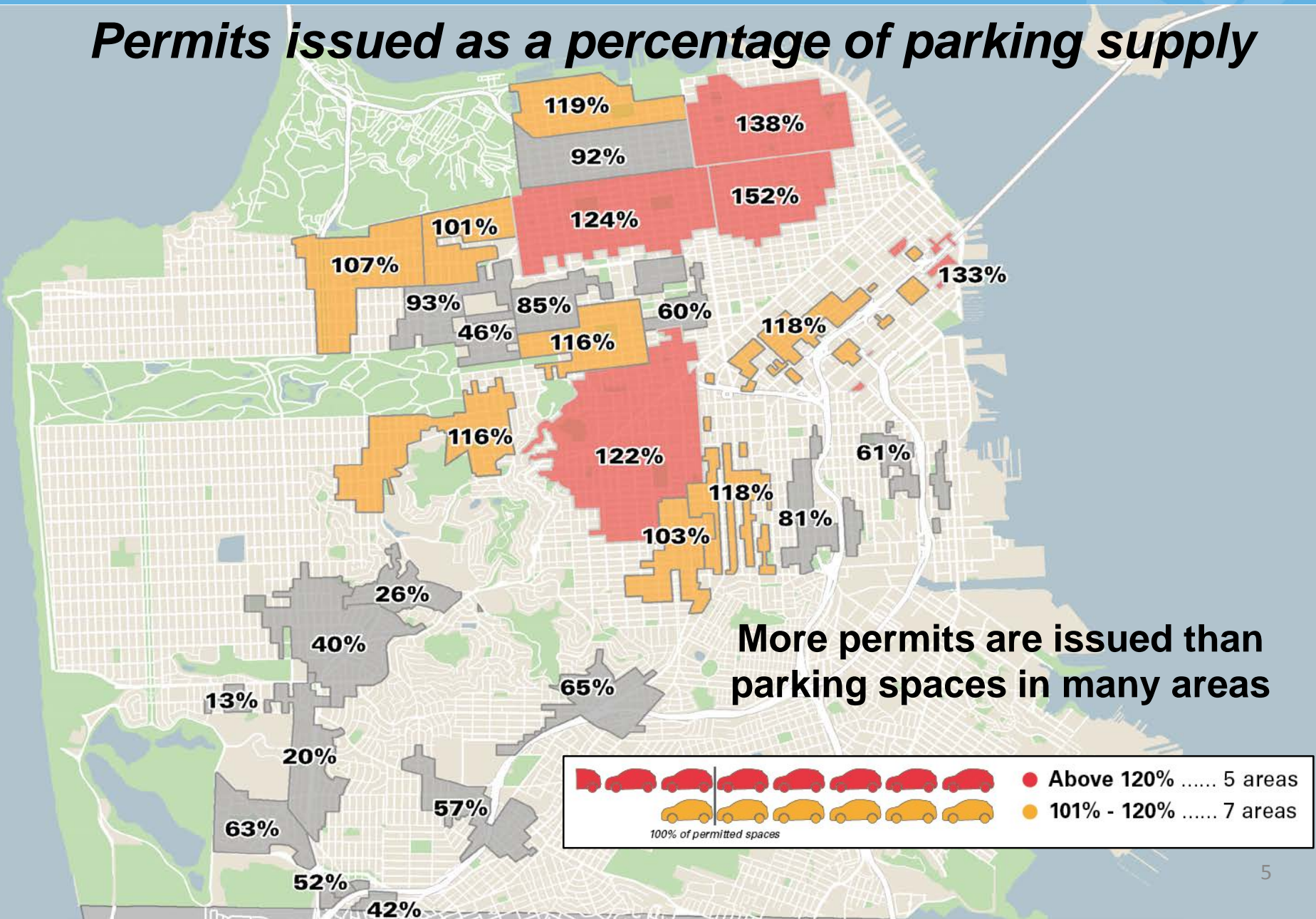
Key Issues

1. Balancing parking demand and supply
2. Balancing neighborhood needs
3. Rationalizing permit area boundaries and regulations
4. Clarifying the process of establishing, extending, and modifying areas
5. Leveraging information and communication technologies to increase efficiencies and improve service

Note: City attorney has not yet reviewed these issues

1. Balancing Demand & Supply – *Issue*

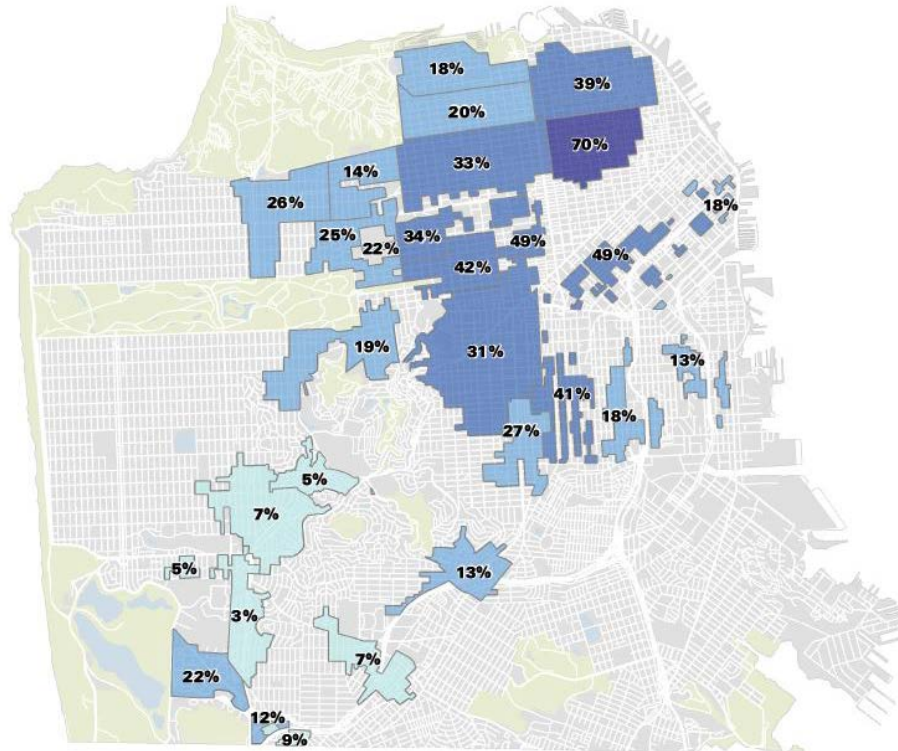
Permits issued as a percentage of parking supply



2. Balancing Neighborhood Needs – *Issue*

More households without cars

Area C (Chinatown)	70%	} of households don't have a car
Area U (SOMA)	49%	
Area R (Hayes Valley, Cathedral Hill)	49%	
Area Q (Alamo Square, NOPA)	42%	
Area I (Mission)	41%	



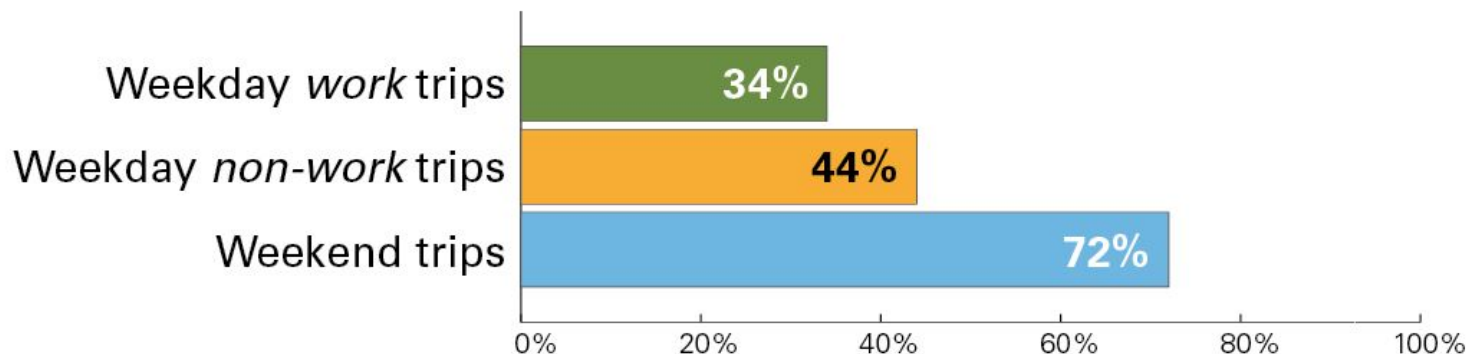
2. Balancing Neighborhood Needs – *Issue*

Many car owners don't commute by car

Vehicle availability is high, but commuting by car is much lower

- **70%** of San Francisco households have access to a private vehicle.
- **44%** of San Francisco workers commute to work by car.

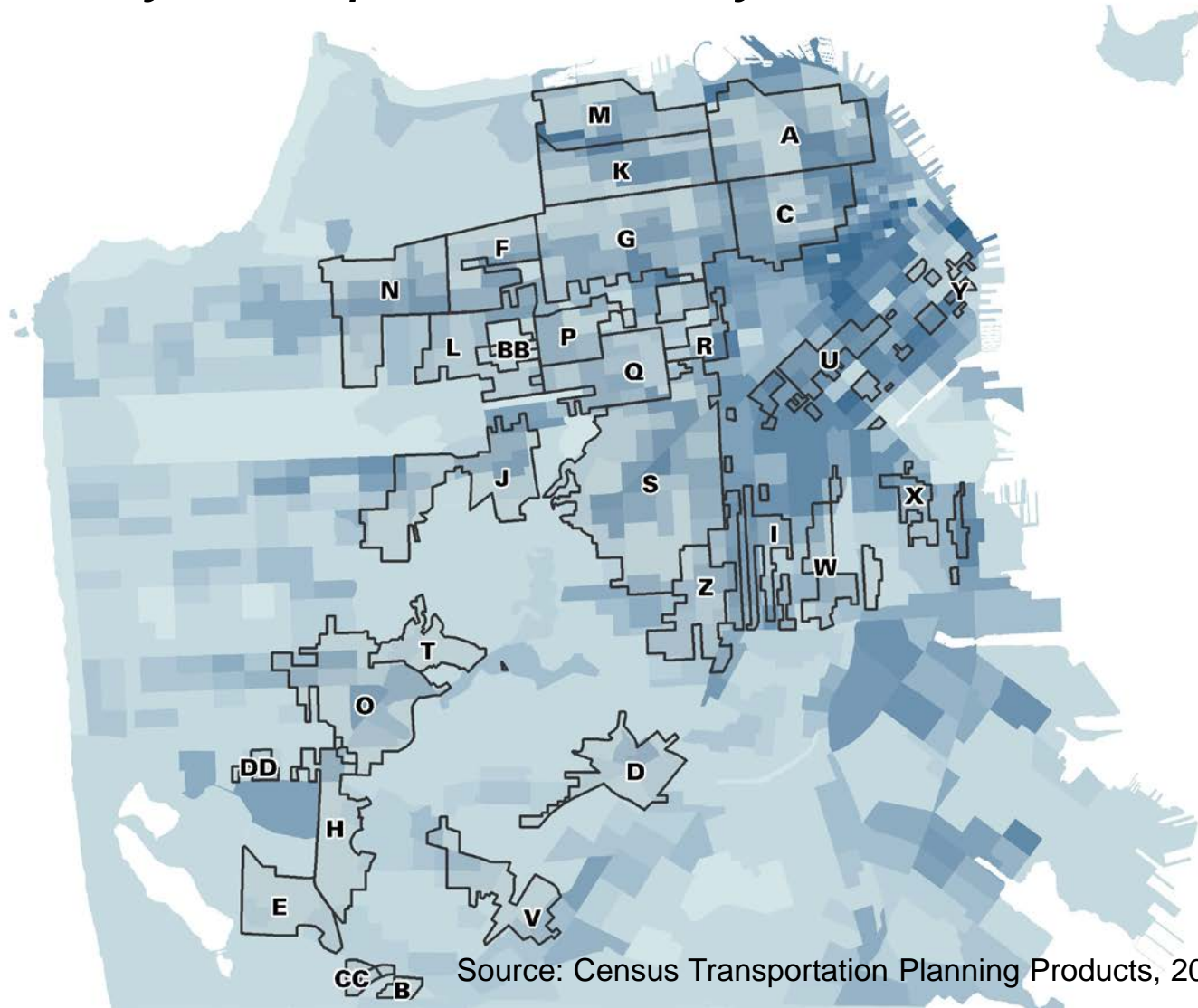
Weekend trip-making dominates among permit area residents



Source: ACS 2010-2015 5-Yr Estimates; RPP Evaluation Household Survey, Nov 2015

2. Balancing Neighborhood Needs – *Issue*

Relative density of retail and PDR employment by Transportation Analysis Zone

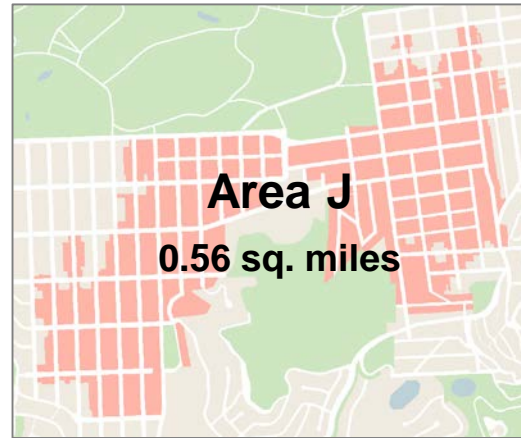


Source: Census Transportation Planning Products, 2010

3. Boundaries & Regulations – *Issue*

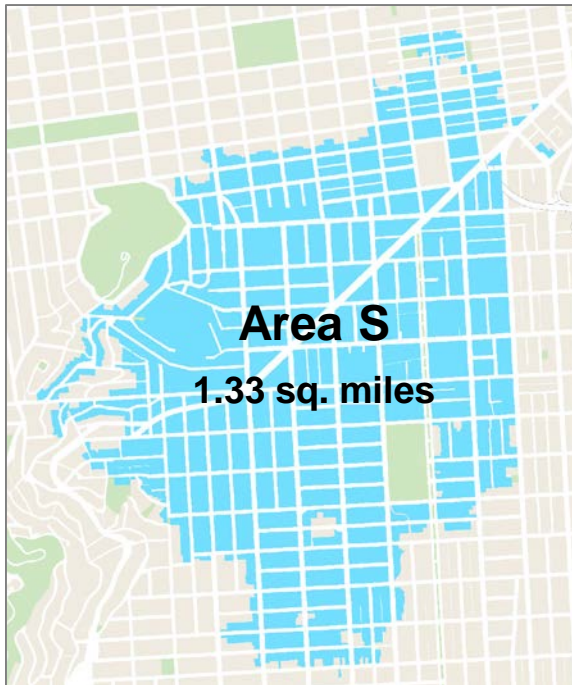
Area DD

0.05 sq. miles



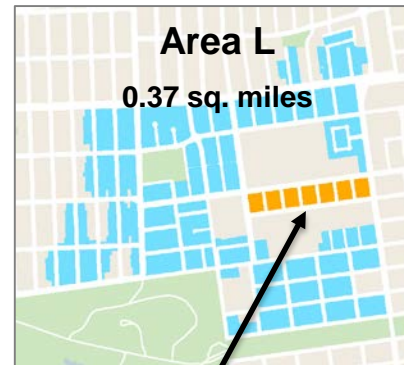
Area J

0.56 sq. miles



Area S

1.33 sq. miles

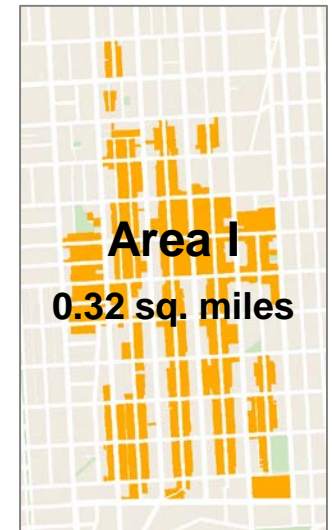


Area L

0.37 sq. miles

Area BB

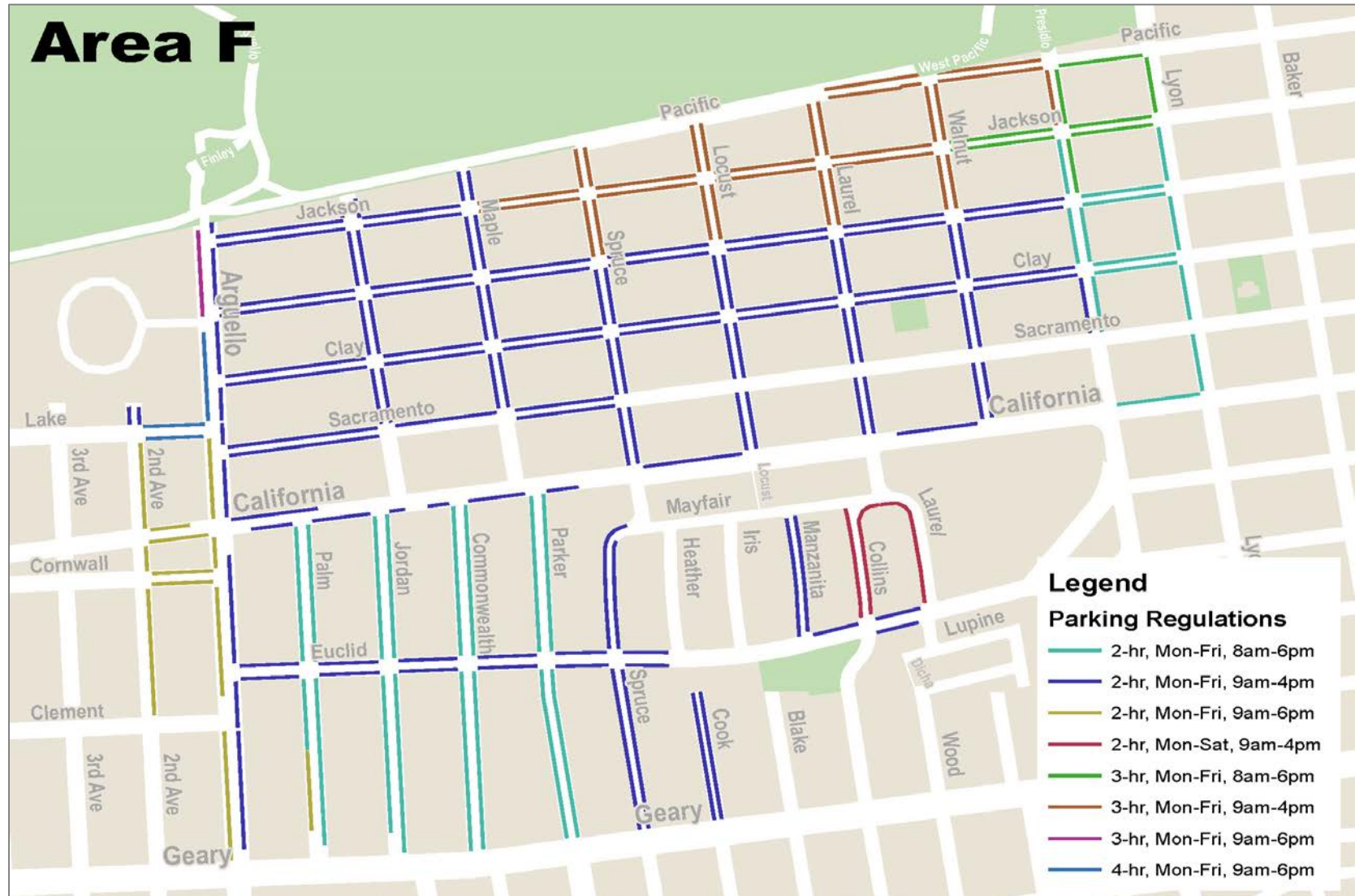
0.02 sq. miles



Area I

0.32 sq. miles

3. Boundaries & Regulations – *Issue*



4. The Planning Process – *Issue*

Why is this an issue?

- Cumbersome petition process
- Petitions potentially unrepresentative (Area Q)
 - 250 signatures for new areas, 50% of residents for extensions
- Petition process, rather than neighborhood boundaries or transportation considerations, dictates permit area boundaries

Why is this an issue?

- Obtaining permits is time-consuming
- Existing processes and technology limit ability to explore new policy options
- Complaints of lack of enforcement in some neighborhoods
- Better technology could make enforcement more efficient

Next Steps for the Project

Send questions and comments to:

InfoRPP@sfmta.com

View project website:

www.sfmta.com/neighborhoodparking

Present SFMTA Board with policy recommendations in the fall

Next Steps for this Meeting

- Move to discussion groups
 - Check your case study number
 - Join others in your case study group
- Discuss issues and policy ideas
- Fill out a survey