SFMTA
Municipal
Transportation
Agency

Parking Permit Program
Evaluation and Reform Project

SFMTA Brown Bag

August 12, 2016

Overview

- Project overview and timeline
- Public engagement
  - Phase I summary
  - Phase II summary
  - Phase III design and timeline
- Reform project
  - Key issues
  - Policy options
- Next steps

Why reform the program?

- The program has existed for 40 years without significant changes
- Yet, the city has changed significantly
- The public demands better service
- Area Q planning raised issues to address
- Feds provided opportunity to evaluate, and are looking to SF to lead the way

Timeline

Phase 1 of community meetings – present and solicit feedback on background research

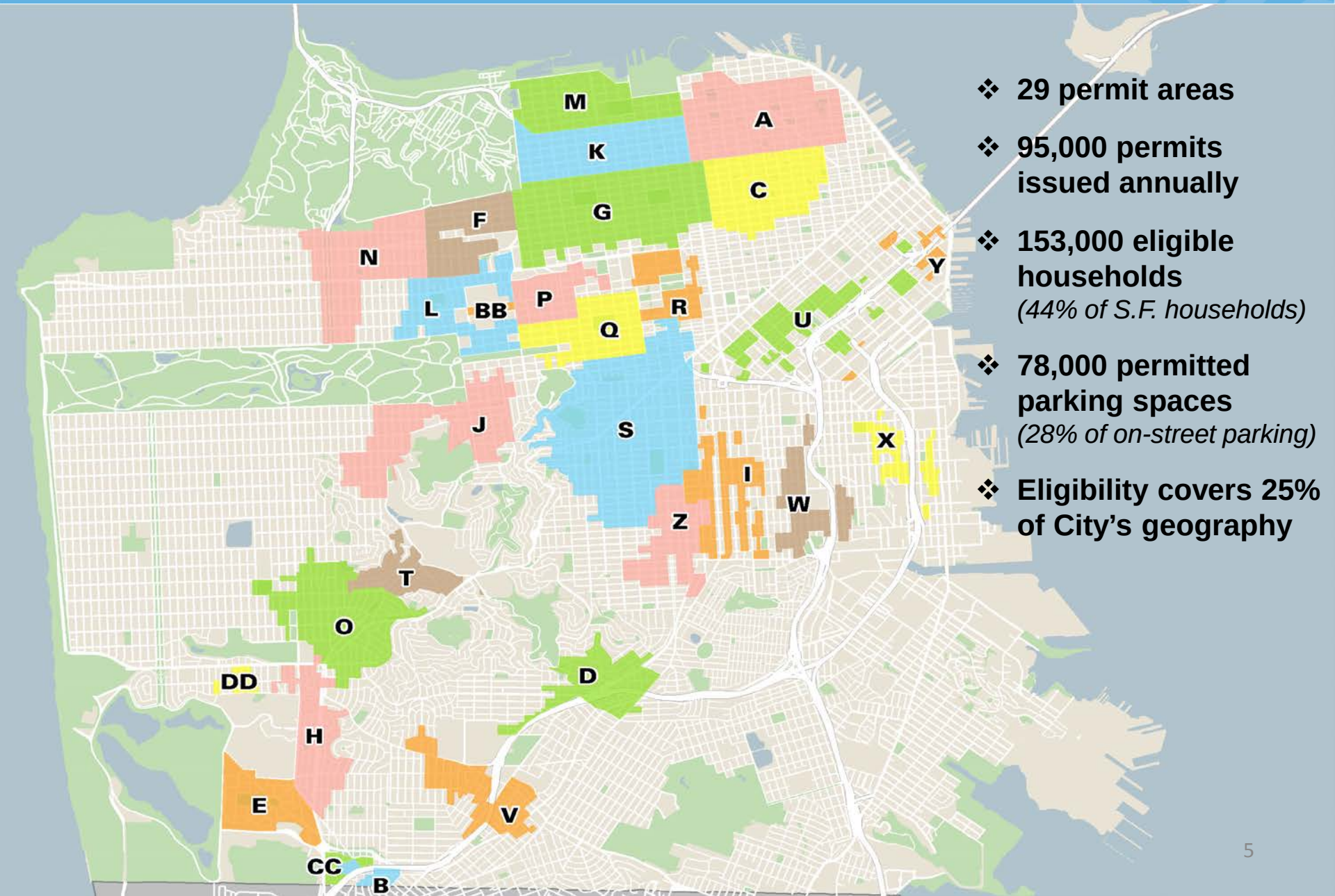
Evaluation of potential policy approaches

Phase 2 of public engagement – present and solicit feedback on policy approaches at community meetings

Phase 3 of public engagement – focus groups with key community stakeholders

Legislation of policy proposals (with public hearings)

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**

Public engagement

Phase I & II

- 4 community open houses (March - April)
- 11 community workshops (May - June)
- Household survey with 2,349 responses
- Online participation
  - sign-ups for project updates
  - unique page views on the project website
  - comments received
  - 10+ meetings for the Dogpatch pilot project

Public engagement

Phase I & II

- Meetings with stakeholders so far…
  - Supervisors and City departments
  - Neighborhood and merchant groups
    - Small Business Commission
    - Council of District Merchant Associations
    - Small Business Network
    - Council of Neighborhood Associations Transportation and Land Use Committee
    - …more to come

What we heard

Public engagement

Phase III

- Three focus groups (September)
- Online survey (October)
- Open house (October)
- Meetings at CAC & PAG

Early outcomes

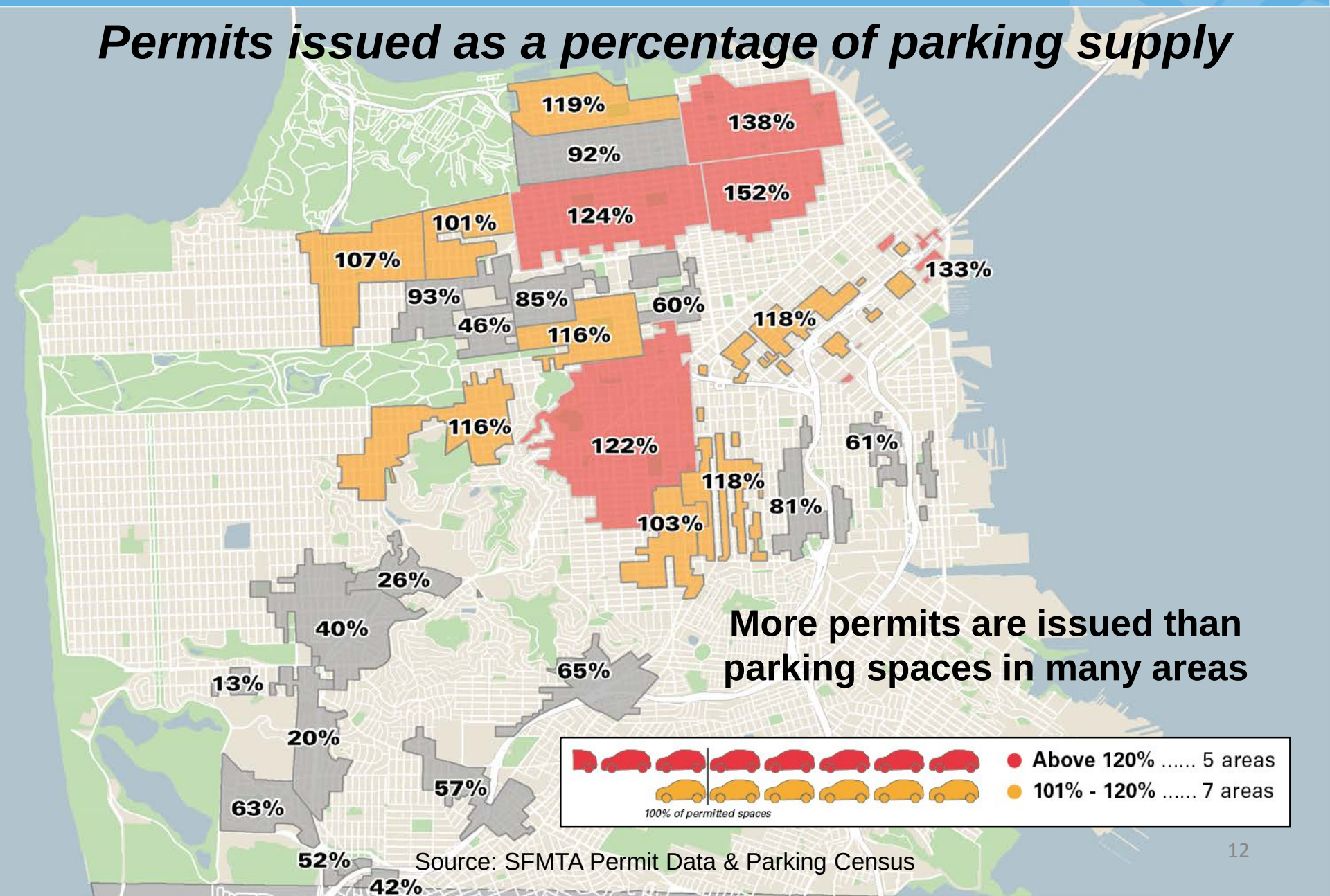
- Piloted online petition form
- Revised permit pricing
  - Reduced price of 1-day permits
  - 25% discount on motorcycle permits
  - Higher priced annual permits
- Allowance for electric mopeds
- Expanded public engagement
- Improved program monitoring, data analysis and mapping

Key issues

1. Balancing parking demand and supply
2. Balancing neighborhood needs
3. Clarifying the process of establishing, extending, and modifying areas
4. Improving efficiency and customer service using available technologies

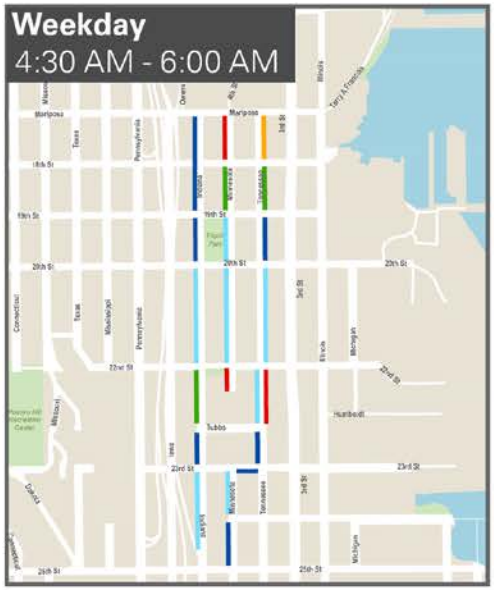
1. Balancing demand & supply – ***Issue***

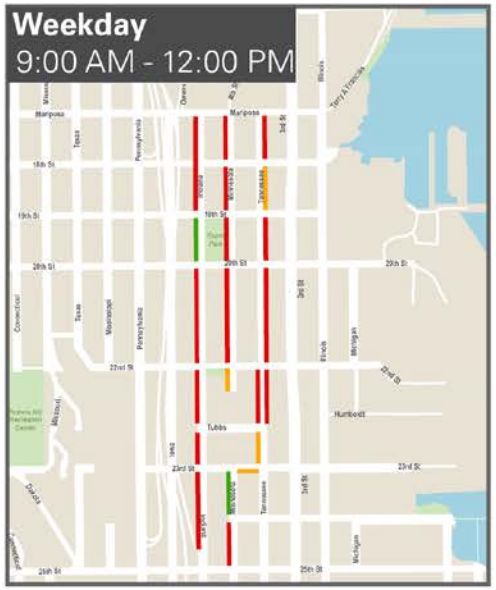
Permits issued as a percentage of parking supply



Source: SFMTA Permit Data & Parking Census

1. Balancing demand & supply – ***Issue***





Route X-2
Dogpatch

Average Weekday Occupancy
October 2015

- 0% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 90%
- 91% - 100%

0.3 Miles

1. Balancing demand & supply – ***Issue***

Route A-3

Telegraph Hill

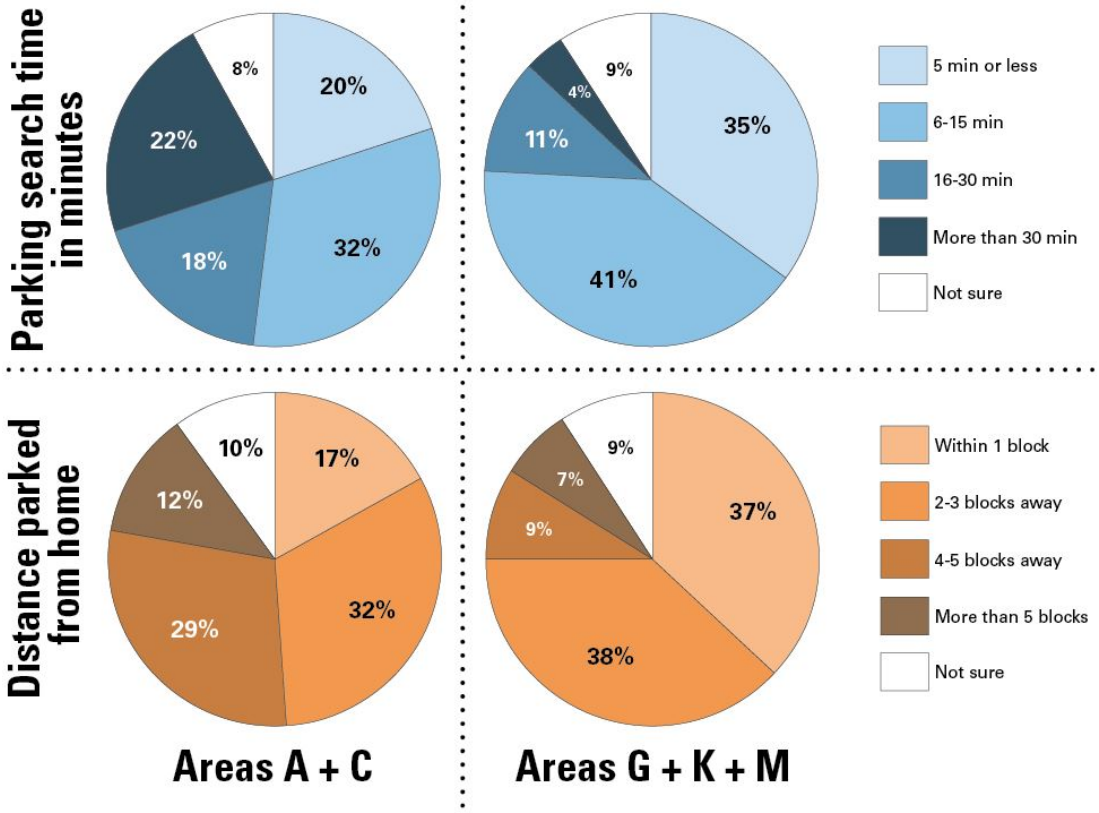
Average Weekday Occupancy
October 2015

- 0% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 90%
- 91% - 100%

0.2 Miles

1. Balancing demand & supply – *Issue*

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

1. Balancing demand & supply – ***Policy***

A. Cap the number of permits issued

How it works now

- 4 permits per household
- May petition for more
- No area-wide permit caps

How it might work

- Area-wide caps
- 1 permit per driver

1. Balancing demand & supply – ***Policy***

B. Incentivize use of off-street parking

How it works now

- Access to off-street parking not considered
- Same cost for permit

How it might work

- Charge more for permit if driver has access to off-street parking

1. Balancing demand & supply – ***Policy***

C. Exclude some new buildings

How it works now

- All buildings within permit areas eligible for permits

How it might work

- New residential buildings in zoning districts with parking maximums not eligible for permits
- Developers could elect to exclude new buildings from permit eligibility

Note: City Attorney has not yet reviewed this policy concept

2. Balancing neighborhood needs – ***Issue***

Why is this an issue?

- Permit parking program designed to protect residential neighborhoods
- Mixed-use neighborhoods present unique challenges for program administration
- Most new population and employment growth will be in mixed-use areas

Source: Census Transportation Planning Products, 2010

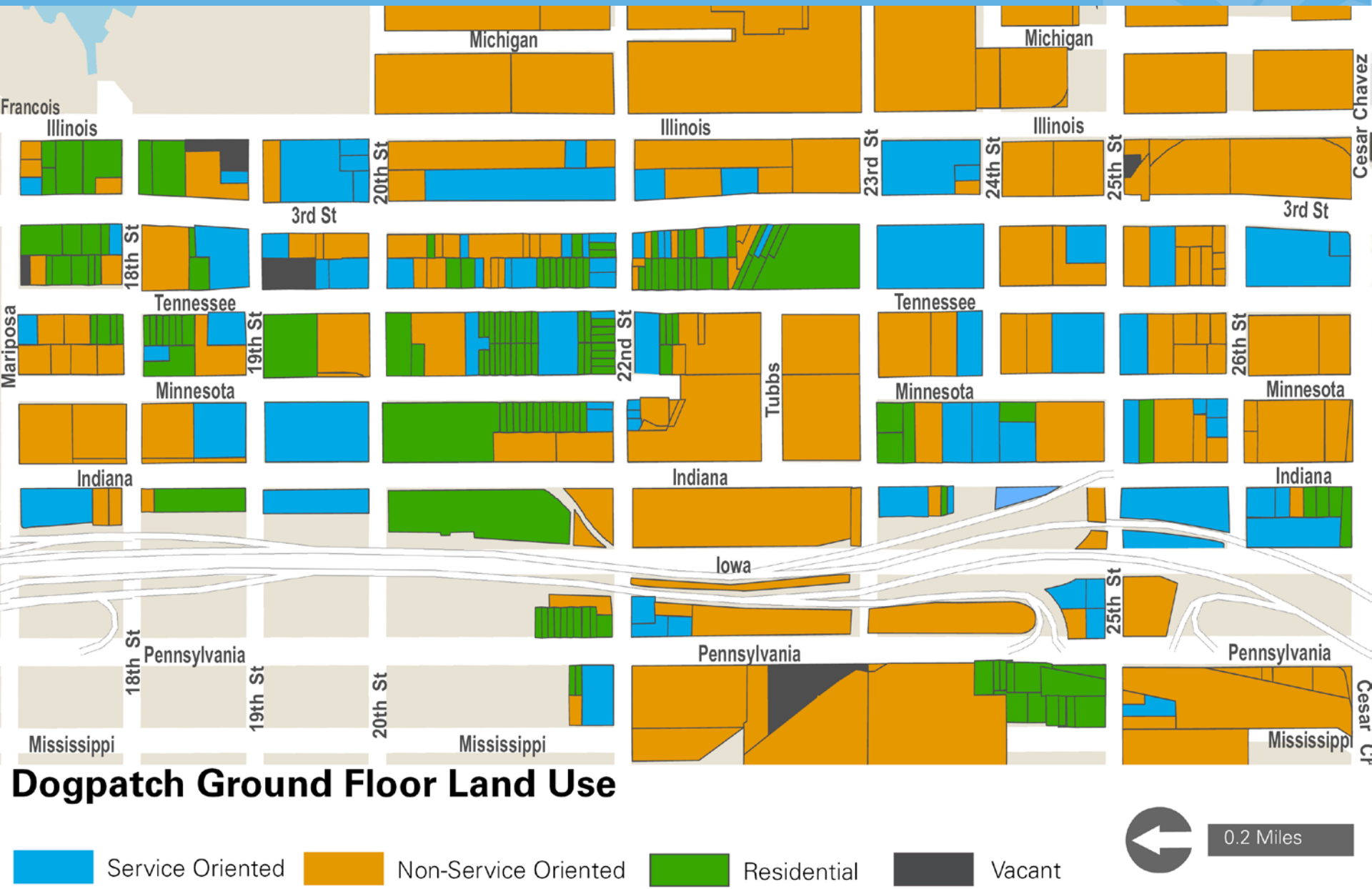
2. Balancing neighborhood needs – ***Issue***

Sunset Ground Floor Land Use

Service Oriented | Non-Service Oriented | Residential | Vacant

0.2 Miles

2. Balancing neighborhood needs – ***Issue***



2. Balancing neighborhood needs – ***Policy***

A. Neighborhood parking plans

How it works now

- Residents submit petitions to establish permit parking
- Staff verifies, conducts field work, and legislates area extensions

How it might work

- Residents/business express desire for parking solutions
- Consideration of business needs incorporated
- Staff works with neighborhoods to determine needs and develop *comprehensive* parking plans

2. Balancing neighborhood needs – ***Policy***

B. Paid / permit parking overlay

How it works now

- Visitors may park in permit areas up to the posted time limit

How it might work

- Visitors may park in permit areas if they pay (permit holders may park for free)
  - More flexibility
  - More efficient enforcement
  - Price high enough to retain availability for residents and other permit-holders

Note: City Attorney has not yet reviewed this policy concept

2. Balancing neighborhood needs – ***Policy***

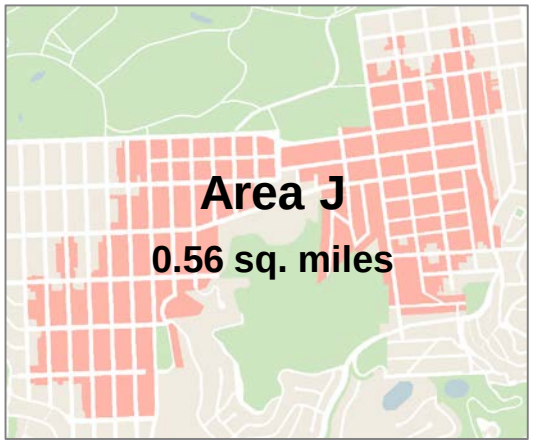
B. Paid / permit parking overlay

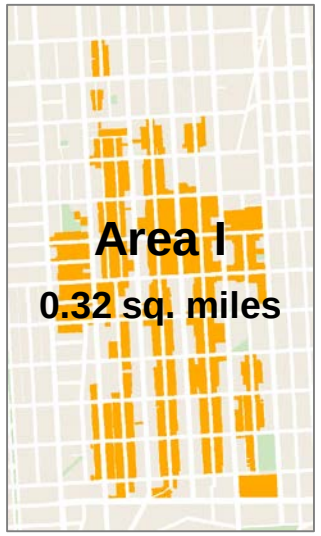
Note: City Attorney has not yet reviewed this policy concept

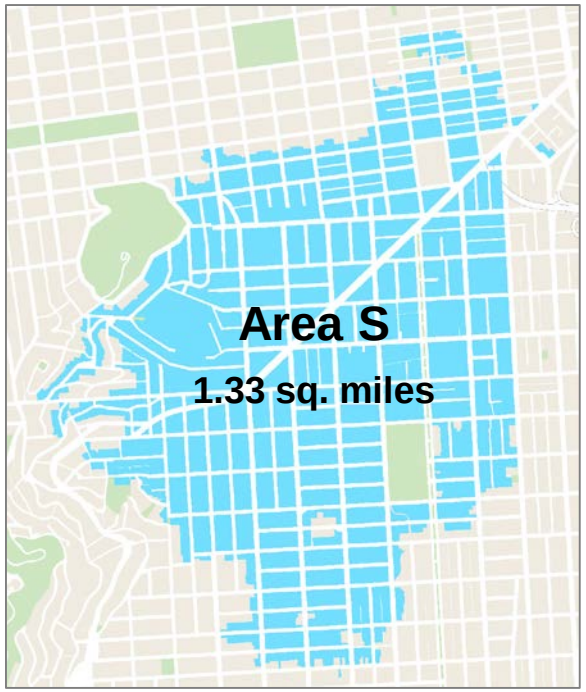
3. Clarifying the planning process – ***Issue***

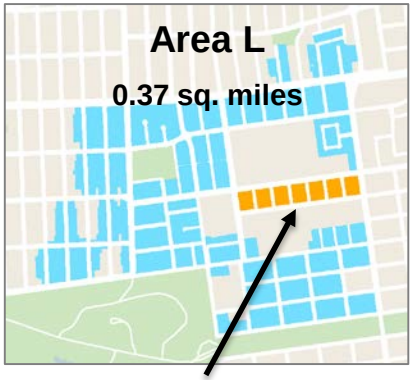
Area DD

0.05 sq. miles





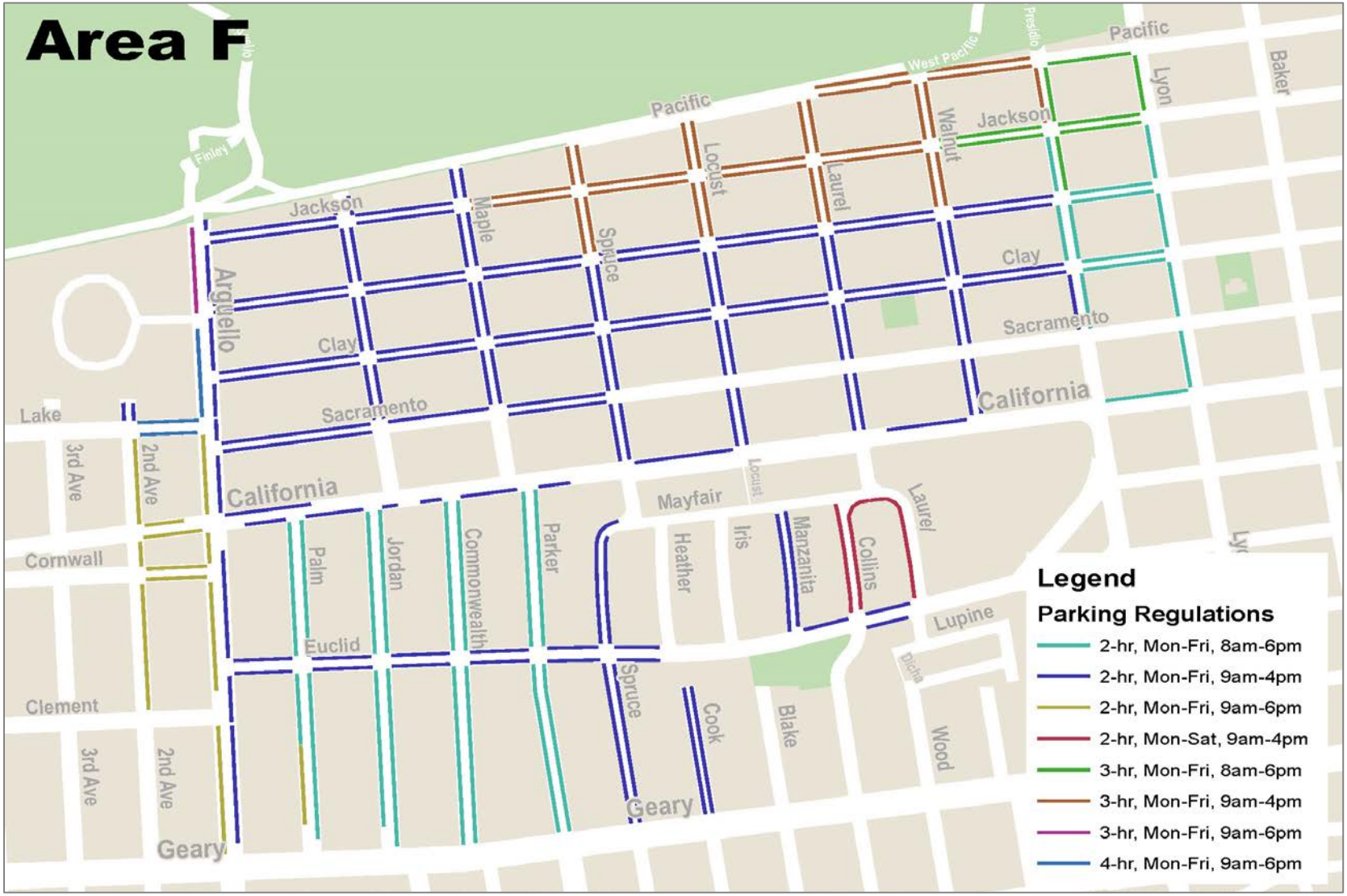




Area BB

0.02 sq. miles

3. Clarifying the planning process – ***Issue***



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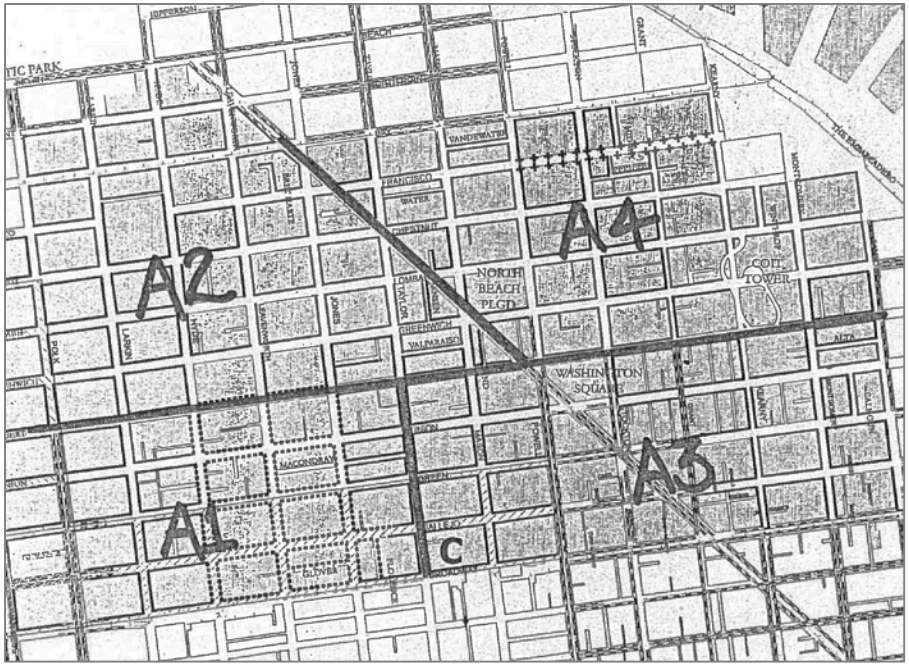

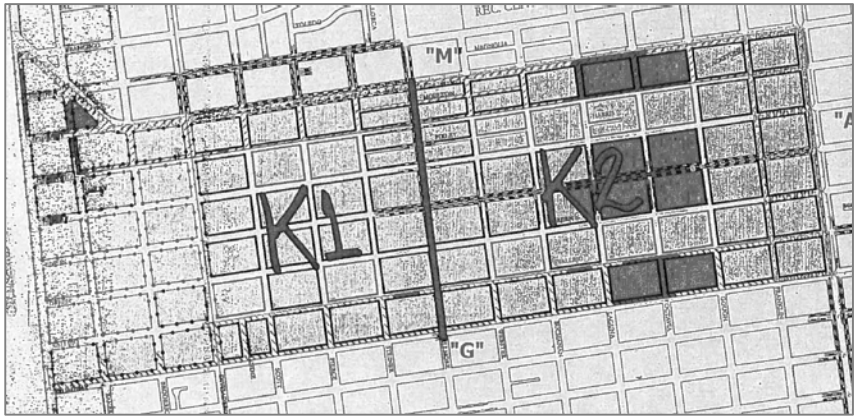

3. Clarifying the planning process – ***Issue***

Why is this an issue?

- Cumbersome petition process
- Petitions potentially unrepresentative (Area Q)
  - 250 signatures for new areas, 50% of residents for extensions
- Unclear planning process results in:
  - Irregular permit area boundaries
  - Highly variable parking regulations

3. Clarifying the planning process – ***Policy***

A. Improve area formation process

How it works now

- Residents petition for permit parking
  - 250 signatures
  - 1 mile of street frontage
- Occupancy surveys
- License plate surveys
- Legislate changes

How it might work

- Residents ask for a neighborhood parking assessment
- Conduct community workshops/surveys
- Address problems with corresponding solutions (permit parking just one of multiple tools)

B. Pre-plan boundaries and regulations

How it works now

- Permit area boundaries and regulations established by petition, grow organically
- Boundaries irregular and vary in size
- Regulations vary within and between areas

How it might work

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

3. Clarifying the planning process – ***Policy***

C. Subdivide areas and standardize regulations

How it works now

- Areas vary from 0.03 sq. miles to 1.3 sq. miles
- Regulations vary within and between areas

How it might work

- Subdivide large areas to reflect actual neighborhood parking sheds
- Standardize regulations for legibility, management of parking pressures, and efficient enforcement

4. Leveraging information & technology – ***Issue***

Why is this an issue?

- Obtaining permits is time-consuming, requires visiting 11 S. Van Ness in-person
- 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

Update systems

How it works now

- Mail or apply in person
  - Online renewals possible
- Enforcement involves chalking tires

How it might work

- Online permit purchasing and pay-by-phone
- Flexible permit durations (i.e., subscription permits)
- Online permit applications (and faster processing)
- Regular monitoring and evaluation
- LPR enforcement

Next Steps

- Complete Phase III public engagement
- Prepare recommendations
- Return to the SFMTA Board in Fall 2016 with policy proposals

sfmta.com/neighborhoodparking