



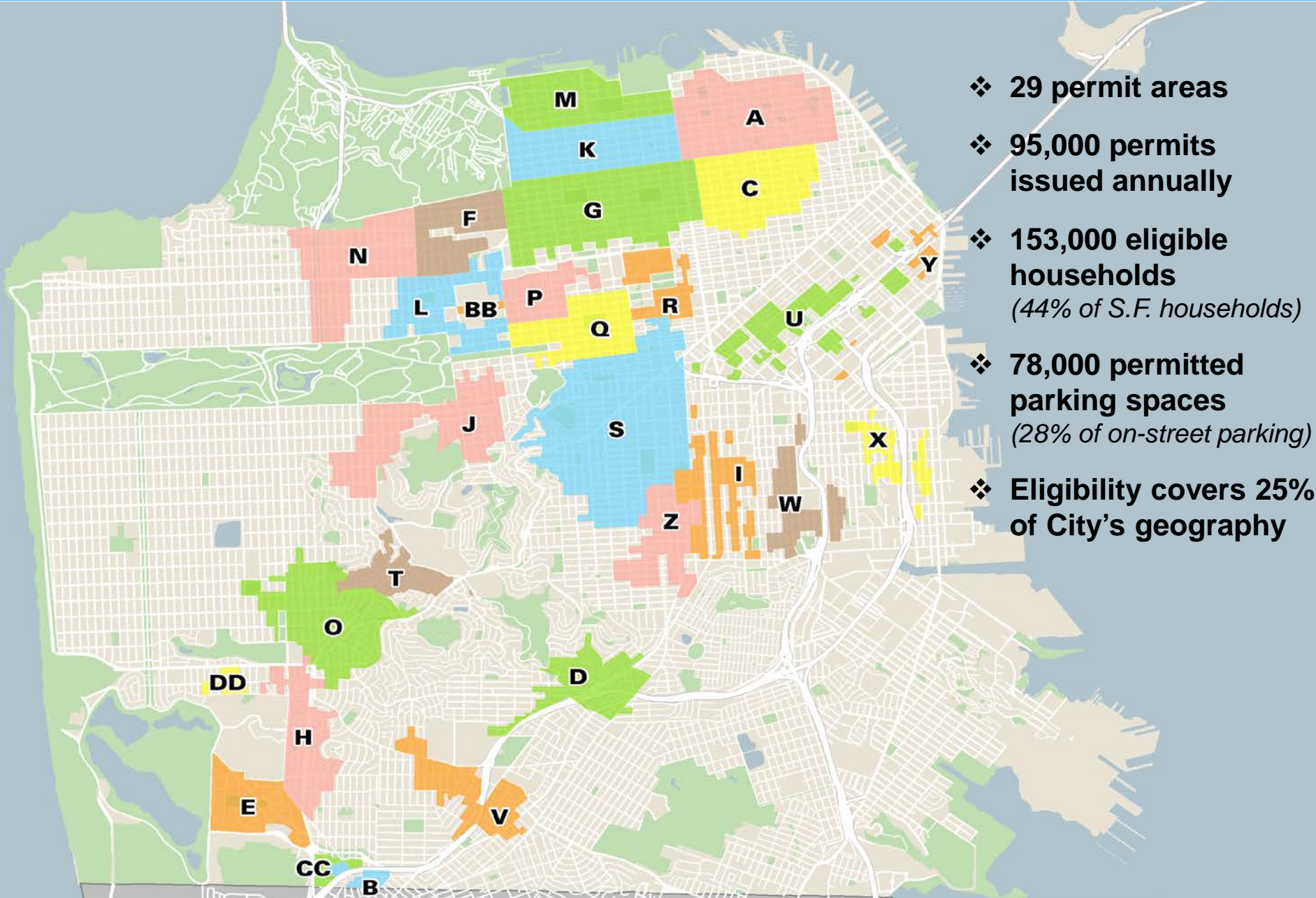
SFMTA
Municipal
Transportation
Agency

Northwest Bernal Heights Residential Permit Parking Area AA

SFMTA Board of Directors
January 16, 2018

- Program started in 1976
- Designed to prevent non-residents from parking for long periods on neighborhood streets
- Most appropriate near major transportation generators (universities, hospitals, transit stations)
- Driven by residents who express interest and submit petitions

Residential Permit Parking Areas

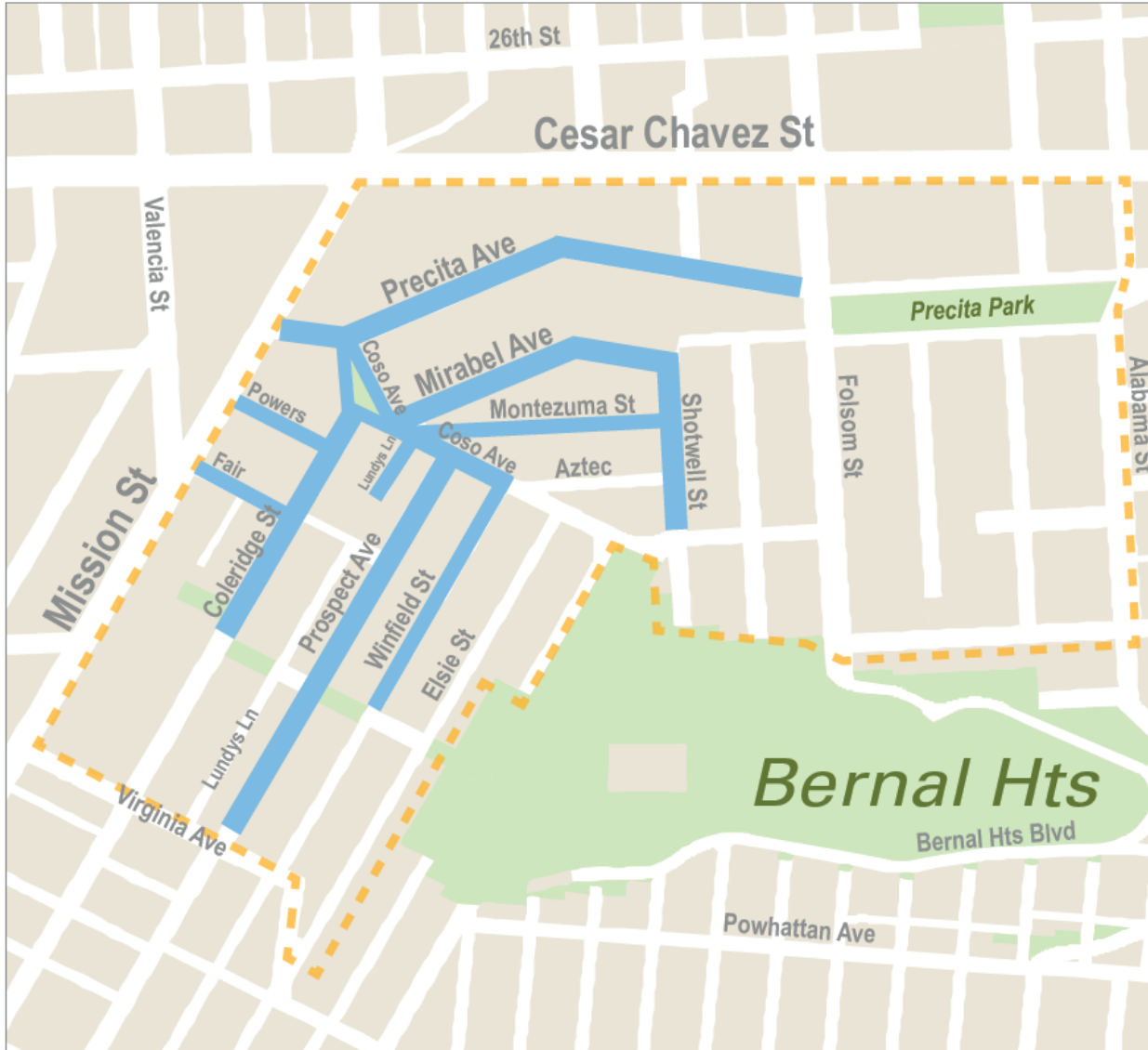


- ❖ 29 permit areas
- ❖ 95,000 permits issued annually
- ❖ 153,000 eligible households
(44% of S.F. households)
- ❖ 78,000 permitted parking spaces
(28% of on-street parking)
- ❖ Eligibility covers 25% of City's geography

- Parking pressures from non-residents...
 - St. Luke's Hospital
 - Mission Street
 - 24th Street Bart station
 - Local retail/parks
 - No street cleaning on some blocks
- ...And residents
 - Over 80% of residents own cars
 - Nearly 50% do not have off-street parking

- At least one mile of street frontage
- Desire and need of the residents for RPP:
 - At least 50% of units in favor
 - Block-by-block vote
- High parking occupancy
- High number of non-resident vehicles
- Low off-street parking availability

Blocks Voting for RPP




Residential permit parking proposal

November 2017

Map depicts blocks for which at least 50% of residents have submitted a petition in favor of

LEGEND

 Proposed RPP
2 HR Parking, 8 AM-6 PM
Monday- Friday

 Planning Area

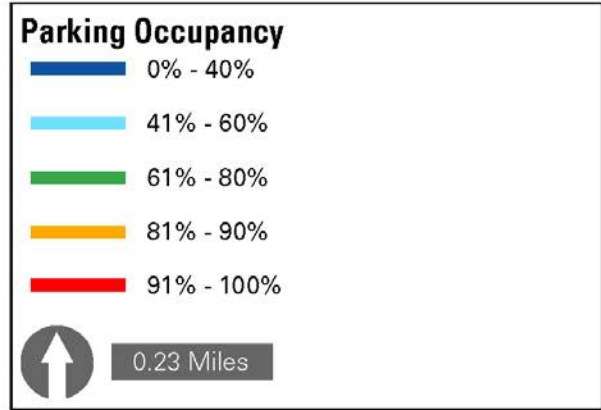
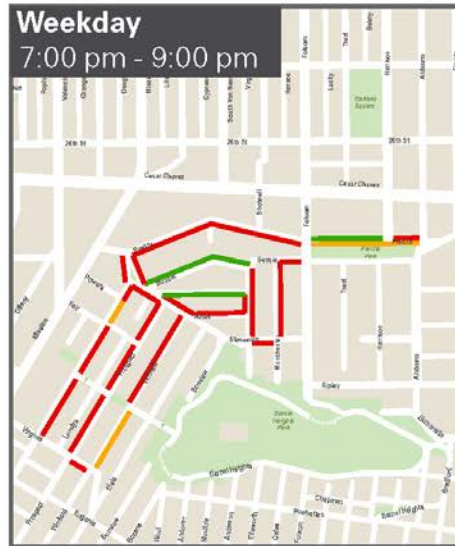
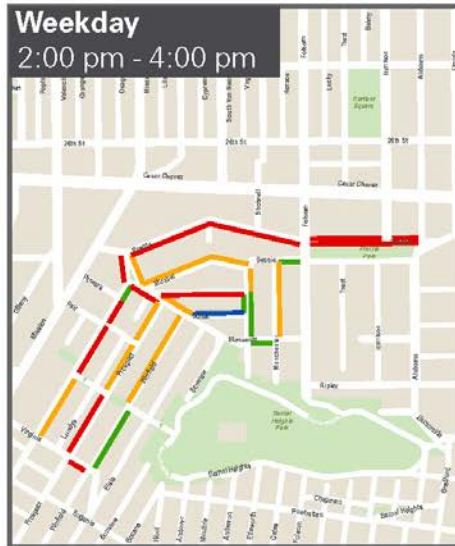
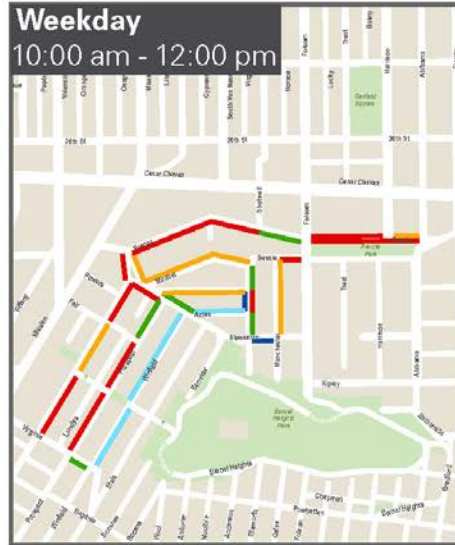
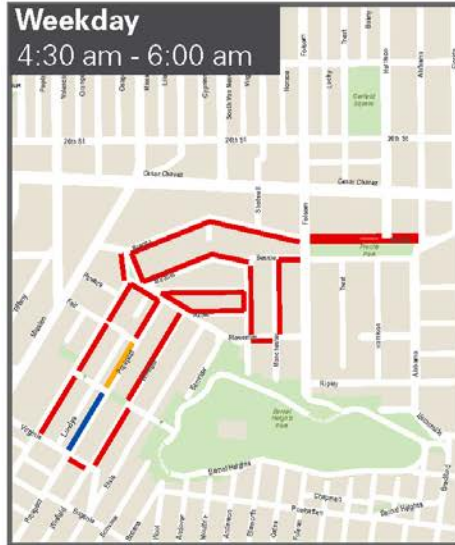
Date Saved: 11/2/2017

For reference contact: InfoRPP@sfmta.com

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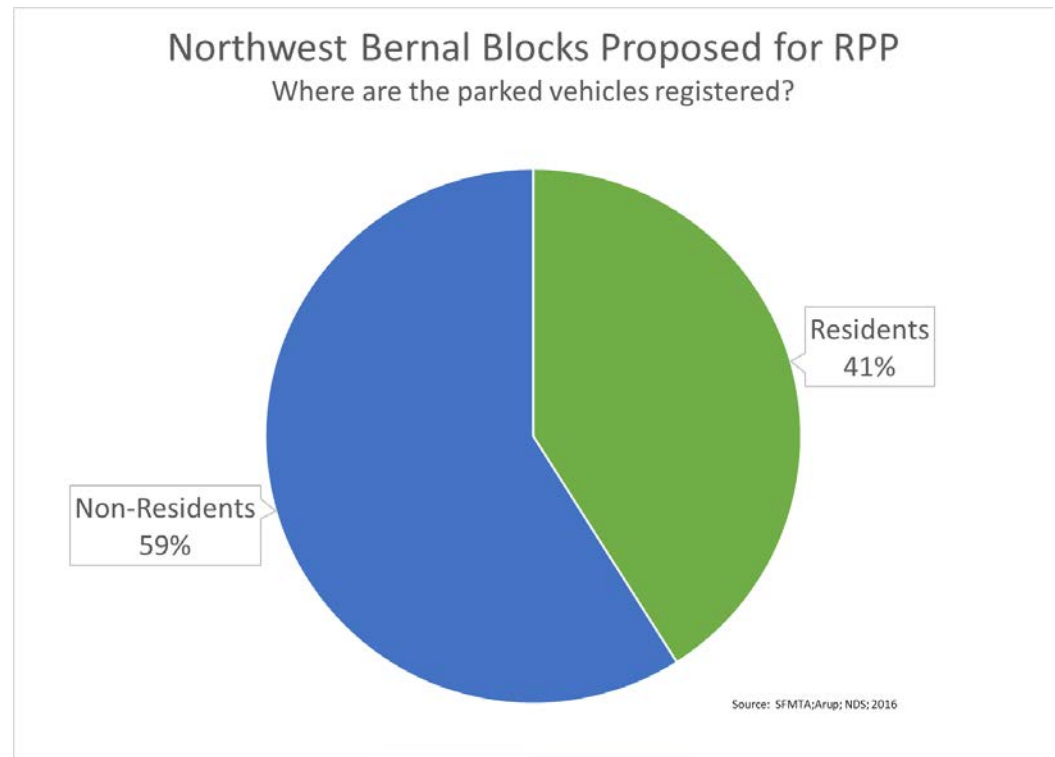
High Parking Occupancy

North Bernal Route Z-2



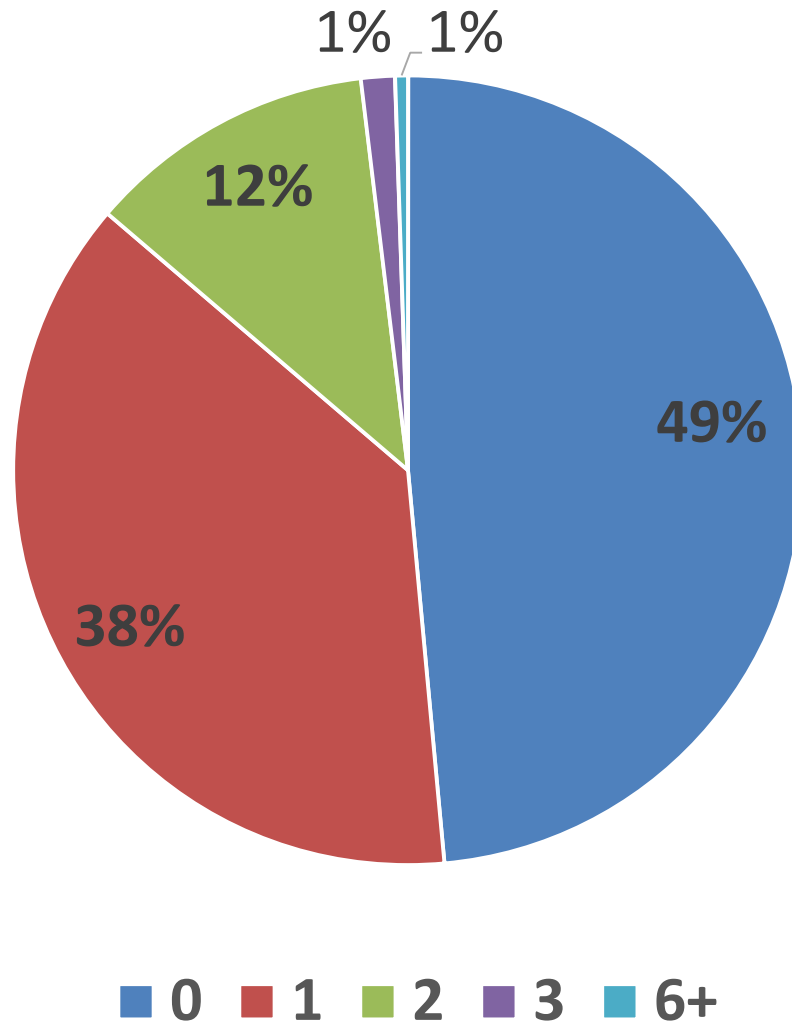
- Cars not registered to the blocks proposed for RPP restrictions:

Approximately
59% of cars on
blocks proposed
for RPP are
registered to
non-residents



Limited Off-Street Parking

Available Off-Street Parking Spaces
North Bernal Heights Planning Area



- NW Bernal neighbors initiated process
- Initial community meetings involved large study area
 - Most interest west of Precita Park
 - Less interest east of Precita Park
- Outreach to entire study area
 - Postcards, letters, email blast
 - Extensive coverage in blogs, newspapers and posters in neighborhood

- **June 24, 2015:** Neighborhood meeting to share general information about the city's RPP program
- **July 29, 2015:** Neighborhood meeting to share general information about the city's RPP program
- **December 7, 2016:** Neighborhood meeting where the SFMTA reviewed the initial neighborhood parking data
- **April 19, 2017:** Neighborhood meeting where the SFMTA provided an overview on the proposed Northwest Bernal Heights RPP pilot proposal and updated parking data
- **May 2017:** Neighbors in the study area vote on whether or not they want RPP, with modified policies, on their block. Residents on 16 blocks voted to establish the new RPP area
- **July 7 and November 2017:** Two broadly publicized public hearings for NW Bernal RPP proposal

Applying what we've learned from the RPP Reform Project

- Addressing external pressures
 - Residential permit parking restrictions on streets with at least 50% signatures
- Addressing internal pressures
 - One permit per person; two permits per household
 - Additional permits if there are more drivers in the household and parking is available on the street
- Regulations
 - Mon-Fri, 8am-6pm
 - 2 hour limit for visitors

Frequent Concerns

- Q: RPP is about generating revenue for the City
 - A: RPP is cost recovery only
- Q: Neighbors outside RPP boundaries impacted
 - A: If affected, adjacent blocks may petition to be included
- Q: Residents have too many cars
 - A: Permit caps on households and individuals help address this

Frequent Concerns

- Q: SFMTA modified RPP policies to limit permits after initial petitions received
 - A: Residents were informed of this change via postcard, email, blog and public meeting, invited to change their vote if desired
- Q: Parking utilization data presented in December 2016 did not appear to show sufficient non-resident vehicles
 - A:
 - December 2016 analysis done for citywide RPP reform project looked generally at where parkers originated
 - Later analysis used Transportation Code definition of “non-resident,” showing 59% non-resident vehicles

- **Q: Is RPP really effective?**
 - **A: Research shows that eliminating long-term storage of non-resident vehicles has improved parking availability**

Potrero Hill Occupancy Counts	10 am – 12 pm	2 pm – 4 pm
With RPP	74%	74%
No RPP	99%	101%

Source: SFMTA; NDS, October, 2015

Thank You

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www.sfmta.com/northbernalrpp