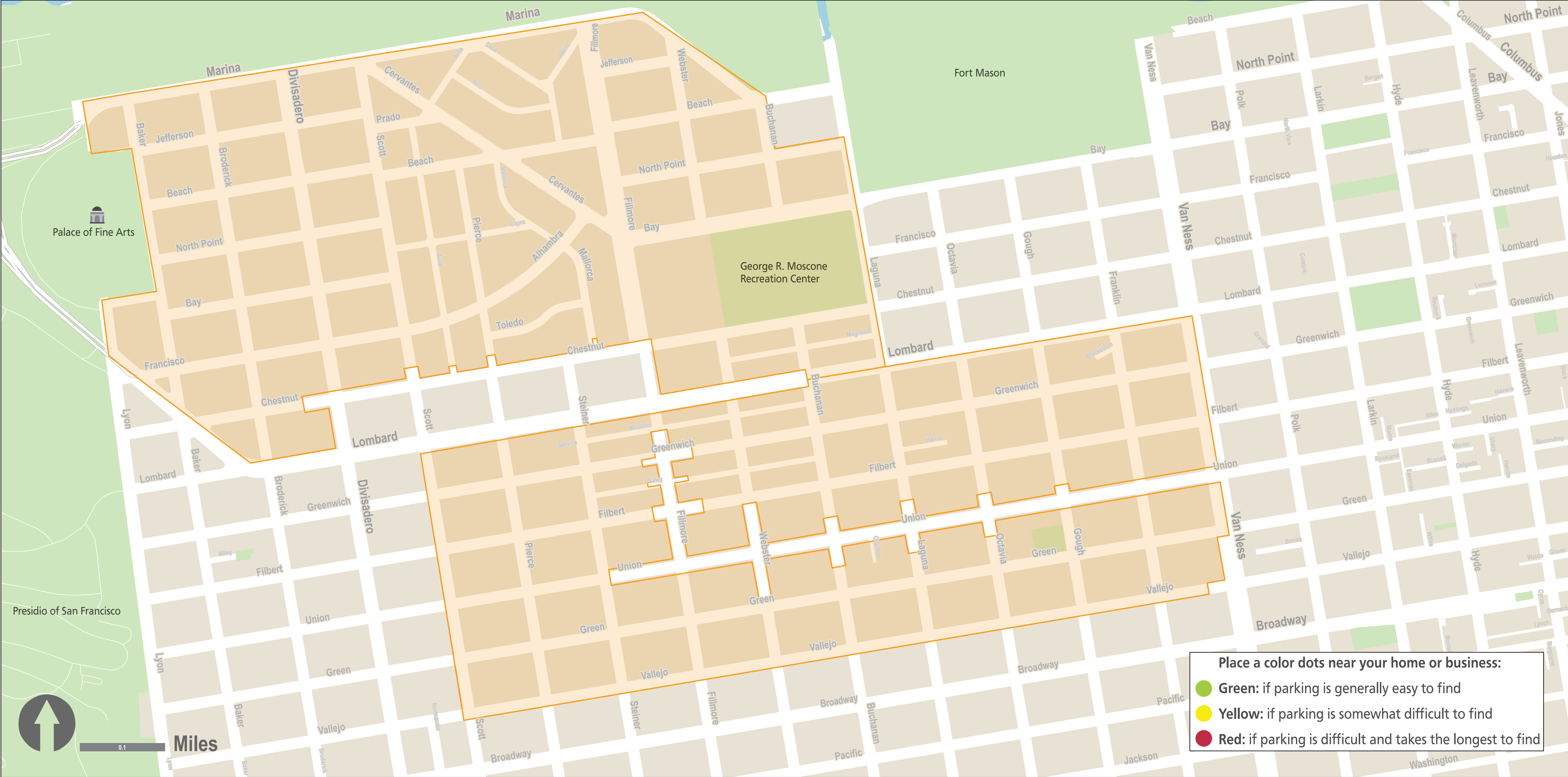
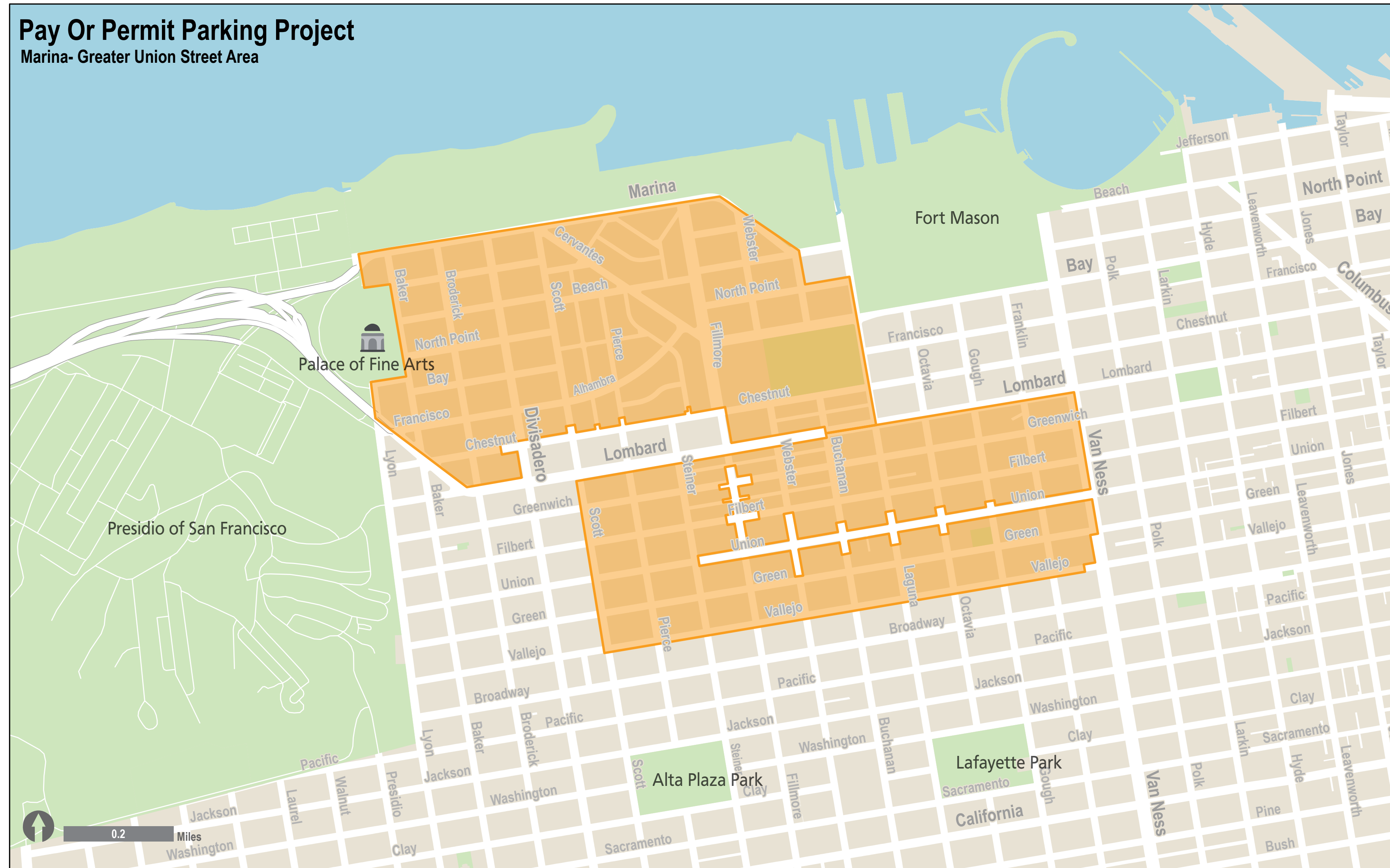


Parking hotspots: share your experience

Please use color dots to show on the map how easy is for you to find parking near your home or business



Thank you for participating in today's Marina & Greater Union Street Area Pay or Permit Project



Pay or Permit Parking combines the benefits of **Residential Permit Parking** (RPP) and **paid parking**. On Pay or Permit blocks, RPP **permitholders** for the **area on the sign** park for **free**, just like they would in a traditional RPP Area. Visitors, instead of being limited to a time limit, must pay for parking with a mobile device or at a paystation.



Residential Permit Parking Overview

Serving San Francisco residents since 1977

Program covers 32 permit areas and regulates about 80,000 parking spaces

Over 100,000 permits issued annually

180,000 eligible households (49% of San Francisco households)

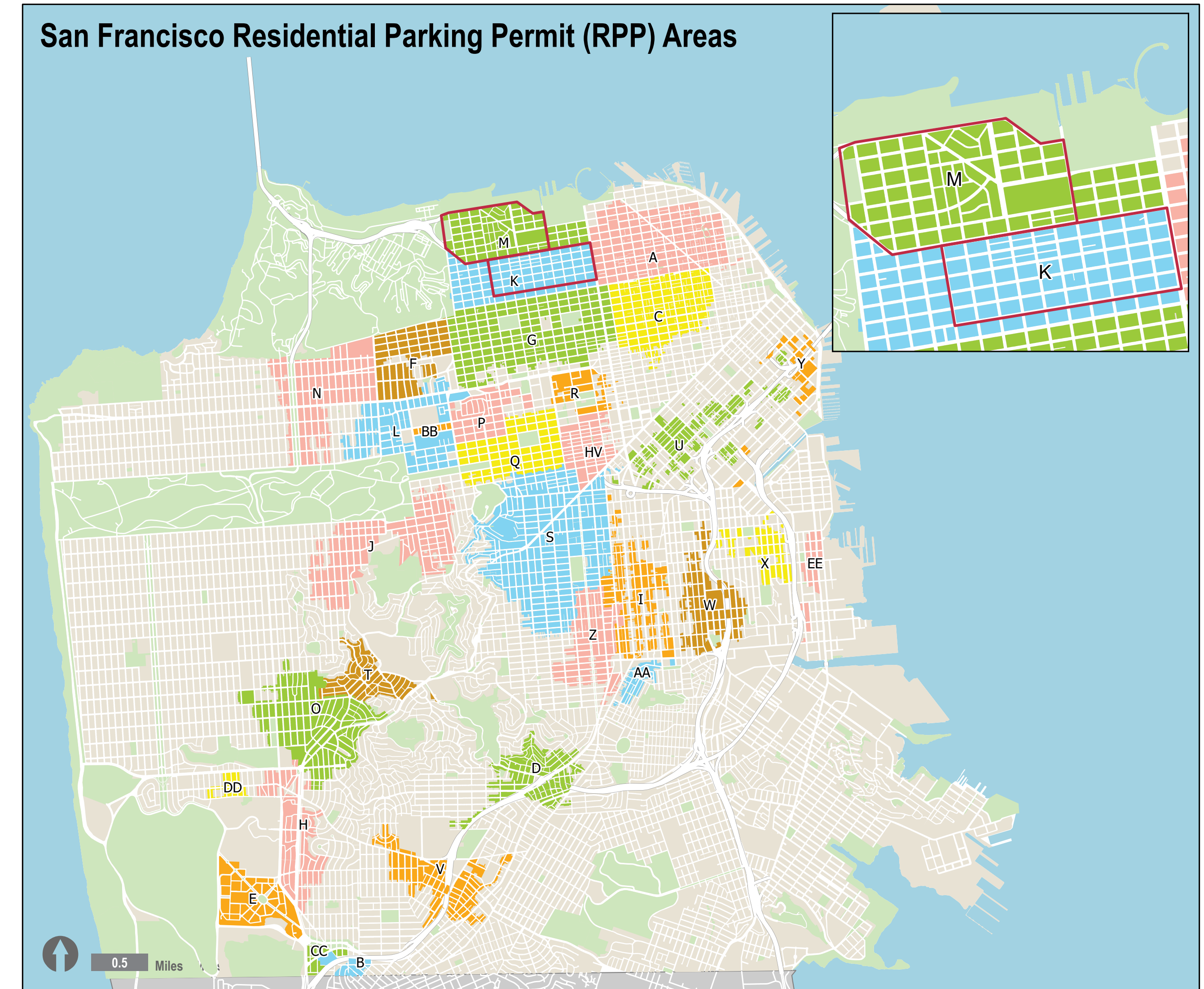
Intended to make parking easier for residents by limiting access for other users

Purchasing a permit exempts residents from RPP restrictions

RPP Areas are created and expanded through resident-led process

Annual permits are license plate-based and physical decals are no longer sold

For more info about the program and to purchase permits, visit SFMTA.com/RPP



RPP Parking typically allows for free visitor parking for up to two hours during normal business hours during the week, but parking is regulated in the evening and on weekends on some blocks.

Permit Types

- Permanent Residents
- Medical Caregivers
- Teachers
- Short-Term Visitors
- Child Caregivers
- Diplomats
- Business Owners
- Travel Nurses
- Active Military
- Students

Smart parking for neighborhoods starts here

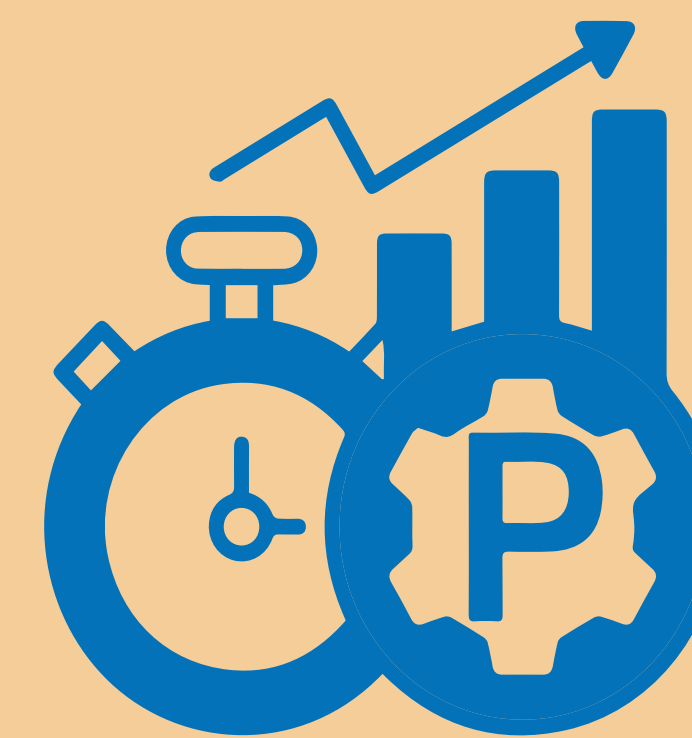
What is Pay or Permit Parking?

On blocks with Pay or Permit Parking, RPP permit holders for the area on the sign do not have to pay to park at the nearby paystation on the block; they park for free for an unlimited time, as they would on a traditional RPP block.

Visitors parking in the area pay for the time they'd like to park their vehicle at a paystation or with a mobile device, rather than being restricted by a time limit.

Pay or Permit parking **does not affect** any **regular metered parking spaces**, and all parking regulations on currently metered blocks will continue to be enforced as usual.

Pay or Permit parking **does not affect residents** aside from **improving parking availability**. On Pay or Permit blocks, permit holders do not have to pay meters and permit prices do not change.



How it works:

- Visitors pay for the time they need at paystations on each block or on their cell phone.
- No time limits for added flexibility.
- Pricing and policies for permits remains the same.
- No changes to parking spaces on streets.



Visitors can pay at **paystations** with their license plate number or **pay by their phone** using the zone number and their license plate number

Residents and those with the designated Area's RPP permit **park for free**

Suitable neighborhoods for Pay or Permit Parking have:

- high parking occupancy
- high percentage of non-permit holders parked at the curb
- proximity to high-demand commercial corridors

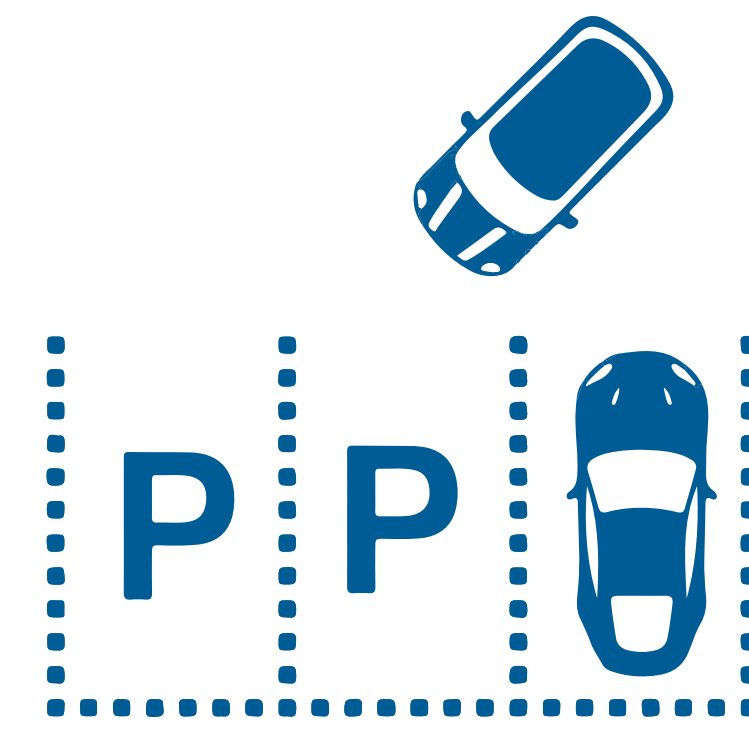


Benefits of Pay or Permit

Great for residents, great for businesses, great for visitors!

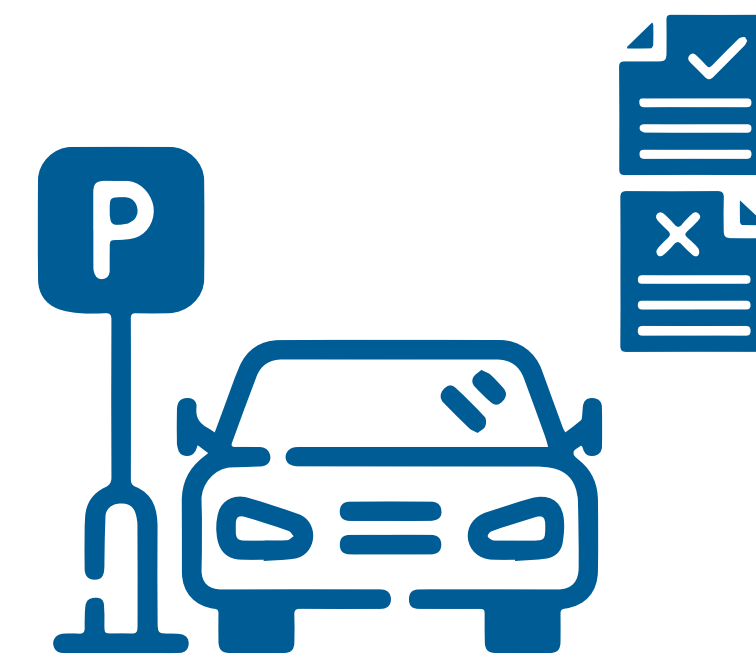
Increased Parking Availability

Two-hour time-limited RPP doesn't work as well as Pay or Permit Parking in dense, high-demand areas. Data from Hayes Valley Pay or Permit blocks reveals that, on average, each block gains **one extra available parking space** compared to ordinary RPP time limits during operating hours, improving parking accessibility.



More Efficient Enforcement

Pay or Permit Parking allows enforcement officers to be more efficient. Our data from Hayes Valley shows that the Pay or Permit Parking allowed the enforcement team to cover much more ground with the same staffing, helping ensure fair parking access for residents and **reducing rule-breaking**.



Great for the whole neighborhood

Business owners

Enhance your customer and employee convenience with more accessible parking, boost foot traffic for your business, and help build a community-friendly district that benefits everyone.



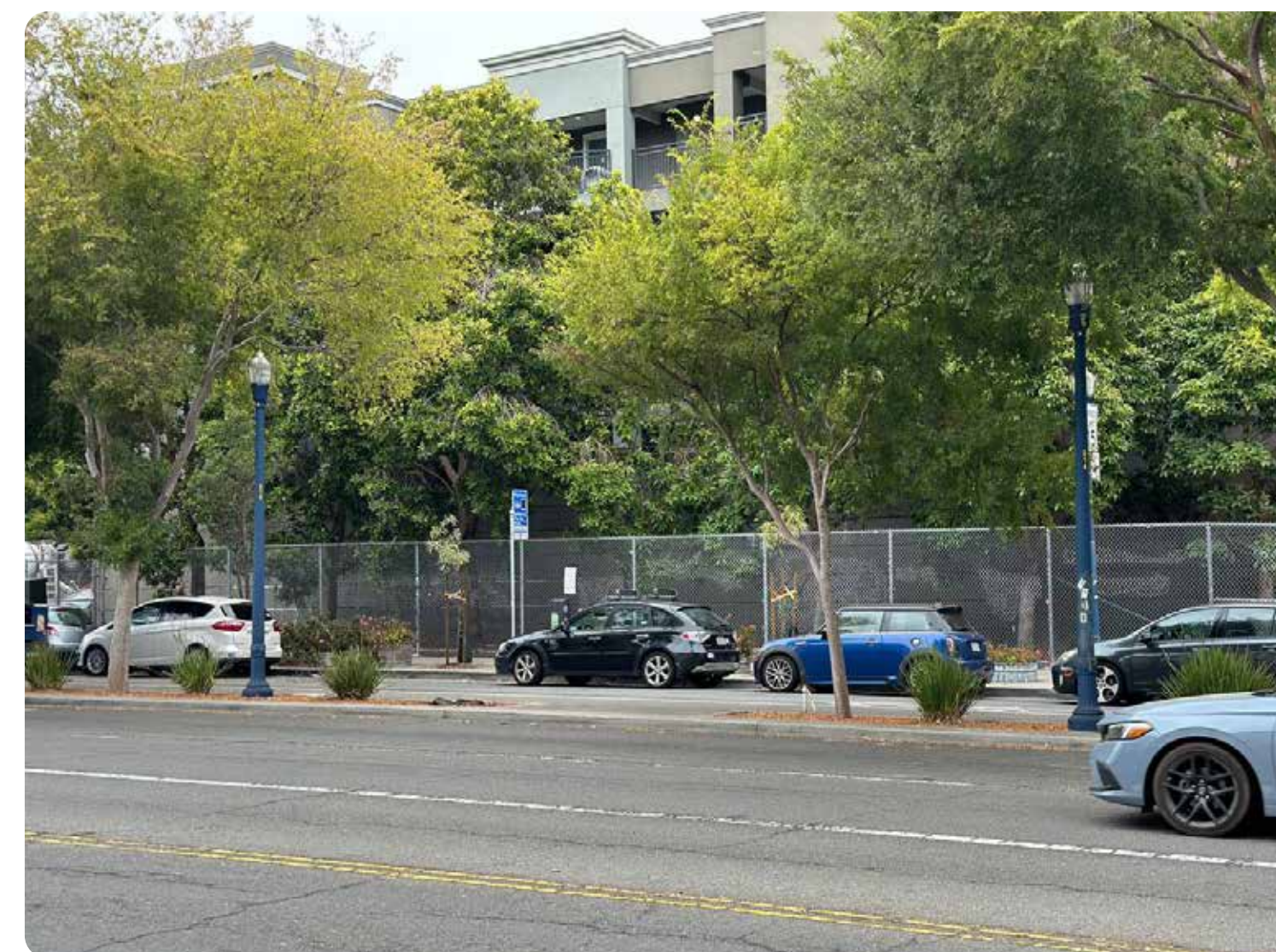
Residents

Enjoy safer, less congested streets, easier parking, and provide your guests with flexibility and convenience during their stay.



Visitors

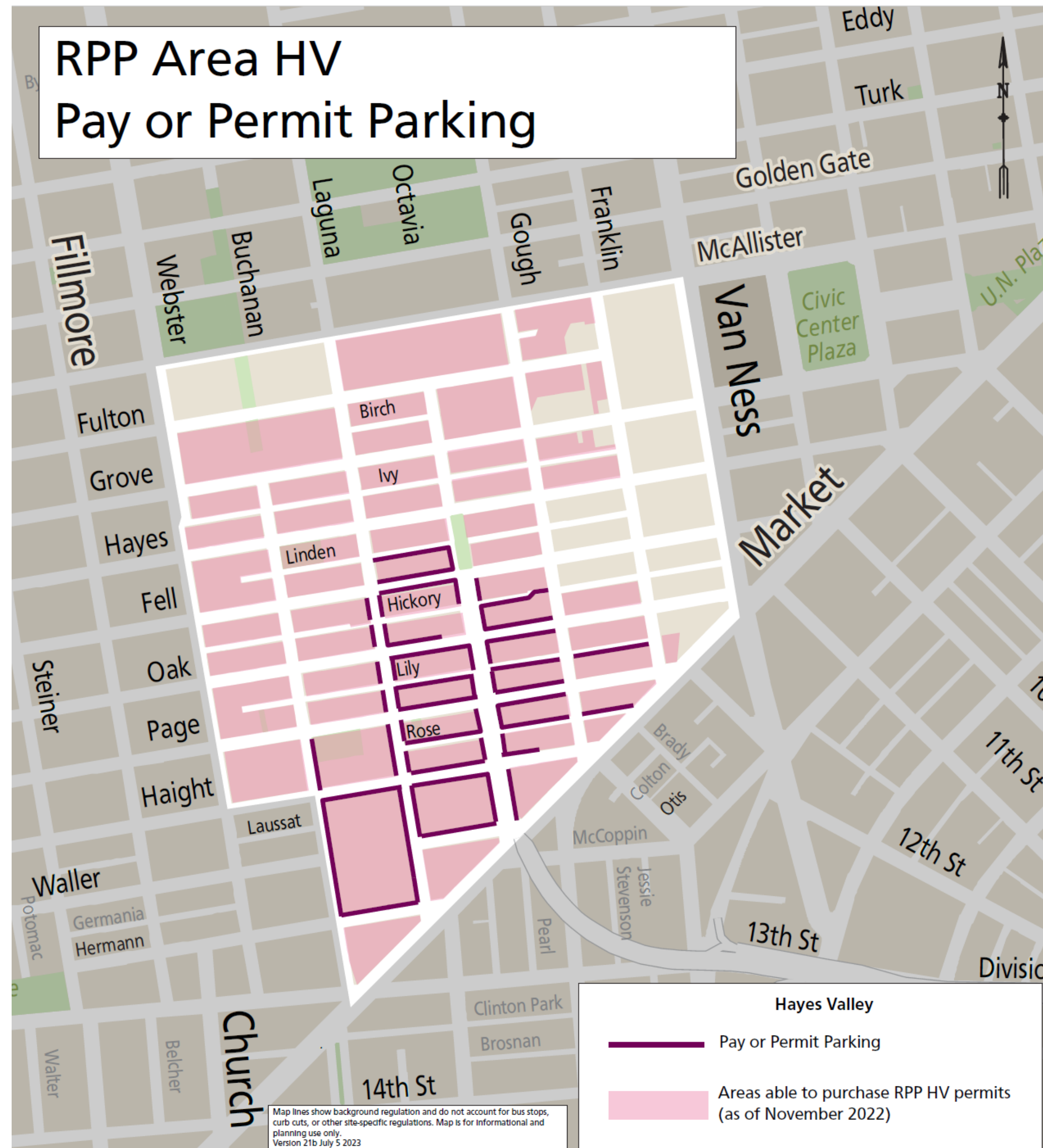
Find hassle-free parking with flexible payment options, so you can spend less time circling and more time enjoying your visit.



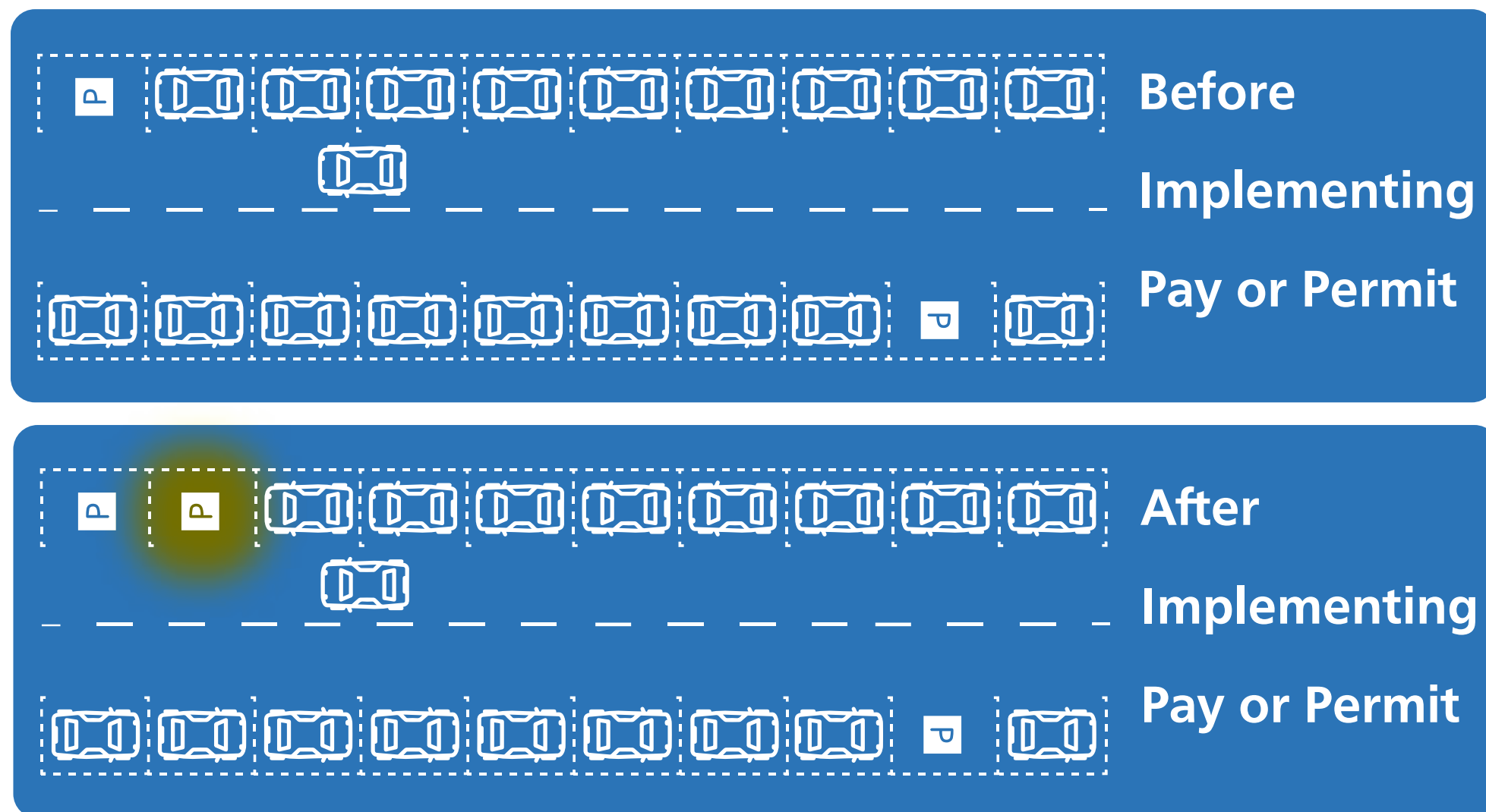
Pay or Permit in Hayes Valley

Pay or Permit in Hayes Valley has been a success!

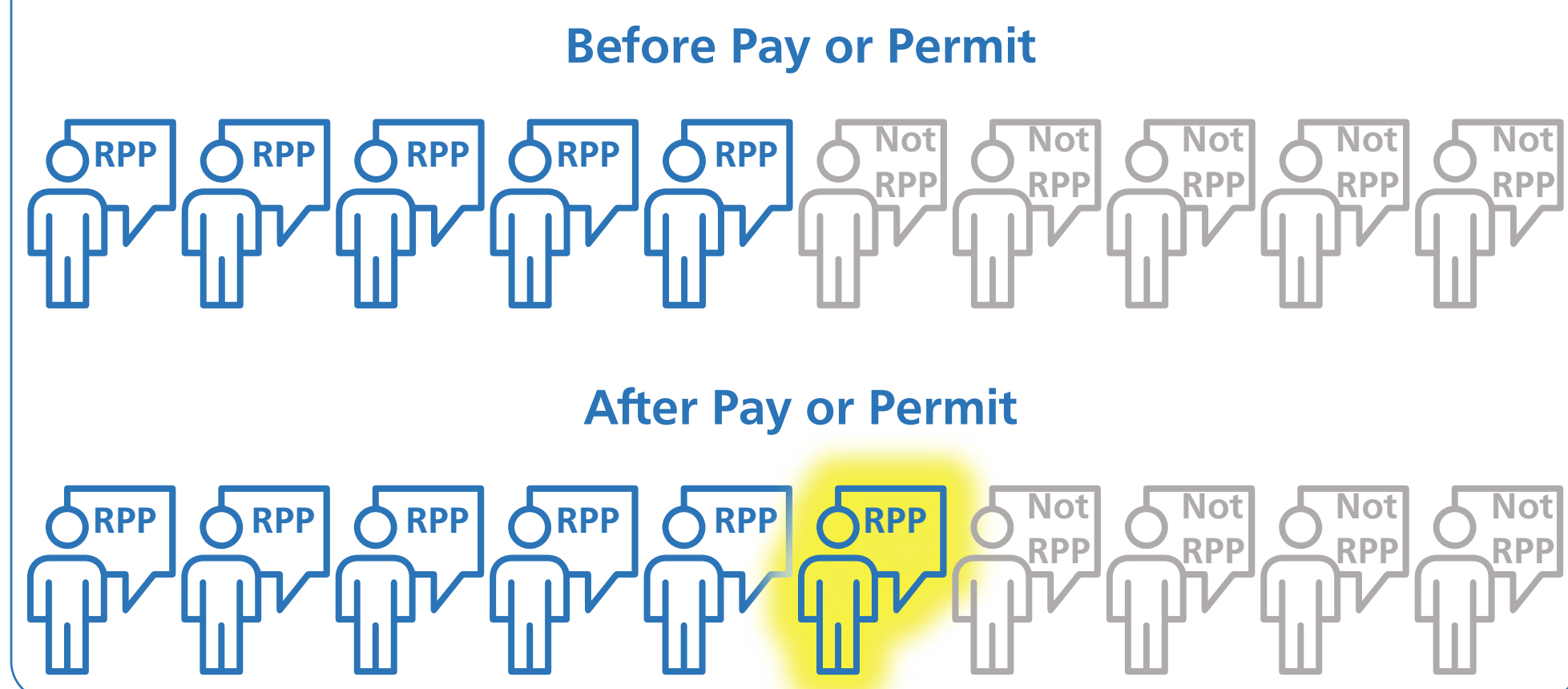
The SFMTA installed **Pay or Permit Parking** on 30 blockfaces in **Hayes Valley in 2022**, the first large implementation of this policy in San Francisco. Hayes Valley was selected for its high parking demand, growing residential population, and the need for a new RPP Area, Area HV. Meters for visitors operate 9am–9pm Monday through Saturday.



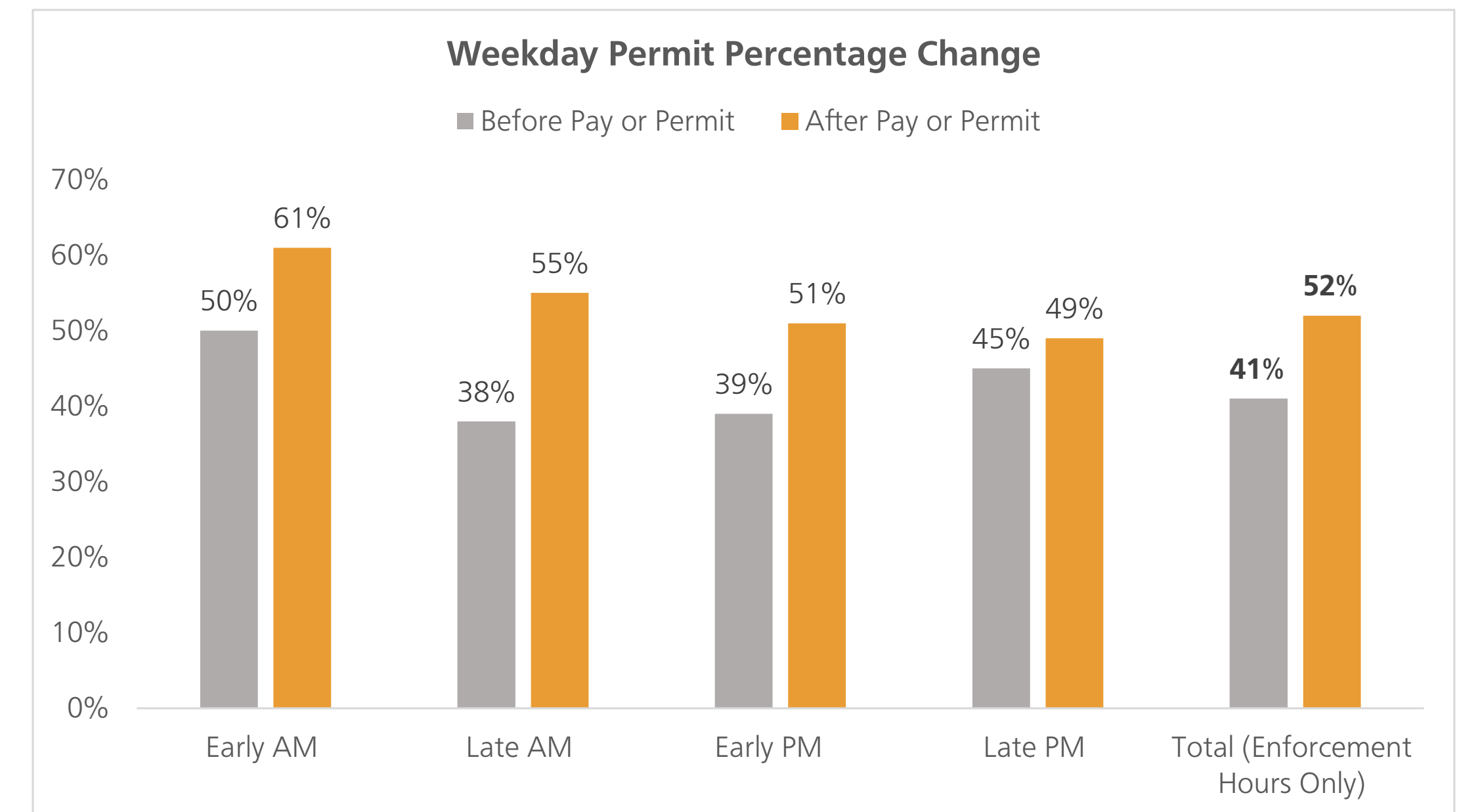
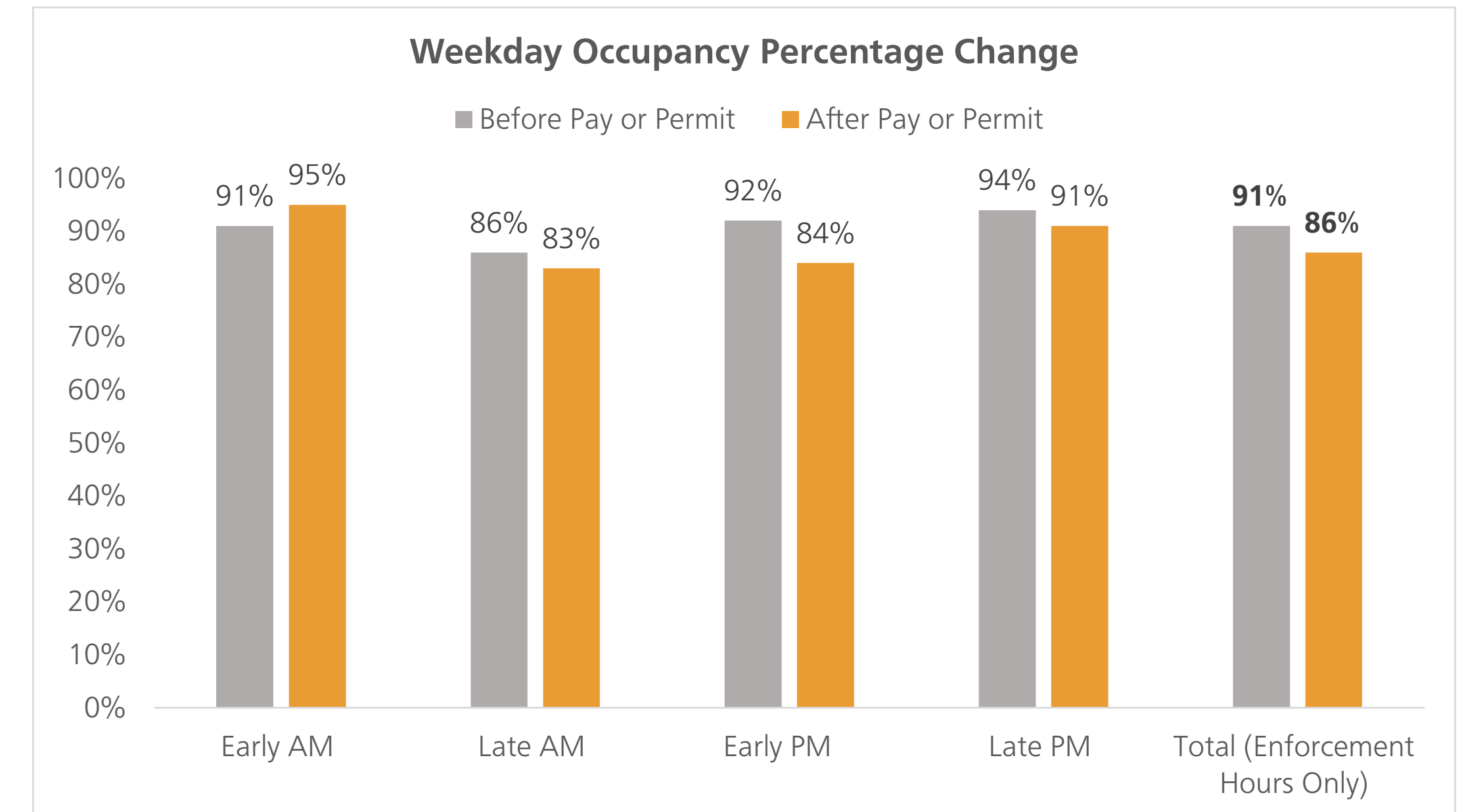
Parking availability increased by 5% during enforcement hours. This means that a typical block sees **one more available parking space**.



Percentage of parked vehicles with permit increased by 10%. This means that Pay or Permit has opened up **one or two spaces on every block for residents of the neighborhood to park**.



4.7x more citations were issued on these blocks after conversion to Pay or Permit.



- Most visitors parked for **less than two hours**.
- Only **4%** of the visitors parked for **6+ hours** v. 17% at nearby Lower Haight two-hour RPP blocks.

The community supports the new regulation

Spring 2024 Hayes Valley Pay or Permit Parking Survey

The SFMTA sent surveys to households and businesses on Pay or Permit blocks in Hayes Valley and received 113 responses. Approximately 75% of respondents were residents prior to implementation of Pay or Permit, while 25% moved in after implementation of Pay or Permit. Key questions were asked relating to ease of finding street parking, ease of understanding the regulation, and general opinion on the Pay or Permit regulation.

Survey Key Points

75% of respondents reported they were typically able to find parking either on their block, or within a block or two from their home.

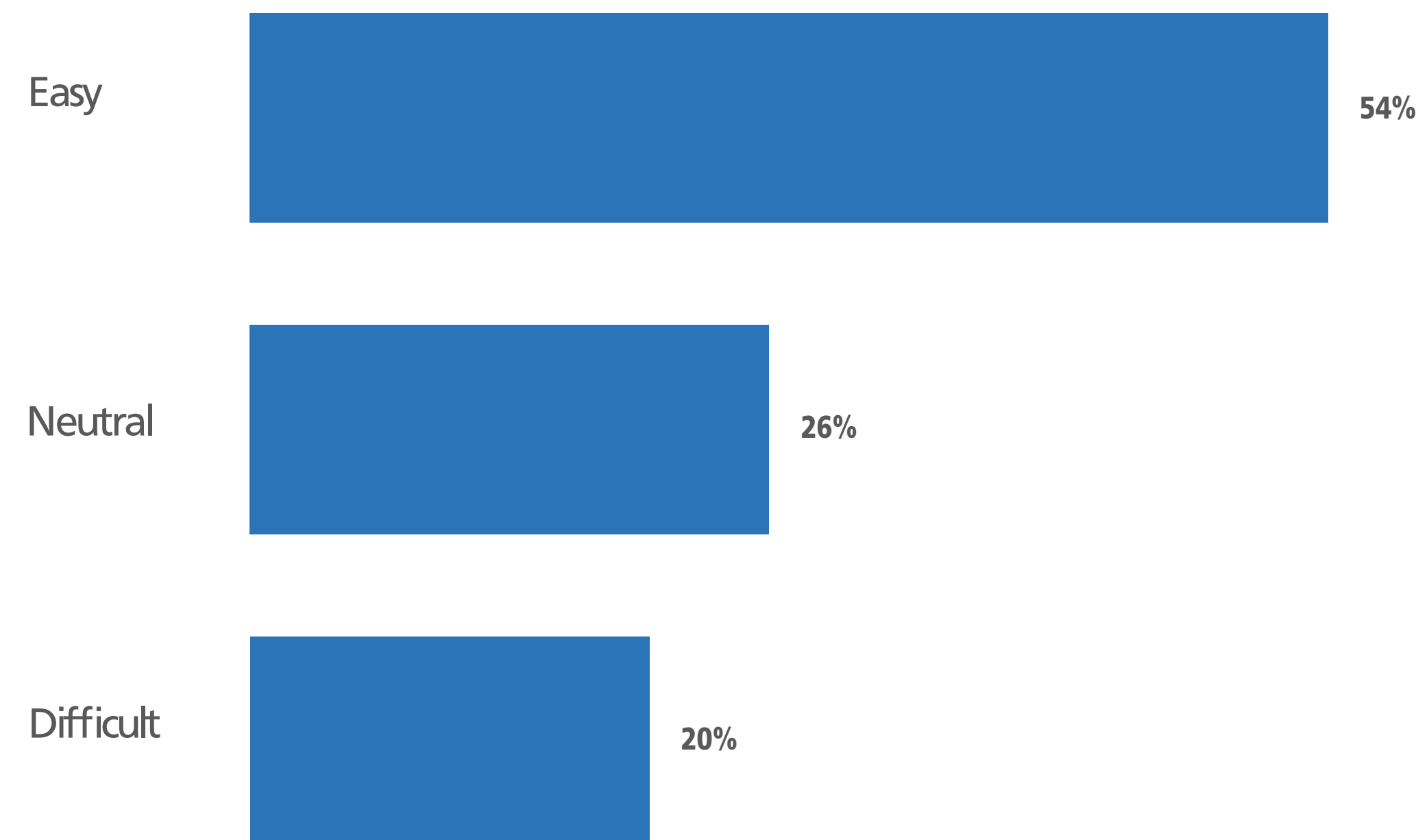


61% of respondents said finding parking was easier, somewhat easier, or the same after implementation of Pay or Permit.

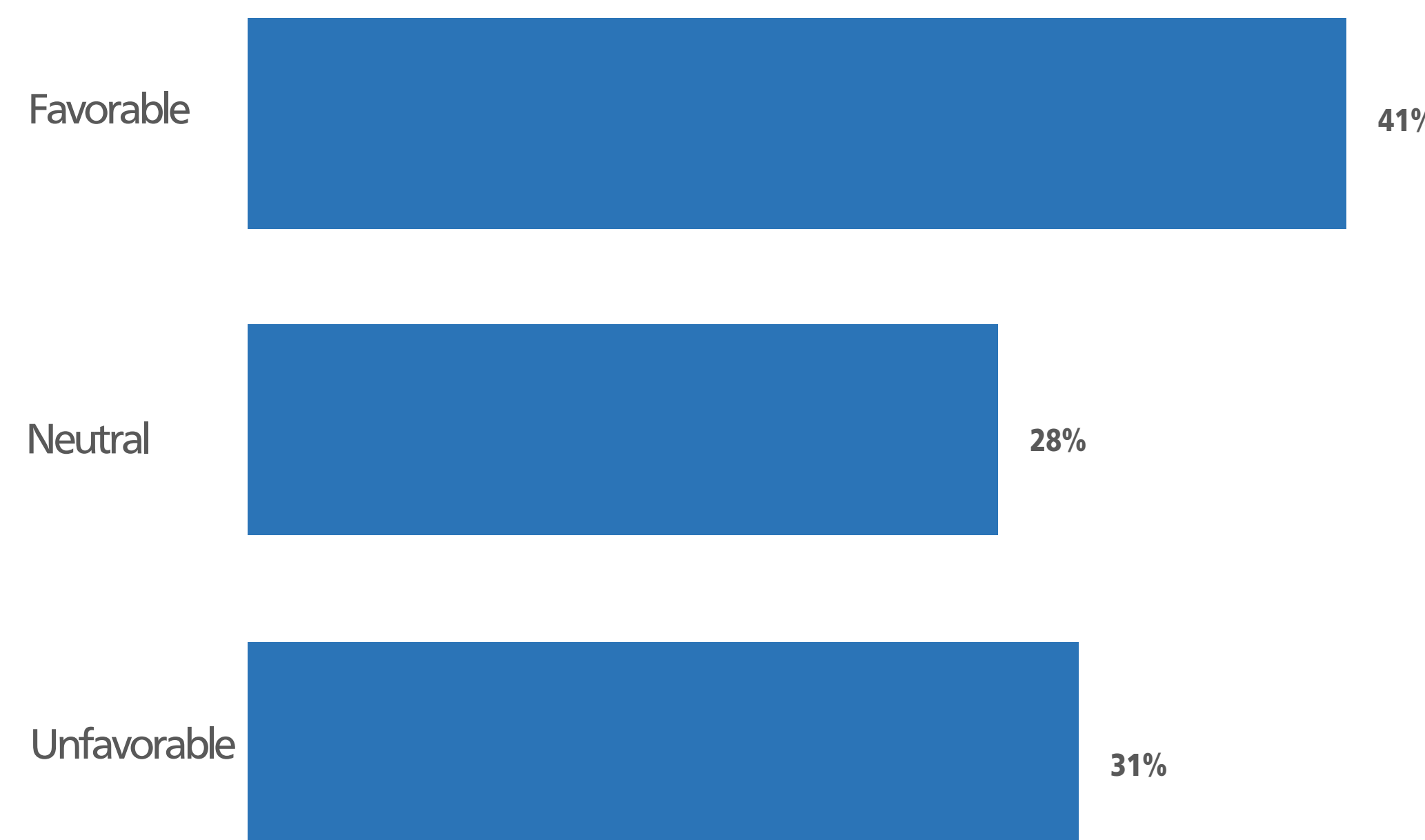


Survey Results

How easy was it for you to understand the rules for Pay or Permit Parking?



What is your opinion of Pay or Permit Parking?



Community Testimonials

"I wasn't sure what to expect with the large metered parking machines, but I have to say that it's a positive move. It deters people that want to park in my neighborhood for long lengths of time who don't live here."

- Survey respondent



"I expected this new parking type to be no better or worse for residents. I didn't expect non permit holders to obey, nor much enforcement. However I was pleased that making it metered parking at all times for non permit holders really seemed to free up parking for residents."

- Survey respondent

The Future of Pay or Permit Parking

Pay or Permit in Marina & Greater Union Street Area

SFMTA received a \$1.5M grant from the Metropolitan Transportation Commission (MTC) to pay for 268 paystations and related equipment for **expansion of Pay or Permit Parking**.

Marina and Greater Union Street Area have high residential parking demand and are close to areas that generate visitor demand, including:

- Commercial corridors such as Fillmore Street, Union Street, Chestnut Street, and Lombard Street
- Tourist attractions such as Palace of Fine Arts and The Presidio

Data collected by parking enforcement vehicles from selected blocks in the area, show that parking **demand is high**, with **most spaces occupied by visitors** and **most visitors overstaying the two-hour time limit**.

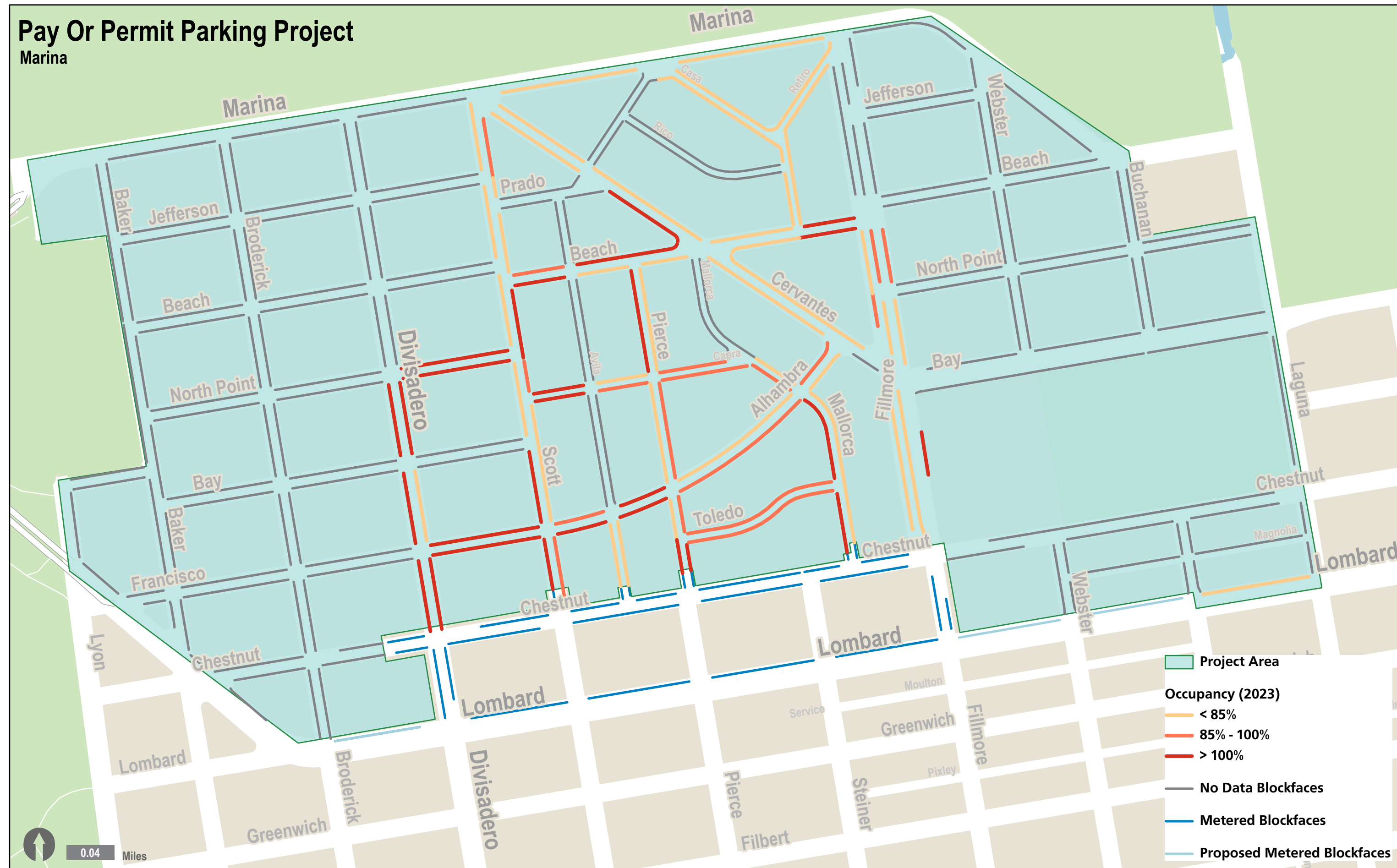


Note: Pay or Permit regulation does not affect metered blockfaces
 Proposed metered blockfaces refers to a separate SFMTA project that adds meters to predominantly commercial blockfaces around the City.

Project Area	Number of permits	Number of registered vehicles	Number of parking spaces
Marina	2,064	5,464	2,312
Greater Union Street Area	1,984	4,628	1,768

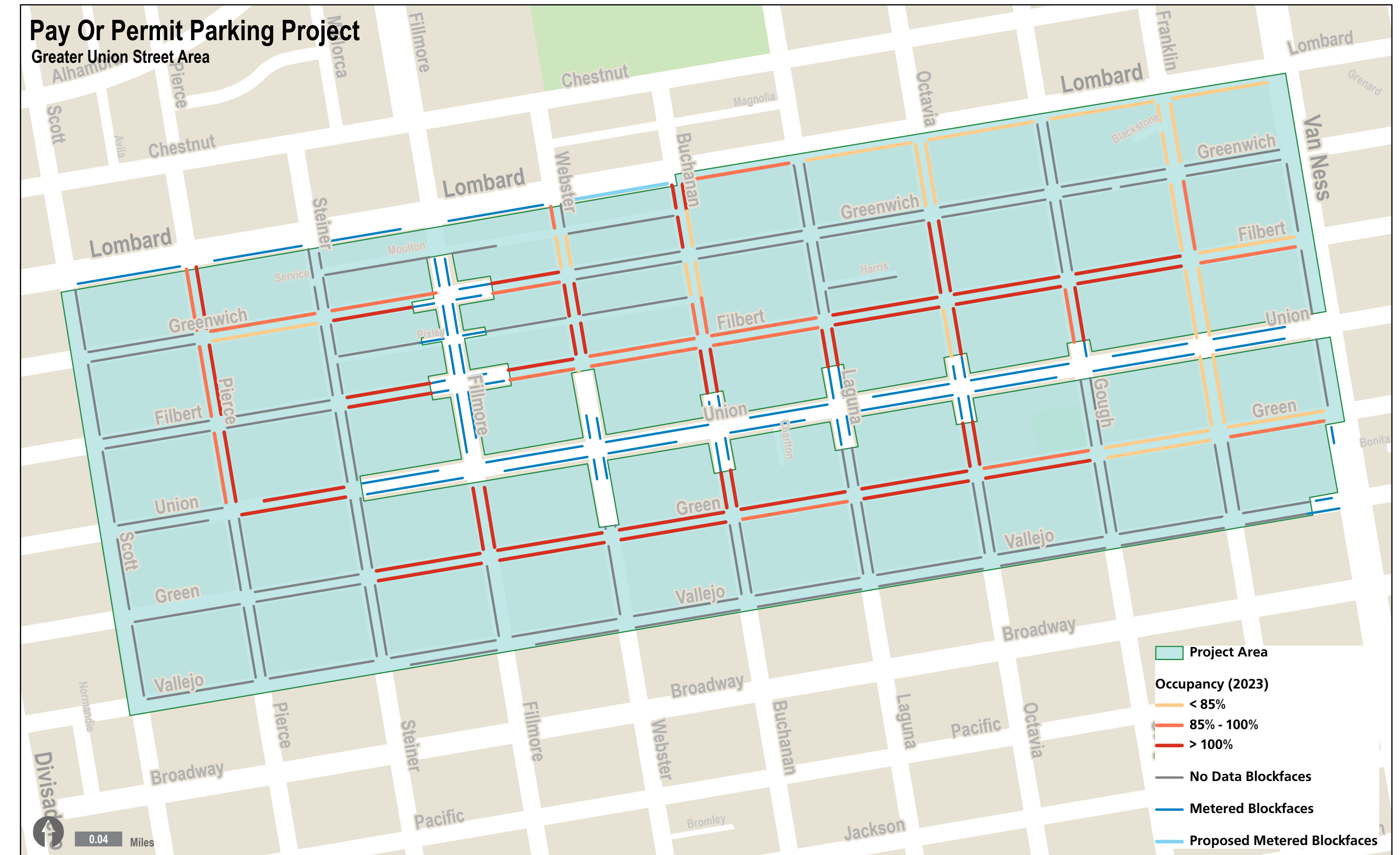
The Future of Pay or Permit Parking

Pay or Permit in Marina



The occupancy data on this map has been acquired from Dixon Data Suite (Rapid LPR Reports) for a period of 01/01/2023 to 12/31/2023. The rates are the average weekly occupancy rates for each blockface (considering the driveways as well). Some blocks have occupancy over 100% due to driveway-blocking and illegal parking behavior.

Pay or Permit in the Greater Union Street Area

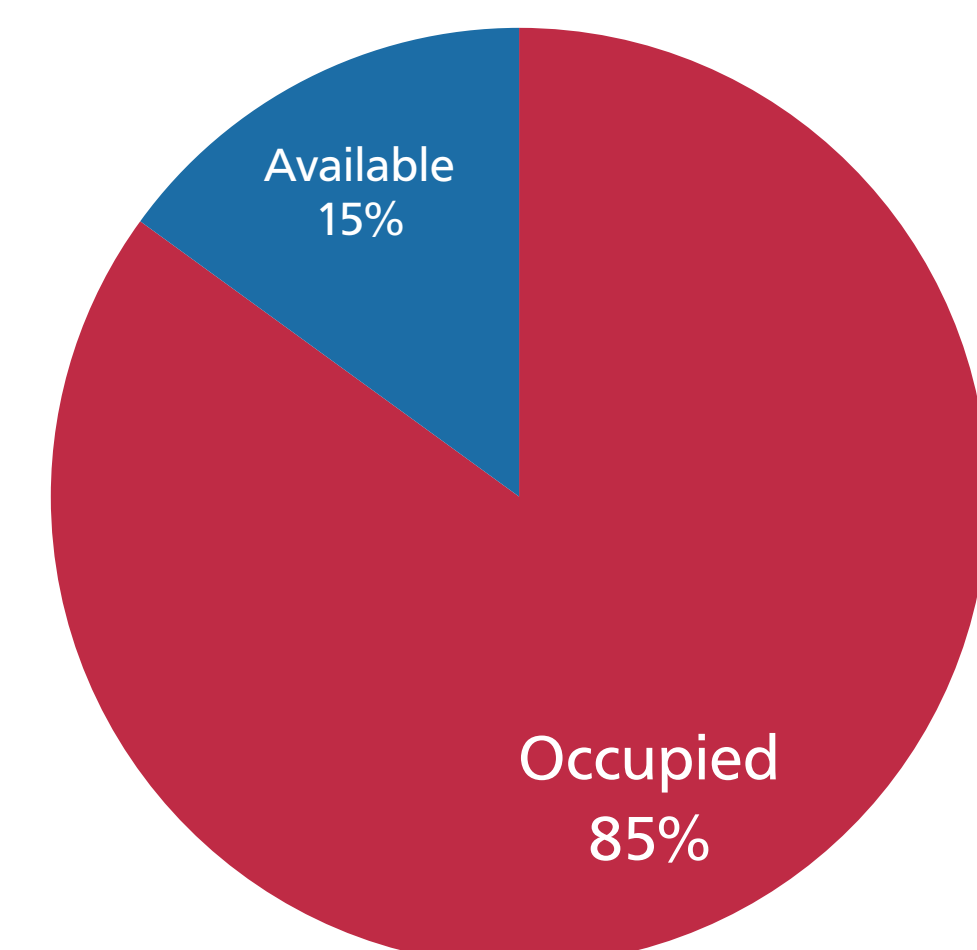
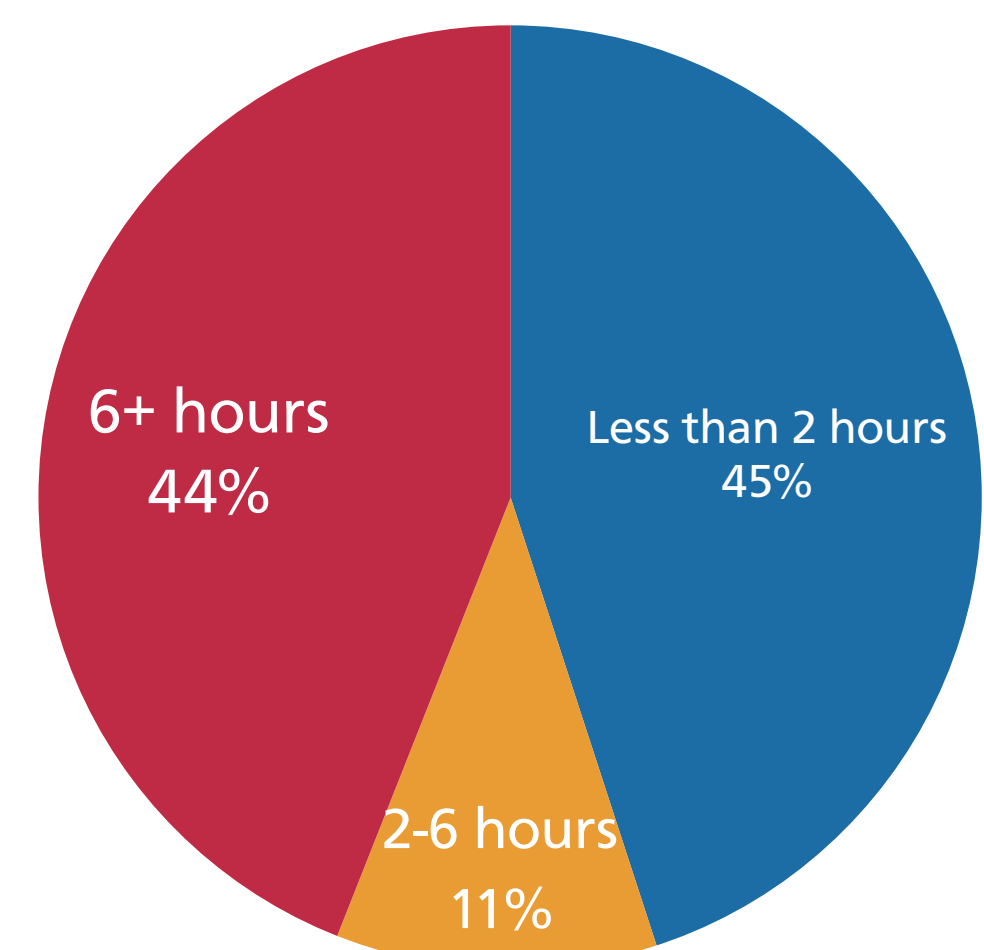
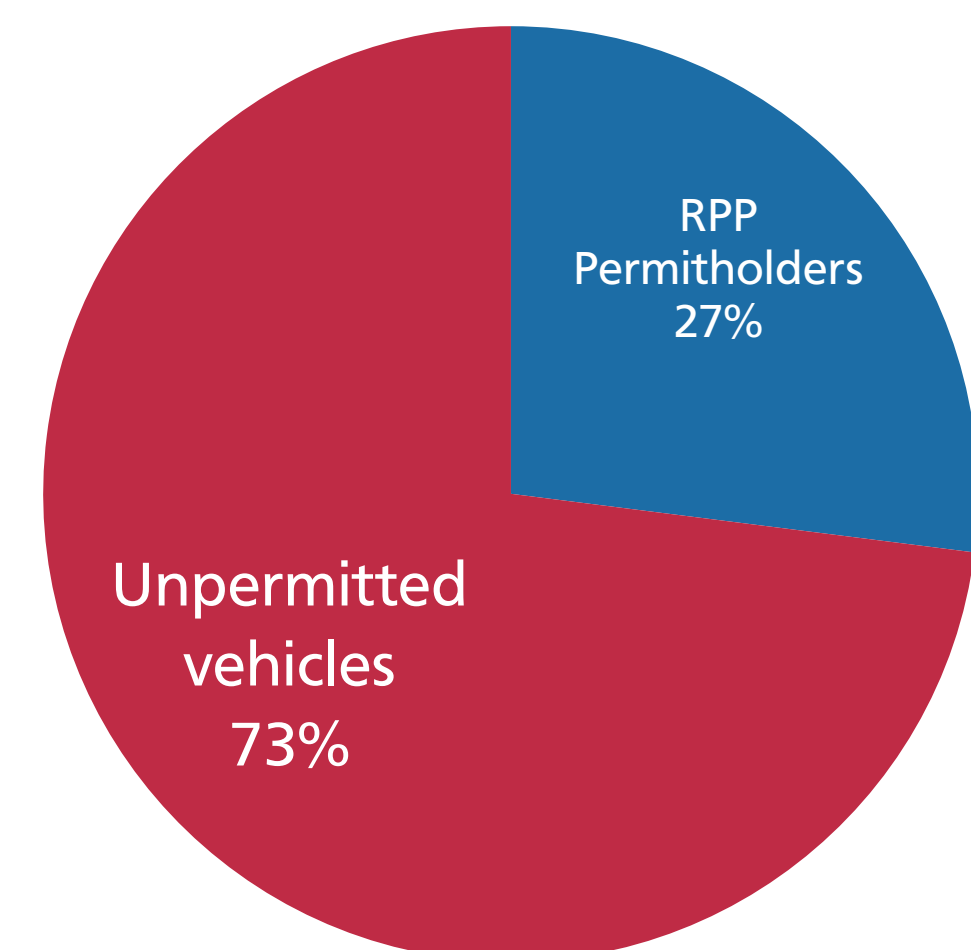


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Unpermitted parked vehicles in the project area- (percentage), 2023

Visitors' length of stay in the project area (percentage), 2023

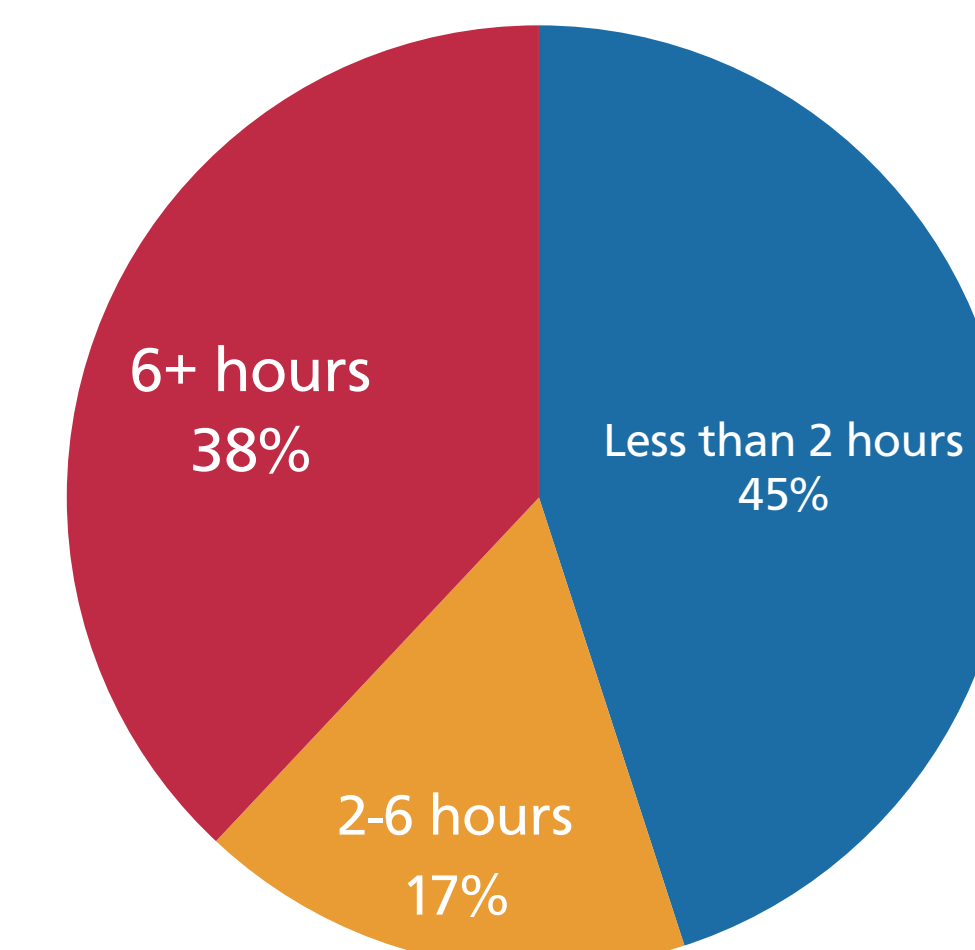
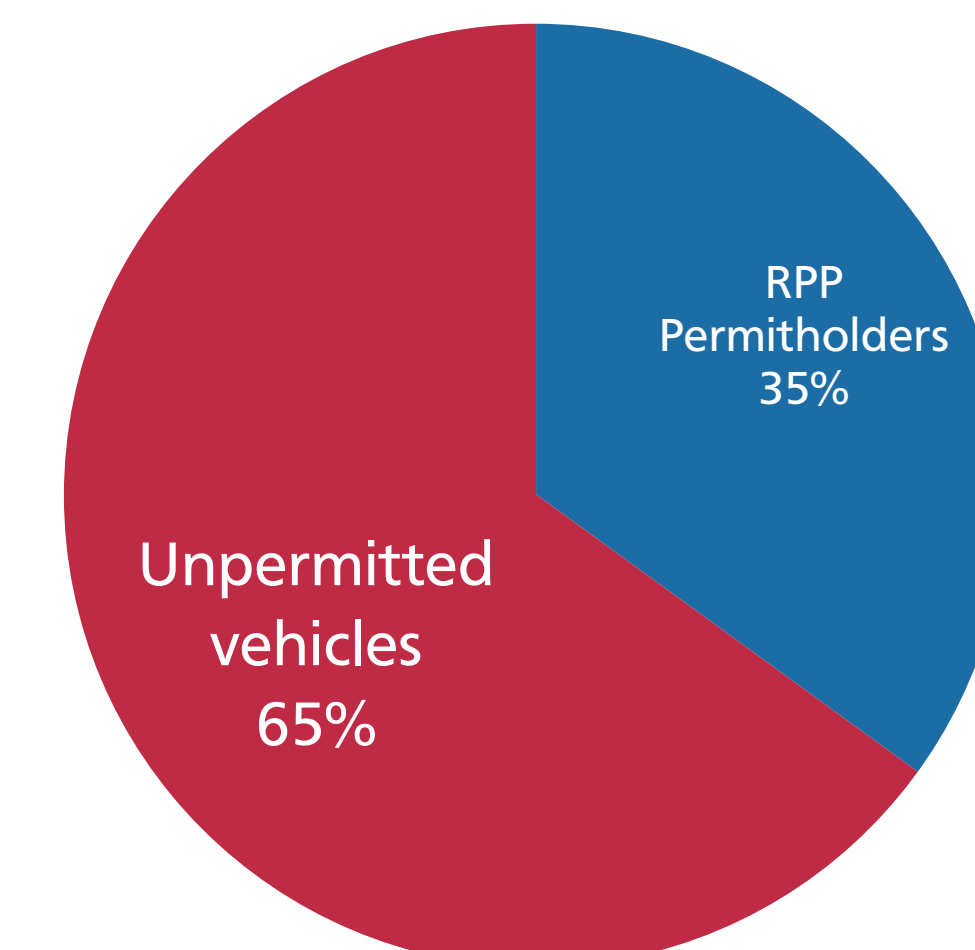
Parking occupancy in the project area (percentage), 2023



Unpermitted parked vehicles in the project area- (percentage), 2023

Visitors' length of stay in the project area (percentage), 2023

Parking occupancy in the project area (percentage), 2023



On track: Where we are and what's ahead?

Next steps

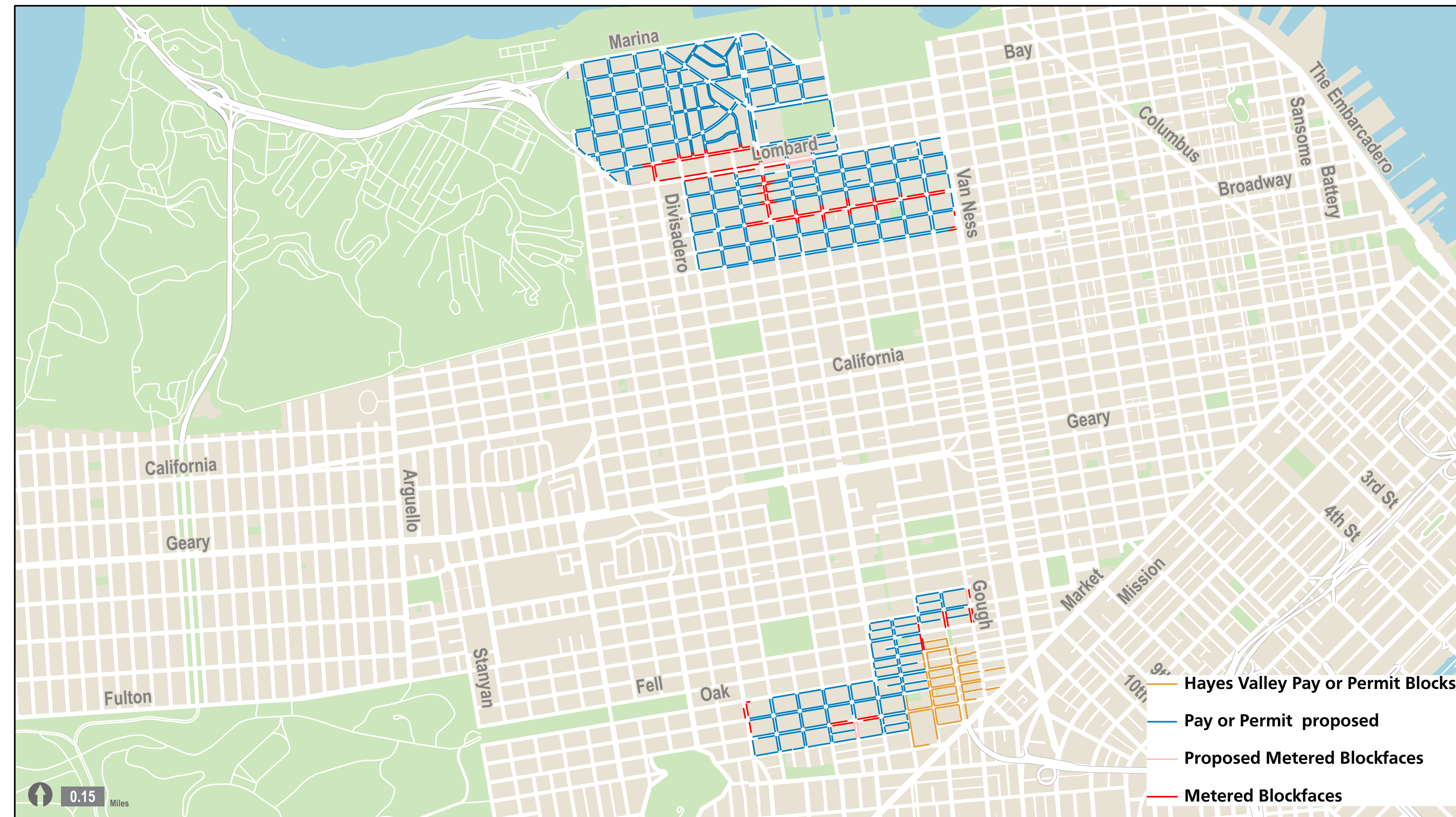
- More data collection
- More input-gathering
- Fine-tuning proposal specifics (timing, locations)

Future phases

- Public Hearing
- SFMTA Board of Directors Approval
- Installation

Seeking community input on:

- Blocks to be regulated
- Hours and days of enforcement
- Pricing



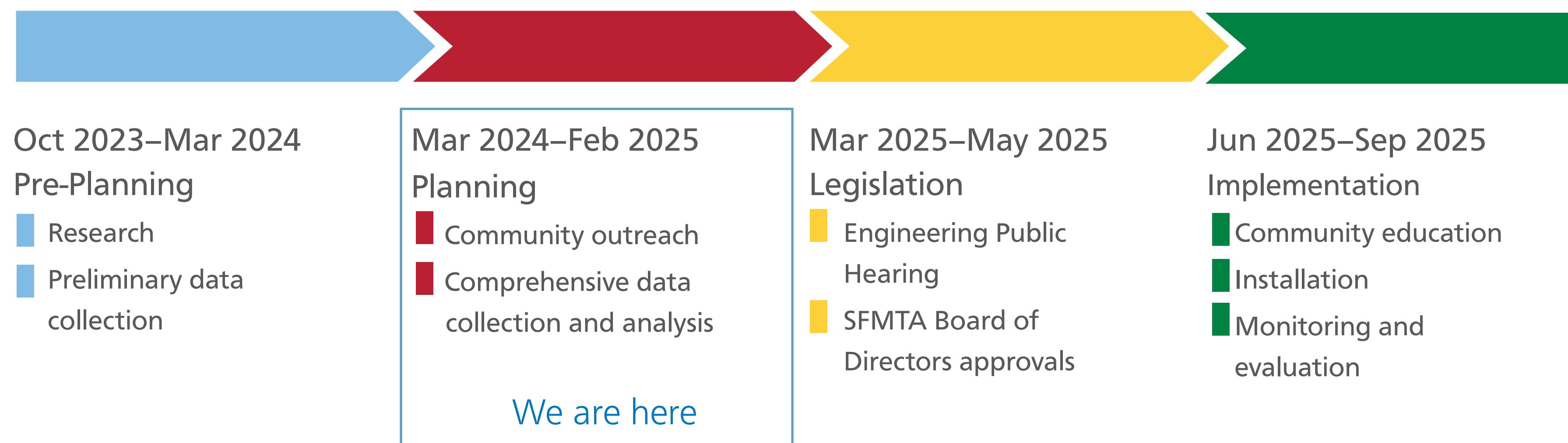
Thank you for joining us at today's open house and for your valuable participation! Your support and feedback are helping shape the future of the residential parking in your neighborhood.

Leave comments at the next board or email the team at InfoRPP@SFMTA.com to give feedback on Pay or Permit Parking.

Visit the project page linked at SFMTA.com/PayOrPermit to sign up for email alerts for this project.



Pay or Permit Parking Project outreach
Western Addition Sunday Streets, September 2024



What is Your Take?

We are asking, you are answering: your thoughts matter!

What aspects of Pay or Permit parking regulation do you find most beneficial or challenging, and why?

How could Pay or Permit regulation better meet your needs in terms of enforcement hours and days, pricing, etc?