



**SFMTA**  
Municipal  
Transportation  
Agency

# Residential Parking Permit Evaluation and Reform Project

Citizens' Advisory Council  
May 5, 2015

# Overview

- Project overview and timeline
- Public engagement
  - Phase I - summary
  - Phase II - schedule and format
- Reform project
  - key issues
  - policy options
- Next steps

# Guiding principles

1. Excellent customer service
2. Sensitivity to local context
3. Equitable access
4. Policy alignment
5. Reduced congestion and improved transit
6. Neighborhood commercial vitality

# Timeline



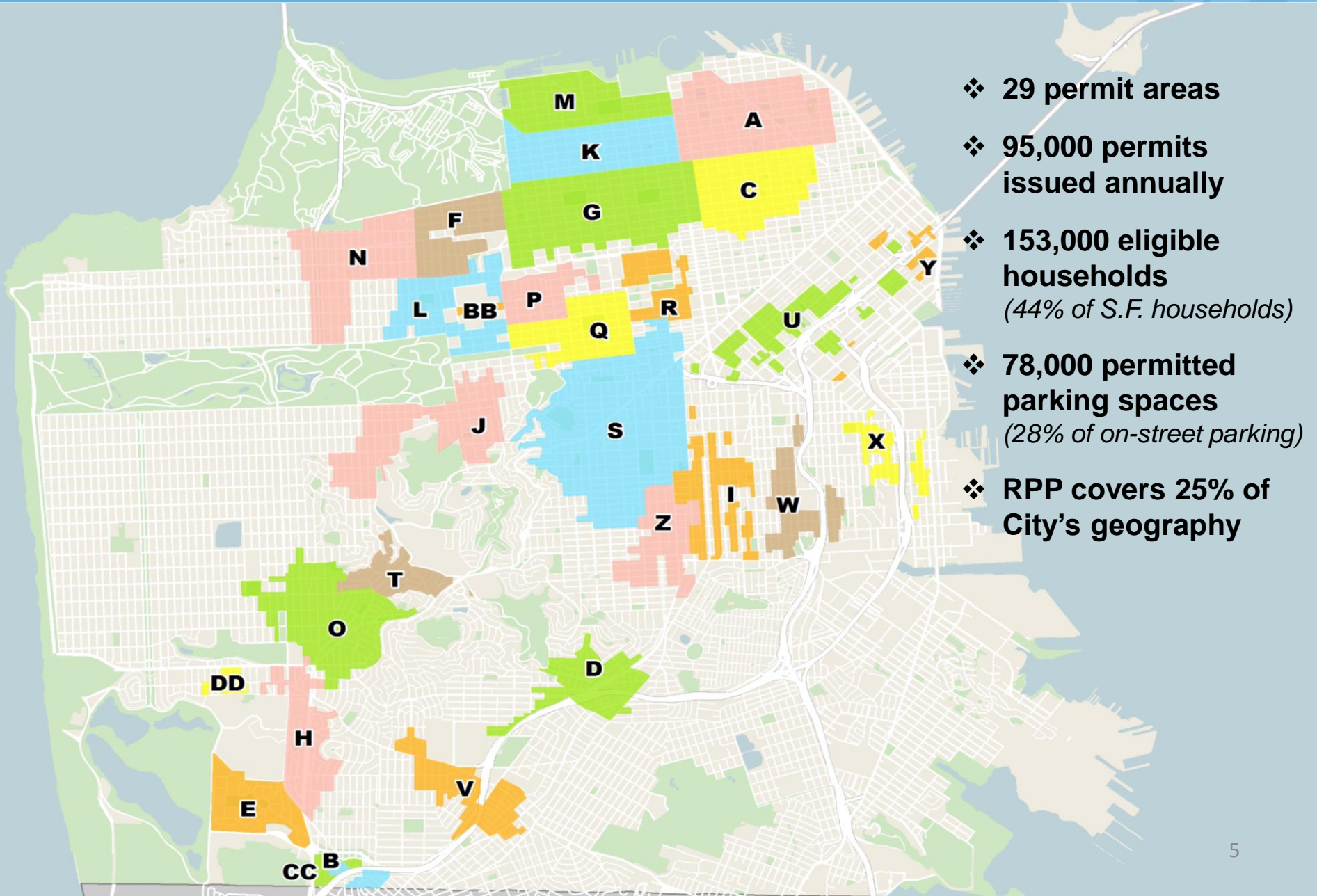
**Phase 1 of community meetings** – present and solicit feedback on background research

**Evaluation of potential policy approaches**

**Phase 2 of community meetings** – present and solicit feedback on policy approaches

**Legislation of policy proposals** (with public hearings)

# Residential parking permit areas



## Phase I: Building awareness

- Communication
  - Project website: [sfmta.com/NeighborhoodParking](http://sfmta.com/NeighborhoodParking)
  - Project email: [infoRPP@sfmta.com](mailto:infoRPP@sfmta.com)
  - ### people signed-up for project updates
  - 221 comments received
- Four community open houses (March-April)
- Household survey with 2,349 responses
- Meetings with Supervisors
- Project briefing emailed to stakeholders



# What we heard...



# Early outcomes

- Allowance for electric mopeds
- Piloted online petition form
- Revised permit pricing
  - Reduced price of 1-day permits
  - 25% discount on motorcycle permits
  - Higher priced annual permits



## **Phase II: Shaping policy with stakeholders**

- 11 community workshops
  - One in each Supervisorial district
  - Interactive format (sequential group work)
- Additional meetings with stakeholders
  - Supervisors and City departments
  - Neighborhood and merchant groups
  - Other interest groups

# Summary of 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. Adopting new technologies to improve efficiency and increase availability

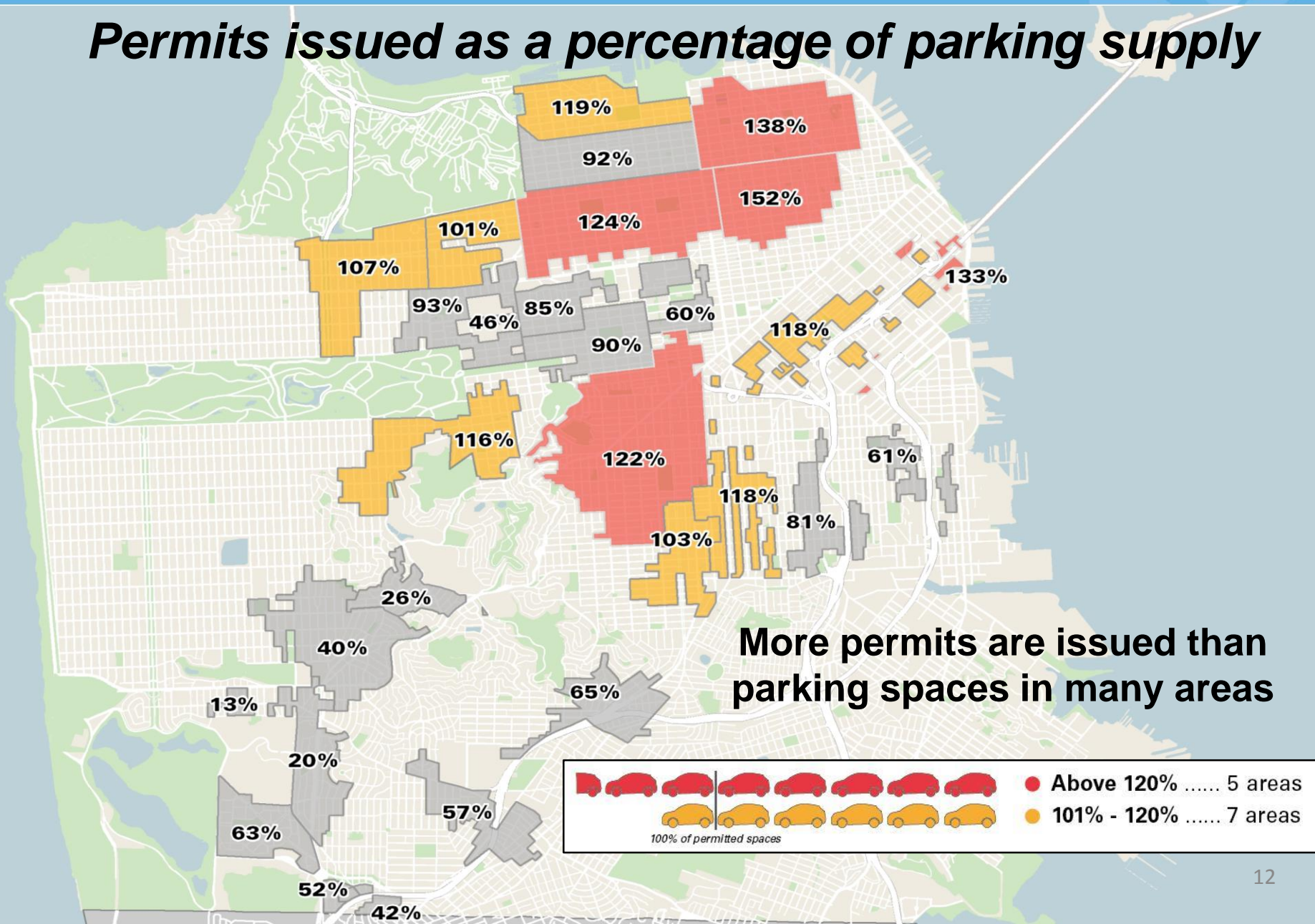
# 1. Balancing demand & supply – Issue

## **Why is this an issue?**

- More permits issued than spaces
- High occupancy rates (90%+ in some areas)
- High parking search times
- Access to on-street parking rated fair/poor
- Quality of life linked with parking
  - The longer it takes one to find parking, the less satisfied one is with overall quality of life

# 1. Balancing demand & supply – Issue

## *Permits issued as a percentage of parking supply*



# 1. Balancing demand & supply – Issue

## ***Parking occupancy rates***

Neighborhood	Permit Area	Weekdays				Weekends	
		4:30am-5am	10am-12pm	2pm-4pm	7pm-9pm	2pm-4pm	7pm-9pm
Nob Hill & Telegraph Hill	Area A	95%	91%	90%	94%	92%	96%
Russian Hill	Area A	92%	92%	88%	86%	84%	88%
Inner Richmond	Area N	95%	91%	88%	92%	No data collected	No data collected
So. Noe Valley	Area Z	86%	89%	88%	90%		
NE Mission	Area I		83%	85%	96%		
Inner Sunset	Area J	86%	80%	83%	88%		

***Prevailing effective hours of permit parking (boxed):***

**Area A** – Monday-Saturday, 8am-9pm

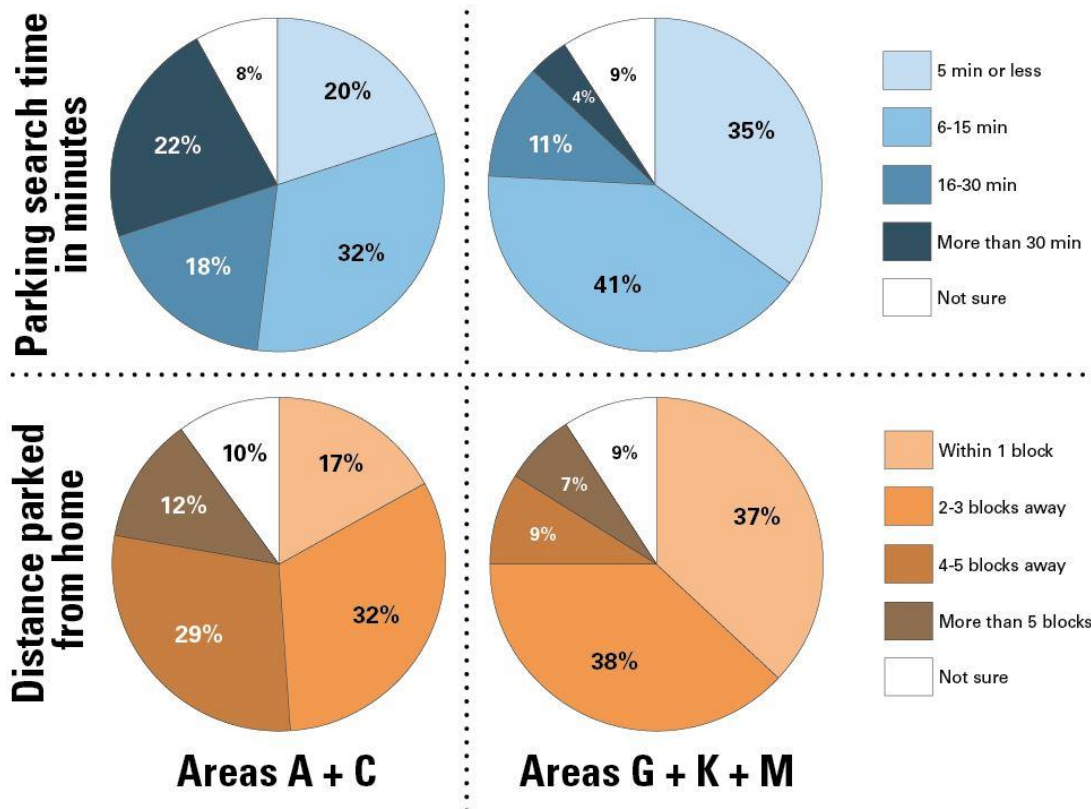
**Areas I, N, J, and Z** – Monday-Friday/Saturday, 8am/9am-6pm

**Many neighborhoods experience high parking occupancies despite permit parking**



# 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**



# 1. Balancing demand & supply – Policy

## **Suggested policy approaches**

- A. Cap the number of permits issued
- B. Institute graduated permit pricing
- C. Exclude some new buildings

# 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
- Lowered household caps
- Cap per person
- Cap by type of land use

# 1. Balancing demand & supply – Policy

## B. Institute graduated permit pricing

### How it works now

- All permits cost the same
  - 4<sup>th</sup> permit = 1<sup>st</sup> permit
- Business permits cost the same as resident permits
- No incentives to use garages / on-site parking

### How it might work

- Prices vary by
  - Number of permits
  - Access to off-street parking
  - Occupancy rates

# 1. Balancing demand & supply – Policy

## C. Exclude some new buildings

### How it works now

- No permit eligibility exclusions if within a permit area

### How it might work

- New residential buildings in zoning areas with parking maximums would not be eligible for permits

## 2. Balancing neighborhood needs – Issue

### **Why is this an issue?**

- Neighborhoods have a mix of uses
  - Residents, workers, customers, visitors
- All need access to curb
- Residential Permit Parking designed for primarily residential areas
- Planning promotes walkable neighborhoods

## 2. Balancing neighborhood needs – Issue

### ***Density of jobs by Transportation Analysis Zone***

[map forthcoming]



## 2. Balancing neighborhood needs – Policy

### **Suggested policy approaches**

- A. Increase allowance of permits
- B. Institute a paid parking overlay (pay to exceed time limit)
- C. Use comprehensive neighborhood parking planning for mixed-use areas

## 2. Balancing neighborhood needs – Policy

### A. Increase allowance of permits

#### How it works now

- Businesses gets 1 permit for owner's personal vehicle
- 3 additional permits for delivery vehicles registered to business

#### How it might work

- Businesses get 2 permits  
*OR*
- Businesses get permits based on the availability of parking in the area

## 2. Balancing neighborhood needs – Policy

### **B. Institute a paid parking overlay**

#### **How it works now**

- Visitors without a permit must move car before exceeding the time limit

#### **How it might work**

- Visitors can pay to exceed the time limit
  - More flexibility
  - More efficient enforcement
  - Price high enough to retain availability for residents and other permit-holders

## 2. Balancing neighborhood needs – Policy

### C. Use neighborhood parking planning

#### How it works now

- Neighborhood parking planning only used in Eastern Neighborhoods

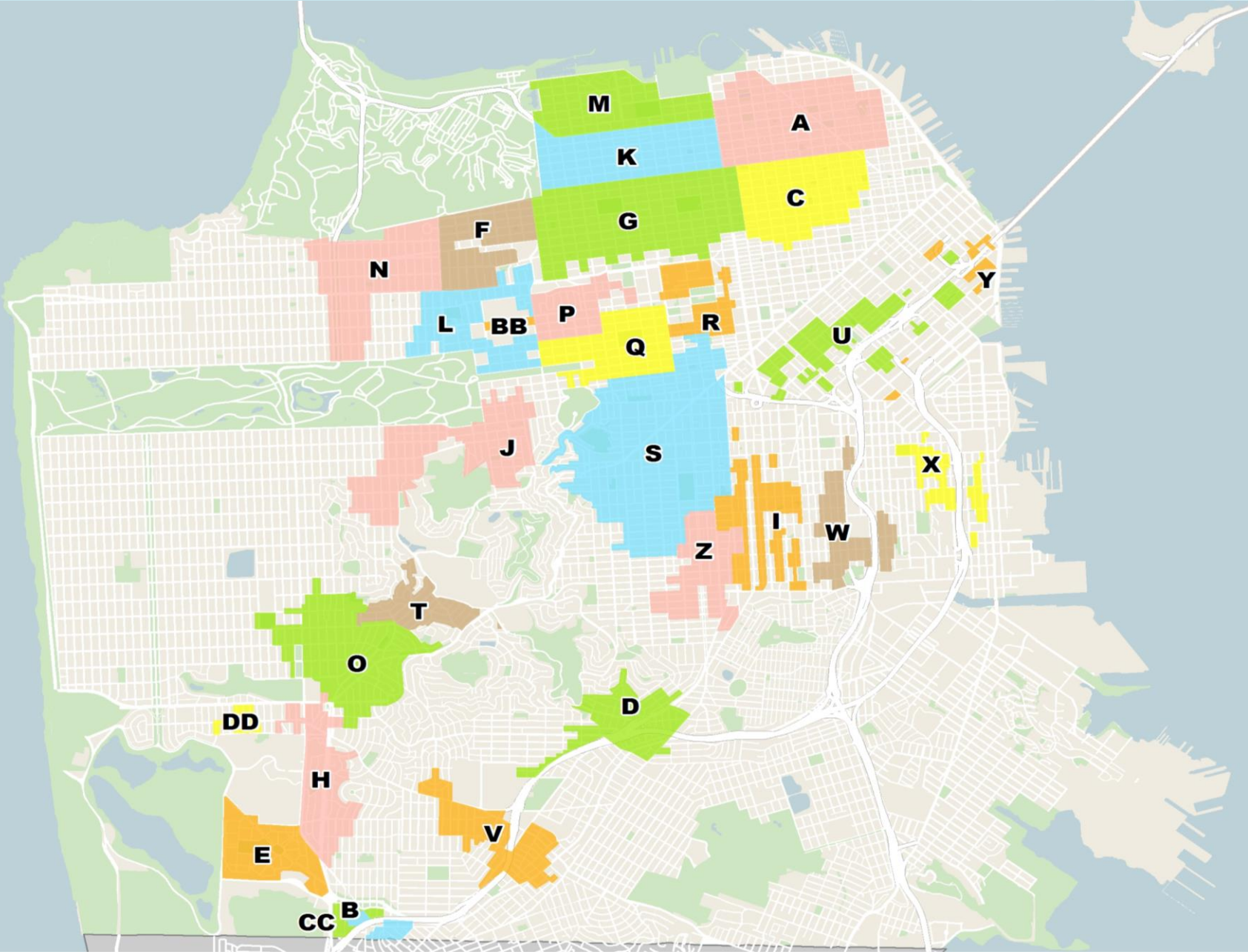
#### How it might work

- Neighborhood parking planning uses in any mixed-use area

### **Why is this an issue?**

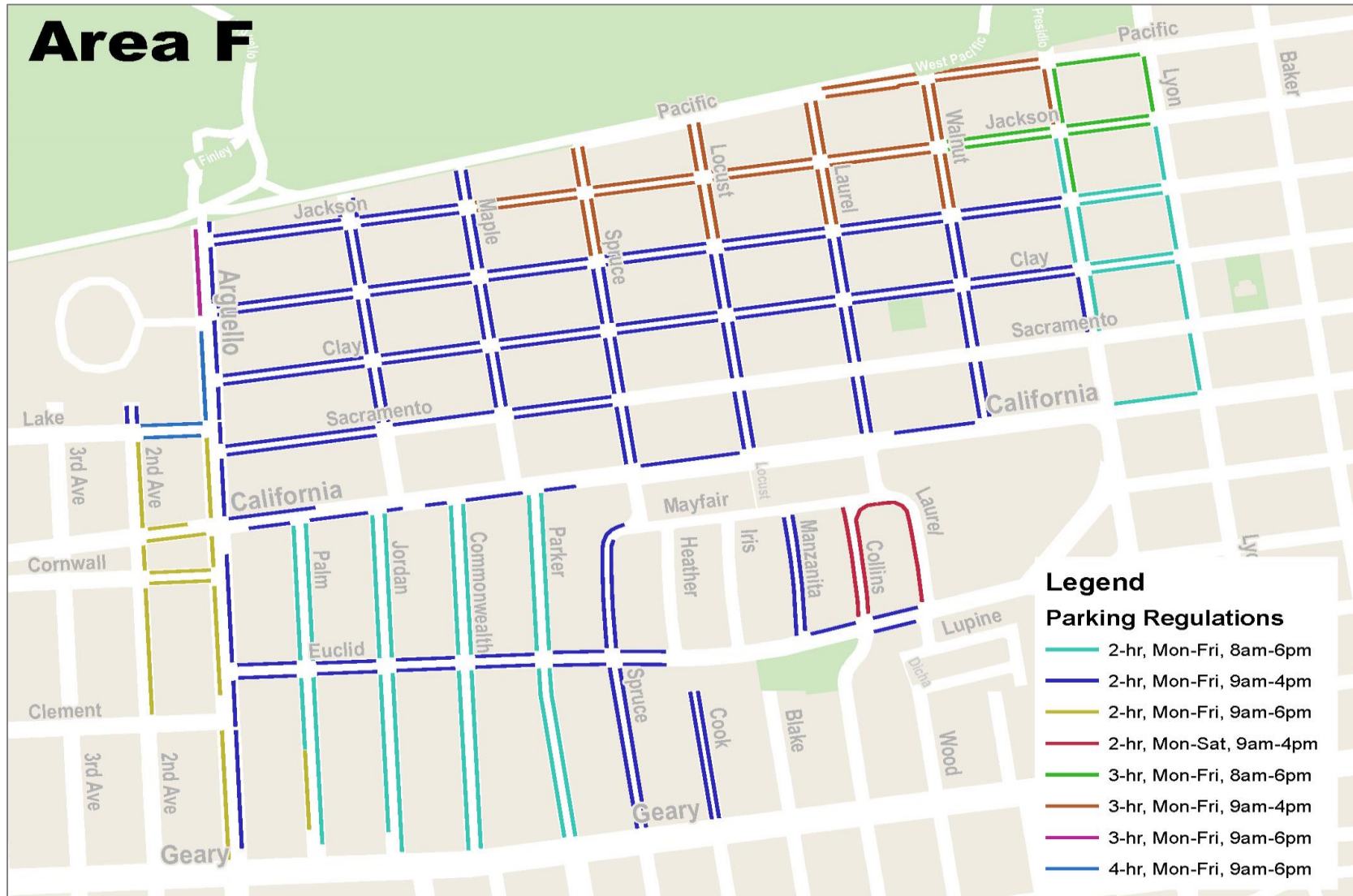
- Boundaries are irregular and vary in size
- Regulations are variable
- There are pockets of unregulated blocks

# 3. Rationalizing boundaries & regulations – Issue





# 3. Rationalizing boundaries & regulations – Issue



### **Suggested policy approaches**

- A. Pre-zone boundaries and regulations
- B. Sub-divide boundaries and standardize regulations

### A. Pre-zoning boundaries and regulations

#### How it works now

- Permit area boundaries and regulations established organically
- Boundaries irregular and vary in size
- Regulations variable within and between areas

#### How it might work

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

## 3. Rationalizing boundaries & regulations – Policy

### **B. Sub-divide areas & 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**

- Sub-divide large areas
- Standardize regulations for legibility, management of parking pressures, and efficient enforcement

## 4. Rationalizing the planning process – Issue

### **Why is this an issue?**

- Inconsistencies in administration of permit parking over time
- Lack of clarity about requirements
- Cumbersome for applicants
- Petitions potentially unrepresentative (Area Q)
  - 250 for new areas, 50% for extensions

### **Suggested policy approaches**

- A. Conduct a comprehensive neighborhood parking assessment
- B. Pre-zone areas for extensions

## 4. Rationalizing the planning process – Policy

### A. Neighborhood parking assessments

#### How it works now

- Residents petition for permit parking
- Occupancy surveys
- License plate surveys

#### How it might work

- Residents petition for a neighborhood parking assessment
- Address problems with corresponding solutions (permit parking as well as other tools)



### **B. Pre-zone areas for extensions**

#### **How it works now**

- Petitions
- Occupancy surveys
- License plate surveys

#### **How it might work**

- Identify ultimate boundaries
- Approve if:
  - Majority in favor
  - Demonstrated need

### **Why is this an issue?**

- Public expects faster, better, and more convenient services
- Current permitting and enforcement practices are time-consuming, costly, and not as effective as they could be
- Public demands regular monitoring and evaluation
- Multitude of signs and meters and unattractive and distracting

### **Suggested policy approaches**

A. Update systems

B. Paid / permit parking overlay

### A. Update systems

#### How it works now

- Mail or apply in person
  - Online renewals possible
- Chalking tires

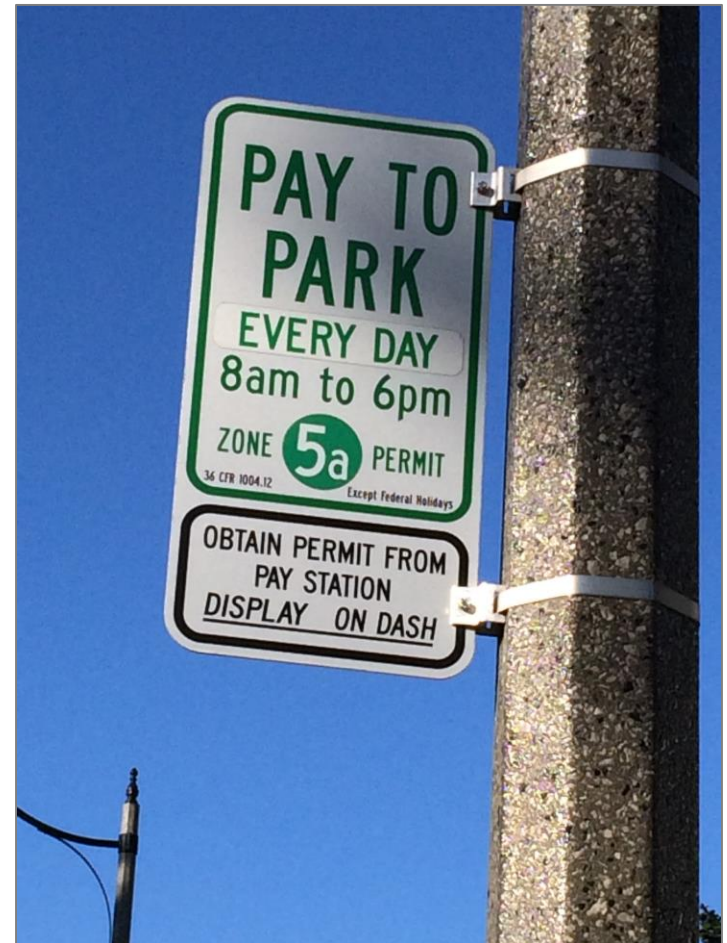
#### How it might work

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

# 5. Leveraging information technology – Policy

## B. Paid / permit parking overlay

How it might work



# Next steps

- Continue public engagement
- Complete evaluation and recommendations
- Return to Board in fall 2016 with policy recommendations