



**SFMTA**  
Municipal  
Transportation  
Agency

# RPP Reform Project & Pilot Areas

Planning & Governance Committee  
March 17, 2017

# Project Overview

## Phase 1 RESEARCH

Prepare Existing  
Conditions Report  
Household Survey  
Parking Utilization  
Study  
Develop Case  
Studies

## Phase 2 POLICY DEVELOPMENT & PILOT AREAS

Identify Key Issues  
Generate Possible  
Policy Solutions  
Obtain Input and  
Feedback from the  
Public

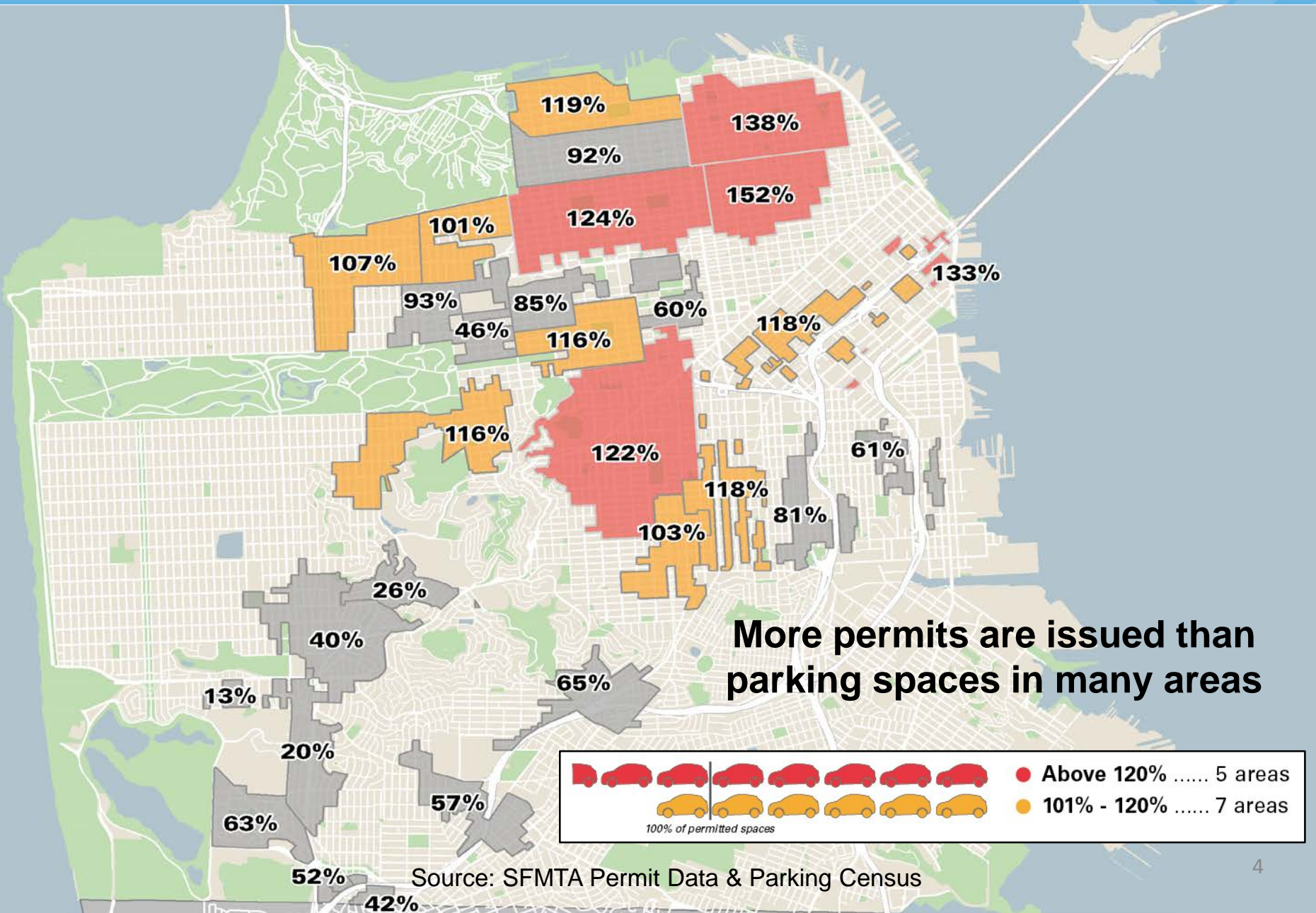
## Phase 3 ALTERNATIVES ANALYSIS

Evaluate possible  
impacts:  
Goal Attainment  
Fiscal  
Administrative

# Key Issues

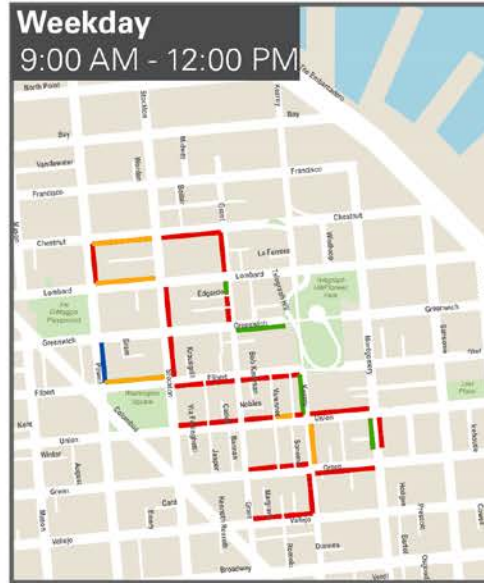
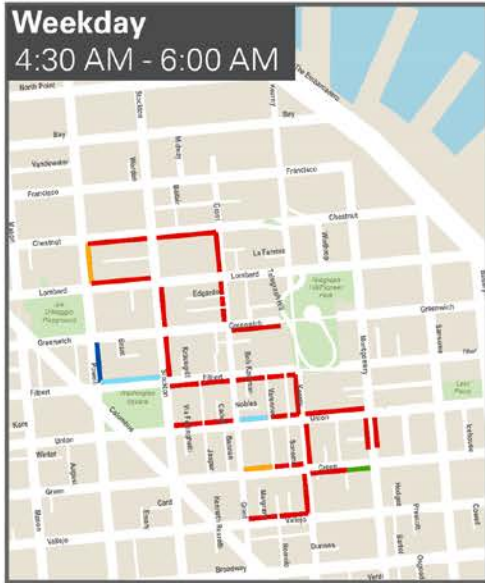
1. Demand exceeds supply in many RPP areas even with controls on non-resident parking

# More permits than spaces



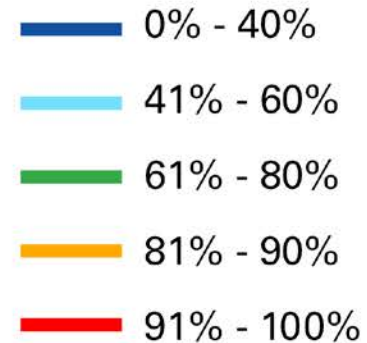


# High occupancy during RPP hours

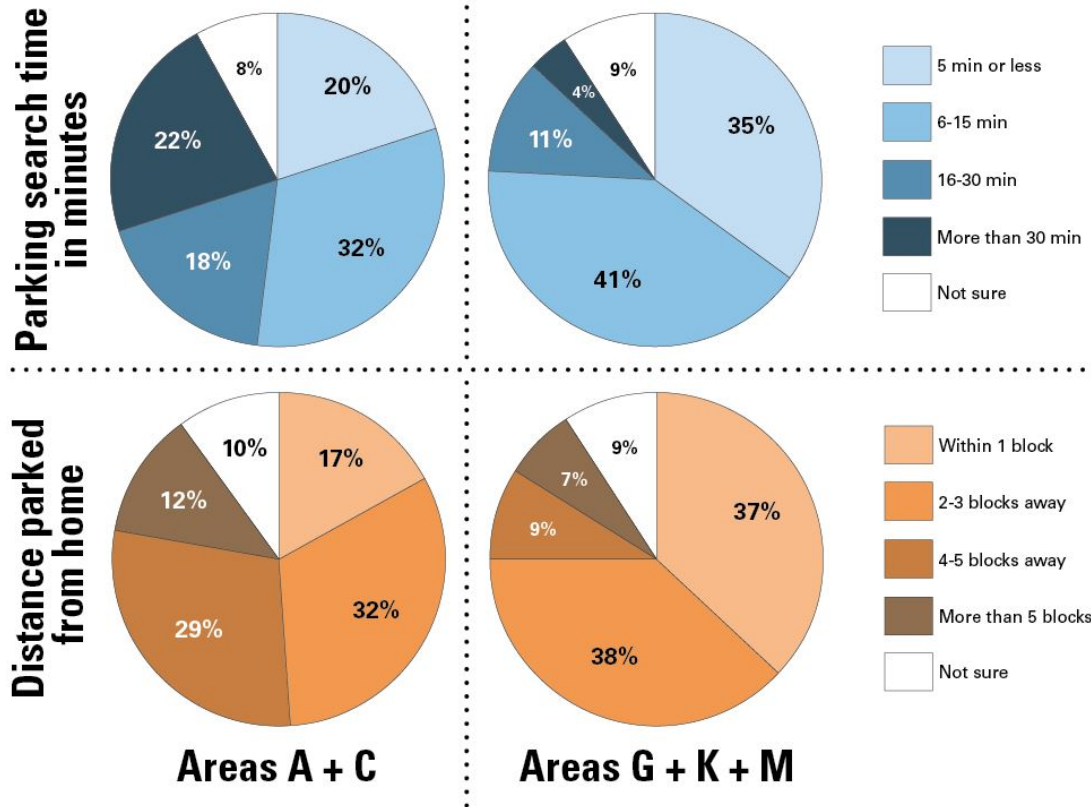


## Route A-3 Telegraph Hill

Average Weekday Occupancy  
October 2015



# Long parking search times

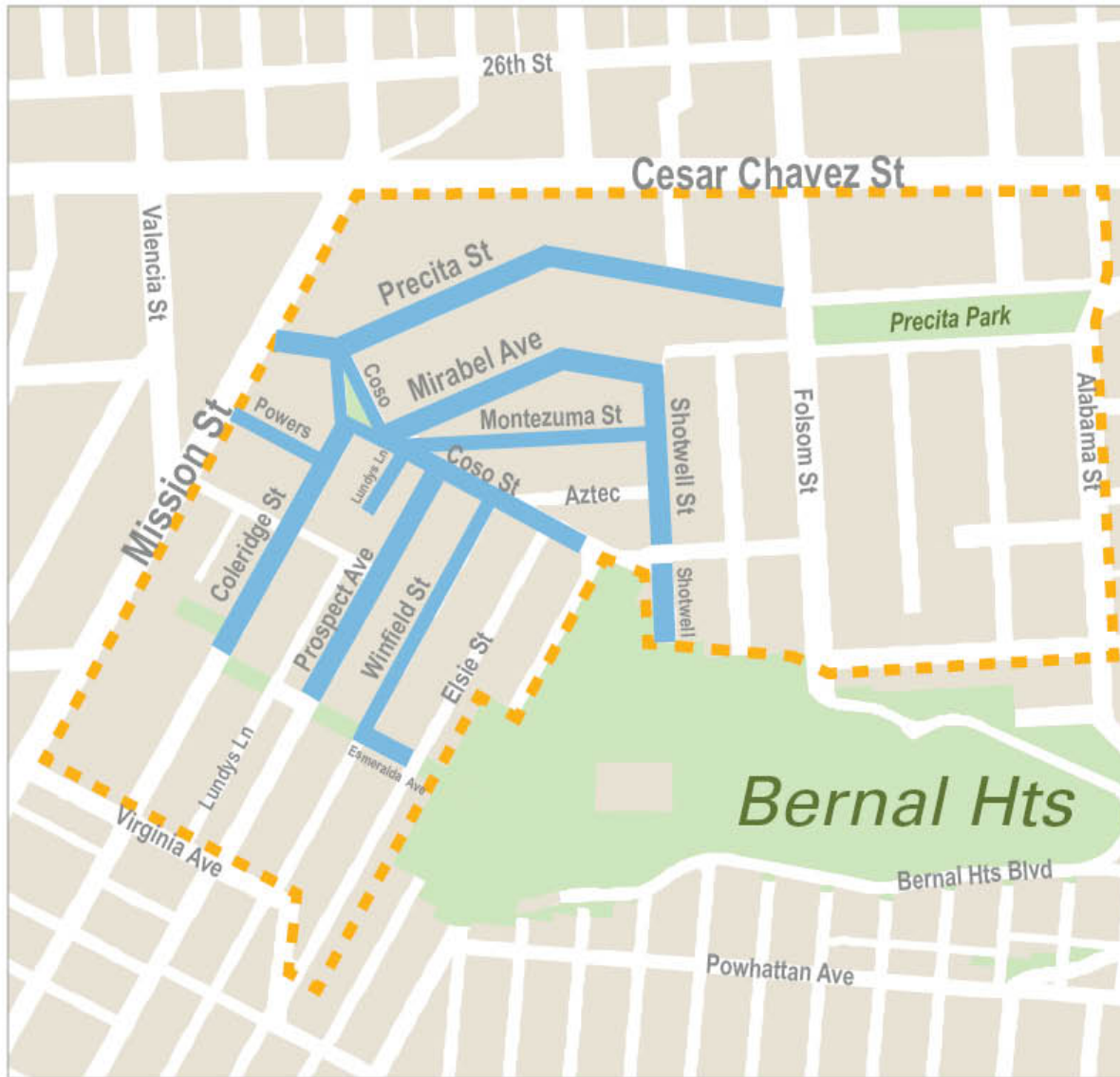


**In Areas A and C, 40% of people circle for over 15 minutes and park 4 or more blocks away from home**

# Why a pilot?

- Evaluate effectiveness
  - Do they provide desired level of parking availability?
- Test public acceptance
- Better understand administrative challenges before going citywide

# Northwest Bernal potential pilot area





## Northwest Bernal

### Residential permit parking

March 2017

Map depicts blocks for which over 50% of residents have submitted a petition in favor of permit parking.

### LEGEND

-  Blocks with a majority of residents in favor
  -  Planning area
- 2 HR Parking, 8 AM - 8 PM  
Monday - Friday

Date Saved: 3/2/2017

For reference contact: [InfoRPP@sfmta.com](mailto:InfoRPP@sfmta.com)

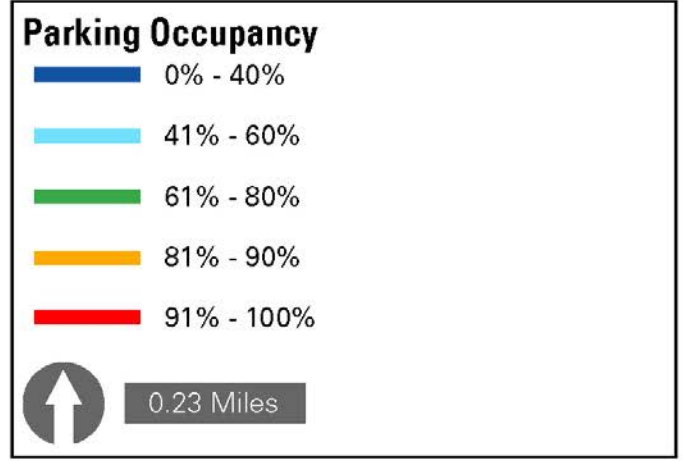
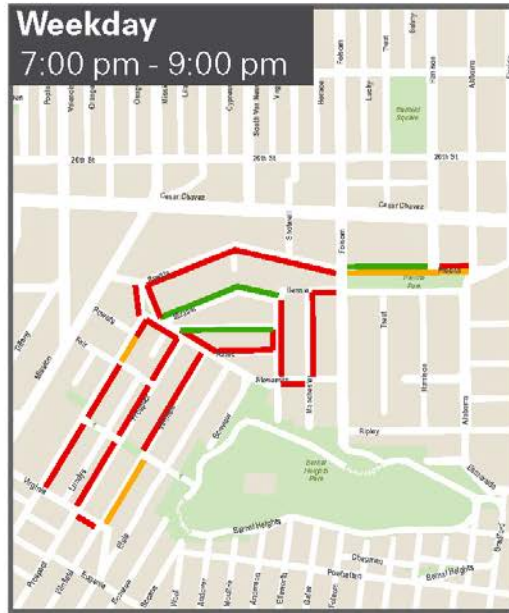
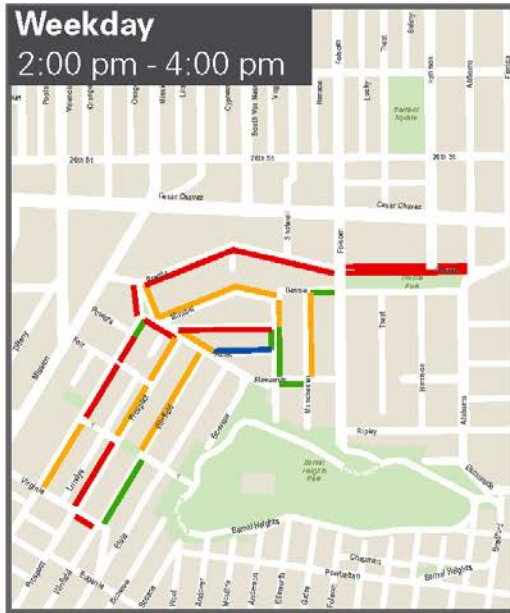
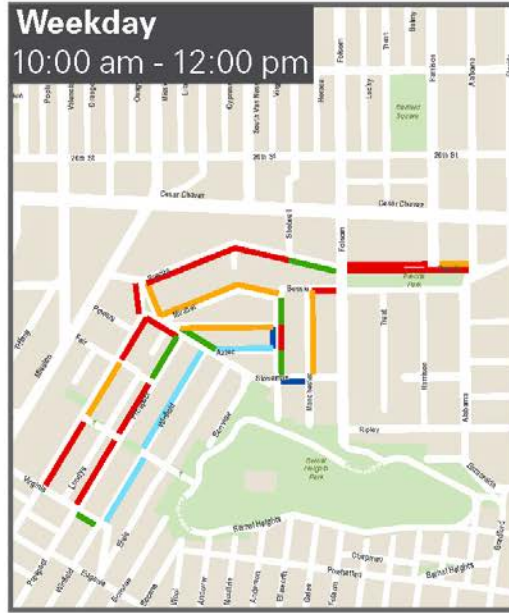
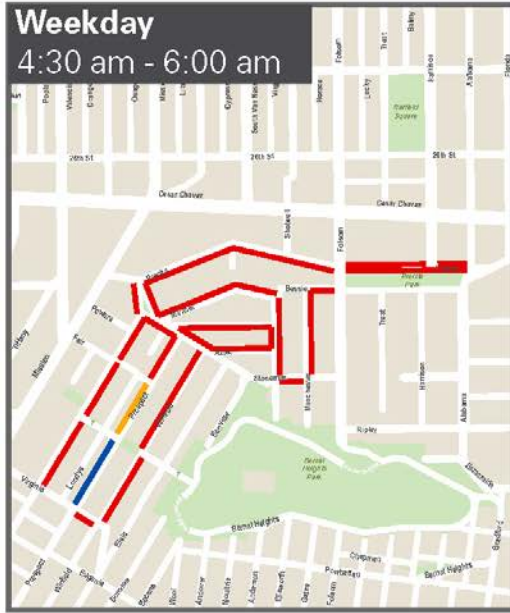
By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





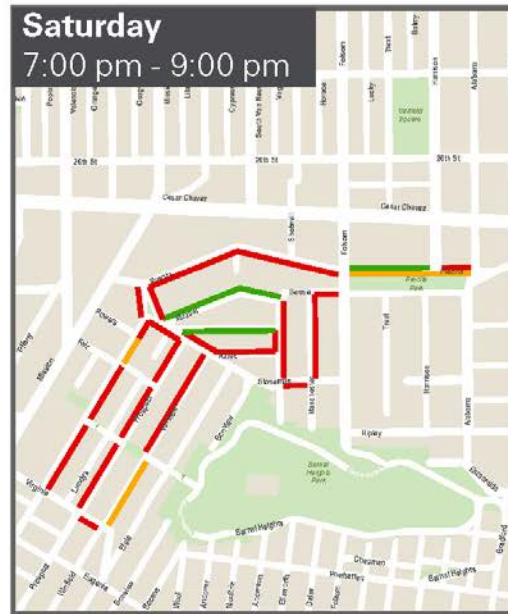
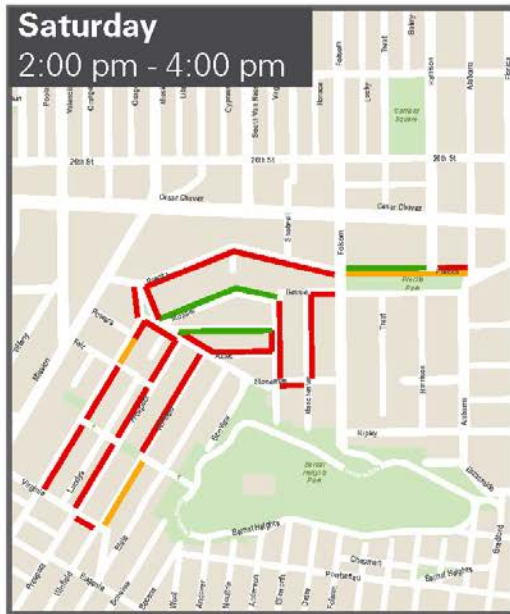
# Weekday parking occupancy

## North Bernal Route Z-2

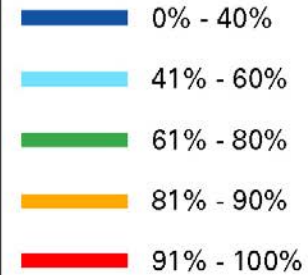


# Weekend parking occupancy

## North Bernal Route Z-2



### Parking Occupancy



0.23 Miles

# Access to vehicles and off-street parking

Nearly 50% have no off-street parking

Planning Survey Area		
Off-street parking		
	Responses	%
<b>0</b>	481	47%
<b>1</b>	381	38%
<b>2</b>	106	10%
<b>3</b>	16	2%
	1016	100%

Most have at least one vehicle

Planning Survey Area		
Household Vehicles		
	Responses	%
<b>0</b>	51	5%
<b>1</b>	442	44%
<b>2</b>	382	38%
<b>3</b>	93	9%
<b>4+</b>	19	2%
	1016	100%

# North Bernal parking issues



- 95% of households own vehicles
- High rates of non-resident parking on neighborhood streets
- Nearly 50% of homes have no off-street parking
- Proximity to major traffic generators
  - St. Luke's Hospital
  - Mission Street (14)
  - 24<sup>th</sup> Street Bart

# Policy options to pilot in North Bernal

## Cap the number of permits issued

### **Current policy**

- 4 permits per household
- May petition for more

### **Options**

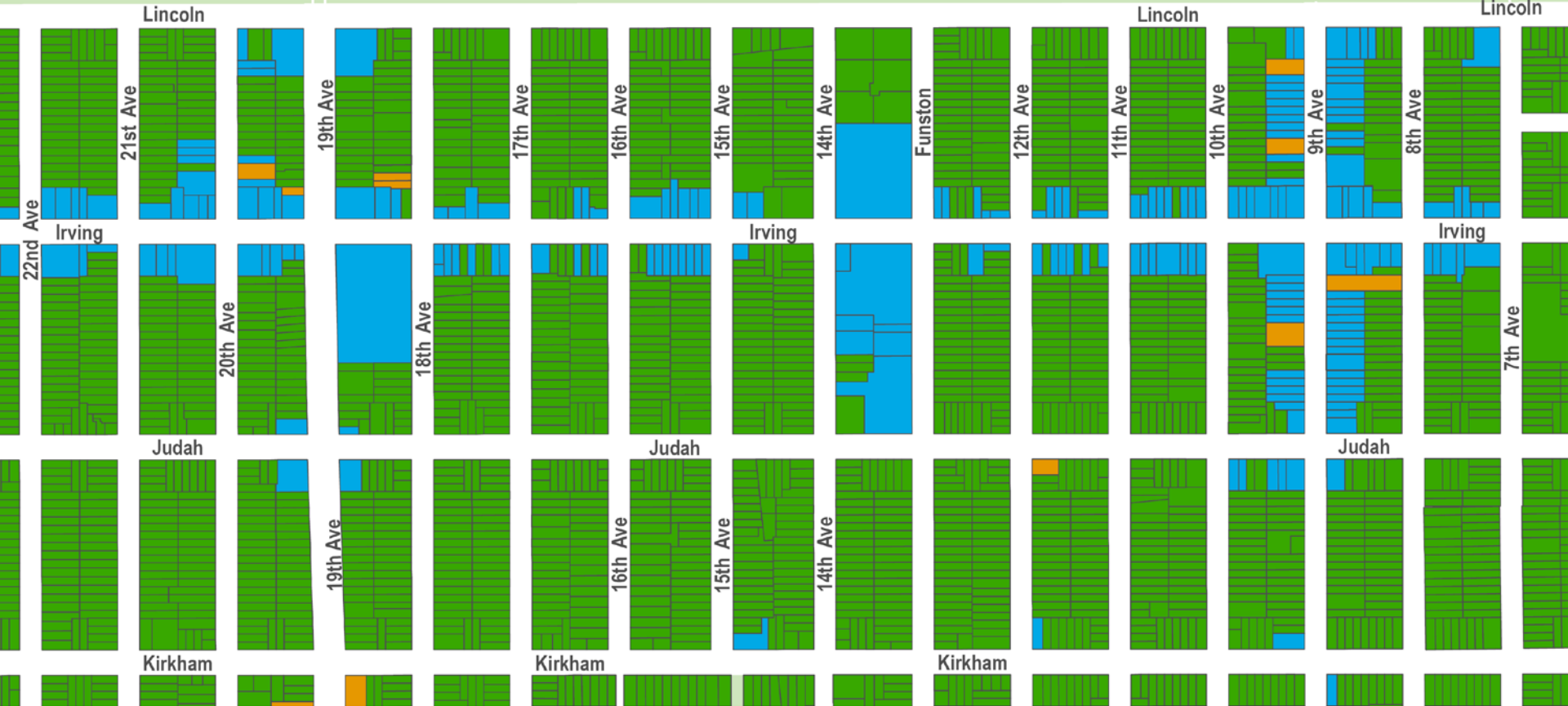
- 1 permit per driver
- 2 permits per household



# Key Issues

1. Demand exceeds supply in many RPP areas even with controls on non-resident parking
2. Traditional RPP regulations may not provide the flexibility needed in mixed-use areas

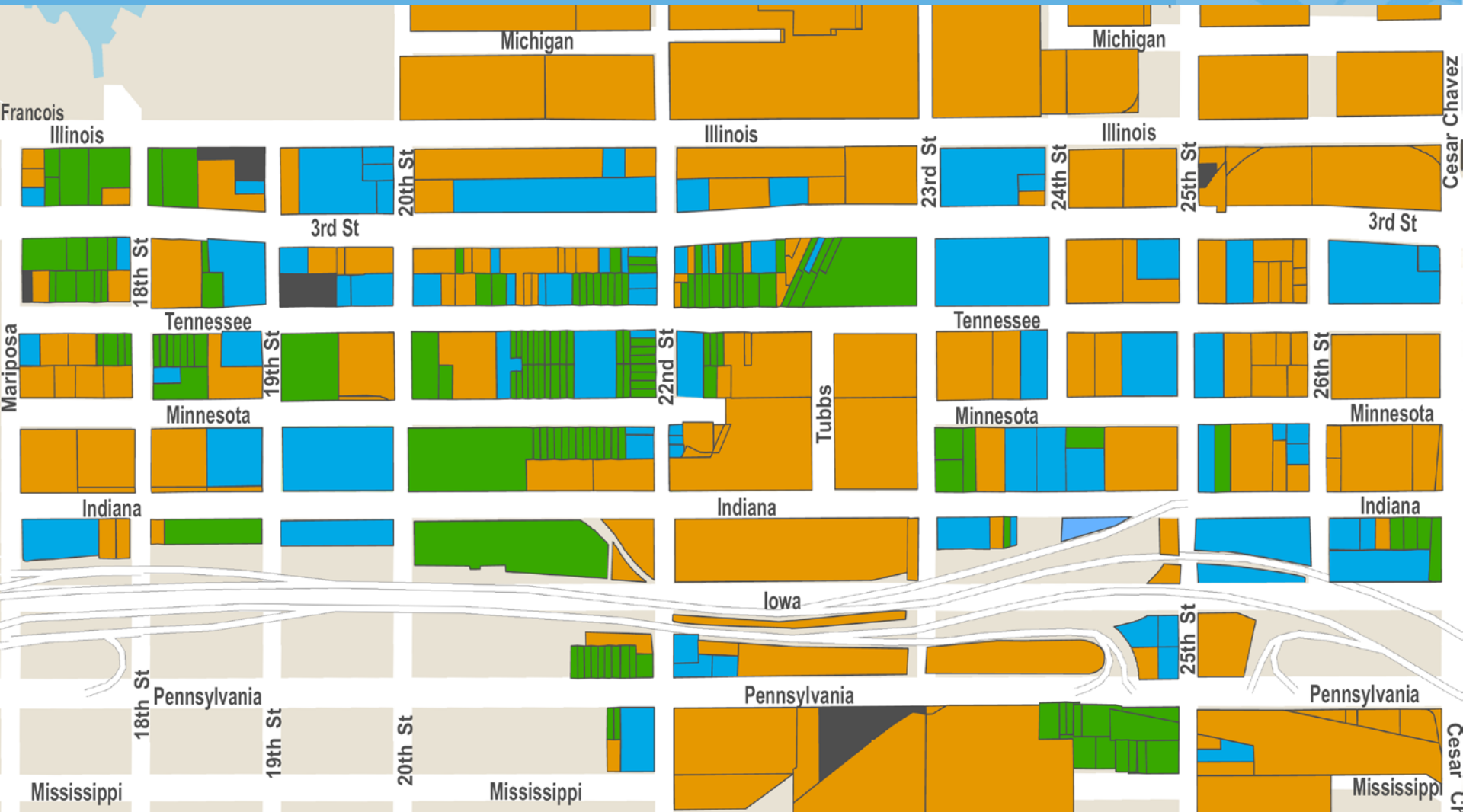
# Residential area land use



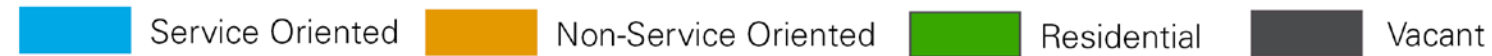
**Sunset Ground Floor Land Use**



# Mixed-use area land use



## Dogpatch Ground Floor Land Use



# Dogpatch parking issues



- Predominantly industrial
- Existing and new residential
- Proximity to
  - UCSF-Mission Bay
  - Warriors Arena
  - Pier 70
- Commuters
  - T-Third
  - Caltrain—22nd Ave



- Multiple types of users and different parking needs

# Potential option for mixed-use areas

## Paid + permit parking

### **Current policy**

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

### **Option**

- Visitors may park in permit areas if they pay (permit holders park for free)
  - Pay-by-phone only OR
  - Multi-space meters
  - Price high enough to retain availability for residents and other permit-holders



# Next steps

- Northwest Bernal Heights
  - Review with PAG
  - Complete internal evaluation of administrative costs for policy changes
  - Meetings with community to announce/review
  - Draft Transportation Code language for pilot
  - Get approval of pilot by full SFMTA Board

# Next steps

- Dogpatch
  - Review with PAG
  - Complete internal evaluation of administrative costs for policy changes
  - Finalize implementation plan for paid+permit parking using existing technology
  - Work with Muni partners regarding TDM for transit divisions in the area
  - Meetings with community to finalize
  - Get approval of pilot by full SFMTA Board