



SFMTA
Municipal
Transportation
Agency

RPP Reform Project & Pilot Areas

OCSC

May 9, 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

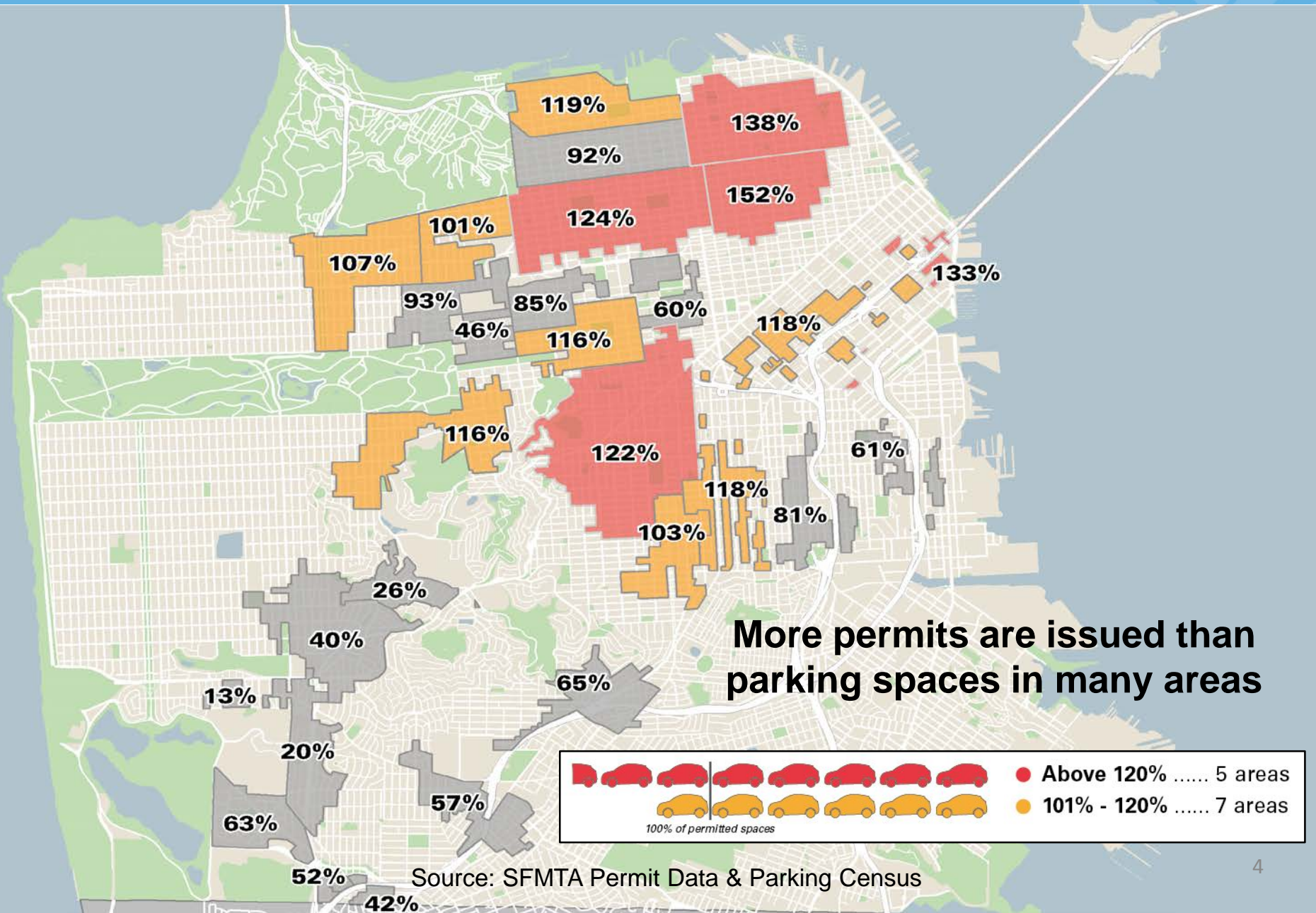
Phase 3 ALTERNATIVES ANALYSIS

Evaluate possible
impacts:
Goal Attainment
Fiscal
Administrative

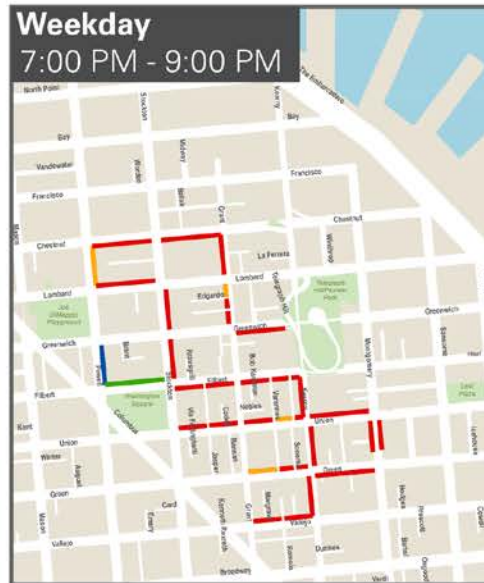
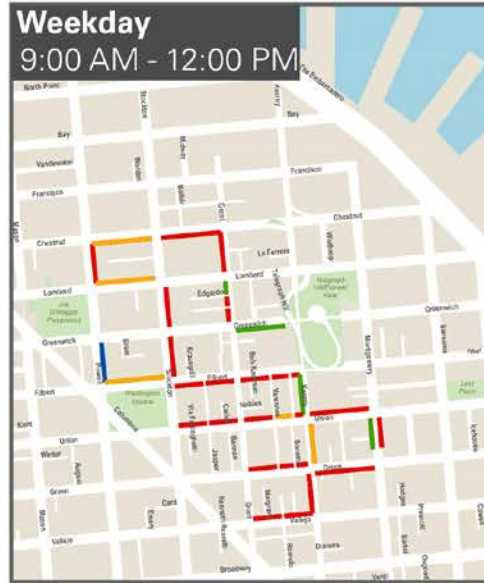
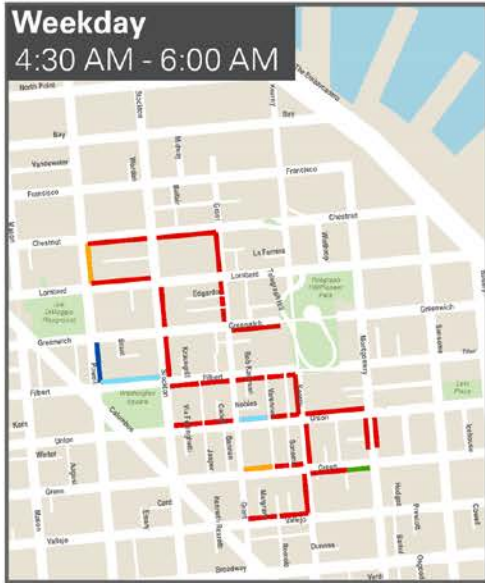
Key Issues

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

More permits than spaces

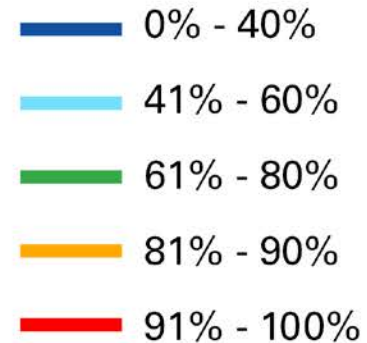


High occupancy during RPP hours

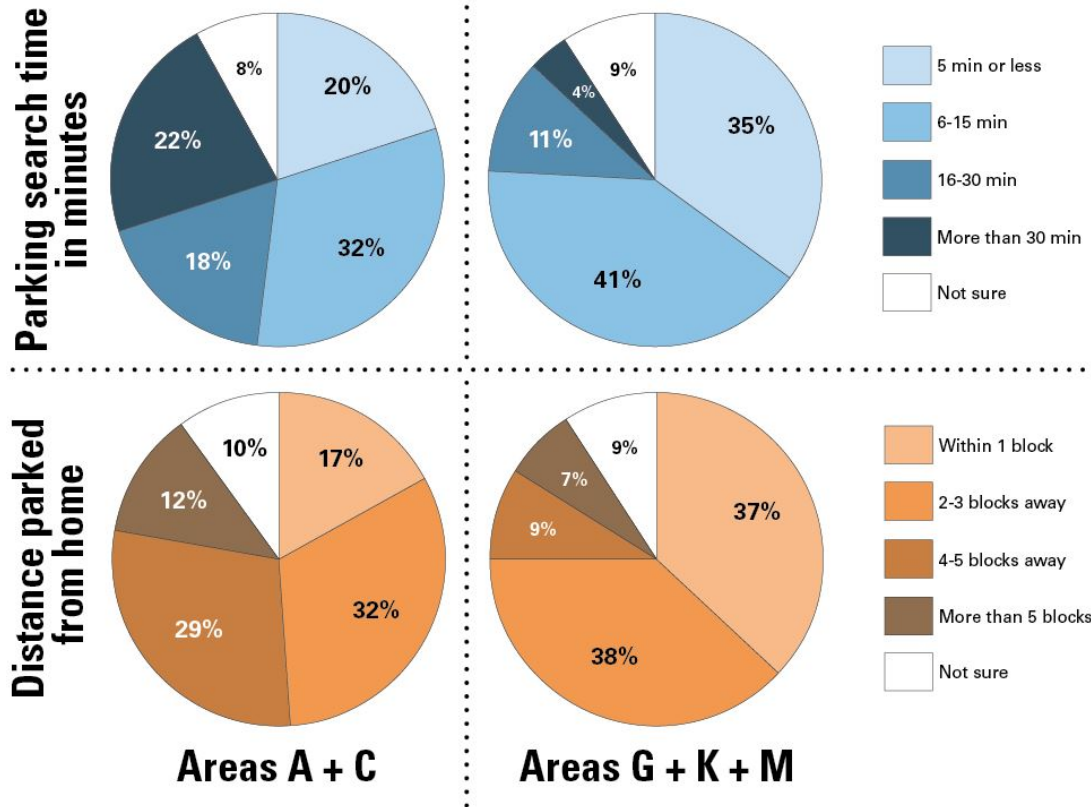


Route A-3 Telegraph Hill

Average Weekday Occupancy
October 2015



Long parking search times

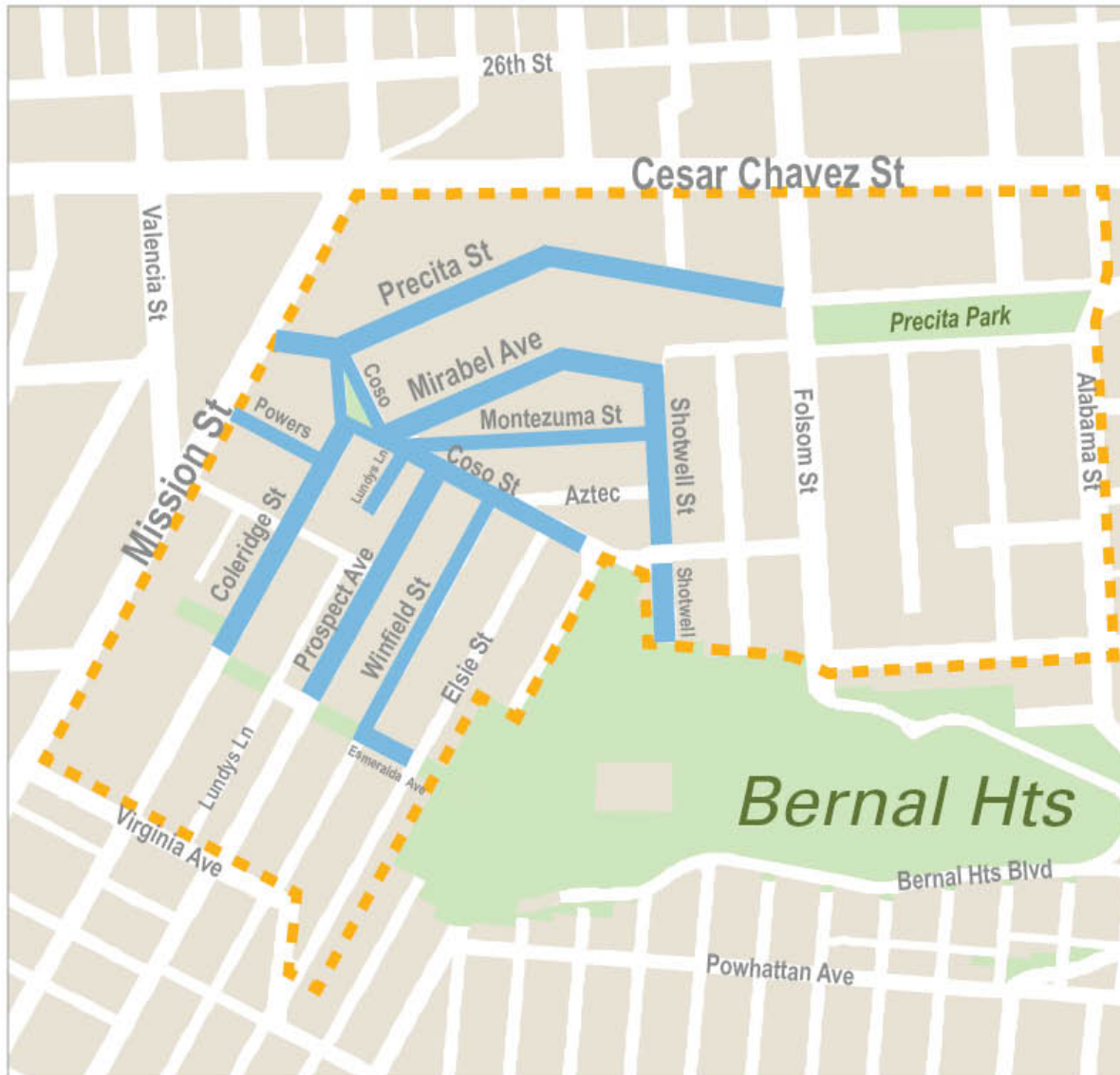


In Areas A and C, 40% of people circle for over 15 minutes and park 4 or more blocks away from home

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

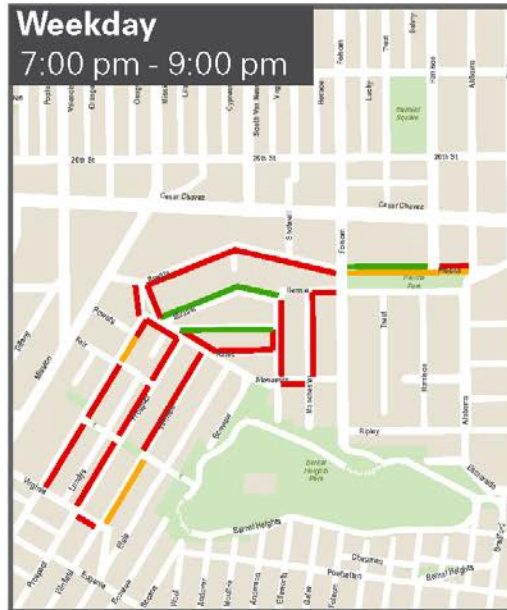
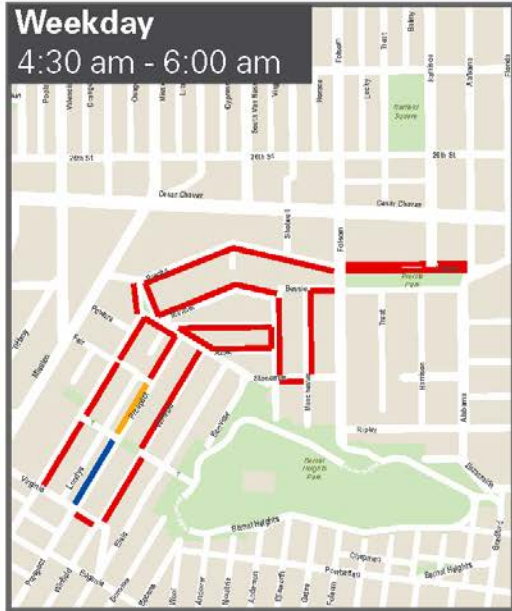
Date Saved: 3/2/2017

For reference contact: InfoRPP@sfmta.com

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."

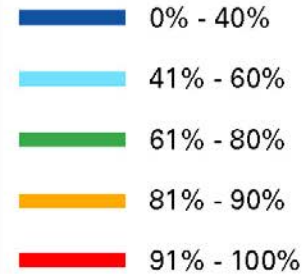


Weekday parking occupancy



North Bernal Route Z-2

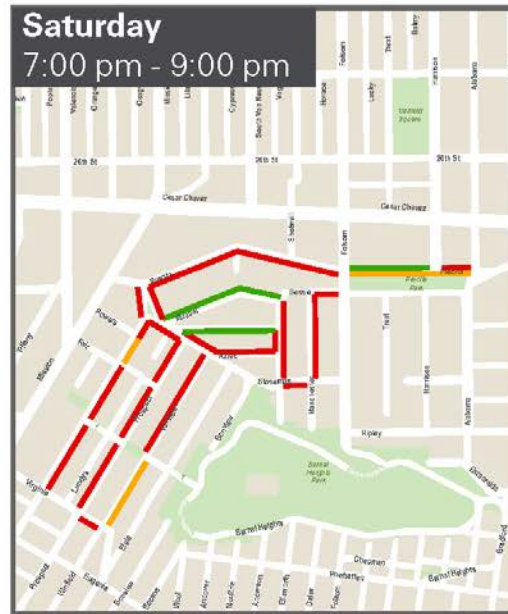
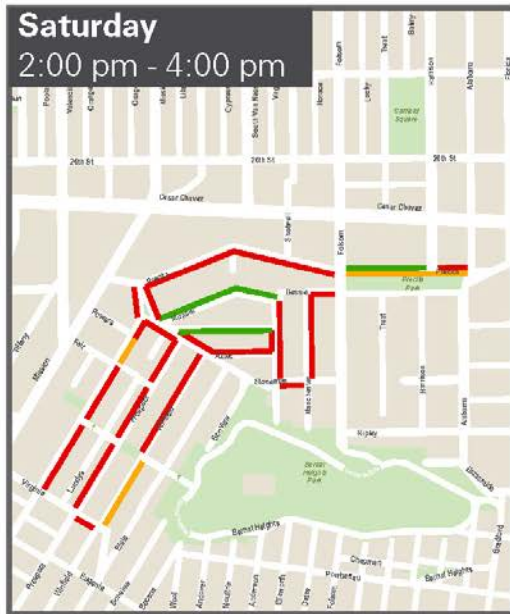
Parking Occupancy



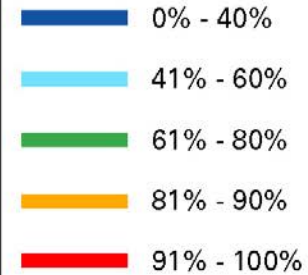
0.23 Miles

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	%
0	481	47%
1	381	38%
2	106	10%
3	16	2%
	1016	100%

Most have at least one vehicle

Planning Survey Area		
Household Vehicles		
	Responses	%
0	51	5%
1	442	44%
2	382	38%
3	93	9%
4+	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)
 - 24th 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

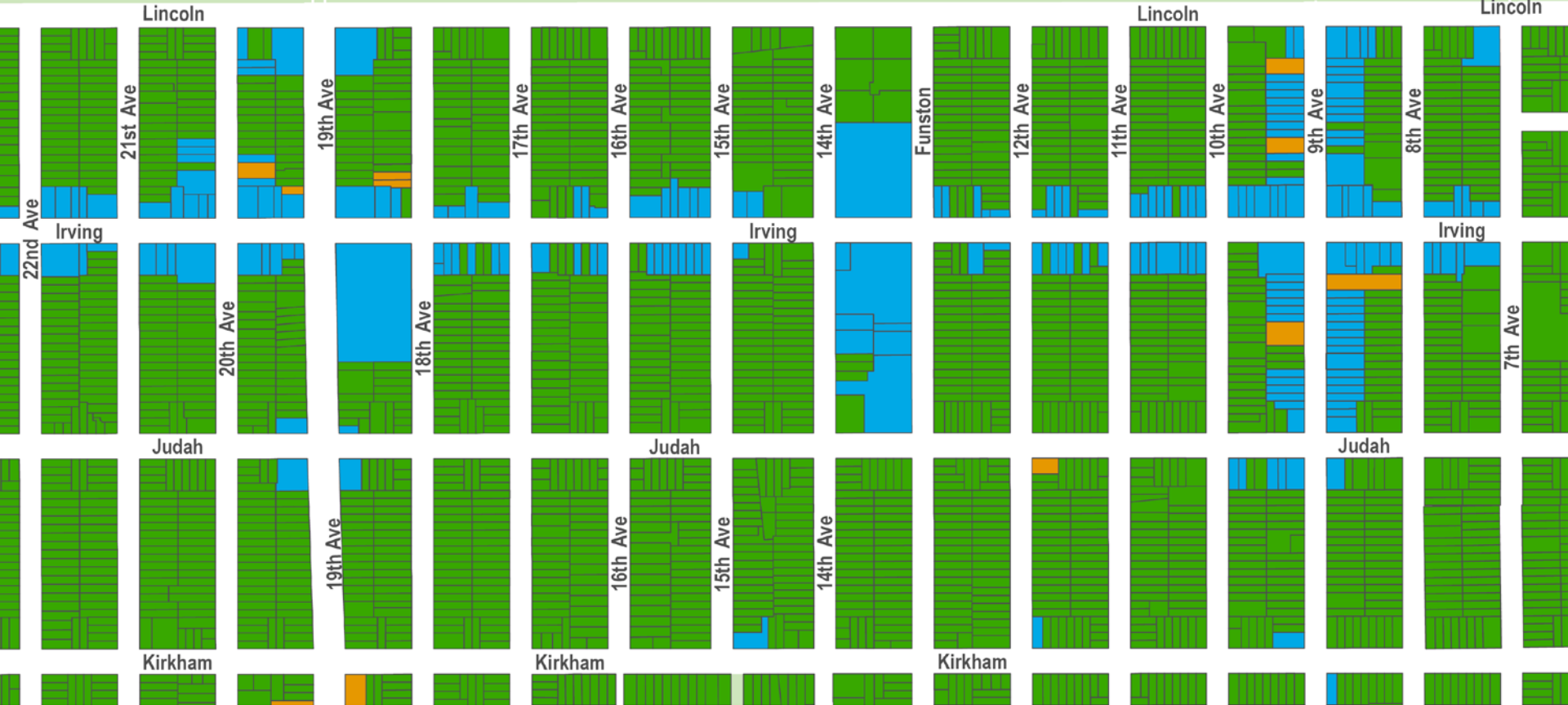
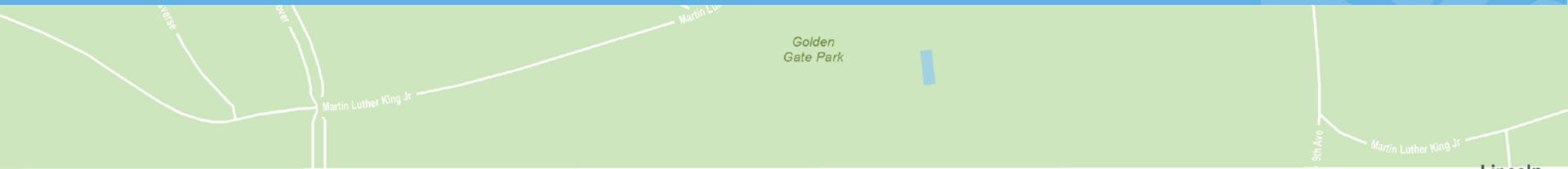
Options

- 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**

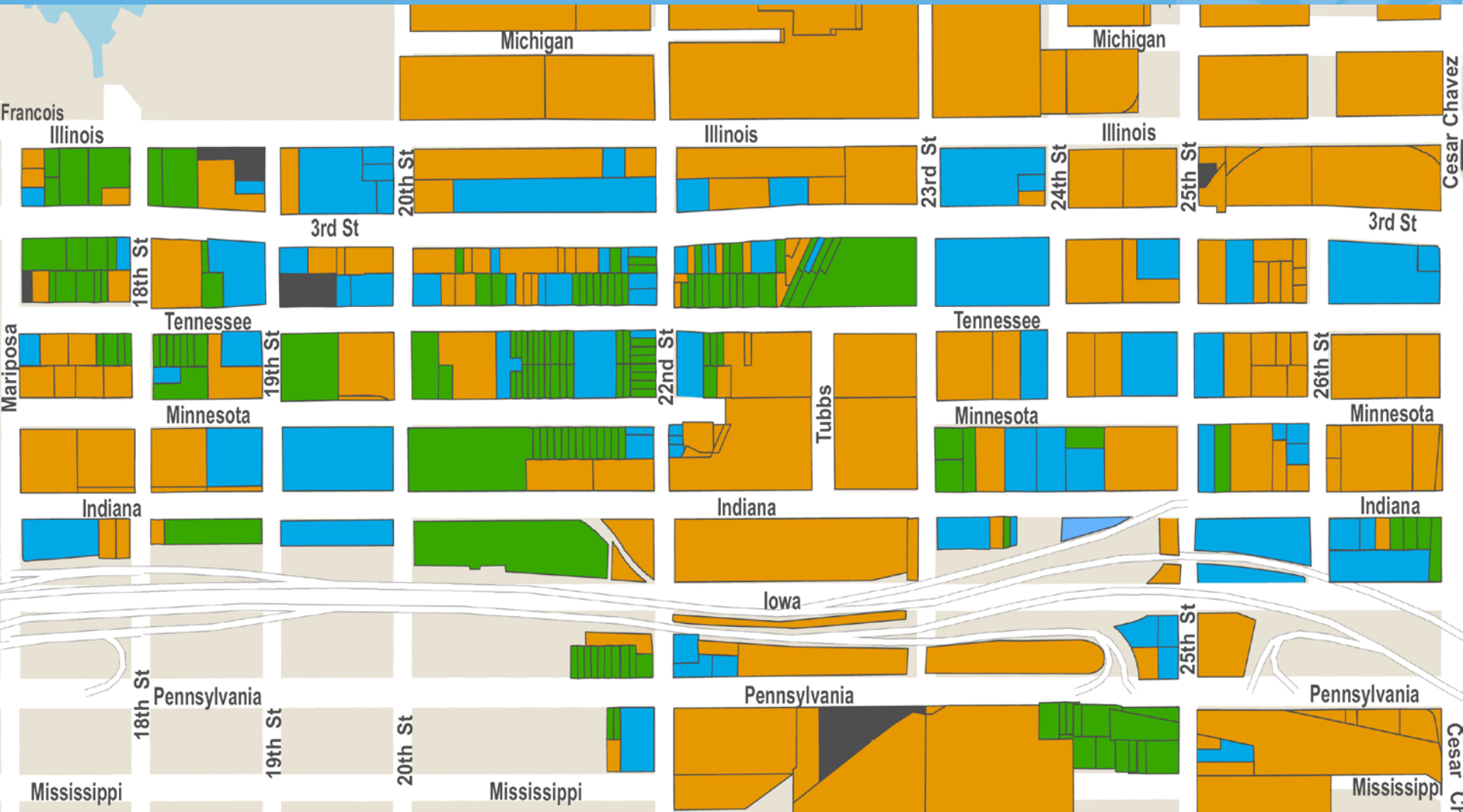
Residential area land use



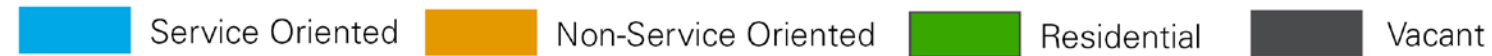
Sunset Ground Floor Land Use



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
 - 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
 - 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