



SFMTA

Residential Permit Parking: A San Francisco Perspective

Presentation to Manhattan Community Board 8 Transportation Committee

February 7th, 2024

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Agenda

- Overview of Residential Permit Parking (RPP)
- Aspects of RPP
 - Regulations for permitholders
 - Regulations for visitors
 - Costs
- Experiences in San Francisco
- Suggestions for further study in New York City

Disclaimer

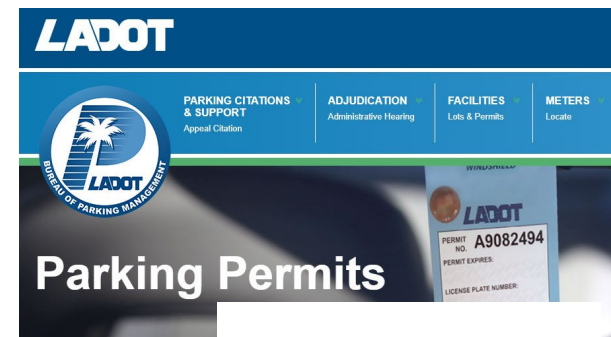
- I do not speak for NYCDOT or (New York) MTA, nor do I have any knowledge about proposals for permit parking above and beyond what has been discussed publicly
- San Francisco and New York City have distinct land use patterns, transportation histories, political cultures, and legal/bureaucratic frameworks; I will attempt to bridge that gap where I can but my knowledge of NYC is limited

What is Residential Permit Parking/Preferential Parking/Zone Parking?

A system of parking regulation that confers **some parking privilege** to **some subset of drivers** with a connection to the area.

Cities with RPP

- All of the 20 largest cities in the US except Jacksonville, Oklahoma City, and NYC
- Other cities in NYC metro, including Jersey City, White Plains, and Stamford
- Most major cities in Europe



Department of Parking

**Annual Resident
Evening & Weekend
Parking Permit**

Regulations
and
Information



Permit Regulations

- Who can buy a permit?
- Who has power to modify areas and rules?
- How many can a household/business get?
- Are permits capped?
- How are permit areas set?
- How to handle new development?



Permit Cost Structure

- Free
- Nominal
- Cost Recovery
- Market Rate
- Variable
 - Number of permits
 - Access to parking
 - Income



On-Street Regulations

- Limits for Visitors
 - No visitor parking
 - Time limits
 - Paid parking
- Time of enforcement
 - 24/7
 - All-day
 - Overnight only
 - Working hours only
 - Other



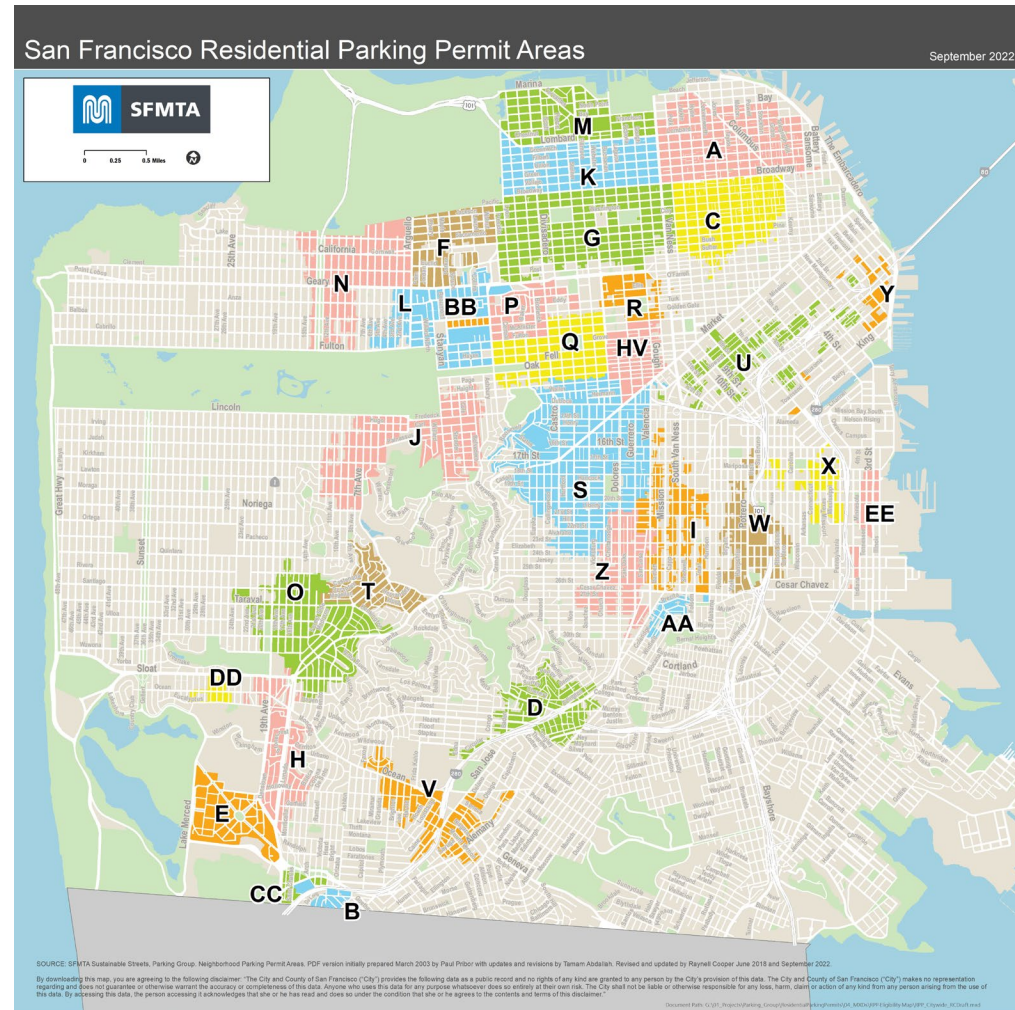
Program Costs

- Enforcement
- Permit system
- Planning staff
- Signage and/or meters



San Francisco's RPP Program

- Created in 1976 to reduce traffic congestion near downtown and BART stops
- 32 RPP Areas (most of which less than 1 sq. mi.) covering about 75,000 parking spaces and 50% of San Francisco households
- About 60,000 annual permits sold each year (+ guest/visitor permits)
- Permits for residents, businesses, teachers, in-home childcare providers, and firefighters
- Resident-driven program: communities drive process for area creation and expansion through petition
- Costs around \$12.5MM/year, recovered by annual fees of \$170



Pros and Cons of RPP in San Francisco

- Pros:

- Generally popular
- May reduce congestion in some areas
- Addition of paid parking in RPP Areas allows for politically popular way to raise revenue
- Establishes framework onto which a future policy-forward program can be placed

- Cons:

- Not effective in vehicle-dense areas
- Low cost of permits covers cost of program but underprices parking
- Resident process difficult to manage and creates equity concerns
- Creates an entitlement for parking
- Requires SFMTA to pick winners and losers

New York's history with RPP

- Mayor Bloomberg proposal in 2008, City Council proposals going back to at least 2009
- State proposals in 2018, 2023
- CB7 Transportation Committee supported in May 2019
- Often brought up in relation to congestion pricing
 - MTA's environmental assessment says that parking issues on UWS/UES would be temporary as part of the adjustment period

Table 4D-1. Summary of Effects of the CBD Tolling Alternative on Parking

SUMMARY OF EFFECTS	EFFECT FOR ALL TOLLING SCENARIOS	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
All tolling scenarios would result in a reduction in parking demand within the Manhattan CBD of a similar magnitude to the reduction in auto trips into the Manhattan CBD. With a shift from driving to transit, there would be increased parking demand at subway and commuter rail stations and park-and-ride facilities outside the Manhattan CBD.	Reduction in parking demand due to reduction in auto trips to the Manhattan CBD; small changes in parking demand at transit facilities outside the Manhattan CBD, corresponding to increased commuter rail and subway ridership	No	No mitigation needed. No adverse effects.



Suggestions for Next Steps

- Collect data
 - Parking occupancy at all times of day/week
 - Access to parking
 - Registration address of parked cars
- Work with responsible agencies to understand who would/could administer what aspects of the program and what the costs would be

Suggestions for Next Steps

- Have a conversation at the neighborhood level about values and how to best craft a system that best reflects those values, considering all tradeoffs and all community members
- “What does the city owe to residents who park on the street?”

Questions?

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