

From: [Christopher Bowman](#)
To: [Carr, Barbara \(REG\)](#)
Cc: [REDACTED]
Subject: Citations and Documentations about the City's Residential Parking Permit Zones
Date: Thursday, July 31, 2014 1:31:43 PM

Barbara:

Please forward this to the members of the Ballot Simplification Committee and Deputy City Attorney Joshua White.

Per the queries by members of the Ballot Simplification Committee about the Residential Parking Permit Zones -- who defines and how do they define "neighborhoods", and the procedures for expanding or creating a new zone, I went to the SFMTA website. It provided general information on the program, and for more detail, cited the San Francisco Transportation Code, ARTICLE II, Section 900.

I've cut and pasted the relevant text and the citywide map showing the zones, as well as paragraph f of ARTICLE II, Section 900 to provide the members the background they needed to assist them in their deliberations on the digest on our measure but also in composing the text of WORDS YOU NEED TO KNOW

In summary, the City doesn't use the term "neighborhood" in this context, but of "residential area" . Additionally, when talking about an area, they are using a city block as the unit of measurement, and that if two or more blocks want to be added to an existing zone or create a new zone, they must be contiguous to one another.

Our measure tracks the language for expanding a zone that addresses that a petition must be signed by more than 50% of the households (one signature per household) in each proposed block.

I hope this helps, and will be submitting additional input for WORDS YOU NEED TO KNOW, as well as the citations of the five points in our appeal.

Sincerely,

Christopher L. Bowman
Steering Committee Member, RTB
[REDACTED]

(f) Procedure for Designating Residential Parking Permit Areas.

(1) Upon receipt of a petition by residents of at least 250 dwelling units in the residential area proposed for designation or residents living in 50 percent of the living units in the area proposed for designation, the City Traffic Engineer shall direct surveys or studies as necessary to determine whether a residential area is suitable as a Residential Parking Permit Area.

(2) The City Traffic Engineer shall make recommendations to the SFMTA Board of Directors regarding the proposed designation of new Residential Parking Permit Areas. Such recommendation shall include the proposed time restriction for Parking and the proposed days and times of enforcement. Before making any such recommendation to the SFMTA Board, the City Traffic Engineer shall ensure that the proposed area meets the following minimum qualifications for a Residential Parking Permit Area:

(A) A Residential Parking Permit Area must contain a minimum of one mile of street frontage.

(B) Objective criteria must establish that the proposed Residential Parking Permit Area is affected for extended periods by the Parking of motor vehicles that are not registered to an address within the proposed Residential Parking Permit Area.

(g) Criteria for Designating Residential Parking Permit Area. In determining whether to recommend that a residential area be designated as a Residential Parking Permit Area, the City Traffic Engineer shall take into account factors which include but are not limited to the following:

(1) The extent of the desire and need of the residents for Residential Parking Permits and their willingness to bear the resulting administrative costs;

(2) The extent to which legal on-street Parking Spaces are occupied during the period proposed for Parking restrictions;

(3) The extent to which vehicles Parking in the area during the times of the proposed Parking restrictions are not registered to residents of proposed Residential Parking Permit Area; and

(4) The extent to which Motor Vehicles registered to Persons residing in the residential area cannot be accommodated by the number of available off-street Parking Spaces.

There are 28 zones (A-P, R-Z, BB-DD) which encompass about 90,000 of the City's 290,000 on-street parking spaces.

The procedures for adding a block or blocks to existing zones or creating a new zone are outlined in a link on the SFMTA website.

Please see both below.

Program Background & Information

The preferential residential parking system was established in 1976 to preserve neighborhood living within a major urban center. It is designed to promote the safety, health and welfare of all San Francisco residents by reducing unnecessary personal motor vehicle travel, noise and pollution, and by promoting improvements in air quality, convenience and attractiveness of urban residential living, as well as increased use of public mass transit. The main goal of the program is to provide more parking spaces for residents by discouraging long-term parking by people who do not live in the area. There are now 28 residential permit areas in the City.

Does your address qualify for a Residential Parking Permit?

- [Use the interactive map \(click here\)](#)
- If you are using Internet Explorer or have difficulty using maps, please contact 311 (415.701.2311 outside San Francisco) for assistance.

[How do I obtain an RPP if I don't live in an RPP zone?](#)

[Get the right permit for your permitted area.](#)

Local regulations regarding the establishment of permit areas and requirements for permits can be found in the [San Francisco Transportation Code](#), Division II, Article 900.

[Enlarged Detailed RPP Map \(](#)

[II](#)

Expand an Existing Permit Area

To add a street block or address to an existing Residential Permit Area a petition signed by more than fifty percent of the households on each proposed block must be submitted to the SFMTA (one signature per household). Blank petition forms can be obtained here:

-  [Blank RPP Petition](#)

Petitions should be mailed to:

SFMTA Sustainable Streets Division
Transportation Engineering
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Requirements

- The proposed block(s) must be contiguous to an existing residential permit parking area.
- The proposed block(s) must be of a low- or medium-density residential character -- high-density land use is generally not suitable for RPP.
- At least eighty percent of the legal on-street parking spaces within the proposed area are occupied during the day.
- Residents on a metered block may petition to have their addresses be included as part of a residential permit parking area; however, a petition for an unmetered block must also be submitted at the same time.
- Existing meters will not be removed.

Establish a New Permit Area

To create a new Residential Permit Parking Area, a petition signed by at least 250 households (one signature per household) in the proposed area must be submitted to the SFMTA. See "Expand an Existing Permit Area" for petition forms.

Requirements

- The proposed block(s) must be contiguous to each other and must contain a minimum of one mile of street frontage.
- The proposed block(s) must be of a low- or medium-density residential character -- high-density land use is generally not suitable for RPP.
- At least fifty percent of the vehicles parked on the street in the proposed area must be non-resident vehicles.
- At least eighty percent of the legal on-street parking spaces within the proposed area are occupied during the day.

Review Process

If requests are approved, the legislation and sign installation process takes approximately three months from submittal of valid petitions for area extensions and six months from submittal of valid petitions for new areas. The process is as follows:

1. Review by SFMTA staff
2. Field study conducted
3. Engineering Public Hearing
4. Review by the SFMTA Board of Directors
5. Sign installation and permit issuance



-
-