Hayes Valley Pay or Permit Parking Evaluation

SFMTA Residential Parking Policy Team
InfoRPP@SFMTA.com

May 2025

SFMTA

Executive Summary

For decades in San Francisco, the primary tool for the San Francisco Municipal Transportation Agency (SFMTA) and its predecessors to regulate residential parking was time-limited Residential Permit Parking (RPP). The RPP program allows residents and other eligible groups to purchase a permit that exempts their vehicle from posted time limits, typically two hours.[1] However, visitors can park for free within these limits, often filling curb space and reducing parking availability for residents that the program was intended to serve.

Pay or Permit Parking offers a new approach to managing residential parking by replacing time limits with paid visitor parking while maintaining the permitting system for residents. Introduced by the SFMTA in 2018, the first large scale implementation took place in late 2022 and early 2023 across more than 400 parking spaces in the Hayes Valley neighborhood. Under this system, visitors pay for parking via paystations and are not subject to time limits. The goals of the Pay or Permit Parking include:

- Increasing parking availability
- Making it easier for residents to find parking near their homes
- Providing flexibility for visitors to pay for the time they need without having to move their car

To evaluate the effectiveness of Pay or Permit Parking, SFMTA conducted a comprehensive analysis using before and after comparisons to measure changes in parking availability per block, the percentage of parked vehicles with permits, and parking duration for visitors without permits. Additional analyses included a review of parking citations and compliance; an assessment of program costs and revenue; and a public survey sent to all addresses on Pay or Permit Parking blocks in spring of 2024.

The evaluation findings show that Pay or Permit Parking in Hayes Valley Pay achieved its primary program goals:

- **Parking availability increased** by 1 space per block (5% increase).
- Residents surveyed expressed **positive support and understanding** of the program. The percentage of parked vehicles with permits increased by 10% after implementation without an overall increase in HV permits purchased.
- Visitor parking durations shifted, with **more visitors able to park for 2-4 hours and fewer staying all day** compared to nearby block with RPP.

Secondary benefits include more efficient enforcement, resulting in a higher rate of citations without additional enforcement staff. Revenue from paystations covered installation costs within two years and provide ongoing revenue to support Muni service.

Based on these results, recommendations for future implementation and expansion of Pay or Permit Parking include:

- Review enforcement and signage to improve program compliance.
- Monitor long-term trends for parking availability and permits to adjust program as needed.
- Increase public engagement to raise awareness of program benefits.

Given the benefits, the SFMTA will continue to refine and consider expansion of Pay or Permit Parking to improve parking management and accessibility for both residents and visitors in San Francisco's neighborhoods.

[1] Residential Parking Permits (RPP) | SFMTA

Project Overview and Background

Residential Permit Parking Program Overview

San Francisco's **Residential Permit Parking (RPP) Program** was established in the late 1970s to deter commuter parking in residential areas, reduce congestion, improve safety, and lower harmful emissions.[2] The first RPP Area was established in 1977, and today, there are 32 RPP Areas, covering over a quarter of the City's land area and nearly half of all households.

On streets with traditional RPP, visitors must follow posted time limits, usually two hours. However, time limits are difficult to enforce and are often ineffective at preventing long-term parking and parking search traffic, especially in high-demand residential and mixed-use areas. To address this, the SFMTA Board of Directors approved a new regulation in 2018, **Pay or Permit Parking,** that aims to improve residential parking availability.

Pay or Permit Parking

In 2013, the SFMTA began the federally funded Residential Permit Parking Evaluation and Reform Project that reviewed the decades old RPP program, identified its shortcomings, and proposed updates. These included changes to RPP Area size, permit issuance rules, and options for on-street regulations. One of the proposed solutions was a hybrid approach that combined permit-based parking with paid visitor parking.

This new regulation, now called Pay or Permit Parking, was approved by the SFMTA Board of Directors in June 2018. Under this system, RPP permitholders can park for free while visitors must pay at a paystation or via mobile device. The current Hayes Valley Pay or Permit rates were set using adjacent metered area rates.[3] Unlike traditional RPP areas, Pay or Permit blocks do not have time limits, but the cost of parking discourages long stays, making more spaces available through the day.

Although new to San Francisco, Pay or Permit Parking systems are already used in various cities. Portland Oregon has a similar system in its Northwest Portland neighborhood. Columbus, Ohio has implemented a version in their Short North neighborhood and University District neighborhood. Austin Texas introduced paid visitor parking with residential permits in its South Congress neighborhood in 2023, the same year Hayes Valley's Pay or Permit Parking implementation was finished.

Goals of Pay or Permit Parking

The main goal of Pay or Permit Parking is to **increase parking availability** where there is little to no available parking to a level where there are a few more open parking spaces. Other key goals include:

---

[2] SF Board of Supervisors resolution 312-76

[3] San Francisco uses **demand-responsive pricing** to adjust meter rates based on parking demand and help influence parking behavior. Every 3 months, the SFMTA analyzes parking occupancy on a given block and either maintains or increases and decreases the rates in $0.25 cent increments. This ensures the lowest rate possible and that 1 or 2 parking spaces always remain available per block. However, due to current technology and price methodology limitations, Pay or Permit blocks **do not yet receive these quarterly price adjustments**. Since the program's implementation, these rates have remained unchanged. SFMTA expects to incorporate demand-responsive pricing adjustments to Pay or Permit Parking in the future.

- **Making it easier** for residents to find parking near their homes
- **Providing flexibility** for visitors to pay for the time they need without having to move their car

Secondary objectives include making enforcement easier and more effective and improved compliance with parking regulations. Additionally, Pay or Permit Parking supports citywide goals such as the Transit First Policy by generating revenue for MUNI, San Francisco's public transit system, and sustainability goals to reduce greenhouse gas emissions and vehicle miles traveled (VMT).[4]

This report provides a comprehensive analysis of the impact of Pay or Permit Parking on parking availability, resident parking, and citations. A future analysis, funded by a grant from the Metropolitan Transportation Commission (MTC) will examine the impact of Pay or Permit Parking on **VMT and CO_2 emissions**.[5] Pay or Permit Parking reduces vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions in three ways:

1. Increasing parking availability to reduce circling for parking,
2. Encourages sustainable travel by charging for parking that was previously time limited, and
3. Increasing revenue for transit service as parking paystation revenue funds Muni, the transit service operated by the SFMTA.

Preliminary estimates suggest that Pay or Permit Parking could reduce VMT and greenhouse gas emissions by approximately 30% or more in participating areas. This estimate is based on data from the federally funded SF*park* pilot (which introduced the now citywide demand responsive parking pricing program), estimates from the California Air Pollution Control Officers Association Handbook for Analyzing GHG Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, and data from the 2013 implementation of Sunday metering.[6]

Pay or Permit Parking can be more effective than traditional time-limited parking in San Francisco's residential and mixed-use areas with high parking demand. By ensuring greater parking availability, the program benefits both residents and visitors who drive while advancing environmental and transportation goals that all city residents will benefit from. Understanding and quantifying the neighborhood-level effects of Pay or Permit Parking will help SFMTA and the public to determine how and where to expand the program to more areas that will benefit from it. Hayes Valley was selected as the first major test location due to its mix of residential densities, commercial activity, and transportation options.

---

[4] SEC. 8A.105. MUNICIPAL TRANSPORTATION FUND. (e)

[5] Grant part of Federal Highway Administration's Congestion Mitigation and Air Quality Mitigation program

[6] The SF*park* Pilot Evaluation summarized the results of the implementation of demand-responsive parking pricing in San Francisco. Demand-responsive parking pricing (which will be used for future installations of Pay or Permit Parking) led to a measurable improvement in parking availability. Most importantly, for purposes of VMT and GHG reduction, this improvement in parking availability led to a 43% reduction in parking search time as reported by area drivers, and a 28% drop as measured by manual parking search time surveys. By reducing circling for parking, the SF*park* Evaluation estimates that SF*park*'s demand-responsive parking pricing system generated a 30% reduction in both VMT and GHGs in pilot areas compared to only 6% in control areas.

The SF*park* Evaluation also noted that in areas where metered parking was applied that had previously been free—a situation analogous to the new Pay or Permit Parking areas—the benefits for parking availability were significantly greater than switching from one type of parking pricing (traditional metered parking) to another (demand-responsive parking pricing).[6] The Evaluation also noted that San Francisco's Sunday metering effort in 2013 and the first half of 2014—again, a situation analogous to introducing Pay or Permit Parking where free parking becomes priced— resulted in a 61% decline in average parking search times across the city and a 57% decrease in VMT and associated GHG emissions. These findings suggest that Pay or Permit Parking may outperform the VMT and GHG reductions achieved by the SFpark demand-responsive parking pricing system.

Hayes Valley Parking and Curb Management Plan

About Hayes Valley

The Hayes Valley neighborhood is located in the heart of San Francisco. The Hayes Valley Neighborhood Association defines the neighborhood's boundary as McAllister Street on the north, Van Ness Avenue on the east, Market Street on the southeast, and Buchanan, Hermann, and Webster Streets on the west. The neighborhood includes part of San Francisco's Civic Center, home to City Hall, government offices, and major arts institutions such as the San Francisco Symphony, the War Memorial Opera House, and SFJAZZ. Hayes Valley is also a popular destination for dining and shopping centered on Hayes Street, with a mix of small apartment buildings, single family homes, and larger mixed-income developments built on former freeway land.

Once bisected by the Central Freeway, whose demolition was finalized in 2006, much of Hayes Valley's footprint has since been developed with affordable and mixed-income housing. The neighborhood is served by several Muni bus routes and the Van Ness Muni Metro station. In addition to metered parking on most streets in the eastern part of the neighborhood, the SFMTA-operated Performing Arts Parking Garage sits at the corner of Gough and Grove Streets.

Why Hayes Valley?

Hayes Valley was chosen as the first major Pay or Permit Parking location due to its residential densities; diverse land uses and street types that provided a range of contexts with which to understand how Pay or Permit operates, and high parking demand. Additionally, many residents were open to innovative parking solutions because the neighborhood is close to metered commercial streets and was undergoing significant changes.

Planning Process

In 2017, SFMTA published the results of the **Residential Parking Permit Evaluation & Reform Project**[7] which recommended**:**

1. Reducing the size of large RPP Areas
2. Introducing Pay or Permit Parking
3. Limiting the number of permits per household in new RPP areas[8]

Hayes Valley was historically part of RPP Area S, the largest RPP Zone in San Francisco. It also was included in the Market-Octavia Plan, a city planning document that called for stricter parking permit limits. With new housing developments and the growing impact of rideshare services such as Lyft and Uber, the neighborhood was undergoing significant changes, making it an ideal candidate for a pilot project.

Community Engagement

The SFMTA collaborated with the **Hayes Valley Neighborhood Association** to design an outreach process that included:

---

[7] Residential Parking Permit Evaluation and Reform Project Report | SFMTA

[8] Recommendations 2 and 3 were passed by the SFMTA's Board of Directors in 2018. Limited permits per household only applies in new RPP areas.

- An interactive survey
- Data collection on parking behavior
- Focus group discussions with resident volunteers

The final Hayes Valley Parking and Curb Management Plan, developed with community input from two public meetings that took place in 2021, included:

- Creating a new RPP Area HV by redrawing boundaries from existing RPP areas R and S, as well as additional neighborhood areas not part of either RPP area.[9]
- Limiting permits to one per driver and two per household
- Installing Pay or Permit Parking on 41 blockfaces[10] covering 406 spaces
- Adding general metered parking on four blockfaces
- Adding loading zones near Hayes Street businesses

The locations for Pay or Permit Parking were chosen in consultation with Hayes Valley Neighborhood Association and based on **land use patterns and proximity to key parking demand areas.** Additionally, a large parcel previously outside any RPP area was included to ensure a consistent approach to parking regulations. Refer to Figure 2 for detailed regulation data by blockface for Hayes Valley.

Final Plan, Implementation, and Evaluation

The SFMTA Board of Directors approved the plan in July 2021. Implementation of the plan mainly took place in 2022 due to supply chain issues, coordination with meter and sign installations, and the rollout of new multi-space paystations. Starting April 1st, residents of the new RPP Area (not previously part of Area R or S) could purchase permits, while existing permits and accounts transitioned during that summer. Sign installation of for non-Pay or Permit sections of Hayes Valley began in August, followed by Pay or Permit meters and signs in September. Enforcement of most regulations began on November 14, 2022, with some installations, including loading zone changes on Hayes Street, concluding in early 2023.

- **Number of parking spaces**: 416
- **Number of paystations**: 68
- **Number of annual permits** (in all of RPP Area HV):1,490
- **Number of registered vehicles** (in all of RPP Area HV): 3,558
- **Number of businesses** (in all of RPP Area HV): 828
- **Number of residential units**: 4,933
- **Meter rates**: Between $0.50 and $2.50 per hour

Figure 1 Hayes Valley Pay or Permit at a Glance

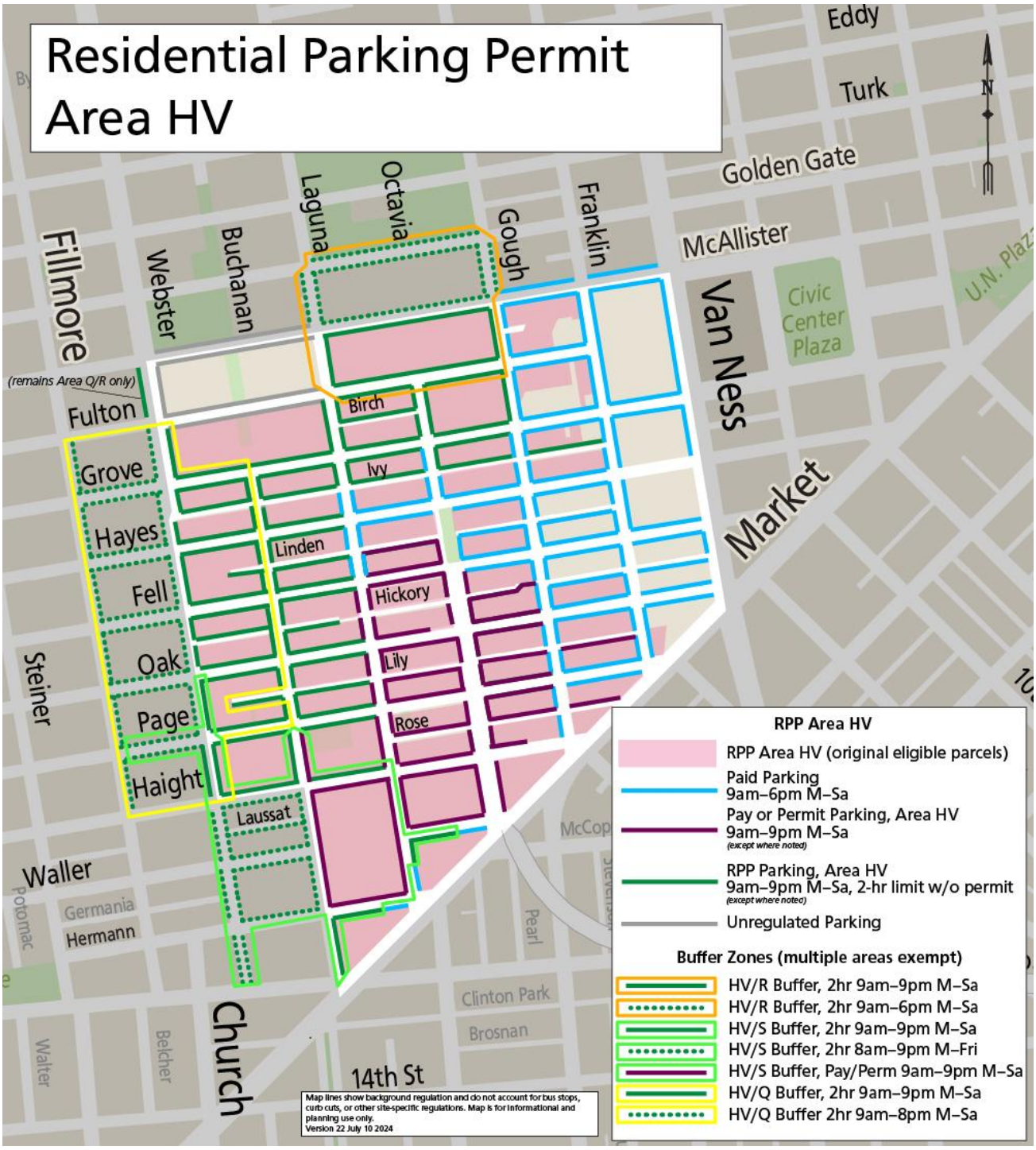
In the first year of operation, policy staff worked with operations staff to ensure a smooth rollout. **The Hayes Valley Pay or Permit Evaluation Plan**[11] was published in mid-2023 and informed the approach, data collection, and key metrics used in this evaluation.

[9] This new RPP Area originally was based on the HVNA boundaries but after feedback was shrunk to not include blocks in the southwest corner of the neighborhood, which remained in RPP Area S

[10] A blockface is one side of one block from one cross street to the next. Due to data limitations, the blocks that are bisected by smaller streets (Linden, Hickory, Lily, Rose) count as one blockface.

[11] Hayes Valley Pay or Permit Evaluation Plan (2023)

Figure 2 Hayes Valley Parking Regulation (2024)



Data Collection

Occupancy and Permit Data

Field Data Collection

The primary focus of field data collection is on parking occupancy data and permit data to evaluate the impact of Pay or Permit Parking on parking availability in general and for residents. Data was collected before and after implementation in Hayes Valley.

Kittelson & Associates, subcontracting data collection to QualityCounts, collected on-street parking data in 2019 as part of a broader RPP study. SFMTA supplemented these efforts for near-total coverage of future Pay or Permit blocks. Post implementation, SFMTA collaborated with Kittelson again to collect updated data.

Figure 3 Parking Counts Summary Table

Data collected	Collector	Dates	Days	Time bands collected	Pay or Permit blockfaces collected[12]	Total blockfaces collected
Before	QualityCounts (Kittelson subcontractor)	March 12 and 13, 2019	Tuesday, Wednesday	Early AM, Late AM, Late PM	17	41
Before	SFMTA Staff[13]	Oct. 14 and 15, 2020[14]	Wednesday, Thursday	Early AM, Late AM, Early PM, Late PM	24	24
After	QualityCounts (Kittelson subcontractor)	July 19, 20, and 22 and September 27, 28, and 30, 2023	Wednesday, Thursday, Saturday	Early AM, Late AM, Early PM, Late PM	57	83

Times and Days of Collection

Pay or Permit Parking in Hayes Valley is enforced Monday through Saturday, 9 AM to 9 PM. To analyze parking behavior by time of day and between weekdays and Saturdays, data was collected:

- **Pre-implementation**: March 2019 and October 2020 (Tuesday, Wednesday, and Thursday)
- **Post-implementation:** July and September 2023 (Wednesday, Thursday and Saturday)

[12] Some blockfaces that were collected were not analyzed due to construction, collection errors, or a lack of a matching block in the other time period.
[13] Kathryn Studwell and Raynell Cooper
[14] This data was collected during shutdowns related to the COVID-19 pandemic. However, RPP parking was enforced and the data results were not noticeably different from pre-COVID data.

Data collection occurred 4 times daily to learn how long vehicles are parked on a given block at approximately 5 AM, 10 AM, 2 PM and 7 PM.[15] Data collection avoided major events to exclude atypical parking behavior and was collected on at least two weekdays to account for street cleaning schedules.

Method of Collection

Data was gathered primarily from blockfaces where Pay or Permit regulations were implemented. Comparisons evaluate 2023 data against 2019/2020 conditions with additional data from nearby blocks used as a proxy when needed.

Occupancy data was collected manually, with staff recording parked vehicles and checking license plates against a digital permit database. To comply with state and local privacy laws, license plate data from 2020 was not retained.

Parking Supply

Parking occupancy for each blockface was calculated by dividing the number of parked cars by the total number of spaces. Since previous two-hour RPP spaces and current Pay or Permit spaces are unmarked, observed parking supply varies based on vehicle size and spacing. For example, a fully occupied block can have 18 cars parked at a given time and 20 cars parked the next time. To maintain consistency, SFMTA used its internal parking space database[16] to establish standardized supply counts for each analyzed block.

SFMTA's internal parking supply count can be slightly lower than what is observed on the street. This is because the estimate uses 20 feet of curb space for one parking space. Varying lengths of curb between driveways and vehicle sizes mean that the actual number of vehicles that can fit on a block under certain circumstances is higher than the supply estimate. As a result, some blocks have over 100% occupancy because the estimated supply is lower than the number of cars parked. This discrepancy can happen for two reasons:

1. More cars are parked on the street than the number of legal parking spaces
2. The supply count is lower than the actual capacity of the block

For example, if a block has 10 cars parked, but the internal supply estimate only counts 8 spaces, the parking occupancy rate would be reported as 125%.

Other Datasets

In addition to direct data collection. The evaluation leverages multiple existing data sources and conducted on online survey as summarized in Figure 4.

[15] Data collection times vary and thus are referred to as "Early AM," "Late AM", "Early PM" and "Late PM" throughout the document.
[16] This refers to the Parking Space Inventory (PSI), SFMTA's internal database used to manage metered space inventory and rate adjustment deployment

Figure 4 Additional Data Sources Summary

Sources	Metric (s)	Timespan	Limitations
Dixon LPR (License Plate Recognition) Tool	▪ Occupancy ▪ Length of stay ▪ Compliance ▪ Permit holder	12/1/2022 – 6/30/2024	An LPR vehicle must pass by to collect the data
Parking Space Inventory (PSI)	Meter Revenue	Calendar Year 2023 and 2024	Detailed revenue per space in blockface level only studied April - June 2023 due to time/size constraints
	Length of Payment Session and Compliance	9/25/2023 – 9/30/2023	Detailed comparison of payment and length of stay data was limited to a week due to time/size constraints
eTIMS	▪ Citation data ▪ Permit data	April - June 2022, 2023, and 2024	Did not analyze continuous data due to time/size constraints
Online Survey		4/15/2024 – 5/31/2024	Sent to addresses on Pay or Permit blocks only

License Plate Recognition (LPR) Data Collection

SFMTA uses LPR (License Plate Reader) data collected via enforcement vehicles and Parking Control Officers (PCOs) to analyze parking trends such as length of stay and payment compliance. This data, processed by contractor, DIXON Resources Unlimited, is maintained in an online dashboard for SFMTA analysis.

The data collected by Kittelson and SFMTA staff has the advantage of being precisely scheduled to avoid street cleaning and is evenly spaced throughout the day. However, this data only captures a few snapshots of parking occupancy during time select windows. In contrast, data from LPRs have been continuously collected since late 2022 during PCO enforcement runs. This dataset covers all metered blocks and many Residential Permit Parking (RPP) blocks across San Francisco, allowing for a large dataset and direct comparisons between Hayes Valley and other neighborhoods.

Meter Revenue and Payment Data

To analyze meter compliance and revenue, SFMTA staff reviewed transaction data from its internal Parking Space Inventory (PSI) database. This included details on payment events, timestamps, and payment duration, which were used to assess compliance rates.

Citation Data

Meter and RPP overtime citation data were retrieved from SFMTA's eTIMS database, geocoded based on addresses entered by PCOs at the time of citation.

Public Opinion Data

To gauge public sentiment, SFMTA conducted an online survey via Alchemer, sending the survey link via postcard to 2,030 addresses on Pay or Permit blocks with a total of 112 responses received.

Findings

The evaluation found that Pay or Permit Parking in Hayes Valley successfully improved parking availability and increased and the percentage of parked vehicles belonging to residents. Key performance indicators included occupancy rates, length of stay, percent of parked vehicles with permits, revenue generation, payment compliance, and citation volume. A survey in March 2024 provided additional user feedback.

Occupancy and Permit Percentage

Before Pay or Permit Parking, data collected in 2019/2020 on existing 2-hour Residential Permit Parking (RPP) blocks showed that showed approximately 91% of parking spaces were occupied. However, only, 41% of vehicles displayed residential parking permits during enforcement hours.[17] On a typical block with 15 parking spaces, this means an average of 14 cars would be parked. Of those 14 cars, only about 6 cars had permits, while the remaining 8 were visitors or non-permitholders.

After converting from 2-hour Permit Parking to Pay or Permit Parking, parking occupancy during enforcement hours decreased to 86%. This means that on a block with 15 spaces, one extra parking space became available. In addition, the percentage of vehicles with permits increased by 11% to 52%, meaning that two more residents were able to find parking near their homes. The increase in vehicles with permits did not correlate with an increase in HV permits purchased in 2023 or 2024.

Overall, the data suggests that Pay or Permit in Hayes Valley has been successful in achieving its primary goals:

1. Increasing parking availability by reducing total occupancy
2. Helping more permitholders find parking near their homes.

Further details can be found in Figure 5, Figure 6, and Figure 7 below.

Figure 5 Parking Occupancy (Time-limited RPP Blocks Converted to Pay or Permit, Weekday)

	Early AM	Late AM	Early PM[18]	Late PM	Total (Enforcement Hours Only)	Total
Before	91%	86%	92%	94%	91%	91%
After	95%	83%	84%	91%	86%	88%
Permit (Time-limited RPP Blocks Converted to Pay or Permit, Weekday)						
Before	50%	38%	39%	45%	41%	43%
After	61%	55%	51%	49%	52%	54%

[17] **Enforcement hours** refer to times when permits are required to exceed the time limit or be exempt from payment, depending on the regulation. Data collected during enforcement hours includes 3 time periods: Late AM, Early PM, and Late PM.

[18] Early PM data was not collected for the 2019 Kittelson run, therefore all early PM percentages reflect only blocks that were collected on the 2020 SFMTA run

Figure 6 Weekday Occupancy Percentage Change

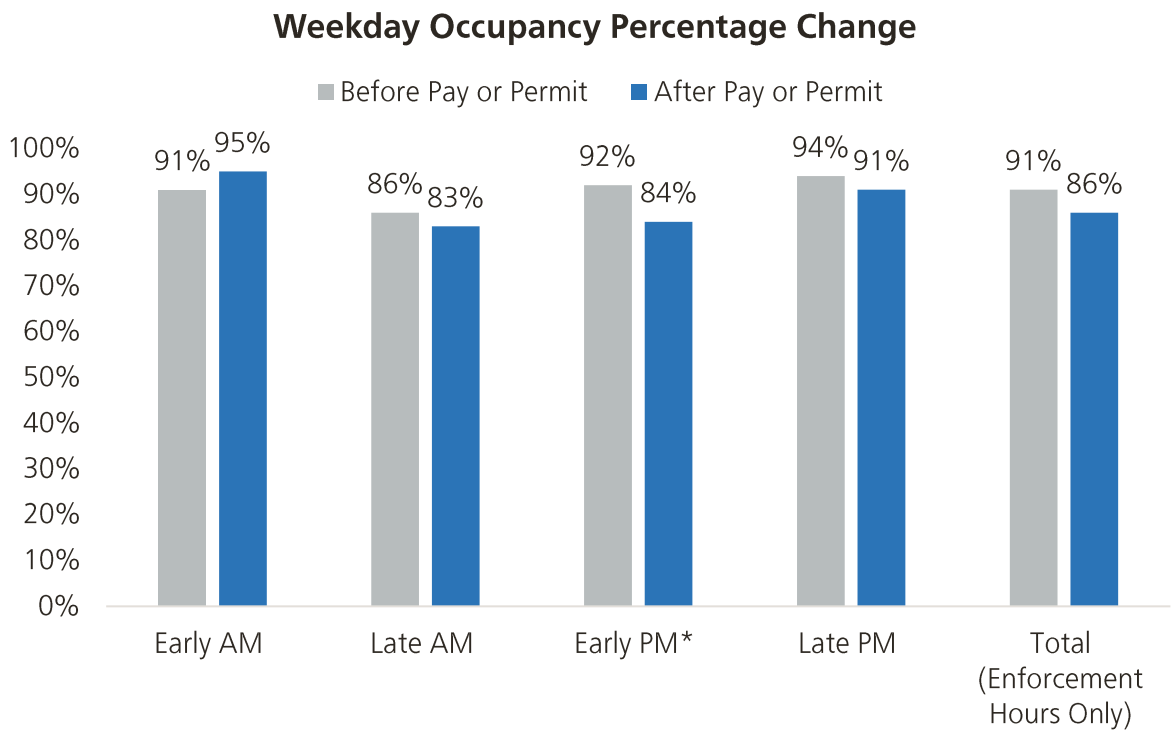


Figure 7 Weekday Permit Percentage Change

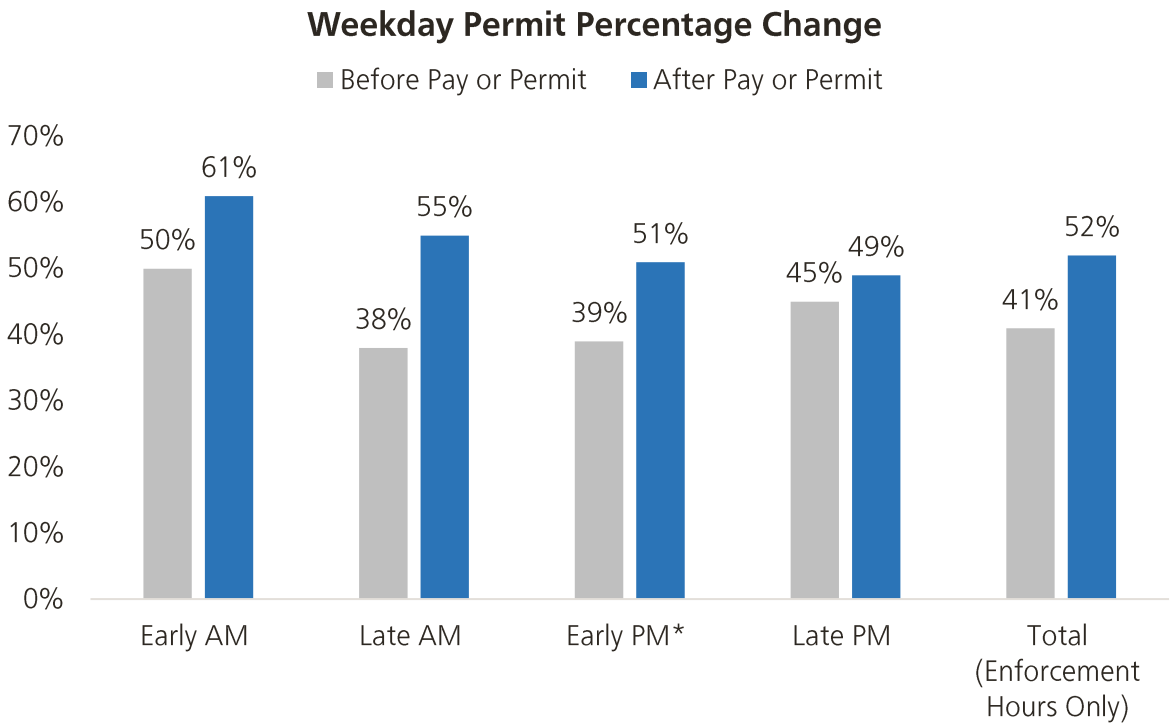


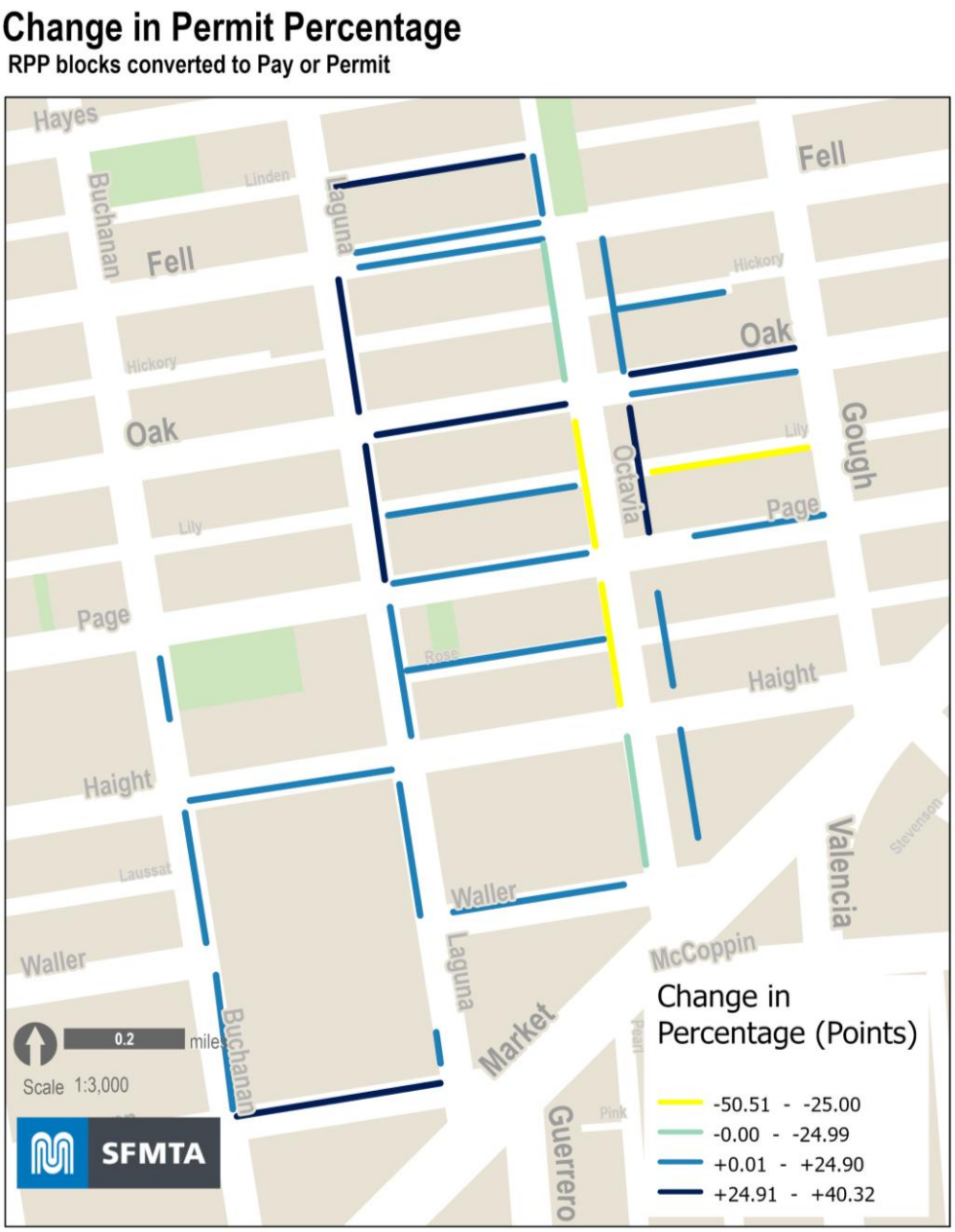
Figure 8 illustrates the change in occupancy percentage on blocks that were converted to Pay or Permit Parking from 2-Hour RPP. Darker blues represent areas where a decrease in occupancy was observed (increase in availability), areas in light blue and yellow represent where occupancy increased.

Figure 8 Map of Change in Occupancy Percentage

Change in Permit Percentage

Figure 9 illustrates the change in permit percentage on blocks that were converted to Pay or Permit from 2-Hour RPP. Areas in darker blue represent where the highest increase in permit percentage was observed, areas in green and yellow show where a decrease in permit percentage was observed. Permit percentage increased in much of the area, especially along Oak and Laguna. The decrease in percentage of the permitholders especially on the west side of the Octavia Boulevard may suggest better utilization of the available spaces, potentially boosting local economic activity by make it easier for visitors for access the high-demand business area in Hayes Valley.

Figure 9 Map of Change in Permit Percentage



Weekday Occupancy Including Previously Non-RPP Blocks

Data was also collected on five blocks that had no RPP or meter regulation before Pay or Permit Parking. Figure 10 shows occupancy changes for all blocks where data was collected, including unregulated blocks. This shows a higher increase in parking availability than only looking at the blocks that were 2-hour time limited RPP. Parking occupancy across all blocks decreased from 98% to 91% during enforcement hours when the regulation is in effect. Before Pay or Permit parking there were virtually no available parking spaces in the afternoon and evening and afterwards there are more available parking spaces, particularly during the middle of the day. These changes are shown in Figure 10.

Figure 10 Occupancy (All Pay or Permit Blocks Collected Both Before and After, Including Five Previously Unregulated Blocks, Weekday)

	Early AM	Late AM	Early PM[19]	Late PM	Total (Enforcement Hours Only[20])	Total
Before	97%	94%	101%	99%	98%	98%
After	98%	88%	88%	96%	91%	90%
Permit (All Pay or Permit Blocks, Weekday)						
Before	42%	32%	35%	39%	35%	37%
After	57%	51%	49%	47%	49%	51%

Weekend Occupancy

No weekend data was collected before Pay or Permit Parking in 2019 and 2020. Trends observed on Saturdays after Pay or Permit Parking was in place varied slightly compared to weekdays. Total occupancy on Saturdays was slightly lower than on weekdays. During enforcement hours, the parking occupancy dropped slightly from 91% on weekdays to 89% on Saturdays. The permit percent during enforcement horus decreased from 49% on weekdays to 43% on Saturdays. The lower permit percentage on Saturdays compared to weekdays suggests that a portion of HV permitholders are driving away on the weekends and more visitors are frequenting the area. Figure 11 shows more detail.

Figure 11 Occupancy (All Pay or Permit Blocks, Saturday)

	Early AM	Late AM	Early PM	Late PM	Total (Enforcement Hours Only)	Total
After	88%	89%	86%	92%	89%	89%
Permit (All Pay or Permit Blocks, Saturday)						
After	43%	39%	48%	43%	43%	43%

[19] Early PM data was not collected for the 2019 Kittelson run, therefore all early PM percentages reflect only blocks that were collected on the 2020 SFMTA run

[20] Enforcement hours for RPP and Pay or Permit Parking in Hayes Valley are 9 AM – 9 PM and include the Late AM, Early PM, and Late PM data.

Length of Stay

The length of stay metric helps assess how well the Pay or Permit Parking regulation prevents commuter parking and ensures spaces are used efficiently for both residents and visitors. By analyzing how long vehicles remain parked and how many different vehicles use the parking spaces throughout the day, we gain insight into the overall parking experience.

How Length of Stay is Measured

To analyze length of stay, staff used data from the Dixon Rapid License Plate Recognition (LPR) Tool. This metric tracks how long vehicles remain parked and helps understand how drivers respond to Pay or Permit Parking. The formula used to estimate length of stay is:

(Midpoint between the last time a vehicle is observed and the first time it is no longer seen) - first time a vehicle is seen

For example, if a Parking Control Officer (PCO) using an LPR tool observes a car at 8:05 AM, then again at 9:45 AM, and notices it is gone at 10:45 AM, the estimated length of stay is:

10:15 AM (midpoint between 9:45 AM and 10:45 AM) - 8:05 AM = 2 hours 10 minutes

If a vehicle is still parked when the PCO makes their final observation for the day, length of stay is calculated using the formula:

(mid-point between last time the vehicle is observed and 11 PM) - First time the vehicle is observed.

For example, if a car is observed at 6:00 PM and again at 8:30 PM, but no later observations exist, its estimated length of stay is:

9:45 PM (mid-point between 8:30 PM and 11 PM) – 6:00 PM (first observation) = 3 hours 45 minutes

Since pre-Pay or Permit Parking license plate data was unavailable for Hayes Valley, analysis compares Pay or Permit Parking blocks from Hayes Valley with nearby Area Q Residential Permit Parking (RPP) blocks in Lower Haight. These areas are similar in geography, parking regulations (two-hour RPP) and urban design characteristics. Only non-permitted vehicles in both neighborhoods were analyzed, using data collected between December 2022 and June 2024.

Key findings for length of stay were:

- On 2-Hour RPP blocks in Lower Haight 50% on non-permit holders parked more than the posted time limit. Within this group, 15% stayed over 6 hours. The remaining 50% parked less than two hours.
- In comparison, on Hayes Valley Pay or Permit blocks (which do not have time limits) 43% of non-permitholders parked for two hours or less, while only 4% parked for 6 or more hours, as illustrated in Figure 12.

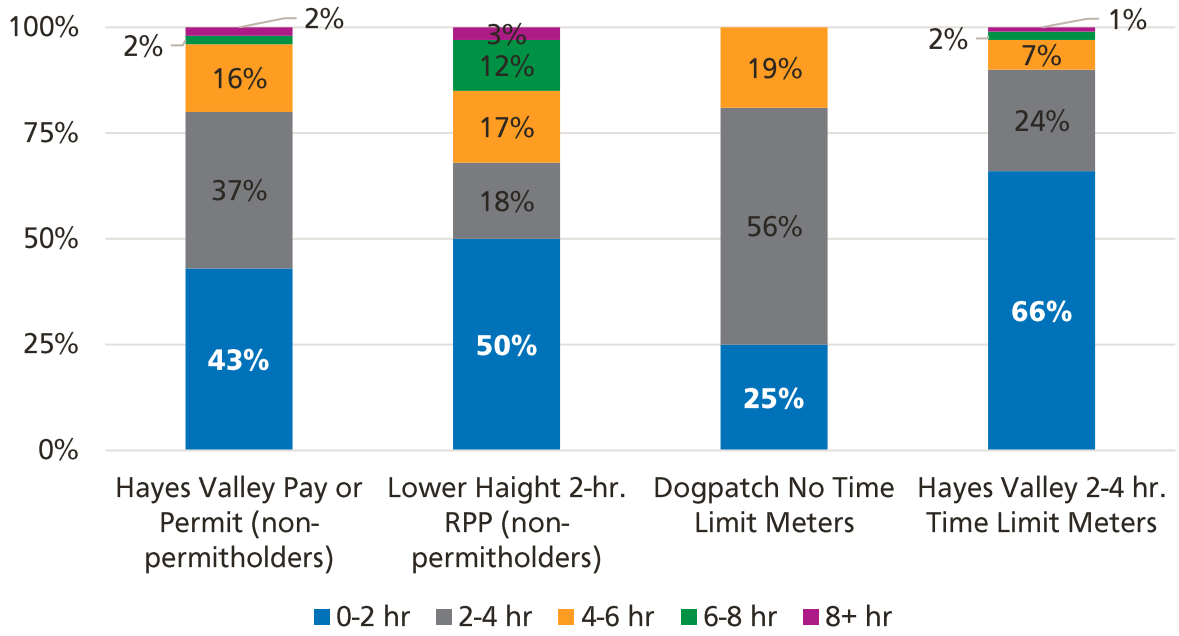
- A significant portion (36%) of stays on Pay or Permit Parking blocks lasted 2-4 hours, indicating demand for longer than two hour stays when time limits are removed.

To further compare Pay or Permit Parking with other parking types, staff analyzed metered blocks in Hayes Valley and metered blocks in the Dogpatch because they do not have a time limit. This is shown in Figure 12 and Figure 13. Across these four parking regulations, most vehicles parked for less than four hours. When time limits were removed, most drivers parked for more than two hours, but pricing effectively encouraged turnover by limited long-term parking of more than four hours.

Figure 12 Length of Stay (percentage of vehicles/hours) for Non-Permit-holders using Dixon LPR Data

	0-2	2-4	4-6	6-8	8+
Hayes Valley Pay or Permit	43%	37%	16%	2%	2%
Lower Haight 2-hr. RPP	50%	18%	17%	12%	3%
Dogpatch No Time Limit Meters	25%	56%	19%	0%	0%
Hayes Valley 2-4 hr. Time Limit Meters	66%	24%	7%	2%	1%

Figure 13 Length of Stay (percentage of vehicles/hours) for Non-Permit holders using Dixon LPR Data



Length of Parking Payment Sessions

To provide a point of comparison to the LPR data, Parking Space Inventory (PSI) data from September 25-30, 2023 was reviewed to measure planned parking durations on Pay or Permit blocks and general metered blocks in Hayes Valley. Unlike LPR, which captures all vehicles, PSI data only includes vehicles that paid for parking, meaning it does not account for unpaid stays or vehicles leaving before their paid time expires. The length of payment sessions is shown in Figure 14.

Figure 14 Length of Payment Sessions (percentage of vehicles/Hours) using Meter Payment Event Data[21]

Area	0-2	2-4	4-6	6-8	8+
Hayes Valley Pay or Permit	60%	26%	7%	4%	4%
Hayes Valley 2-4 hr. Time Limit Meters	64%	25%	10%	1%	1%
Dogpatch No Time Limit Meters	51%	31%	6%	5%	7%

Compliance and Enforcement

A key aspect of evaluating Pay or Permit Parking is understanding compliance levels and enforcement effectiveness compared to traditional RPP and metered parking. This helps SFMTA identify areas for improved signage and enforcement strategies.

Compliance Rates

For this analysis, compliance is defined as the percentage of vehicles subject to time limits or payment that either adheres to posted time limits or pay to park. The goal is for compliance rates on Pay or Permit blocks to be comparable to the time-limited blocks they replaced, as well as nearby metered blocks.

Using Dixon LPR data, staff analyzed compliance levels in Area Q RPP blocks in Lower Haight. These were used as a proxy for Hayes Valley's pre-Pay or Permit conditions due to the lack of historical license plate data available. Compliance was measured as the percentage of non-permit holders overstaying the time limit. By comparing LPR occupancy data with meter payment records, compliance rates were estimated.

For example, on September 27th, 2023, at 11:06 AM, three non-permitholders parked on the south side of Hickory St between Gough St and Octavia St. During this period, two payment sessions were recorded, with one lasting from 9:03 AM to 1:00 PM and another from 9:46 AM to 1:47 PM, indicating a compliance rate of 67%.

The rate of compliance on Pay or Permit blocks was lower than compliance on other types of blocks, with 34% of unpermitted vehicles being found compliant compared with 50% or higher on the other regulation types. This is shown in Figure 15. There are a few potential explanations for lower observed compliance on Pay or Permit Blocks. Since Pay or Permit is a new regulation, it may take some time for the public to get acclimated. Based on revenue and transaction data from 2023 and 2024, an increase in revenue and number of transactions was

[21] Pay or Permit and general metered blocks sessions are compared from 9/25/2023 to 9/30/23.

observed suggesting more visitors understood the regulation and paid for their parking stay. Additionally, data collected via LPR does not include hangtag permits such as teacher permits and visitor permits. It is likely some of the vehicles counted as visitor vehicles are actually permitholders, and therefore not subject to payment. This issue, however, also affects the LPR data used for the two-hour RPP Area Q blocks.

Figure 15 Percent of Drivers in Compliance with Regulation

Area	Compliance rate (percentage)
2-Hour RPP - Lower Haight Area Q (non-permit holders)	50%
SF*park* Regular Meters – Downtown	53%
Regular Meters - Hayes Valley	67%
Pay or Permit - Hayes Valley (non-permit holders)	34%

Citation Volume

Two important factors in evaluating Pay or Permit Parking are ease of enforcement and ease of understanding for drivers. Staff conducted a comparative analysis of citation volumes from before (RPP during April to June 2022)[22] and after (Pay or Permit and metered parking during April to June 2023 and 2024) [23] implementation. This analysis looked at the volume of citations, the rate of protest, and the success of those protests. The aim was to understand the enforcement results for Pay or Permit Parking and to see if there were changes over time.

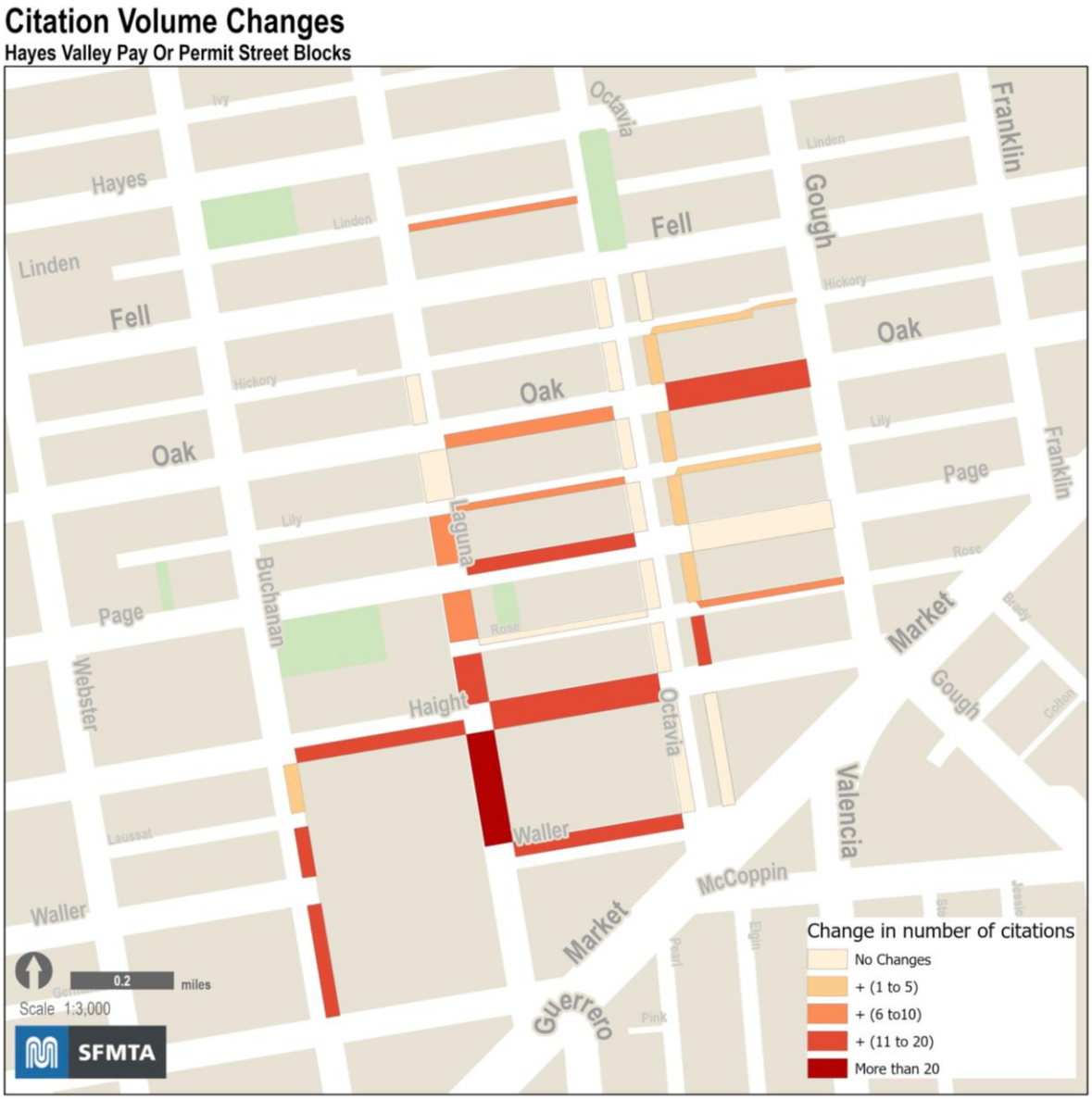
Figure 16 shows the citation volume before and after Pay or Permit Parking implementation. There were 68 RPP time-limit overstay citations issued in the pre-implementation period and 323 metered parking citations issued after implementation of Pay or Permit in 2023, over four times as many citations. In 2024, the number of citations remained at approximately the same rate, with 329 metered parking citations issued on Pay or Permit parking blocks in Hayes Valley from April to June. Figure 17 shows the change in the number of citations for each street block or blockfaces for the cases that only one side of the street was analyzed.[24]

Figure 16 Citation Volume

Time Period	Citations
April – June 2022	68 time-limit overstay citations
April – June 2023	323 metered parking citations
April – June 2024	329 metered parking citations

[22] Parking violation code: TRC7.2.20
[23] Parking violation code: TRC7.2.23B
[24] Blockfaces that were not RPP before implementation and Pay or Permit after are not shown.

Figure 17 Map of Citation Volume Changes (April-June 2022 and 2023)



A few factors may explain this increase in citations:

- **Lower compliance:** As noted earlier, compliance on Pay or Permit block was lower than on other regulated blocks.
- **Improved enforcement efficiency:** Metered parking regulations are easier to enforce compared to time-limited RPP (which require multiple enforcement passes) leading to more issued citations.
- **New parking regulation**: Pay or Permit Parking is still relatively new and on relatively few blocks of San Francisco and drivers are still adjusting to the regulation and level of enforcement.

Parking Control Officers (PCOs) can begin issuing citations for parking violations as soon as enforcement hours begin. Each ticket requires at least one License Plate Recognition (LPR) scan. Vehicles parked less than two hours

make up 40-50% of the visitor vehicles on time limited or Pay or Permit blocks. While these vehicles are not in violation of time-limited parking rules, they can be cited on Pay or Permit blocks if they have not paid.

To ensure enforcement efforts were not disproportionately focused on Hayes Valley Pay or Permit blocks, staff analyzed various metrics, including the number of PCOs, citations issued, and enforcement patterns. Comparisons between Hayes Valley and citywide data showed no unusual enforcement trends. Despite the increase in citations, this is likely due to improved enforcement efficiency and a high rate of non-compliance, rather than an increase in PCO presence in Hayes Valley.[25]

Citation Protest Rate and Protest Success Rate

To evaluate how often citations were challenged (protest rate) and overturned (protest success rate), staff examined citations that went through two protest stages: suspension and disposition.

- Suspended citations undergo internal reviews and verification checks.
- Disposition citations require further investigation, such as site visits and administrative hearings. At either stage, fines may be reduced or dismissed.

For this study:

- A citation was counted in the protest rate if it had either a suspension or disposition code.
- A citation was counted in the protest success rate if it resulted in a dismissal or fine reduction.

Findings from the 323 citations issued on Pay or Permit blocks in 2023 include:

- 24% of citations were protested (i.e. either had a suspension, disposition, or both codes)
- 75% of those protested citations were successful, meaning the fine was reduced or dismissed.
- Common reasons for dismissals included malfunctioning meters, Parking Control Officer (PCO) errors (e.g., citing a vehicle with a valid permit), incorrect vehicle information (e.g., wrong make) or disabled placard parking discrepancies.[26]

Figure 18 compares protest rates and success rates across different types of parking regulations in 2023 and 2024, showing that Pay or Permit citations had higher protest and success rates than other types of parking citations (RPP-only and metered-only) in both Hayes Valley and citywide

Figure 18

Figure 18 Citation protest rate and protest success rate - April to June 2023 and 2024

	2023		2024	
Regulation	**Protest Rate**	**Protest success rate**	**Protest Rate**	**Protest success rate**
HV Pay or Permit	24%	75%	25%	63%
HV RPP only	21%	60%	18%	52%
Citywide RPP areas	18%	50%	16%	46%
HV Metered only	19%	58%	24%	67%
Citywide Metered	18%	56%	17%	56%

[25] Refer to Appendix I for detailed numbers of enforcement patterns.
[26] Refer to Appendix II for detailed data about protest rate and protests success rates

Revenue Analysis

While the primary goal of Pay or Permit Parking is to improve parking availability, revenue remains an important factor. To be financially sustainable as a program, Pay or Permit Parking should generate enough revenue to cover the costs of installing and maintaining paystations. By analyzing revenue and costs, this analysis measures the financial impact on the agency. Per the city charter, any additional revenue from parking must support public transit.[27]

This analysis uses annual revenue data for 2023 and 2024 in Hayes valley Pay or Permit Parking blocks, Hayes Valley general metered blocks, and all citywide general metered parking. Installation and maintenance costs for Pay or Permit Parking is also reviewed to estimate cost.

Paystation Revenue Findings

On streets with Pay or Permit Parking, drivers without permits can pay with cash, credit card, or SFMTA parking card at the paystation or via Pay by Phone.
The average revenue per parking space was:

- Pay or Permit: $825 annually
- Hayes Valley regular metered: $2,170 annually
- Citywide regular metered: $1,996 annually

Revenue growth from 2023 to 2024:

- Hayes Valley Pay or Permit: +12%
- Hayes Valley regular metered: +7%
- Citywide regular metered: +4%.

The lower revenue from Pay or Permit Parking spaces compared to regular metered spaces is expected. This is because permit holders (who don't pay at meters) make up around 50% of parked vehicles during hours when payment is required. Figure 19 summarizes revenue per space by type of parking and Figure 20 shows revenue trends per space across various Pay or Permit Parking blockfaces in 2023 and 2024.

Figure 19 Average annual revenue per space – 2023 and 2024

Average Annual Payment	Hayes Valley Pay or Permit	Hayes Valley general Metered	Citywide general Metered
2023	$825	$2,170	$1,996
2024	$928	$2,315	$2,068
Increase from 2023 to 2024	12%	7%	4%

As noted, the payment on pay or permit blockfaces varies across the neighborhood. Figure 20 illustrates the average revenue generated per parking space for each blockface within the Hayes Valley Pay or Permit Blocks in a three-month period (between April to June 2023). Generally, the blockfaces on and east of Octavia, which have a more mixed-use character and are closer to Civic Center, have the highest revenue. Additionally, blocks

[27] San Francsico Municipal Code Section 8A.105 (e) Municipal Transportation Fund, "It is the policy of the City and County of San Francisco to use parking-related revenues to support public transit." https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_charter/0-0-0-710

some primarily residential blocks such as Laguna from Waller to Page and Waller from Laguna to Octavia exhibit high revenue numbers despite being predominantly residential in character.

Figure 20 Map of Revenue per Space

Installation and Maintenance Costs[28]

Implementing Pay or Permit Parking requires adding new paystations and signage. The paystations are purchased from MacKay Meters while signage and poles are procured, installed, and maintained by SFMTA's in-house Shop teams.

[28] The data in this section acquired based on estimates from the Parking Operation and Meter Shop section (Streets Division).

Initial installation expenses include equipment procurement (such as paystation units, poles, and overhead signs), installation labor, and any necessary infrastructure modifications. Ongoing maintenance costs include routine inspections, repairs, and software updates aimed at ensuring optimal system functionality. Overall costs are listed below in Figure 21.

Figure 21 Hayes Valley Paystation installation and Maintenance Costs[29]

Costs	Initial Costs			Maintenance (Annual)
	Paystation Machine	Installation Labor	Total	
Per Paystations	$5,200	$1,960	$7,160	$865
Total (68)	$53,600	$133,280	$486,880	$58,820

Net Revenue

To assess financial sustainability and potential for positive meter revenue to fund transit, staff calculated net revenue by subtracting installation and maintenance costs from gross meter-generated revenue. Permit fees and enforcement costs were excluded, as permits would be required regardless, and enforcement staffing levels remained unchanged.

Key findings include:

- Initial costs result in a net loss in the first year.
- The system pays for itself and generates net revenue by the middle of the second year of operation.

Figure 22 Hayes Valley Pay or Permit Parking Net Revenue Calculations

Year	Gross Revenue	Costs		Net Revenue (cumulative)
	Payment	Installation	Maintenance	
1	$343,174	$486,880	$0	-$143,706
2	$385,963	$0	$58,820	$183,437

Survey Results

In April 2024, SFMTA sent out a survey to addresses on Pay or Permit Parking blocks in Hayes Valley. The survey aimed to gain feedback on parking availability, ease of understanding regulation, and general opinions on Pay or Permit Parking.

The online survey link was sent via postcard to all addresses and was open for six weeks. All respondents were residents except for one business. Since Pay or Permit Parking is used on residential or mixed-use blocks, it was expected that most respondents would be residents. Approximately 75% of respondents were residents prior to implementation of Pay or Permit Parking while 25% moved to the area after implementation.

[29] Refer to Appendix III for detailed installation and maintenance costs

The responses received were generally positive or neutral regarding Pay or Permit Parking[30] with key survey results below:

- **69%** of respondents had a **favorable, somewhat favorable, or neutral opinion** of Pay or Permit Parking.
- **73%** of respondents found regulations very **easy or somewhat easy to understand**
- **61%** of respondents said **finding parking was easier, somewhat easier, or the same** after implementation.

Further surveys could explore perspectives of visitors, employees, and nearby residents. Respondents also provided 65 written comments, of which, 29 specifically addressed Pay or Permit Parking. The remaining comments covered general parking and transportation issues. The feedback relevant to this study were summarized into the following categories:

1) In favor of Pay or Permit or would like to see Pay or Permit expanded to other blocks in the neighborhood – **7 comments**
2) More enforcement needed for Pay or Permit to be effective[31], – **6 comments**
3) Not in favor of Pay or Permit/not in favor of paid parking, **– 5 comments**
4) Enforcement days and hours are too late, – **4 comments**
5) Parking difficulties for non-permitholders; guests/visitors or non-car owning residents who occasionally drive – **5 comments**
6) Confusing signs or hard to understand. – **2 comments**

Full survey questions and selected comments from each category are in Appendix IV – Survey Responses. All feedback will inform future outreach for Pay or Permit Parking expansion and how parking management is applied more generally.

[30] Appendix IV contains full Hayes Valley survey.
[31] Between March-May 2024, the median HV POP blockface was visited 15 times, or slightly more than once a week on average.

Conclusions and Recommendations

Pay or Permit Parking has been tested in San Francisco's Hayes Valley neighborhood and is an effective tool for managing residential curb space. For nearly 50 years, time limits have been the main way to regulate visitor parking in the Residential Permit Parking program (RPP). However, time limits may not work well for many neighborhoods with high parking demand and Pay or Permit Parking should be considered to manage parking availability.

Key Findings from the evaluation of Hayes Valley Pay or Permit Parking:

- **Better Parking Availability**: Pay or Permit Parking can improve parking availability for both residents and visitors when compared to time-limited parking or unregulated parking.
- **Positive Resident Feedback:** A survey of residents on Pay or Permit Parking blocks found that most understood and supported or were neutral to the program. The percentage of **parked vehicles with permits increased** after implementation without an overall increase in HV permits purchased.
- **More Effective Management of Commuter Parking:** Even without time limits, Pay or Permit Parking is better at regulating commuter parking than time-limited RPP.
- **Functionality on Residential Blocks:** Pay or Permit parking improved parking availability on blocks with only residential buildings, showing it can be effective even without adjacent commercial activity.
- **Financially Sustainable:** Revenue from Pay or Permit Parking covered the cost of installation and maintenance and was revenue positive in its second year when tested in a real-world application.

Recommendations for Future Implementation

The following recommendations are intended to inform improvements and expansions to Pay or Permit Parking and help other cities considering similar parking programs:

- **Effective Enforcement and Clear Signage**: Increased citations are expected when new regulations are implemented. Early warning citations and public information campaigns can help communicate parking changes, while testing new enforcement technologies such as LPR can improve enforcement efficiency.
- **Optimize Payment Options:** Paystations placement should balance installation and maintenance costs with driver usability and revenue. Expanded mobile and other payment options makes the system easier to use and more user-friendly.
- **Ongoing Monitoring and Adjustment:** Regularly tracking parking occupancy, turnover, and compliance can help refine Pay or Permit Parking. Dynamic pricing should be used to maintain parking availability over time.
- **Community Engagement**: Conduct additional surveys and post-implementation meetings to ensure Pay or Permit aligns with community concerns and needs.
- **Public Awareness Campaigns**: Informing residents and visitors about the benefits of Pay or Permit Parking can increase understanding and compliance, especially in new expansion areas.

Looking Ahead

Expansion of Pay or Permit Parking has the potential to address parking congestion and improve the quality of life in San Francisco. To support this effort, SFMTA received a $1.5 million grant from the Metropolitan Transportation Commission (MTC) in 2023. These funds will be used to expand Pay or Permit Parking in two or three residential and mixed-use neighborhoods in San Francisco with high parking demand.

Appendix I – Enforcement Patterns

* Based on citations data April-June 2023

Enforcement Patterns by PCOs

		# PCOs	# Tickets	# Ticket Issue Days	Tickets Per Day
Hayes Vally Pay or Permit Area	**BUCHANAN**	6	54	28	1.93
	FELL	1	22	6	3.67
	HAIGHT	4	94	32	2.94
	HERMANN	4	36	26	1.38
	HICKORY	1	5	2	2.50
	LAGUNA	6	90	30	3.00
	LILY	4	22	12	1.83
	LINDEN	2	19	10	1.90
	OAK	3	30	13	2.31
	OCTAVIA	6	26	15	1.73
	PAGE	4	18	11	1.64
	ROSE	5	16	8	2.00
	WALLER	3	53	23	2.30
	Total	12	485	61	2.24
Whole Streets	**BUCHANAN**	17	59	36	1.64
	FELL	19	264	47	5.62
	HAIGHT	30	413	62	6.66
	HERMANN	4	69	36	1.92
	HICKORY	6	18	7	2.57
	LAGUNA	21	184	48	3.83
	LILY	3	18	9	2.00
	LINDEN	10	127	37	3.43
	OAK	6	42	16	2.63
	OCTAVIA	18	127	47	2.70
	PAGE	5	33	14	2.36
	ROSE	6	20	9	2.22
	WALLER	3	40	18	2.22
	Total	58	1414	75	3.06
All City	**Total**	161.00	33,802.00	92.00	367.41
	Max	60	1078	90	-
	Min	1	1	1	-
	Average	14.11	109.74	27.26	2.66

Appendix II – Citation Protest Codes

Citation Protest Codes- Hayes Valley Pay or Permit Blocks- April-June 2023

	Code	Description	Numbers	Notes
Suspend Codes	10	2HR LIM EXCEED-VALID	1	
	19	DIFFERENT MAKE	3	
	22	GENERIC-VALID CITE	2	
	25	DP PERMITNOXEMPT-VAL	1	"S" RPP CONVERTED TO "HV". COURTESY DISMISSAL.
	29	METER HRS EFF-VALID	1	
	31	METER WORKING-VALID	3	
	50	DISMISS CITE-SUSPEND	17	VALID PERMIT- VALID PERMIT ON FILE FOR HV AREA
	51	DISMISS CITE-OTHER	10	
	83	SUS TO HOLD-AJUDICAT	1	
	87	DENOVO HEARING	1	
	91	PROJECT 20 ENROLLED	1	
	100	AR-REVIEW CONCL/CXL	3	
	112	METER PAID BY CC	4	
	121	PROJECT 20 CANCEL	3	
	184	PAY PLAN LI	10	
	213	HEAR LTR-HEAR REFER	2	
	Total		**63**	
	1	REVIEW UPHELD	7	
	5	HEARING UPHELD-PAID	6	Hearing
	15	INVALID HANDHELD	7	Enforcement error
	26	COLL FLAT FEE DMV	2	
	115	PEN FEE REDUCTION	9	
	116	PEN FEE ADD BACK	1	
	120	HOMELESS WAIVER	1	
	202	HEARING DENIED-NOTPD	1	Hearing
	Total		**34**	

* Based on citations data April-June 2023- Acquired on April 2023 from eTIMs database

Appendix III – Costs

Installation and Maintenance Costs (68 paystations)

	Description	Detail	Quantity		Cost		
			Per Unit	Total	Type	Per Unit	Total
Installation	Paystation	Machine	1	68	One Time	$5,200	$353,600
	Overhead Signs	Sign	2	136	One Time	$35	$4,760
		Posts	1	68	One Time	$100	$6,800
		L Brackets	1	68	One Time	$60	$4,080
		Z Brackets	2	136	One Time	$30	$4,080
		Hard Capps	1	68	One Time	$15	$1,020
		Materials & Tools	1	68	One Time	$75	$5,100
	Labor	PMR (Parking Meter Repairer)	4	272	One Time	$125	$34,000
		Machinist	4	272	One Time	$153	$41,616
		Sign Installer	4	272	One Time	$117	$31,824
	Total	_	_	_	One Time	$7,160	$486,880
Maintenance	Routine inspections/ Repairs/ Software updates	_	1	68	Recurring	$865	$58,820

Appendix IV – Survey Responses

1. Are you a resident or businessowner in Hayes Valley on a block with Pay or Permit Parking (paid parking for visitors but free parking for Residential Permit Parking (RPP) permitholders)? Pay or Permit blocks have signs like the one seen below this question.

Value	Percent	Responses
Yes, resident	98.2%	111
Yes, business	0.9%	1
Don't know	0.9%	1
		Totals: 113

2. When did you become a resident or businessowner on this block?

Value	Percent	Responses
Before January 2023	74.3%	84
January 2023 or after	23.9%	27
Not applicable	1.8%	2
		Totals: 113

3. How many vehicles does your household or business park on the street on a regular basis?

Value	Percent	Responses
0	27.4%	31
1	60.2%	68
2	8.0%	9
3	2.7%	3

Value	Percent	Responses
4	0.9%	1
5 or more	0.9%	1
		Totals: 113

4. How many RPP permits does your household or business have?

Value	Percent	Responses
0	37.2%	42
1	50.4%	57
2	8.8%	10
3	1.8%	2
Not applicable	1.8%	2
		Totals: 113

5. On a typical day, how easy is it to find street parking near your home or business in Hayes Valley?

Value	Percent	Responses
Very easy	0.9%	1
Somewhat easy	13.3%	15
Neutral	16.8%	19

Value	Percent	Responses
Somewhat difficult	40.7%	46
Very difficult	23.0%	26
Not applicable/Do not know	5.3%	6
		Totals: 113

6. When parking on the street, how far away from your home or business do you typically have to park?

Value	Percent	Responses
Usually able to park on my block	11.5%	13
Usually able to park a block or two from my residence/business	57.5%	65
Usually have to park three or more blocks away	23.9%	27
Not applicable	7.1%	8
		Totals: 113

7. If you lived or had a business in your current location and parked on the street before January 2023, would you say parking then, compared to now, was:

Value	Percent	Responses
Much more difficult	11.5%	13
Somewhat more difficult	19.5%	22
The same	24.8%	28
Somewhat easier	14.2%	16
Much easier	8.8%	10
Not applicable	21.2%	24

Value	Percent	Responses
		Totals: 113

8. Has your household used SFMTA visitor permits in the last year?

Value	Percent	Responses
Yes	23.9%	27
No	70.8%	80
Not applicable	5.3%	6
		Totals: 113

9. About how often do you have visitors who arrive by car?

Value	Percent	Responses
Daily	0.9%	1
Weekly	25.7%	29
Monthly	40.7%	46
Rarely/Never	26.5%	30
Not applicable	6.2%	7
		Totals: 113

10. If you have visitors who arrive by car, how easy is it for them to find parking?

Value	Percent	Responses
Very difficult	27.4%	31
Somewhat difficult	38.9%	44
Neutral	26.5%	30
Somewhat easy	6.2%	7
Very easy	0.9%	1
		Totals: 113

11. How easy was it for you to understand the rules for Pay or Permit Parking?

Value	Percent	Responses
Very easy	15.0%	17
Somewhat easy	38.9%	44
Neutral	25.7%	29
Somewhat difficult	17.7%	20
Very difficult	2.7%	3
		Totals: 113

12. What is your opinion of Pay or Permit Parking?

Value	Percent	Responses
Very favorable	15.0%	17
Somewhat favorable	25.7%	29
Neutral	28.3%	32
Somewhat unfavorable	18.6%	21
Very unfavorable	12.4%	14
		Totals: 113

13. If you replied to the previous question with "somewhat unfavorable" or "very unfavorable," what would be your preferred on-street regulation?

Value	Percent	Responses
Traditional time-limited RPP parking	21.2%	24
Regular metered parking	2.7%	3
Unregulated parking	9.7%	11
Other - Write In (Required)	10.6%	12
Not applicable	55.8%	63
		Totals: 113

Other - Write In (Required)	Count
A mix of all options. Metered for quick turnaround parking, time limited residential for some, and some unregulated available for longer term parking	1
Easier path for residents to get short term permits. I don't have a car but occasionally I rent one.	1
Expand the HV permits to extend further	1
I didn't answer unfavorable so shouldn't have to answer this question	1
I'm OK with current approach, except for the enforced hours. It's ludicrous that they extend to 9:00pm when typically, paid parking ends in most other areas at 6:00pm. Additionally, we're blocks away from Hayes Street in an entirely residential area, and can't comprehend why our friends and family have to pay to visit in the evening.	1
Just pick one system	1
Option for us to have S with our HV because S parks in the HV zone and we can't find parking	1
Pay or permit	1
Permit parking and then limited sections	1
fine to pay if you don’t have permit but expand HV spots to share with S permit spots and expand from 2 to 3 permits per household	1
keep it the same	1
no meter, but the 2hr time slots on some streets (like before Fall of 2022)	1
Totals	12

14. We’d love to hear from you! Please provide any feedback, comments, or suggestions for Pay or Permit Parking and parking in general in Hayes Valley. (Only comments about parking were included):

1.) In favor of Pay or Permit or would like to see Pay or Permit expanded to other blocks in the neighborhood

“I wasn't sure what to expect with the large metered parking machines, but I have to say that it's a positive move. It deters people that want to park in my neighborhood for long lengths of time who don't live here. Also I find it very easy to find parking during the day during regular business hours. I work from home and running

errands in my truck is easy during the day with no problems finding parking around my block. evenings not so great still. I like the new metering system in combination with the RPP permits"

"I expected this new parking type to be no better or worse for residents. I didn't expect non permit-holders to obey, nor much enforcement. However I was pleased that making it metered parking at all times for non permit-holders really seemed to free up parking for residents. I just wished people would try to park so that the maximum number of cars could park between driveway cutouts."

"We really need to convert the pay only to at least pay or permit parking. I find if parking near me, but it's with a very significant amount of time circling. There's many times of day or night I won't take my car or leave as I know parking will be impossible."

2.) More enforcement needed for Pay or Permit to be effective

"Enforcement is lax, which makes parking more difficult than it should be with the new regulations. People are still parking all day without paying. It's odd that many streets in Hayes Valley are not in the HV zone. For example, the block just west of me (Linden between Buchanan and Laguna) has no Pay or Permit Parking and is open to anyone."

3.) Not in favor of Pay or Permit/not in favor of paid parking

"You should not have any paid parking, only permits, and make it cost effective for people who are on a limited income"

"Bring the free parking back! You are doing nothing but nickel and dime-ing people who live in the area!"

4.) Enforcement days and hours are too late

"Should be 9-5 Monday-Friday, not on Saturdays all the way to 9pm at night."

5.) Parking difficulties for non-permitholders; guests/visitors or non-car owning residents who occasionally drive

"As a resident without a permanent car it is very challenging to occasionally have a car or have visitors come and have to pay for parking."

6.) Confusing signs or hard to understand

"The neighborhood and SFMTA have become incredibly hostile and aggressive about parking. My car was towed for a construction sign that was posted after I parked that I never saw. I do not believe it was posted with sufficient notice and yet I was unable to petition for a reduced fine. I now check my parked car daily. The signage in the neighborhood is very confusing. Some of the metered spots allow for HV permits and some do not - the distinction is very subtle. I also believe that the SFTMA recently changed which spots do not allow HV permits with no explicit notice and I received a citation for parking in one of these spots as well. I have lived in

other neighborhoods in SF and didn't have to deal with this level of hostility. I get the sense that my neighbors are experiencing the same thing as parking is getting increasingly harder to find each week. I moved to Hayes Valley in August 2023 and I will likely leave the neighborhood because of the hostile nature of parking and parking enforcement. If you do not solve this problem and do something to acknowledge the way people like me have been treated, a lot of people will likely do the same and leave the neighborhood."