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Hello everyone, we're gonna wait just another 1520 s to let everyone filter into the room and then we'll get started.

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Okay, I'm gonna go ahead and get it started. Good afternoon, everyone. My name is Jonathan Cass.

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I'm Spurs Transportation Policy Manager. Thank you so much. For joining us for this.

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Digital discourse today. Many of you here today are spur members. So thank you for your support.

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If you're not a member, I encourage you to join to support Sper's ongoing work using education, policy analysis, and advocacy.

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Today's digital discourse is Getting real about spillover parking. When there isn't enough parking for new housing services or jobs.

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Drivers may end up parking where they are not wanted. On neighborhood streets, private lots or elsewhere.

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And for decades cities have tried to prevent this spill over parking by requiring off street parking construction. But this approach has clearly failed.

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Parking requirements have driven up the cost of housing and other development because of the land it requires and the high cost of building parking.

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Excessive parking has fueled congestion. By encouraging car trips and it increases auto dependence and public safety hazards.

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And yet, even with all the parking that has been built, spill over parking problems persist because we've not tried to actually put in place appropriate parking management.

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Along with still over parking problems, what persists is strong opposition to new development. From affected residents and visitors who are worried about finding places to park.

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So what motivated today's conversation is that A number of recent changes to parking policy. Are providing even more pressure for cities and developers to deal with spillover parking.

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More directly. And most notably a state bill, AB. 2097. Effectively prohibited local jurisdictions from requiring off street parking.

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Which was, as I've said, their means of trying to deal with spillover parking. So it prohibited requiring off street parking within a half mile.

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Of major transit stops. And then. So another another example of a policy change that is affecting this space, particularly in the Bay Area.

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The Metropolitan Transportation Commission passed a transit oriented communities policy. Just this past September and that imposes parking maximums which restricts how much parking can be provided by residential and commercial developments.

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For example, near BART stations with 2 or more part lines, new development can on average have no more than One parking space for every 2 units or 1.6 parking spaces for every 1,000 square feet of commercial.

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So this is these are pretty aggressive restrictions and it It prompts the need to tackle spillover parking more aggressively than we have.

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If local. It's possible that people will be more accepting of new residents, jobs, and businesses in their communities.

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So for today's discussion, we're going to talk about spillover parking, remedies and challenges.

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I'll briefly introduce our speakers today. Professor Donald Chupe who who needs no introduction is a distinguished research professor in the Department of Urban Planning at UCLA.

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His research has focused on parking, transportation, public finance, and land economics. Dr. Shoop is the author of the high cost of free parking.

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And parking and the city. Patrick Siegman is the founder of Segment and Associates, a firm devoted to sustainable transportation planning.

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He has led the transportation component of more than 70 citywide neighborhood and district plans. And his projects have been honored with national awards from the American Institute of Architects, American Planning Association, Congress for the New Organism, and the Society for College and University Planning.

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And right now Cooper is the residential parking policy manager at the San Francisco Municipal Transportation Agency or SFMTA.

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He's also on the board of directors of the parking reform network, an international organization dedicated to improving policies around car storage.

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For those that are not familiar with the parking reform network I encourage you to look it up it's a wonderful active professional advocacy conversation about.

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The issues that we're talking about today and many other parking policy issues. You'll see we, had Christina Kern's on the panel.

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She unfortunately, came down sick today and is not gonna be able to join us. So we'll have to have her for some, future conversation about parking.

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To bring, her excellent perspective. You do want this to be an interactive conversation and so we plan to spend as much time as possible engaging with you all.

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So I encourage you to use. Use the chat box to share your thoughts with each other and with the speakers and I encourage you to submit any questions that you have.

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Using the QA panel, which should appear as a button on the bottom of your screen. Or at the top of your screen if you're on the mobile app.

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And within the next few days will be sharing a copy of the recording transcript and chat with everyone who registered for this forum.

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I'm and so before I turn to our panelists. Let me, just quickly map out what's going to happen.

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Each of our panelists will briefly tell you their background dealing with parking spillover or anything they want to highlight.

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Where they consider critical consideration moving forward with improved parking management. Then I'll probably pose one or two.

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Broad questions to our panel about managing parking spill over for panel discussion and then we'll move quickly into audience questions.

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Which will primarily drive the panel discussion. So with that, let me invite Professor Donald Chu to say a few introductory comments.

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Well, thanks for inviting me. I have to think a lot about still over parking for a long time because I have to answer the complaints and so many people about what I recommend.

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In 2005 of the American public association office the high cost of free parking.

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And which I, claim the minimum parking requirements, to this country and have been doing it for a very long time.

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Minimum parking requirements. Or almost an established religion. But I'm a, I favor a reformation.

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That the parking requirements that we have, subsidized cars, they increase the cost of housing.

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Thank you, just traffic, put the air, increase carbon emissions, degraded over design, encourage for all.

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Reduce walkability, increase model run off, create heat islands and the list goes on. So why is it that they with our desire for ample free parking, and it's, a dream that is turned into a nightmare.

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And I think that more people are waking up to the idea that parking performance are doing this damage. I've never heard any urban planner say or write.

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The, requirements do not have any of these, defects that I've been talking about.

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They do not cause this damage. But minimum partners do one thing as they prevent. Mark, so why is it, yeah, that you really have to now that.

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That, California has prohibited all street partners requirements and in large parts of most cities, that we now have to deal with.

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And I have a number of ideas that I've worked on. I work with others. And I'll be happy to talk about them after we get into the conversation.

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My apologies. Thank you so much. We are, we are looking forward to getting into that conversation and hearing some suggestions for solutions.

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Patrick. Please, tell us about your engagement here.

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Thanks, Jonathan. Well, it's a pleasure to be here today. Let me tell you a little, a little bit about myself.

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I was born and raised in Palo Alto, California. And my mom and dad bought their first house in Palo Alto.

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For about \$16,000. And at the time, it was 5 cents an hour to park on University Avenue, the main retail street downtown.

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Well, today that same house would cost me about 3 million dollars. And it's free. To park on University Avenue.

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So in the space of a generation, we've completely solved our affordable housing problem for our cars.

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Right. Now. Personally, I think that's backwards. And.

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I would propose to you today that we should focus on building a society. In California and across the United States where things are the opposite where where housing is abundant and affordable.

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And the cost of parking is no longer hidden. In the cost of other goods and services. But not everybody agrees with me.

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I'll mention one more example. 10 years ago I was working on the general plan update for the city of East Palo Alto.

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I went to the final approval hearing and to my surprise. The lobby outside was completely packed with citizens and the council chamber was.

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Filled to overflowing. That's why I thread it my way through the crowd and I sat down at my seat where I was supposed to present on that final approval.

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I discovered soon that those people weren't there because they had heard about or wanted to speak on the general plan.

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The city had hired 2 new code enforcement officers. The code enforcement officers had gone around enforcing regulations such as minimum parking regulations that had long been lightly enforced or unenforced.

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Well, the result was that hundreds of well, it may have been dozens of people.

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But a large number of people who had been living in garages converted. Without proper permits to apartments.

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Had been told they had to leave. They had been evicted. Because the owners were had their properties red tagged if they did not evict them people living in trailers and driveways were thrown out.

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A lot of those people were there that night to testify at public comment. Such as one lady who she and her 2 daughters.

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We're now living in a car in their church parking lot. Because the minister allowed it but that was also against the law because you're not allowed to use a parking lot that way.

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So

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What I wanted to make clear in these 2 examples is that

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The cost of keeping parking. Abundant end and it's cost hidden. And apparently it being free.

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By using off street parking requirements. To make it possible to leave. Curb parking on street parking that is largely unmanaged and unregulated.

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Is extremely high and a lot of people are bearing that brunt. And a lot of times the people who are bearing that brunt, usually the people bearing that brunt most are the people who are homeless.

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Or rent burdened. Because of the high cost of minimum parking regulations. So I'm hoping today we could talk about.

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How we change that.

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I hope so as well. Thank you, Patrick. Right now let's hear your thoughts.

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Yeah, so as mentioned the introduction, I managed residential parking policy here for SMTA in San Francisco and I've been working on RPP for over 5 years and our residential parking permit program and it's it's sort of interesting because it seems like our VP is kind of the tool designed to help with the spill over parking.

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But I, but the issue is that it was definitely intended to help for spillover from commuters and from barred and from downtown, but it's not very well equipped to handle.

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The issue of residents having a lot of vehicles and parking on the street. And I think people point to it as a tool that can be good for that, but it's current formulation in San Francisco and basically everywhere else.

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In America, it's not super. It's not designed very well for handling all of that.

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And I think as we're, we've done a few neighborhood plans and Hayes Valley and Dog Patch and working through now the Northeast Mission in areas that have had new housing development in terms of how do we you know make the regulations fit for the changes and I think you know, little by little we can definitely make some progress at least in terms of.

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Restricting the nonresident parking in these neighborhoods. I think. Eventually, cities will have to kind of.

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Comes the understanding and you either have to. Really limit the parking of the folks in new buildings or you know, limit everyone's parking through a much more aggressive permit pricing or permit.

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System. So I think it's something that will sort of in the process of grappling with in San Francisco and I think a lot of other cities that they do end up seeing a lot of change.

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Is, you know, for a lot of smaller cities for the first time having to think about regulating what you speak completely free and unregulated parking.

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The curb. So, I think the challenges presented. By reducing the parking minimums I think they'll definitely present themselves to some cities.

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And they'll have to kind of figure out how to handle that on the street. I think it's difficult to make the synthesis between the 2 sometimes because land use planning is just all about the future, what's going to be built.

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But transportation planning, you know, we're all about what's happening now and we could change.

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To, adapt as needed, but I think that. That lack of connection can be really difficult sometimes to really make, work.

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Great, thank you right now. And, yeah, let's, in this conversation trying to make our transportation planning very much about the future.

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And, and beyond the now, since we know, the future has challenges. And potential.

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So I, I know a lot of you probably have your parking management questions in mind and I encourage you to pop them in the Q&A panel but I'm gonna start with.

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With Desta, a couple questions for the panel. I think maybe just getting on the table right away.

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You know, Professor Shoop, you mentioned the potential for some new tools to manage spillover parking.

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And right now you, cited this very common tool of residential. Parking permits, residential permit parking, whatever you wish RPP to be.

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And, the notion that, you sort of. Control how many permits or at least who can get a permit to park on the street in residential areas.

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So I would love for our panelists to. Throw out. Any tools that you see. Very insufficiently used.

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Or, potentially not used at all that should we should be looking to. As we recognize there's going to be a lot more spillover parking as we build build many things without off street parking.

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So why don't, Professor Shoop, I don't, I invite you first to, note anything you think we should be thinking about as new tools for spillover parking management.

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Well, I'll go through a few without being very detailed. One recommendation for Ray Nell Cooper is that some cities restrict the number of parking permits occurred parking purpose.

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At any address to the length of curb in front of that address. So it isn't just you could have as many as you want.

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There are only so many spaces and you shouldn't give out more purpose than there are spaces. So other cities do it, and I think cities do have a permit.

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They're often very careless. About undercharging for them of the purpose of course some cities charge you a higher prices for more of them.

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First, put a minute. But anyway, I think that you won't live it though.

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And I think a, another simple thing is, in business areas, to charge market prices for, and spend all the revenue to pay for free transit passes for everybody who works or lives in the neighborhood.

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In the business system, I don't know. Overall, I think it'd be hard to say it would be better to have free current park and expensive transit rather than a market price per park.

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And so that's why we wanted to open space on every part and using the money to pay for free transit passes for everybody who works there or lives there and it's not a tax on employers.

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It's a free freeze benefit that the employers give to their employees. Then another one would be,

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What I, talk to you about earlier is, bathroom driveway for this.

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California law allows cities to issue for, a residents of, of a house.

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To. in front of their own, on the street in front of their own, which is against the law in California, except if the city gives you a permit to do it.

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And, the, 2 car garage, in the street. The driveway is about 20 feet wide and then the apron adds more.

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So, the, the loss are fairly narrow at this 50 feet. So giving you 3, giving you, to block your own driveway, doubles, that are on street parking space in front of the property.

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So if it's still over problem. Giving, allowing people to have or to. Yes, to block your own driveway. Is a good idea. And that's.

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It works very well in the cities to do it, but most of these have never even heard of it.

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And then finally. I like the, the system, but, chase center of in San Francisco news that they built it.

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I think about 18,000. 900 parking space. But the center, contracts with, the metro So, that the, so, the, so, the, the, so, the, the, so, that, the, so, there's a free transit pass on the day of the event.

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And so they Yeah, that pro can add extra services. And all the way to the chase center and non stop buses from different parts of the city because of so many people realize it's very expensive to park there and it's free to write transfer.

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And that they know, when the events are, of course they do, they will be able to service.

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Well, of course they do. They will be able to service it. Well, those are that's just a brief rundown and not everything I have to say but but I hope it will talk about some of these during their session.

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Thank you. And let me, I just want to flag as we continue with some, other panelists responses here that there there is a question in the in the chat.

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You know if you could build one of these RPP programs from scratch what would you what would be your key points and or would you not use that approach would you use an entirely different that relates closely to the question we're talking about here.

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So I just I wanna direct attention to that if you want to respond to that. You know, and I don't know right now maybe since since you're deep in the RPP program, why don't I?

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Turn to you next. To offer any other programs that you think we should be highlighting.

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Yeah, that's, yeah, great question. For building an RPP program from scratch.

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I think the sort of the framework that cities have approached RPP with is kind of as an amenity.

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For residents. And I think I think that framework. Is what holds a lot of cities back, including San Francisco from really being able to kind of.

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Use it to really tackle this problem of, you know, excessive residential parking on streets. Because it's we wanna be able to use RPP.

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I think cities should be able to use our PPP as a regulation. I think that's.

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That's really the best way to handle it not just using it to exclude visitors but also to to plummet about the amounts of residential parking.

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I think really in general there's kind of 2 ways to go about it. One is to sort of is to really focus on these new buildings and on the changes and trying to make sure that these new buildings are.

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Cart as card free or car light as possible. I think there's some interesting work in in the UK, some of the London boroughs have this car free zoning where in addition to having no parking in the buildings, these buildings are also not allowed.

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To get residential parking permits. And I think on the one hand, it's definitely politically popular for the incumbent residents, but On the other hand, there is this issue.

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Of you know why do we think the incumbent residents deserve a place to park anymore or less than the new residents deserve a place to park anymore or less than the new residents and in particular in San Francisco, and in the California context.

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This really, we run into this question with affordable housing. San Francisco, we have affordable housing lotteries.

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So, you know, for a market rate building, if it's built without parking. The someone looking to rent or buy there, knows that upfront is able to say, yeah, I'm fine with trying to find a place on the street or not have a car but for affordable housing it's watery Oftentimes people are waiting years on these lists for an opportunity to to live in one of these units and

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They're more and more being built without. Being built that parking so having a system around RPP that that purposefully excludes residents of new buildings and new car free buildings.

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From parking. While they reduce the number of cars overall it's not particularly equitable. Equitable solution. So to get to the question about how to build an RPP program from scratch, I think I think one thing is to try to be as, you know, figure out figure out what the issues are, how much of your parking is.

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How much of the parking problem in the city is? Visitor parking versus residents having too many cars that kind of will be the beginning of the direction.

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And I think streaming it not as an identity, but as a regulation makes things a lot easier. I think It takes up a huge part of our team's time is is doing these block by block extensions because RPP.

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It's all opt-in. You have to get a petition from your block and you have to kind of go through this process because we say that you know we're not gonna push push this on anybody but the residents of the block one sip they can come in and I think I think at the end of the day, if you really think as a city that regulating this kind of parking is an important.

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Tool for. For. Dealing with transportation, dealing with helping making housing more affordable. Then you should say as the city treated a lot more like a sewer project and say Listen, this is what we're doing.

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We're doing this on this block. The permits cost us much and not worrying about exactly the level of buy-in from the from the residents.

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Great, that those are really helpful, nuances to bring into this. Patrick, let me let us hear from you about tools that we should be adding here.

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Thanks. Yeah. So I've had the opportunity to create residential parking permit programs from scratch.

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And also related things. Such as residential parking benefit districts. And meter zones on residential blocks and so let me Sure a few things.

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First of all, I'm Always thinking about. How do I get durable majority political support?

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So that I can get a majority of the city council members or the San Francisco board of supervisors. To vote yes for this.

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The, if you if you are not politically. Getting support, then the basically screwed up status quo will continue.

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And the. So you have to temper your personal, feelings about what's equitable and what's not.

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With the question of how how do we make progress? So, first of all, I do really recommend whenever possible.

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Find a way to find out what this the people in a neighborhood, the key players in a neighborhood most want and give it to them.

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So for example, Suppose you have an area with overcrowded parking. You can go to the, that is overcrowded on straight parking.

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You can go to the people in that district. Maybe it's maybe the key players are merchants and property owners.

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Maybe it's residents and say if you had a million dollars a year in new revenue to fund public services, what would you want to spend it on if we spent it only on your neighborhood?

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And you get a list of answers. And then. Say, well, we can do that. With these modest parking fees.

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And, if you are able to deliver. That revenue that they want for the things they want that often gets you the political support you need And then oftentimes they say, well, we want the revenue, but we don't want to pay anything ourselves or we certainly don't want to pay more than we already do.

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And so what you could do is say, well, okay, how about if we charge nonresidents?

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And future residence. And usually people will say, oh yeah, well that'd be. That'd be okay.

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Now some people will object. But oftentimes that is what gets you from a situation where you have overcrowded curbside parking on the street.

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And under use, highly costly. Parking sitting empty off the street. And oftentimes that initial sacrifice you made of letting the existing residents have free permits.

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That fades quickly. In a neighborhood that is dominated by renters like around major universities or in a lot of urban neighborhoods.

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In a renters move every year or 2 often, especially students, right? And very quickly, you find that you get to a situation where actually everybody is paying.

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The fees needed to keep parking readily available on every block. So that's one really important thing.

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Another thing is to realize that often times the compromise you're dealing with politically is either you.

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Get the project approved like the affordable housing project. That is able to have more units because it's got no onsite parking.

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Or the project dies. Because of spillover parking concerns. Well, oftentimes what you could do is things like.

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Under California law, you can. Take all the curbside parking directly in front of that building and designate it for something other than a residential parking permit.

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So you, for example, you put a couple of car share cars there. You put a couple of loading zone spaces.

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That may take up the entire frontage. Now you can legitimately say, okay, those residents.

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Will not be receiving residential parking permits therefore. None of you existing residents in this neighborhood have to worry about spillover parking.

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With those people just dumping their cars on the block in front of your house. So I don't say that these are.

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Absolutely the most equitable policies that you could ever design. However, I would say that they're a lot better than the alternative of the status quo that is so often.

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So bad in many American cities.

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Thank you, Patrick. And, let me, maybe just carrying forward this some of this question of, managing equity with parking policy.

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Dig into that a little bit more, but first let me just there's one question in the Q&A panel that is I think a clarification.

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Relates to equity. I think in, Professor Shoop discussion about driveway parking. There was a question about people sort of this is offering up space that's really for candy cap accessibility for the right you know and pedestrians.

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But I do want to make clear. I think that, Professor Shoot, what you were talking about is not.

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Parking on the apron itself or on the sidewalk, but simply allowing the this the parking space that would have existed where they're not a driveway.

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On the street is where people might get a permit to park. Is that right?

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That's right. On the street. Parallel. Parallel Park.

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It's just that it's now illegal or because you know, wanna come out in your house and see if somebody's cars across your driveway if you wanna go someplace.

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So that's why we've taken the policy of that in all cities, Oh, in front of the driveway.

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But you can, make the exception for the resident there and that.

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Well, it, the, the, the, on the street parking available. And if the property owners or residents, that don't have to be an owner or somebody who lives there.

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They, just, if they could park in front of their own driveway, they won't be parking in the conventional space, it will increase the number of conventional term spaces.

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Because you greatly increase the total amount of all auto And so yes, I think that it's a new, something that both people have never even thought about, although it's been, you know.

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In the state law and the state vehicle codes and you could do it. And getting back to what they all said about parking, I think a lot of rate it has a super superficial impression of being equitable.

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But the idea of taking some of the most valuable land on earth and giving any way randomly to anybody.

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Is a terrible idea. I would dismiss that idea right away. On the other hand, I'd like the idea of Have a good sort of a proposition 13 for, so that people already have a permit there.

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Thank you, the old price, but somebody who was. new, new, they have to pay the market price.

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Vancouver does that. But they wanted to raise the price of, to spend the money, the revenue in the neighborhood like that, Patrick was recommended.

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Okay. They grandfather all the existing. And, only, applies to new. All the programs change in a 5 year.

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So especially if it's a, they already, there's so much turnover. I said it doesn't take long to, get almost everybody paying.

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The market price, although people who stay there for a long time, they get to keep their, their low price just.

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Okay.

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Well, that's so I this notion of the driveway permits is one of the ideas that actually generates new parking to deal with this.

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Go over parking. I think most of the ideas are ones that deal with managing a finite existing supply more actively.

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Yes.

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And as has come up now, price pricing is one of the ways to do that, Professor Shoop, you noted some, ways to sort of grandfather people in a way that allowed it might allow a pricing transition.

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To be more acceptable and I think right now you referenced some grandfathering as well as you Patrick and so Maybe just to, I, now you're dealing so much in the San Francisco environment where the equity of pricing is an active conversation.

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Do you feel that if we were to use price? To manage this finite supply of parking more actively.

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Can, we do that in a, in a, an acceptable way by sort of grandfathering existing residents or do we need to take other equity measures when using pricing a little bit more actively to manage parking?

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Yeah, I think it's a great question. I think. As we've learned with SF Park, which was our demand responsive metered.

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Pricing program. Pricing is far away the best way to manage. On street parking. The, market really works in that sense from a from a pure numbers spreadsheet sense.

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The, you know, using pricing works really well. And I think that same logic, there's really no reason that logic wouldn't apply to residential permit parking.

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In some way shape or form. I think the, sort of the question around equity is interesting.

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I think It is funny to kind of bring that overlap that with this question of existing residents. In a in a city like San Francisco where we have a pretty strong inclusionary zoning laws.

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We have a lot of very active. Affordable housing developers, I think A lot of neighborhoods and hopefully, after this housing element process, a lot more neighborhoods, the new house, the residents of the new housing may not be, maybe less, less wealthy than the residents of the existing housing.

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So I think from a equity standpoint I'm thinking a lot less about obviously as was mentioned I think politically speaking and I the Patrick I thank you for bringing that context in, politically speaking, having a system that benefits existing residents is definitely.

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Definitely something that folks are looking out for. When it comes to how to fold in.

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Equity into the hypothetical market-based, you know, permit pricing system. I think it's doable.

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I think you would sort of want to have some sort of income threshold and then have that as applied as a discount.

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To a permit price. You could tie that into some sort of auction price for a permit. Because the right now our permits in San Francisco are \$170 a year in It's difficult to know exactly what the

market is because there's it's very different type of parking than reserves parking, but my sense is that that's probably, well, well under the market price and much of the city.

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So You're gonna you'd be in a situation where the permits would be, you know, 500 600 700 \$800 a year.

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And yeah, you very quickly get to a point where you will need to have some sort of discount to even make this tenable for FOO.

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Who need a car. I think there's, you know, the counterpoint to that from a.

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Hey, to speak to one of the comments in the QA. And this idea, you know, what is this even for?

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I think there really is a strong case to be made, especially in a place like San Francisco. Where we have such great transit that really any any attempt to kind of go out of our way to make it easier to drive.

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Will have its, has a negative effect on the city and I think I think that's largely true.

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I think we're dealing with these political realities that I think folks expect to be able to to park on the street.

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It's an unfortunate sort of tradition that we've carried on for the last 6 years, 70 years.

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So how to deal with that with equity and pricing is difficult. I don't think it's a needle that anyone's really threat been able to thread and I think residential parking on street generally isn't under under researched under innovative field.

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Because of this exact reason of folks wanna be able to park on the street for free or next to free.

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And virtually every city and at least in the North American context has gone along with that. So a lot of really innovative ideas and things that really haven't been tried.

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At scale, within that space. I think it's possible, but not sure where the political will will come from for something like that.

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Thank you. Let me quickly if there is Patrick, if you or Professor Schubert want to say anything else on the equity front and then there's a comment.

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About technology. So I'll then move on to some questions about technology. To manage parking.

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Yeah. So I just want to say that the big political problem with pricing on street parking. And using it to fund better public services is that it often increases social equity.

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Bye, moving people money from people who are wealthier than average to people who have less money than average.

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So for example, here in San Francisco, the average person who gets around by walking, bicycling or riding the bus has a lot less money than the average person who drives.

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If you start charging for curbside parking. At higher rates in residential areas. Well, we use all of that money right now under the city charter.

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To improve San Francisco Muni, right? It goes to transportation. So the problem is that you the political problem, I mean, is that you are moving money from people who are wealthier than average to low income households.

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The that makes it politically difficult because the. Low income people are often poorly organized not only that but you're usually discussing pricing in a particular neighborhood.

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To fund the general benefit of improving, for example, bus lines all across the city. So politically, we need to find a way, to make the benefits.

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From price and curbside parking in San Francisco more localized to fund things in the neighborhood. And the another thing I'll say is that regarding.

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Permits for people who with that golden lottery ticket of getting one of the very few affordable housing spaces.

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Right now because we have limited funding for subsidizing below market rate housing in the city. We have.

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A situation now where we have the person who gets affordable house get you know gets that winning lottery ticket for a affordable housing gets not only a subsidized home for themselves.

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But also free parking that off street that comes with their home. We could have used that off street parking money.

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To fund more affordable housing so that we would have fewer than 7,000 or so homeless people in this city, right?

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So I think. Worrying about low cost automobile parking. Generally leads to inequitable results and higher homeless rates.

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Yes, I'm an add to that. I booked a dentist area in San Francisco, all I could find.

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It was a china town. They have 13 residents per per And I said, well, suppose you, charge the market price for those.

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And I looked at the off street market price, about \$400 a month. So if you're, if you could get \$400 a month out of the current spaces, we adopt to give everybody who lives in China down our free trans.

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So maybe one person would be paying \$400 above and 13 people would be getting free transit. So I think if you're looking for a way to make something politically possible.

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I think if you ask people, INSTEAD, of like trying to tell, would you rather have free but hard to find free market?

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Or free transit and most people they don't own cars, the people, the most people in Chinatown do not overc.

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And, and the people who do overcrow have higher in accounts. So I would, say, agree with Patrick.

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The current system is so unfair and so damaging. Ashley, the simple idea of using the the, the permit revenue to pay for.

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Public transit passes for everybody in the neighborhood. Doesn't go straight to me today. It goes through the transit passes to Beauty, gets all the money.

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But the residents, get free transfer. So why don't you get it, it's, it's, it's, it's, it's, it's, it's, it's, a, Oh, and I think it's quite possible.

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To, figure out how to create these. Political majorities that Patrick was talking about.

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Thank you. It's always helpful to attach some numbers to this. I think that we could spend the rest of our time probably sinking into the complexities of these these equity pieces.

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I do want to. Well, 2 things. One, acknowledge in in the QA panel, there's a question about can you actually how much can you change some of the pricing for things like permits for a residential permit parking program and noting that there is there are some legal constraints.

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Potentially on any kind of market pricing for residential permit parking. I think that's a that's a widely accepted limit that maybe you can't charge anything, you can only charge what it costs to administer these programs.

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I think there's some legal debate on that matter. There are also other sorry go ahead.

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Hi. I have looked at this. People, this is the objection to SFR as to charging market prices occur.

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They said, well, that's against the law. I will know the law is very specific. And if it's for land that the property the city owns, they can charge the market price.

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That I've been using if they have concert halls while you're gonna say, well, you can't have.

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Charge more than the cost to clean the seats after the concert. No, if it's properly the city owns, they can charge market price for.

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It's a misconception to think that it's the it's in the state constitution.

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That you can out charge market prices. You either for or at the meters or for parking.

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Now let let me say there is an important workaround. 4 residential blocks. Under California law, you're allowed to charge, to create parking meter zones.

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Using the proper section of state law and, and those meter zones, it's widely accepted that you can charge.

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Market rates, you know, the lowest price is needed. Create one or 2 empty spaces on every block most of the time.

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And many cities have done that. Now it's also perfectly legal. Create a parking meter zone on a block that consists partly or entirely of resonances.

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And you can look around many cities and see they've done that. Now. Once you've done that, it's also perfectly legal to issue permits that allow certain people to park on at those metered spaces.

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For a price that is equal to the hourly rate or less than or You know, Oh, that's all fine.

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So what many cities have done? Is. They have created the program where most people pay whatever the hourly rate is at the meter, but some people can buy monthly permits.

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So for example, the city of Del Mar had a permit program that allowed you to buy an annual permit for \$3,000 that let you park at the beach parking meters on the street.

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That charge 3 bucks an hour. So. San Francisco, for example, charges I think it's something like 500 a year for a So-called contract or permit that lets you park at meters.

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So as long as you designated as a meter zone. You're fine doing market right prices. What the what you shouldn't do is use the section of California state law that lets you set up residential parking permit zones as defined because that little piece of law does have a sentence in it about you can only charge.

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Administrative costs. Something to that effect, right? So The key thing is to use the correct part of California state law when you set up.

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Your pricing system.

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Very helpful. Oh, sorry. Right now, did you wanna jump in?

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No, no, good, good.

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Okay, well let me just try and squeeze in. There's a very helpful, comment from Stuart Cohen, who works in this space quite a lot about Spot SJ, a program in San Jose, which is trying to bring tech some of the new technological tools for better shared and management of parking to bear on this problem.

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Specifically a program called Parcade. I think they're testing that is to help off street parking be managed and shared more effectively and a program called parknav that helps people find parking where it is available.

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But so I won't go on more about that Stuart links to an article. But so I won't go on more about that Stuart links to an article on more about that Stuart links to an article on the Transform website, links to an article on the Transform website about that program, but I do think it opens the question of Are there, new apps, new technologies that are

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noteworthy and really important in this space of managing spillover, managing curve parking that you all would like to highlight.

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Or say something about. And, maybe, Patrick, do you want to jump in on that at all?

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Well, sure, I'll just mention that. License plate recognition systems. Are, now working very well.

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They're not that new, but they're extremely useful. And cities even if you're not ready to price curve parking.

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You should get that and, start using it just for regular enforcement of, for example, any time limits you have.

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Because what that does, It says that when you're ready to start charging for on straight parking, now you can much more quickly drive around.

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And enforce things. So you can install meters that are pay by plate. You can skip having almost all physical meters and instead just use pay by cell phone.

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You can have, you, can get rid of all the rigor or role of issuing plastic hang tags and bumper stickers to people in instead let people use their license plate as their.

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On street parking permit. And for example, permit zones. And Another Really cool trick that I've seen is that, some cities have gone from a situation where they have.

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Overcrowded curb parking where. Employees in a retail district are parking over and over.

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In front of the shops to avoid and then moving their cars every 2 h to a web time limits.

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What they did is they issued free permits. To park in the designated employee parking areas to anybody who wanted a free permit.

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And then they Use the license plate readers to figure out, okay, out of all the employees.

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They now knew most of them because most employees signed up for free permits. They figured out oh Here are all the employees of shop owners who have registered for their free parking in the designated lots that are a little further away.

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But keep on parking directly in front of. Their own or other people's stores and taking up all the best front door parking that should be available to customers.

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So they, the beauty of, license plate readers is it helps you do things like that where you could quickly identify.

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Who is really the at the root of a lot of. Problems in Paso Robless what that led to is.

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The city now is ready to charge for parking on the street. In front of the most busy shops and restaurants and so on because they realized, okay, we gave people free permits to park in Off Street Park.

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And they still wouldn't go park there, right? So it's it with the technology to figure out basically.

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What's going on and then to better enforce and manage it's really helpful.

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Well, I'd add that some cities. to deal with the equity of charging for for for employees who are now moving their car every 2 h.

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Is that they, the city gives them. A discount of employees who have a a salary of less than \$15 an hour.

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And they, sell the permits. To part of the top deck of public structures or usually empty in fact when you start looking around and where can we rent some some top deck parking spaces.

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There are a lot of parking. That are. That that have access capacity and the employees may have to walk up 2 or 3 blocks to get to the grass they're in.

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They get a very good deal on it can even be free I suppose but that freeze up the space for customers.

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So if you'd be free, I suppose, but it freeze up to the space for customers.

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So if waiters, you know, I always ask waiters, and rest of where did you park?

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The space for customers. So if waiters, you know, I always ask waiters, address, where did you park?

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And they often say, oh, well, the meters stop operating at 60'clock. So I try to get there around 5 30 early and then I can park free all night.

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So it seems, outrageous to start charging for these, low income waiters.

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So, to say that we, we can give the, a very inexpensive top deck. All street parking and the waiters will be better off because the other restaurants will be better off because instead of having waiters as a meteor after 6 p.

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M. That these would be customers, maybe 2 or 3, you know, a turnover. Okay, that'd be more tips for the waiters and there will be more restaurant doors.

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The restaurant will be better off and they can hire more waiters. So when I think we shouldn't be hung up on the idea that charging market prices for curve parking is unfair.

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You could get much fairer. Arrangements than giving 3 parking. On some of the most valuable land the city has.

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Right, well, right now, do you wanna add anything on that or I'm happy to move to the next question.

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I think it's all that don't have much to add on that. I do think that the things like parade where taking advantage of this underutilized parking and being able to share across commercial and residential I think is really helpful.

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There's a great chapter and paid paradise the new, Henry Gray bar book about that, further reading for anybody who's interested in nothing something like this for sure.

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Great, thank you. I want to maybe just, we're, certainly not going to have the time to, to get to some of the great questions in the Q&A panel.

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So I would. If any speakers wanna time in and type an answer, feel free to do that.

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But, I really thank everyone for inputting all these great questions. You know maybe at this point I think I'm gonna just shift and make sure folks are aware of of some opportunities to engage here.

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There there is a question in the Q&A panel about. State law changes. I will note a couple laws that are in the legislature right now.

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There's a bill A B 8 94. That is. To ensure that.

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Shared parking is allowed everywhere. So we discuss some technologies that make shared parking easier, but some cities don't like everyone to share their extra parking.

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And so there is a bill. Almost through the legislature that would ensure everyone allows off street parking to be shared when it's available.

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There's another bill. Maybe 1317, which is encouraging. Which is encouraging more opportunities that parking be unbundled.

00:58:38.000 --> 00:58:46.000

From rents. Maybe while before I name one other incident, I'll just, one other, public opportunity to weigh in on this.

00:58:46.000 --> 00:58:58.000

Are there any other are there any other key legislative issues this year that any of you would raise to people's attention.

00:58:58.000 --> 00:59:06.000

Let's see. I'm sorry, Congress member Robert Garcia of Long Beach.

00:59:06.000 --> 00:59:18.000

Has a bill that he is introduced in Congress, that would, remove minimum parking regulations within half mile of frequent transit stops and stations.

00:59:18.000 --> 00:59:24.000

It's modeled on California successful AB 2 0 9 7, which is already in effect.

00:59:24.000 --> 00:59:34.000

He is looking for co-sponsors. So, so, he could especially use Republican co-sponsors.

00:59:34.000 --> 00:59:44.000

And business friendly democrats so for example if you know any republicans who actually genuinely do believe in less regulation and smaller government.

00:59:44.000 --> 00:59:54.000

Then perhaps you could get the blood board. So, I would encourage you all to lobby in favor of that.

00:59:54.000 --> 00:59:59.000

Wonderful. Thank you for that, Patrick, and maybe the last of it. We're out of time.

00:59:59.000 --> 01:00:07.000

The last event I mentioned these parking maximums that are in a transit-oriented communities policy for the Bay Area.

01:00:07.000 --> 01:00:17.000

On September Friday, September eighth at 9 30 am. Mtc's planning committee will be discussing that transit oriented communities pass policy.

01:00:17.000 --> 01:00:28.000

Including the associated caps on parking around transit station areas. This has been a terrific rich discussion with knowledgeable folks.

01:00:28.000 --> 01:00:39.000

Thank you to our panel for bringing so much to this. Thank you so much to our audience for, bringing all of these great questions and for hanging in with us.

01:00:39.000 --> 01:00:45.000

And, we, are grateful for your participation and look forward to seeing you at the next forum.

01:00:45.000 --> 01:00:47.000

Thanks, Jonathan. It's been a pleasure.

01:00:47.000 --> 01:00:51.000

Thanks so much