



D11 Parking Survey Summary

Nearly 2,000 families complete parking survey

At the request of District 11 Supervisor, Ahsha Safai, and many neighborhood organizations, the SFMTA conducted a survey of residents of the Excelsior and Mission Terrace /Cayuga neighborhoods to gather important data that will guide the decision-making process for how best to improve availability of on-street parking in these neighborhoods. The D11 Parking Survey was mailed to 8,962 households during the month of March 2019. The purpose of the survey was to gather information about the nature and cause of neighborhood parking issues and to provide an opportunity for residents to voice their opinion about Residential Permit Parking (RPP). The survey was available in four languages: English, Spanish, Chinese and Filipino. In all, 1,879 households completed the survey for a response rate of 21%. Of these, 150 or 8% were completed in a language other than English. The survey asked questions on household size, vehicle availability, parking, work status and support for RPP.

Households

The distribution of households by household size matches that of the U.S. Census data for District 11, indicating that the survey is fairly representative of the neighborhood as a whole. Of the 1,718 respondents that provided information on household size, single-person households made up 16% of all households, 2-person households made up 30% and 3-person and 4+ person households made up 19% and 36% respectively. According to the Census, single-person households comprise 17% of the total, 2-person households comprise 28% and the share of households with 3 or 4 or more persons is 19% and 36% respectively.

Number of Households by Size of Household			
Persons/ Household	2019 SFMTA Survey		U.S. Census
	Households	Percent	Percent
1	268	16%	17%
2	510	30%	28%
3	325	19%	19%
4 or more	615	36%	36%

Source: SFMTA, D11 Parking Survey, 2019; U.S. Census

Vehicles

Other survey findings vary somewhat from data collected by the U.S. Census in that they skew towards households with access to a higher number of vehicles. For instance, according to the Census, 14% of households in District 11 do not have a vehicle though only 5% of the households responding to the survey reported they do not have a vehicle. And though the Census indicates that 17% of households in D11 have three or more vehicles, 31% of survey respondents report that they have three or more vehicles. Compared with the city as a whole, D11 residents are much more likely to have three or more vehicles. In 2015, 30% of households citywide had no vehicle and only 7% had three or more vehicles.

Curbside parking

The survey data also provides insight into the use of off-street and curbside parking. Nearly thirty percent of all households responding to the survey reported that they do not park their vehicle on the street, either

because they have no vehicle or because they have a driveway and/or garage. Another 39% stated that they park only one vehicle on the street and 20% parked two vehicles on the street. Of all households completing the survey, 11% reported that they park 3 or more vehicles on the street.

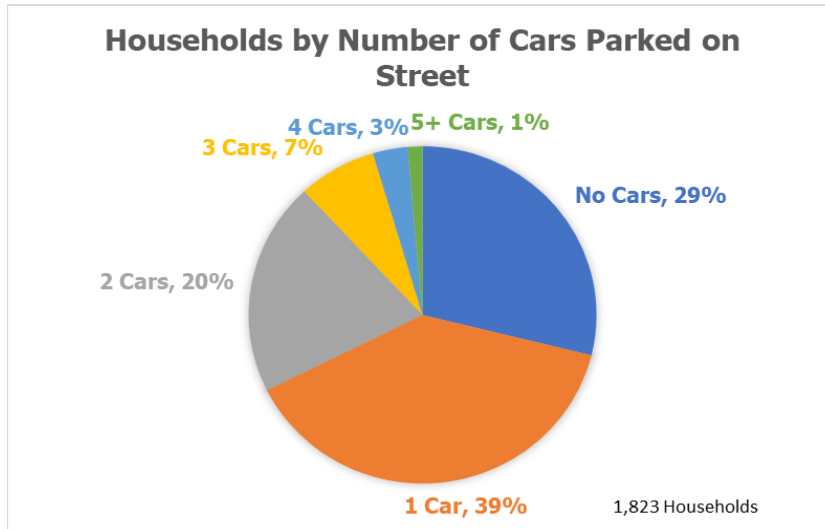
Slightly more than 1,080 respondents stated that they could park their vehicles off the street, either in a garage, a driveway or a lot.

Households by Number of Vehicles Available					
Available Vehicles	SFMTA 2019 Parking Survey	U.S. Census			
		District 11		City of San Francisco	
		2011	2015	2010	2015
No Vehicle	5%	12%	14%	30%	30%
1 Vehicle	25%	38%	37%	41%	41%
2 Vehicles	39%	33%	32%	21%	21%
3 Vehicles	18%	12%	12%	6%	5%
4 or more	13%	5%	5%	2%	2%

Source: SFMTA, D11 Parking Survey, 2019; U.S. Census

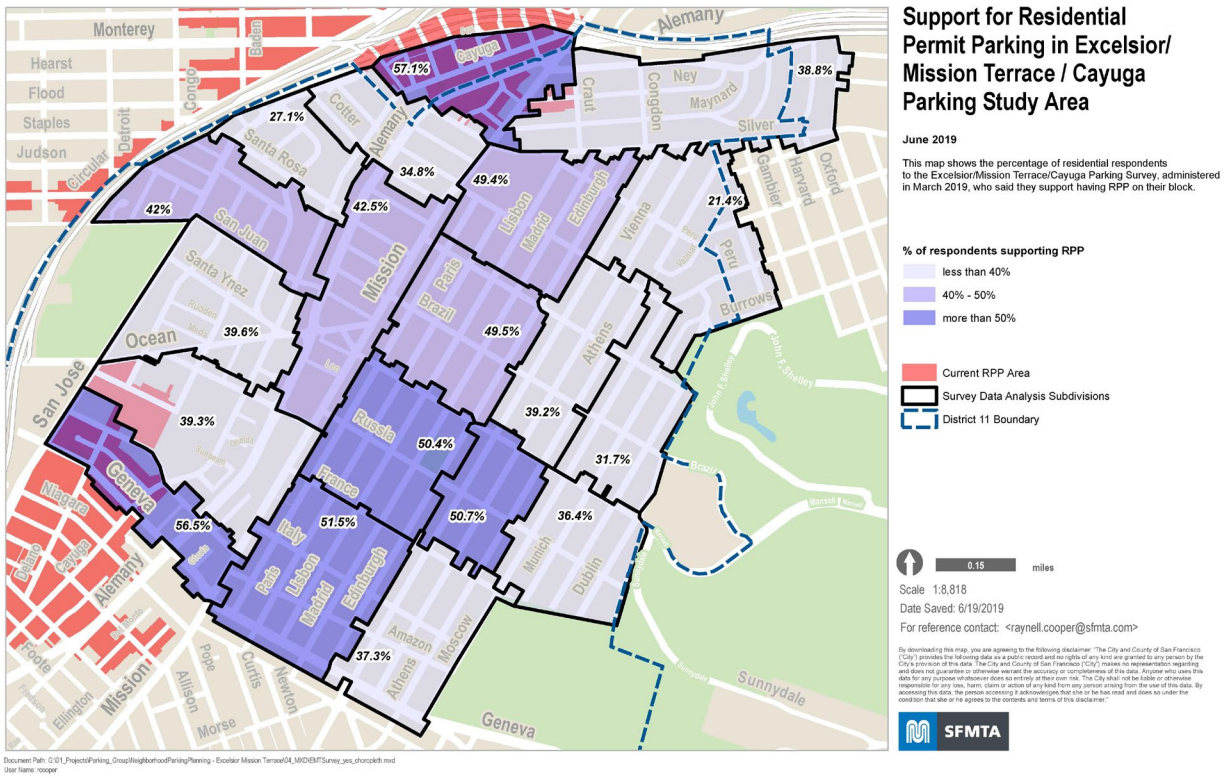
About 1,080 could park at least one vehicle in their garage. Of these, 180 could park two or more vehicles in their garage. Many of the front yard setbacks (distance between the sidewalk and the front of

the house) in the Excelsior are not long enough to safely park a vehicle in the driveway so that it does not extend over the sidewalk. This explains why fewer households can park a vehicle on the driveway than in a garage. About 795 households reported they could park at least one vehicle on their driveway.



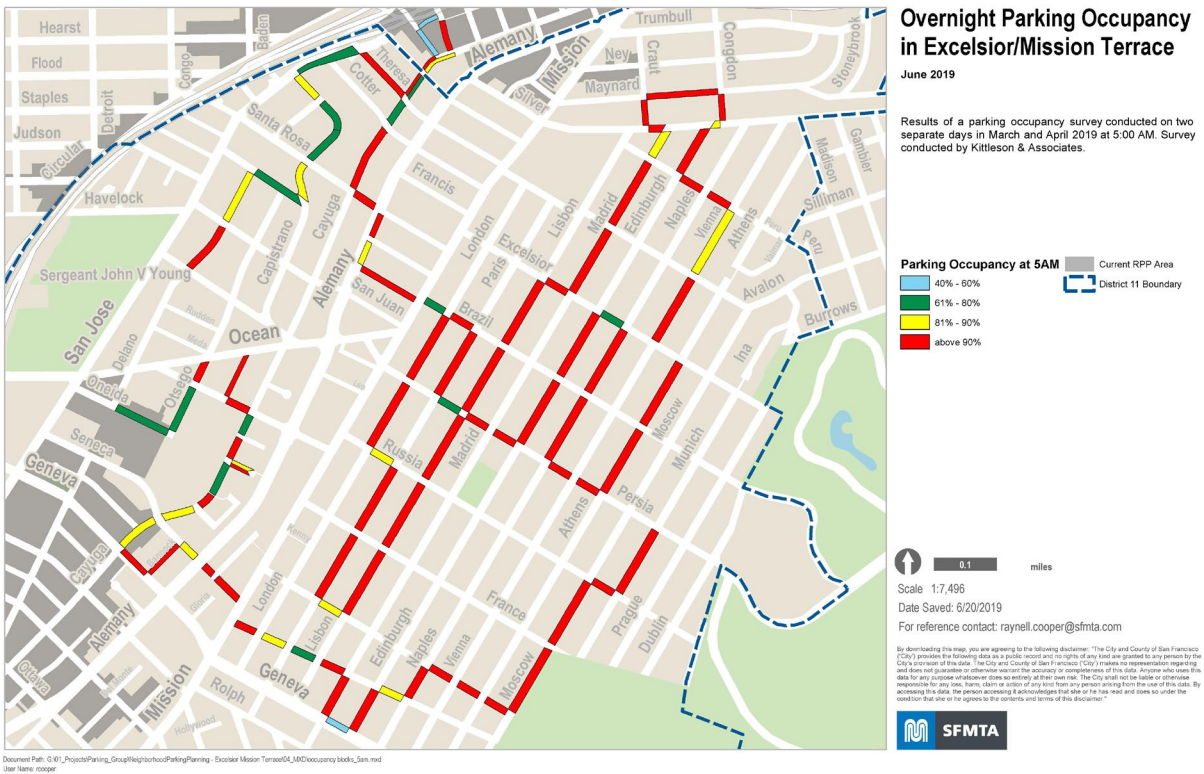
Support for RPP

The degree of support for RPP varies across the study area and is related to the degree of difficulty in finding parking. Using street addresses provided by survey respondents, SFMTA was able to map responses to the survey question on level of support for RPP. The darker the shade of blue, the higher the level of support for RPP. The highest support for RPP was found in the Excelsior, east of Mission Street to about Edinburgh Street. In this area, the level of support ranges from 49.4% to 51.5% of survey respondents. Those blocks within the study area that are currently within an RPP Area continue to support RPP.



The map below was created using data generated from the parking occupancy survey conducted in spring 2019. Of the 96 street segments surveyed, 68% of them had occupancy rates over 90% and 22% had occupancy rates over 100%, indicating that all curbside parking spaces were occupied and that vehicles were parked on sidewalks, in front of curb cuts for driveways, in red or yellow zones or in front of fire hydrants. Under these conditions, it is very difficult to find parking.

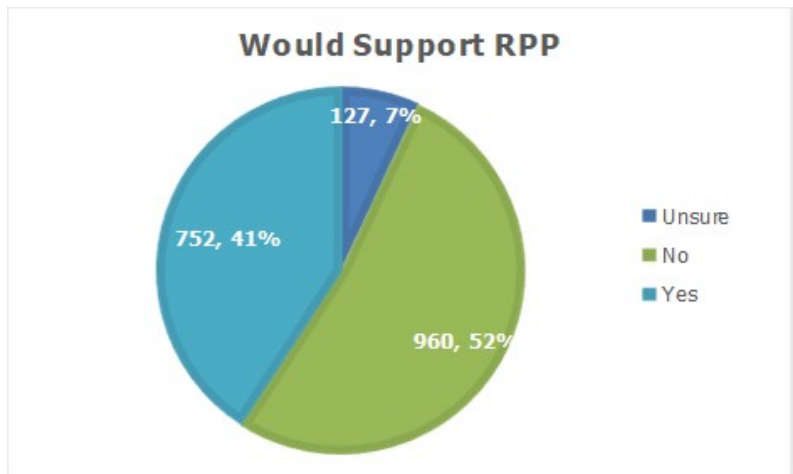
When the map above, indicating level of support for RPP, and the map below, showing parking occupancy, are compared with each other, the overlap between blocks with high rates of parking space occupancy and support for RPP is clear to see.



Those who support RPP do so because it is too difficult to find parking close to home either for themselves or their visitors. They felt this difficulty was due to several factors such as Muni and BART commuters; business owners storing their business-related vehicles in the neighborhood; residents not using their garages for parking; residents storing vehicles that they no longer use; and, non-residents using neighborhood streets to store their vehicles for long periods of time.

Some of the comments that respondents provided on the survey are copied below.

- “Daytime parking is terrible. People partially block driveway access. Parking is worse during weekdays. People use residential areas to park and use public transit to go to work/downtown.”
- “Parking in the neighborhood is terrible! People will park their cars for a week and only move them for street cleaning. Friends and relatives who come to visit us always have difficulties finding parking. There are even people that live on other street that come to park in front of our house, and then leave their cars there for days. Permitted parking regulations with 2-hour limits would be GREAT!!!”



- “People park various vehicles they own days at a time in this neighborhood, don't follow rules (sidewalks often blocked, double parking constantly) and keep others from parking in their own neighborhood. It is unsafe and high time we had parking permits here.”
- “Residential parking would be so welcome. Cars are parked on the sidewalks, across sidewalks at garage entries, and some people even double park overnight.”
- “A couple neighbors have multiple vehicles on the street which are not used and only moved for street cleaning. I think there should be a strict limit on the parking permits per household.”
- “Since we are near the 14x bus stop and BART, we have many people parking in our neighborhood and leaving their cars all day while they are at work. This causes a lack of parking for local residents and their guests.”
- “We need this bad. I get we have a housing shortage, but if you convert your garage to living space you shouldn't get to take up 4-6 parking spots on the street all day. A lot of us don't have garages and have jobs that require using a car. Thanks for addressing this!”

Additional comments can be found on the project website, www.sfmta.com/D11Parking

Though 41% of respondents support RPP and another 7% were not sure, 52% of respondents would not support RPP. The survey gave respondents five choices as reasons for not supporting RPP as well as an option to write a comment. Respondents could select multiple reasons. The written comments provide insight into the reason for their choices. For instance, 48% of those who stated they would not support RPP selected “I can afford to register and maintain a vehicle, but the permit is too expensive” as their reason and then clarified in their comments that they felt



curbside parking should be free. More than a third of those who would not support RPP selected “I have a garage and do not need a permit” and a third of respondents also selected “there is no parking problem on my street.” As discussed above, the survey was more likely to be completed by residents with three or more vehicles. A third of those who would not support RPP selected, “our household has more than two drivers.”

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Parking for visitors

The largest number of comments concerned visitor parking. Many residents worried their visitors would have to move their vehicle every two hours during hours of enforcement.

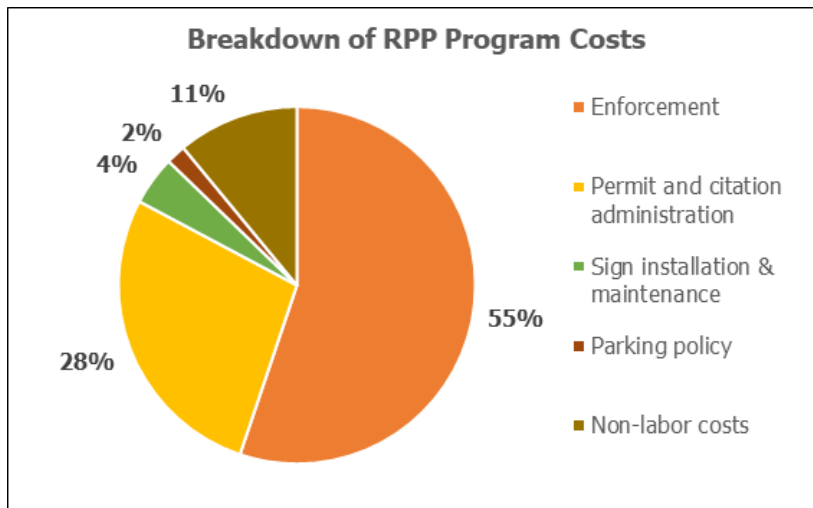
Evening enforcement

Many survey respondents indicated that they had the greatest difficulty finding parking in the evenings. Many respondents indicated the reason for not supporting RPP is that it would not work unless evening enforcement was part of the proposal. RPP is a resident-initiated program so the days and hours of enforcement are tailored to meet the needs of the residents. For instance, in some neighborhoods, enforcement continues until 9 or 10 PM. And, there is one neighborhood where RPP is enforced between 4 PM and 8 PM so that local businesses and residents could have customers or visitors during the day, but parking would be freed up by the time residents returned home from work.

Optional Comments on No Support for RPP

Visitor parking	37
Do not park on street; have garage	30
Do not want to pay for permit	29
Parking should be free	29
Evening enforcement needed	25
Own more than two vehicles	16
RPP won't solve problem	16
Other	83

Source: SFMTA, D11 Parking Survey, 2019



Permit fee

Comments related to the permit fee fell into two groups. Some residents stated that since they pay taxes, which they felt cover the cost of street maintenance, there should be no fee for permits. Others felt that a permit fee only adds to the already high cost of living in San Francisco. By law, RPP is administered as a cost recovery program and the fee covers all labor and material costs related to implementing RPP.

As an example, in 2018, SFMTA issued over 115,000 residential parking permits. About 55% of the cost to administer the program is for enforcement and another 11% is for materials, such as signage, vehicles for parking enforcement officers, uniforms, and printing of permits. Funding the RPP program without a permit fee, would mean that program costs would come from revenues meant for other transportation or roadway services and projects, such as transit and roadway safety improvements.

Next steps

The survey results, combined with results of the parking occupancy survey, will be presented at a community meeting in fall 2019.