

SF *park*

CIRCLE LESS, LIVE MORE

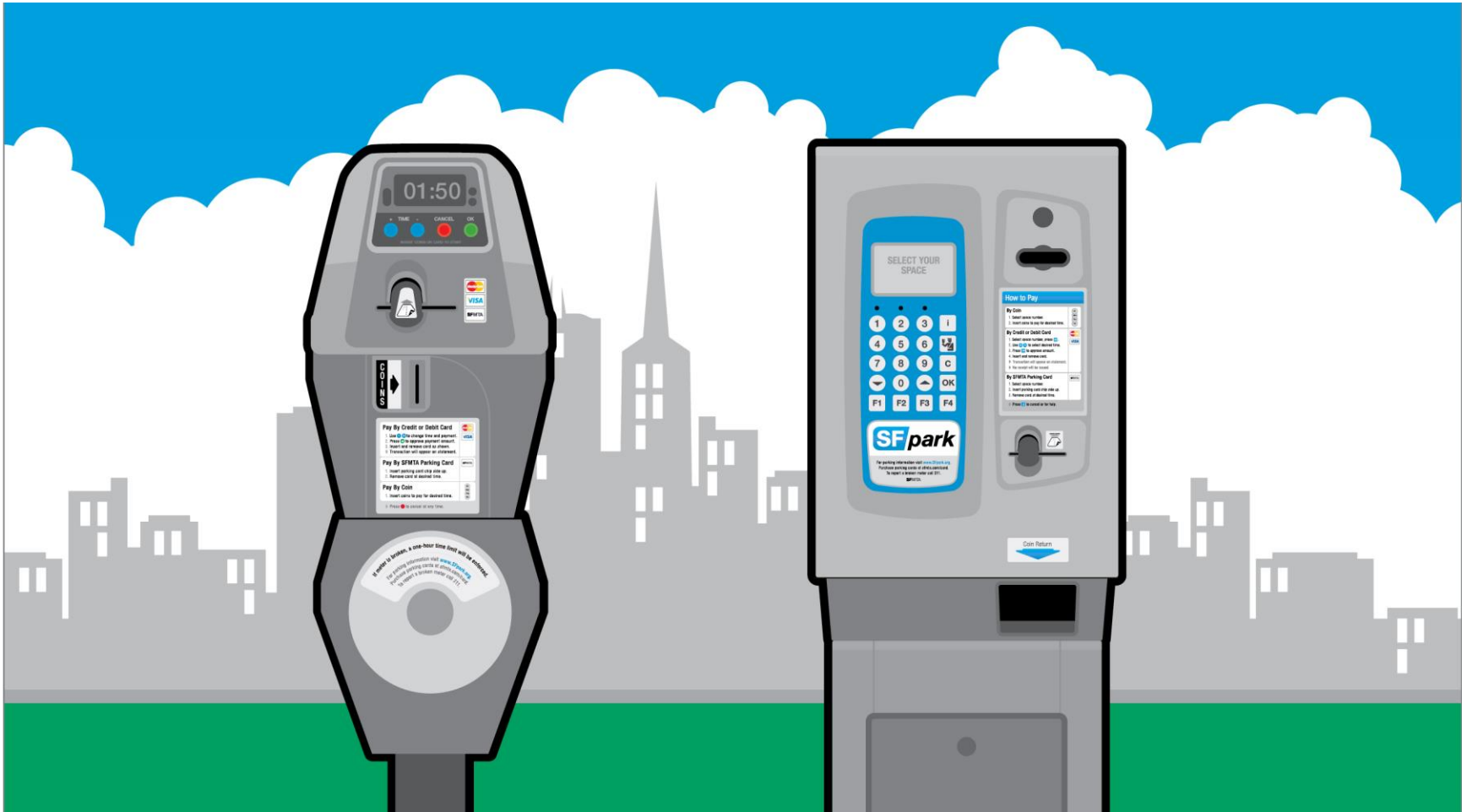
Acknowledgements



SFpark overview



Coin and card meters



Improving the customer experience at garages



Performing Arts Garage

Hourly

Midnight – 9am	\$1.00/hr
9am – Noon	\$2.00/hr
Noon – 3pm	\$4.00/hr
3pm – 6pm	\$1.00/hr
6pm – Midnight	\$1.00/hr

Off-Peak Discounts *Mon–Fri*

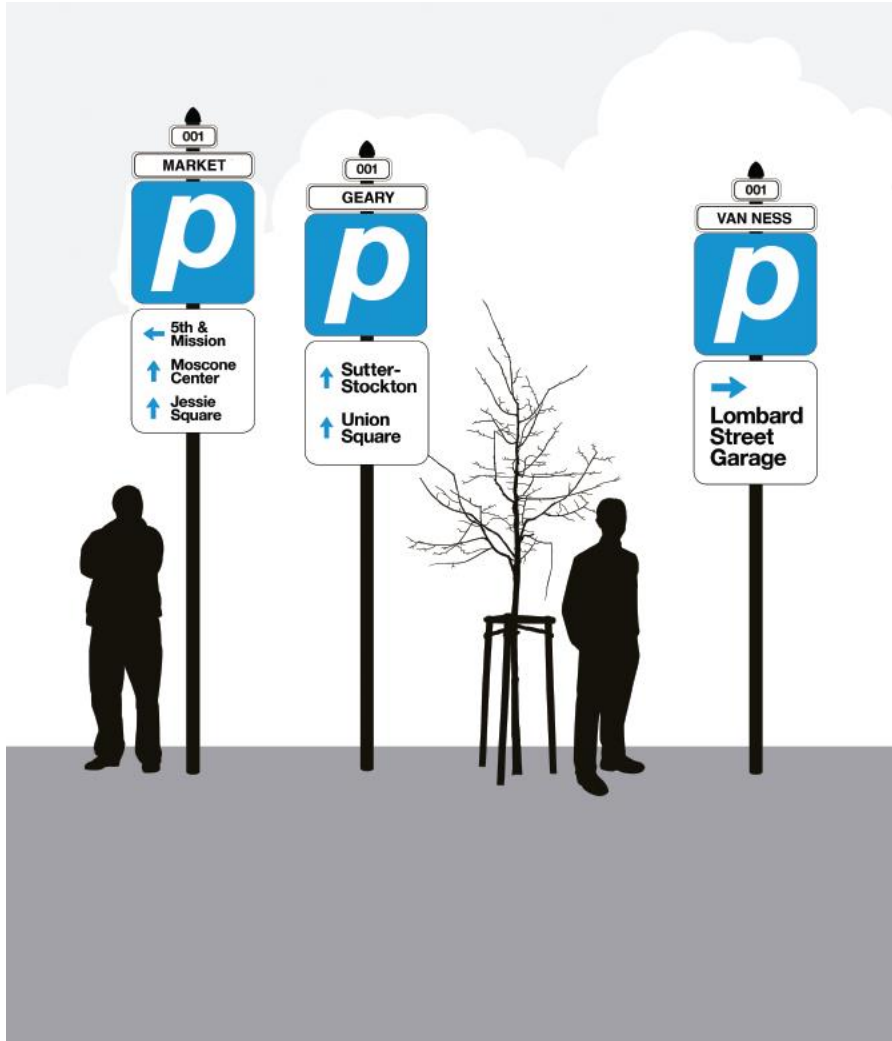
Enter before 8:30am	\$2 off
Exit after 6:30pm	\$2 off

*Must enter and exit on same calendar day
Must park for at least 3 hours*

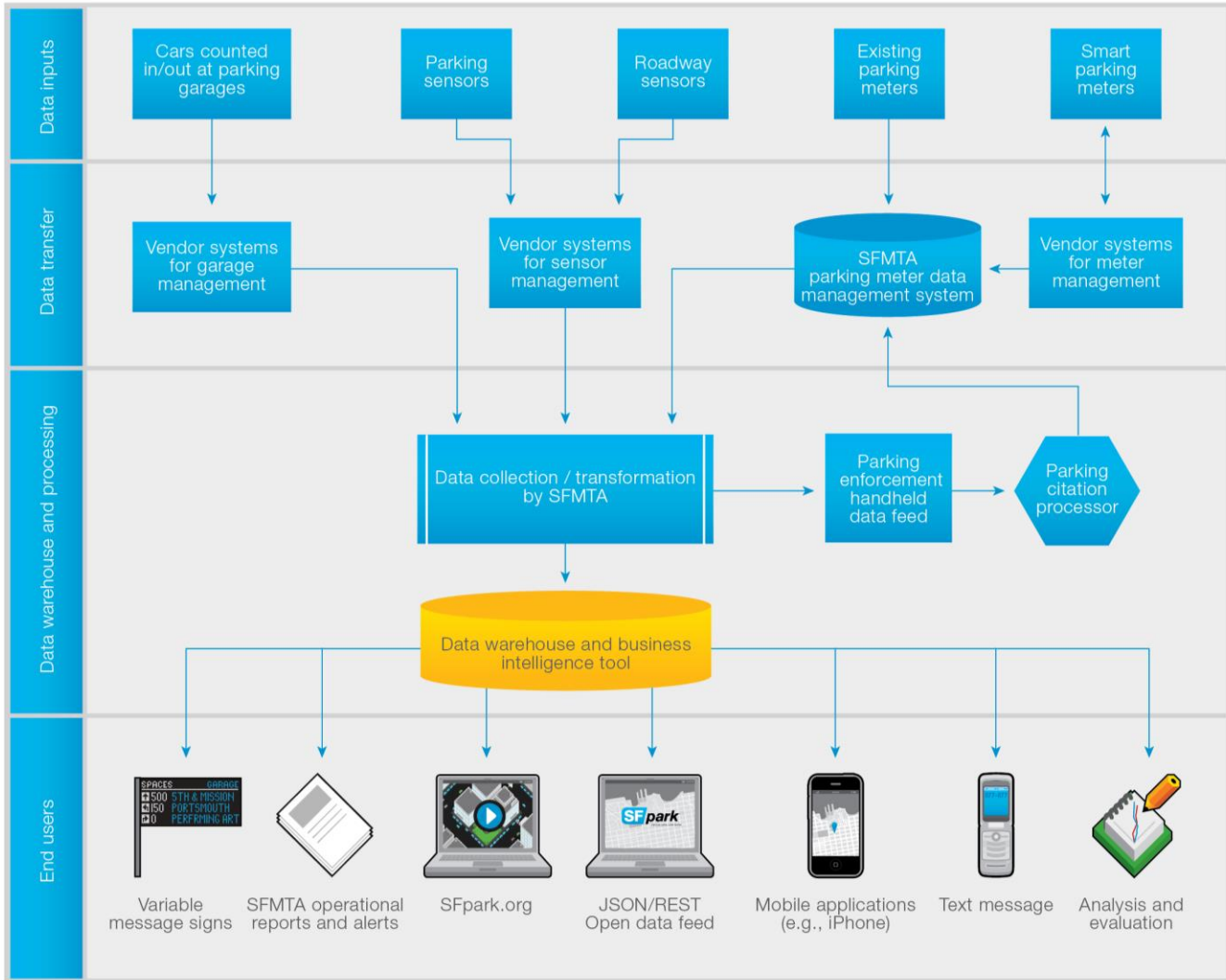
Parking sensors



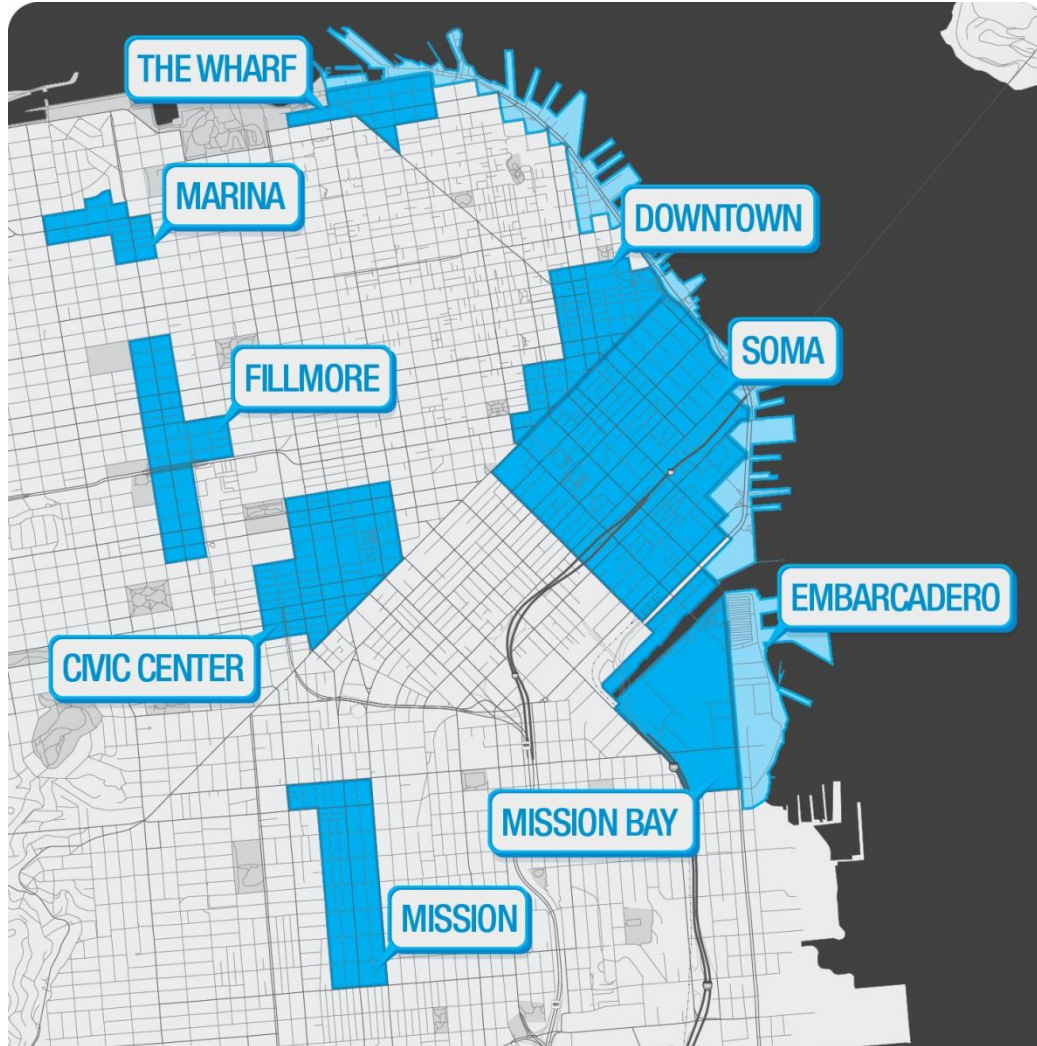
Better information



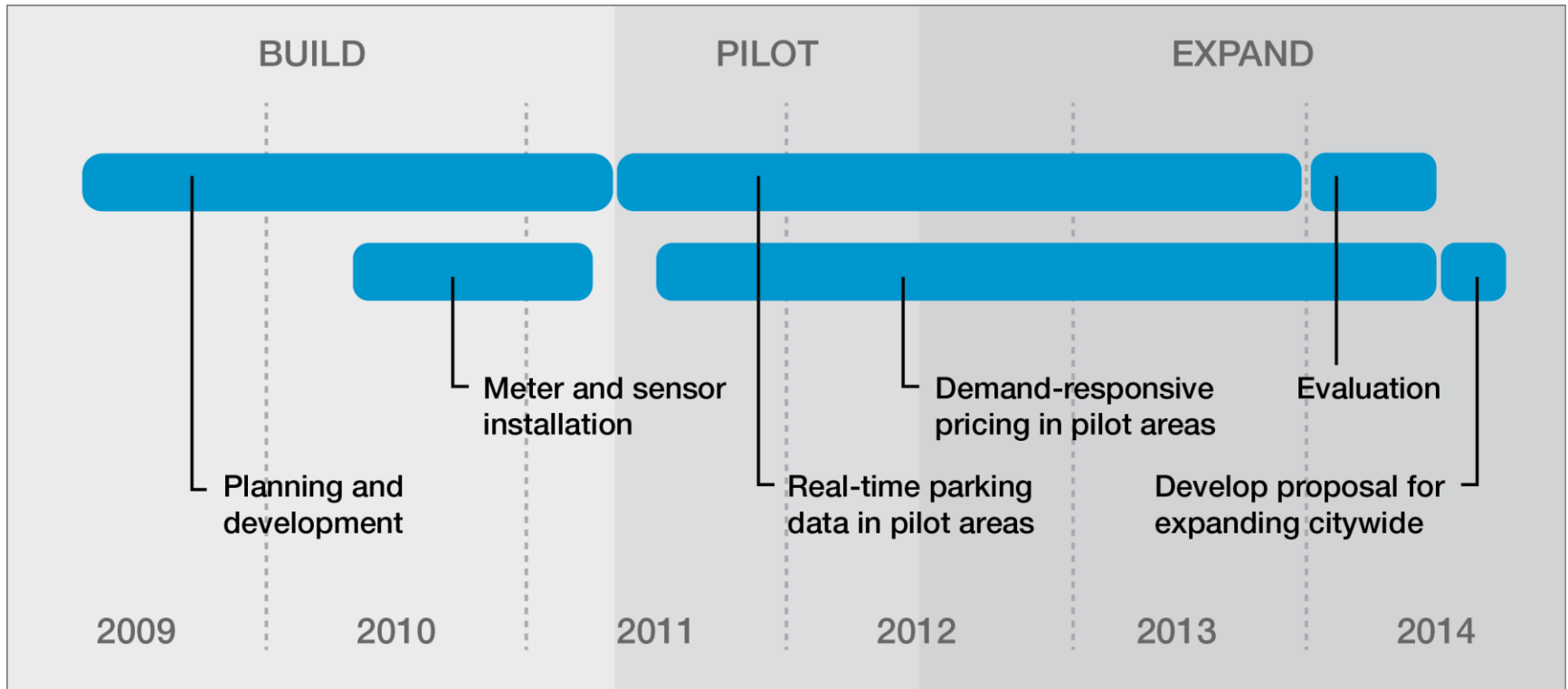
Data management and analytical tools



Pilot areas



Schedule



Sharing our experience

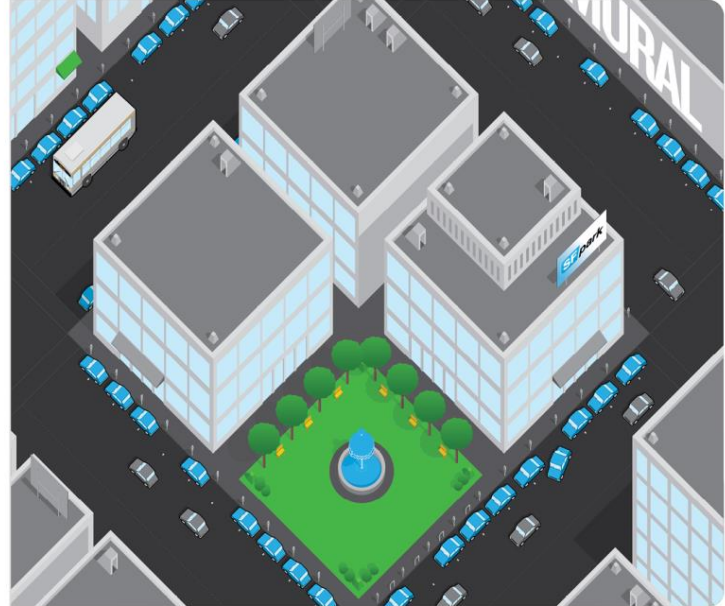
SFpark Putting Theory Into Practice

Pilot project summary and lessons learned

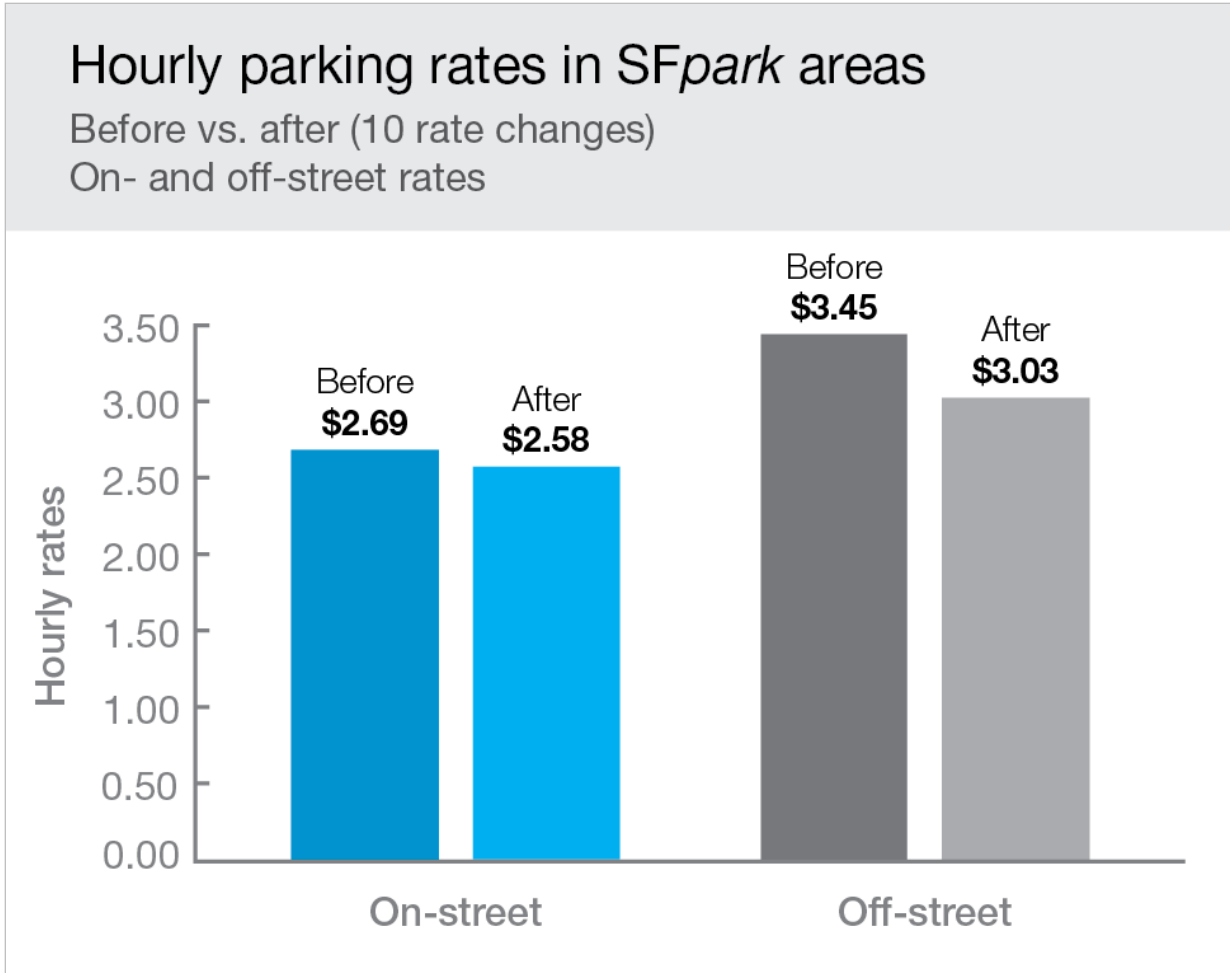


SFpark Pilot Project Evaluation

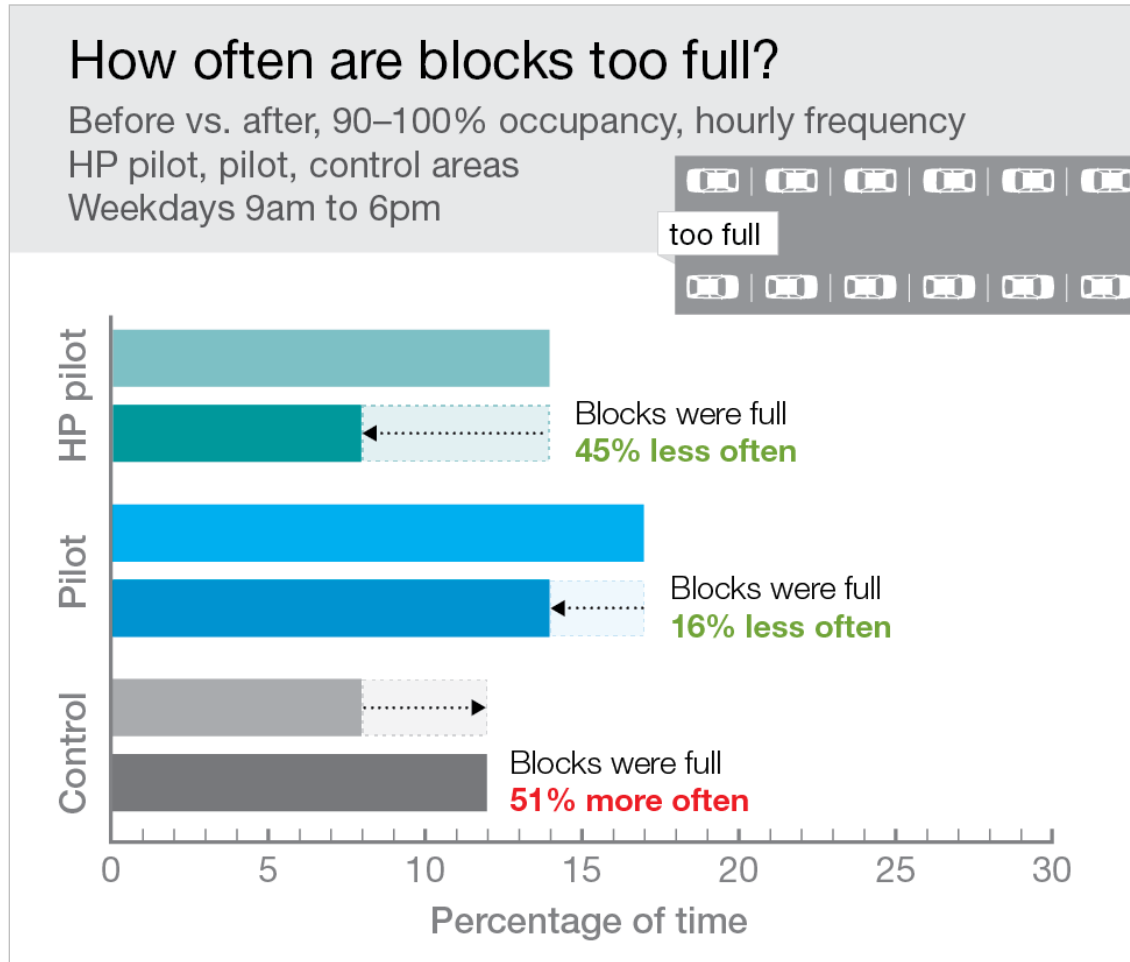
The SFMTA's evaluation of the benefits of the SFpark pilot project



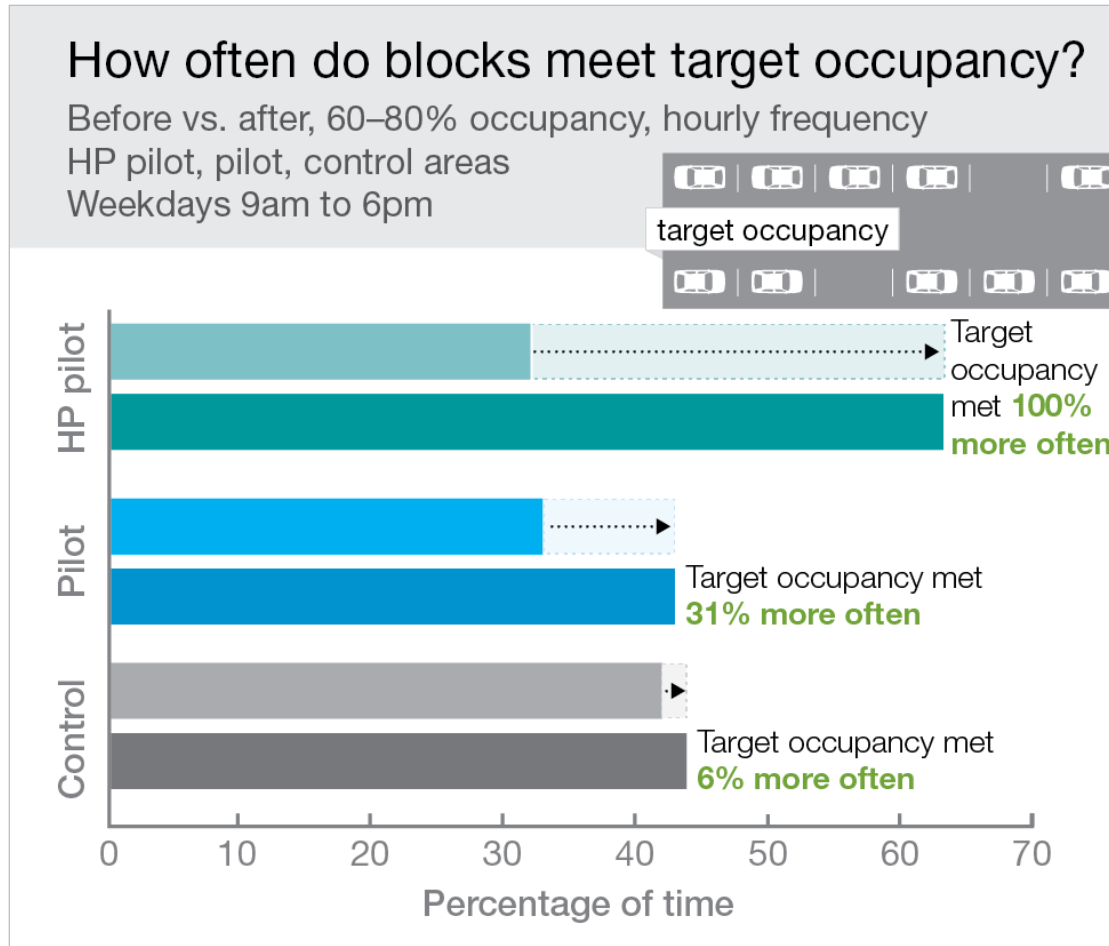
How did rates change?



Was it easier to park?



Was it easier to park?



Secondary benefits we expected

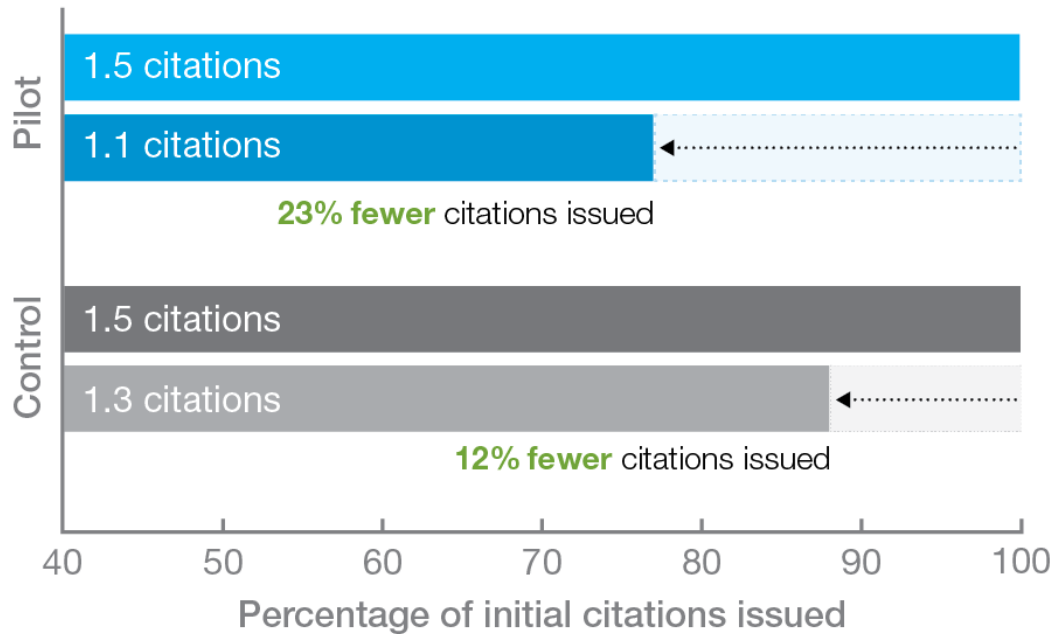
- Easier to pay and avoid citations
- Easier to find a parking space
- Parking spaces better utilized
- Less circling
- Less vehicle miles travelled
- Decreased greenhouse gas emissions
- Decreased double parking
- Improve Muni speed
- Supported economic vitality and safety

Easier to pay and avoid citations

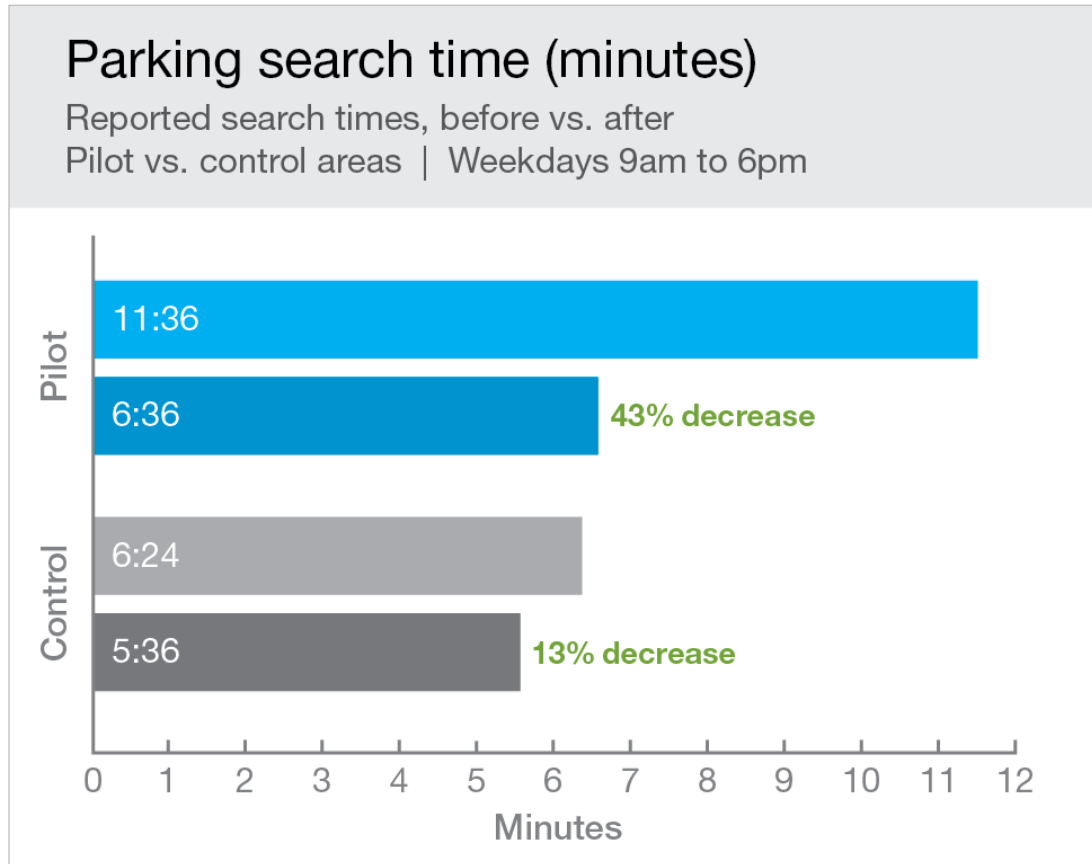
Average monthly parking citations per meter

Before vs. after

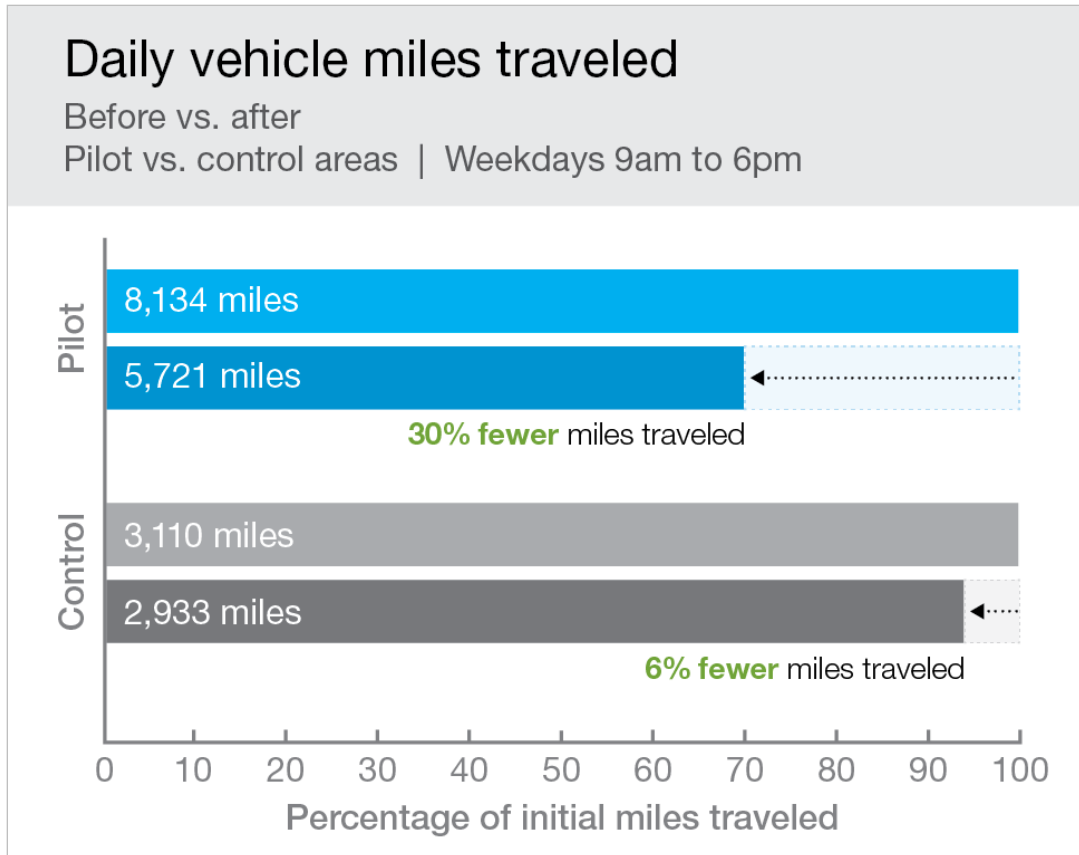
Pilot vs. control areas | Weekdays 9am to 6pm



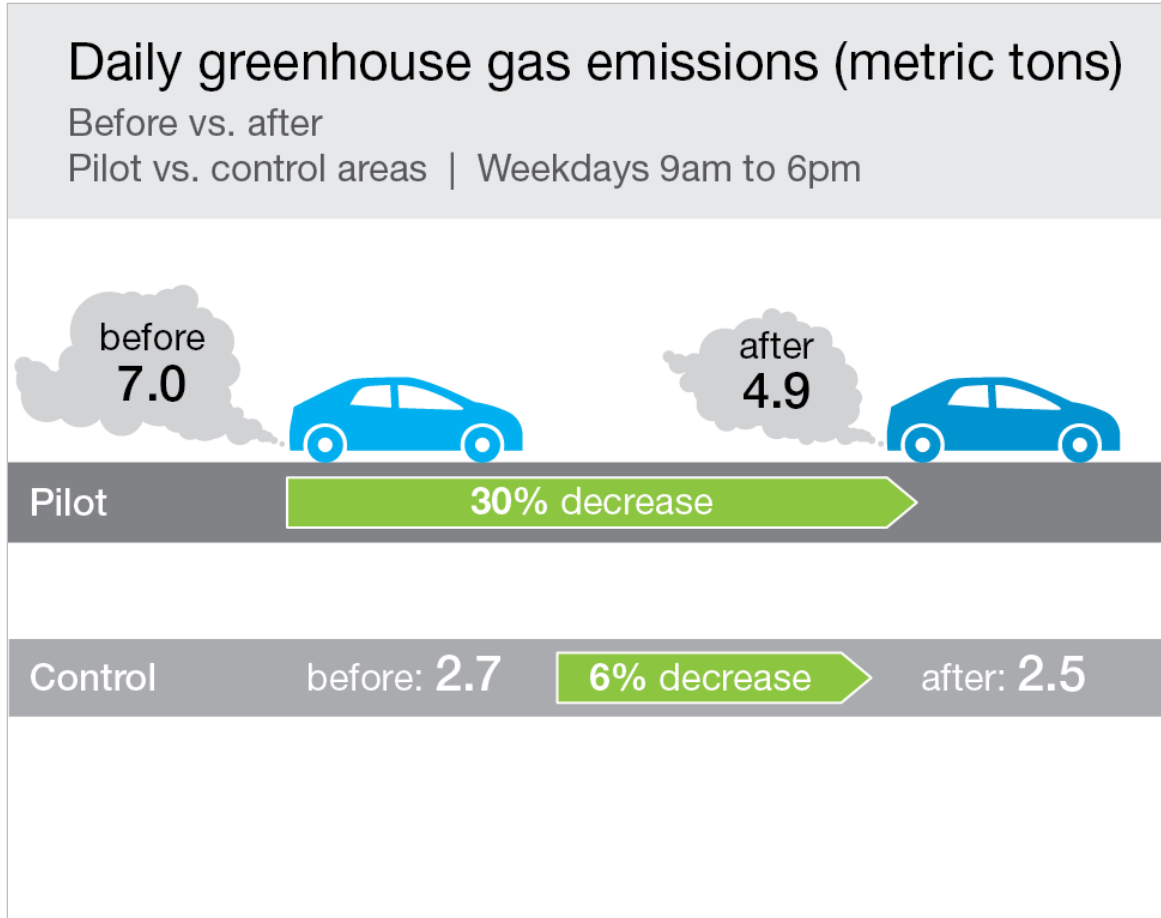
Easier to find a parking space



Decreased vehicle miles travelled



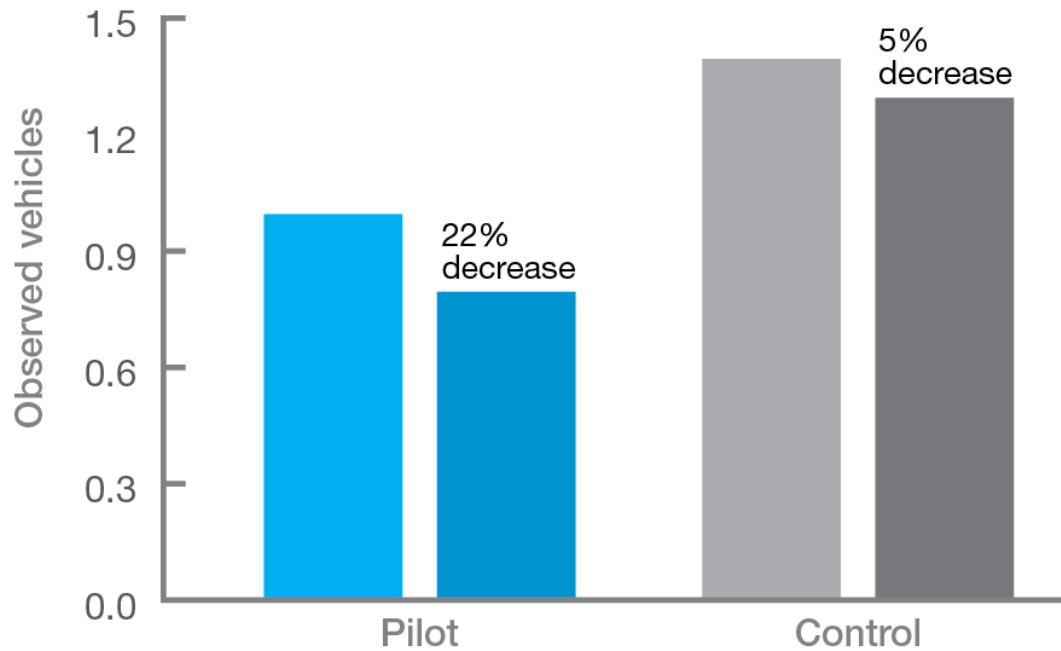
Decreased greenhouse gas emissions



Decreased double parking

Double parked vehicles per block per day

All pilot and control areas, weekdays 9am to 6pm, 2011–2013
Includes blockfaces with 5+ parkable spaces



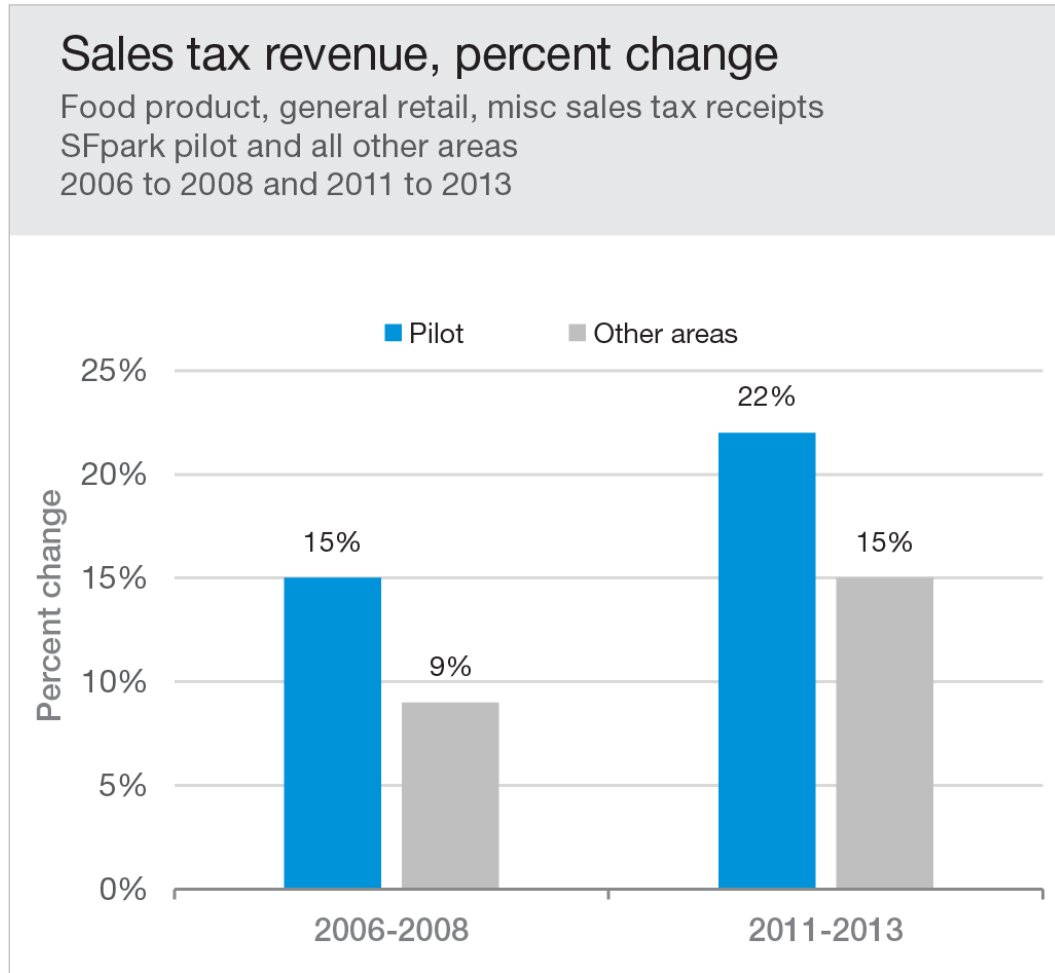
Improved Muni speed

Transit speed and double parking

Transit speed on corridors with increased vs. decreased double parking (DP)
 Weekdays, 9am to 6pm
 Before vs. After

	Before	After	Net change	% change
Corridors w/decrease in DP	6.4	6.6	0.2	2.3%
Corridors w/increase in DP	7.1	6.7	(0.4)	-5.4%

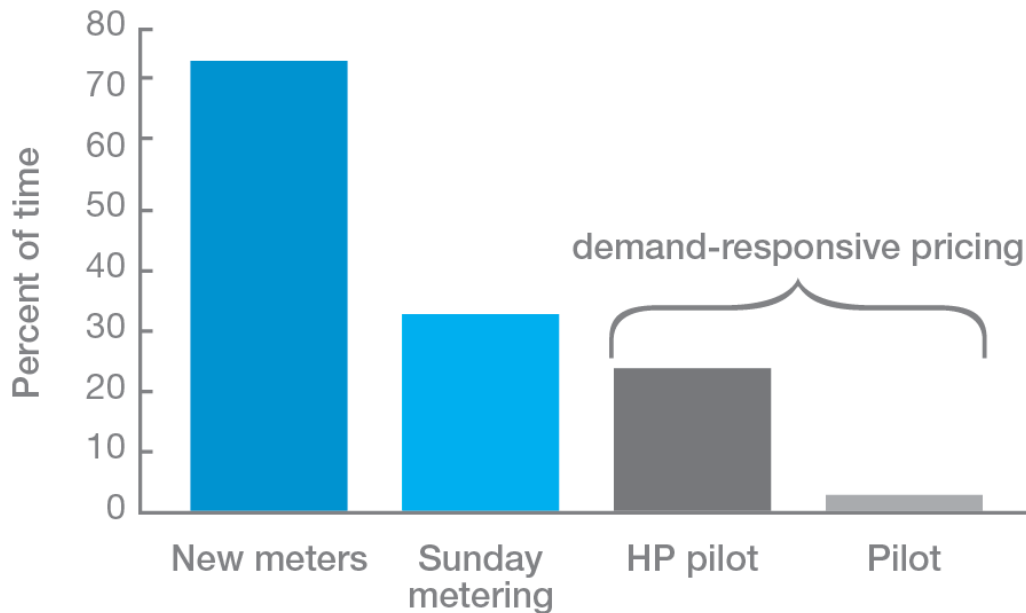
Supported economic vitality and safety



Additional findings

Change in percent of time parking was available

Change in percent, before to after, occupancy less than 90%
 New meters, Sunday metering, and demand-responsive pricing



Next steps

- Disseminate overview, evaluation, and technical manual to other cities
- Develop proposal for expanding the SFpark approach to remaining SFMTA meters, lots, and garages

Thank you

