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30 STOCKTON

SAFER STREETS, BETTER TRANSIT, STRONGER CHINATOWN

WHAT IS BEING PROPOSED?

- **Wider sidewalks** at transit stops will improve pedestrian safety and comfort, and speed up the transit boarding process
- **Sidewalk “bulbouts” at crosswalks** will make streets safer and calm traffic
- **Widening narrow travel lanes** on Stockton Street between Columbus and Broadway will improve transit reliability

HOW WILL THIS HELP CHINATOWN?

- **Safer Streets:** wider sidewalks, safer intersections, and calmer traffic make Chinatown a better place to live, work, and shop!
- **Better Transit:** faster transit boarding times, more reliable service, and less crowding make Chinatown much easier to get to
- **Stronger Chinatown:** better pedestrian environment and more reliable transit service will bring more people to Chinatown

WHAT ABOUT STREET PARKING?

These proposals will require the conversion of some street-parking spaces into more sidewalk space or wider travel lanes, including the removal of all street parking on the northbound (east) side of Stockton between Columbus and Broadway (two blocks). While the parking loss is not ideal, the tradeoff is necessary to prioritize pedestrian safety and transit reliability, and make Chinatown stronger.

WHERE WILL MY DELIVERY TRUCKS PARK?

Commercial loading zones are a vital community resource. SFMTA will work with merchants to recreate yellow-zones as close to their original locations as possible, converting general parking to commercial loading spaces if necessary. We are also planning to increase yellow-zone enforcement to ensure that these spaces are not being occupied by trucks parked all day.

With community support, SFMTA can also explore restricting commercial deliveries to off-peak hours. Such restrictions would require merchants to schedule deliveries for late evenings or early mornings, but will make Chinatown stronger by making more parking available for customers during business hours, and more importantly—separating pedestrians, shoppers, and transit from hand carts, crates, and double-parked trucks. In Fisherman’s Wharf, where similar commercial delivery restrictions were recently implemented along with streetscape and transit improvements, merchants saw an increase in gross revenues of 10-21% on average.



WHERE WILL MY EMPLOYEES PARK?

The more we can encourage people to walk, bike, or take transit, the stronger Chinatown will be. This is why SFMTA is investing in wider sidewalks, improved pedestrian safety, and faster, more reliable transit. Employees who must drive to Chinatown should park in off-street garages, so that more street parking is available for customers. Discounted monthly rates are available at many of these garages.

WHERE WILL MY CUSTOMERS PARK?

Remember that the majority of Chinatown shoppers take transit and/or walk. That said, parking shouldn’t be a barrier for customers who choose to drive. SFMTA is planning to add new signage that will direct drivers to easy parking in nearby city garages. This will reduce the headache of having to circle for street parking, which creates congestion and puts pedestrians and other drivers at risk.

SFMTA is also working to make street parking easier, especially for short-term parkers. Our SFpark pilot program adjusts the price of parking to ensure that at least a few spaces are available on every block. On busy streets where parking is hard to find, we increase rates to encourage more people to walk, bike, ride transit, take a taxi, or if they do drive—to park on less busy streets or in a garage. This frees up parking for “drive-through” shoppers: those who only need 10 minutes to pick up groceries at City Super or take out Hainan chicken rice from ABC Cafe. What matters to these shoppers is not how much it costs to park for an hour, but that it doesn’t take an hour to find parking! Where implemented, SFpark has made it easier to find a parking space, reduced traffic and double parking, and improved transit speed and reliability. With community support, SFMTA can bring SFpark to Chinatown!

WHAT ABOUT HANDICAP PLACARD ENFORCEMENT?

SFMTA is exploring legislation that will allow people with handicap placards to park at meters for as long as they need, but eliminate the “free parking” benefit. This change would still protect people whose physical limitations make it hard to return to a metered space in a timely manner, but deter people from abusing these placards to park their vehicles on city streets all day, for free. In the meantime, please call 311 to report suspected abuse, and include the vehicle’s license plate number with your observations.

