

# Polk Street Parking Study

In late 2012, SFMTA staff conducted a parking occupancy and turnover study in two sample areas on Polk Street. The purpose of the study was to observe general parking characteristics to advise an ongoing transportation planning project. MTA staff recorded vehicle license plates in the sample study areas in two hour increments on typical weekdays. Parking occupancy maps are provided below, and some key findings were:

## Middle Polk:

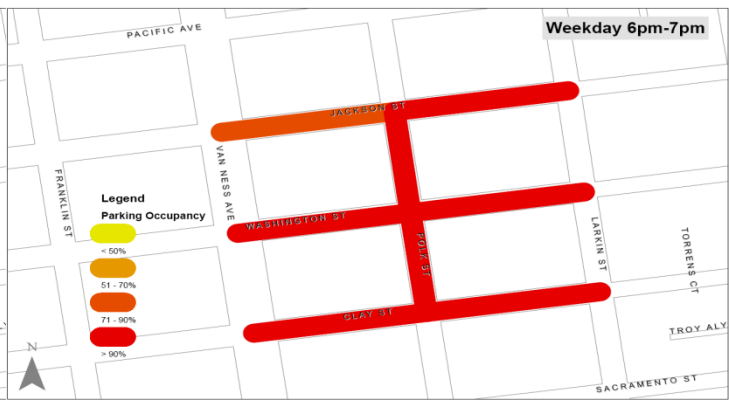
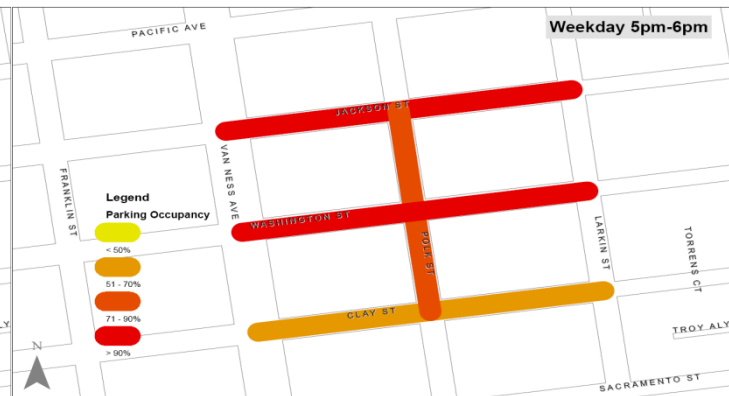
- High parking occupancy at all times of the day
- High turnover on Polk Street (most people – about 95% – park for about two hours or less)
- Lower turnover on side streets (despite 2-hour meter restrictions, a higher proportion of cars are parked for more than two hours)

## Lower Polk:

- Low occupancy in the day, high (but not full) occupancy in the evening (Geary, Sutter and O'Farrell may look unoccupied in the evening because there are tow-away lanes)
- Lower occupancy in the alleys (residents mentioned that it feels unsafe to park there)
- Moderately low turnover



# Middle Polk Sample Parking Occupancy (Jackson to Clay)



# Lower Polk Sample Parking Occupancy (Sutter to O'Farrell)

