



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

Cheryl Brinkman, *Vice-Chairman*

Jerry Lee, *Director*

Cristina Rubke, *Director*

FOR IMMEDIATE RELEASE:

November 20, 2013

Contact: Paul Rose

415.601.1637, cell

paul.rose@sfmta.com

****PRESS RELEASE****

SFMTA Board of Directors Approves Policy Recommendations to Improve Parking Access for People with Disabilities

The comprehensive set of policies includes many that will require state legislative support and a provision to assist low income placard holders

SAN FRANCISCO—The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors yesterday approved a resolution supporting a set of policy recommendations to improve parking access for people with disabilities. Many of these policy recommendations will require state legislative changes. The recommendations, developed by the City's Accessible Parking Policy Advisory Committee (Committee), a stakeholder group comprised primarily of disability rights advocates, include proven solutions used in other jurisdictions that are designed to increase access to parking for people with disabilities and improve parking availability for all drivers.

In October 2012, the SFMTA and the Mayor's Office on Disability convened the Committee, and after six months of collaborative work the group came to a broad consensus on a package of policy recommendations to increase access to parking for people with disabilities and reduce disabled parking placard misuse. Under these policies, the SFMTA will:

- Increase the number of blue zones
- Improve enforcement of placard misuse
- Direct an equivalent amount of SFMTA revenue received from parking meters installed in blue zones to accessibility improvements
- Seek state legislative support for
 - Increasing oversight of the placard approval process
 - Allowing local jurisdictions to remove the meter payment exemption
 - Allowing local jurisdictions to establish reasonable time limits for placard holders in metered spaces and blue zones

Yesterday's resolution passed by the board provides conceptual support for the recommendations; several of the recommendations require state law changes before local policies can change.

more – more – more

Some of the policy changes have already begun moving forward, such as improving placard misuse enforcement and planning for the increase of blue parking zones. Through its team of parking control officers dedicated solely to investigating placard misuse, the SFMTA has already increased enforcement 40 percent. This team confiscates roughly 1,800 placards per year; however, placard holders can use their placards no matter whose vehicle they drive or ride in, so proving the misuse of legitimate placards is highly labor intensive. The improved enforcement efforts will be combined with the citywide review and expansion of blue zone locations as well as the efforts to change state law.

The SFMTA Board added a requirement to the Committee's recommendations directing the development of a discount program for low income drivers with disabled parking placards should state legislative changes move forward allowing local jurisdictions to eliminate the meter payment exemption. This additional requirement is in direct response to public feedback that low income people with disabilities who travel by private vehicle may be negatively impacted by the shift from free parking to meter payment.

SFMTA Board Chairman, Tom Nolan, expressed his conviction that the program should not proceed without protections for low income people with disabilities who drive or are driven in San Francisco, "We reviewed all of the feedback that was provided during six months of extensive public outreach and felt that it was imperative to consider the impact on low income individuals with disabilities who rely on cars and vans."

The SFMTA and the Mayor's Office on Disability will return to the community for additional input prior to establishing local time limits and meter payment requirements should state legislation change to allow cities to move forward with these recommendations.

"Every day, people with disabilities have trouble finding parking in San Francisco, making it more difficult to access our destinations, lead independent lives, and participate in our communities," said Committee member Jessie Lorenz, Executive Director of the Independent Living Resource Center of San Francisco. "Current disabled parking placard and blue zone policies are failing to increase access for people with disabilities, and reduce parking availability for all drivers."

For more information on the Accessible Parking Policy Committee and its recommendations, please visit www.sfmta.com/parkingaccess.

###

Established by voter proposition in 1999, the SFMTA, a department of the City and County of San Francisco, oversees the Municipal Railway (Muni), parking and traffic, bicycling, walking and taxis. With five modes of transit, Muni has approximately 700,000 passenger boardings each day. Over 1 million people get around this city each day and rely on the SFMTA to ensure safe and reliable travel by transit, walking, bicycling, taxi and driving.

311 Free language assistance / 免費語言協助 / Ayuda gratuita con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuit / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Tagalog / ความช่วยเหลือทาง "ภาษา" โดยไม่เสียค่าใช้จ่าย