SFpark overview
Coin and card meters
## Making garages work better

### Performing Arts Garage

<table>
<thead>
<tr>
<th>Hourly</th>
<th>Off-Peak Discounts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midnight – 9am</td>
<td>Enter before 8:30am</td>
</tr>
<tr>
<td></td>
<td>$2 off</td>
</tr>
<tr>
<td>9am – Noon</td>
<td>Exit after 6:30pm</td>
</tr>
<tr>
<td></td>
<td>$2 off</td>
</tr>
<tr>
<td>Noon – 3pm</td>
<td><em>Must enter and exit on same calendar day</em></td>
</tr>
<tr>
<td></td>
<td><em>Must park for at least 3 hours</em></td>
</tr>
<tr>
<td>3pm – 6pm</td>
<td></td>
</tr>
<tr>
<td>6pm – Midnight</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$1.00/hr</td>
</tr>
<tr>
<td></td>
<td>$1.00/hr</td>
</tr>
</tbody>
</table>
User interface and customer experience
Parking sensors
Better information
Data management and analytical tools
Pilot areas
Schedule highlights

2009
- Planning and development

2010
- Meter and sensor installation

2011
- Real-time parking data in pilot areas

2012
- Demand-responsive pricing in pilot areas

2013
- Develop proposal for expanding citywide

2014
- Evaluation
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

June 2014
How did rates change?

Hourly parking rates in SFpark areas
Before vs. after (10 rate changes)
On- and off-street rates

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-street</td>
<td>$2.69</td>
<td>$2.58</td>
</tr>
<tr>
<td>Off-street</td>
<td>$3.45</td>
<td>$3.03</td>
</tr>
</tbody>
</table>
Was it easier to park?

How often are blocks too full?
Before vs. after, 90–100% occupancy, hourly frequency
HP pilot, pilot, control areas
Weekdays 9am to 6pm

- **HP pilot**: Blocks were full 45% less often
- **Pilot**: Blocks were full 16% less often
- **Control**: Blocks were full 51% more often
Was it easier to park?

How often do blocks meet target occupancy?
Before vs. after, 60–80% occupancy, hourly frequency
HP pilot, pilot, control areas
Weekdays 9am to 6pm

- **HP pilot**: Target occupancy met 100% more often
- **Pilot**: Target occupancy met 31% more often
- **Control**: Target occupancy met 6% more often

Percentage of time
Secondary benefits we expected

- Easier to pay and avoid citations
- Less circling
- Less vehicle miles traveled
- 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

- Pilot:
  - 1.5 citations
  - 1.1 citations
  - 23% fewer citations issued

- Control:
  - 1.5 citations
  - 1.3 citations
  - 12% fewer citations issued

Percentage of initial citations issued
Easier to find a parking space

Parking search time (minutes)

Reported search times, before vs. after
Pilot vs. control areas | Weekdays 9am to 6pm

- Pilot: 11:36
  - 6:36: 43% decrease
- Control: 6:24
  - 5:36: 13% decrease
Decreased vehicle miles traveled

Daily vehicle miles traveled
Before vs. after
Pilot vs. control areas | Weekdays 9am to 6pm

- **Pilot**
  - 8,134 miles
  - 5,721 miles (30% fewer miles traveled)

- **Control**
  - 3,110 miles
  - 2,933 miles (6% fewer miles traveled)

Percentage of initial miles traveled
Decreased greenhouse gas emissions

**Daily greenhouse gas emissions (metric tons)**

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

<table>
<thead>
<tr>
<th></th>
<th>before</th>
<th>after</th>
<th>Increase/Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>7.0</td>
<td>4.9</td>
<td>30% decrease</td>
</tr>
<tr>
<td>Control</td>
<td>2.7</td>
<td>2.5</td>
<td>6% decrease</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Net change</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridors w/decrease in DP</td>
<td>6.4</td>
<td>6.6</td>
<td>0.2</td>
<td>2.3%</td>
</tr>
<tr>
<td>Corridors w/increase in DP</td>
<td>7.1</td>
<td>6.7</td>
<td>-0.4</td>
<td>-5.4%</td>
</tr>
</tbody>
</table>
Supported economic vitality and safety
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