



D11 Parking Survey Summary

Nearly 2,000 families complete parking survey

The D11 Parking Survey was mailed to 8,962 households in the Excelsior and Mission Terrace /Cayuga Parking neighborhoods during the month of March 2019. The purpose of the survey was to gather information about the nature and cause of neighborhood parking issues and to provide an opportunity for residents to voice their opinion about Residential Permit Parking. The survey was available in four languages: English, Spanish, Chinese and Filipino. In all, 1,879 households completed the surveys for a response rate of 21%. Of these, 150 or 8% were completed in a language other than English.

The survey findings vary somewhat from data collected by the U.S. Census in that they skew towards households with access to more vehicles. For instance, according to the Census, 14% of households in District 11 do not have a vehicle while only 5% of the households responding to the survey reported they do not have a vehicle. And while the Census indicates that 17% of households had three or more vehicles, 31% of survey respondents report that they have three or more vehicles.

Households by Number of Vehicles Available						
Available Vehicles	SFMTA 2019 Parking Survey	U.S. Census				
		District 11		City of San Francisco		
		2011	2015	2010	2015	
No Vehicle	5%	12%	14%	30%	30%	
1 Vehicle	25%	38%	37%	41%	41%	
2 Vehicles	39%	33%	32%	21%	21%	
3 Vehicles	18%	12%	12%	6%	5%	
4 or more	13%	5%	5%	2%	2%	

Source: SFMTA, D11 Parking Survey, 2019; U.S. Census American Community Survey

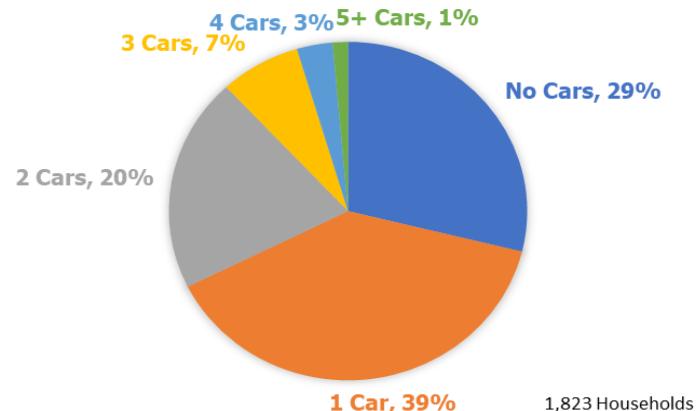
Other survey results do match Census data. For instance, of the 1,718 respondents that provided information on the number of persons in their household, the share of single-person households was 16% while according to the Census, it is 17%. Similarly, 2-person households made up 30% of all households, compared with 28% for the Census and 3-person and 4 or more person households made up 19% and 36% respectively, the same for the Census.

Number of Households by Size of Household			
Persons/ Household	2019 SFMTA Survey		U.S. Census
	Households	Percent	Percent
1	268	16%	17%
2	510	30%	28%
3	325	19%	19%
4 or more	615	36%	36%

Source: SFMTA, D11 Parking Survey, 2019; U.S. Census American Community Survey

The survey data provides insight into the use of off-street and curbside parking. Twenty-nine percent of households responding to the survey reported that they either do not have a vehicle or they park their vehicle in a garage or driveway. Another 39% percent park one vehicle on the street and 20% parked two vehicles on the street. Eleven percent of households reported that they park three or more vehicles on the street.

Households by Number of Cars Parked on Street



Residential Permit Parking and its role in supporting the City's Transit First Policy.

The San Francisco Transit First Policy, which was added to the City Charter in 1973, gives priority to transit, walking, and bicycling in San Francisco. Established by San Francisco voters, this policy forms the basis for all the SFMTA's programs and policies. In addition, the city's Environment Code includes ambitious greenhouse gas emissions targets set in 2008 which the SFMTA also works to achieve.

Managing the supply of parking is effective in encouraging people to use more sustainable ways of getting around, whether that is using public transit, bicycling, walking or using a shared vehicle, such as Zip Car or Scoot. As the city's population continues to increase, decisions about how we use our streets and curbs become even more critical to addressing the city's traffic and transportation challenges.

In 2015, the SFMTA embarked on an initiative to update the RPP program so that it supports the city's Transit First Policy and environmental goals. The program was originally established in 1976 to protect residential areas from the spillover effects of being close to a major transit station, hospital, event center, university or commercial district. The program works by implementing parking time limits, usually 2 hours, which discourages commuters from looking for parking in residential areas. Eligible residents with valid permits are exempt from the time limits.

Though the program has been very popular—San Francisco currently has 31 RPP Areas—it will need some changes in order to support the city's Transit First Policy. Since the mid-1970s, many things have changed in San Francisco. The city faces different challenges on the street now than when the residential permit program began, and the SFMTA recognizes it's time to update the program to meet the needs of an evolving city.

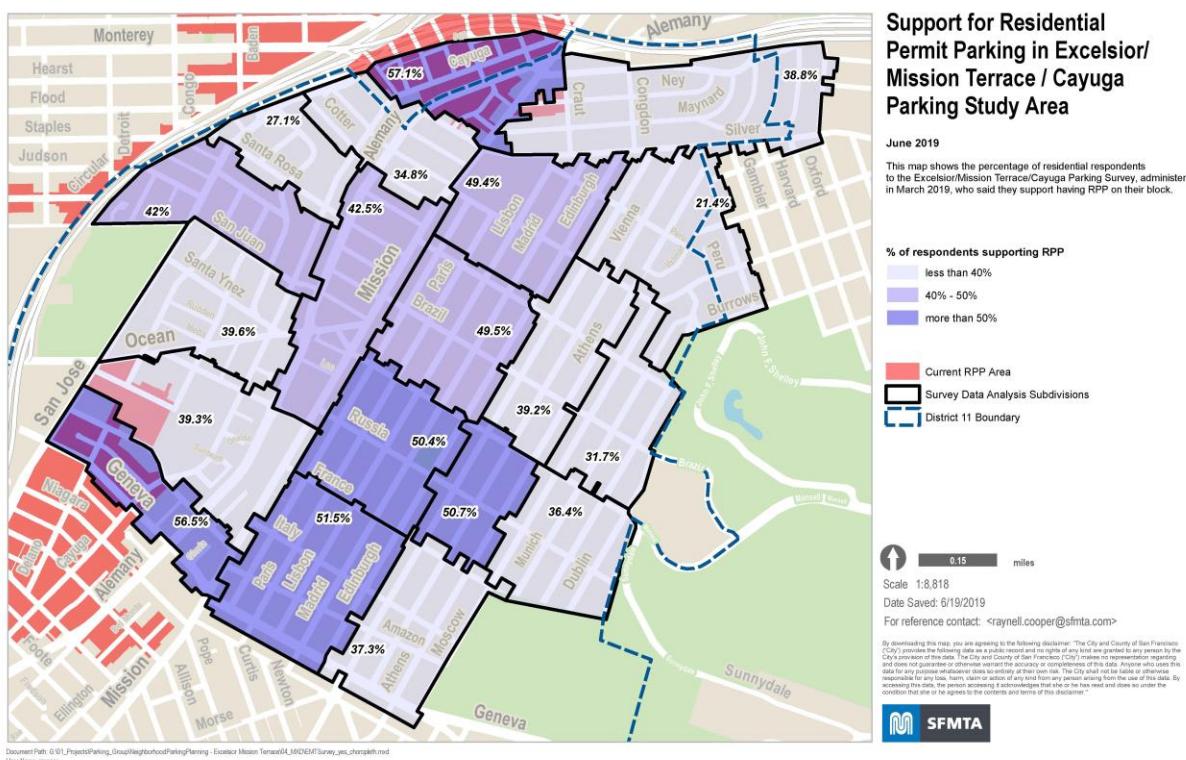
In 2018, the SFMTA made a few improvements to the RPP Program to reflect the growing demand for curbside parking. www.sfmta.com/neighborhoodparking. The most important improvement was to limit the number of residential parking permits in all newly established RPP Areas to one permit per person and two permits per address. In cases where there is a third driver and there is available on-street parking on the block, an additional permit may be issued.

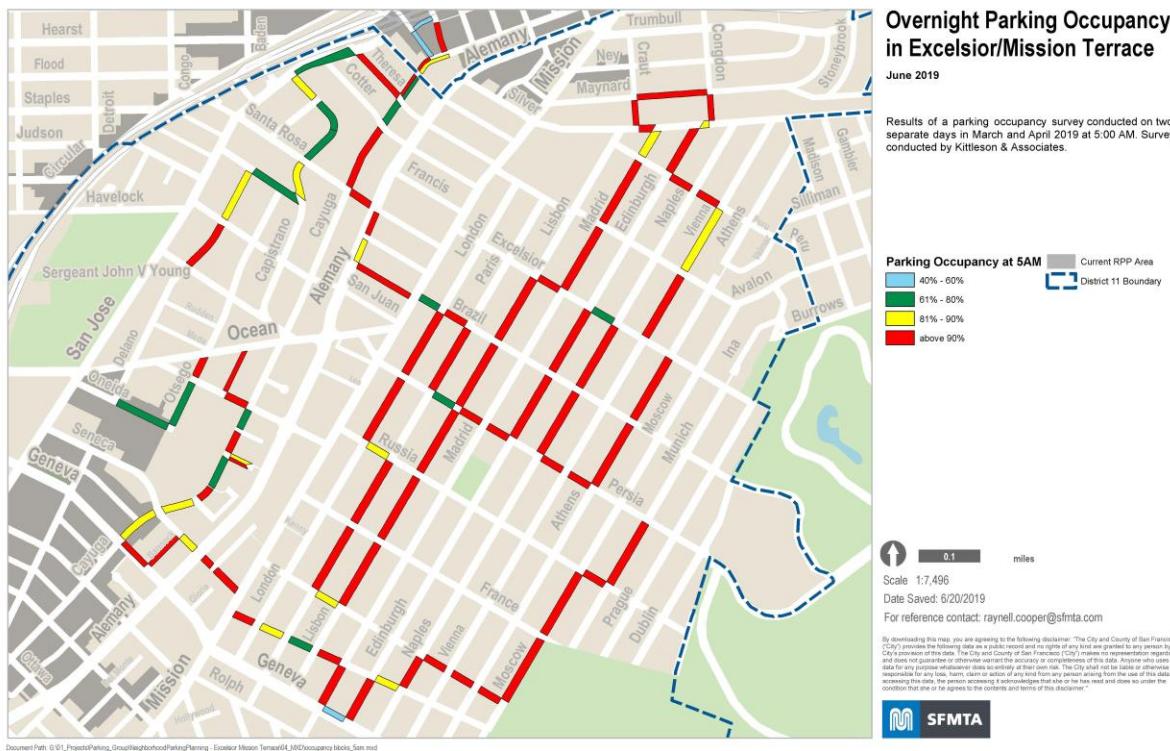
The SFMTA also implemented an innovative tool to better manage curbside parking in areas with a mix of uses or where demand for visitor parking is especially high. For instance, on Colin P. Kelly Jr. Street, meters have been installed in a high-density residential area close to Oracle Park. However, on this block, vehicles with an Area Y permit do not need to pay the meters and have no time restrictions.

<https://goo.gl/maps/USeFhLN8JJsL61Bd9>

Support for RPP

There is a lot of support for RPP in the Excelsior and Mission Terrace neighborhoods. The degree of support is higher in some parts of the neighborhood than in other parts. Support for RPP appears to coincide with difficulty in finding curbside parking.

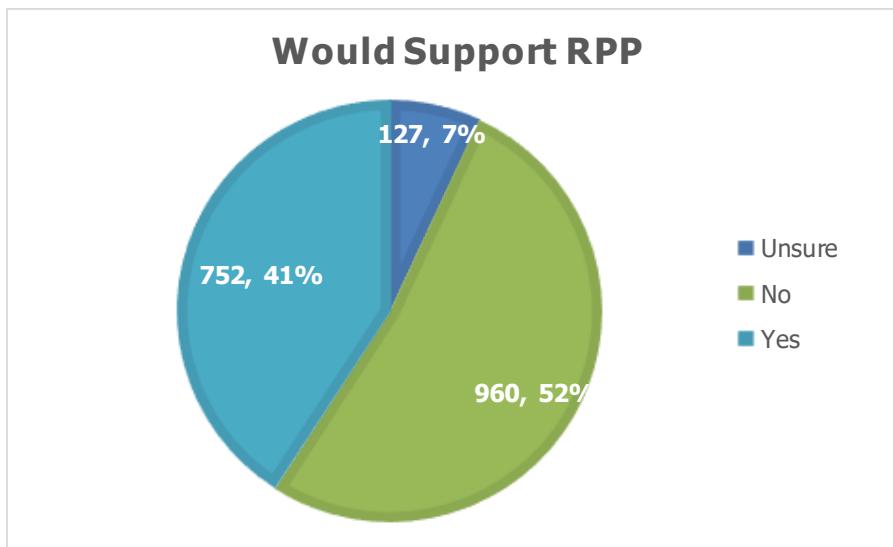




Those who support RPP do so because it is too difficult to find parking close to home either for themselves or their visitors. They felt this difficulty was due to several factors such as Muni and BART commuters; business owners storing their business-related vehicles in the neighborhood; residents not using their garages for parking; residents storing vehicles that they no longer use; and, non-residents using neighborhood streets to store their vehicles for long periods of time.

Some of the comments they provided on the survey are copied below.

- "I am so excited about permit parking! I think it will be great!"
- "Daytime parking is terrible. People partially block driveway access. Parking is worse during weekdays. People use residential areas to park and use public transit to go to work/downtown."
- "Parking in the neighborhood is terrible! People will park their cars for a week and only move them for street cleaning. Friends and relatives who come to visit us always have difficulties finding parking. There are even people that live on other street that come to park in front of our house, and then leave their cars there for days. Permitted parking regulations with 2-hour limits would be GREAT!!!"
- "People park various vehicles they own days at a time in this neighborhood, don't follow rules (sidewalks often blocked, double parking constantly) and keep others from parking in their own neighborhood. It is unsafe and high time we had parking permits here."
- "Residential parking would be so welcome. Cars are parked on the sidewalks, across sidewalks at garage entries, and some people even double park overnight."
- "A couple neighbors have multiple vehicles on the street which are not used and only moved for street cleaning. I think there should be a strict limit on the parking permits per household."
- "Since we are near the 14x bus stop and BART, we have many people parking in our neighborhood and leaving their cars all day while they are at work. This causes a lack of parking for local residents and their guests."



www.sfmta.com/D11Parking

- “We need this bad. I get we have a housing shortage, but if you convert your garage to living space you shouldn't get to take up 4-6 parking spots on the street all day. A lot of us don't have garages and have jobs that require using a car. Thanks for addressing this!”

Additional comments can be found on the project website,

Though 41% of respondents support RPP and another 7% were not sure, 52% of respondents would not support RPP especially if enforcement of 2-hour parking limits is not extended into the evening hours. As described above, households in District 11 tend to be larger and tend to have more vehicles. When comparing U.S. Census data on vehicle ownership with vehicle ownership data provided by survey respondents, households with three or more vehicles were more likely to respond to the survey.

Summary of Optional Comments Against RPP

Other reasons for not supporting RPP included having more than two vehicles, that RPP would not solve the parking problem since most parked vehicles, they thought, belonged to residents and that RPP would not be needed if residents would park in their garages.

More than half the respondents provided additional comments. These comments, without attribution, are also posted on the project website www.sfmta.com/D11Parking. Respondents' concerns could be grouped into three categories: Visitor Parking; Evening Enforcement; and, Permit Fee.

Parking for Visitors

The largest number of comments concerned visitor parking. Many residents worried their visitors would have to move their vehicle every two hours during hours of enforcement. There are ways to make sure visitors can park in an RPP Area. First, RPP parking time restrictions are usually enforced only Monday through Friday. Visitors parking during the weekends would not be subject to time limits. On weekdays during hours of enforcement residents could:

Reasons Against RPP	Number of Comments
Visitor parking needs	37
No parking problem/have a garage	30
Permit price	29
Parking should be free	29
Night-time enforcement needed	25
We have more than 2 cars	16
Won't solve the problem/no commuters	16
Other residents' fault	12
A means to make money	8
Other	63

- purchase visitor permits—up to 20 each year; each permit is effective for one day;
- allow visitors to park in the driveway or garage while resident's permitted vehicle parks at the curb;
- encourage visitors to use transit, taxis or other transportation services; or,
- guide visitors towards un-regulated or metered parking nearby.

A new parking management tool that SFMTA has just started to implement would allow vehicles with valid RPP permits to park without time limits while visitors would pay to park, but there would be no time limits. Hourly rates would start at \$.50 per hour. This would be an option in any neighborhood where more flexibility is needed to accommodate visitors, customers or local employees.

Hours of Enforcement

Many survey respondents indicated that they had the greatest difficulty finding parking in the evenings. Many respondents indicated the reason for not supporting RPP is that it would not work unless evening enforcement was part of the proposal.

RPP is a resident-initiated program so the days and hours of enforcement are tailored to meet the needs of the residents. In some neighborhoods, enforcement continues until 9 pm. And, there is at least one neighborhood where RPP is enforced only between 4 pm and 8 pm so that local businesses and residents could have customers or visitors during the day, but parking would be freed up by the time residents returned home from work.

Category	Percentage
Enforcement	55%
Non-labor costs	28%
Permit and citation administration	11%
Sign installation & maintenance	4%
Parking policy	2%

Permit Fee

Comments related to the permit fee fell into two groups. Some residents stated that since they pay taxes, which they felt cover the cost of street maintenance, there should be no fee for permits. Others felt that a permit fee only adds to the already high cost of living in San Francisco.

In 2018, SFMTA issued over 115,000 residential parking permits. The cost to administer the RPP program, citywide, is approximately \$12 million. About 55% of this cost is attributable to enforcement. Funding the RPP program without a permit fee, would mean that program costs would come from revenues meant for other transportation or roadway services and projects, such as transit and roadway safety improvements.