



SFMTA
Municipal
Transportation
Agency

Dogpatch Parking Management

Dogpatch Neighborhood Association
October 10, 2017

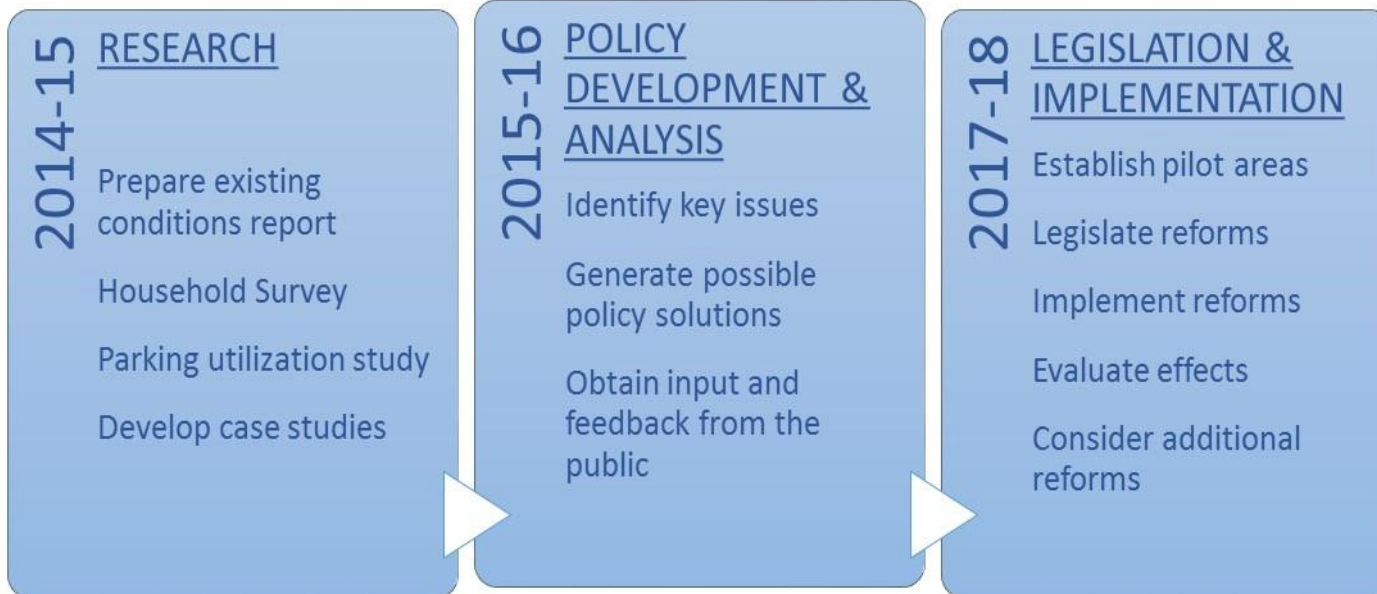
Overview

1. Project goals
2. Existing conditions & parking pressures
3. Proposed on-street regulations
4. Proposed pilot policies

Goals of the Reform Project

1. Balance competing needs for curb space
2. Manage excess parking demand in residential areas
3. Support Agency and City goals, including Transit First
4. Rationalize area creation, boundaries and regulations

Reform Project Timeline



Dogpatch Planning Process

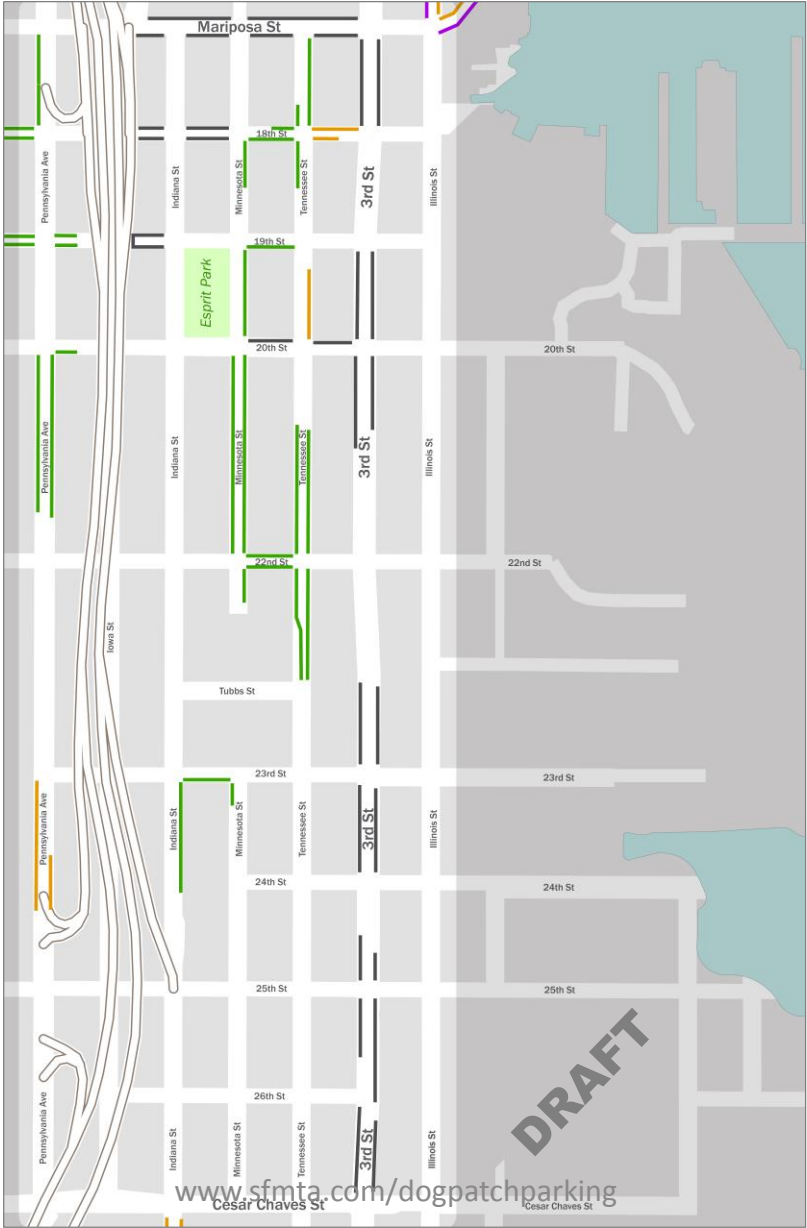
- Process began in January 2016
- 7 Meetings with working group
 - Identified key parking issues by location
 - Identified existing and future parking demand
 - Field research: occupancy, engineering restrictions
 - Coordination with other planning efforts: Public Realm, Bike Route Planning, Green Benefit District
- 4 open houses
- 2 previous presentations to DNA

September Open Houses

- Two Open Houses
 - Sept 16th
 - Sept 19th
- More than 1800 postcards sent
- Email notices
- 42 attendees

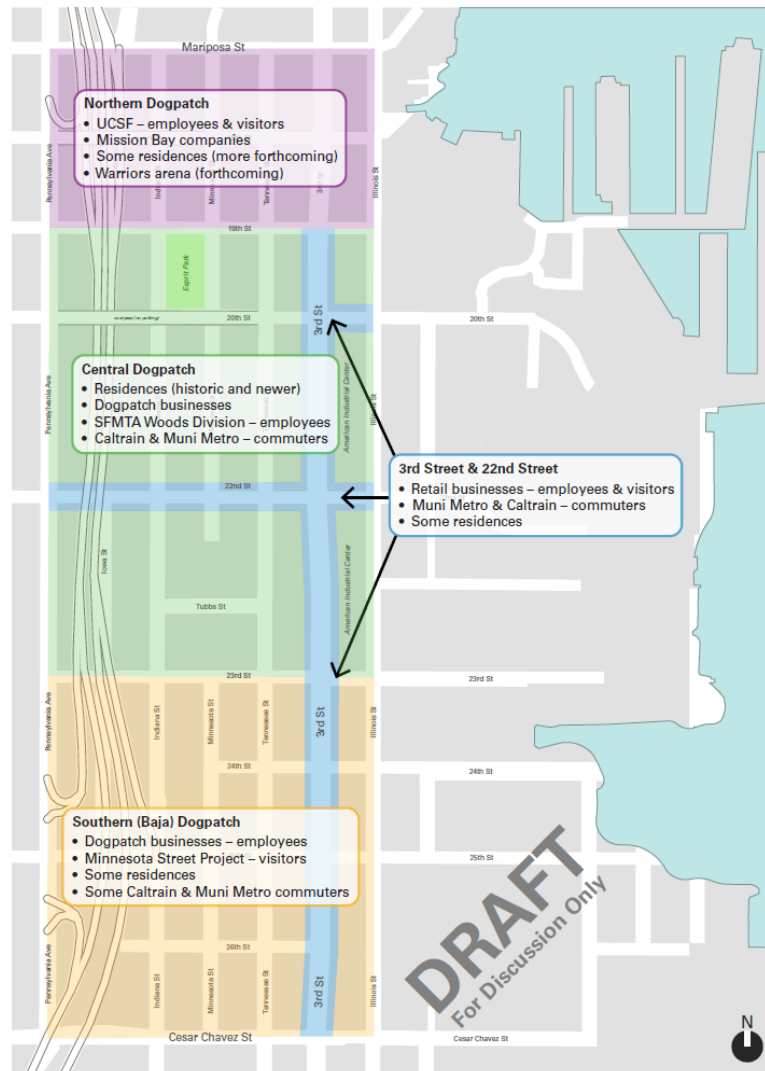


Existing Regulations



Parking Pressures

Dogpatch Parking Pressures by Sub-Area



Future Development



Existing Conditions

Housing units	1,200
Population	1,700
Jobs – <i>total</i>	6,200
Dogpatch workers who <i>drive to work</i>	4,900 (79%)



Hazardous Parking Conditions



Existing Conditions

Parking Supply

Parking Regulation	Number of Spaces	Percentage of Total
Residential permit parking	402	15%
General time limited parking	66	2%
Metered parking	9	0.3%
Oversized vehicle restriction	775	26%
Unregulated (daytime)	2,202	82%
TOTAL SPACES	2,679	

Parking Occupancy

Results of Occupancy Surveys, Dogpatch Neighborhood, 2015 and 2016

All Surveyed Streets

	4 AM - 6 AM	10 AM - 12 PM	2 PM - 4 PM	7 PM - 9 PM
Oct-15 Permitted blocks (3)	77%	99%	95%	82%
Non-permitted blocks (17)	48%	92%	86%	62%
Aug-16 Permitted spaces (204)	50%	86%	82%	66%
Non-permitted spaces (364)	57%	92%	83%	60%

Minnesota Street, 20th St to 22nd St

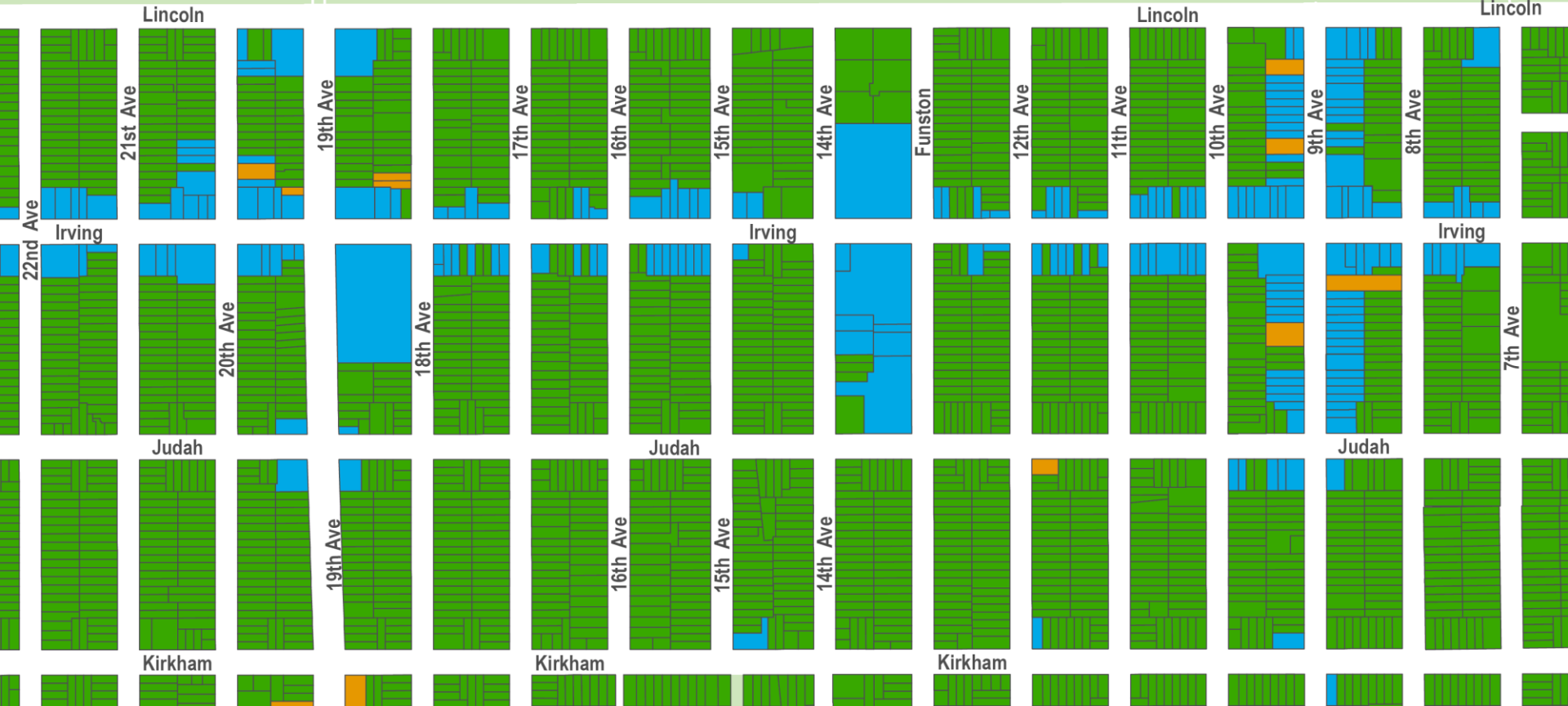
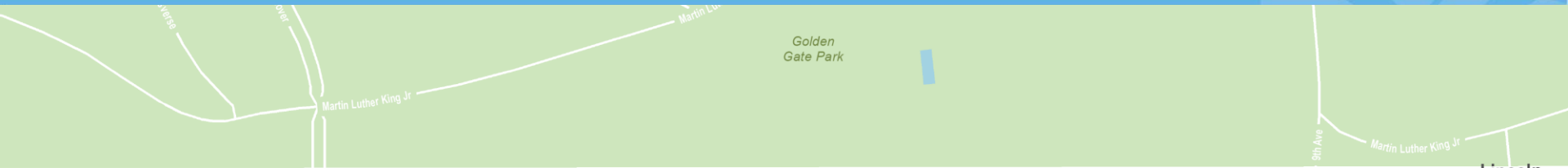
	4 AM - 6 AM	10 AM - 12 PM	2 PM - 4 PM	7 PM - 9 PM
Oct-15 4-hr, Mon - Fri, 8 AM - 4 PM	55%	100%	100%	71%
Aug-16 2-hr, Mon - Fri, 8 AM - 6 PM	42%	69%	51%	57%

Indiana Street, 20th St to 22nd St

	4 AM - 6 AM	10 AM - 12 PM	2 PM - 4 PM	7 PM - 9 PM
Oct-15 Not permitted	58%	100%	100%	82%
Aug-16 Not permitted	67%	95%	85%	54%

Source: SFMTA, Arup, NDS, 2016

Typical Context for RPP

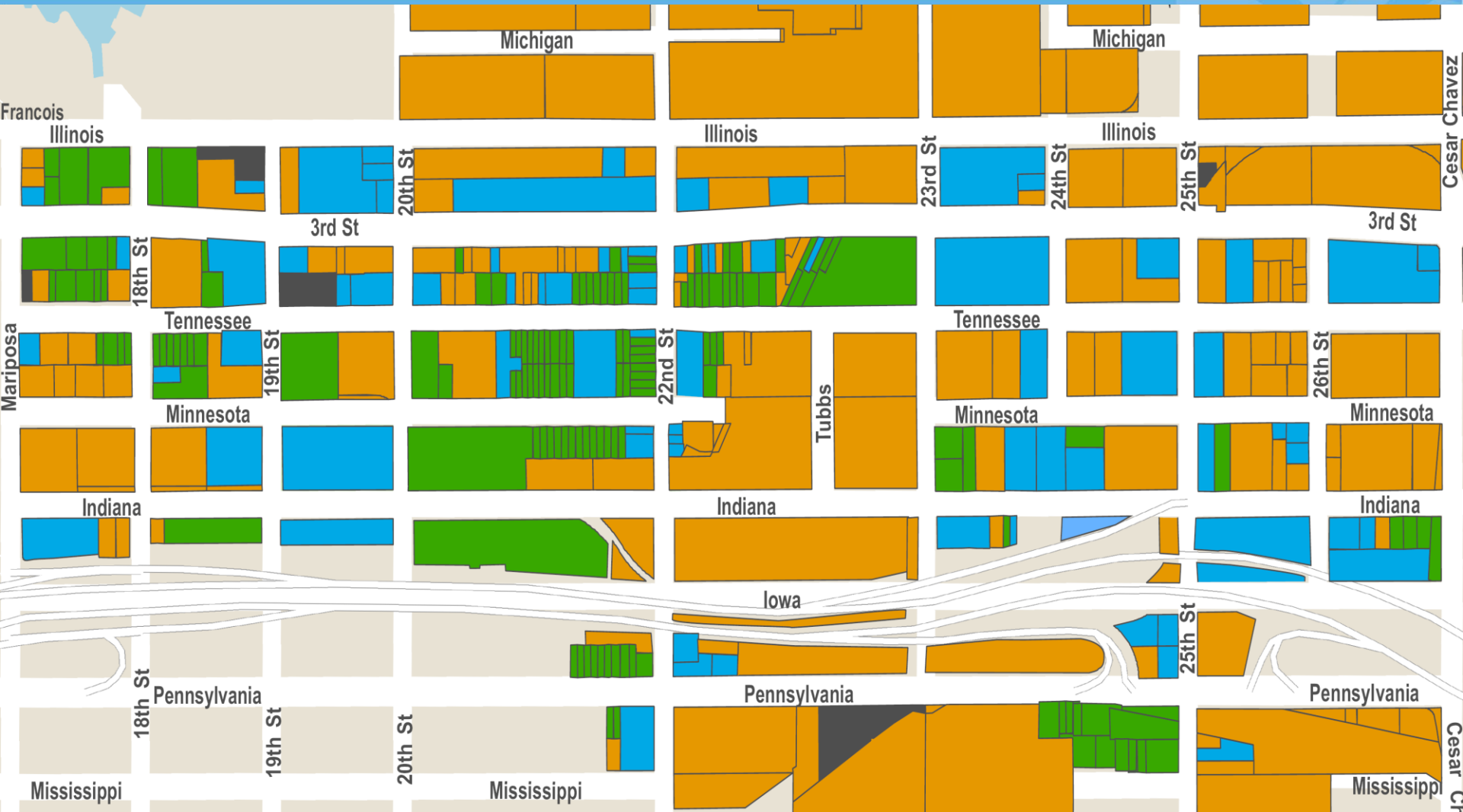


Sunset Ground Floor Land Use

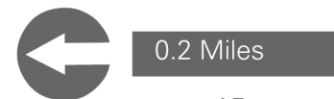
Service Oriented
 Non-Service Oriented
 Residential
 Vacant

0.2 Miles
 14

Dogpatch is Primarily Mixed-Use



Dogpatch Ground Floor Land Use



Proposed Policies

- Establish Dogpatch as a separate residential permit parking area, EE
- Cap the total number of permits issued (*--if pilot area is established*)
 - One per driver
 - Two per household
- New development not included in RPP Area EE

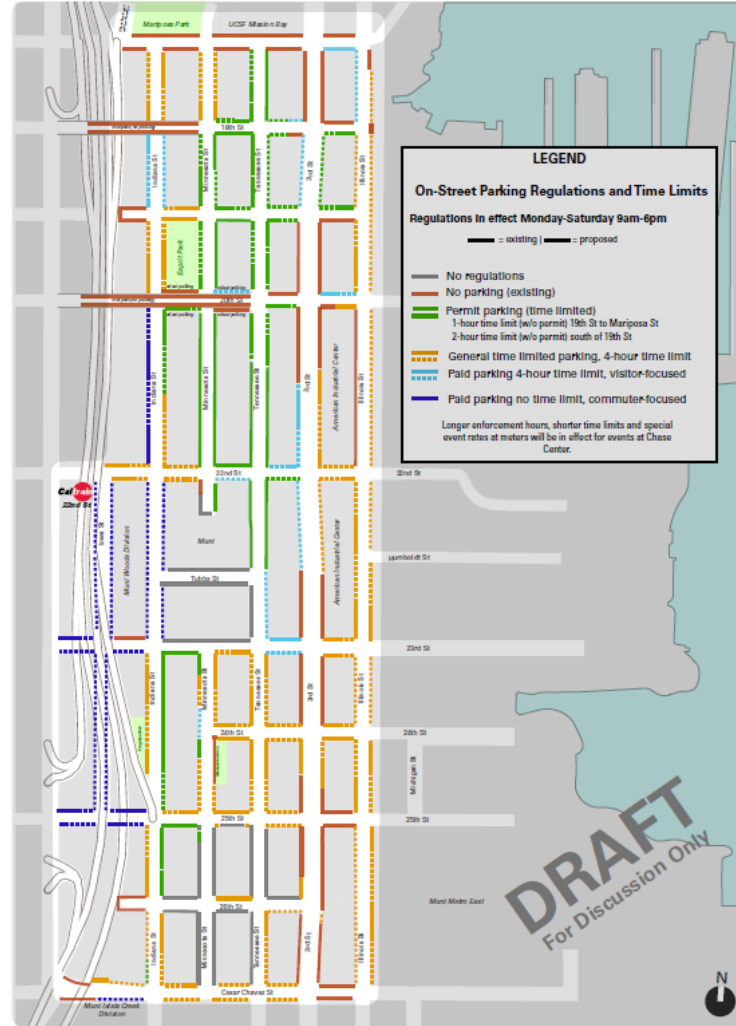
On-street Parking Controls

- Apply parking management tools:
 - Permit parking
 - Residential areas
 - General time limits
 - Commercial/industrial areas
 - Paid parking
 - Commercial areas where turnover is desired
 - For commuter parking near Caltrain and Muni
 - Paid + Permit parking
 - Mixed use areas (residential/commercial)

Proposed Parking Plan

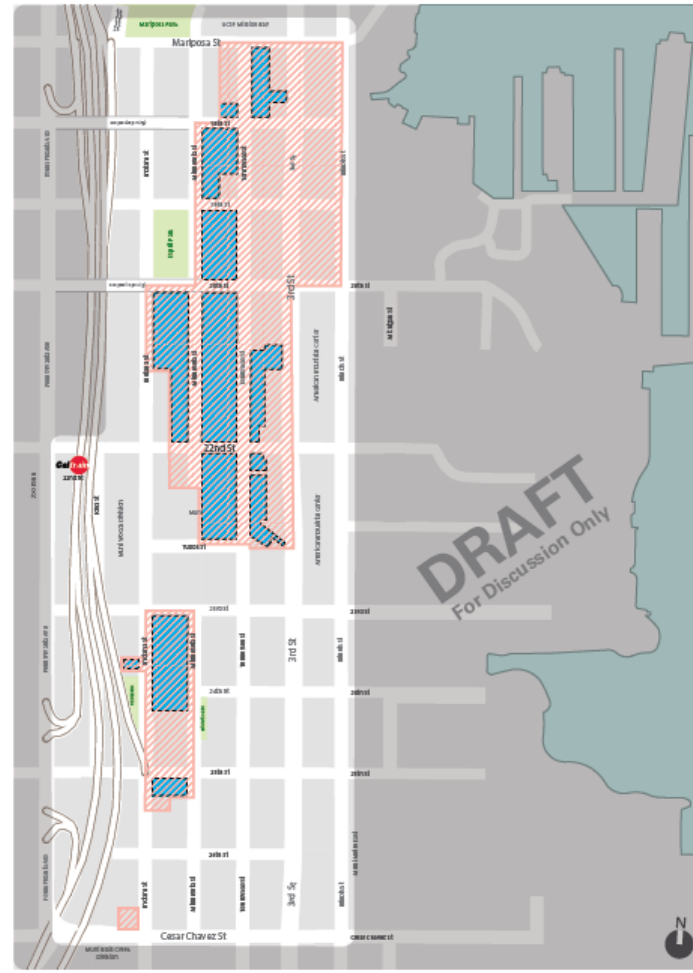
Dogpatch

Parking Management Proposal September 2017



RPP Eligibility Boundaries

Dogpatch RPP Eligibility Proposal, August 2017



LEGEND - Residential Parking Permit Area, Zone EE

- Existing RPP Area X
- Proposed RPP Area EE

Nov 2017 08:13

To Move Forward:

- Winter 2018:
 - SFMTA Public Hearing
- First Quarter 2018:
 - Present proposed legislation to establish Dogpatch Pilot Area to SFMTA Board
- Second Quarter 2018:
 - Install parking control signs & equipment
 - Implement pilot policies

Plan Comparisons

Dogpatch

Parking Management Proposal October 2017

