Dogpatch Parking Management Plan

SFMTA Board of Directors
April 17, 2018

Existing Conditions

- 2,600 on-street parking spaces
- 1,500 housing units
- 7,000 jobs
- Major traffic generators
  - UCSF
  - American Industrial Center
  - Muni bus and trolley yards
  - Caltrain
  - T-Third Muni line
- 80% of blocks unregulated

No Parking Availability

Occupancy at unregulated blocks	10am-Noon	2-4pm
Dogpatch (Fall 2017)	**103%**	**101%**
Potrero Hill	99%	98%
NE Mission	95%	94%
Inner Richmond	95%	94%
Noe Valley	93%	92%
Inner Sunset	90%	88%
NE Bernal Heights	85%	86%

Challenging Traffic Conditions

Residential Neighborhood Land Use
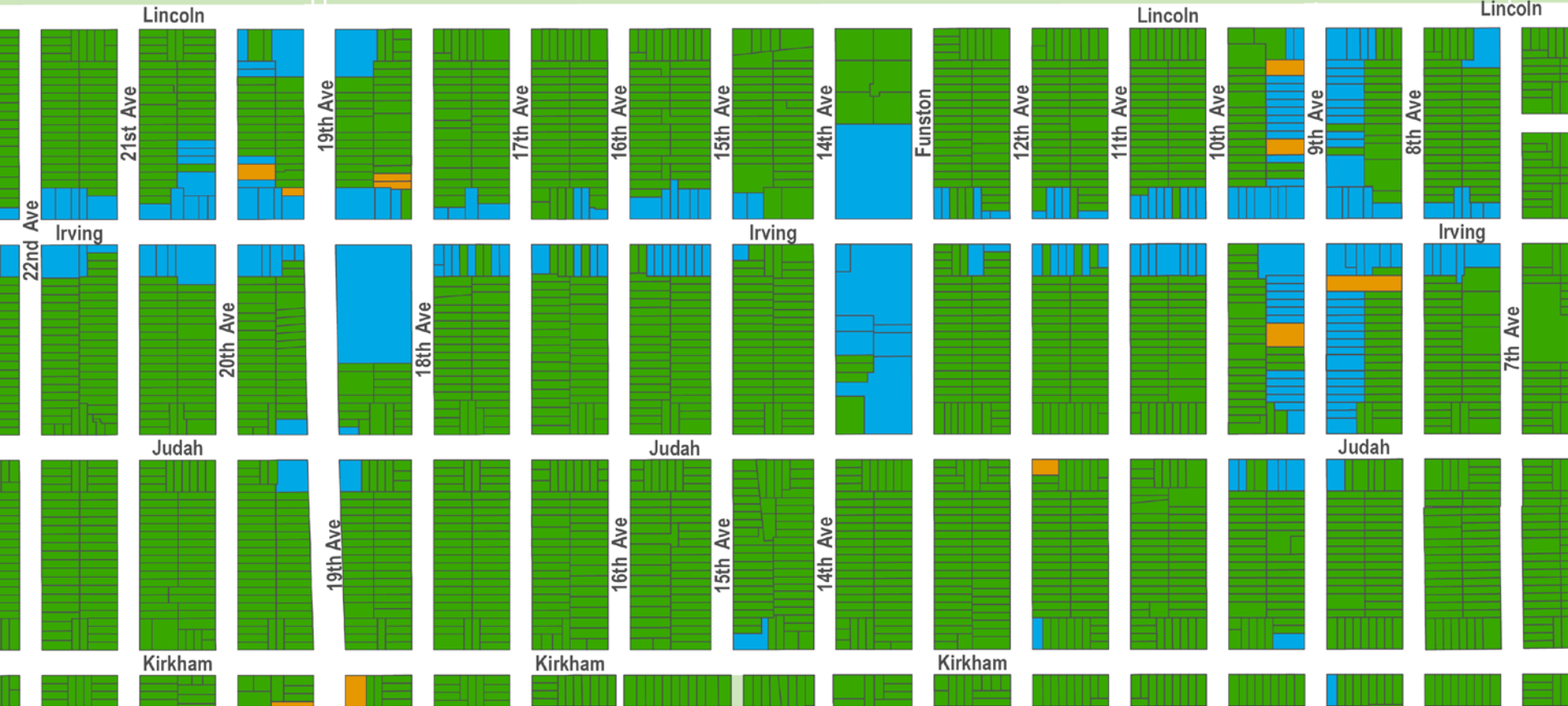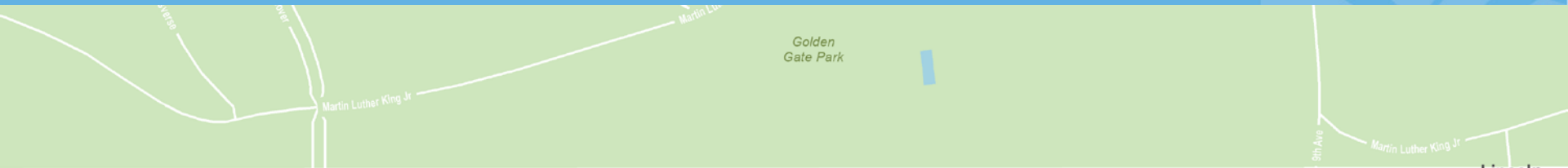
Sunset Ground Floor Land Use

Legend:
- Service Oriented
- Non-Service Oriented
- Residential
- Vacant

0.2 Miles
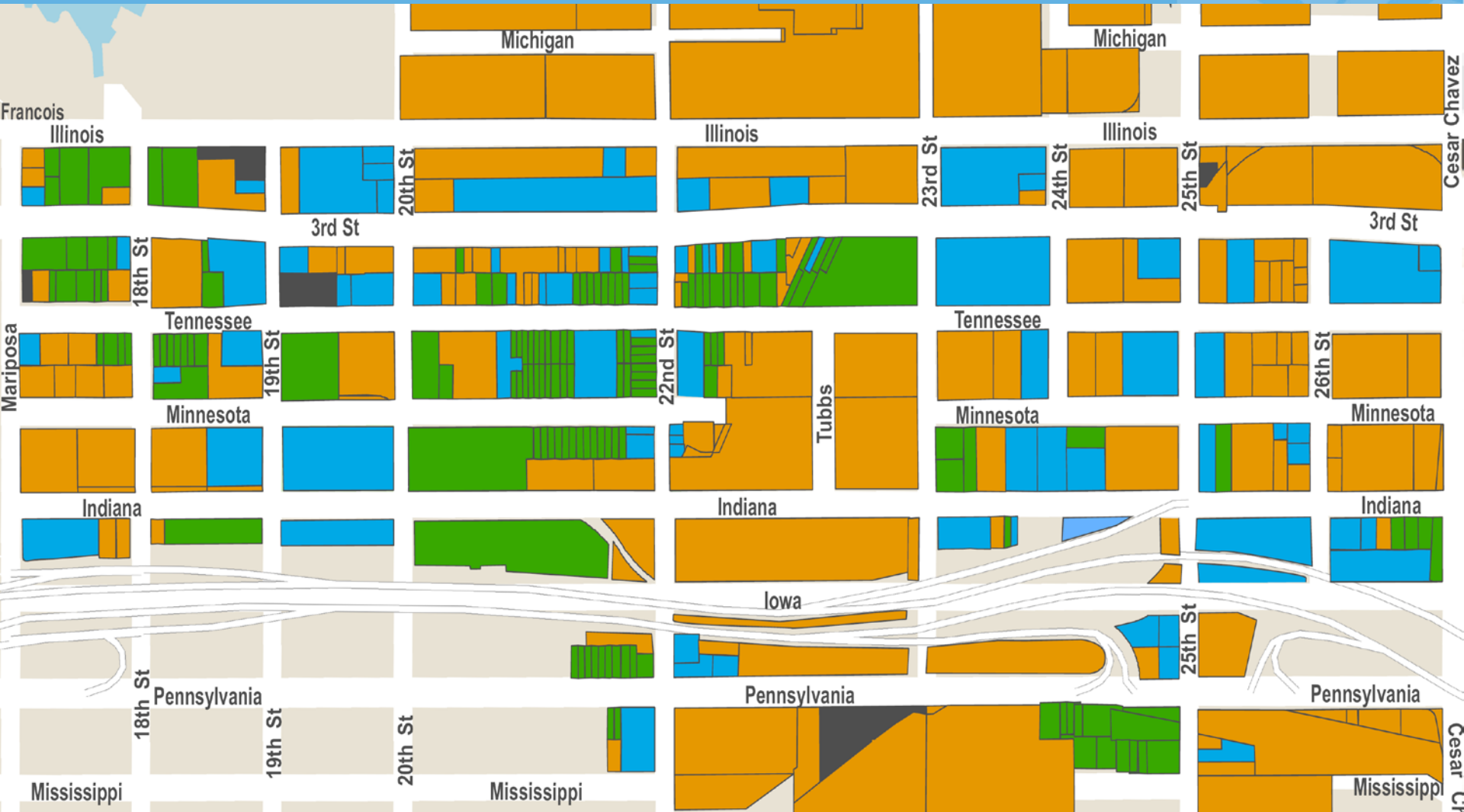
Dogpatch Ground Floor Land Use

Service Oriented | Non-Service Oriented | Residential | Vacant

0.2 Miles
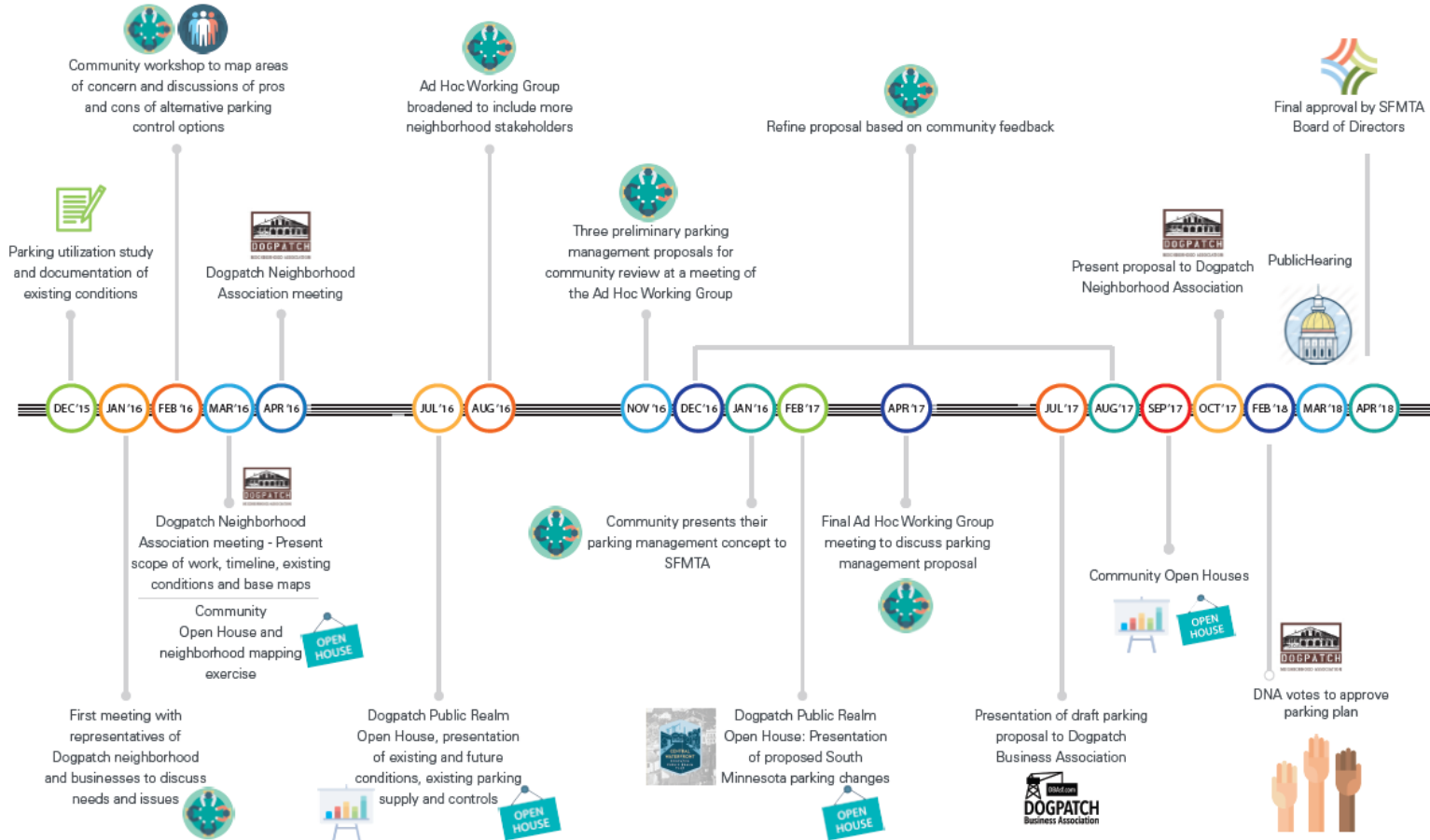
Dogpatch Parking Planning Project

March 2018

sfmta.com/dogpatchparking

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Outreach and Engagement

- 7 meetings with Working Group
- Presentations to stakeholder groups:
  - 5 with Dogpatch Neighborhood Association (some with over 100 attendees)
  - 2 with Dogpatch Business Association
  - 1 with Potrero Dogpatch Merchants Assn.
  - 1 with Potrero Boosters
- Regular meetings with Supervisor Cohen's office
- DNA voted to support the plan

Outreach and Engagement

- Letter to all addresses in Dogpatch
- Email blasts to over 1,000 email addresses for those who had attended meetings/expressed interest
- Emails to businesses
- 6 open houses
- Coverage in local and citywide press
- Numerous small group meetings
- Public hearing March 16, 2018

Outreach and Engagement

- Communications with employees of Dogpatch-area transit facilities
  - 2 letters from John Haley
  - Meetings with division managers
  - 5 meetings at Woods and 700 Penn
  - Meetings with union leaders
- Developing alternatives to driving alone
  - Free employee shuttle to all Dogpatch-area facilities
  - On-site carpool parking

On-Street Regulations

- Balancing competing demands
- Regulations roughly based on land use
    - RPP in residential areas
    - Time limits in commercial/industrial
    - Paid parking for commuters and visitors
- Other considerations
    - Streamlining for enforcement effectiveness
    - Reducing confusion for drivers
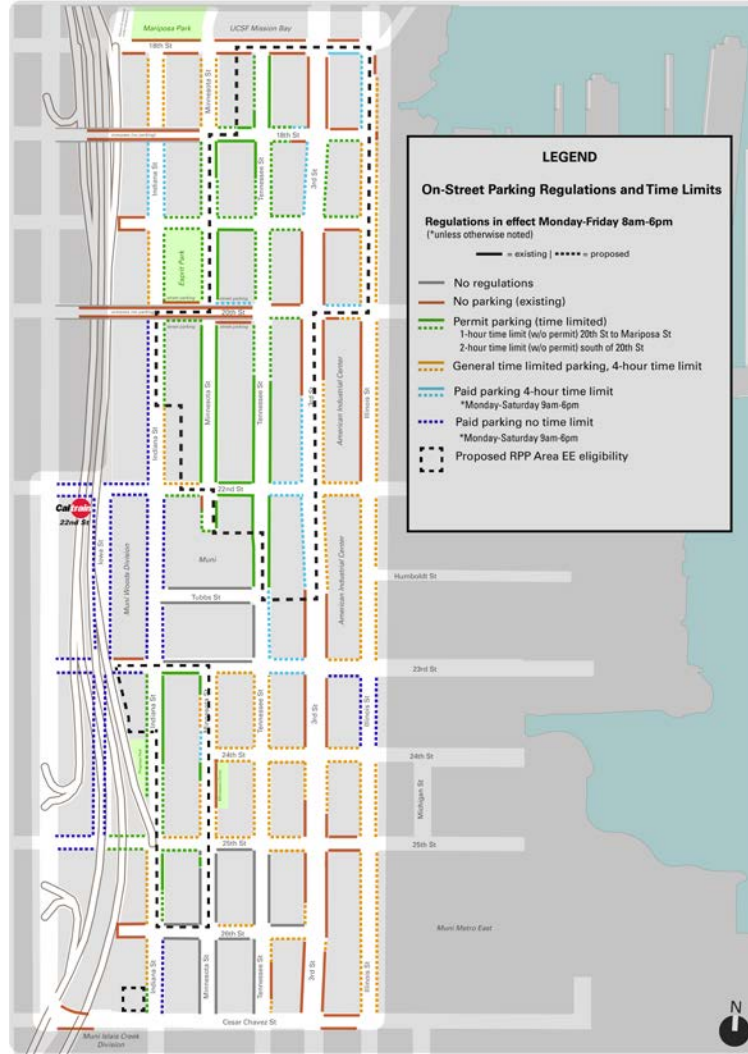
On-Street Regulations

- 1-hour RPP Mariposa to 20th Street to address UCSF employee parking

- Visitor-focused meters: 4-hour time limits, start at $1.50/hour

- Meters in commuter areas: no time limit, start at statutory minimum of $0.50/hour

- 4-hour time limits in mostly industrial areas

- Adding perpendicular parking where possible

Residential Parking Policies

- New RPP Area for Dogpatch (EE)
- Lower caps on permit issuance
    - 1 per driver
    - 2 per household
    - Permits for in-home care providers won't count towards household cap
    - Up to 2 more permits if additional drivers and parking is available
- Most new development excluded from new RPP Area

Dogpatch
RPP Eligibility Proposal, August 2017
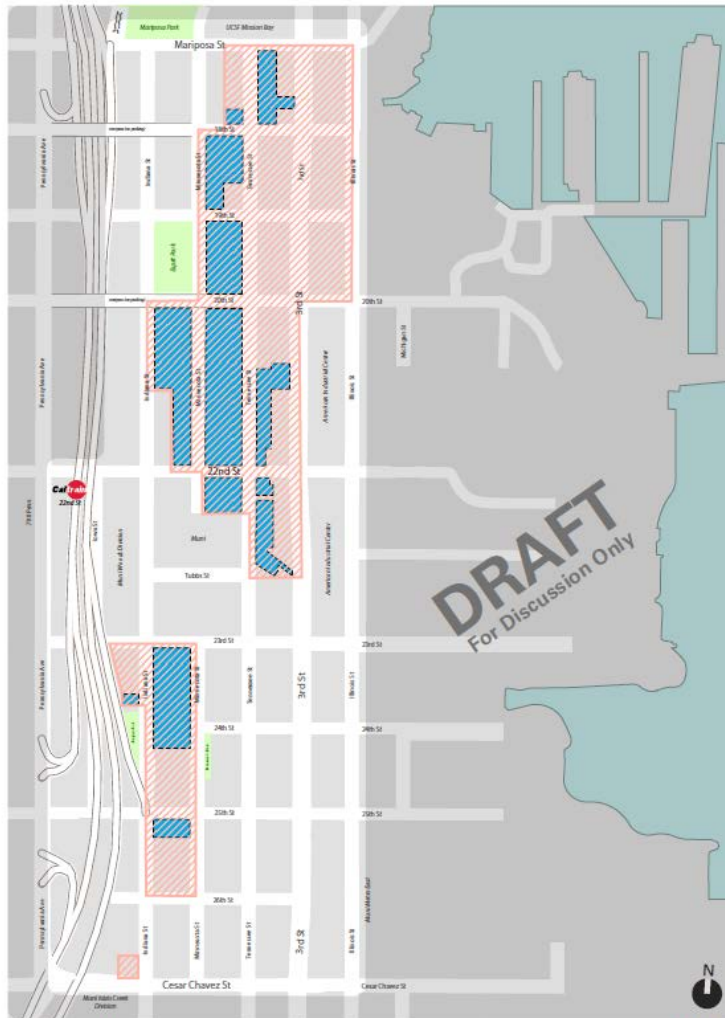
Cross-Agency Collaboration

- Public Works: 22nd Street Green Connection

- Planning Department: Dogpatch Public Realm Plan

- SFMTA subdivisions
  - Livable Streets: Indiana Street bikeway
  - Transit: expansion of Muni facilities, Dogpatch/Potrero/Mission Bay transportation assessment

- Green Benefit District

Addressing Questions and Concerns

- Question: Why not build a parking garage to accommodate everyone who currently parks in the area?

- Answer:
  - City Charter Section 8A.113
  - Extremely expensive: at least $50,000,000 just to build, likely much more

Addressing Questions and Concerns

- Question: couldn't you provide parking permits to area workers?

- Answer:
  - Difficult or impossible to determine which categories of workers should get permits and which should not
  - Providing permits to all workers renders the regulations moot
  - Regulations open up space for those who need it

Addressing Questions and Concerns

- Question: won't demand-responsive pricing lead to higher parking rates?

- Answer:
  - Any price at all will dissuade many who are looking for free, unregulated parking
  - Most blocks did not see a change in rate with latest demand-responsive rate adjustment
  - No regulation leads to worse outcomes

Addressing Questions and Concerns

- Question: How will these parking regulations address events at the forthcoming arena/event center?

- Answer:
  - These regulations set the stage for more targeted special-event regulations on event days
  - Using regulations around AT&T as a starting point, will return to the neighborhood with proposals

Addressing Questions and Concerns

- Question: How will you evaluate whether this plan is successful?

- Answer:
  - Most important metric is parking availability
  - Have already collected extensive "before" data regarding parking occupancy, turnover, and place of origin
  - Will follow up with "after" data collection, and continued community engagement, and adjust as appropriate

SFMTA - Sustainable Streets

Parking and Curb Management

www.sfmta.com/dogpatchparking