



**SFMTA**  
Municipal  
Transportation  
Agency

# Dogpatch Community Parking Regulation Workshop

March 22, 2016  
654 Minnesota Street

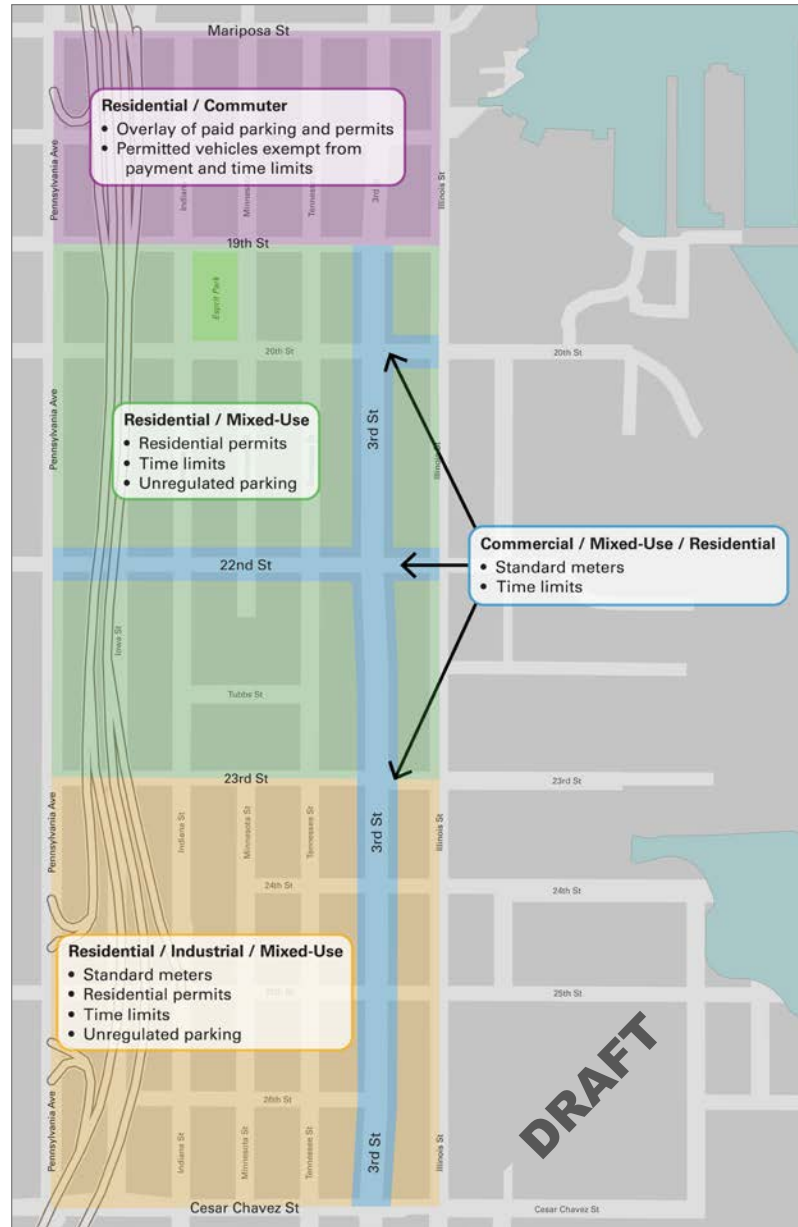
# Goals

1. Improve customer service
2. Tailor parking regulations to the local context
3. Provide equitable access to transportation services
4. Achieve SFMTA and City transportation goals
5. Reduce congestion, improve transit, and increase safety
6. Support neighborhood commercial vitality

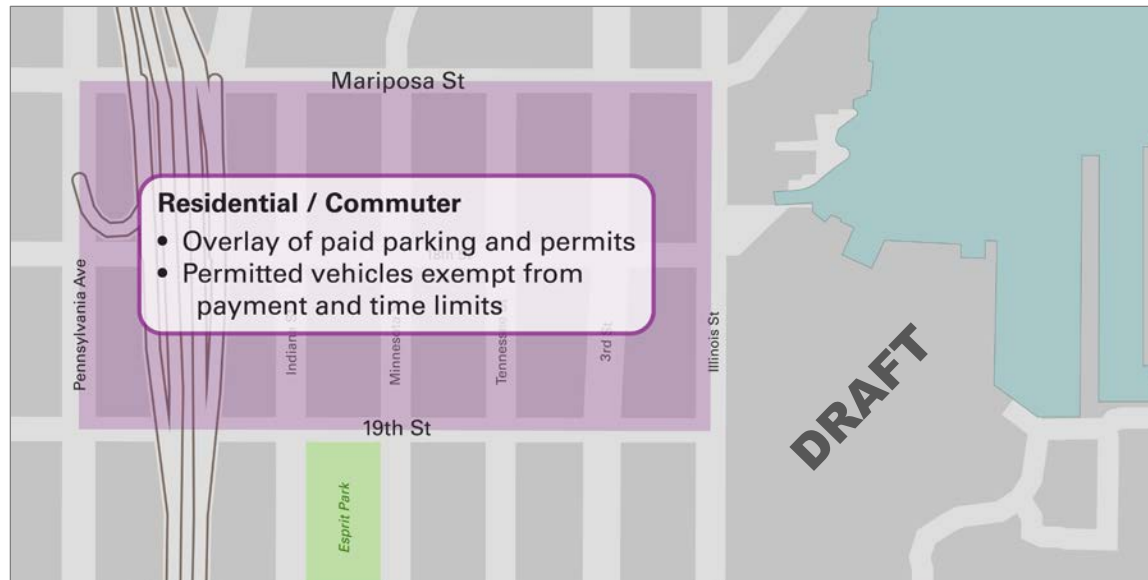
# Study Area Boundaries



# Working Framework

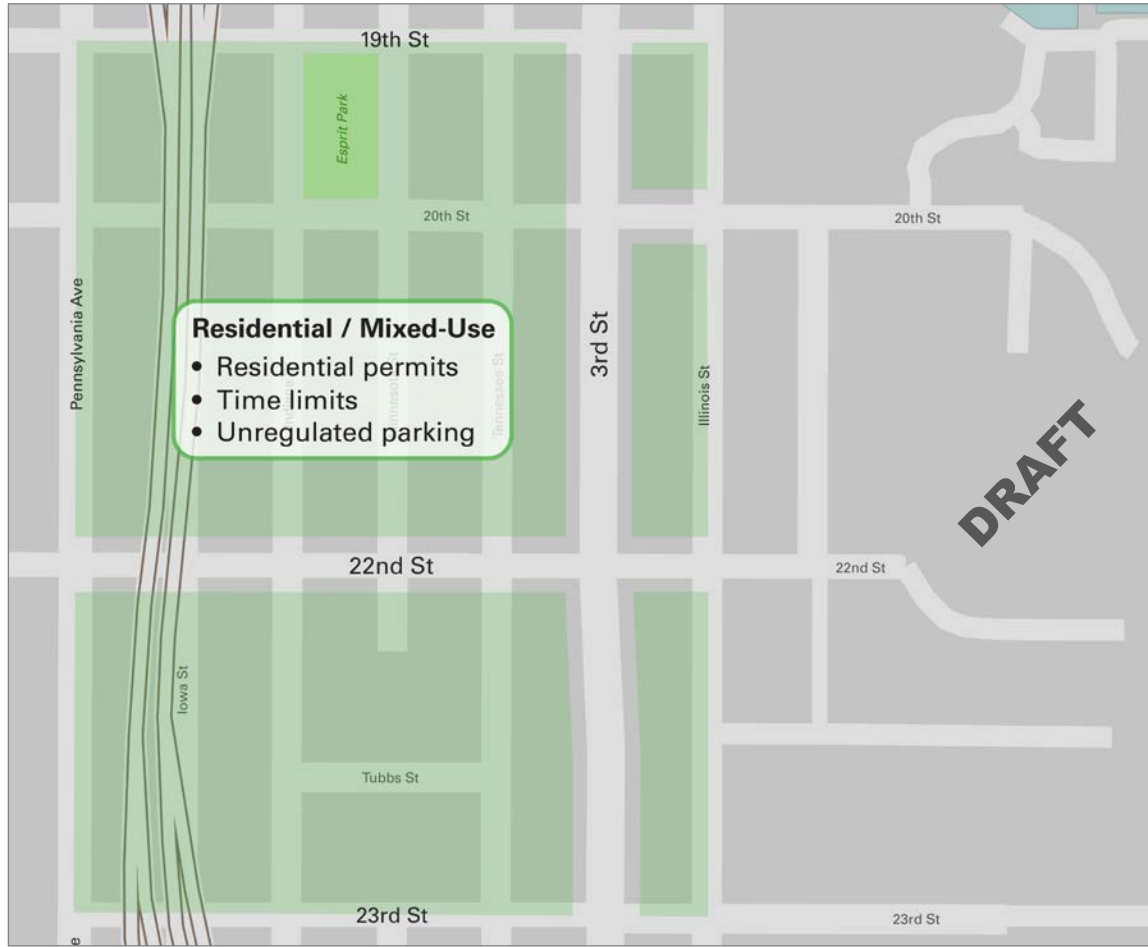


# Sub-Area: North

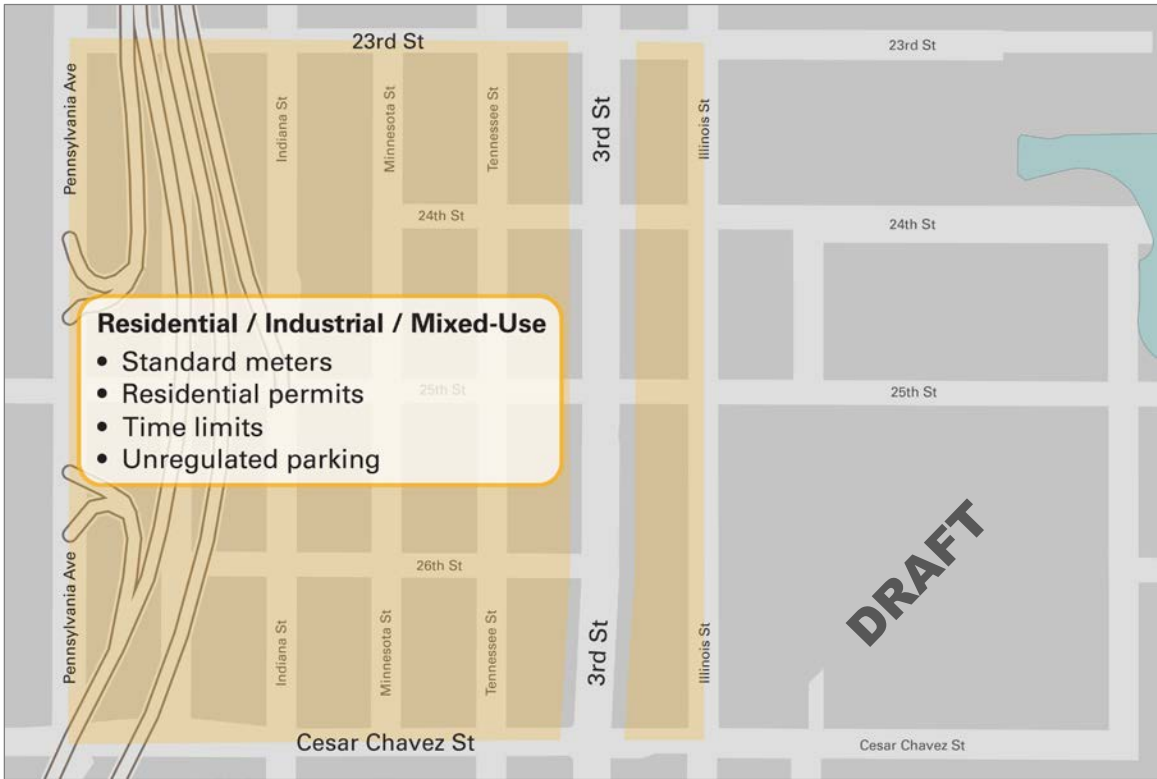


*Note: A few blocks would be set aside for standard parking meters and permit parking for comparison purposes.*

# Sub-Area: Central



# Sub-Area: South

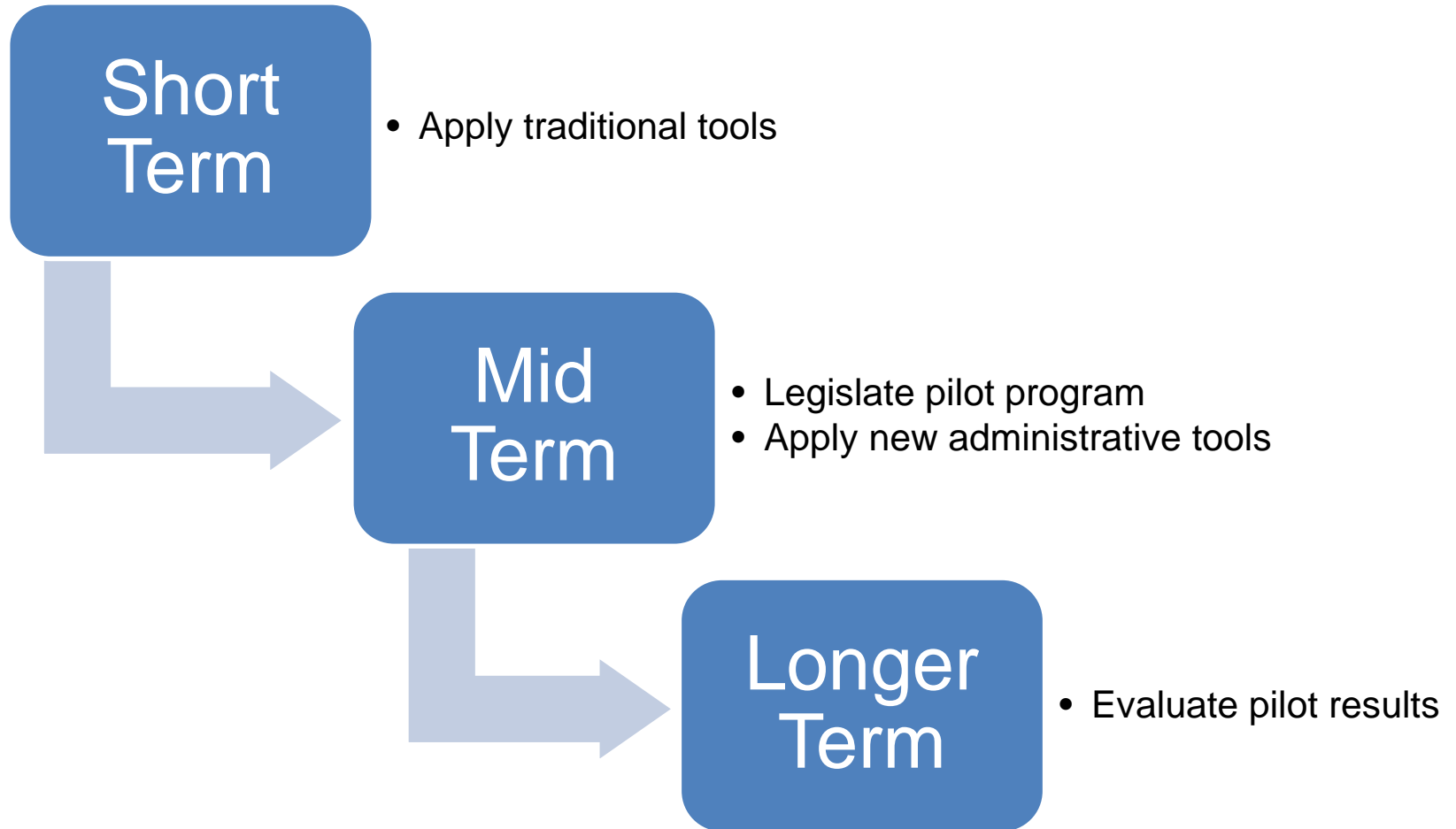


# Sub-Area: 22<sup>nd</sup> & 3<sup>rd</sup> Streets





# Timeline



# Planning Process

- Early discussions with members of the Dogpatch community
  - Meeting #1: January 21<sup>st</sup>
  - Meeting #2: February 3<sup>rd</sup>
  - Meeting #3: February 17<sup>th</sup>
- DNA Member Meetings
  - March 8<sup>th</sup>
  - April 12<sup>th</sup>
- Parking Management Workshop
  - TODAY (March 22<sup>nd</sup>)

# This Evening's Workshop

- We want to get your ideas for specific on-street parking regulations in the Dogpatch
- We have 4 stations set-up with maps to mark-up
- Pick the area where you live or work (know best)
- Each group will present their ideas to everyone after ~30 minutes

# On-Street Regulations

*Usually apply to an entire block or side of street,  
but can be used for segments of blocks*

- **General time limited parking**
- **Residential permit parking (time limited)**
- **Metered parking**
- **Idea: Overlay of meters and permit parking**

# On-Street Regulations

- **General time limited parking**
  - Time limits (1-hr to 4-hr) apply to all vehicles
  - Used to decrease long-term parking, increase turn-over
  - Labor-intensive enforcement (two passes)



# On-Street Regulations

- **Residential permit parking (time limited)**
  - Currently Area X in the Dogpatch
  - Permitted vehicles exempted from time limits
  - Used to make it easier for residents to find parking by discouraging parking by non-residents of the area
  - Labor-intensive enforcement (two passes)



# On-Street Regulations

- **Metered parking**
  - Most effective at encouraging turn-over
  - Used on commercial corridors and other areas where we want to maximize availability
  - Demand-responsive rates (goal: 2 open spaces / block)
  - Simpler enforcement (one pass)



# On-Street Regulations

- **Idea: Overlay of meters and permit parking**
  - Non-residents pay to park
  - Resident permit-holders exempt from payment
  - Better achieves the goal of discouraging all-day visitor parking because:
    - Discourages the “two-hour shuffle”
    - Easier to enforce than time limits
  - Suggested by residents; SFMTA not sure it’s possible
  - Limited pilot area and duration
  - Compare with standard meters and permit parking



# Colored Curb

*More space-specific, responding to the needs of the fronting establishment or land use*

- **White** – passenger loading
- **Yellow** – commercial loading
- **Green** – short-term parking
- **Blue** – parking for people with disabilities
- **Red** – no parking at any time

# Colored Curb

- **White curb**
  - Passenger loading/unloading with a 5 min time limit
  - Can be limited to certain hrs (general parking otherwise)
  - Typical locations:
    - Schools, day care, hospitals and medical offices, senior centers, churches, theaters, arts centers (e.g., Minnesota Street Project), large restaurants, valet parking, transit stations (e.g., Caltrain)



# Colored Curb

- **Yellow curb**

- Freight loading/unloading by commercial vehicles
- Can be limited to certain hrs (general parking otherwise)
- Typical locations:
  - Large businesses, properties that receive or deliver a lot shipments, commercial corridors



# Colored Curb

- **Green curb**

- Short-term parking with a 10 min time limit
  - Green cap meters have a 15 or 30 min time limit
- Can be limited to certain hrs (general parking otherwise)
- Typical locations:
  - Neighborhood grocery and convenience stores, dry cleaners, florists, shipping centers, hardware stores, ATM machines





# Colored Curb

- **Blue curb**

- Parking for people with disabilities (placard required)
- Typical locations:
  - Hospitals and medical offices, senior centers, near public parks and playgrounds, in commercial areas



# Colored Curb

- **Red curb**

- No parking anytime
- Typical locations:
  - Bus stops, fire hydrants, edges of driveways (curb tips)
  - Also used to improve sight lines for people driving and to “daylight” intersections so people walking are easier to see



# This Evening's Workshop

- Available for each group:
  1. Blank map to draw on and colored pencils
  2. Map of existing parking regulations
  3. Reference sheet with parking regulations presented
- Pick the area where you live or work (know best)
- Each group will present their ideas to everyone after ~30 minutes

# Next Steps

- Reach out to stakeholders – April-May
  - Neighbors, businesses, UCSF, Port Authority, Potrero Boosters, others
- DNA Member Meeting – Tuesday, April 12<sup>th</sup>, 7pm
  - Submit ad hoc committee recommendations to DNA Board