Hayes Valley Curb Management

HVNA Working Group

March 4, 2020

Agenda

Meeting objectives
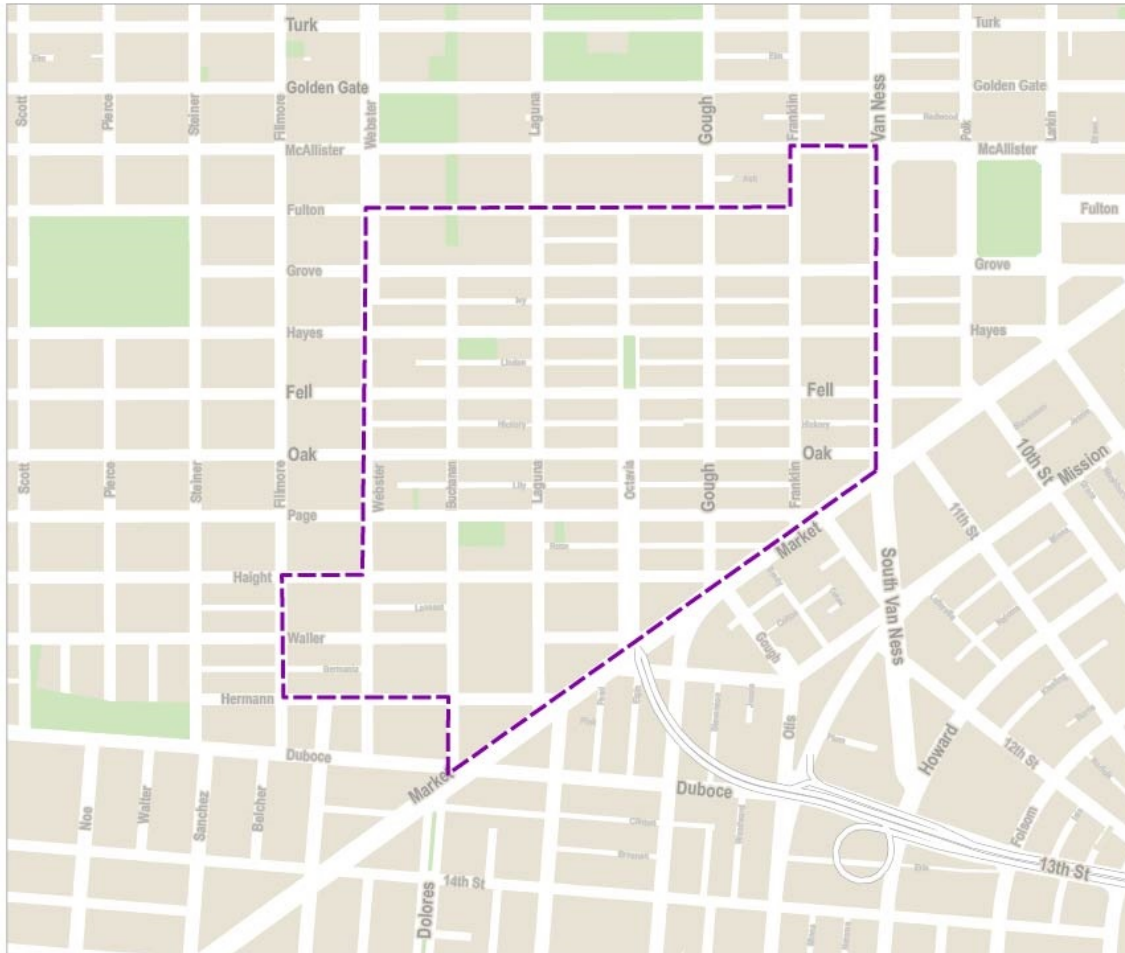
1. Residential Permit Parking
   - Review public input on RPP policy options
   - Review & discuss policy options for RPP in Hayes Valley

2. Hayes Street Quick Build
   - Review and discuss curb management proposal
   - Outreach to merchants

3. Next Steps

Hayes Valley Study Area

Vision

- Manage curb for optimal use

- Improve safety and encourage walking, bicycling and transit

- Match number of RPP permits issued and available parking

Market – Octavia Plan

Policy basis for planning

The Market-Octavia Plan's transportation and parking related objectives, specifically Objective 5.4, further the neighborhood's goal to reduce dependence on private automobile travel.

(Objective 5.4) Manage existing parking resources to maximize service and accessibility to all.

> Consider revisions to the Residential Parking Permit (RPP) program that make more efficient use of the on-street parking supply. (Policy 5.4.1) Many San Franciscans live in older neighborhoods where parking for existing residences and businesses is scarce and they rely on a limited amount of on-street parking. Limit the issuance of parking permits based on the availability of parking spaces, and through increasing fees for on-street permits to more closely reflect their true market value.

Public input summary

- In fall 2019, SFMTA posted a MetroQuest survey on the Hayes Valley Parking project website, www.sfmta.com/hayesvalleyparking to solicit input from a broad base of residents and businesses.

    - 7,282 postcards mailed with link to Hayes Valley MetroQuest survey
    - 504 participants
        - 5959 data points
        - 782 comments

Public input summary MetroQuest survey-screen 2

Public input summary-Transportation priorities-screen 2

⬇ Below: Each ranking item, showing how often each item was ranked in each position, ordered by average. Note that 1 is the highest rank.

Better Parking Access

		Rank
113 (59%)		1
40 (21%)		2
39 (20%)		3

Times ranked: 192
Average rank: 1.615

Safer streets

		Rank
120 (42%)		1
98 (34%)		2
71 (25%)		3

Times ranked: 289
Average rank: 1.830

Safer Cycling Facilities

|		Rank
60 (32%)		1
67 (36%)		2
60 (32%)		3

Times ranked: 187
Average rank: 2.000

Wider Sidewalks

		Rank
49 (29%)		1
62 (37%)		2
58 (34%)		3

Times ranked: 169
Average rank: 2.053

More Loading Zones

		Rank
19 (20%)		1
38 (39%)		2
40 (41%)		3

Times ranked: 97
Average rank: 2.216

Better Transit Facilities

		Rank
41 (20%)		1
72 (35%)		2
94 (45%)		3

Times ranked: 207
Average rank: 2.256

Carshare (ZipcarMaven)

		Rank
5 (15%)		1
14 (42%)		2
14 (42%)		3

Times ranked: 33
Average rank: 2.273

Map indicators are geo-coded

The survey included an interactive map and respondents were asked to drag one of the feature icons to a location on the map where they felt that issue was a concern. [Map below is a composite of all markers dragged onto the map]
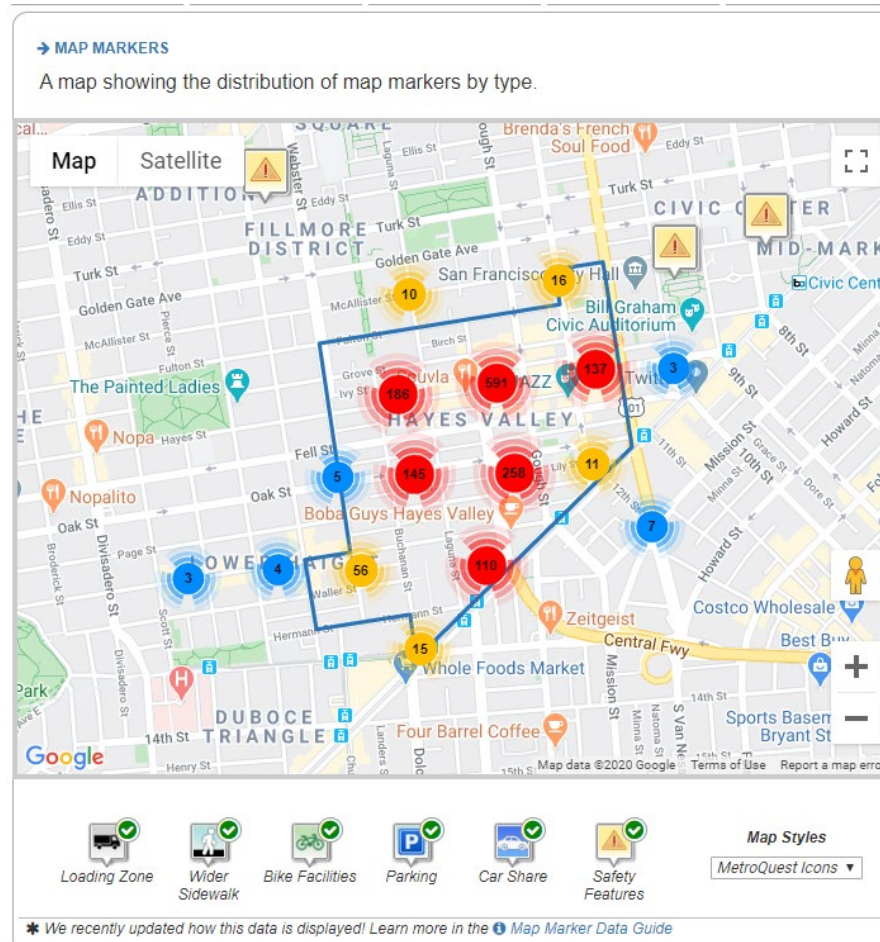
Map markers by type

Below, the number of map markers that respondents placed on the map by category. The category, Safety Features, generated the most map markers and Car Share generated the least.

↓ Below: Each marker type, showing how many markers have been dropped, plus any additional input through dropdowns.

Car_Share	**Loading_Zone**	**Bike_Facilities**	**Parking**	**Wider_Sidew...**	**Safety_Featu...**
Markers: 49	Markers: 194	Markers: 204	Markers: 226	Markers: 369	Markers: 527
	Question 1:	Question 1:	Question 1:	Question 1:	Question 1:
	114 Passenger	1 What type of ...	30 RPP meters P...	44 Outdoor dining	7 Which safety f...
	35 Commercial	118 Separated bik...	90 Residential pe...	44 More room for...	4 Transit island
		29 Bikeshare pod	29 No regulation	182 More room for...	122 Street closure...
		14 Bike parking c...	13 Meters	40 Gathering are...	11 Stop sign
			13 General time I...		56 Speed humps...
					25 Separated bik...
					15 Roundabout
					11 Red zones for...
					20 Continental cr...
					76 Bulbouts for s...

Map markers—loading zones

Below, a count of loading zone map markers, by type and general location

Feature	# Markers	Frequent Locations		
Passenger	114	Hayes just east of Octavia, north side	Hayes between Laguna and Octavia, South Side	Franklin, west side, between Fell and Hayes
Commercial	35	Hayes just east of Laguna	Near Hayes and Gough	Near Hayes and Octavia

Map markers–parking

Below, a summary of parking map markers, by type of parking selected in the pull-down menu. For the most part, markers were spread evenly throughout the neighborhood.

Feature	# Markers	Frequent Locations		
Residential Permit Parking	90	Page between Octavia and Laguna	Fell between Octavia and Webster	Around the intersection of Hayes and Buchanan
Paid or Permit	30	Page between Laguna and Gough	Around the intersection of Octavia and Grove	Near Gough between Page and Oak
No regulation	29	Page between Franklin and Laguna	[rest of points scattered evenly]	
Meters	13	North of Fell Street	[rest of points scattered evenly]	
General time limit	13	Hayes from Gough to Laguna	[rest of points scattered evenly]	

Screen 4: RPP Permit Scenarios

The following slides present the data collected from the three RPP Scenarios presented in the survey. The three scenarios are:

1. Keep the status quo—keep the policies regarding the number of permits that could be issued to each household and the RPP Area boundaries the same.

2. Expand the RPP Area to allow families who do not have off-street parking to obtain RPP permits. For instance, no off-street parking has been provided for much of the new housing built in Hayes Valley. *[Existing eligible households, even if they have one or two garage spaces, are allowed to obtain up to 4 permits under current policy.]*

3. Reduce the number of permits households may purchase from 4 to 1.

Public input summary – RPP_Screen 4

The majority of respondents support limiting the number of RPP permits issued within Hayes Valley, are in less agreement about maintaining the status quo and are split on expanding the RPP Area
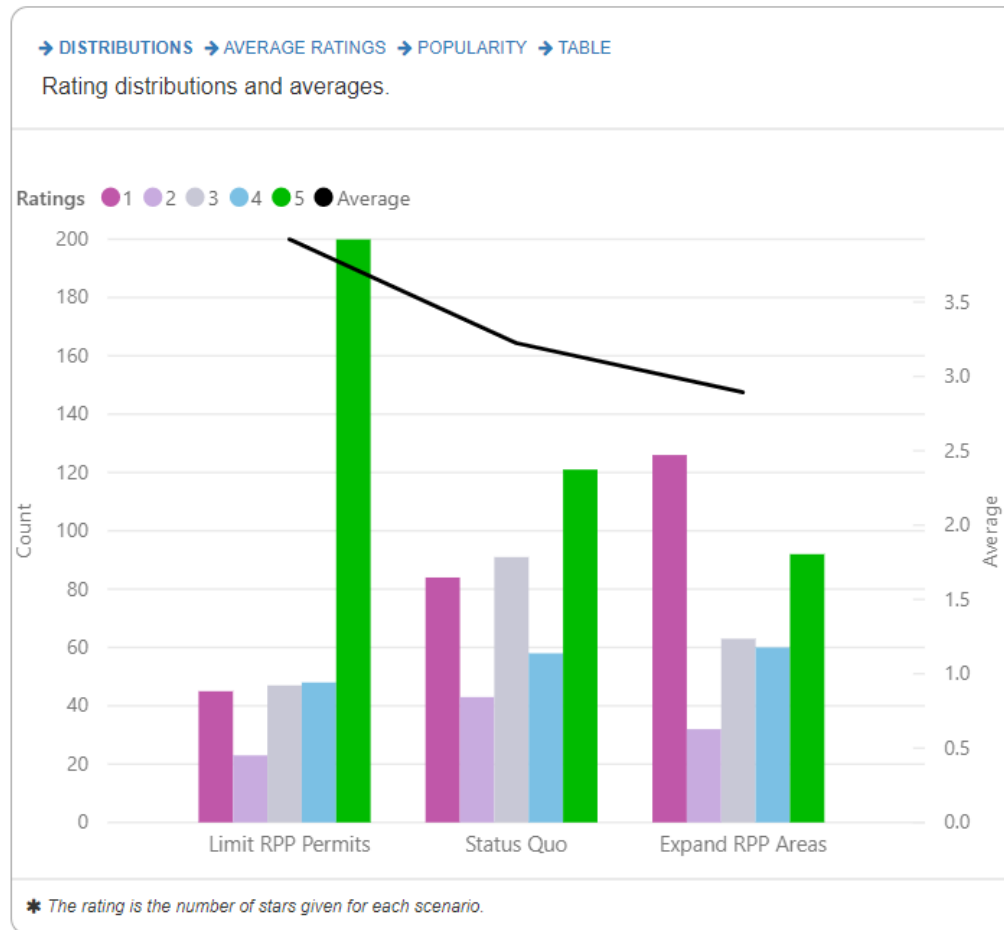
Screen shot– RPP_1ˢᵗ scenario: maintain status quo

Public input summary – RPP-maintain status quo

Scenario: Status Quo
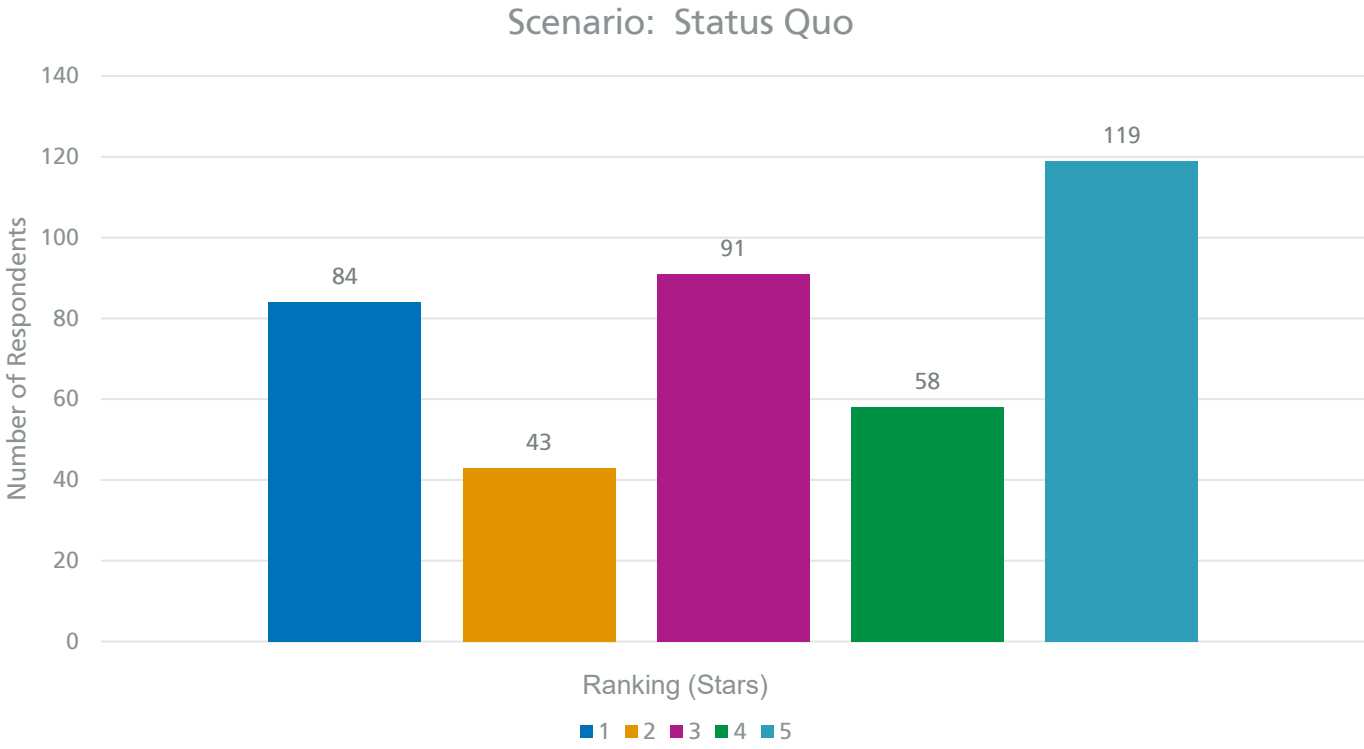
Mentions	Comments
29	Allow all residents of Hayes Valley to have RPP permits
9	Residents of new buildings should not have RPP permits if there is a garage; and, residents knew when they moved in that there would be no parking.
21	Other miscellaneous comments

Screen shot – 2nd scenario: expand RPP Area

Public input summary – Expand RPP eligibility

Scenario: Expand RPP Eligibility

Bar chart — Number of Respondents vs Ranking (Stars):
- 1 (blue): 125
- 2 (orange): 32
- 3 (magenta): 62
- 4 (green): 60
- 5 (teal): 92
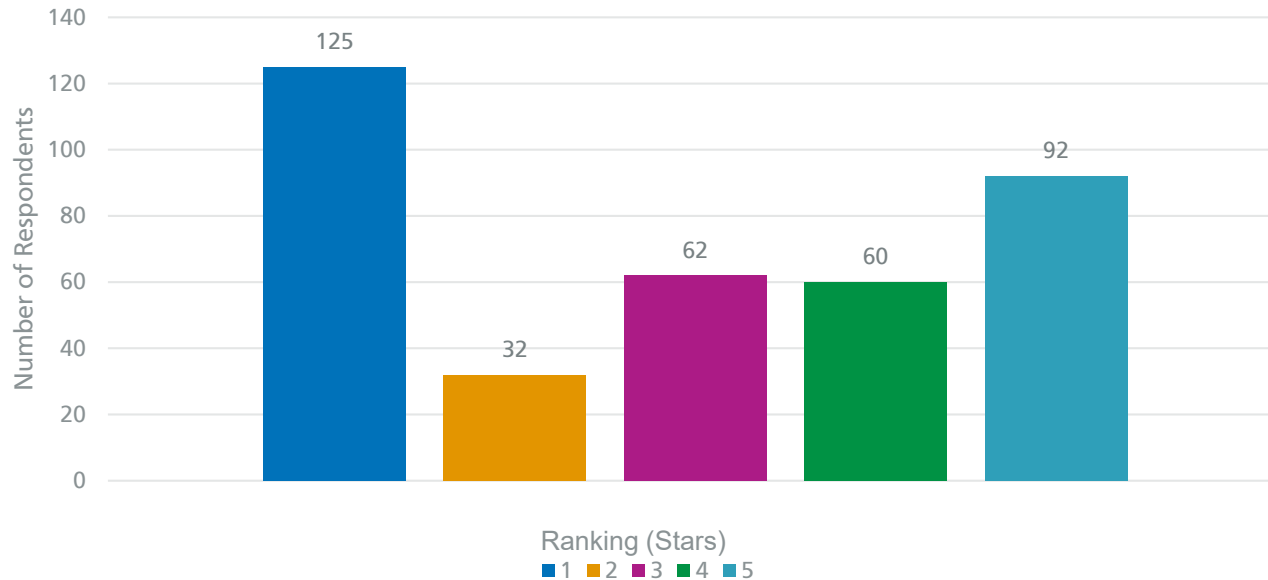
Mentions	Comments
20	Expand RPP Areas to allow all Hayes Valley residents to have permits
3	All residents of new buildings to have RPP if there is no parking provided
5	New buildings should not have RPP since they were intended to be car-free
4	Residents with garages should not be allowed to have RPP
5	No on-street parking reserved for residents
5	Do not expand the RPP Area at all; there is enough RPP-restricted parking

Screen shot – 3rd scenario: limit RPP permits

Public input summary – limit RPP permits

Scenario: Limit RPP Permits
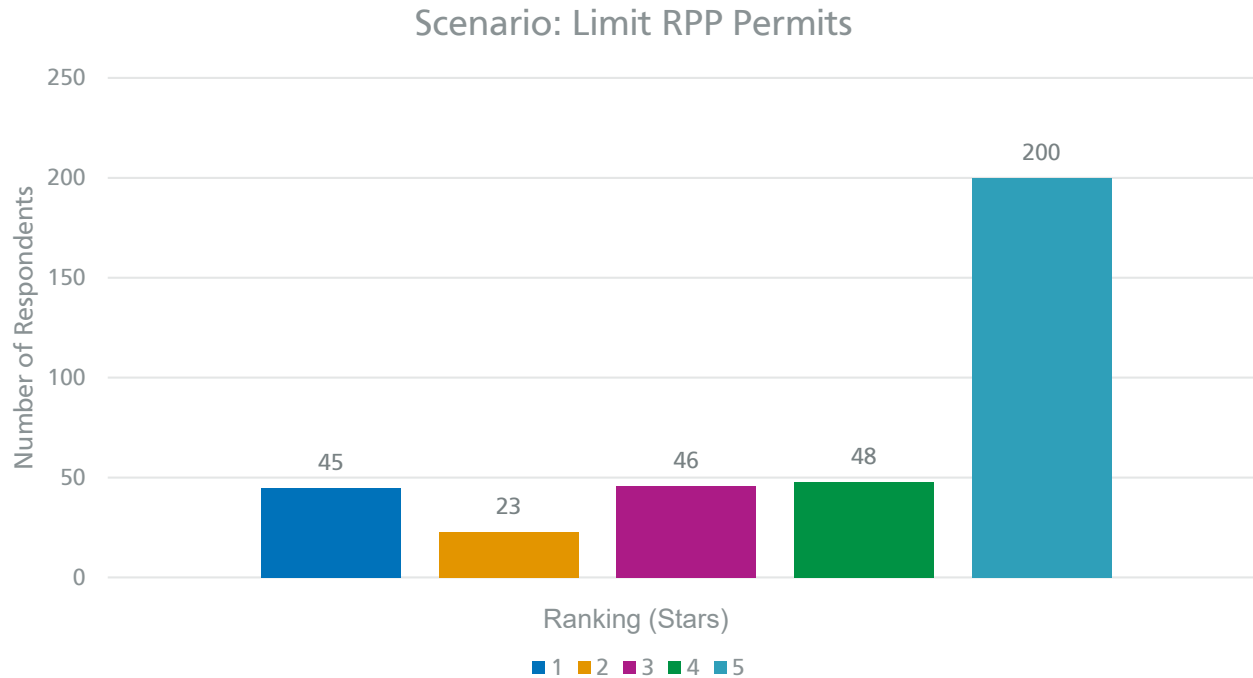
Mentions	Comments
23	Limit permits to one or two per household; limit permits per driver
10	Increase price of permit; increase price of permit for 2nd or 3rd permit; if have garage, limit permit to only 1 or 0 or increase price for permit if have garage.
6	Replace parking with parklet or other use; eliminate RPP

Proposed RPP policy changes

- Create new RPP Area
  - See map—generally bounded by Fulton, Market, Franklin and Webster
  - Combine parts of Area S and Area R
  - Establish consistent hours & days of enforcement
  - Ensures everyone has equal access to RPP, newcomers and low-income treated equal to existing residents

- All residents limited to one permit per address

- Added RPP block faces to be Paid or Permit
  [this is a new form of curb mngt. that allows flexibility]

Hayes Street Curb Management

- *[note: a temporary closure of Hayes Street until 12/31/20 is in process. The proposal that follows is for the long term]*

- Prior research, outreach, and planning
  - 2018 Hayes Valley loading study
    - Many businesses near Hayes/Octavia intersection support loading zones
  - Curb Management Strategy
    - Suggests proactively adding loading zones
  - Metroquest survey
    - Many responses supporting passenger loading

Hayes Street curb management

- Proposal Summary
  - Addition of new passenger loading zones on Hayes
    - Some zones evening-only, with general parking or commercial loading during the day
    - Focused on two blocks between Laguna and Gough
  - Addition of commercial loading
    - Focused on areas where business loading needs are high
  - Changes to nearby streets
    - Changes to loading on Gough
    - Changes on Octavia

Hayes Street curb management

- Future research, outreach, and planning
  - Meeting with local businesses
    - "Office hours" format
    - Focus on yellow zone timing and green zones
    - Specific outreach to business that generate lots of loading
  - Loading research study
  - Outreach to residents
    - Support from HVNA
  - Further study of nearby streets
    - RPP/Meters on Laguna
    - Loading on Linden and Gough
  - Other - discuss

Next Steps

1. SFMTA develops RPP proposal showing
   a. boundary of new area
   b. proposed parking/curb regulations by block
   c. days and hours of enforcement
2. SFMTA develops Hayes Street proposal
3. Presentation to SFMTA internal stakeholders
4. Presentation to HVNA T&P Committee for feedback
5. Feedback incorporated into proposal and presented to HVNA T&P Committee and Board
6. Revise proposals as needed
7. Start legislative process

Background

The following slides were presented in previous meetings but are added here for reference.

Hayes Valley Parking Inventory
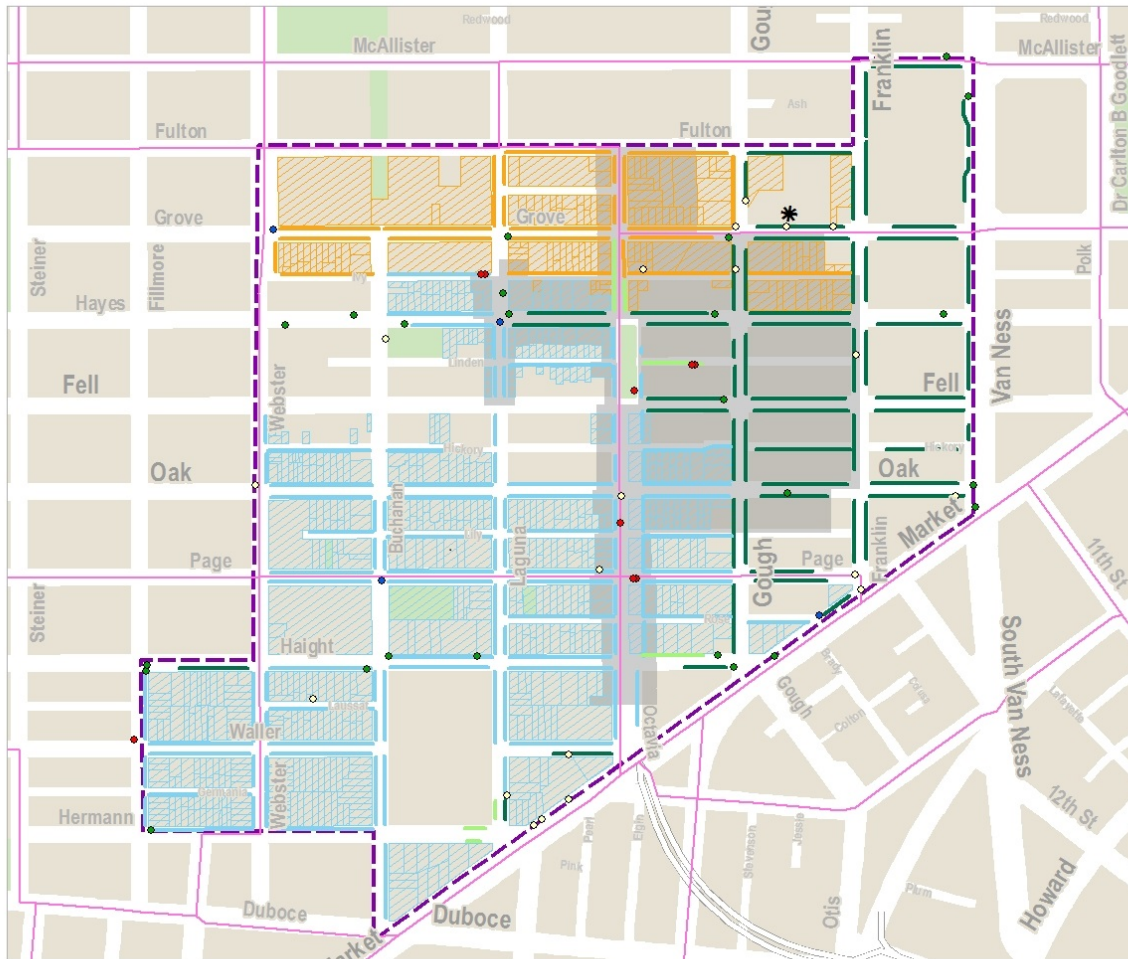
Parking in Hayes Valley

Existing Conditions

February 2019

Hayes Valley boundary as defined by the Hayes Valley Neighborhood Association

- ▬ RPP Area R Curb
- ▬ RPP Area S Curb
- ▬ Metered Curb
- ▬ Metered Curb (Pending)
- ▬ Bikeway Network
- ● On-Street Carshare
- ○ Off-Street Carshare
- ● Bikeshare Station
- ● Muni Stops
- ✳ Performing Arts Garage
- ▨ RPP Area R Eligibility
- ▨ RPP Area S Eligibility
- ▨ Hayes Valley Neighborhood Commercial Transit District Zone
- ┅ HVNA Boundary

Hayes Valley parking by the numbers
Residential Parking Permits: 1,031
Residential Parking Permit-regulated spots: 1,198
Metered spaces: 665

0.09 miles

Scale 1:4,591

Date Saved: 2/13/2019

For reference contact: <raynell.cooper@sfmta.com>

SFMTA

Document Path: G:\01_Projects\Parking_Group\ResidentialParkingPermits_HayesValley\04_MXD\hv_base.mxd
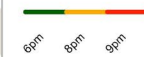User Name: rcooper

Hayes Valley Parking Occupancy

New and Planned Housing

Recent and Upcoming Housing in Hayes Valley

February 2019

Map includes buildings with 10 or more units in the Q4 2018 Housing Pipeline data from SF Planning and selected recently-completed buildings. Hayes Valley boundary as defined by the Hayes Valley Neighborhood Association
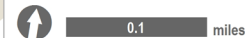
Number of Units in Planned or Under Construction Units

- • 12-39 net units
- ● 40-139 net units
- ⬤ 140 or more net units
- ● Other Recent Major Residential Buildings
- ▮ RPP Area R
- ▮ RPP Area S
- ⬚ HVNA Boundary
- [##] Number of Planned Units
- [##] Number of Built Units

Hayes Valley pipeline by the numbers

869 units in pipeline in buildings with 10 or more units
190 of those units in currently RPP-eligible parcels

923 total net housing units in the pipeline (regardless of building size)
220 of those units in currently RPP-eligible parcels

0.1 miles

Scale 1:4,354

Date Saved: 2/13/2019

For reference contact: <raynell.cooper@sfmta.com>

SFMTA

Document Path: G:\01_Projects\Parking_Group\ResidentialParkingPermits_HayesValley\04_MXD\hv_pipe.mxd
User Name: rcooper

Current and Future Conditions

Total Housing	Current	Future/Expanded Area
Total Housing	6,070	6,993
RPP Eligible Units	3,969	5,212
Permits Issued	1,031	1,355 +/-
Ratio Permits/Housing	26%	26%
Total Parking	2,350	2,598 +/-
Metered Spaces	665	644
RPP Spaces	1,238	1,508 +/-
Ratio Permits/RPP Spaces	83%	90%

Residential Parking Issues

- Continued population growth will increase pressure on curb
  - 923 new and planned housing units

- Residents of new housing request eligibility for RPP Permits
  - Alchemy by Alta & Openhouse (400+ units)
  - 11 Franklin
  - 450 Hayes

- Current policy allows up to 4 permits/address

- SFMTA seeks input from community before acting on new petitions

Curb Management Issues

- Not a new challenge

- High demand from businesses for loading

- Critical part of many SFMTA projects

- Lack of loading leads to safety hazards, transit delay, congestion

- New mobility trends exacerbating issues

Curb Management Strategy

- Support agency goals like Vision Zero, Transit First

- Prioritization framework: base decisions on efficiency, equity

- Pilot projects and data collection

- Recommended strategies and tools