



SFMTA



Hayes Valley Parking & Curb Management Plan Community Meeting

February 17, 2021



Co-Sponsors



**The Hayes Valley
Neighborhood Association**

A background image of a city street intersection. In the foreground, several cyclists are riding across a crosswalk. The street is lined with trees and buildings. Traffic lights and street signs are visible. The text 'Presenters' and 'SFMTA Parking & Curb Management' is overlaid on the image.

Presenters

SFMTA Parking & Curb Management

Hank Willson

Raynell Cooper

Kathryn Studwell

Agenda

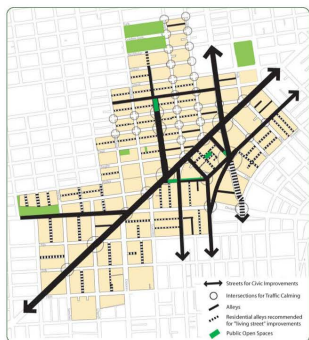
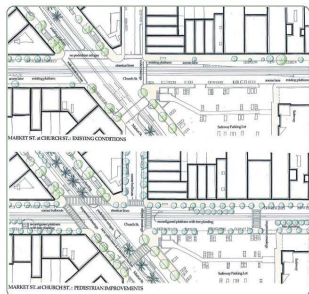
- Purpose
- Issues
- Planning process and outreach
- Proposals
 - Residential Permit Parking
 - Pay or Permit Parking
 - Hayes Street curb modifications
- Project timeline & next steps
- Questions & comments

Purpose

- Implement Market/ Octavia plan
- City policies that encourage alternative/active transportation
- Meet sustainability goals that require reduced vehicle use



Market-Octavia Neighborhood Plan



The Eight Elements of a Good Neighborhood:

- Part of the dialogue with the community** was about the elements that contribute to a good urban neighborhood. The following were thought to comprise the eight elements of a good neighborhood.
- Walk to Shops**
A great neighborhood has stores and shops that satisfy everyday needs within an easy walk from home.
- Safe Streets**
In a great neighborhood people can walk without fear of crime, being threatened by traffic, or being disturbed by occasional robbers.
- Getting Around Easily**
Great neighborhoods find it easy to move about on foot, by bicycle, transit, and auto.
- Housing Choices**
A mix of houses, flats, and apartments of various sizes meet different needs and preferences.
- Gathering Places**
A great neighborhood has places for people to meet, talk, and be neighborly. Public gathering places include parks, plazas, sidewalks, and streets.
- City Services**
A great neighborhood has a full range of public services including parks, schools, police and fire stations, libraries, and other services.
- Special Character**
All neighborhoods are shaped by their physical setting, history, buildings, open spaces, history, culture and the people who live in them. In great neighborhoods these attributes combine in a unique and memorable way.
- Part of the Whole**
Great neighborhoods stand out on their own, yet are connected to the city.

Market & Octavia NEIGHBORHOOD PLAN

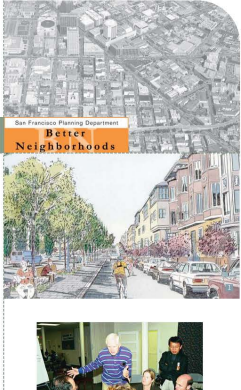
BETTER NEIGHBORHOODS PROGRAM

The Plan Vision

Since 2000, a continuing dialogue among residents, businesses and other community members has refined what makes a decisively urban neighborhood great. The vision is for a place that people of many different lifestyles, ages and ethnicities could call home. A place that allows for choice of transportation and enjoyment of great public spaces. A place that revives and repairs itself by building on the strengths of its long-standing character.

The Proposal

The vision serves as the guide for the Plan. To respond to the need for housing, repair the fabric of the neighborhood, and to support transit-oriented development, the Plan proposes new zoning for appropriate residential and commercial uses, prescribes streetscape and public space improvements, and sets a table for the future.



Plan Framework

- A** Interim pedestrian safety at many of the city blocks
- B** Enhance pedestrian safety of existing and additional streets along the Corridor
- C** Improve the safety, walkability and accessibility of the neighborhood commercial district
- D** Develop new pedestrian circulation infrastructure to better connect the area
- E** Create a network of local streets and open spaces within parks, open spaces and adjacent open parking
- F** Support residential uses within the downtown and adjacent open parking
- G** Support neighborhood uses and activities that create a vibrant neighborhood with a mix of uses and services
- H** Create a network of local streets and open spaces within parks, open spaces and adjacent open parking
- I** Change the mix of uses and the amount of commercial activity within the area of the Corridor
- J** Develop the use of Market Street in the city center to meet and improve neighborhood needs
- K** Improve the connection of Church and Market Streets and Market Street to the Corridor

Housing People:
Market and Octavia's diverse local population creates the vitality of the place. Different housing types, available at different levels of affordability, provide a wide and sensitive setting for this community.

Balancing Transportation Choices:
The Market and Octavia area has a physical fabric that enables people to access much of what they need on foot. Over time, this fabric has been successful because it supports a range of travel modes and enables people to choose among them as their needs dictate. It allows in people's behavior, compared to the city overall, the average household in Market and Octavia is about 50 percent less likely to be driving a vehicle.¹ Automobiles have an important role here, but should not dominate to the point of undermining the long-standing fabric.

Building 'Whole' Neighborhoods:
Urban places like Market and Octavia work well because they support a critical mass of people and activities, which in turn makes it possible for a full range of services and amenities to thrive in close proximity. As these neighborhoods grow, more people bring the opportunity for these services to thrive — everyday retail needs and community services, as well as public spaces, parks and schools provide a setting where community life is nurtured and strengthened.

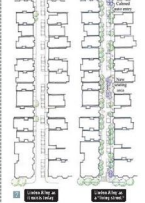
¹ Based on the 2000 Census, 42 percent of households in the Market and Octavia Plan Area do not have access to a vehicle compared to 38 percent for the city as a whole.

Market & Octavia NEIGHBORHOOD PLAN



What the plan would do:

- Allow flexible types of new housing to meet a broad range of needs.
 - Reduce parking requirements to encourage housing and services without adding cars.
 - Balance transportation by considering people movement over auto movement.
 - Build walkable "whole" neighborhoods meeting everyday needs.
- Develop some key plan components to help realize the vision:
- Freeway touch-down recommendations at Market and new Octavia Boulevard.
 - Infill guidelines for housing on the vacant Central Freeway parcels.
 - Strengthening the heart of Hayes Valley.
 - Guidelines for Market Street as a residential and retail spine.
 - A new residential center in SOMA West / South Van Ness area.
 - Changes to street circulation - restoring urban structure.
 - Area-wide streetscape and traffic calming improvements.
 - Enhancements to the Church/Market/Duboce area.
 - Opportunities for public open spaces.



SFMTA Strategic Plan Objectives

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

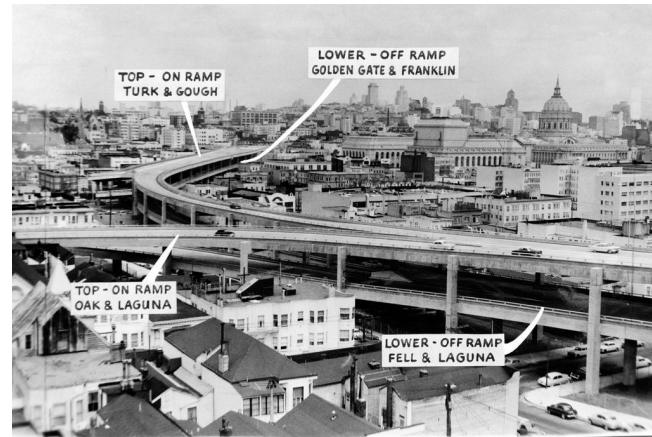
Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.



Hayes Valley: Before



Hayes Valley: Now



Planning issues

- Increasing demand on limited curb & more circling for parking
- Need more flexibility in curb management for mixed uses (residential & commercial)
- Increased requests for RPP Area expansion
- Support local business vitality



Curb management has always been a challenge in San Francisco



Many users competing for curbside space; new curbside uses are growing and expanding

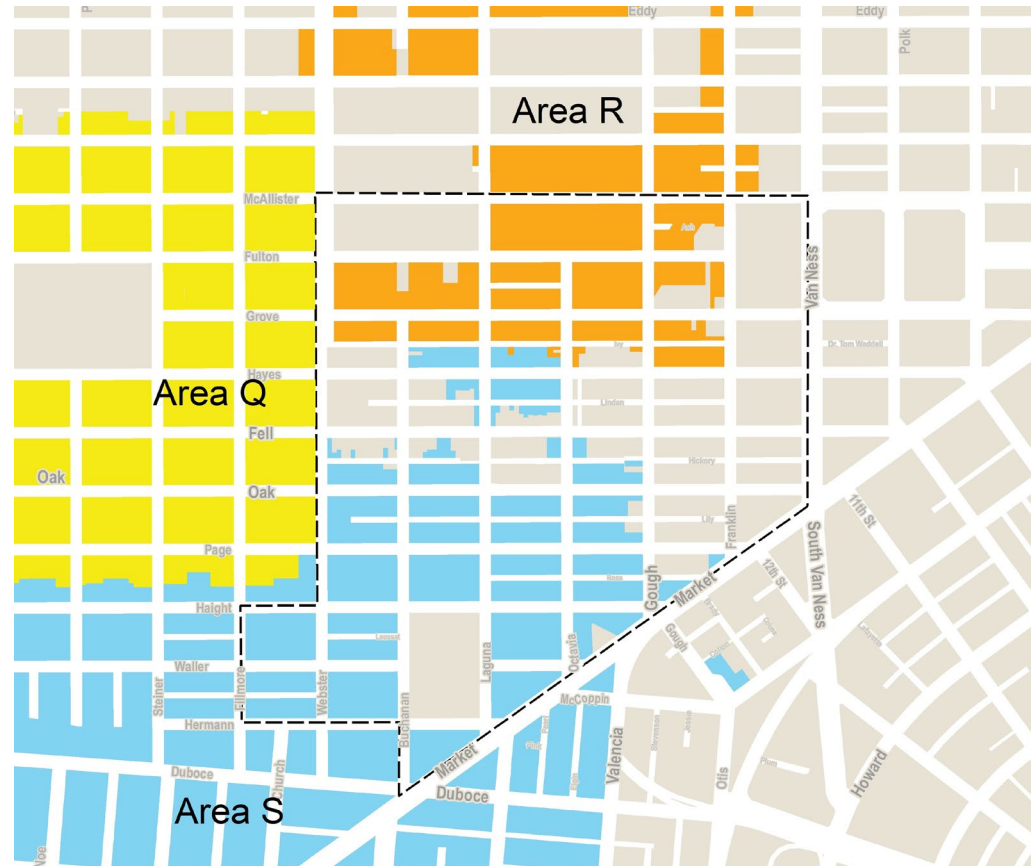


Lack of loading space creates safety hazards, transit delay



Existing RPP Area

- Not all residents are eligible for the benefit
- Neighborhood is divided into two RPP Areas
- Area S is the largest RPP Area in the city.
- People outside Hayes Valley park there for downtown jobs



Planning timeline

Working Group meetings:

- November 14, 2018
- February 19, 2019
- July 22, 2019
- March 4, 2020
- August 5, 2020

Transportation & Planning Committee meetings:

- April 22, 2019
- December 7, 2020

Public feedback:

- Project website: August 2019
- November 2019 MetroQuest survey



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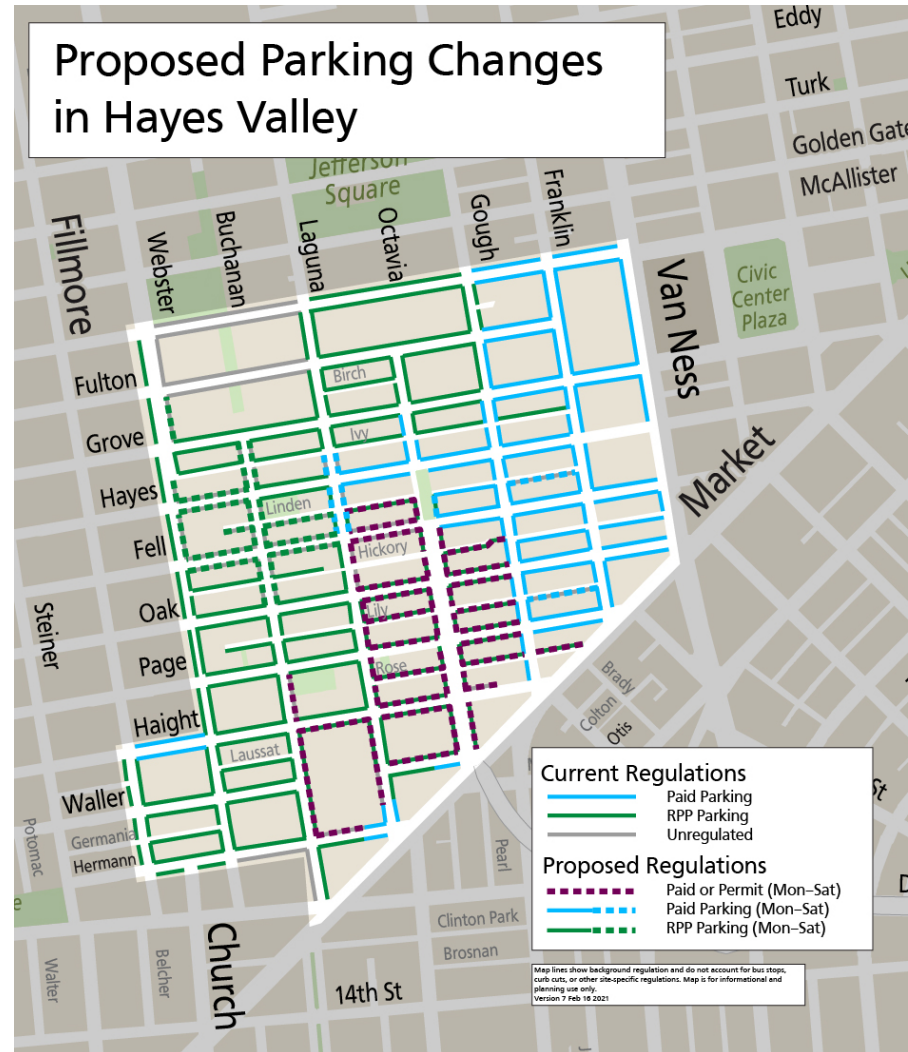
The Plan

Three key elements:

1. RPP area and policy modifications
2. On-street parking modifications
3. Parking and loading modifications to Hayes Street

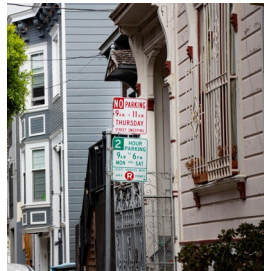
2. Proposed parking changes in Hayes Valley

- Most block faces have no change, stay RPP
- About 31 block faces converted from RPP to Pay or Permit (about 280 spaces)
- 23 unmanaged block faces converted to:
 - RPP (15)
 - Metered (5)
 - Pay or Permit (3)
- Meters only:
 - Monday—Saturday
 - 9am–10pm



RPP v. Pay or Permit

Residential Permit Parking



- Residents with permits exempt
- Visitors park for free for 2 hours
- Typically enforced 8AM-6PM
- Visitor permits must be purchased in advance

Pay or Permit Parking (new)



- Residents with permits exempt
- Visitors pay for needed time
 - No time limit
 - Pay by phone/card/coin
- No need for visitor permits
- Provides greatest flexibility

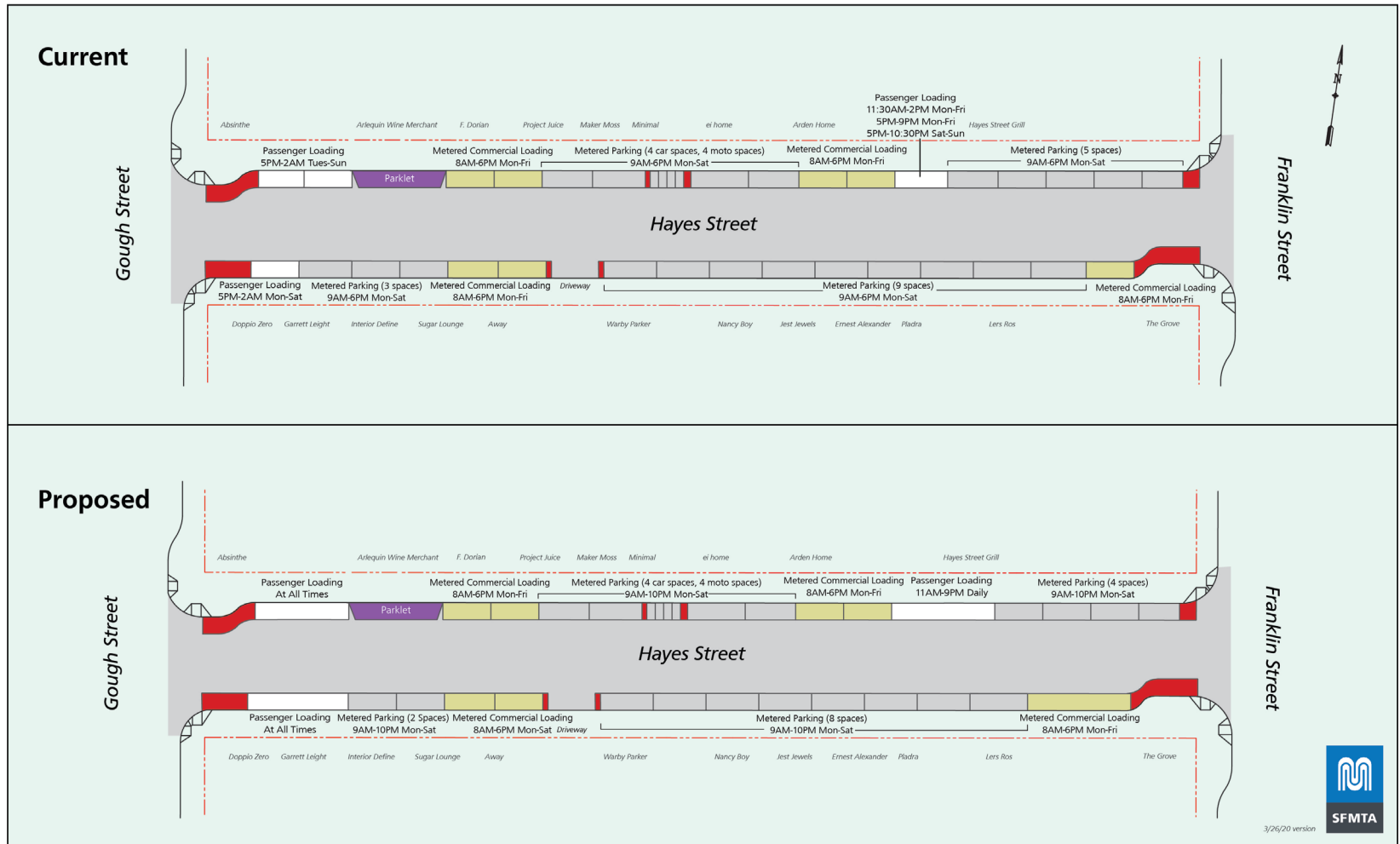
3. Proposed Hayes Street Curb Changes

- 3 blocks of Hayes Street
- More passenger and commercial loading zones
- Better placement of loading zones

Proposed Hayes Street Improvements

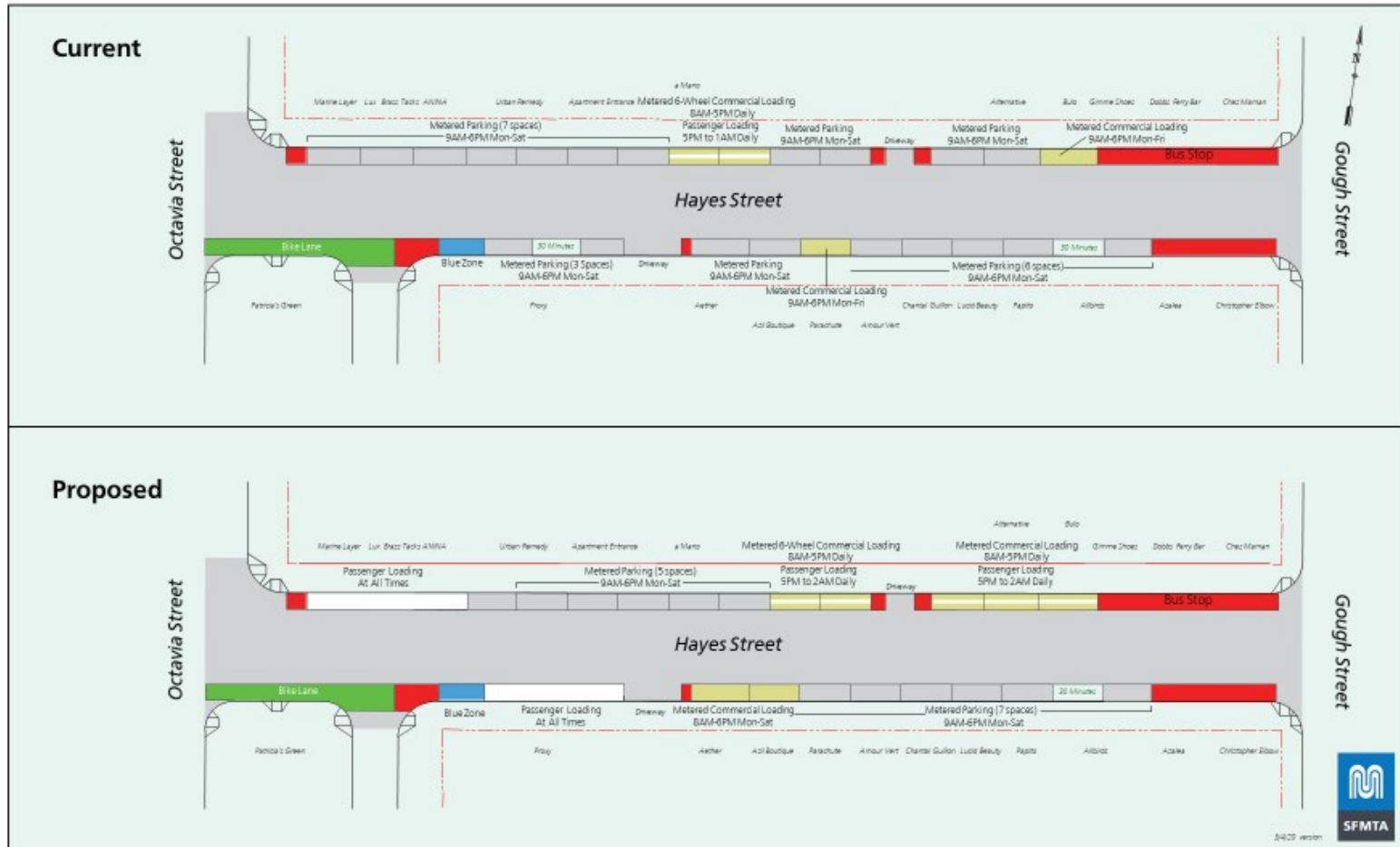
DRAFT Curb Management Proposal - 300 Block of Hayes

Business names are included for reference and do not reflect retail changes since March 2020. Shared Spaces dining zones are also not shown.



Proposed Hayes Street Improvements

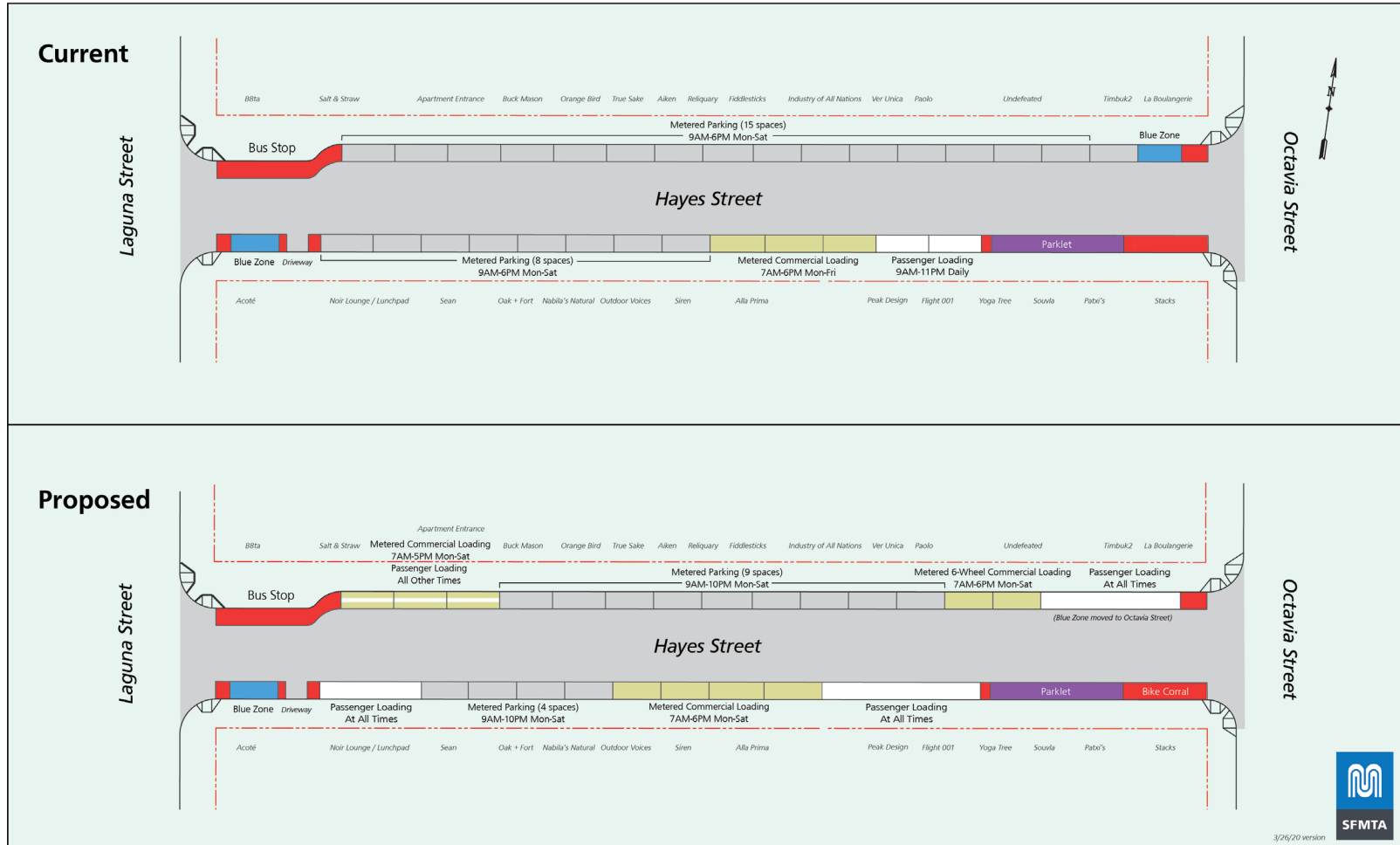
DRAFT Curb Management Proposal - 400 Block of Hayes



Proposed Hayes Street Improvements

DRAFT Curb Management Proposal - 500 Block of Hayes

Business names are included for reference and do not reflect retail changes since March 2020. Shared Spaces dining zones are also not shown.



Next Steps

Incorporate feedback from community meeting



Post revised parking management plan on project website



Mail notices of scheduled Public Hearing with description of final proposed plan



Hold Public Hearing and receive feedback on proposed plan

Questions and Comments?

