



Intro

Strategic Plan

SFTP

TDM

Facilities

Transit

Bicycle

Pedestrian

Taxi

SAN FRANCISCO TRANSPORTATION PLAN

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San Francisco Transportation Plan

Introduction

SFMTA Board Workshop

January 29, 2013



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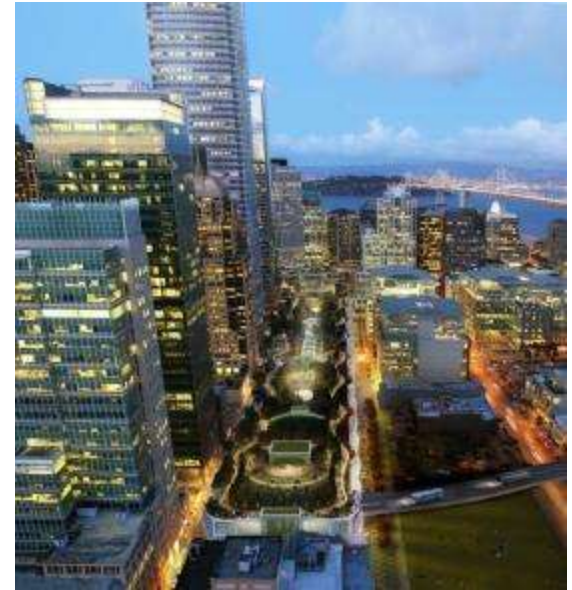
Purpose of the San Francisco Transportation Plan

What is it?

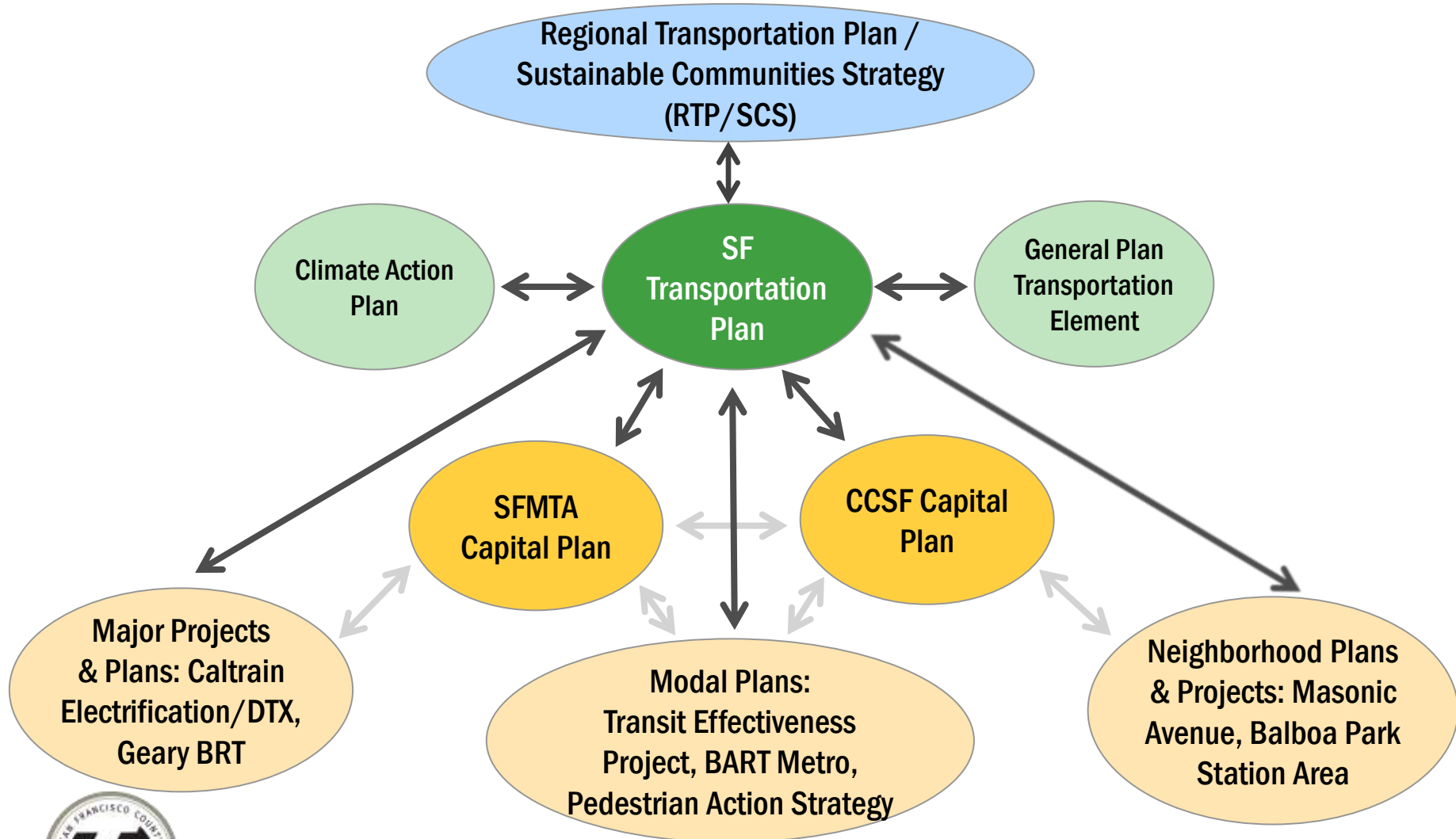
- ▶ San Francisco's transportation investment program for all modes, operators to year 2040
- ▶ Supporting policies and strategic initiatives
- ▶ Funding and implementation strategy

How will it be used?

- ▶ Informs **local plans** and investments (Transportation Element Update, SFMTA and DPW capital plans)
- ▶ Guides SF's input to **regional planning** efforts (BART Strategic Plan, 2017 RTP)
 - *Advocating together for San Francisco's fair share*
- ▶ Positions SF for future funding opportunities and policy discussions at **state, national level**



Purpose of the San Francisco Transportation Plan



Accomplishments of 2004 Transportation Plan

New Capital Projects – Constructed or Underway

- ▶ Third Street LRT, Central Freeway/Octavia Blvd
- ▶ Doyle Drive (Presidio Parkway)
- ▶ Central Subway, Transbay Terminal Phase 1

Development of a Network of Rapid Buses

- ▶ \$45M FTA funds committed to Van Ness BRT
- ▶ EIRs for Geary BRT and SFMTA's Transit Effectiveness Project underway

Bicycle, Pedestrian, Traffic Calming, Streetscape Improvements

- ▶ Better Market Street plan and pilots
- ▶ Leland, Valencia and Masonic re-designs

Parking management and road pricing

- ▶ \$20M USDOT grant for SFpark
- ▶ Mobility Access & Pricing Study, Treasure Island Program



Neighborhood Transportation Plans

- Outer Mission, Mission/Valencia
- Tenderloin/Little Saigon
- Columbus
- Bayview, W. SOMA
- Balboa, Cesar Chavez East



New transportation goals and city development objectives

2013 Regional Transportation Plan/Sustainable Communities Strategy

- ▶ Blended High Speed Rail/Caltrain Electrification/Transbay/DTX
- ▶ BART Metro, Transit Effectiveness Project, SF Pricing Program

SB375, SF Climate Action Strategy

- ▶ SF goal: reduce GHGs to 80% below 1990 levels by 2050
- ▶ Transportation Sustainability Project

Bicycle and Pedestrian Safety Directives

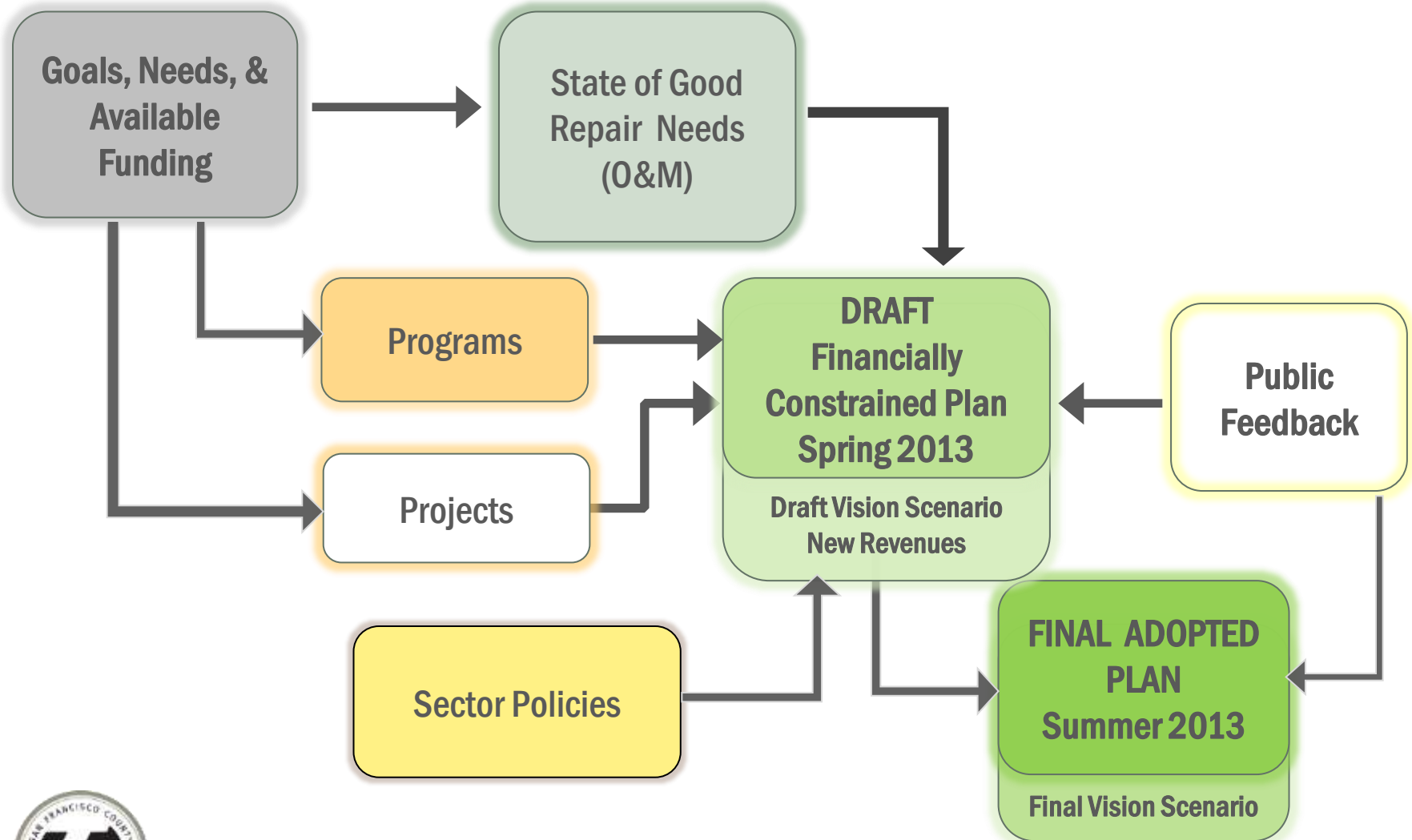
- ▶ BoS: 20% Bicycle Mode Share by 2020
- ▶ Mayor's Directive: 50% reduction in pedestrian injuries by 2020

Demand Management to Support Approved Plans

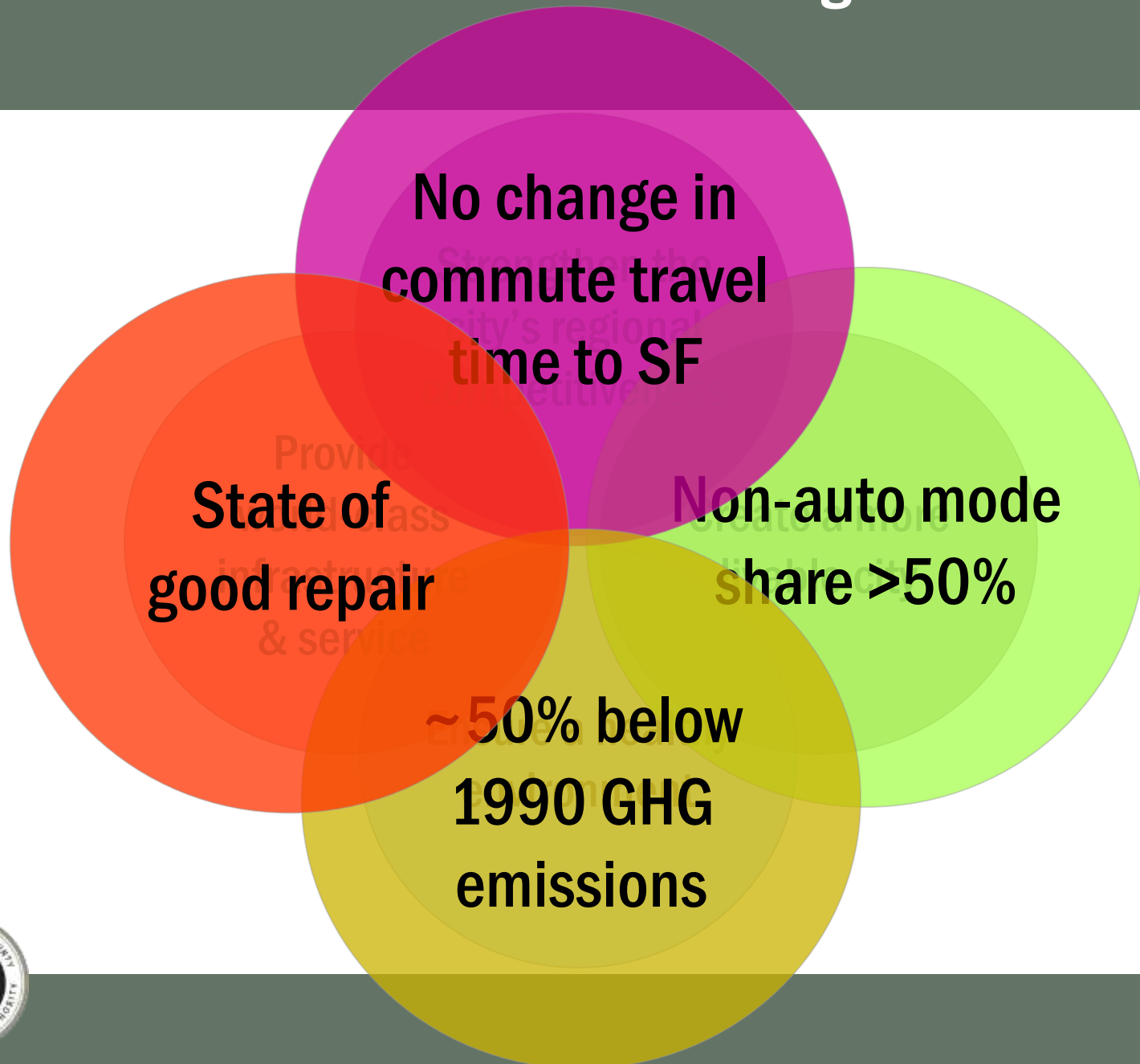
- ▶ Bayview Waterfront, Treasure Island, Park Merced Plans
- ▶ SFMTA Parking and Shuttle Management policies



Developing the San Francisco Transportation Plan

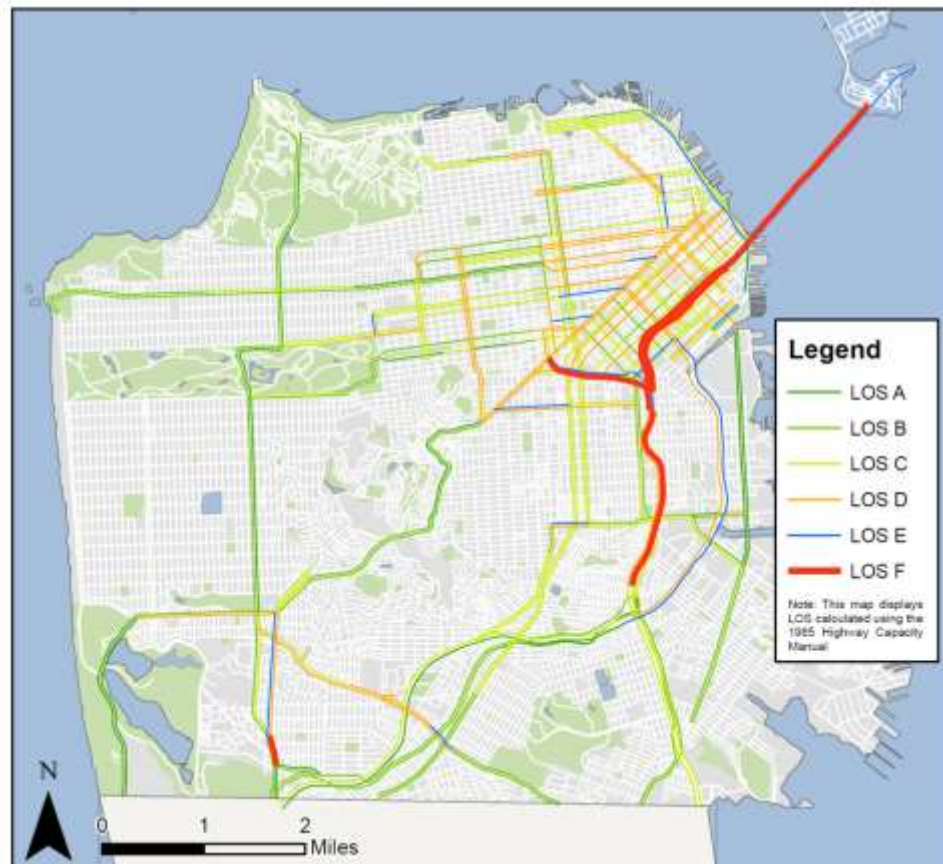


“What would it take” to achieve our goals?

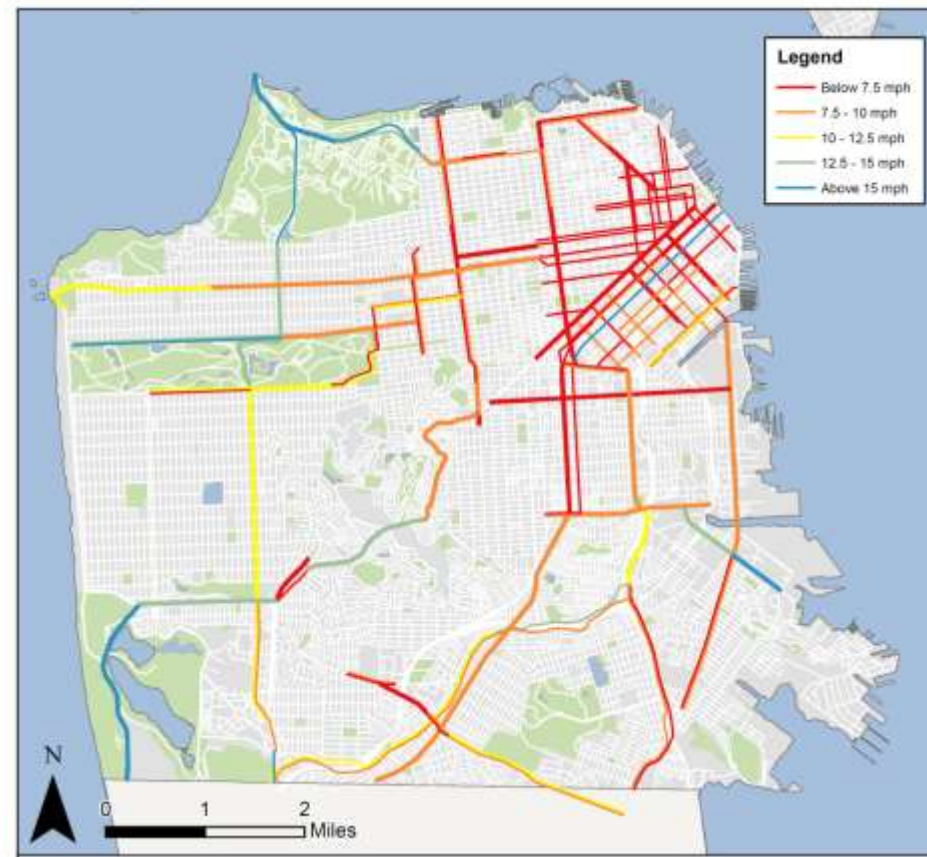


Congestion and transit performance

2011 LOS Monitoring: PM Peak



2011 Average Muni Bus Speeds: Weekday PM Peak

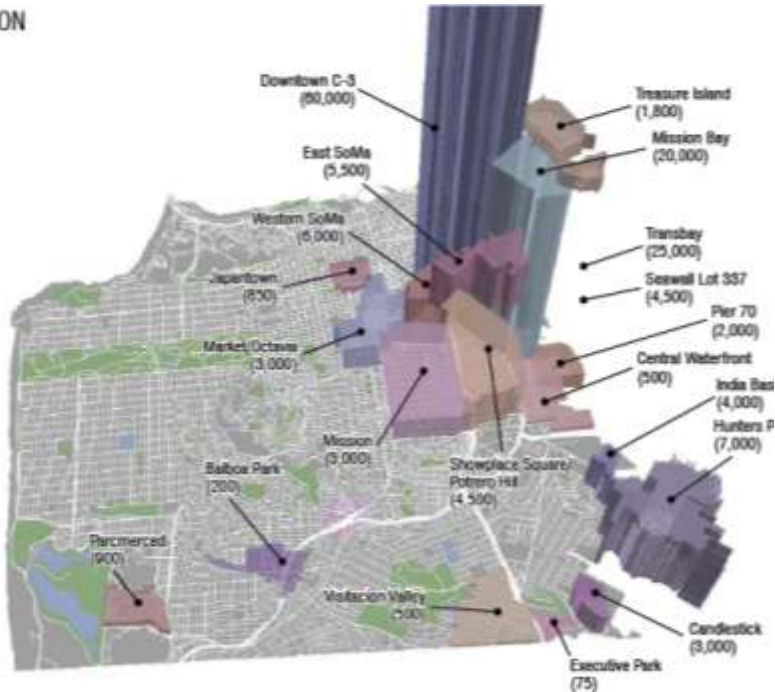


Note: Speeds shown do not include Muni Metro rail lines

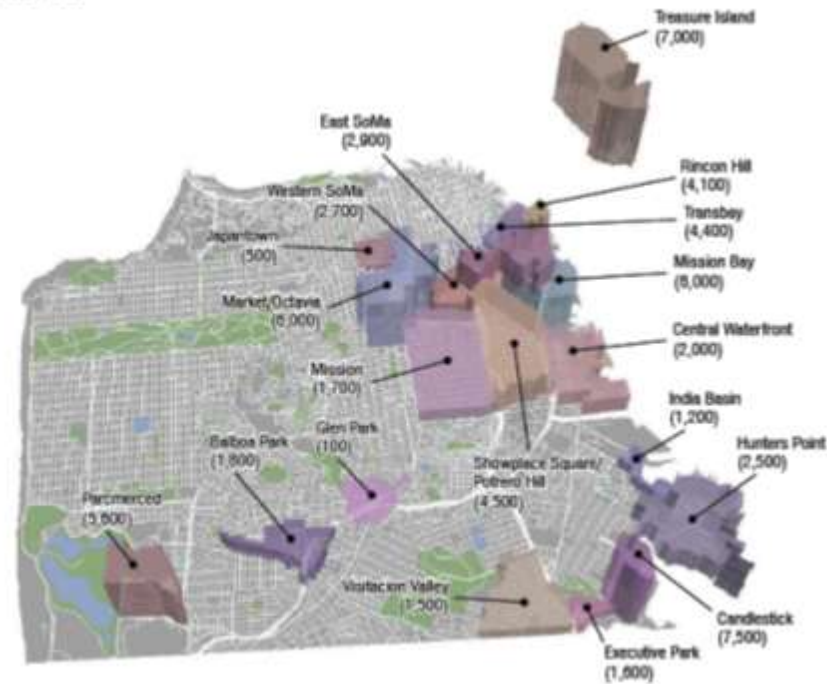


Our growth and transportation challenge

JOB ADDITION
BY PLAN
Through 2035



HOUSING ADDITION
BY PLAN
Through 2035



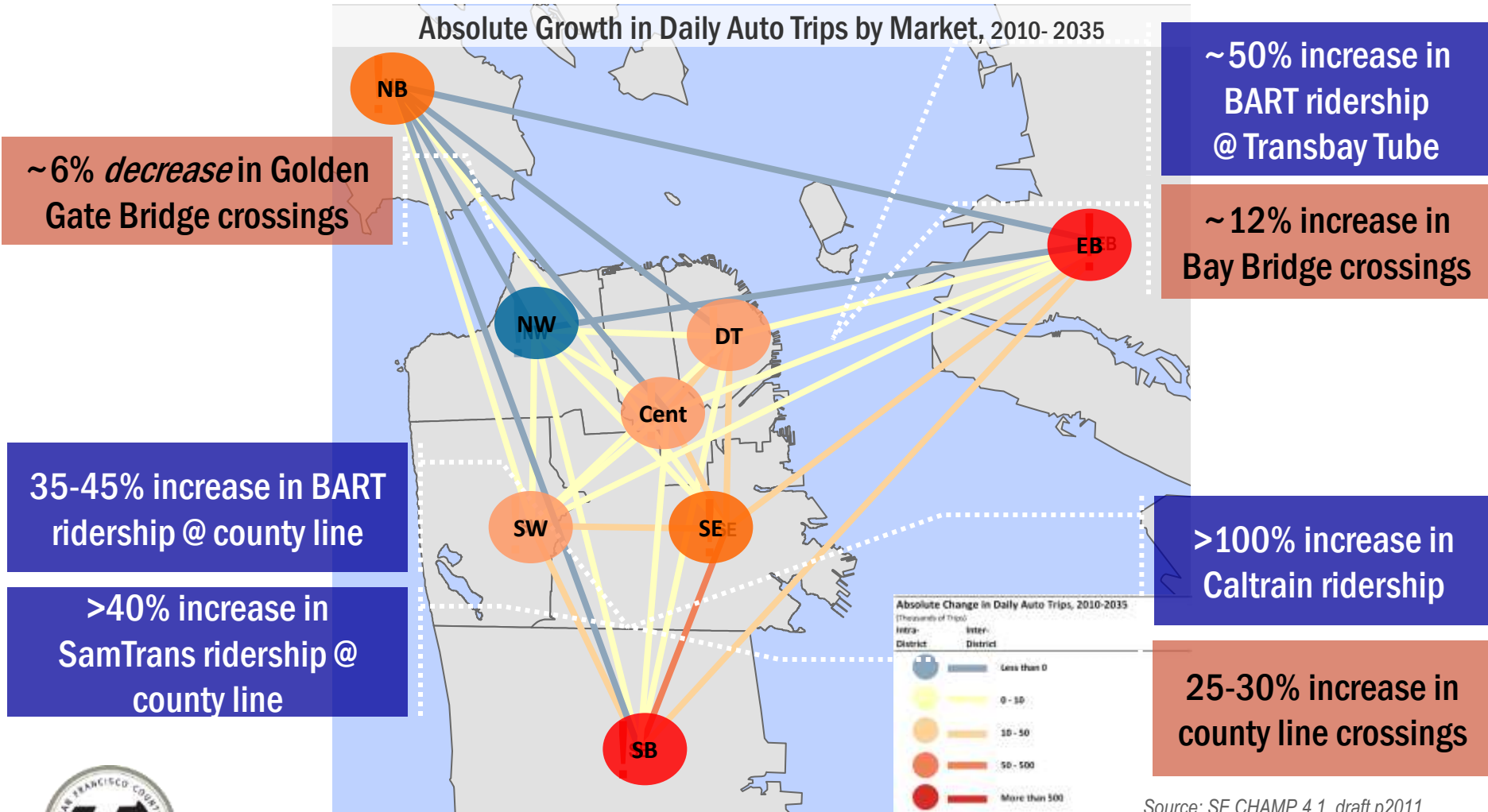
Projected San Francisco growth through 2040:

- ▶ 101,000 new households
- ▶ 191,000 new workers
- ▶ 412,000 more daily car trips (~= current combined AM volume of Bay Bridge and Golden Gate Bridge crossings)



Change in tripmaking 2010 - 2035

Absolute Growth in Daily Auto Trips by Market, 2010-2035



Source: SF CHAMP 4.1, draft p2011



Vehicle Miles Traveled:

Southern SF also emerges as hotspot for regional tripmaking

Vehicle Miles Traveled Between Origin-Destination Pairs

2010



2035



Source: CHAMP 4.1, draft p2011



Impacts of VMT Growth

More congestion for Muni and other regional buses; economic costs

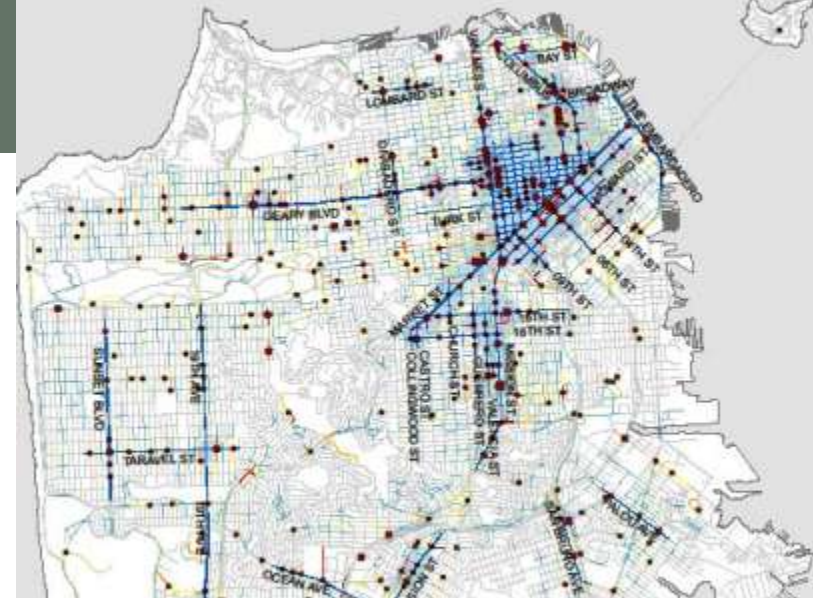
More conflicts with pedestrians, bicyclists; competition for road space

Greater health and climate impacts

Need for:

- ▶ Bicycle, Pedestrian, Transit Improvements
- ▶ TDM (taxi, rideshare, employer services)

High Injury-Density Corridors, DPH



Citywide Bicycle Network Framework, SFMTA

State of good repair and O&M need

	Cost to Maintain Current SOGR/O&M Level through 2040	Expected Revenue through 2040	Shortfall
Local Streets and Roads - System Preservation	\$3.263 billion	\$2.299 billion	\$0.965 billion
Local Streets and Roads - Operations/Routine Maintenance	\$2.84 billion	\$2.84 billion	\$0.0
Transit - Operations	\$35.6 billion	\$35.5 billion	\$0.12 billion
Transit - Capital	\$8.11 billion	\$5.47 billion	\$2.64 billion
Total Shortfall			\$3.735 billion

Transit - Capital only includes SFMTA and Caltrain (SF share) needs to achieve RTP/SCS goal of 70% of “critical” transit capital infrastructure

Sources: MTC/SFMTA/regional transit operators



Public perception of transportation system needs

SFTP and RTP calls for projects, Spring / Fall 2011

300 submittals from both agencies and the public

- ▶ Support for projects to improve transit reliability and provide dedicated right-of-way
- ▶ Demand for roadway capacity reductions to provide space for transit, pedestrian, and bicycle improvements
- ▶ Demand for improvements to pedestrian safety, traffic calming



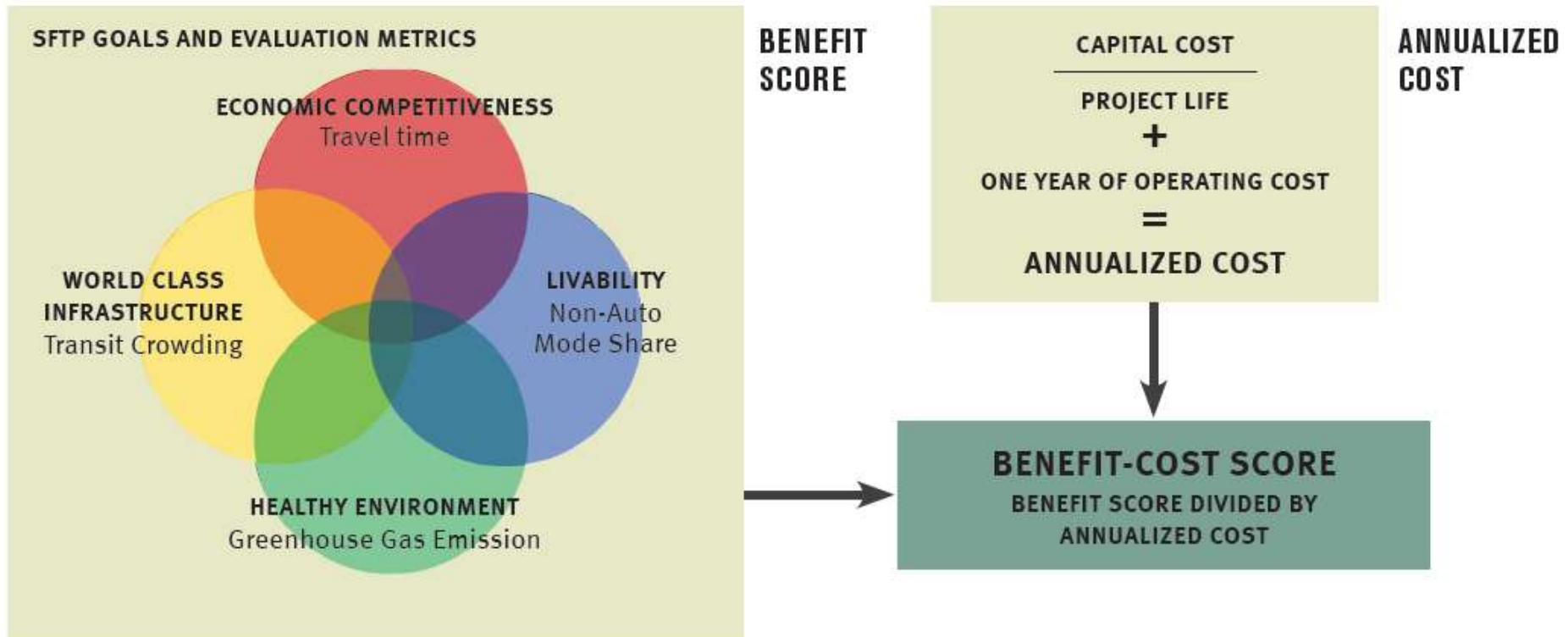
SF priorities are top RTP performers

	Project	Quantitative B/C ratio	Qualitative (out of 10)
1	BART Metro Program	>60	8.5
2	Treasure Island Congestion Pricing	59	4.0
3	Congestion Pricing Cordon Pilot	45	6.0
4	AC Transit Grant-MacArthur BRT	18	5.5
5	Freeway Performance Initiative	16	4.0
6	ITS Improvements in San Mateo County	16	4.0
7	ITS Improvements in San Clara County	16	4.0
8	Irvington BART Station	12	5.5
9	SFMTA Transit Effectiveness Project	11	7.5
10	Caltrain Electrification + 6 train/hour service	5	7.5
11	BART to San Jose, Phase 2	5	7.0
12	Van Ness Avenue BRT	6	6.5
13	Better Market Street	6	6.0



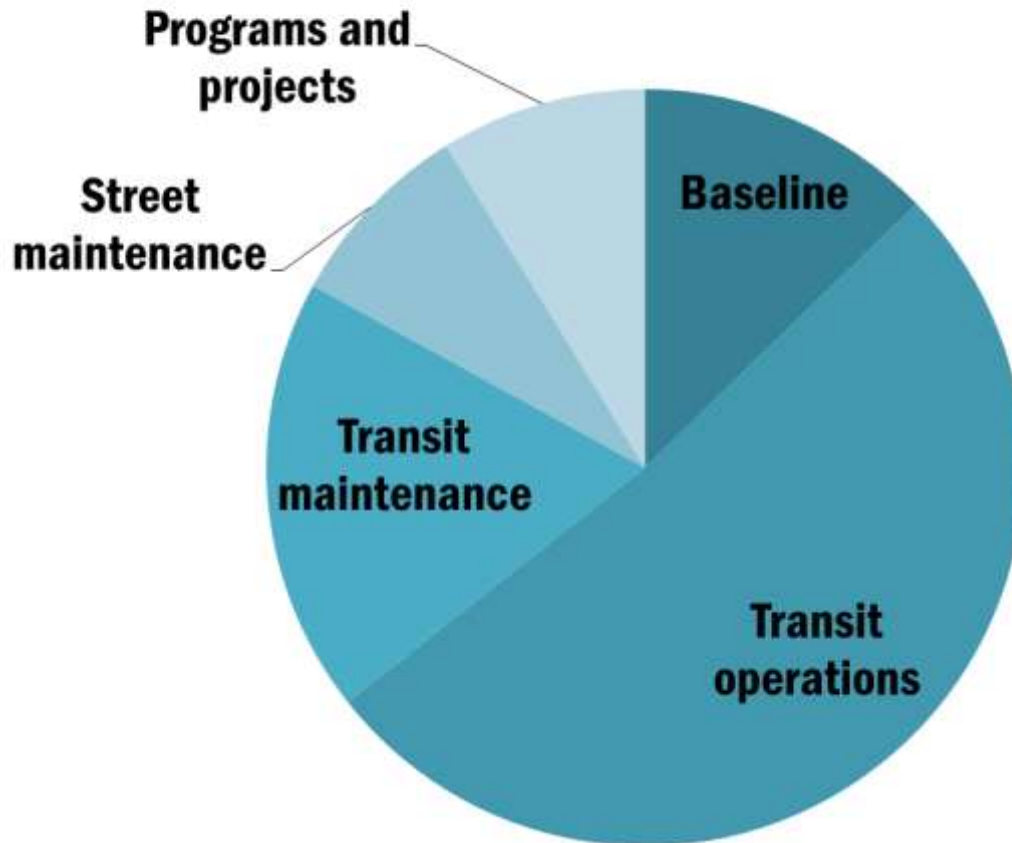
Project performance evaluation

Over 40 projects were evaluated for cost effective contribution to plan goals

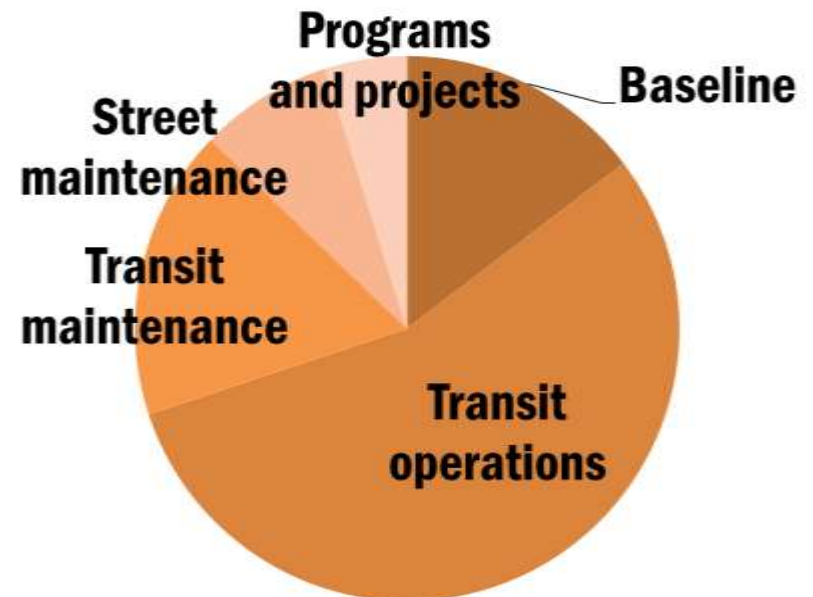


Transportation system needs relative to revenue

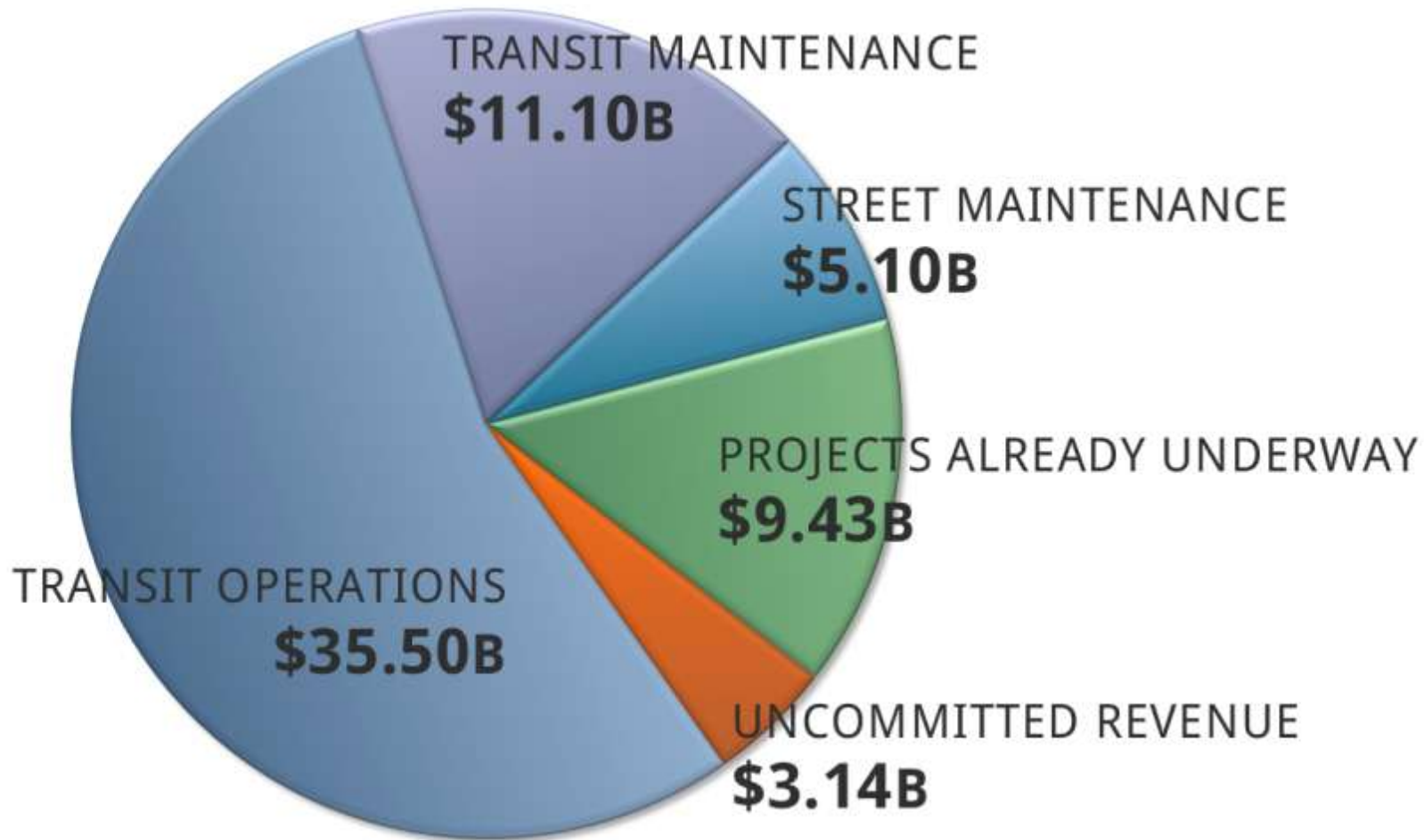
Transportation System Investment Need through 2040: \$74 Billion



Estimated Revenues through 2040: \$64 Billion



Expected transportation revenue for San Francisco through 2040



Financially constrained investment scenarios

How should we prioritize \$3.14Billion in uncommitted funds?

State of Good Repair / Operations & Maintenance

- ▶ O&M to relieve crowding, improve reliability
- ▶ Pavement quality, structures

Transportation enhancements and programs

- ▶ Pedestrian safety, traffic calming
- ▶ Bicycle facilities

Expansion projects

- ▶ Improve transit for existing and new travel markets
- ▶ Develop freeway management strategies (US101, HWY280)



Public outreach activities



How should we prioritize \$3.14Billion in uncommitted funds?

- Over 800 responses received
- Some key themes:
 - ▶ Get back to the basics: O&M, Muni reliability
 - ▶ Strong desire to improve cycling and walking conditions
 - ▶ Support for transit efficiency projects (TEP, BRT, Metro)
 - ▶ Desire for cost savings, faster project delivery...

How would you invest San Francisco's transportation dollars?



Framework for Plan Development

**Economic
Competitiveness**

**Healthy
Environment**

Livability

**State of Good
Repair**



Cross Cutting Lenses

**Economic
Competitiveness**

**Healthy
Environment**

Livability

**State of Good
Repair**

Cost Effectiveness

Equity

Transportation System Performance

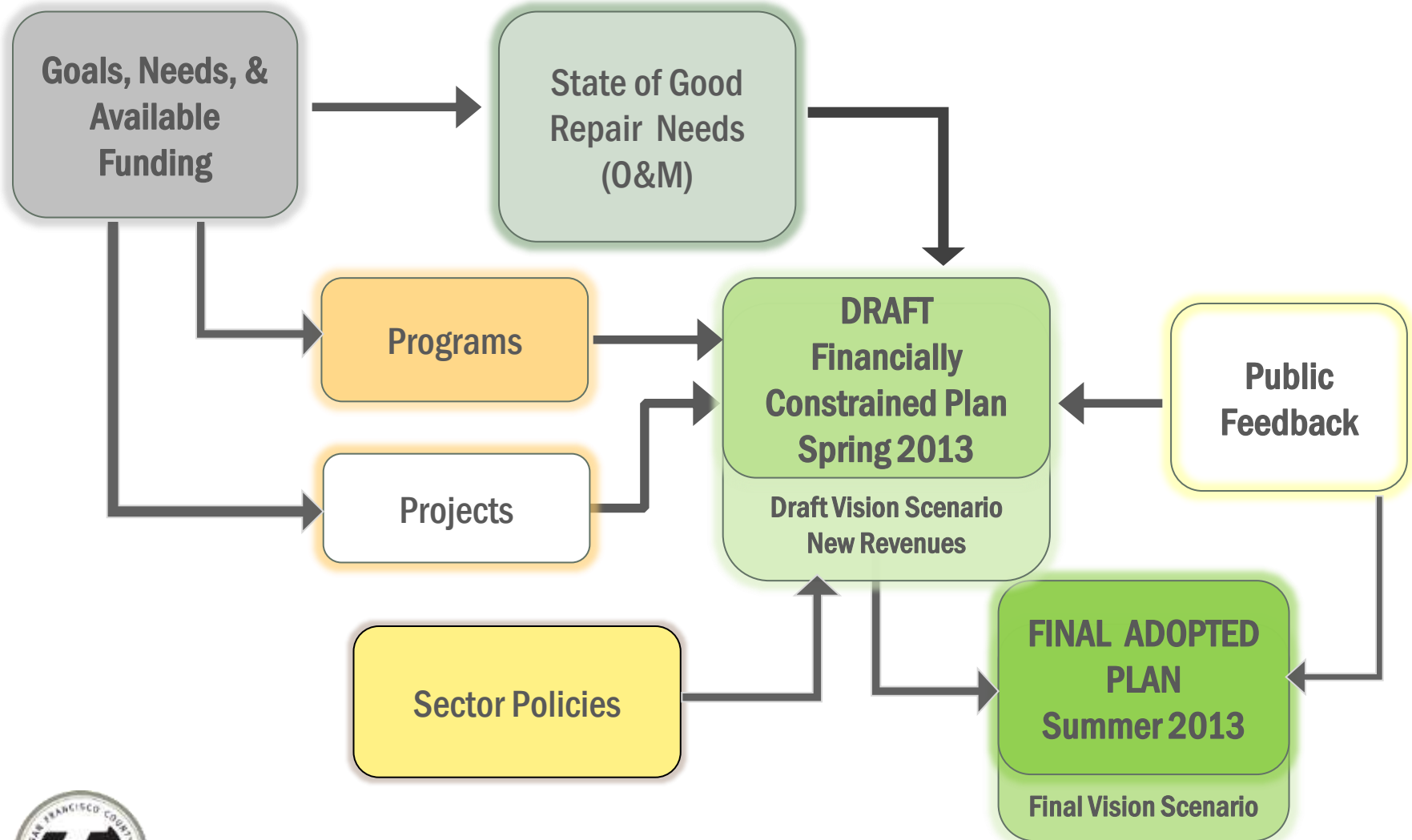


Strategic Policy Initiatives

- ❶ **Complete Streets:** Provide more benefit with each transportation investment by creating a cost-effective complete streets approach
- ❷ **Next-generation TDM:** Broaden and deepen TDM efforts in order to manage travel demand more effectively
- ❸ **Local-to-regional connection:** Strengthen San Francisco's connection to the region and balance the needs of residents, commuters and visitors
- ❹ **Performance effectiveness:** Improve performance methods and delivery to optimize public and private resources



Developing the SFTP



SFTP Adoption Timeline



Thank you!

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