



# **San Francisco's Role in Growing the Region**

**SPUR Presentation  
June 13, 2011**

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# Sustainable Communities Strategy (SCS) is an Opportunity for San Francisco to Lead

- SF strongly supports the goals of the region's inaugural SCS:
  - ▶ Reduce GHGs from transportation sector
  - ▶ House the region's population by income level
  - ▶ Advance region's performance in sustainable planning
- SFCTA is coordinating RTP/SCS/RHNA issues in San Francisco among:
  - ▶ SF Planning Department
  - ▶ Mayor's Office of Housing
  - ▶ Department of Public Health
  - ▶ SFMTA
  - ▶ Regional operators
  - ▶ Other local agencies

See SF letters to region at [scs.sfplanning.org](https://scs.sfplanning.org)

- Goals, performance measures
- SF's vision of growth/what it will take
- IVS and RTP investment principles

# Presentation Agenda

- 1. Land Use – SCS land use and relationship to PDAs**
- 2. Affordable Housing and Equity –Link to RHNA**
- 3. Transportation – RTP investment policies and the SFTP**
- 4. Public Health –Key SCS performance targets**
- 5. San Francisco's Strategic Role in the Region**

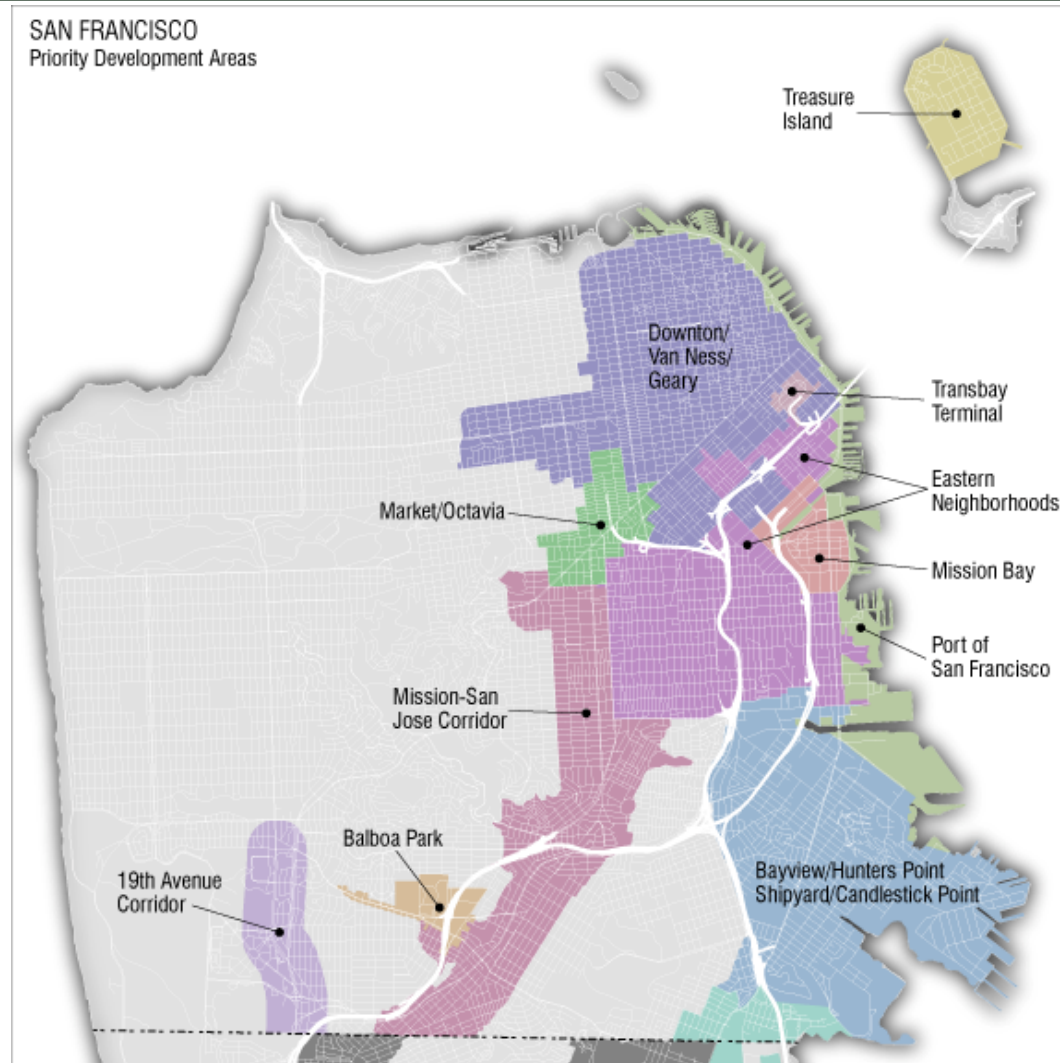
# Land Use: Plan Bay Area Initial Vision Scenario



- Top 20 cities allocated 2/3 of HH growth
- SF, Oak, SJ ~ 31% of HH growth

**BayArea**  
**Plan**

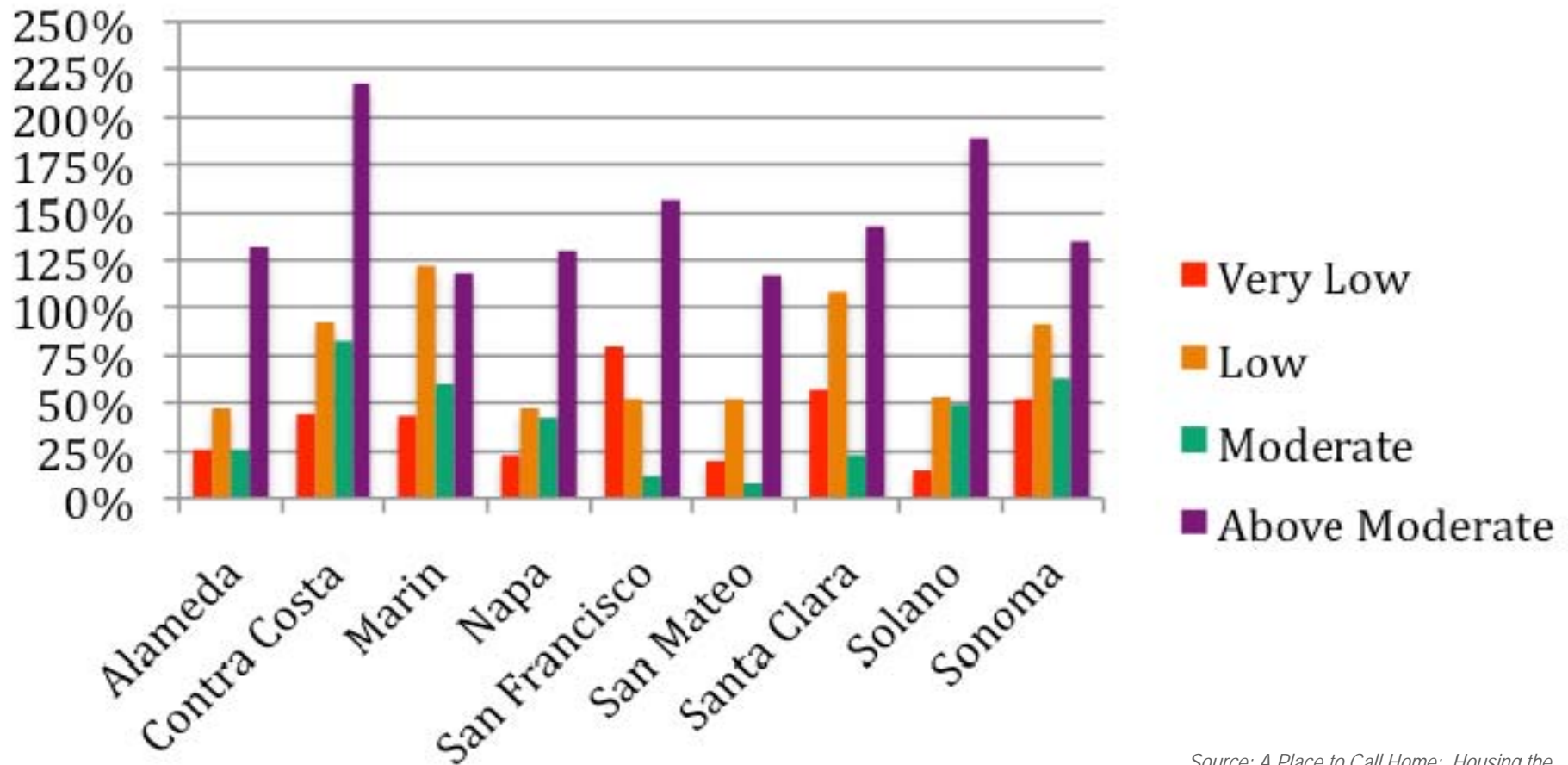
# San Francisco Priority Development Areas (PDAs)



# San Francisco Community Plan Areas



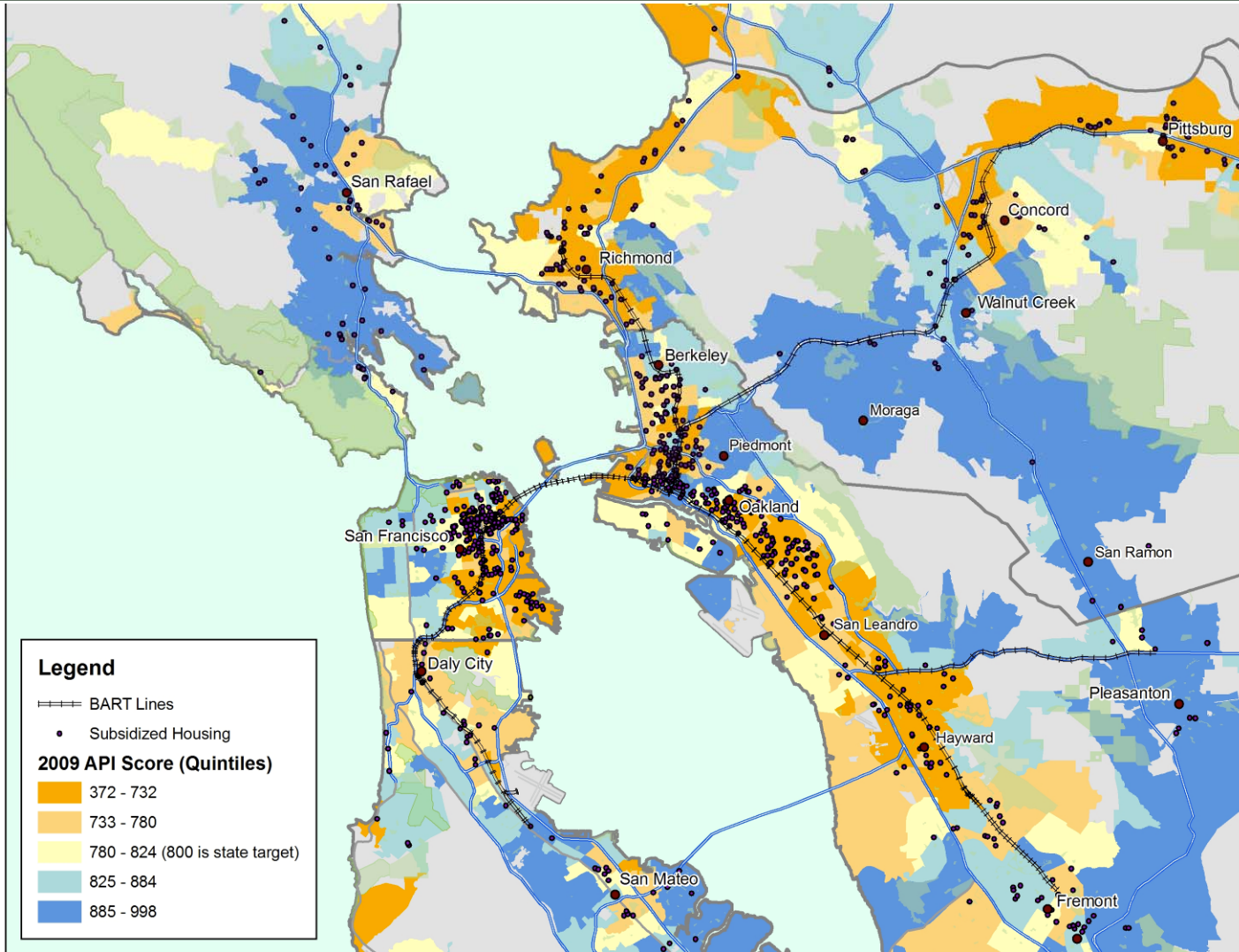
# Percent of Permitted Housing from the RHNA Housing Allocated in the 1999-2006 Cycle



Source: *A Place to Call Home: Housing the San Francisco Bay Area*, ABAG, June 2007



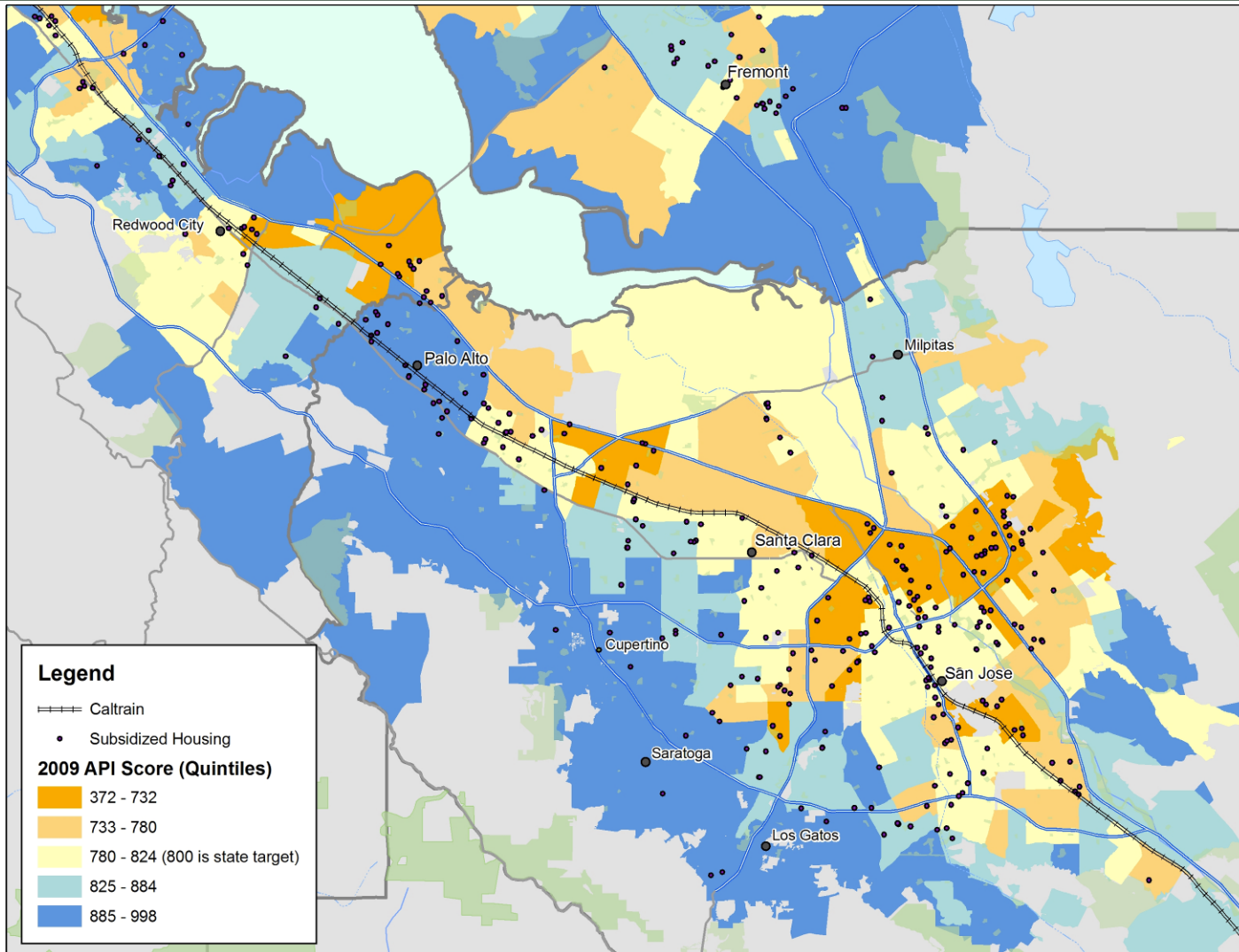
# Affordable Housing Locations and School API – Central Bay Area



Source: Federal Reserve  
Bank of San Francisco, 2011

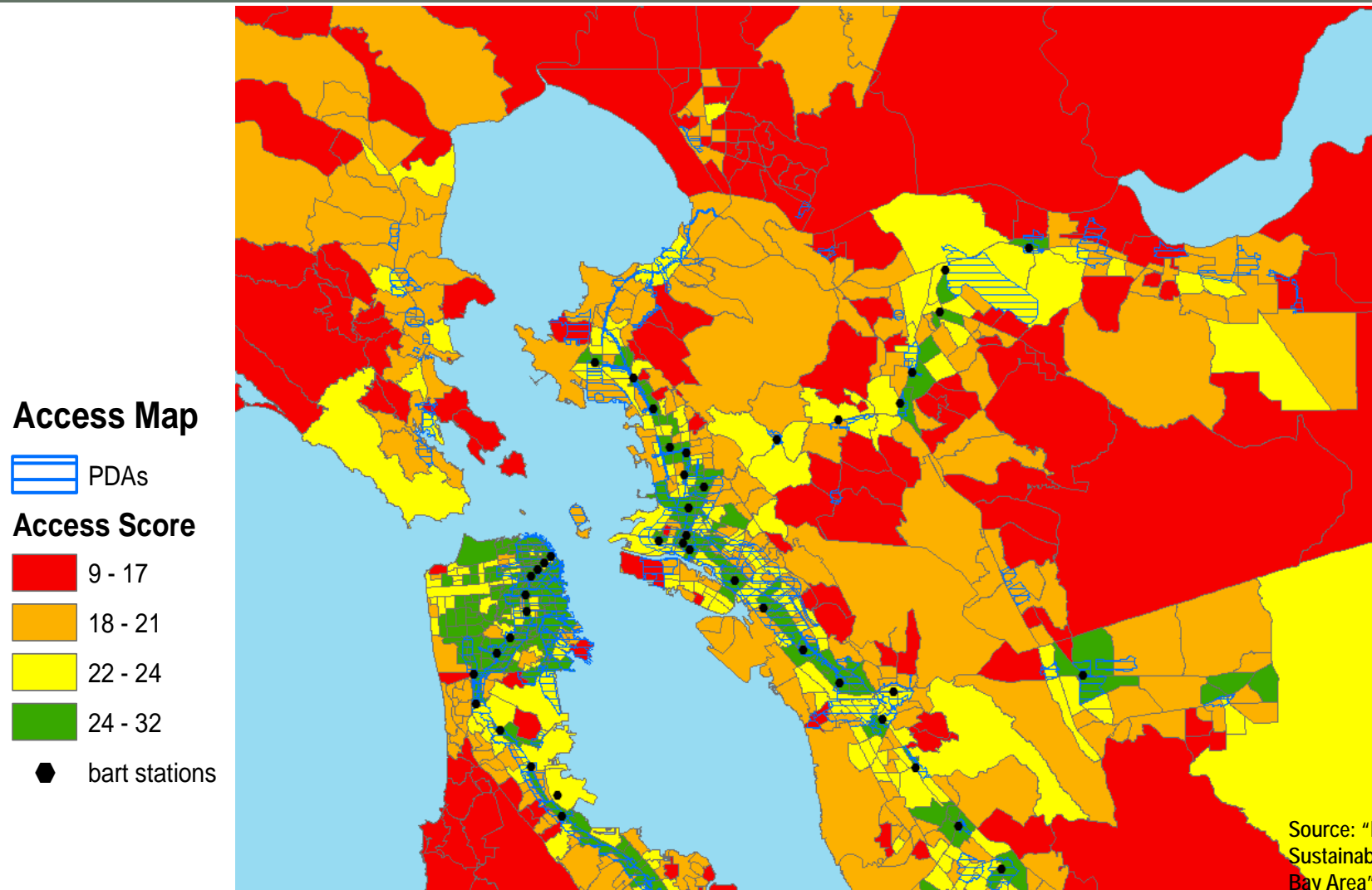


# Affordable Housing Locations and School API – South Bay Area



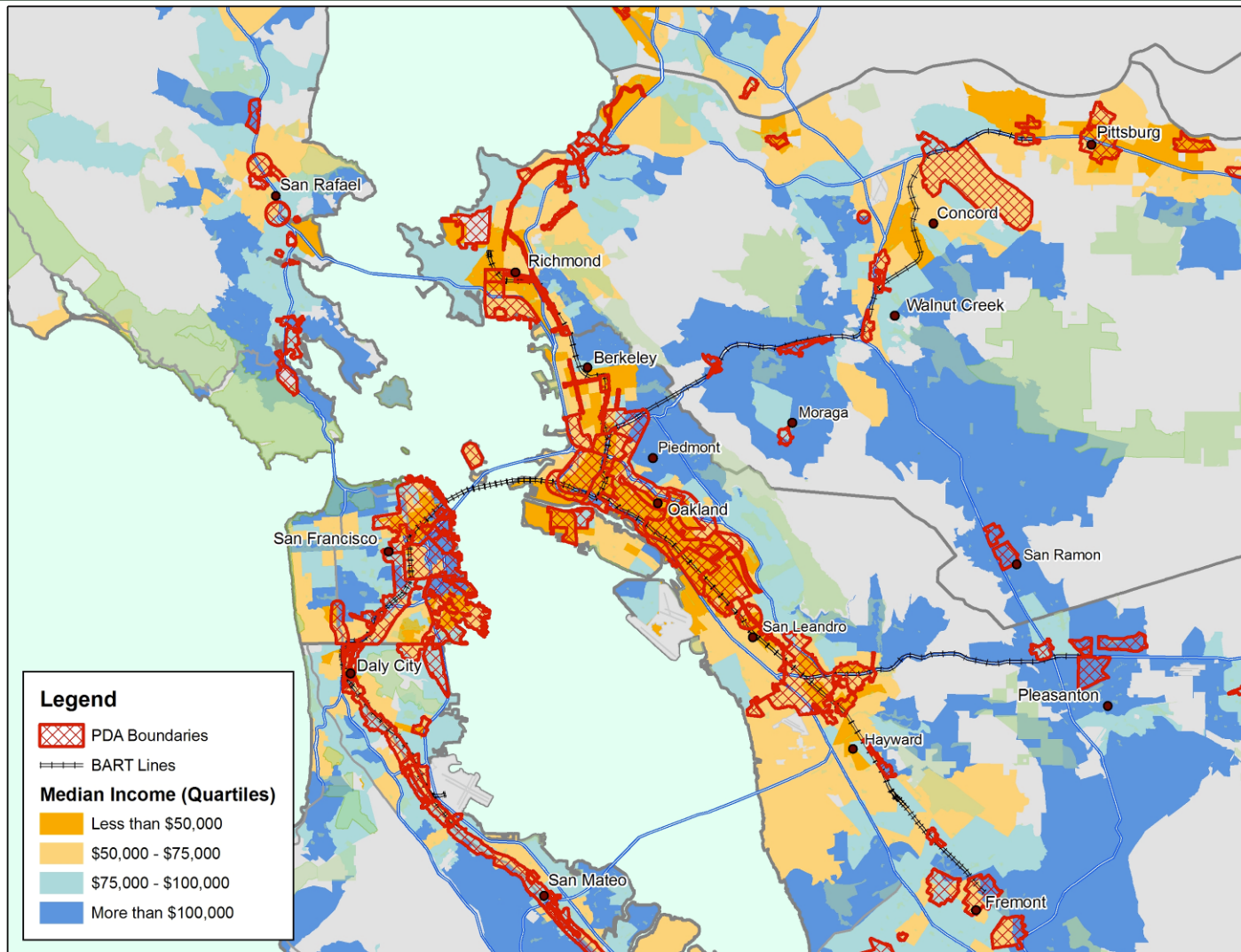
Source: Federal Reserve  
Bank of San Francisco, 2011

# PDA Designations and Transit Access



Source: "Equitable and Sustainable Growth in the Bay Area", Nadia Rhazi, 2011




# PDA Designations and Average Incomes

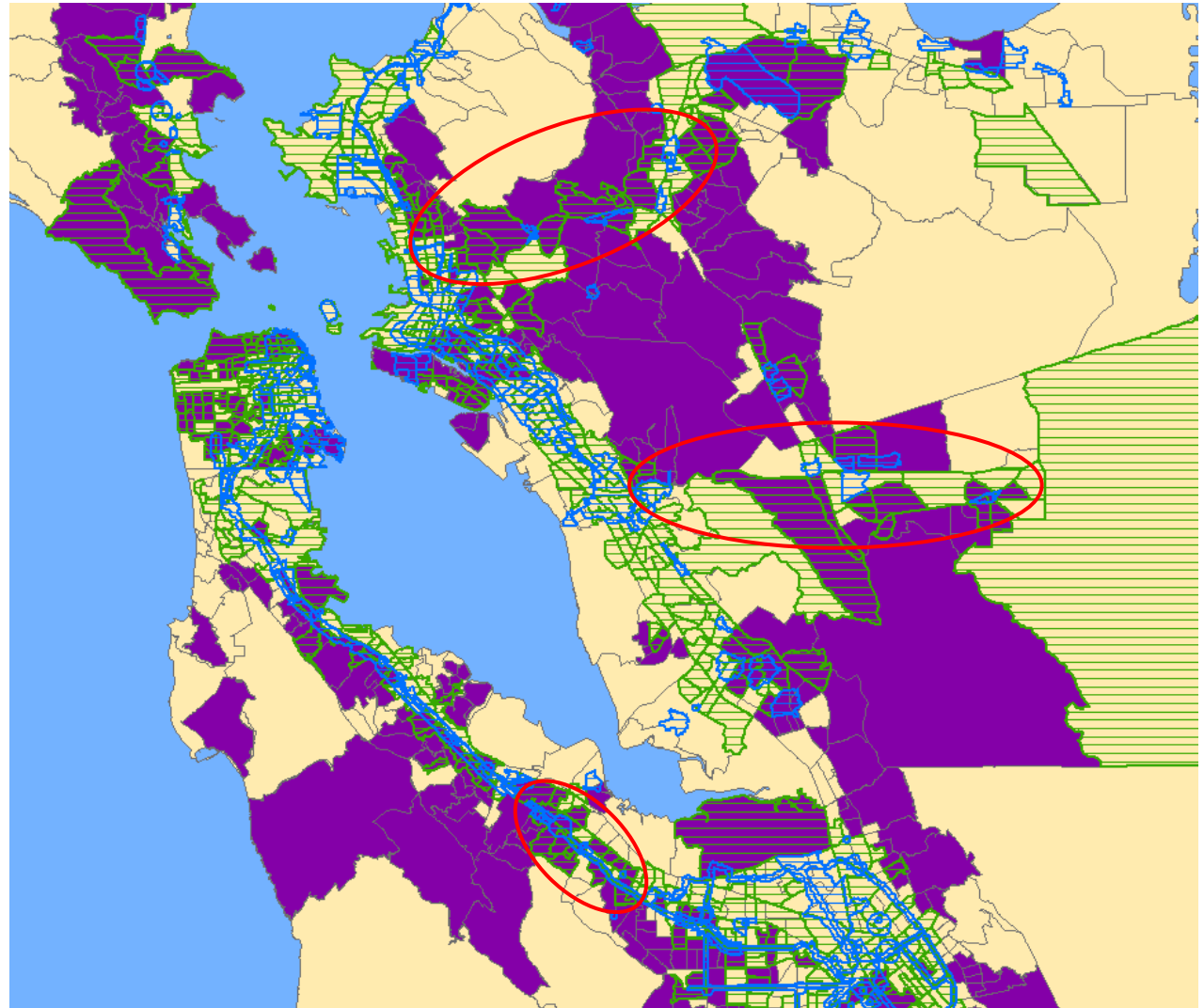


Source: Federal Reserve Bank, 2011

# Opportunities for Growth in High Access/High Opportunity Communities

**Areas of High Opportunity & Access  
(Potential Areas to Focus Future  
Affordable Housing Development)**

-  PDAs
-  High Access (>median)
-  High Opportunity (>median)



Source: "Equitable and Sustainable Growth in the Bay Area", Nadia Rhazi, 2011



# SFTP Informs SF Input to the RTP

- ▶ RTP/SFTP Call for Projects - public demands transit improvements, pedestrian safety, traffic calming and cycling and infrastructure maintenance
- ▶ Transit crowding, Transit Performance Initiative, Resolution 3434 expansion policy
- ▶ Corridor management: 101, Bay Bridge corridors
- ▶ Transportation demand management (road pricing, parking pricing, ridesharing, employer-based programs)



The Presidio Parkway and bicycle network improvements are examples of projects in the *San Francisco and the Peninsula plans*.

### We Want Your Ideas!

A new transit line, streetscape enhancements, bicycle lanes. Did you know? Investments in our city frequently start with great ideas from members of the community. The San Francisco County Transportation Authority has the opportunity to bring us your best ideas for new transportation projects in San Francisco and the Peninsula. Visit [www.sfcta.org/RTPcallforprojects](http://www.sfcta.org/RTPcallforprojects) between now and March 24 to share your ideas.

欲瞭解中文資訊內容請  
Para obtener información

### ¿tiene ideas?

[ESTAMOS ESCUCHANDO]

Envíe sus ideas para nuevos proyectos de transporte público a la San Francisco County Transportation Authority antes del 24 de marzo y ¡trabajaremos con usted para convertirlas en realidad!

[www.sfcta.org/RTPcallforprojectsSpanish](http://www.sfcta.org/RTPcallforprojectsSpanish)

### 有想法?

(我們傾心聆聽)

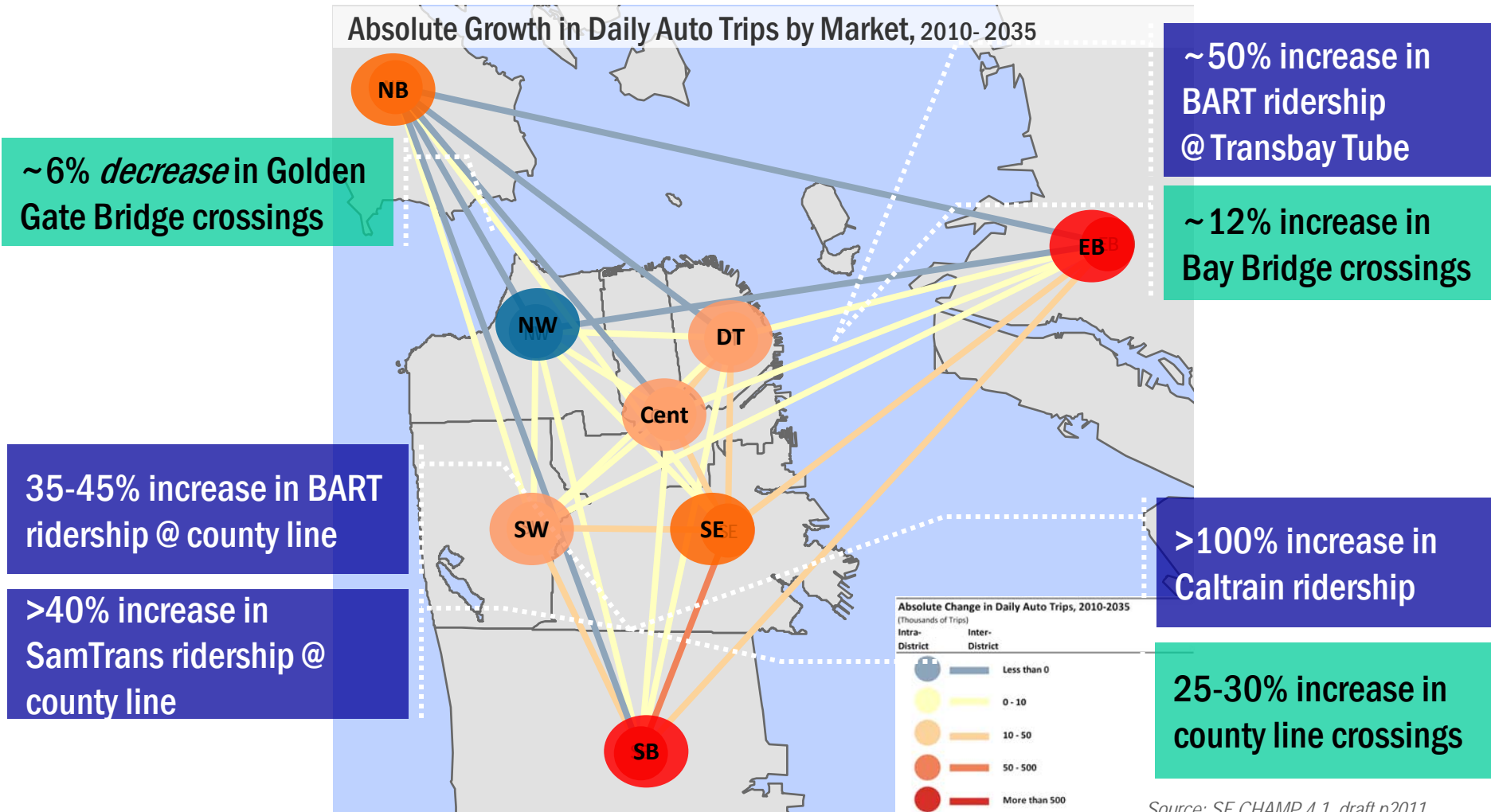
一條新的交通路線、街道美化、自行車道——我們城市中的這些新構思，往往是由市民提出的。三藩市交通管理處正尋求您的意見。請於3月24日前，將您對新交通構思的想法提交至三藩市交通管理處，而我們將會與您攜手合力將其實現。

請瀏覽網址 [www.sfcta.org/rtp](http://www.sfcta.org/rtp) 查詢詳情。

三藩市交通管理處  
San Francisco County Transportation Authority  
400 Montgomery Street, Suite 400  
San Francisco, CA 94104  
Tel: 415-398-6000  
Fax: 415-398-6001  
www.sfcta.org

# SF/Region: Change in Tripmaking 2010 - 2035

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



Source: SF CHAMP 4.1, draft p2011



# SF Funding Principles to Support Regional RTP/SCS Advocacy

- Transportation investment policy discussions should begin ASAP (block grant discussion expected in July 2011)
- Regional investment should have a stronger nexus with:
  - ▶ Transit system demand
  - ▶ PDAs (*quantity and quality matter*)
  - ▶ Affordable housing policies and production
- Seriously consider project performance in regional investment decision
- RTP/SCS should include advocacy for new revenues
- Non-transportation funds for non-transportation infrastructure

# Three Healthy and Safe Community Performance Targets in the SCS / RTP

## 1. PM 2.5 attributable mortality

- ▶ Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%

## 2. Transportation Injuries

- ▶ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)

## 3. Active transportation time

- ▶ Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day)

# Health Effects of Roadway Proximity

- Proximity to high volume roadways linked to
  - ▶ Asthma and bronchitis symptoms in children
  - ▶ Reduced lung capacity.
  - ▶ Heart disease
- Low wage and ethnic minority populations disproportionately impacted
- High volume roadways not monitored and regulated as a pollution source
- Projects in many PDAs in conflict with new community risk thresholds



# Citywide Air Pollution Risk Reduction



- BAAQMD CEQA guidelines for air quality encourage community-wide risk reduction plans
- SFDPH developing long range plan to reduce air pollution exposure
  - ▶ Forecasting pollutant exposures for 2020 and 2035
  - ▶ Identifying pollutant hotspots
  - ▶ Considering alternative community risk thresholds
- Air quality improvement strategies
  - ▶ Actions from transport and climate change plans
  - ▶ Building engineering and ventilation requirements
  - ▶ Ventilation retrofit program
  - ▶ Truck route restrictions
- Plans will have community and legislative reviews

# Modeled PM 2.5 Hot Spots in San Francisco



# Preventing Health Impacts from High Volume Roadways Needs Regional Action

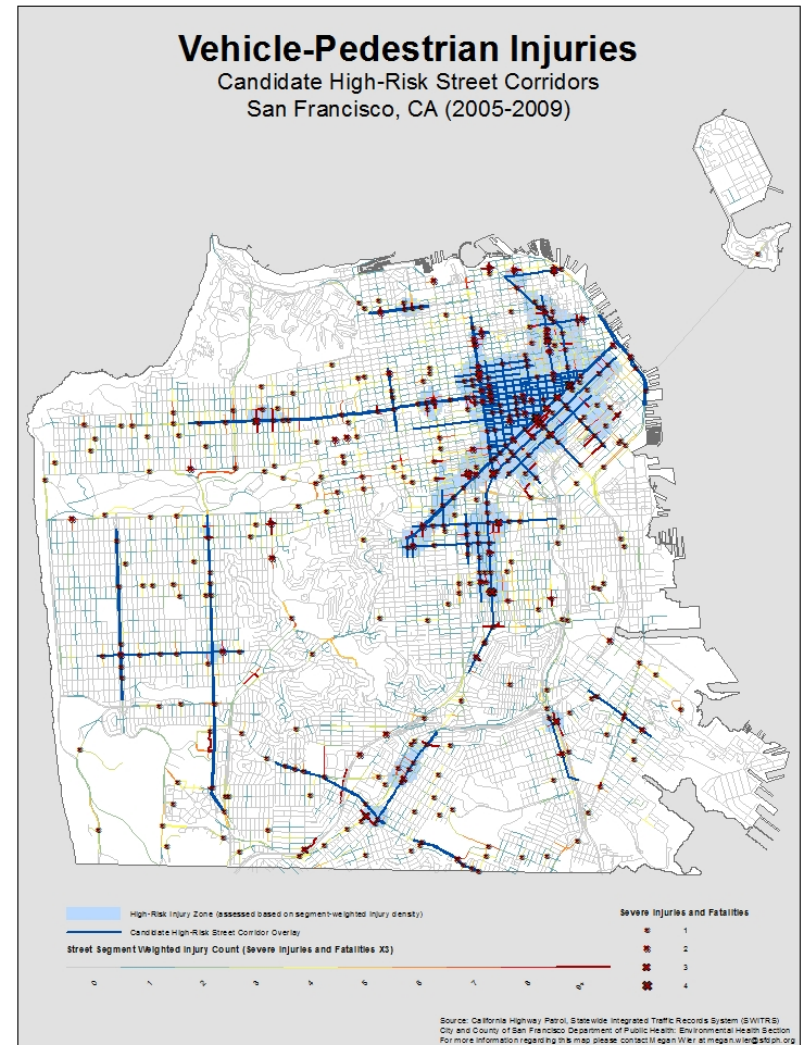


- Housing location choices to minimize roadway conflicts
- Alignment of CEQA thresholds for projects and regional plans
- Protective engineering and ventilation regulations for housing
- Reducing roadway vehicle emissions
  - ▶ Limit new capacity
  - ▶ Road pricing
  - ▶ Speed and flow controls



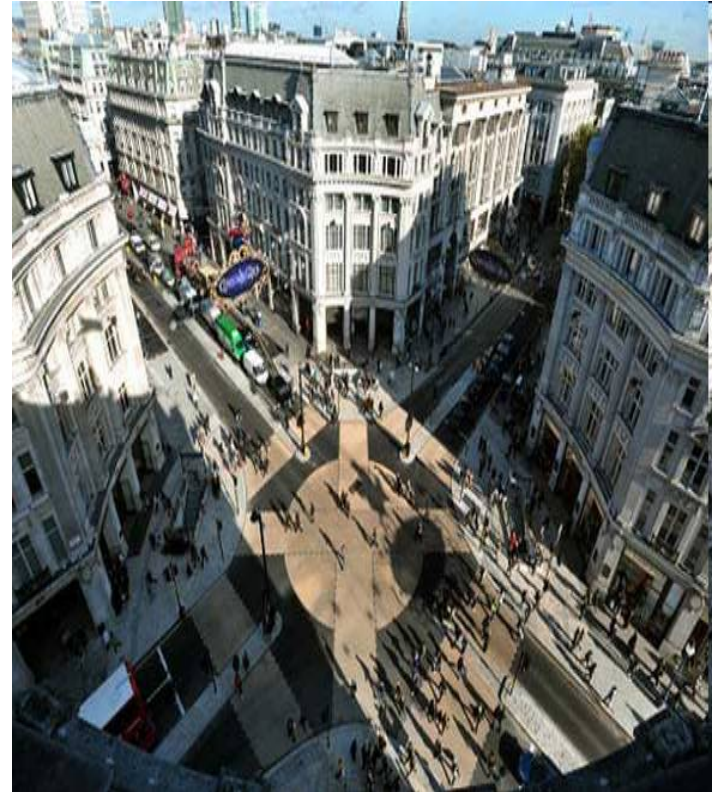
# SCS Could Increase Impacts to Vulnerable Road Users

- Per trip risks for walkers and bicyclists are higher than auto drivers
- Most injuries occur along high-risk corridors and areas
  - ▶ 51% of total pedestrian injuries and 55% of severe and fatal pedestrian injuries on 6.7% of city street length
- Many Priority Development Areas overlap with high-risk corridors and high areas



# Needs for protecting non-motorized road users

- ▶ Safety goals specific for vulnerable road users
- ▶ Accident analysis that accounts for environmental factors
- ▶ Road design standards that prevent serious and fatal injuries
- ▶ Greater funding
- ▶ Enable automated enforcement technologies



# SF and Region's Success are Inter-dependent

- SF doing more than our part on land use, but needs infrastructure funding support
- SF's leadership on land use has limits
  - ▶ Pushback on further land use plans planning in light of transit service cuts, crumbling roads
  - ▶ Can TOD/affordable housing succeed near freeways?
- Regional income disparities could increase; displacement of vulnerable groups
- Maintaining accessibility in core of region requires regional solutions
  - ▶ SF pricing needs to be accompanied by regional pricing and TDM



# SCS/RTP/RHNA – New Approach or BAU?

- We can incentivize growth and grow San Francisco's share of RTP investment pie by rewarding strong local PDA effort and affordable housing policies/track record
  - ▶ Will require strong advocacy to support regional effort to create new “block grant” funding program
- Opportunity for RHNA allocation/SCS to increase income diversity in all communities and improve equity outcomes by shifting growth to high access/high opportunity areas
- Expectation setting
  - ▶ Housing shortage, transportation maintenance shortfalls created over decades
- Transportation approach needs to respond to, and meet, growth challenge while maintaining existing infrastructure
- Advocacy: new sources of revenue are critical (transportation, affordable housing, complete community infrastructure)

# Opportunities for Advocacy, Collaboration

- **New Revenues**
  - ▶ User fees
  - ▶ Public-Private Partnerships
  - ▶ Infrastructure Finance Districts
  - ▶ Regional bridge toll increase or gas tax
- **Efficiency/Cost Savings**
  - ▶ Transit Sustainability Project
  - ▶ Better coordination with public health, social services
- **Regulatory Reform/Legislation**
  - ▶ Preserve/reform Redevelopment
  - ▶ CEQA streamlining
  - ▶ Transit Villages



# Thank You

[scs.sfplanning.org](http://scs.sfplanning.org)  
[www.movesmartsf.org](http://www.movesmartsf.org)