



# San Francisco Transportation Plan Update

SPUR Annie Alley Forum

May 21, 2013



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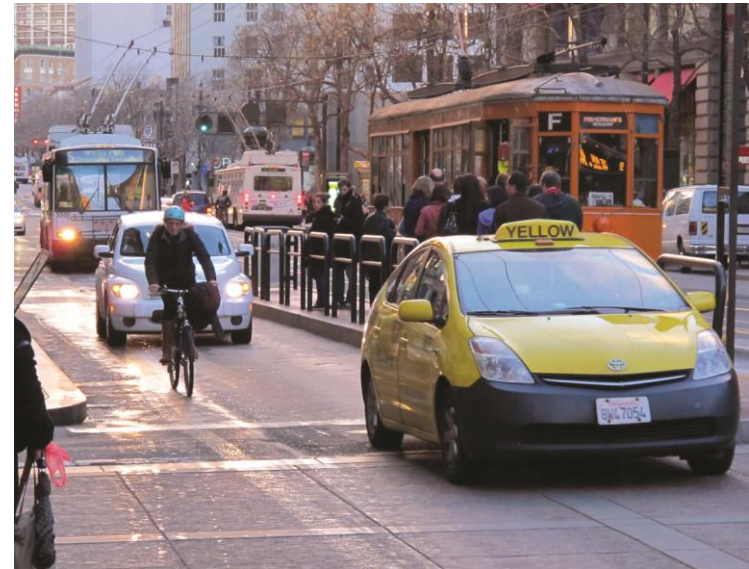
# Purpose of the San Francisco Transportation Plan

## 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 CCSF 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**



# New transportation goals and city development objectives

## 2013 Regional Transportation Plan: new projects

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

## SB375, SF Climate Action Strategy

- ▶ SF goal: reduce GHGs to 80% below 1990 levels by 2050
- ▶ Regional Transportation Plan Update includes a Sustainable Communities Strategy

## Bicycle and Pedestrian Safety Directives

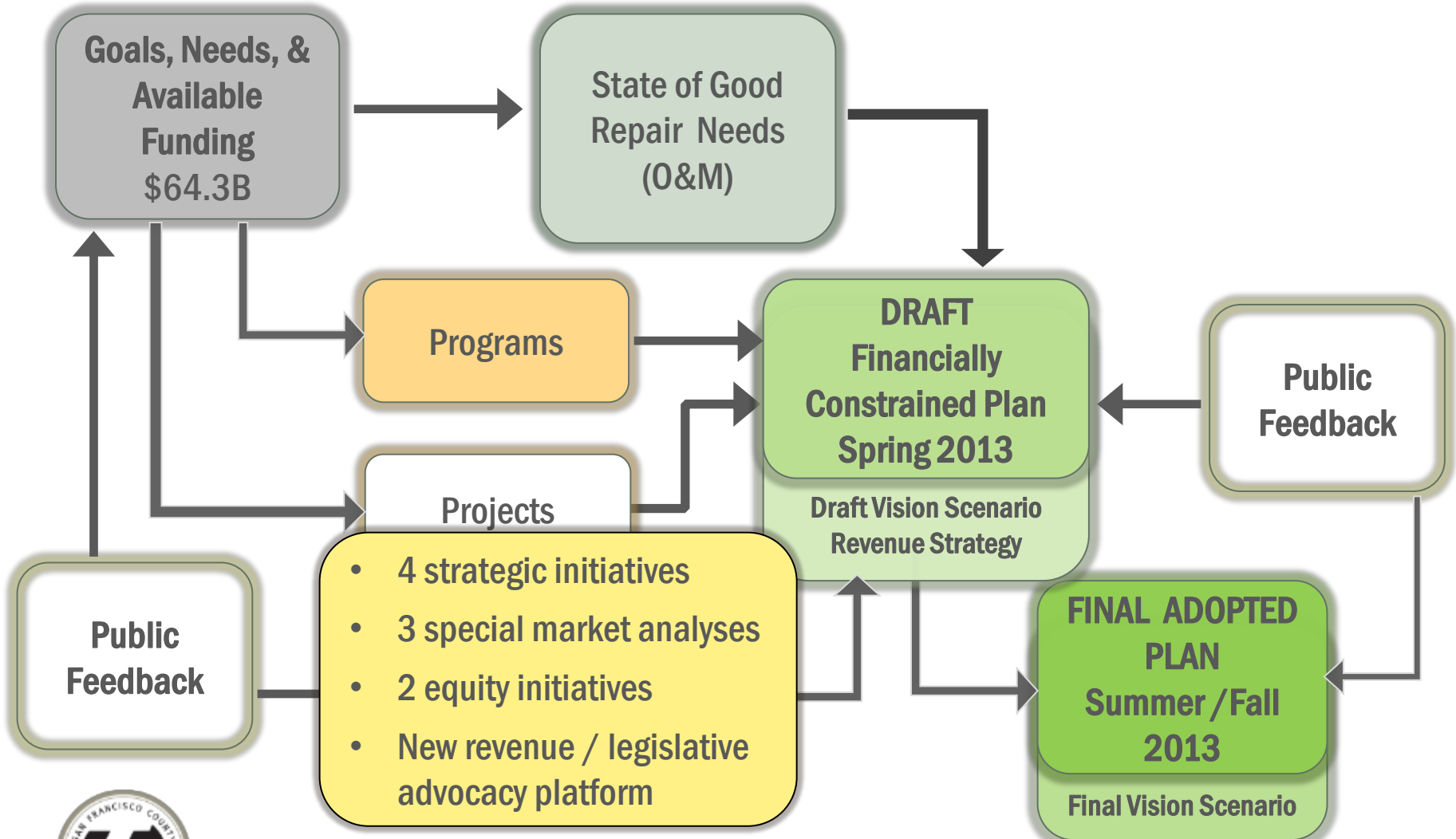
- ▶ BoS: 20% Bicycle Mode Share by 2020
- ▶ Mayor's Directive: 50% reduction in pedestrian injuries by 2020

## Demand Management to Support Approved Plans

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



# Developing the SFTP



# SFTP needs assessment framework

## Transportation System Performance

- Total trip-making
- Mode share
- Avg Occupancy (PMT/VMT)
- Transit: Auto Travel Time Ratio

### Economic Competitiveness

- Congested Streets, Commute times
- Peak: Off-peak Drive Travel Time
- Goods movement needs and visitor access

### Healthy Environment

- Vehicle miles traveled
- Greenhouse gas emissions
- Active Transportation (walking & biking) Trips

### Livability

- Travel safety
- Transfers/Transit trip
- Non-auto trip shares
- School trip needs

### State of Good Repair

- Crowded Transit Lines
- Pavement Condition Index
- Transit Reliability
- Structural Sufficiency

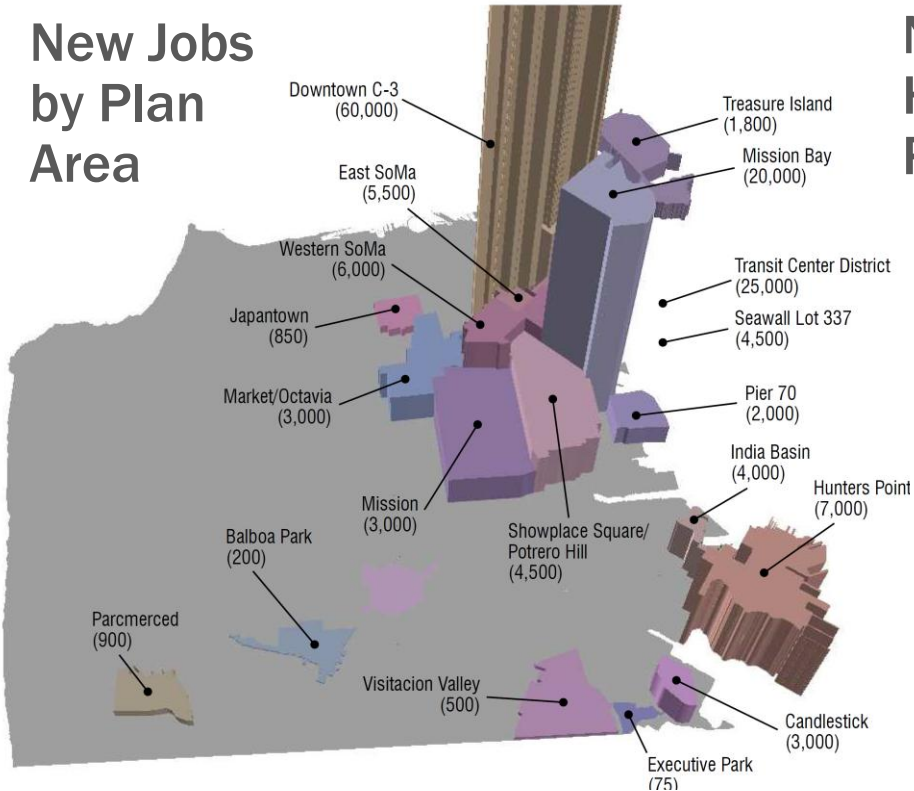
Equity  
Public Input



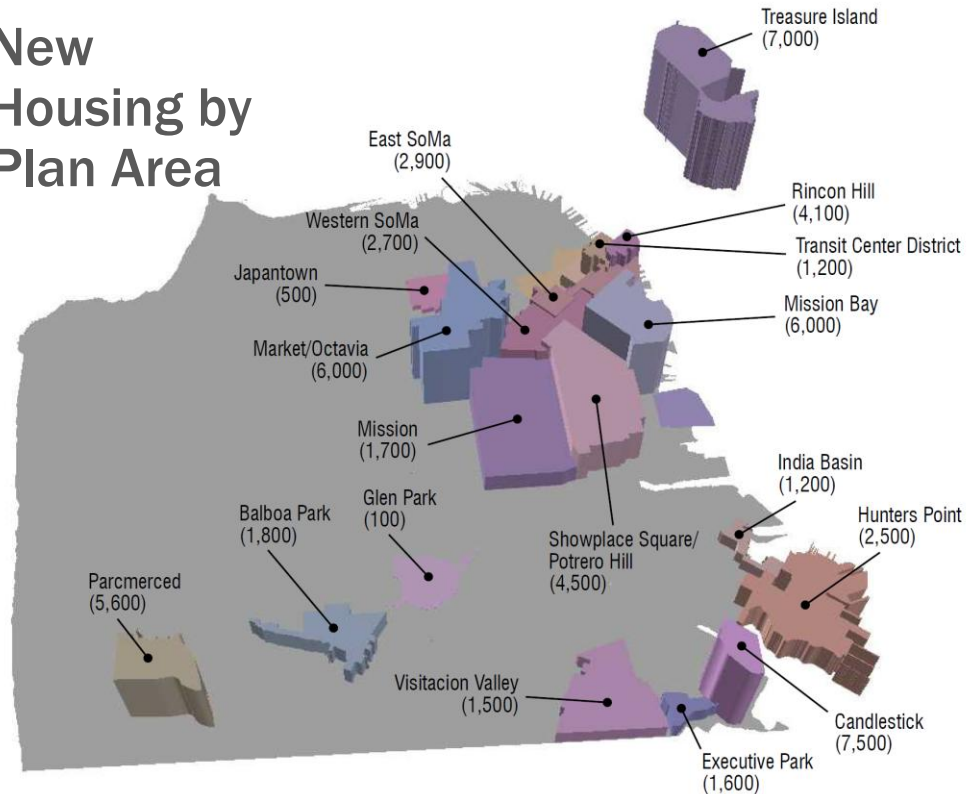
# Our growth and transportation challenge

## Planned growth through 2040

### New Jobs by Plan Area



### New Housing by Plan Area



- ▶ 101,000 new households
- ▶ 191,000 new workers
- ▶ 603,000 more daily car trips (more than the combined daily volume of Bay Bridge and Golden Gate Bridge crossings)

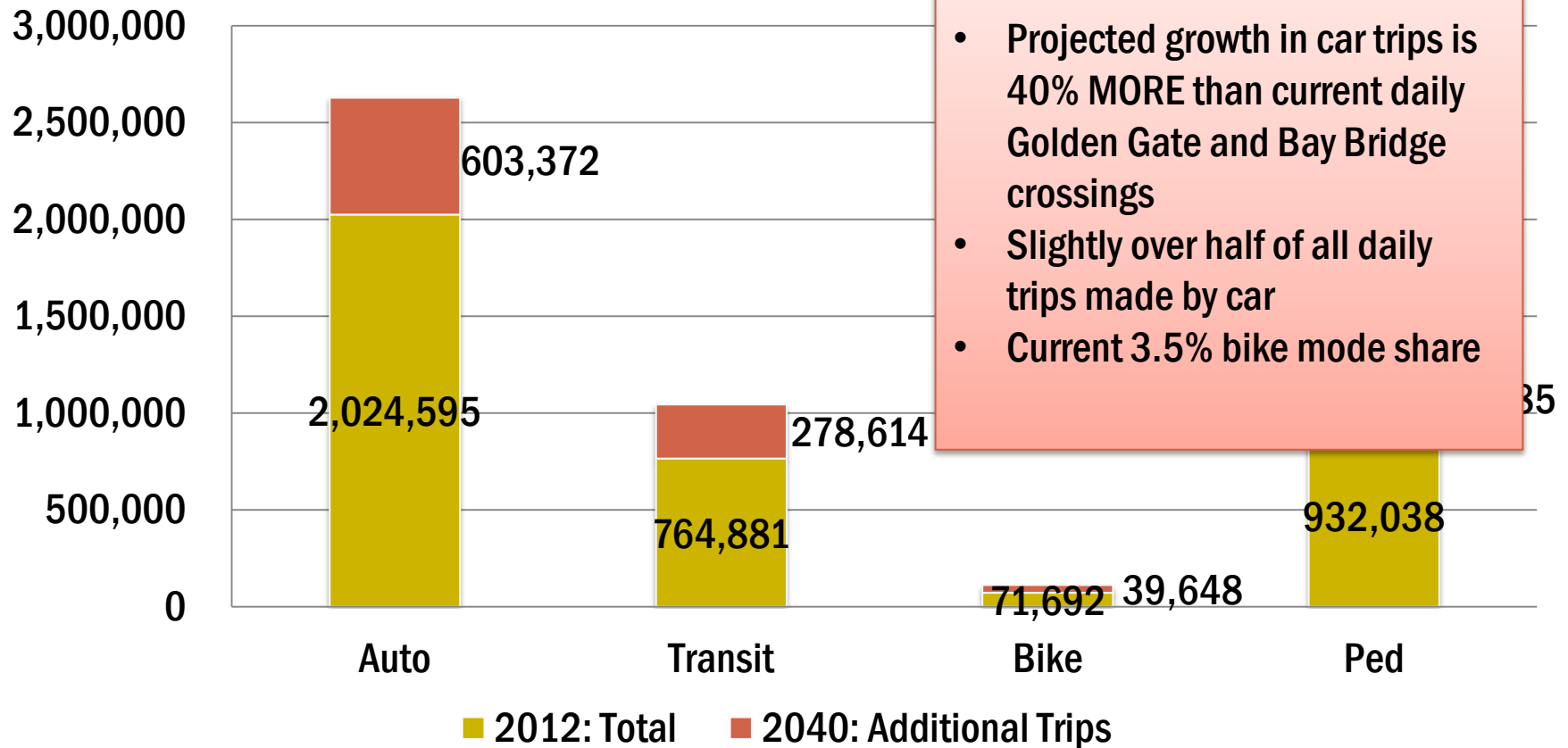


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> 5 Million trips to/from/within SF by 2040  
33% more trips than today

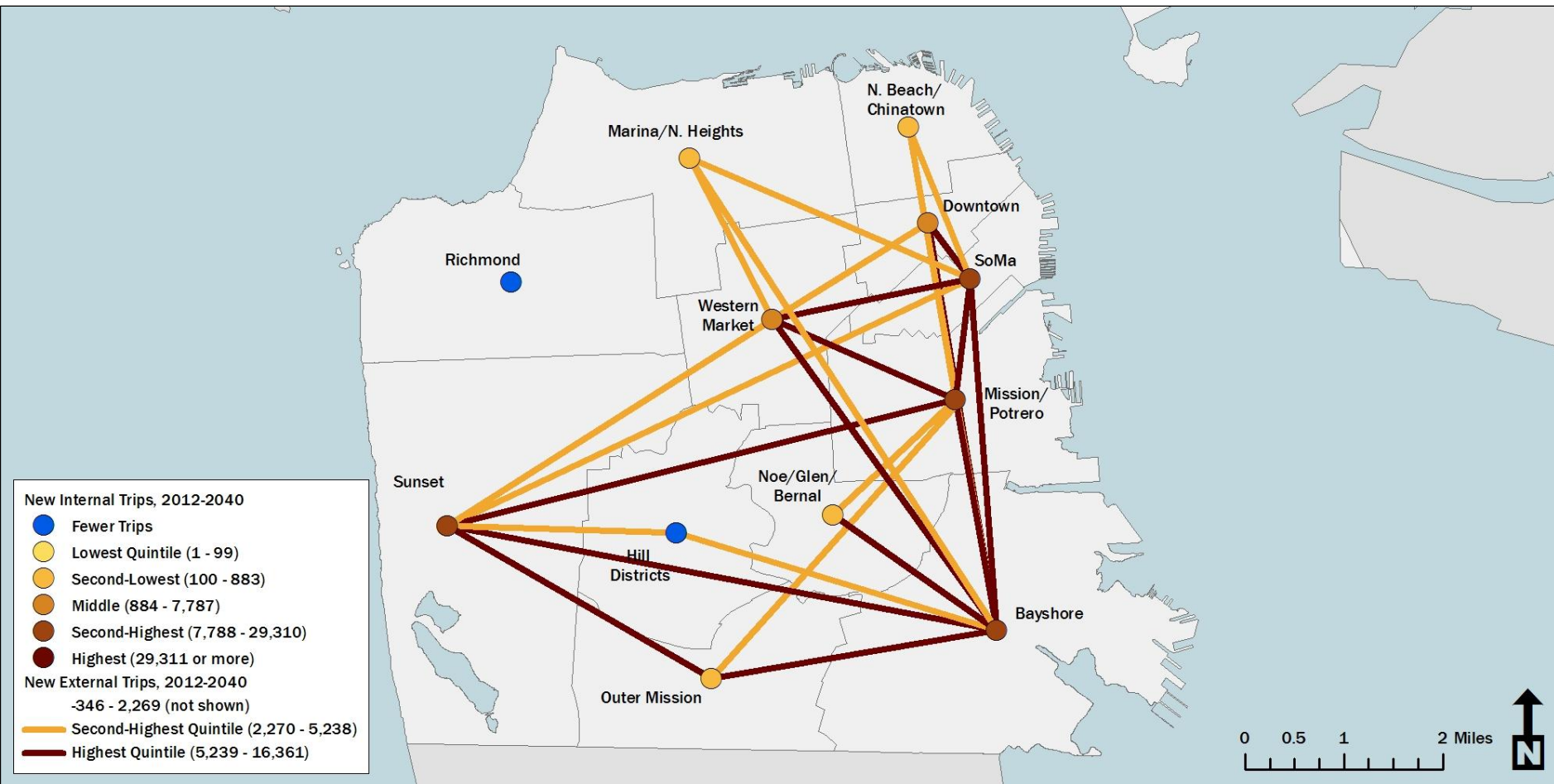
### Total Trips To, From, and Within SF by Mode



# Change in local auto trips: 2012-40

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**2040**



Source: SF-CHAMP 4.3



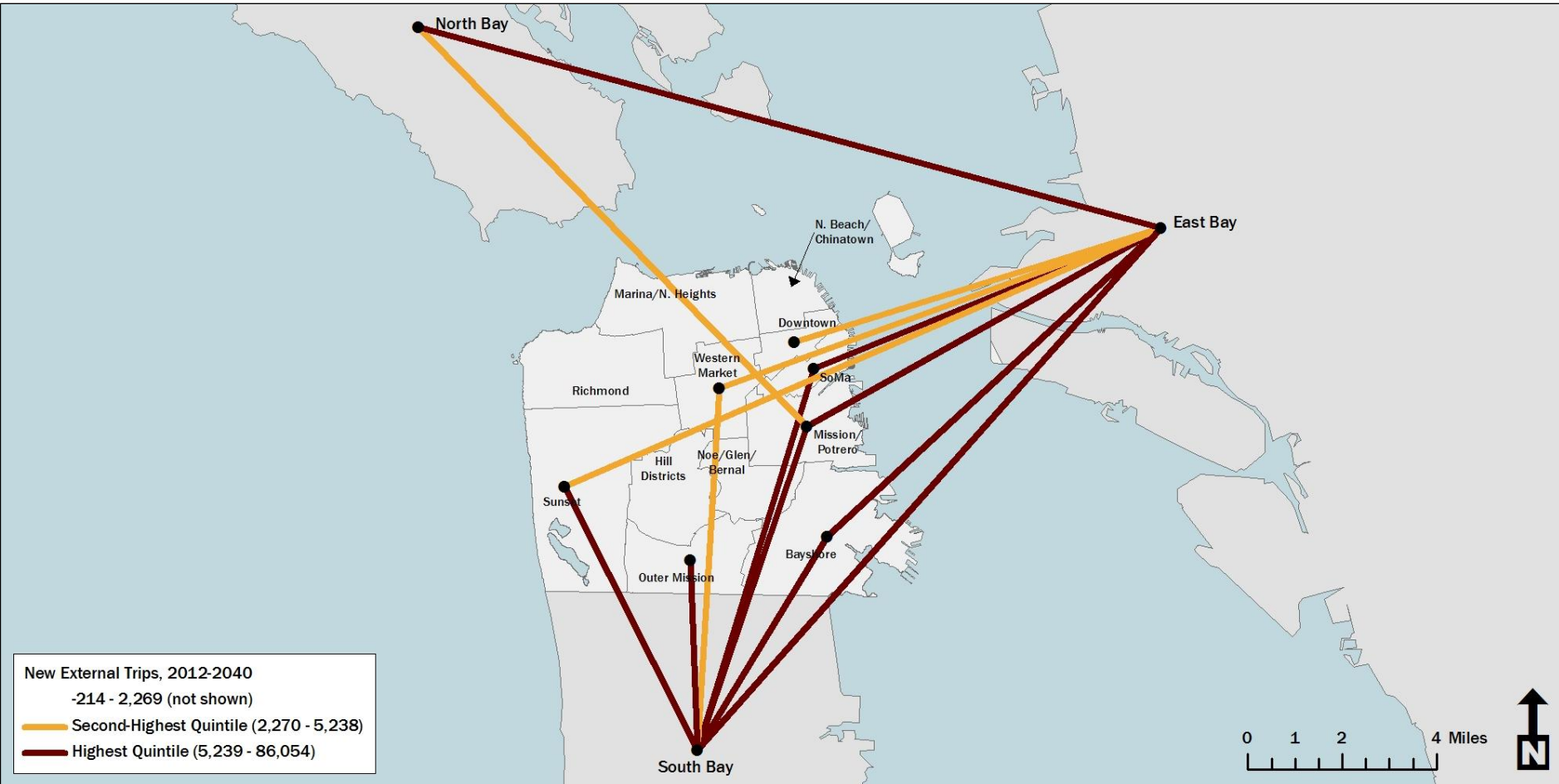
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# Change in regional auto trips: 2012-40

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Source: SF-CHAMP 4.3



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# Muni crowding

## Morning peak hour, 2012 and 2040

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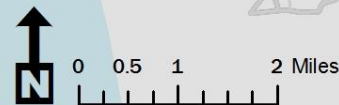
2012



Muni Crowding 2012 and 2040

- Crowded
- Overcapacity

2040



Source: SF-CHAMP 4.3



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# Crowding on regional transit systems | Morning peak hour, 2012 and 2040

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2012

Golden Gate Transit

AC Transit

SamTrans

Other Systems: Crowding 2012 and 2040

— Crowded  
— Overcapacity

2040

Sonoma County  
Transit

Golden Gate Transit

Presidigo O

SamTrans

Bay Bridge:  
AC Transit,  
Amtrak Shuttle,  
WestCAT Lynx

BART

Caltrain



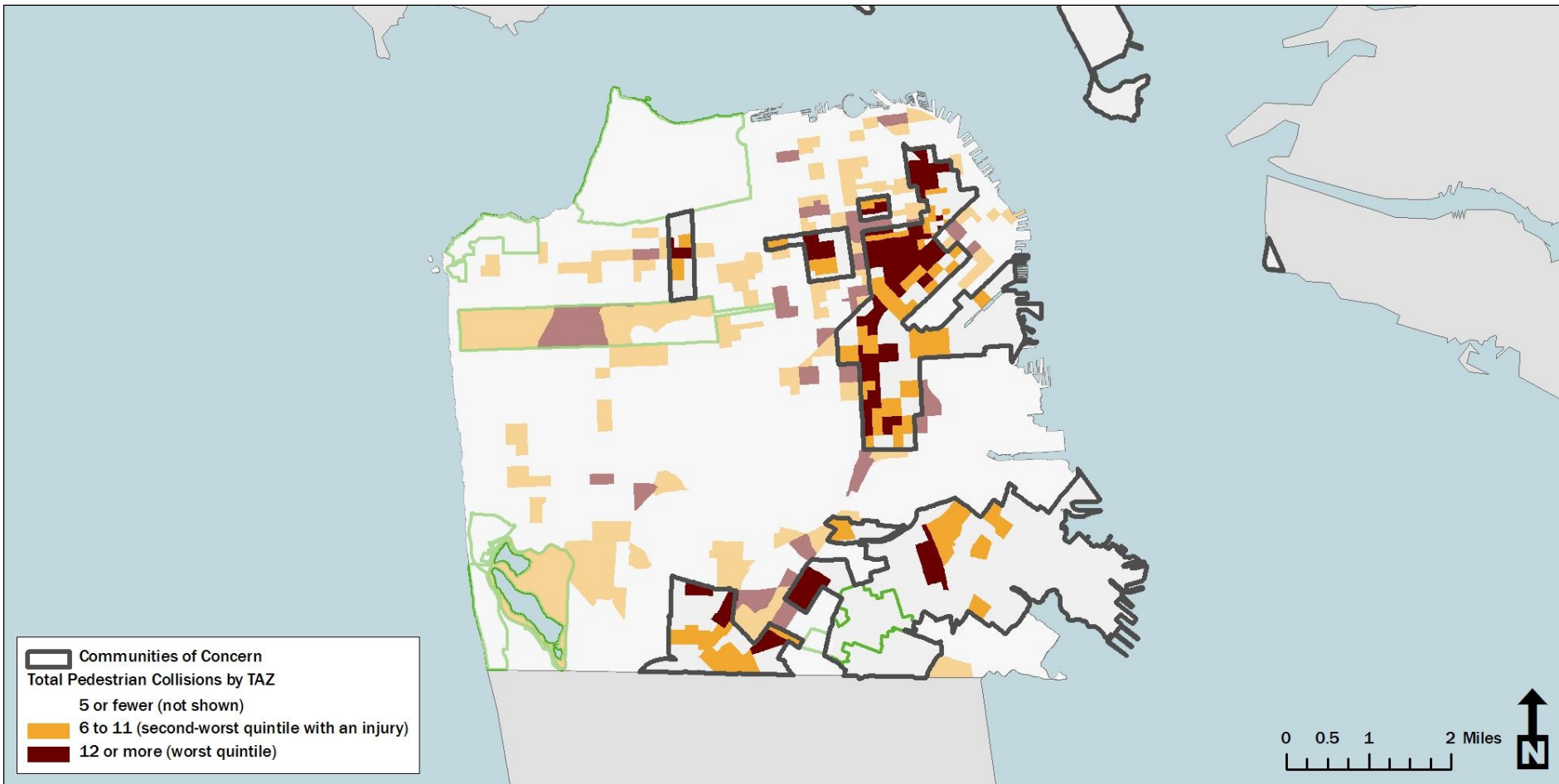
0 0.5 1 2 Miles



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Source: SF-CHAMP 4.3

# Pedestrian Injuries: Total number of injuries



Sources:  
Tract Populations: American Community Survey, 2009  
Ped Collisions (2007-11): Statewide Integrated Traffic Reporting System (SWITRS)

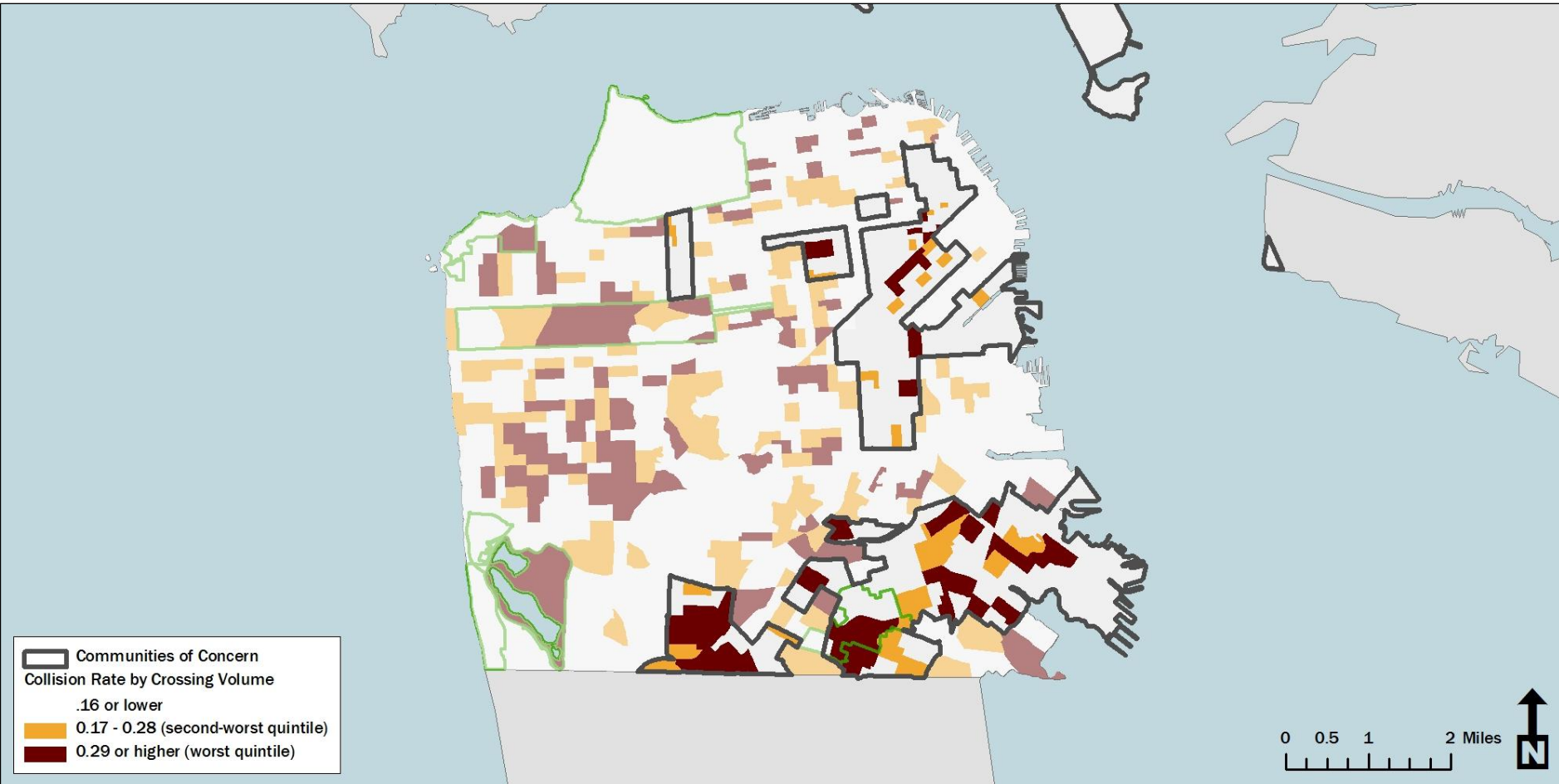




# Pedestrian Injury Rate

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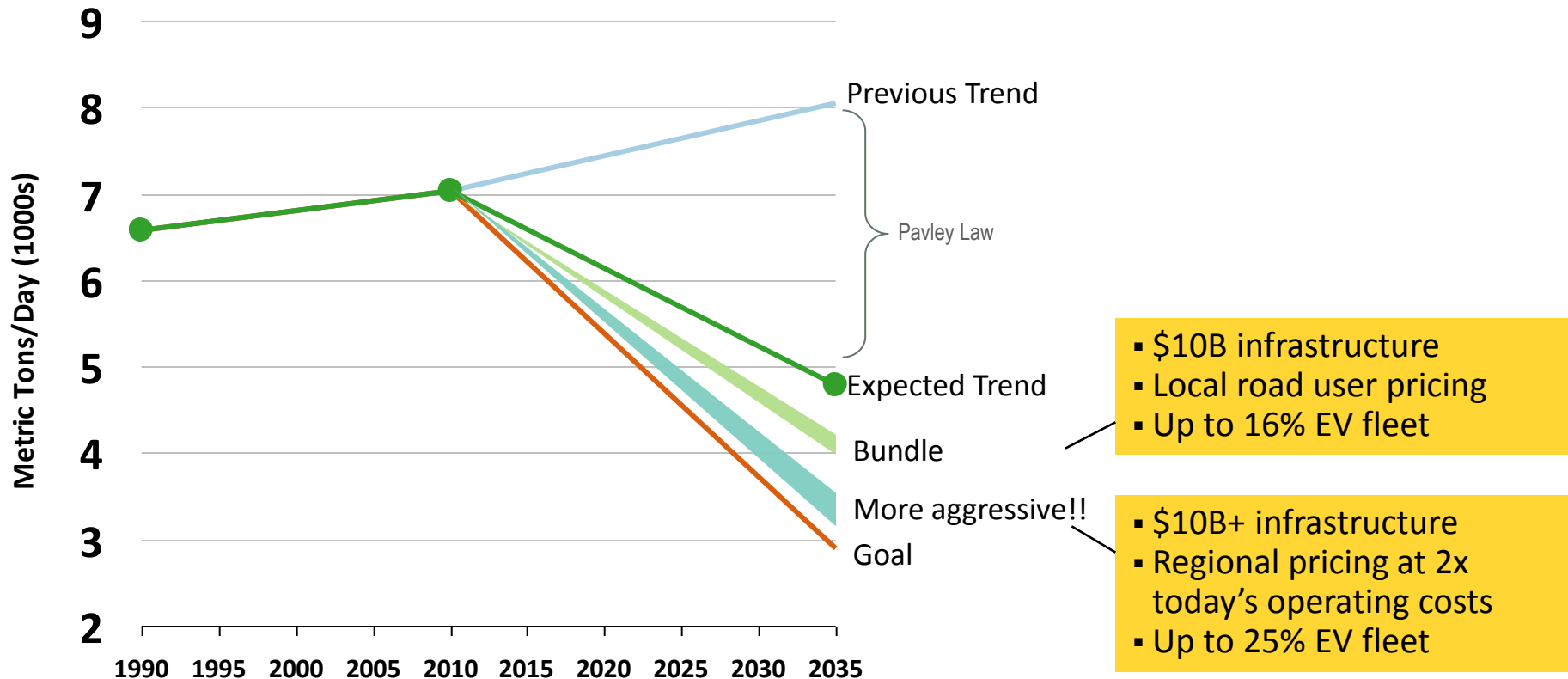
Sources:  
Predicted Crossing Volume: San Francisco Pedestrian Volume Model (2011)  
Ped Collisions (2007-11): Statewide Integrated Traffic Reporting System (SWITRS)



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# Example: Healthy Environment Scenario can only approach goal w/aggressive policy change

**San Francisco GHG Emissions Trend vs. Goal**  
(on-road mobile, weekday)





# Response to calls for projects: public input

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## 300 submittals from both agencies and the public

- ▶ Support for “Fix It First”
- ▶ Support for projects to improve transit reliability and provide dedicated right-of-way
- ▶ Demand for traffic calming, pedestrian safety and enhancement, and bicycle improvements
- ▶ Demand for more frequent transit service (to alleviate crowding)



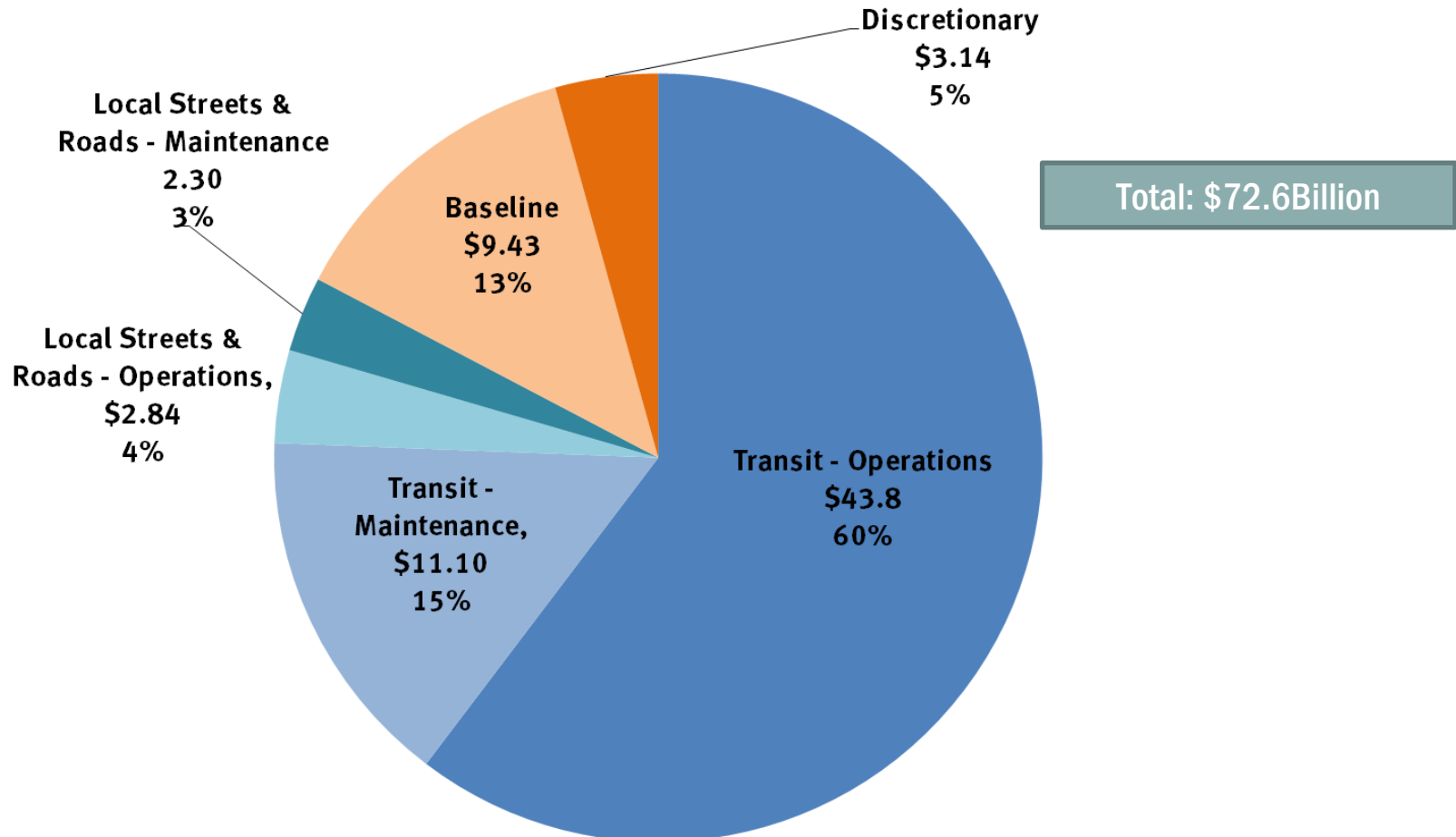
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# Draft SFTP Financially Constrained Investment Scenario

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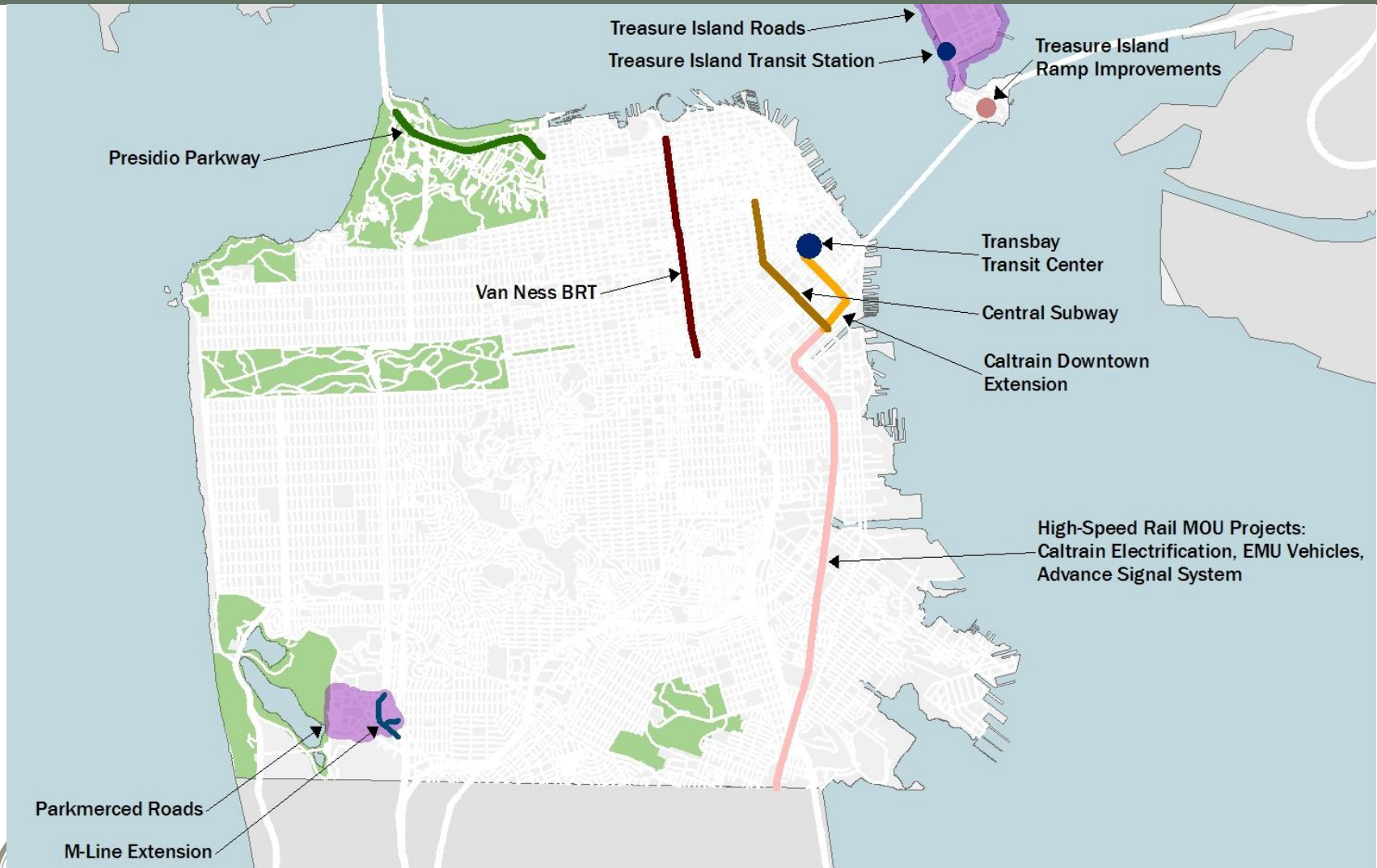
## Expected Transportation Revenue for San Francisco, 2012 through 2040, Billions YOE



# SFTP Baseline Projects

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# Prioritizing discretionary revenue

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**How should we prioritize \$3.14 billion in uncommitted funds?**

**State of Good Repair / Operations & Maintenance (O&M)**

- ▶ **Improve transit reliability**
- ▶ **Pavement quality, state and local structures**

**Transportation enhancements and programs**

- ▶ **Pedestrian safety, traffic calming**
- ▶ **Bicycle facilities, Rapid Transit network**

**Expansion projects**

- ▶ **Relieve crowding; long range strategic rail investments**
- ▶ **Develop freeway management strategies (US101, HWY280)**



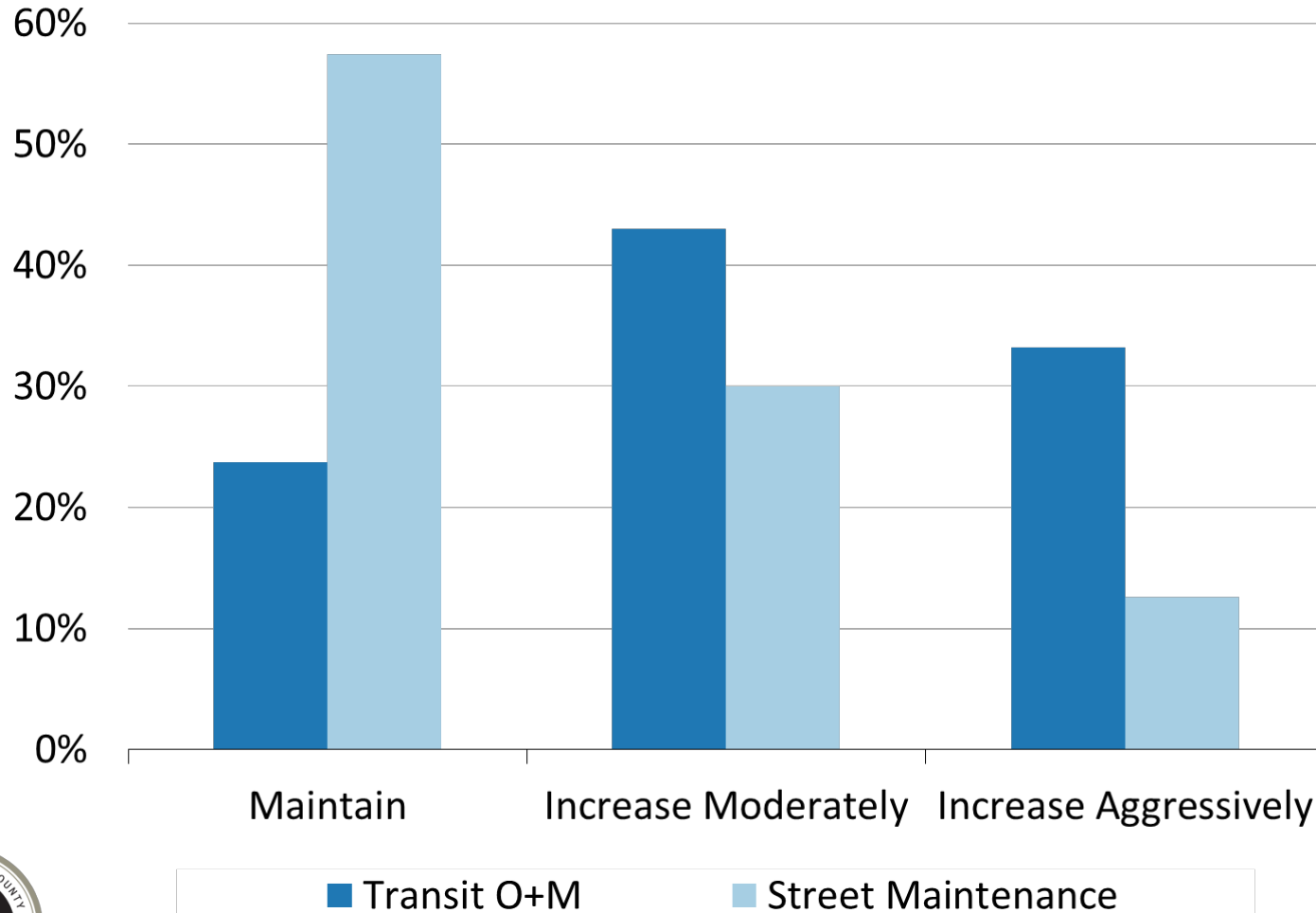
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# Desire for increase in transit O&M

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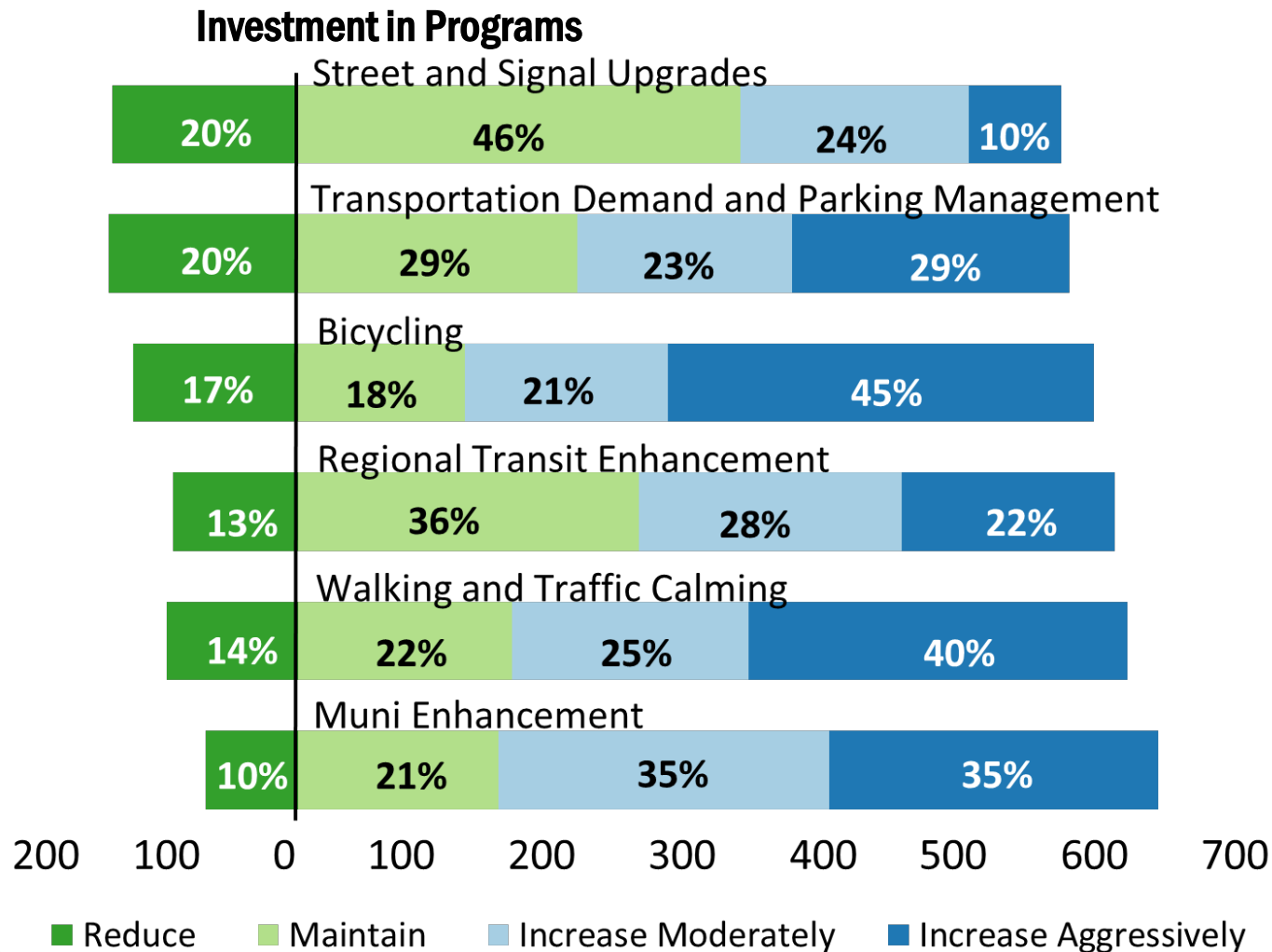
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## Investment In Maintenance and Operations



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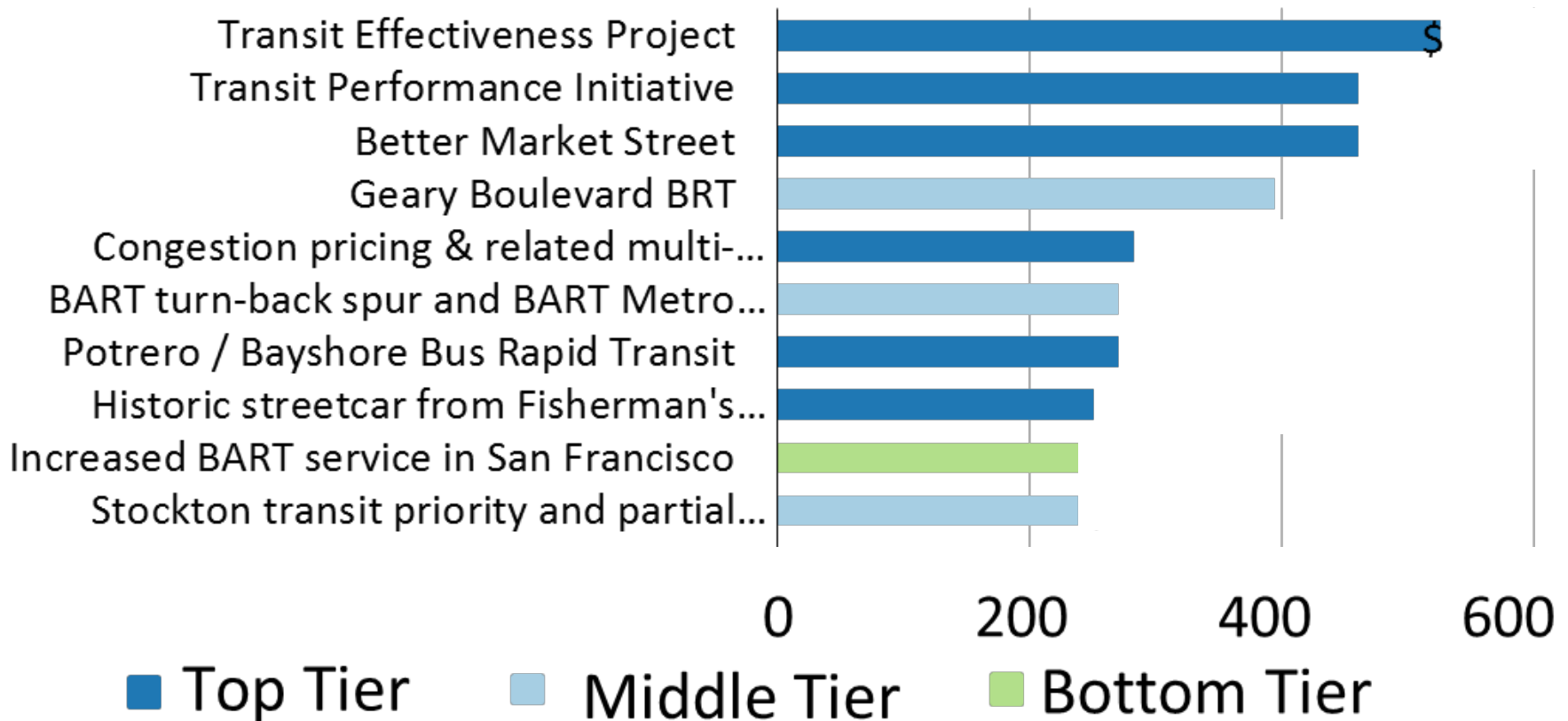
# Desire for more investment in walking, cycling, + Muni enhancements





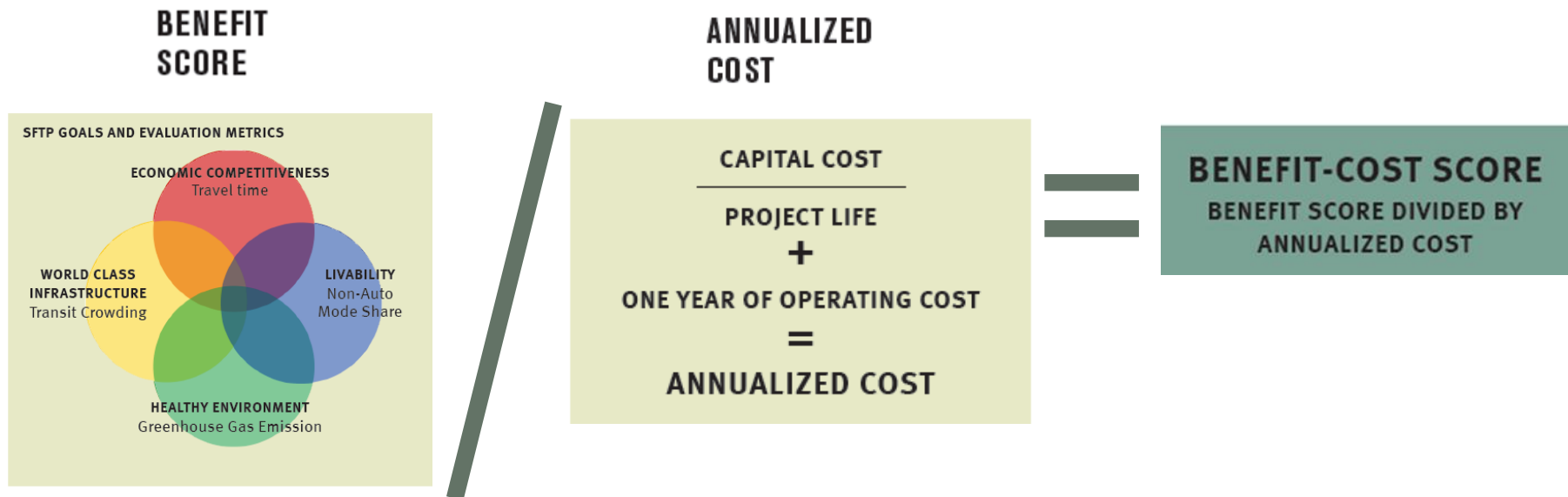
# Support for high-performing transit efficiency projects

## Demand for Projects (top 10 vote-getters)



# Project performance evaluation

Nearly 50 projects and programs were evaluated for cost effective contribution to plan goals



# Benefit-cost proxy index – Top tier

<b>Projects with Highest Benefit-Cost Proxy Scores (Listed alphabetically)</b>	<b>Total Cost (cap + op, \$YOE)</b>
<b>Better Market Street</b>	<b>\$258</b>
<b>Bicycle Program</b>	<b>\$252</b>
<b>Congestion Pricing – Cordon and Treasure Island</b>	<b>\$119</b>
<b>Historic Streetcar Expansion – E Turnaround</b>	<b>\$149</b>
<b>HOV Lane on Central Freeway</b>	<b>\$15</b>
<b>New Caltrain Station at Oakdale Avenue</b>	<b>\$62</b>
<b>Potrero / Bayshore BRT</b>	<b>\$128</b>
<b>Transit Effectiveness Project</b>	<b>\$178</b>
<b>Transit Performance Initiative</b>	<b>\$400+</b>
<b>Travel Demand Management Program</b>	<b>\$73M</b>
<b>Total Cost of Top Tier of Projects</b>	<b>\$1,561</b>



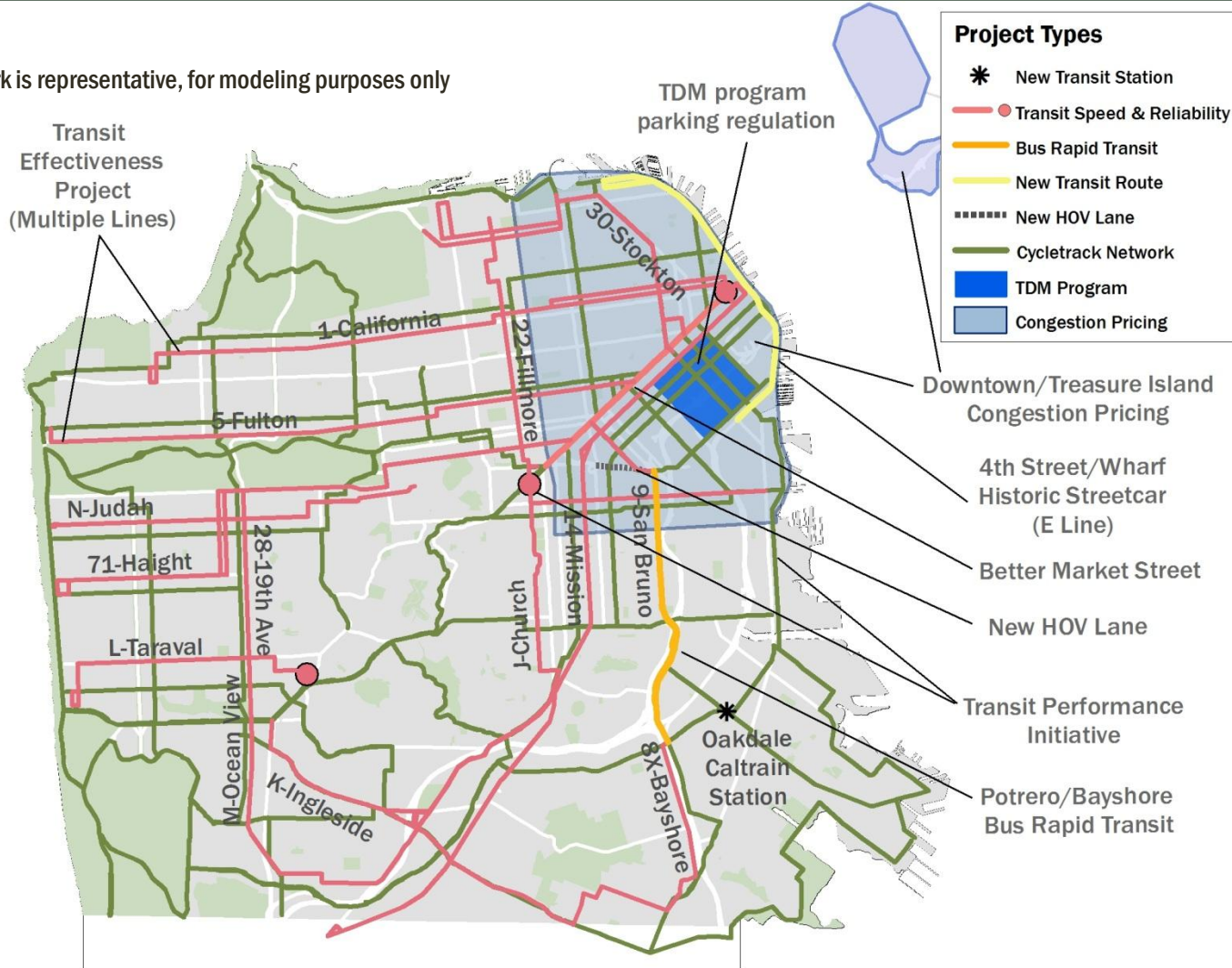
# Top tier projects

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## Notes

- Cycletrack network is representative, for modeling purposes only



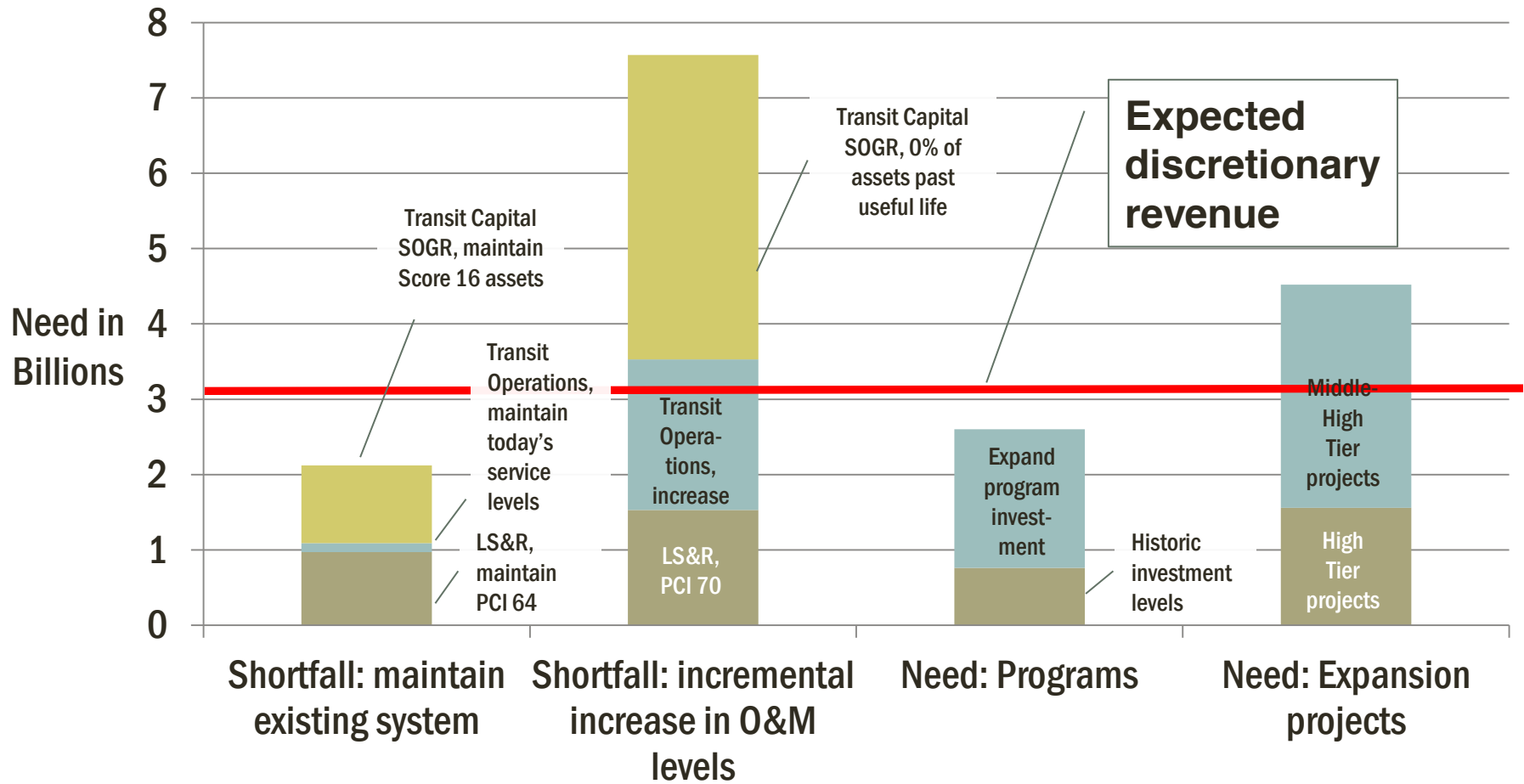
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# SF priorities are top RTP performers

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



# Needs far exceed expected revenue





# Knitting it all together

## Investment Scenario Options

- Complementary choices among investment types (e.g. replacement vehicles, rapid transit network development can increase effective level of transit service)

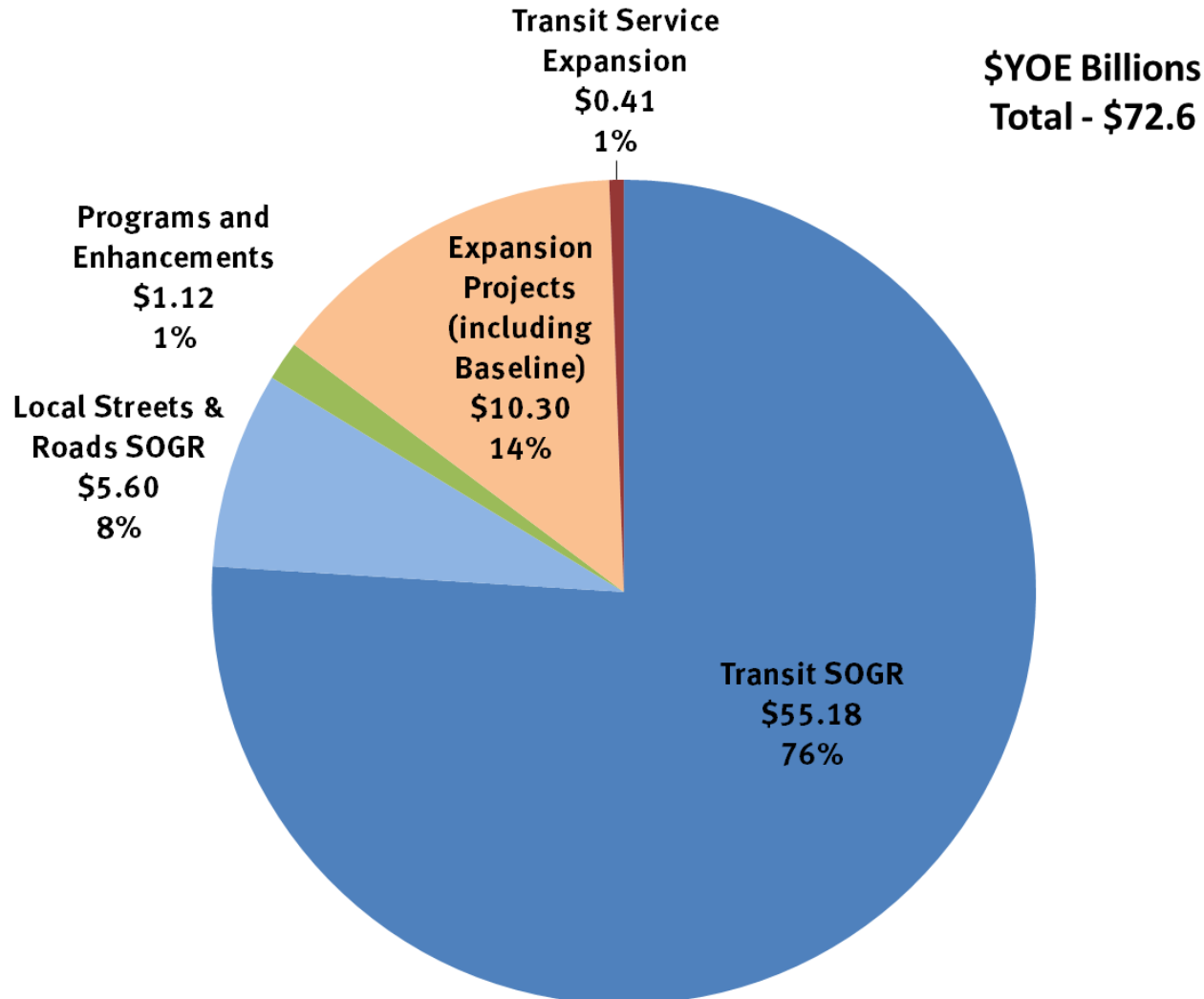
But also:

- Tradeoffs between and within investment types (e.g. Operations, Maintenance, Programs, Expansion), modes, geographic areas and

Plan development should consider multiple factors: Need, Performance, Cost-Effectiveness, Public Input, Policy/Plan status, Equity

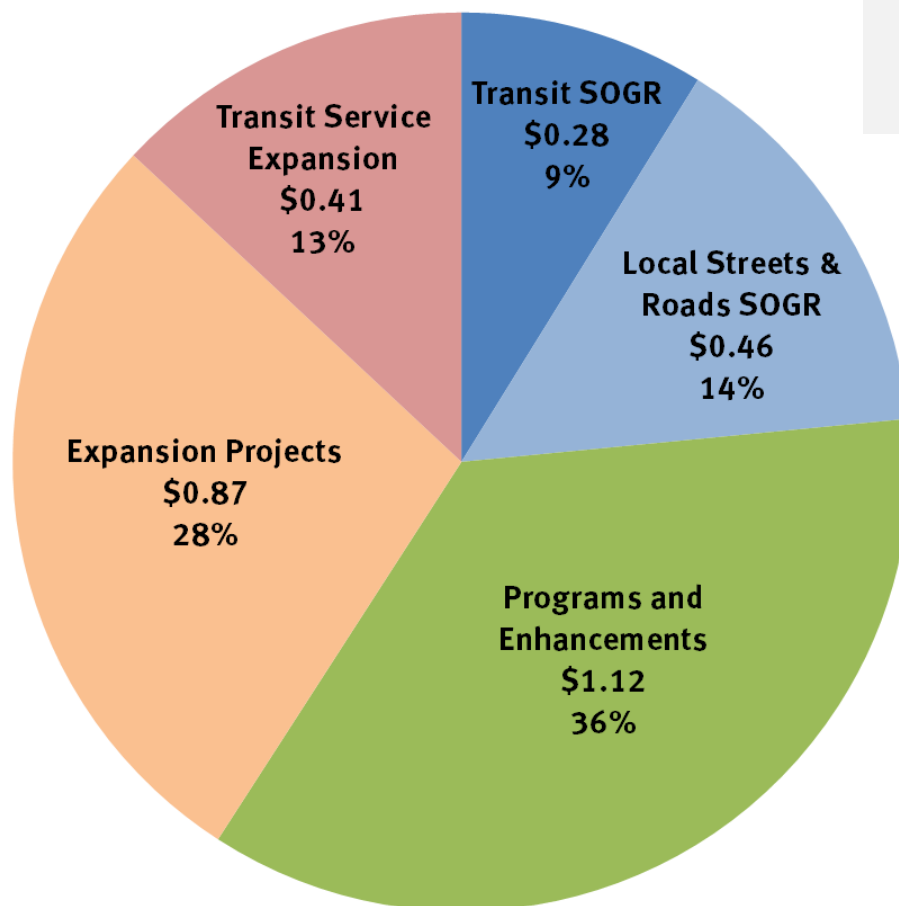


# Draft SFTP Financially Constrained Investment Scenario



# Draft SFTP Financially Constrained Investment Scenario

## Discretionary Revenue Investment by Type, YOE Billions

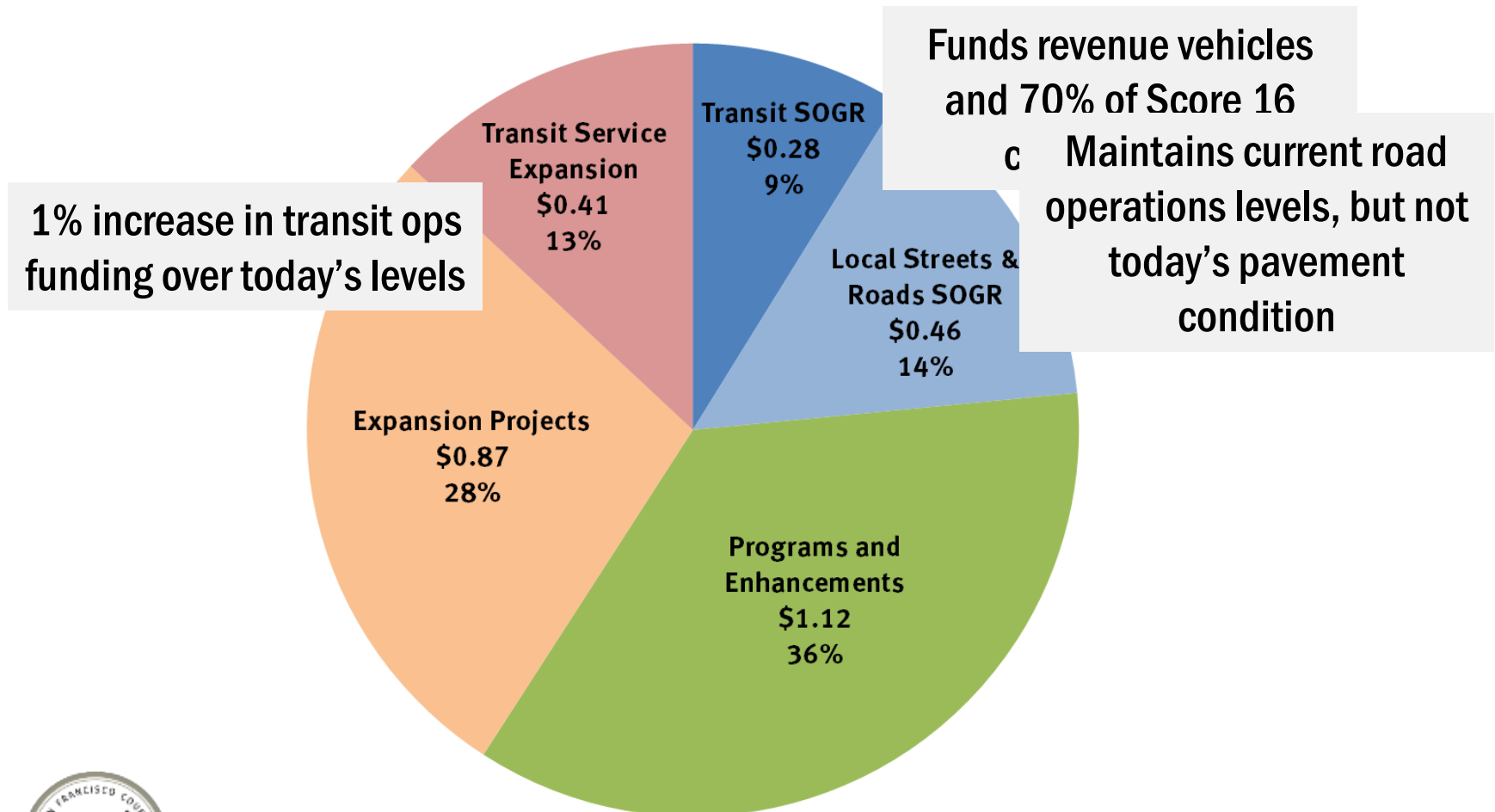


**Total discretionary  
revenue: \$3.14Billion**



# Transit service expansion and SOGR

## Discretionary Revenue Investment by Type, YOE Billions



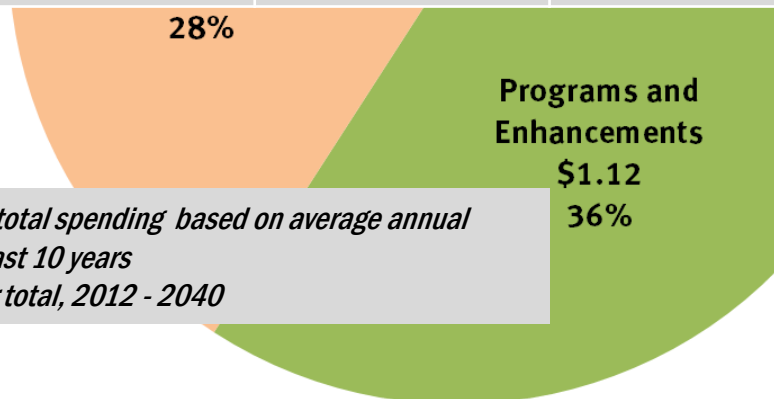
# Programs and enhancements

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## Discretionary Revenue Investment by Type, YOE Billions

Program	Historic funding level*	Proposed funding level**	% Increase over historic
Complete streets, signals and signs	\$0.14	\$0.20	43%
Walking and traffic calming	\$0.19	\$0.28	47%
Bicycling	\$0.05	\$0.15	200%
Demand management	\$0.05	\$0.06	20%



Increased funding for local streets, walking and traffic calming, bicycling, and demand management

\* Estimated 28 year total spending based on average annual funding levels from last 10 years

\*\* Proposed 28 year total, 2012 - 2040



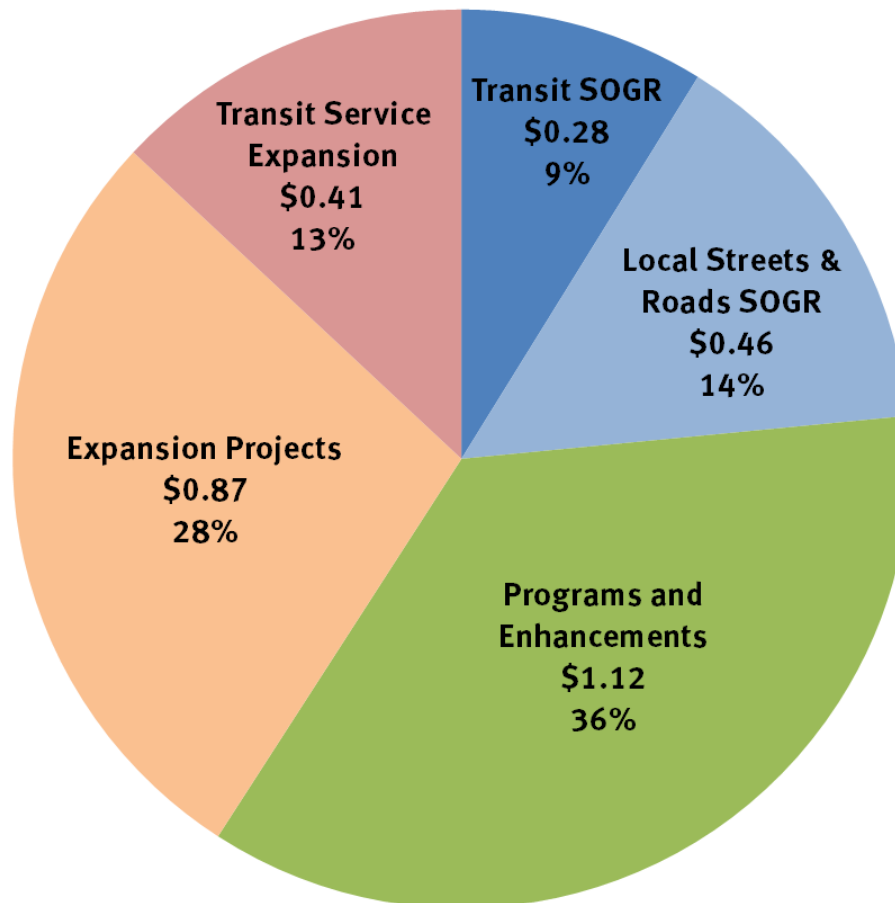
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## Discretionary Revenue Investment by Type, YOE Billions





# Expansion projects inclusion criteria

- All projects from “High” cost-effectiveness tier receive funding
- Additional projects from Middle-High Tier included based on:
  - ▶ Ability to address equity issues
  - ▶ Approval in Prop K Expenditure Plan or City Development Agreement
  - ▶ Support for Priority Development Area (PDA) growth

## High Tier Projects

Better Market Street

Congestion Pricing

Caltrain Oakdale Station

E-line extension to Caltrain

Freeway Performance Initiative (FPI)

Potrero / Bayshore BRT

Transit Effectiveness Project

Transit Performance Initiative (TPI)

## Middle-High Tier Projects

Bayshore intermodal station

Express buses - Hunter's & Candlestick Points

Geary Boulevard BRT

Geneva TPS / BRT

M-line west side alignment



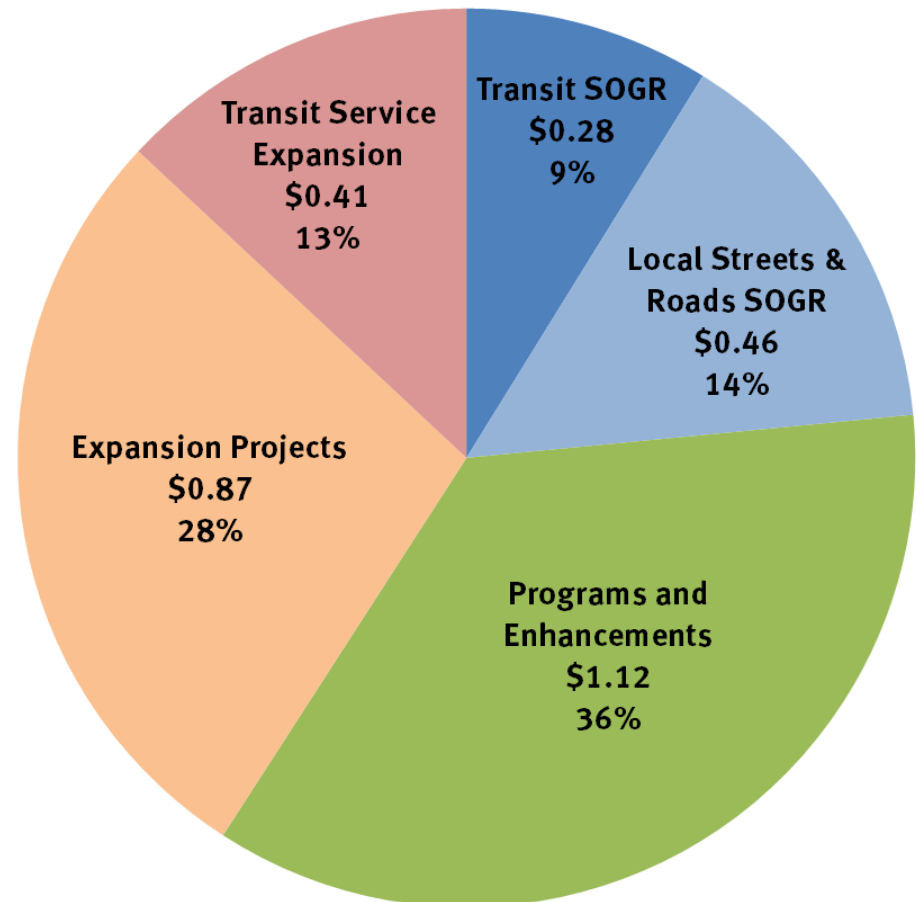
# Questions for feedback

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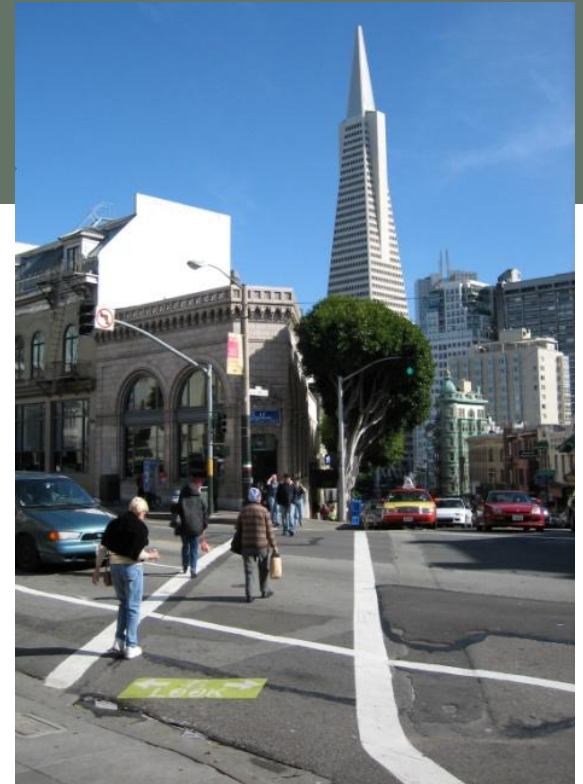
- Level of investment by type – are we on the right track?
- How to prioritize within SOGR and Programs?
- How to incorporate equity findings into the investment strategy?

**Discretionary Revenue Investment by Type, YOE Billions**



# Strategic policy initiatives

- ❶ **Complete Streets:** Clarify policies, create a cost-effective complete streets approach
- ❷ **Next-generation TDM:** Broaden, deepen TDM efforts including new ways to leverage Employer/Community-initiated efforts
- ❸ **Local-to-regional connection:** Re-imagine freeway, transit interfaces with region
- ❹ **Project delivery / performance effectiveness:** Improve project and program delivery, leverage private investment





# SFTP adoption timeline

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# Thank you!

For meeting schedule through  
July, see:

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