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Ideas + Action for a Better City

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#ReducingCarTrips



Photo: Sergio Ruiz

Transportation Sustainability Program



San Francisco 2016

Roads and public
transit nearing
capacity

Increase in cycling
and walking despite
less than ideal
conditions



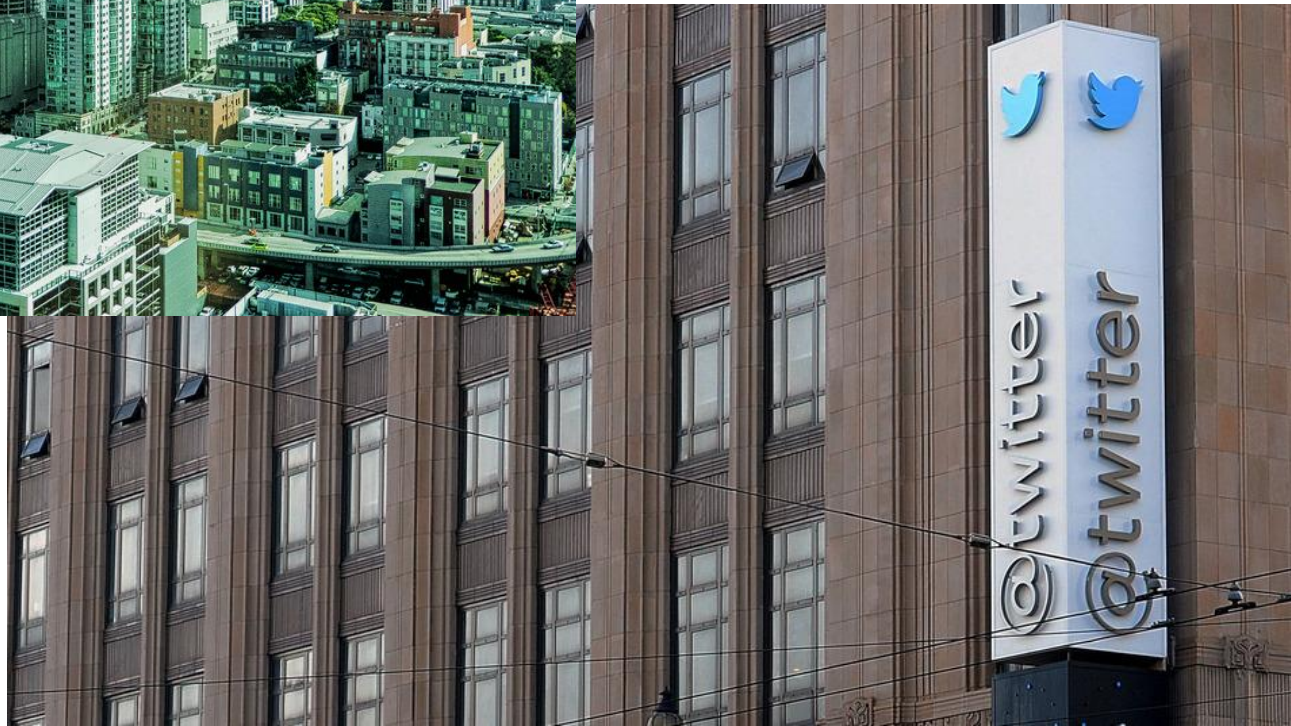


San Francisco 2040

100,000+ new households

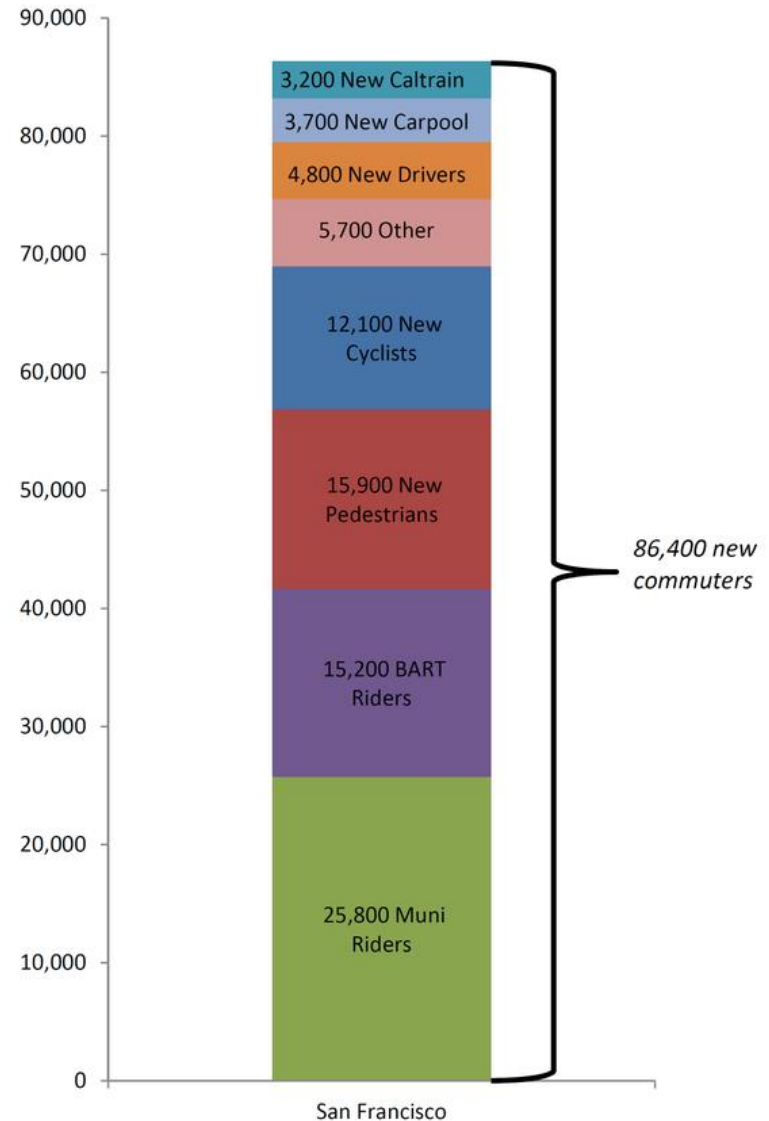
190,000+ new jobs

Projections are not fantasy



Recent Trends Indicate Ability to Influence Travel Behavior of new Residents and Workers

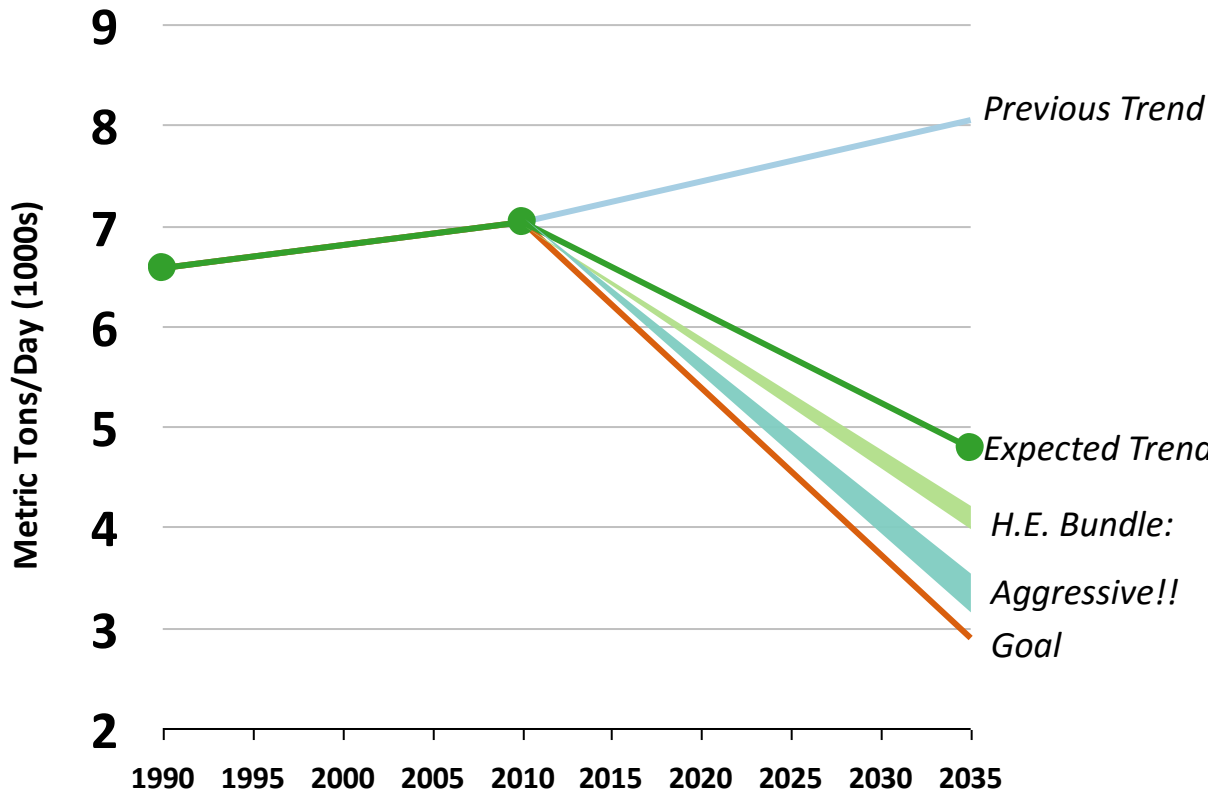
Change in Number of Commuters by Mode - San Francisco (2006 - 2014)



Source: Jamie Parks, Twitter, SF Streetsblog

Challenge Meeting Ambitious Targets

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



Costs, H.E. Bundle

- ~\$10 B Total
- \$4 B w/out 2 most expensive transit capital projects
- \$400-600M, everything except transit

- 9-16% EV penetration
- 30-40% reduction vs. trend
- 1.1-1.3 metric tons gap

- 9-25% EV penetration
- 65-85% reduction vs. trend
- 0.3-0.7 metric tons gap

Source: San Francisco Transportation Plan, SFMTA Climate Action Strategy

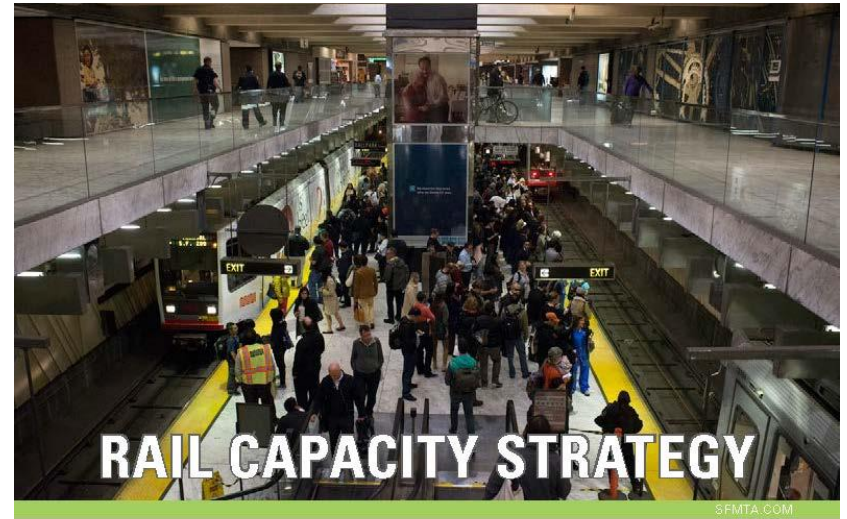
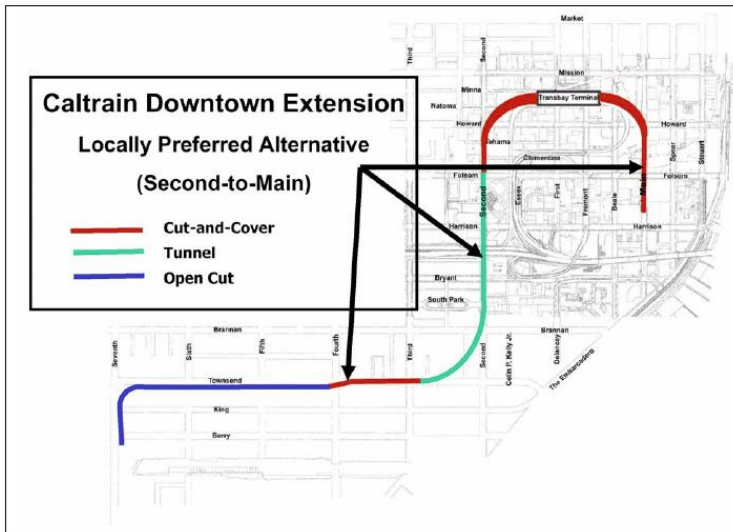
Significant planning efforts underway

BART Metro Vision Update

Enhancing Service, Capacity and Coverage



L RTPP – Long Range Transportation Planning Program



Draft November 2015



Transportation Sustainability Program

A Comprehensive Approach to Growing Sustainably

Public Investment and Strategies for Existing and Future Population Underway

Transit capital and operational investments
(Central Subway, Muni Forward, BRT, DTX, etc.)

Bicycle infrastructure
(protected lanes, parking, etc.)

Pedestrian safety
(Vision Zero, Walk First, etc.)

Demand Management
(bike sharing, shuttles, citywide TDM, etc.)

New Development Contribution

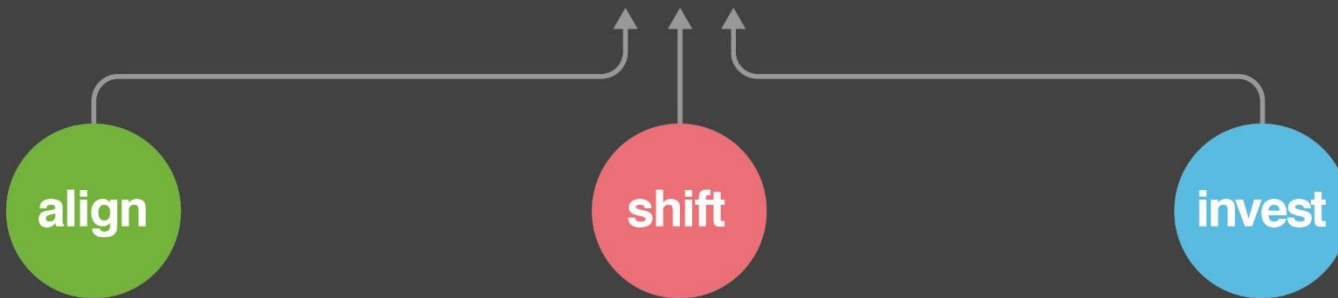
Transportation Sustainability Program:

Assess development's transportation impacts in a more meaningful way and require developers to reduce their impacts and pay their fair share for those impacts

TRANSPORTATION SUSTAINABILITY PROGRAM



*Keeping people moving
as our city grows*



MODERNIZE ENVIRONMENTAL REVIEW



More meaningful transportation analysis that better captures environmental effects

ENCOURAGE SUSTAINABLE TRAVEL



On-site transportation amenities that reduce reliance on driving

ENHANCE TRANSPORTATION TO SUPPORT GROWTH



Development fee to help fund transit and safer streets

GRANT
O'FARRELL



SAN FRANCISCO



align



MODERNIZE ENVIRONMENTAL REVIEW

LEVEL OF SERVICE BASICS

Traffic Engineer: **A**

Urban Life: **F**

*Measures the delay of
vehicles*

(Letter Grade – A through F)

Traffic Engineer: **F**

Urban Life: **A**



Source: [azcentral](#)

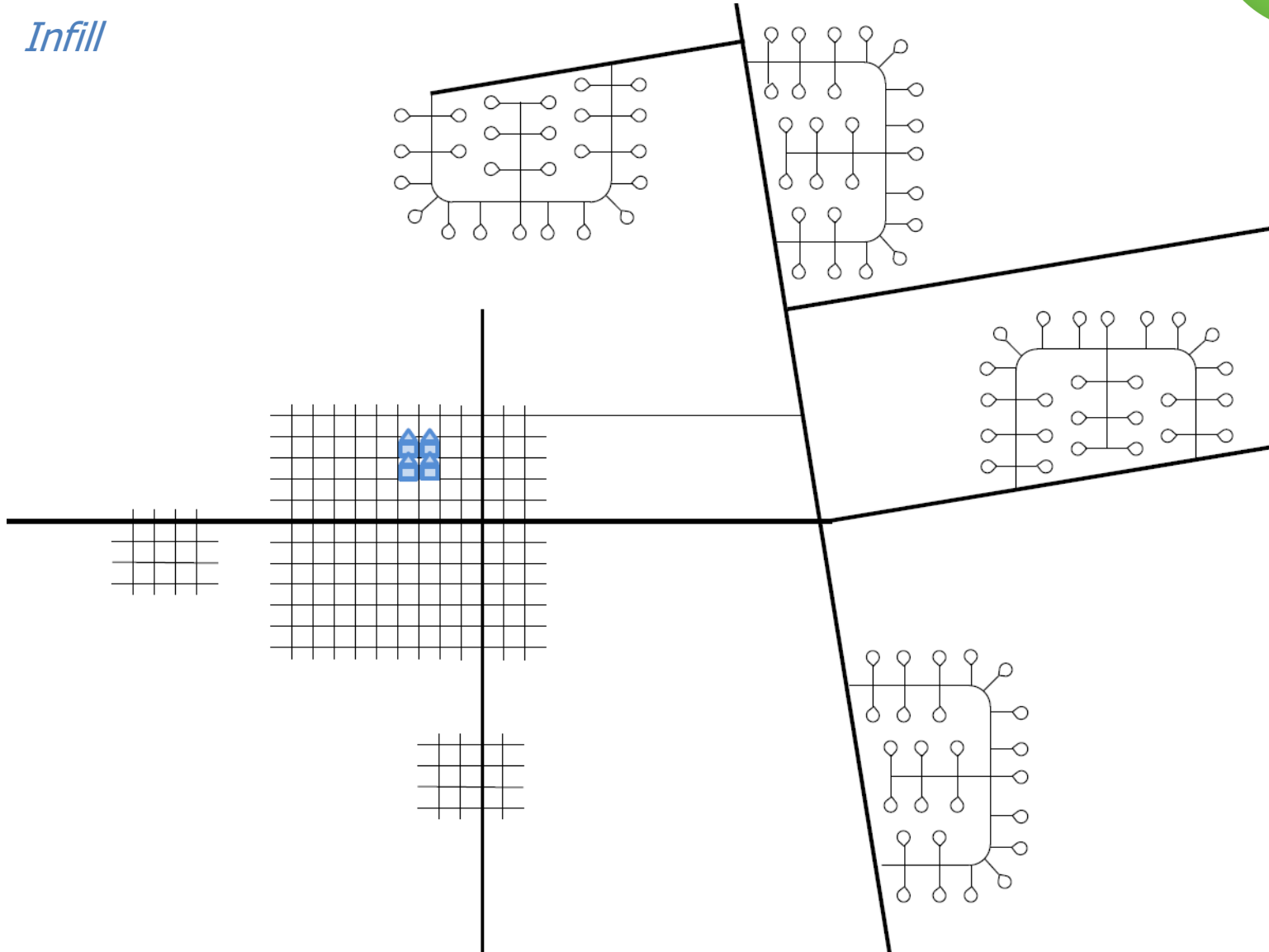


Source: [streetsblog](#)

Biased against Smart, Infill Development



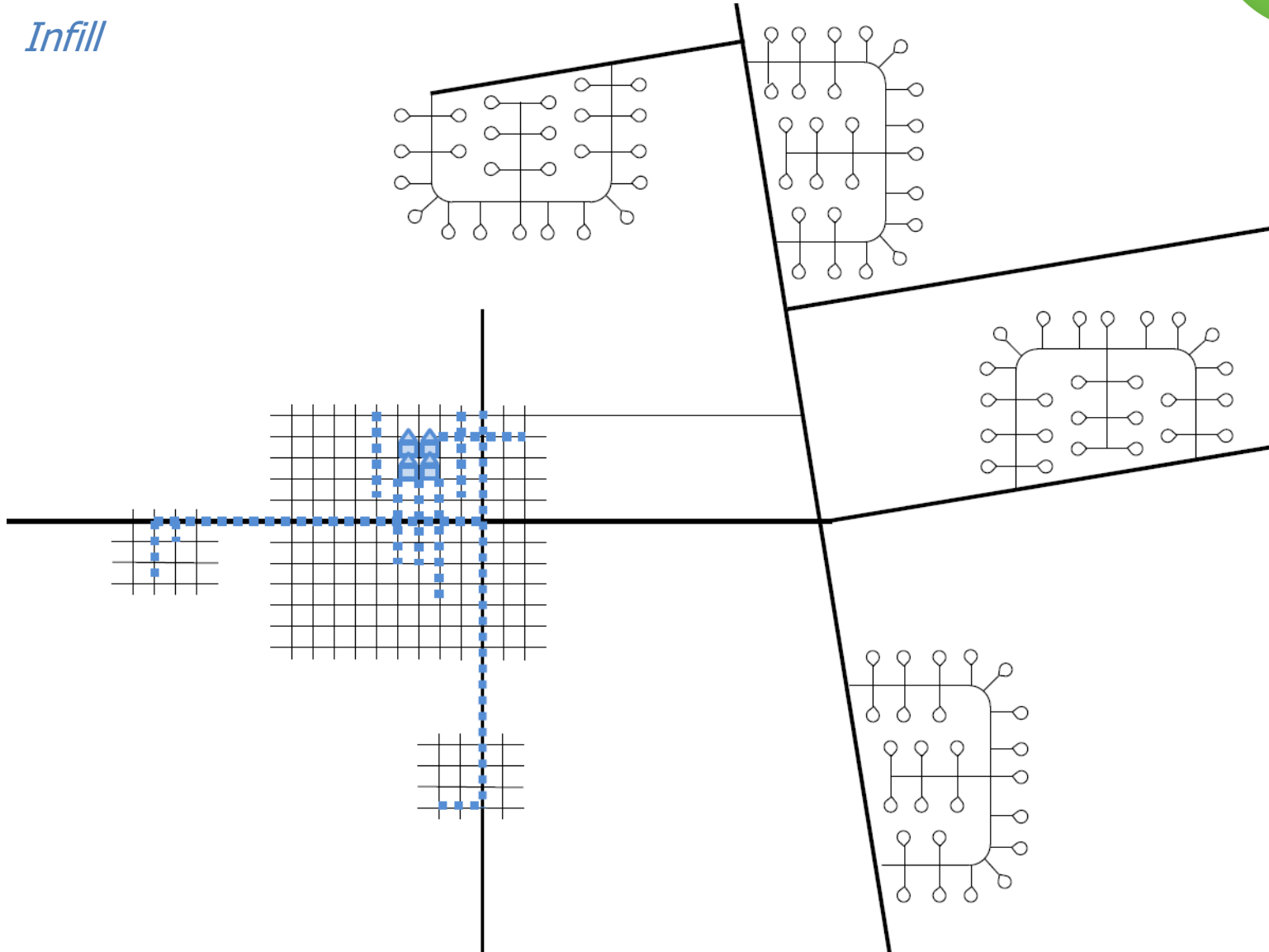
Infill



Biased against Smart, Infill Development



Infill

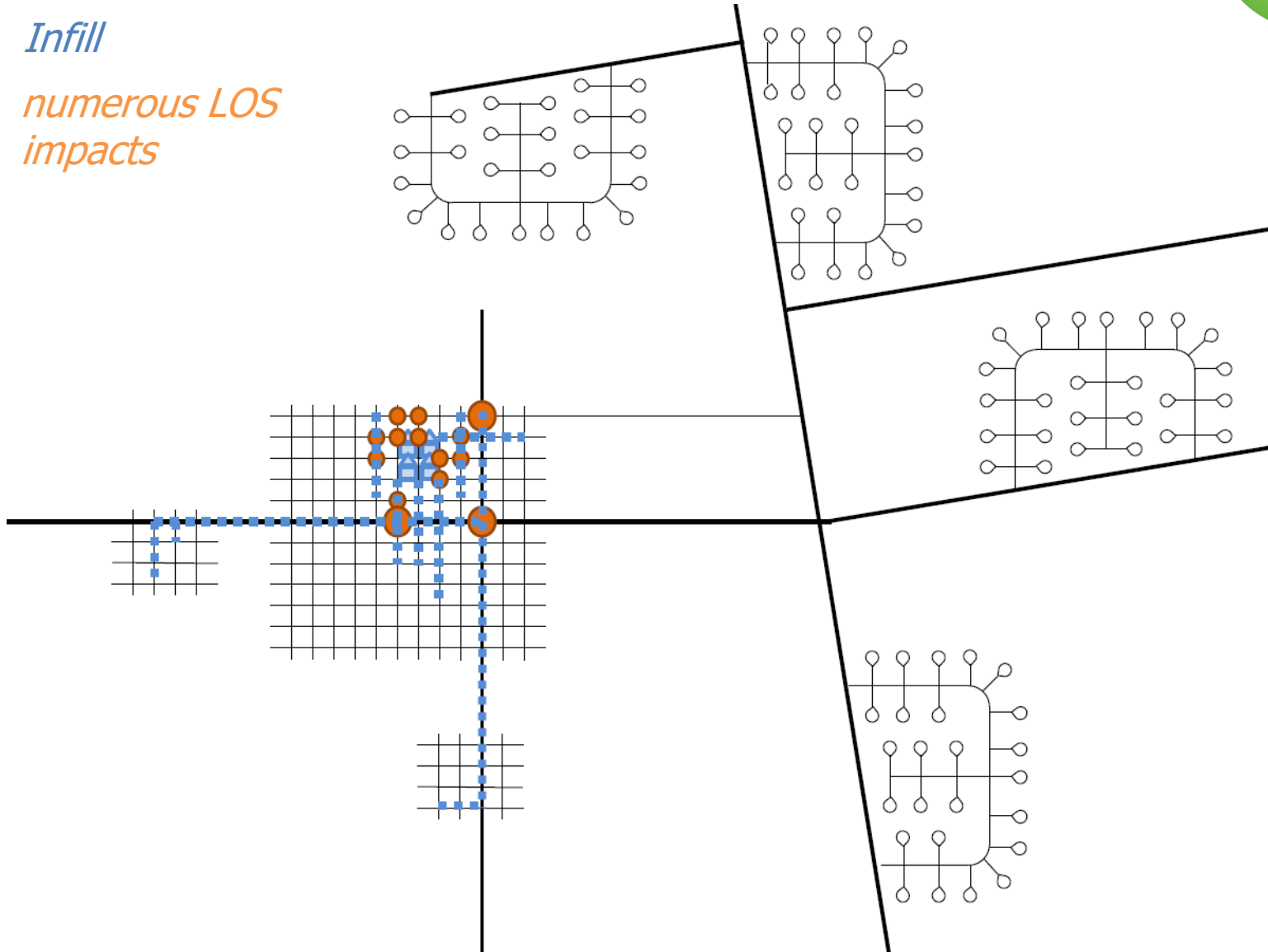


Biased against Smart, Infill Development



Infill

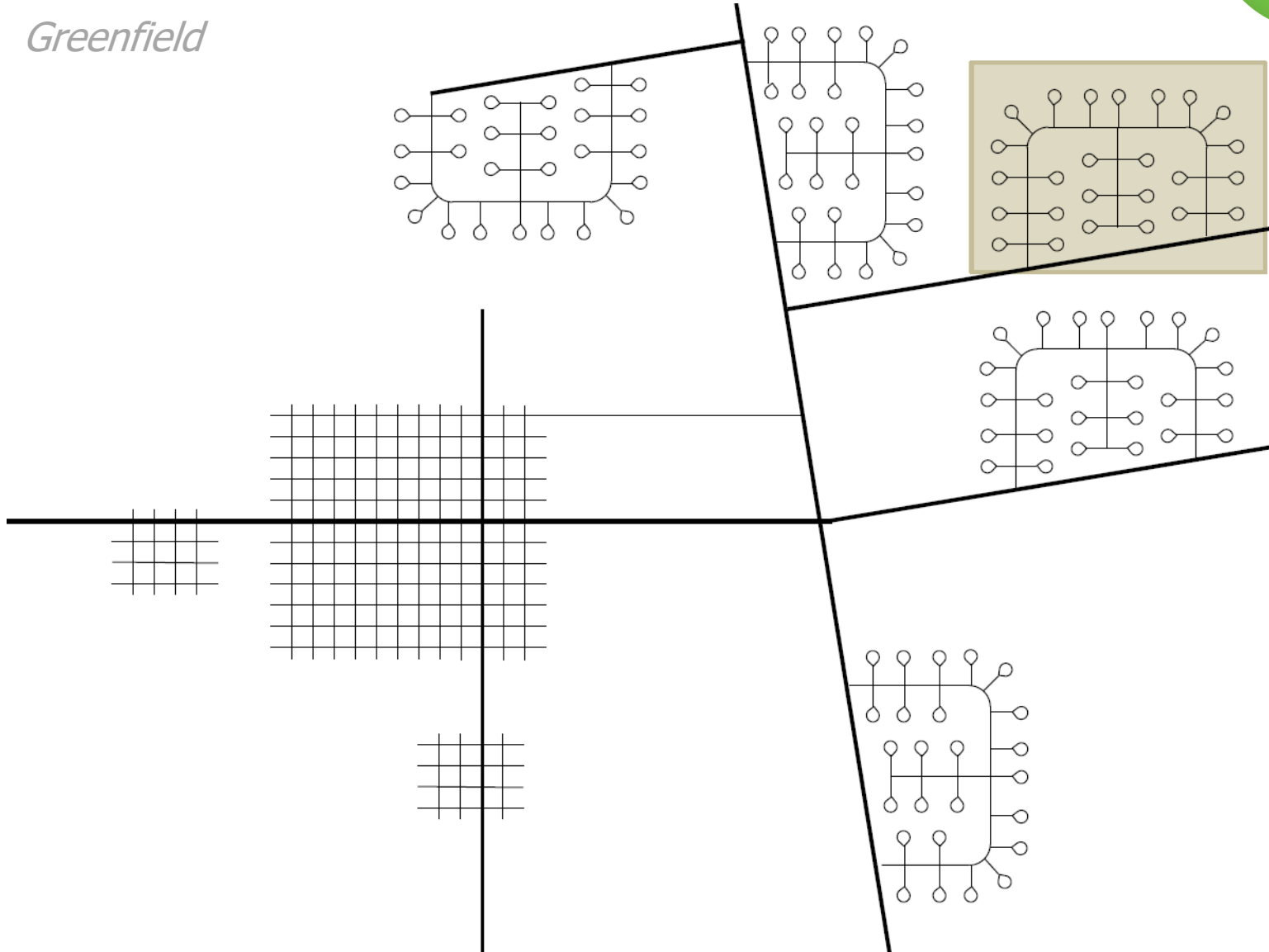
numerous LOS impacts



Biased against Smart, Infill Development



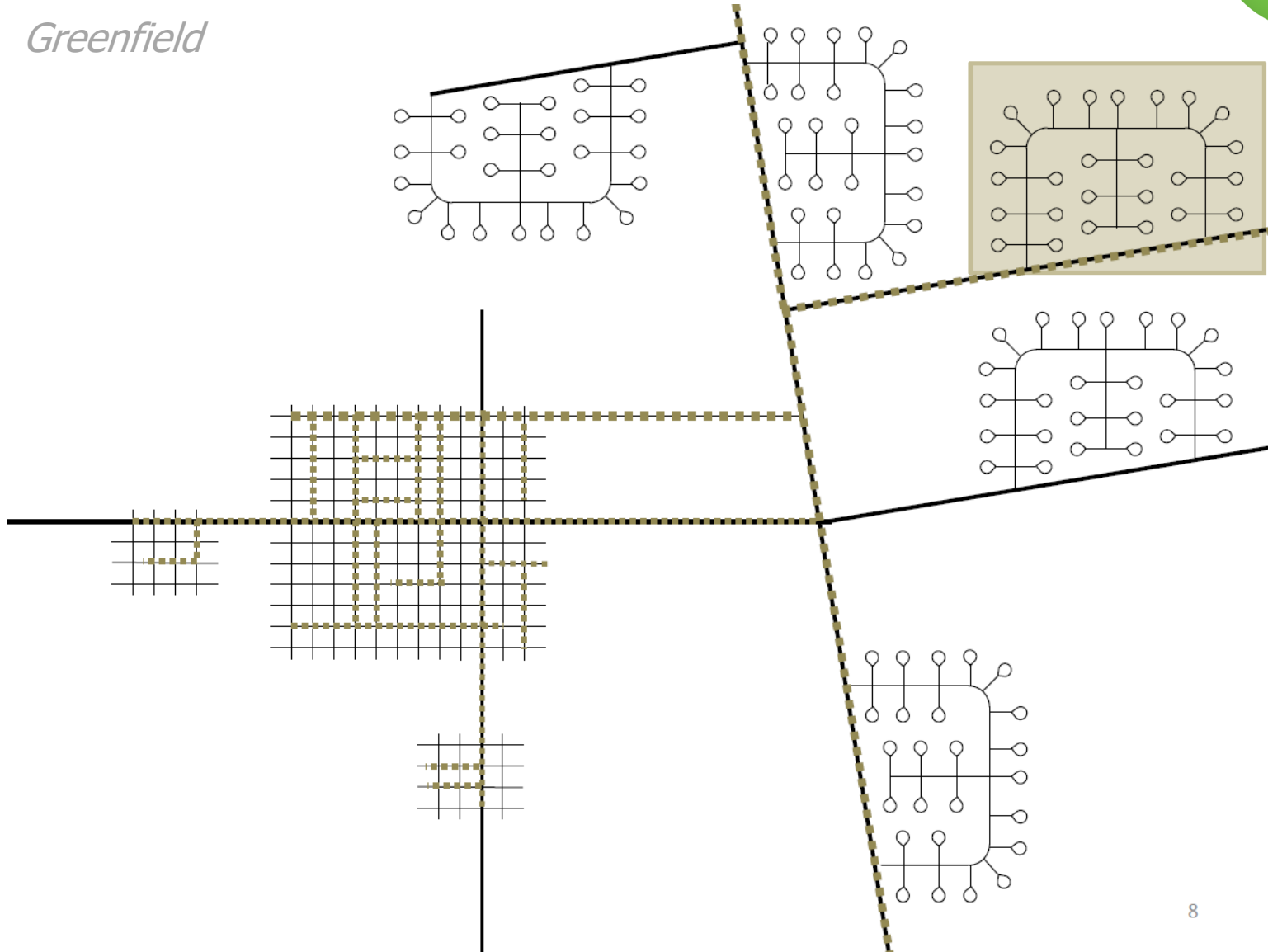
Greenfield



Biased against Smart, Infill Development



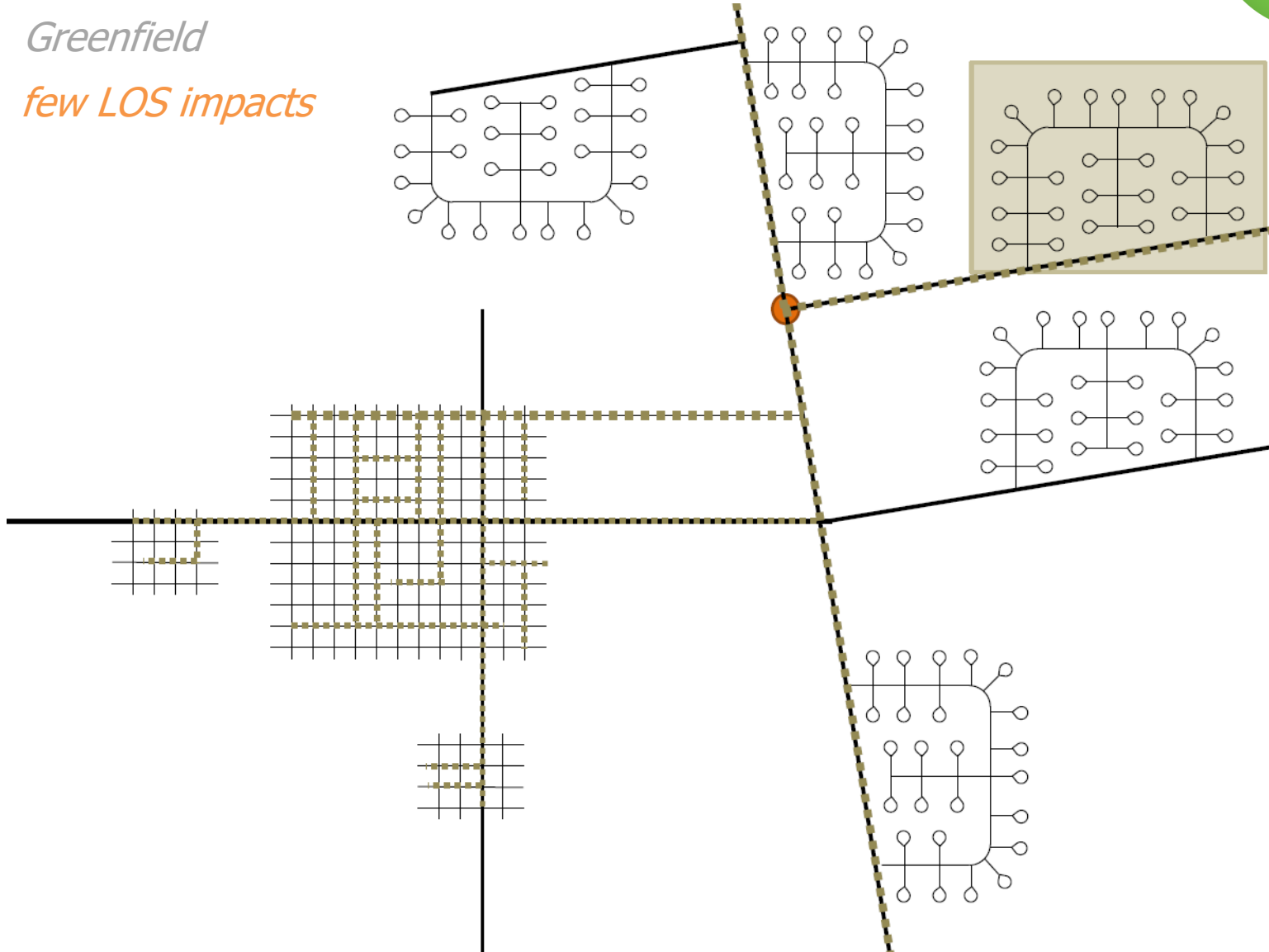
Greenfield



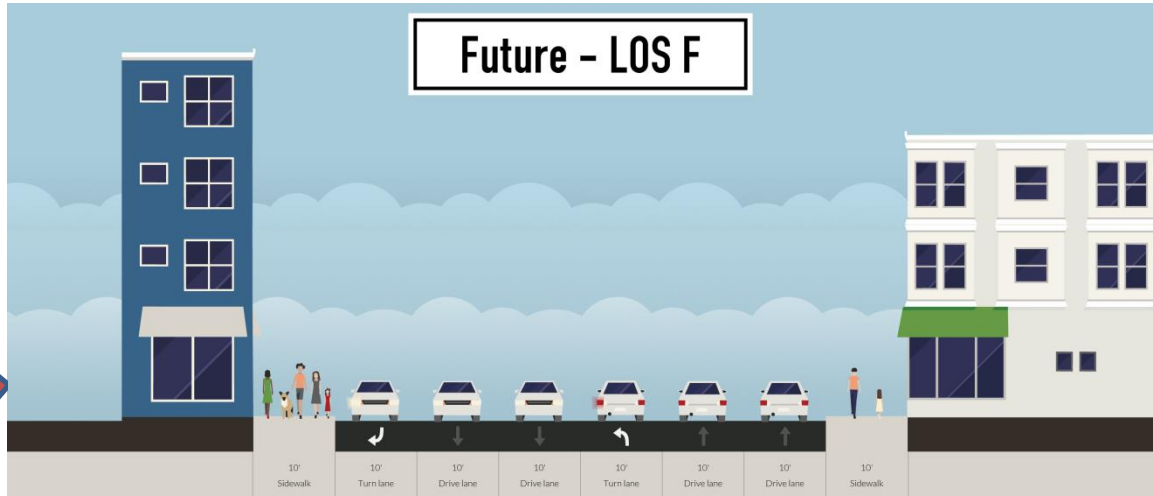
Biased against Smart, Infill Development



Greenfield
few LOS impacts



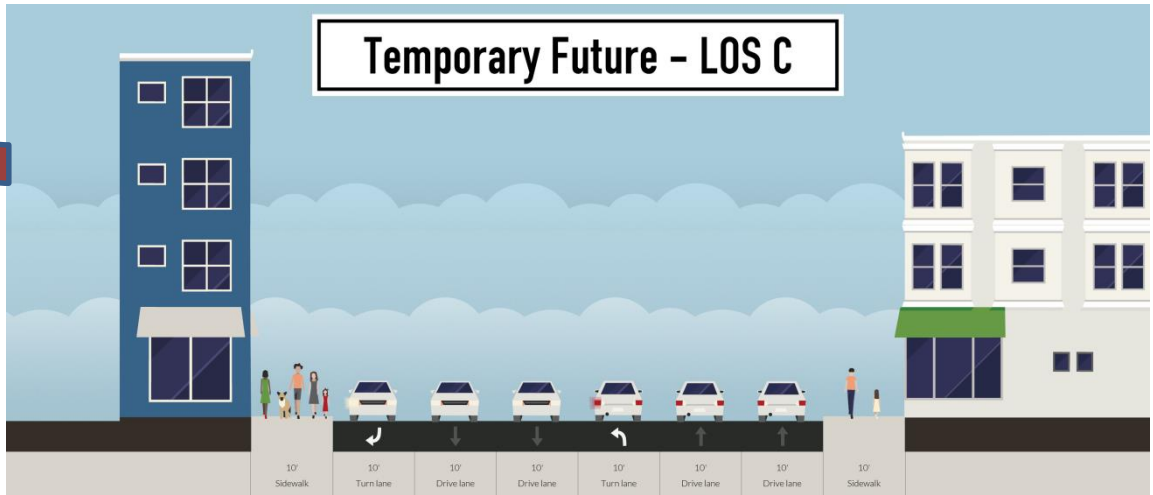
Induced Demand and Safety



**More
People
Drive**

**Widen
Roadway**

10' sidewalks; longer intersection crossing distance (60'); faster speeds; more vehicles



California Senate Bill 743 - Overview

Removal of Automobile Delay – Vehicular Level of Service



Senate Bill 743

- Effective upon adoption of CEQA Guidelines (~end of 2016):
 - Removal of automobile delay from CEQA
 - Replace with another metric

CEQA Guidelines

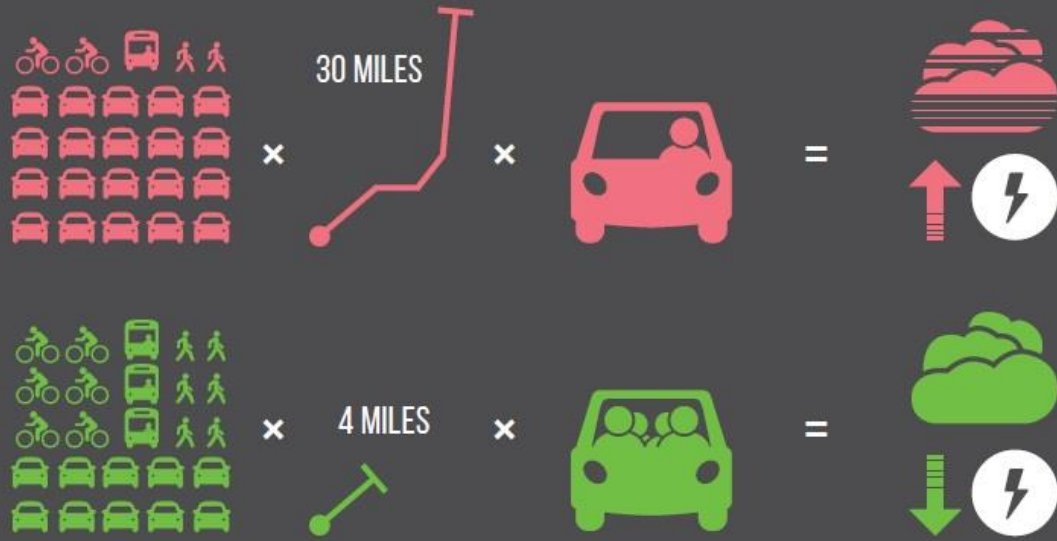
- Office of Planning and Research Outreach and Documents:
 - December 2013 – [Preliminary Evaluation of Alternative Methods](#)
 - August 2014 – [Preliminary Discussion Draft](#)
 - January 2016 – [Revised Proposal](#)
- All documents recommend Vehicle Miles Traveled

**Planning Commission Hearing – March 3rd,
2016**

VEHICLE MILES TRAVELED – DEFINED



VEHICLE MILES TRAVELED (VMT)



HOW DO YOU TRAVEL?

HOW FAR DO YOU TRAVEL?

WHO DO YOU TRAVEL WITH?

AIR POLLUTION, GREENHOUSE GASES, ENERGY

SUMMARY OF CHANGES

Goodbye LOS...Hello VMT!



TRANSPORTATION PROJECTS

- VMT Significance Criteria
 - Substantially Induce Additional Automobile Travel
 - » Examples: Expansion or Creation of New Highways
- Presumed Less than Significant on VMT
 - Transit lanes
 - Vision Zero improvements



SUMMARY OF CHANGES

Goodbye LOS...Hello VMT!



LAND USE PROJECTS

- VMT Significance Criteria
 - Residential and Office = compare to regional average



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5 FULTON

F MARKET & WHARVES CASTRO

shift



ENCOURAGE SUSTAINABLE TRAVEL



TDM Ordinance Basics

Targets

Assign points target representing VMT and SOV reductions to achieve through TDM measures



Menu of Options

Project sponsors choose the best fit for each project to reach targets



Implementation Strategy

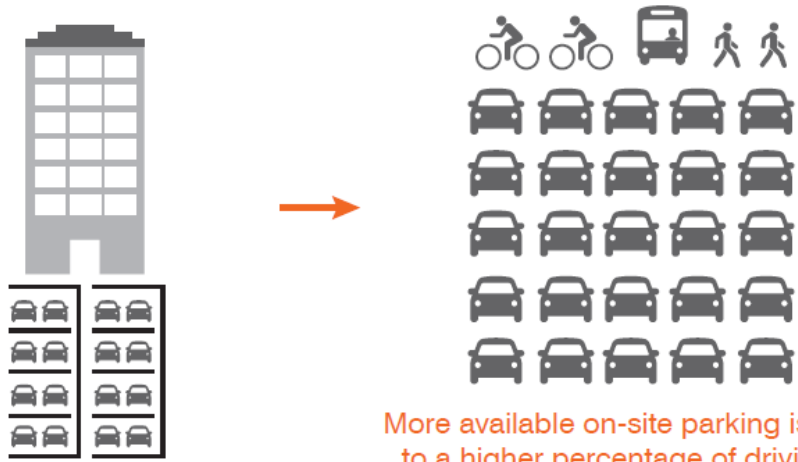
Measure and enforce progress to ensure targets are achieved



SF SURVEY RESULTS



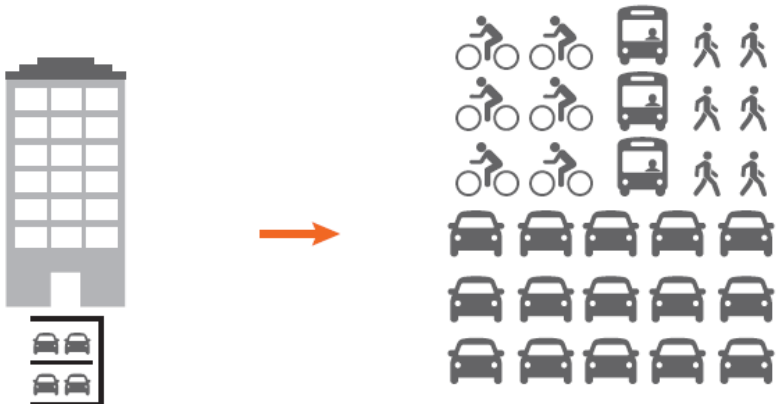
People without dedicated parking are less likely to drive



More available on-site parking is related to a higher percentage of driving trips

AUTO-CENTRIC

MULTI-MODAL



Less available on-site parking is related to a higher percentage of trips by sustainable modes

TDM Ordinance Targets



Each land use of a proposed project assigned numerical target based on # proposed on-site vehicular parking spaces

Residential and Office Projects

- 0 to 20 spaces = 13 points
 - Every 10+ spaces = 1+ point

Retail

- 0 to 4 spaces = 9 points
 - Every 2+ spaces = 1+ point

Other Land Uses

- To be determined, but similar in concept



TDM Ordinance Basics

Targets

Assign points target representing VMT and SOV reductions to achieve through TDM measures



Menu of Options

Project sponsors choose the best fit for each project to reach targets



Implementation Strategy

Measure and enforce progress to ensure targets are achieved





TDM Tool

Menu of 30 Measures:

Under the control of the developer or tenant

Focused on residents, tenants, visitors to site

Designed to reduce single occupancy vehicle trips and vehicle miles traveled (VMT)

- Active Transportation Related (10)
- High Occupancy Vehicle (5)
- Parking (4)
- Design (3)
- Car-Share (3)
- Family (2)
- Land Use (2)
- Management (1)

Example Project – Dogpatch Neighborhood



Dwelling Units **44**

of Parking Spaces **14**

Target **13 Points**

Code Compliance/
Location -Bicycle Parking (2 points)
-Parking Unbundling (3 points)

Parking Supply
Management -Neighborhood Parking Rate 0.64 per unit
-Project Parking Rate 0.32 per unit
(6 points)

Additional
Measures* -Bike Share Membership (2 points)

*Example measures; sponsor could select other measures from menu to accrue needed points



TDM Ordinance Basics

Targets

Assign points target representing VMT and SOV reductions to achieve through TDM measures



Menu of Options

Project sponsors choose the best fit for each project to reach targets



Implementation Strategy

Measure and enforce progress to ensure targets are achieved



How will this work?



1.



Sponsor goes online, selects measures, submits measures with application

3.



Planning Commission approves; building permits issued

2.



City staff reviews; recommends measures as conditions of approval

4.



Pre-occupancy compliance; on-going compliance documentation

Transportation Sustainability Program



November 2015



March 2016



Next Steps

- Further Outreach
- Introduction at Board of Supervisors –Spring
- Planning Commission hearing – 30+ days after Introduction
- Adoption – 2 to 3 months after Introduction

THANK YOU

**TRANSPORTATION
SUSTAINABILITY PROGRAM**

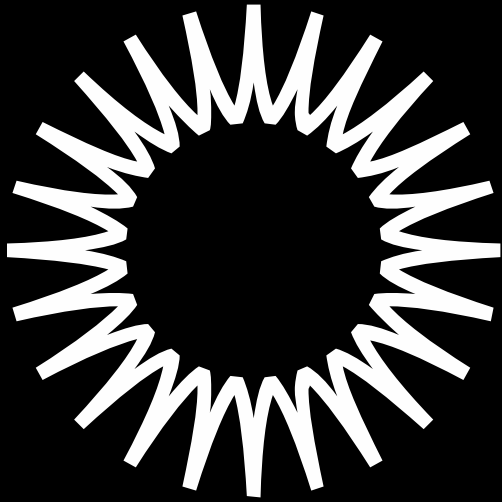


*Keeping people moving
as our city grows*

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Email: TSP@sfgov.org





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