

Downtown Congestion Pricing Study

May 1, 2019

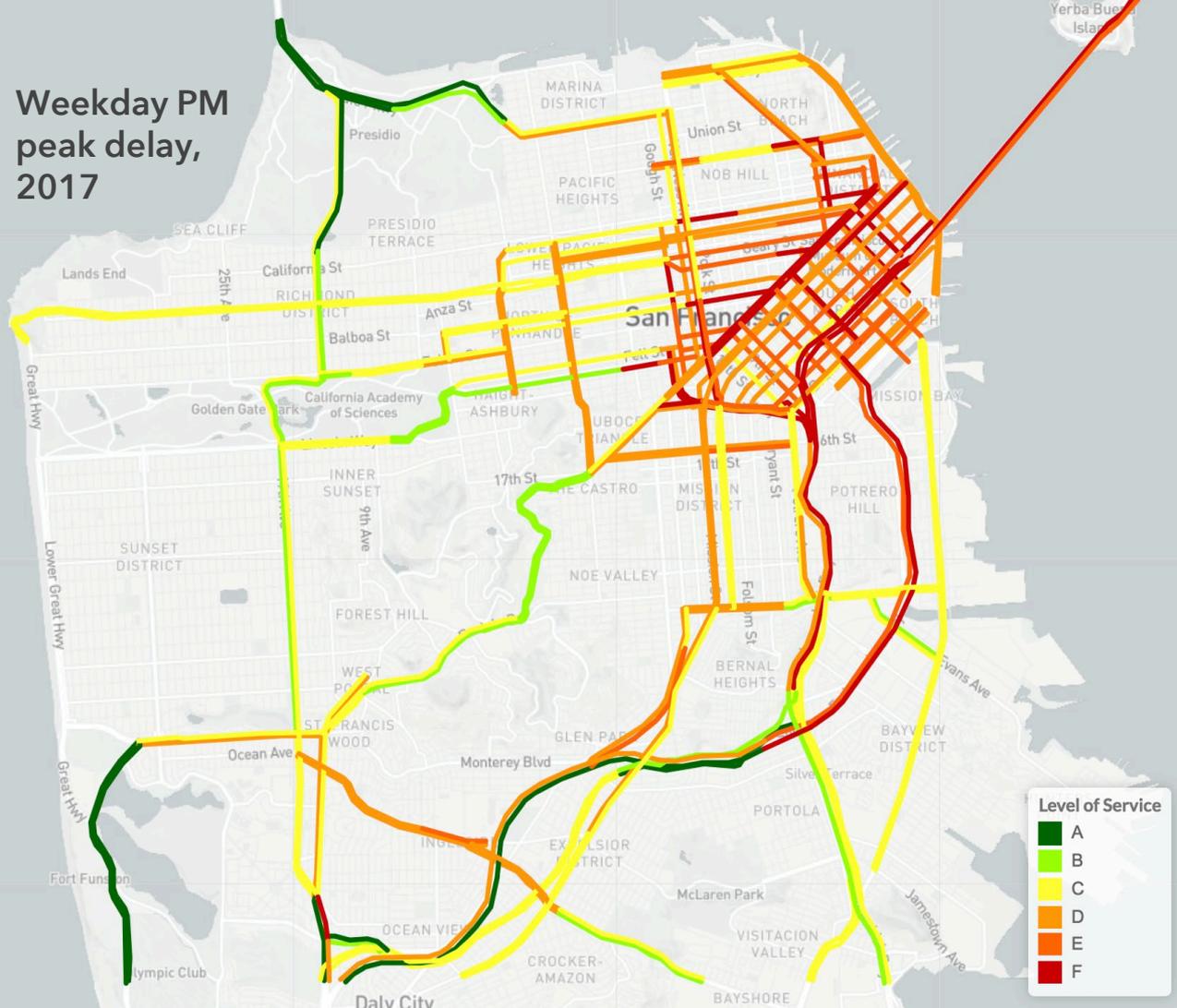


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548
CityWide

Congestion downtown continues to get worse

Weekday PM
peak delay,
2017



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What are we already doing?



Photo by SFMTA Photography Department



Photo by SFMTA Photography Department



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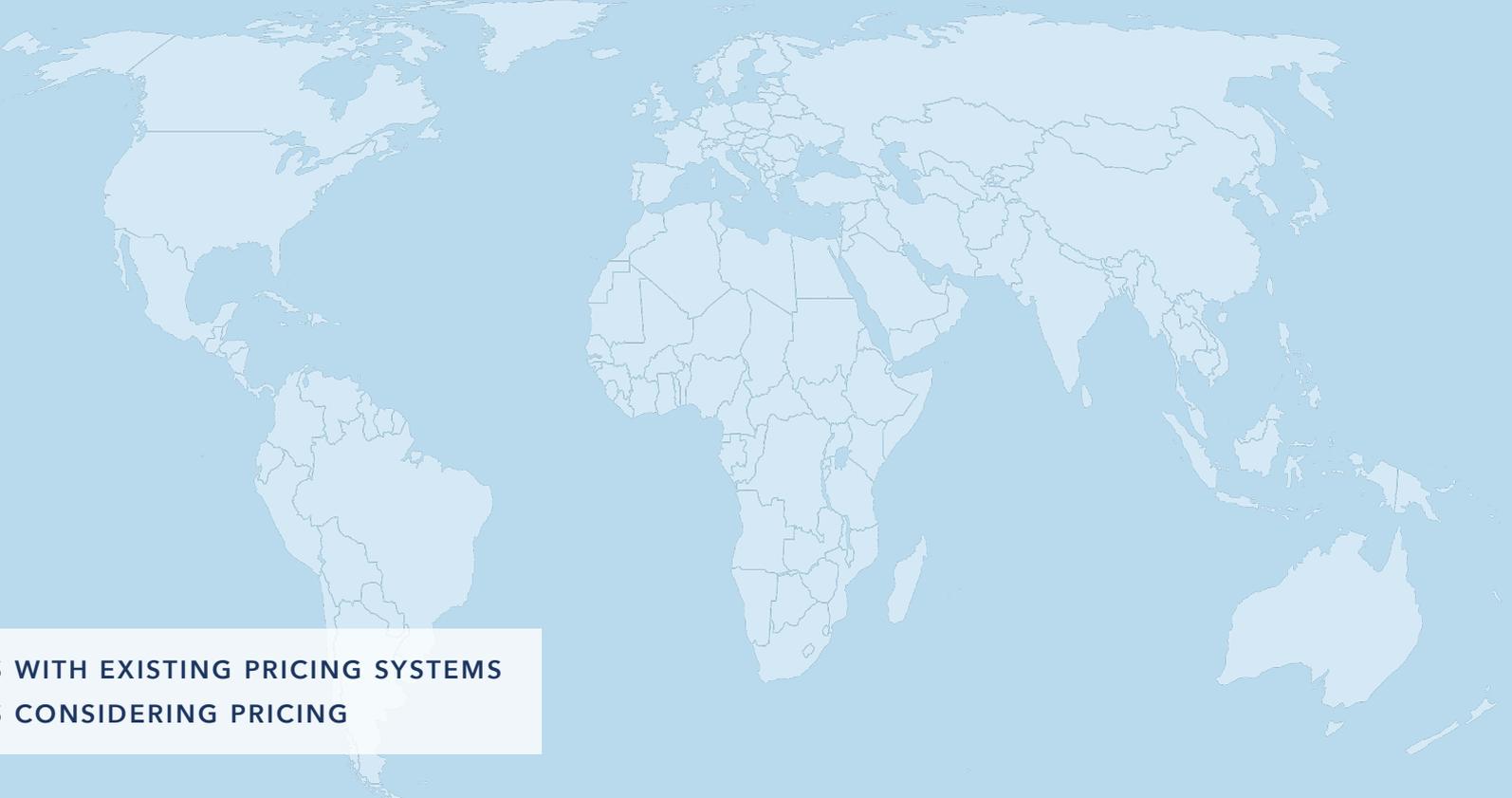


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Congestion pricing around the world



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- CITIES WITH EXISTING PRICING SYSTEMS
- CITIES CONSIDERING PRICING

Congestion pricing around the world



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Congestion pricing around the world



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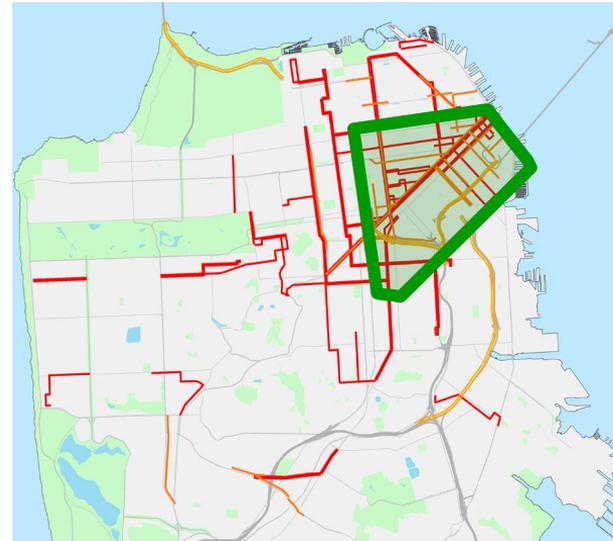
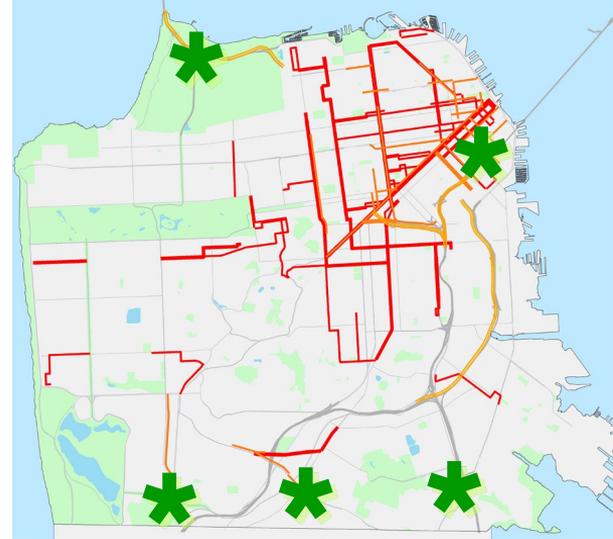
- CITIES WITH EXISTING PRICING SYSTEMS
- CITIES CONSIDERING PRICING

2010 SF Study

What scenarios would be feasible and effective?

What improvements should be part of the package?

What are the potential benefits and impacts?



2010 key issues



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Stakeholders raised questions about:

Costs to low-income travelers

Effects on businesses

Transit system capacity

Parking & traffic diversions



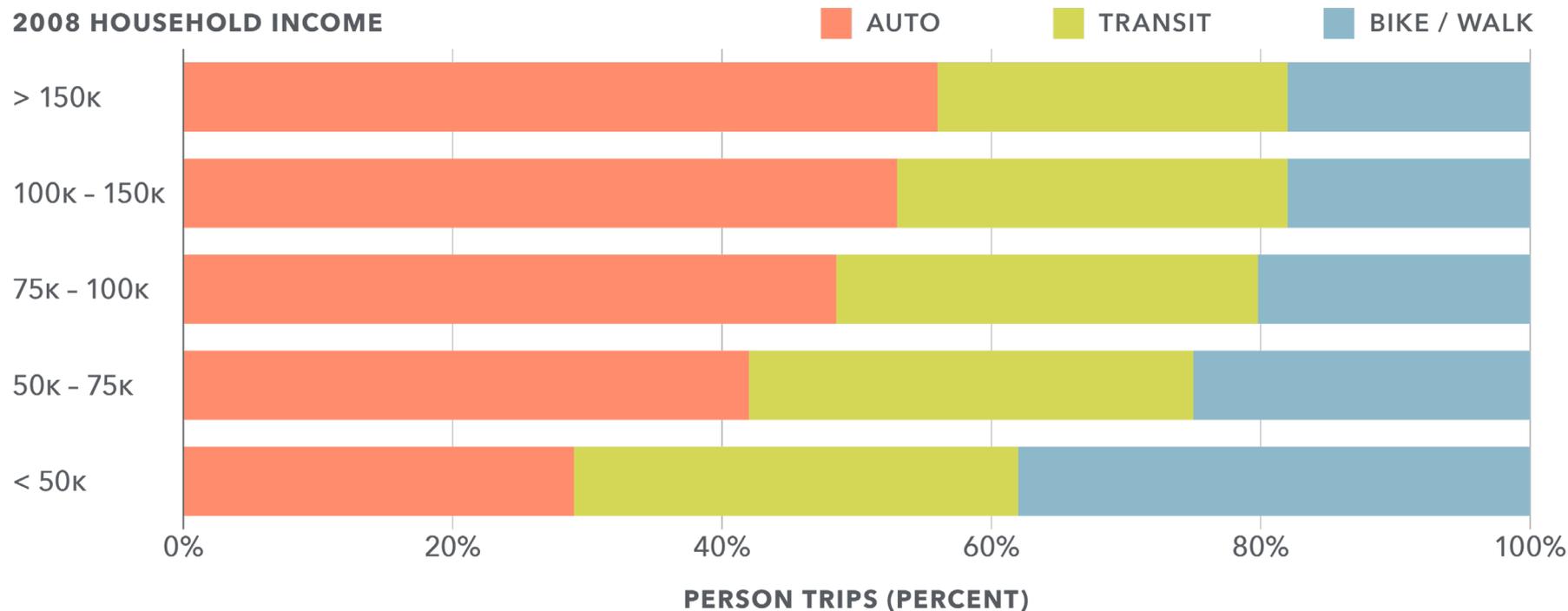
2008 travel modes



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To Northeast SF by income (pm peak)

2008 HOUSEHOLD INCOME



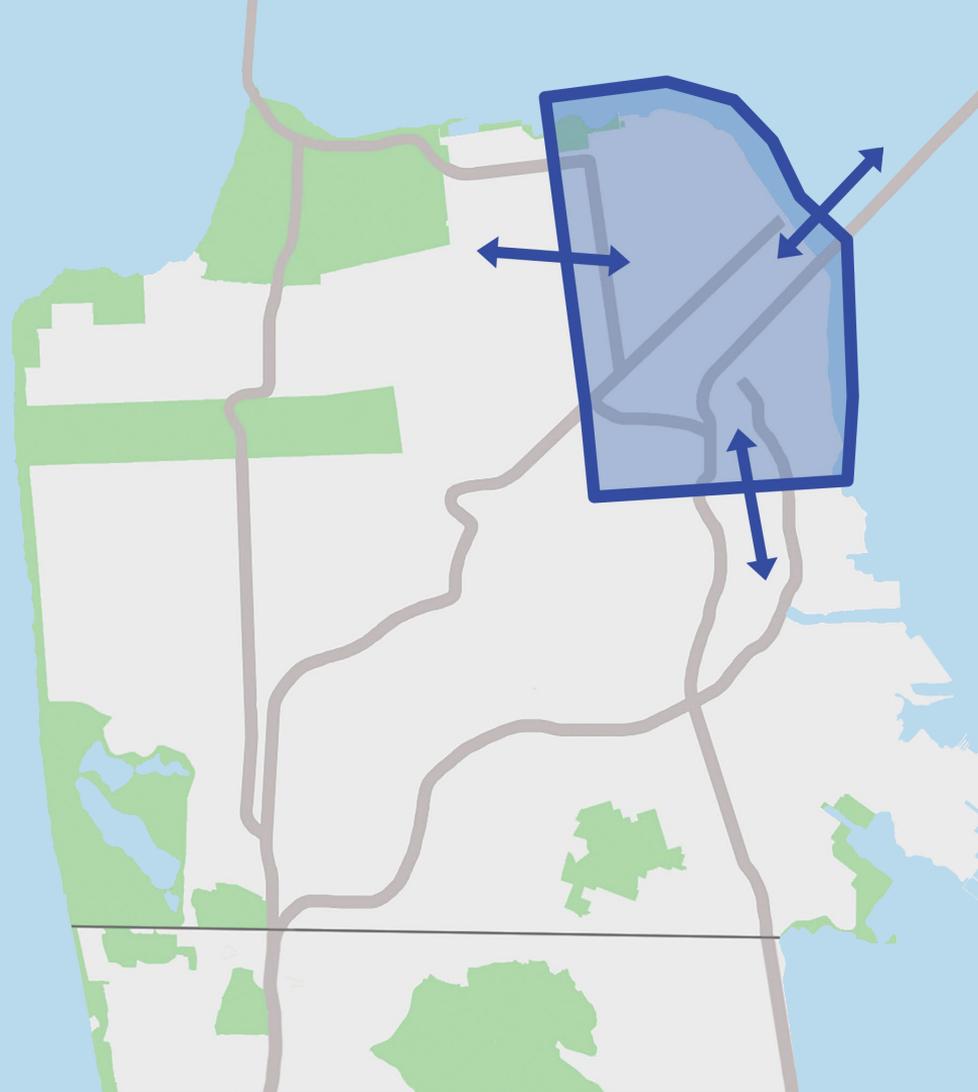
2010 RECOMMENDATION Northeast Cordon

Proposed program:

Toll to cross cordon during peak

Discounts & subsidies

Multimodal investment program



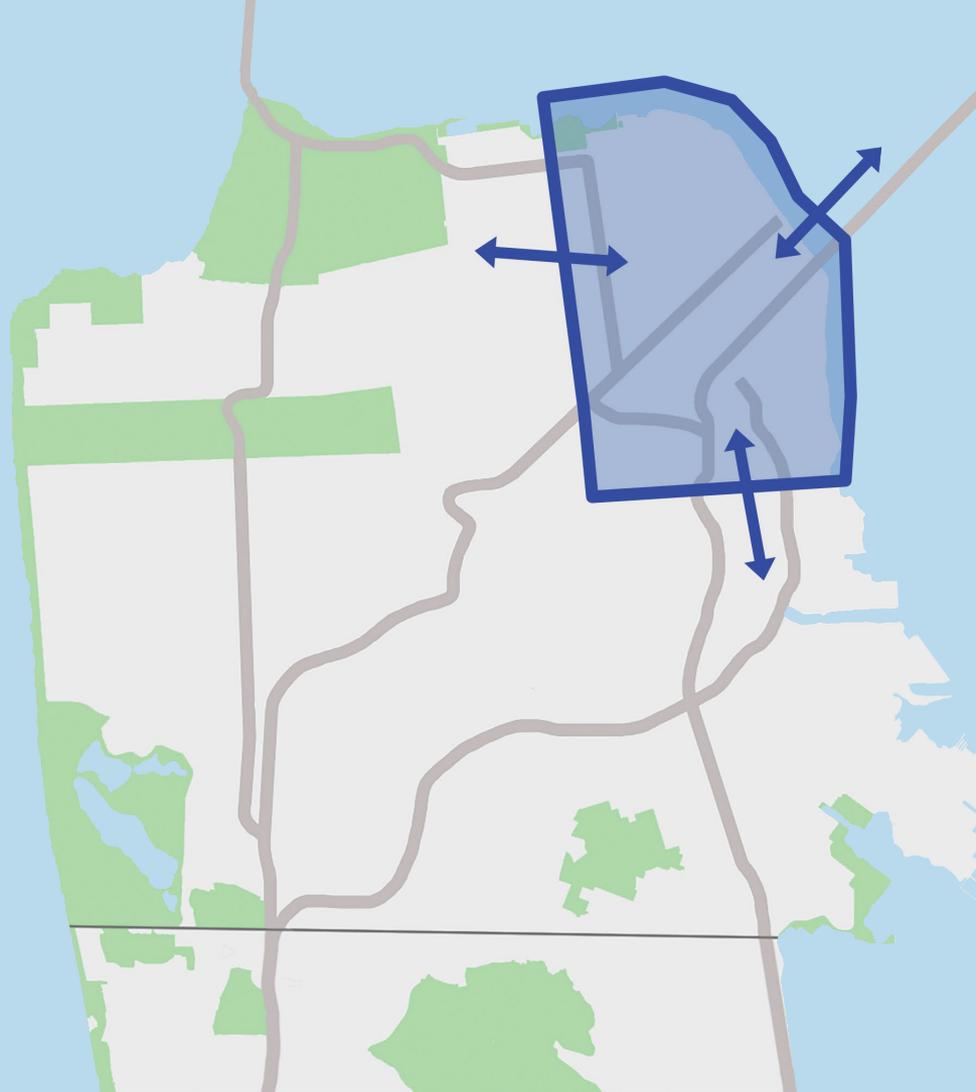
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2010 RECOMMENDATION

Northeast Cordon

Benefits:

- 12% fewer peak period auto trips
- 21% reduction in vehicle delay
- 20% - 25% transit speed improvements
- 16% reduction in Northeast Cordon GHGs
- 12% reduction in pedestrian collisions



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2010 investment program



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Faster, more frequent transit

Street repaving

Traffic calming

Ped & bike improvements

Streetscape enhancements

Parking management & enforcement

TDM programs



What's different since 2010



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Even more focus on equity

More growth and
congestion

TNCs (Uber, Lyft)

Opportunity for incentives



NOW:

New Congestion Pricing Study

New community conversations
New equity study
Updated analysis and new
recommendations



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Questions?

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