TRANSPORTATION IMPACT ANALYSIS GUIDELINES UPDATE

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Planning Commission Informational Update: September 28, 2017
AGENDA

Context
Schedule
Status
Feedback
2017 CEQA
California Environmental Quality Act

Statute and Guidelines
CURRENT GUIDELINES (2002)
WHAT HAS NOT CHANGED SINCE 2002

Roads are deadly

Icons Source: The Noun Project
WHAT HAS NOT CHANGED SINCE 2002

STREET SPACE FOR 60 PEOPLE

Source: Mobility Lab
WHAT HAS NOT CHANGED SINCE 2002

Policy
Planning
Pricing
Etc.

CEQA
Police
Powers
WHAT HAS CHANGED SINCE 2002

SFMTA
Municipal Transportation Agency

CENTRAL SOMA PLAN

ConnectSF

better streets
SAN FRANCISCO

TIA Guidelines - Update
WHAT HAS CHANGED SINCE 2002

FINAL ENVIRONMENTAL IMPACT REPORT
VOLUME 4
SAN FRANCISCO BICYCLE PLAN
San Francisco Planning Department
City and County of San Francisco

VISION ZERO SF
(Sort of)
WHAT HAS CHANGED SINCE 2002

BETWEEN 1/1/2003 AND 1/1/2017

<table>
<thead>
<tr>
<th>Category</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF Population</td>
<td>+92k</td>
</tr>
<tr>
<td>Bay Area Population</td>
<td>+900k</td>
</tr>
</tbody>
</table>

Source: California Dept. of Finance


<table>
<thead>
<tr>
<th>Category</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF Jobs</td>
<td>+149k</td>
</tr>
<tr>
<td>Professional/ Business</td>
<td>+75k</td>
</tr>
<tr>
<td>Education/ Health</td>
<td>+35k</td>
</tr>
<tr>
<td>Leisure/ Hospitality</td>
<td>+27k</td>
</tr>
</tbody>
</table>

Source: SF City Scorecard
TRANSPORTATION NETWORK COMPANIES (TNCs)

TNCs are vehicles!

Icons Source: The Noun Project
TRANSPORTATION NETWORK COMPANIES (TNCs)

Hazards

Existing + Proposed = Impact due to proposed project vehicle

Not an Impact of proposed project

CEQA

Icons Source: The Noun Project
Sustainable San Francisco
TIA Guidelines - Update

TRANSPORTATION NETWORK COMPANIES
(TNCs)

Loading

Can project meet loading demand by providing off-street spaces; or through coordination and a permit from SFMTA?

Icons Source: The Noun Project
NOT ADDRESSED IN CEQA

Regulating TNCs

Bad or Illegal Behavior

Enforcement

Planning and Designing Safe Streets
CEQA VS. NON-CEQA

TNCs and other vehicles blocking bike lanes

Icons Source: The Noun Project

Source: Chris Waddling
CEQA VS. NON-CEQA

Lyft, Uber commit 64 percent of downtown SF traffic violations

Ride-hailing drivers trying to use taxi lanes account for most of the problem

BY ADAM BRINKLOW | SEP 26, 2017, 9:33AM PDT

Source: Curbed SF
CEQA VS. NON-CEQA

What can I do?

Report to 311 (photos, if you can safely)

Your data helps

Download the App now! You know you are going to use it!!
Series of memos

CEQA vs Non-CEQA as described earlier

Each of nine transportation topics

Travel demand

Web page

PM PEAK HOUR – WAYS OF TRAVEL

2009-2013 ACS: Journey to Work Mode Split*

*American Community Survey US Census Journey to Work Mode Split for the Census Tract 168.02 bounded by Oak Street, Market Street, and Laguna/Webster/Fillmore Streets

Icons Source: The Noun Project
PM PEAK HOUR – WAYS OF TRAVEL

2009-2013 ACS: Journey to Work Mode Split*
PM Mode Split of Nearby Sites (2017)**

*American Community Survey US Census Journey to Work Mode Split for the Census Tract 168.02 bounded by Oak Street, Market Street, and Laguna/Webster/Fillmore Streets

**Mode split based on two sites:
(1) 55 Page Street (128 res units (17 affordable), 12k sq ft of retail, 126 parking spaces)
(2) 1190 Mission Street (419 res units (63 affordable), 265 parking spaces (estimate based on DA ratio))

Icons Source: The Noun Project
DAILY – TOTAL # OF TRIPS

*Trips based on one site:
(1) 55 Page Street (128 res units (17 affordable), 12k sq ft of retail, 126 parking spaces)
**Daily trip generation not available for 1190 Mission Street
WHY WE ARE HERE - FEEDBACK

How can we better inform your decision making process?

Please let us know by October 20, 2017

E-mail

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THANK YOU

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