



San Francisco Transportation Plan Update

Mayor's Transportation Task Force

April 30, 2013



www.sfcta.org/MoveSmartSF
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

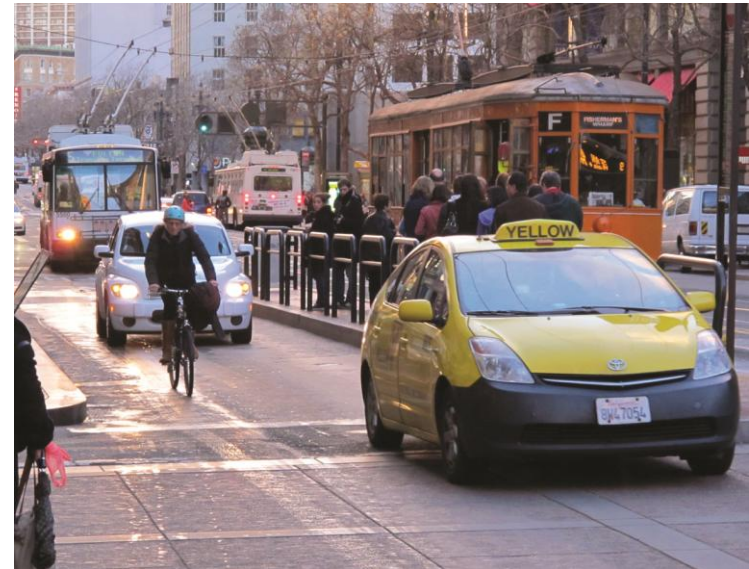
Purpose of the San Francisco Transportation Plan

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**



Accomplishments of 2004 Transportation Plan

New Capital Projects – Constructed or Underway

- ▶ Third Street LRT, Central Freeway/Octavia Blvd
- ▶ Doyle Drive (Presidio Parkway)
- ▶ Central Subway, Transbay Terminal Phase 1

Development of a Network of Rapid Buses

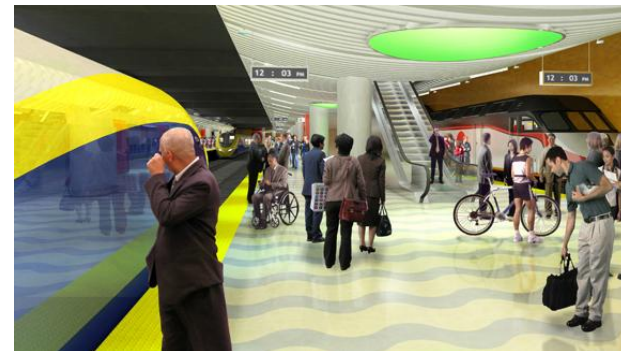
- ▶ \$45M FTA funds committed to Van Ness BRT
- ▶ EIRs for Geary BRT and SFMTA's Transit Effectiveness Project underway

Bicycle, Pedestrian, Traffic Calming, Streetscape Improvements

- ▶ Better Market Street plan and pilots
- ▶ Leland, Valencia and Masonic re-designs

Parking management and road pricing

- ▶ \$20M USDOT grant for SFpark
- ▶ Mobility Access & Pricing Study, Treasure Island Program



Neighborhood Transportation Plans

- Outer Mission, Mission/Valencia
- Tenderloin/Little Saigon
- Columbus
- Bayview, W. SOMA
- Balboa, Cesar Chavez East



New transportation goals and city development objectives

2013 Regional Transportation Plan/Sustainable Communities Strategy

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

SB375, SF Climate Action Strategy

- ▶ SF goal: reduce GHGs to 80% below 1990 levels by 2050
- ▶ Transportation Sustainability Project

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





Ongoing public involvement

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

- ▶ Community and Technical Advisory Committee - 13 meetings to date
- ▶ 4 Rounds of Outreach at various stages (multi-lingual)
- ▶ Website, Newsletters
- ▶ Social Media sites (facebook, twitter)
- ▶ Dozens of presentations to Boards, Commissions, neighborhood groups
- ▶ Tabling at community events and presentations



How would you spend SF's transportation dollars?

Be the City's Budget Czar for a Day!



Today, you're
will have \$3.2
\$9 billion con
fill in green as
choose to add
be used to he

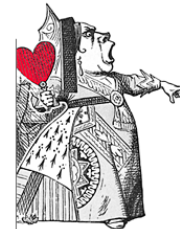


¡Sea el rey del presupuesto municipal por un día!

¿Cómo invertiría usted los dólares del transporte de San Francisco?



Hoy usted está
básicas y el m
mantenimient
para **proyecto**
disposición; es
pondrán en gr
en cualquier n
Plan de Transp

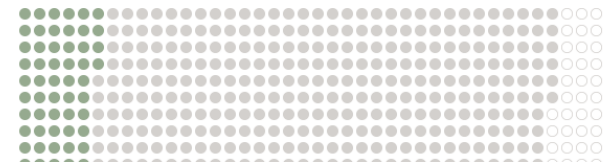


做一天市府財政預算的沙皇！

你將如何支配三藩市用於交通服務的資金？

English | 尋求幫助: MoveSmartSF@sftcta.org

今天，你在負責計劃三藩市未來的交通。在完成基本的運營和維修後，你將有\$32億資金可花費在各項巨額的維修上（見註釋）。下面，綠色的圓圈顯示有\$90億資金已用於正在進行的各種具體專案（更多英文的圖圈是你可以用動的資金，當你做出資金支配選擇時，它們將被填為綠色。如果你選擇增加新的收入，填為灰色，並給你更多的資金去支配。你可以在提交預算前的任何時候改變你的選擇。你的預算將被用於三藩市交通計劃。

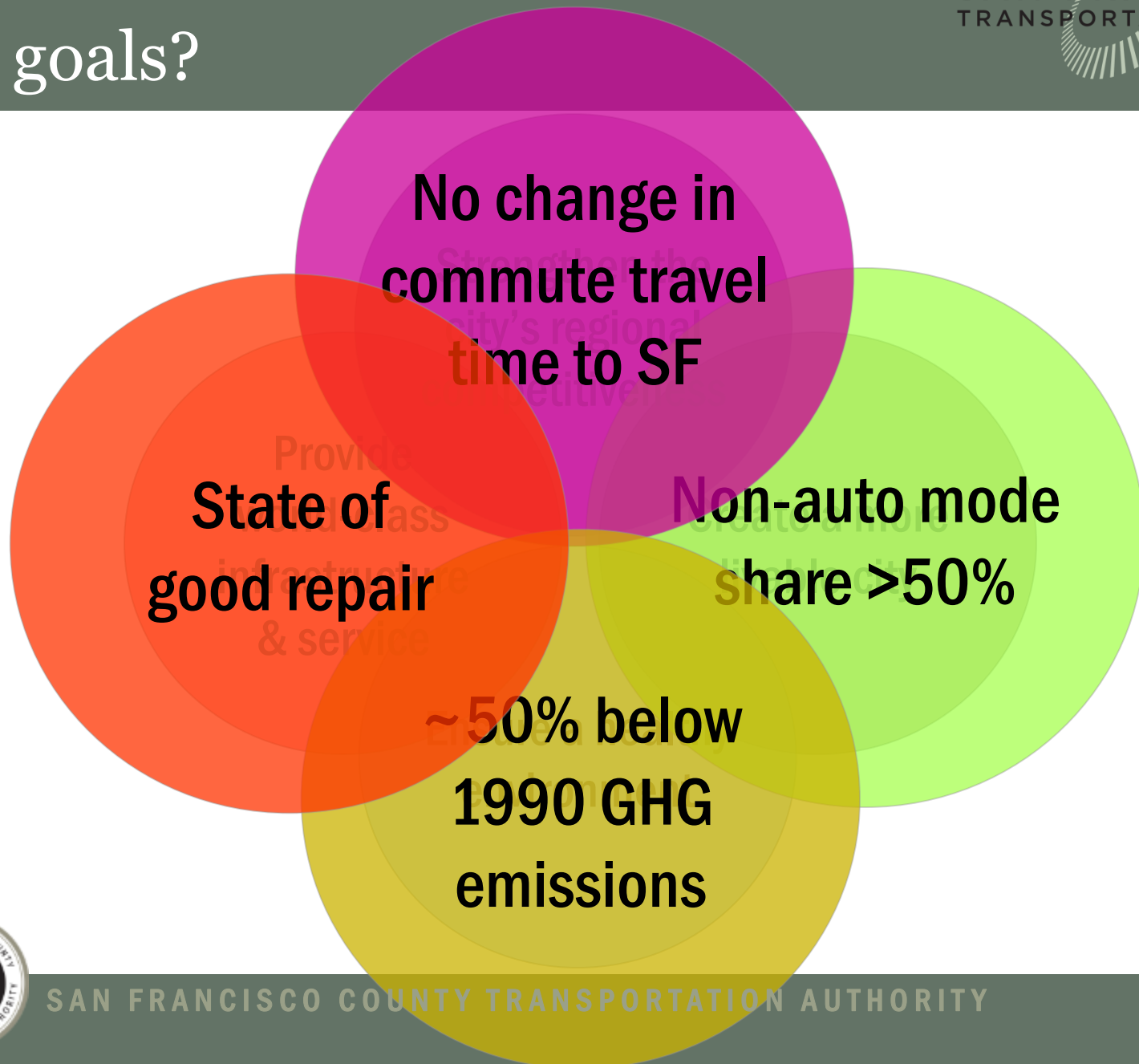


SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

“What would it take” to achieve our goals?

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Our growth and transportation challenge

**JOB ADDITION
BY PLAN**
Through 2035



**HOUSING ADDITION
BY PLAN**
Through 2035



Projected San Francisco growth through 2040:

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

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

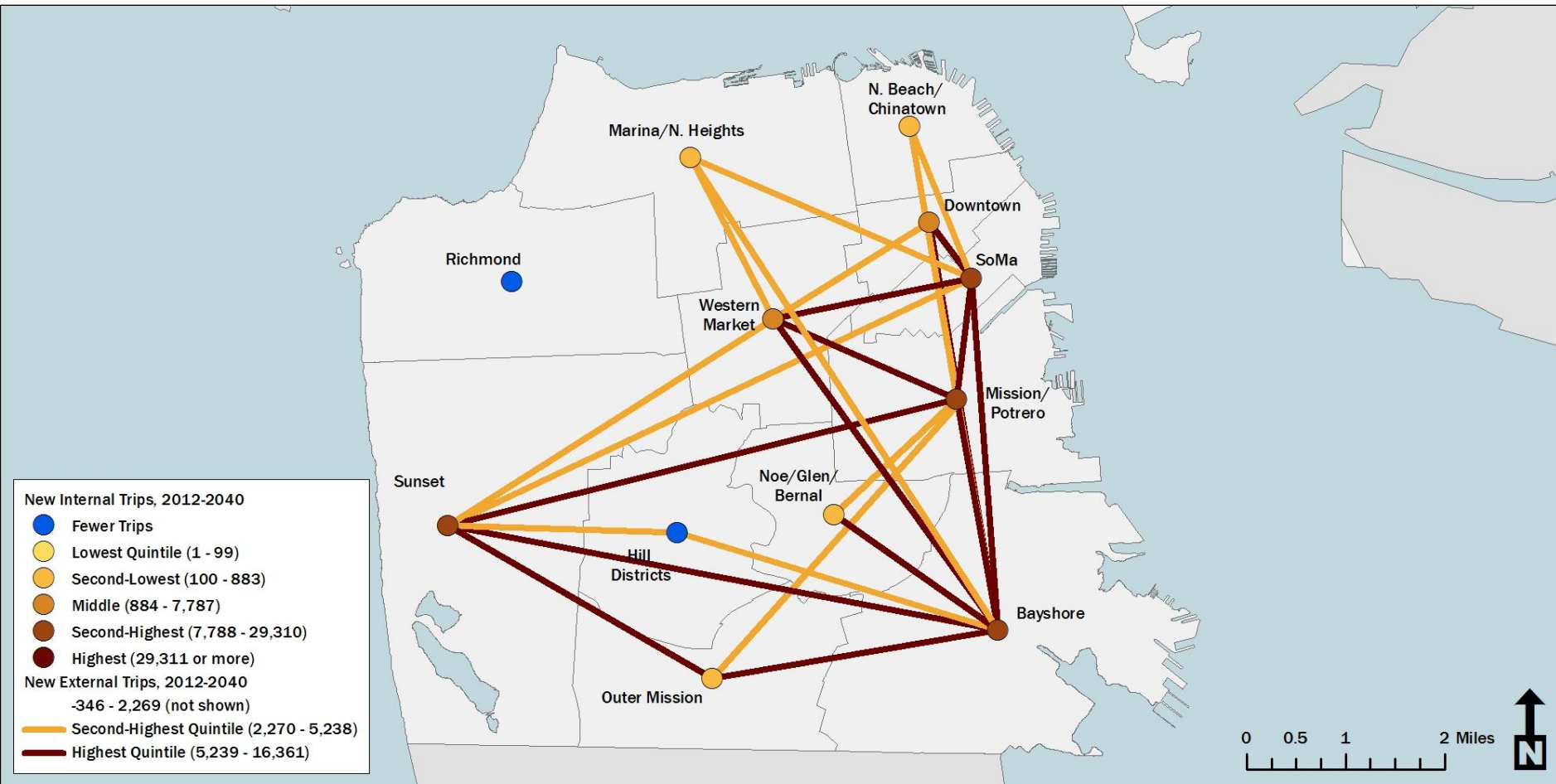
Equity
Public Input



Change in local auto trips: 2012-40

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040



Source: SF-CHAMP 4.3

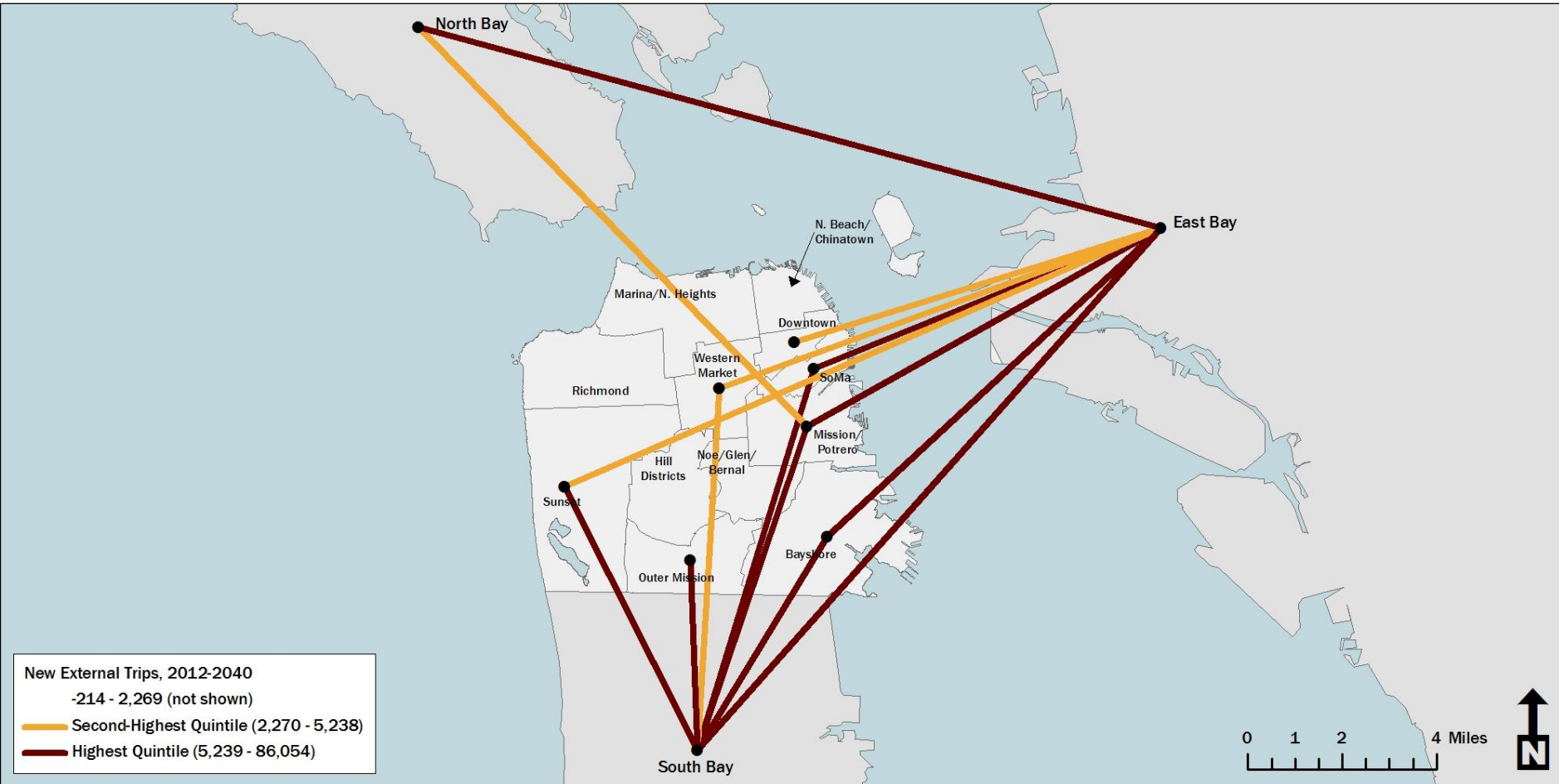


SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Change in regional auto trips: 2012-40

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040



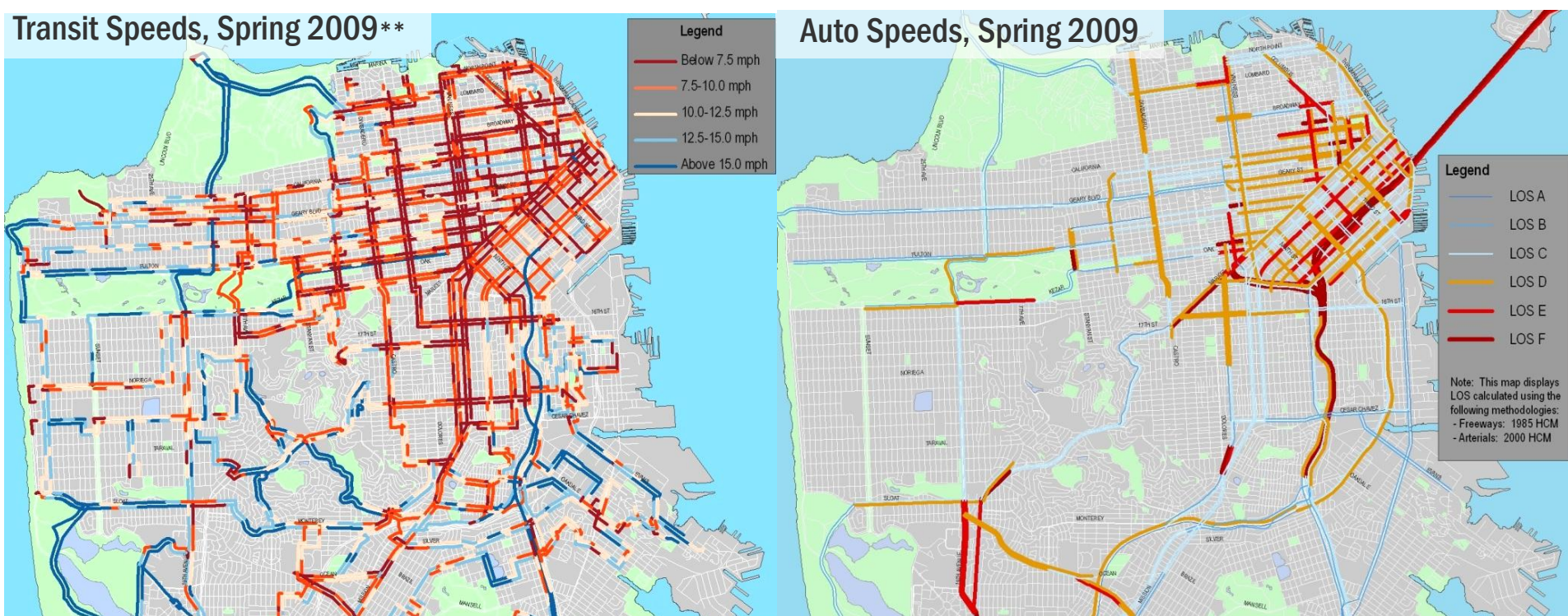
Source: SF-CHAMP 4.3



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Congestion impacts transit speeds

- ▶ Transit trip takes 2-3 times longer than automobile trip in same market
- ▶ Muni average transit speed – 8 mph;
- ▶ Some Downtown streets between 5 and 10 mph



Muni crowding

Morning peak hour, 2012 and 2040

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

2012



Muni Crowding 2012 and 2040
— Crowded
— Overcapacity

2040



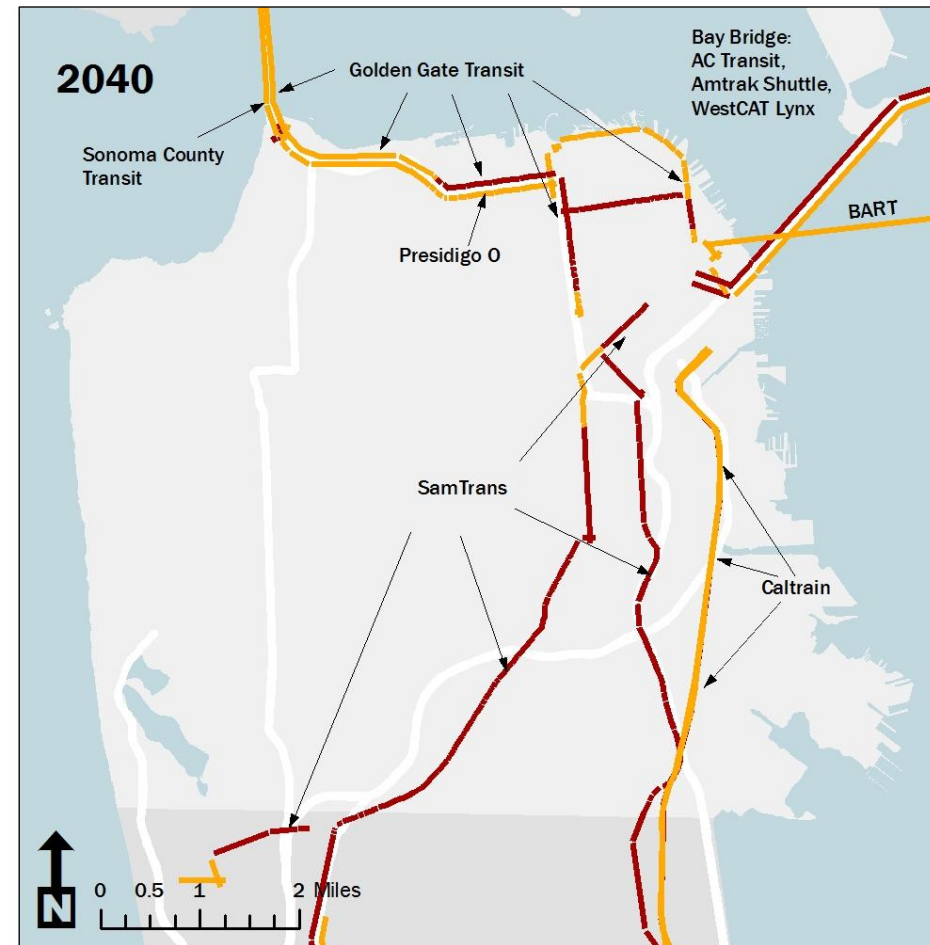
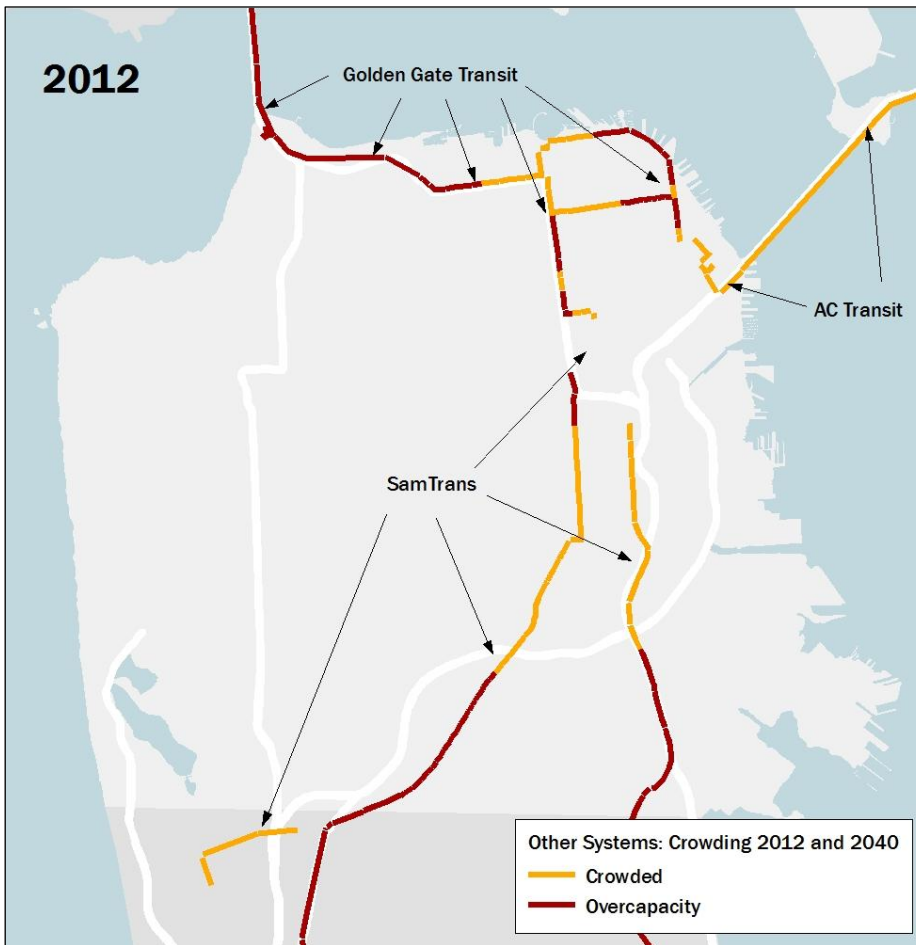
0 0.5 1 2 Miles

Source: SF-CHAMP 4.3



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

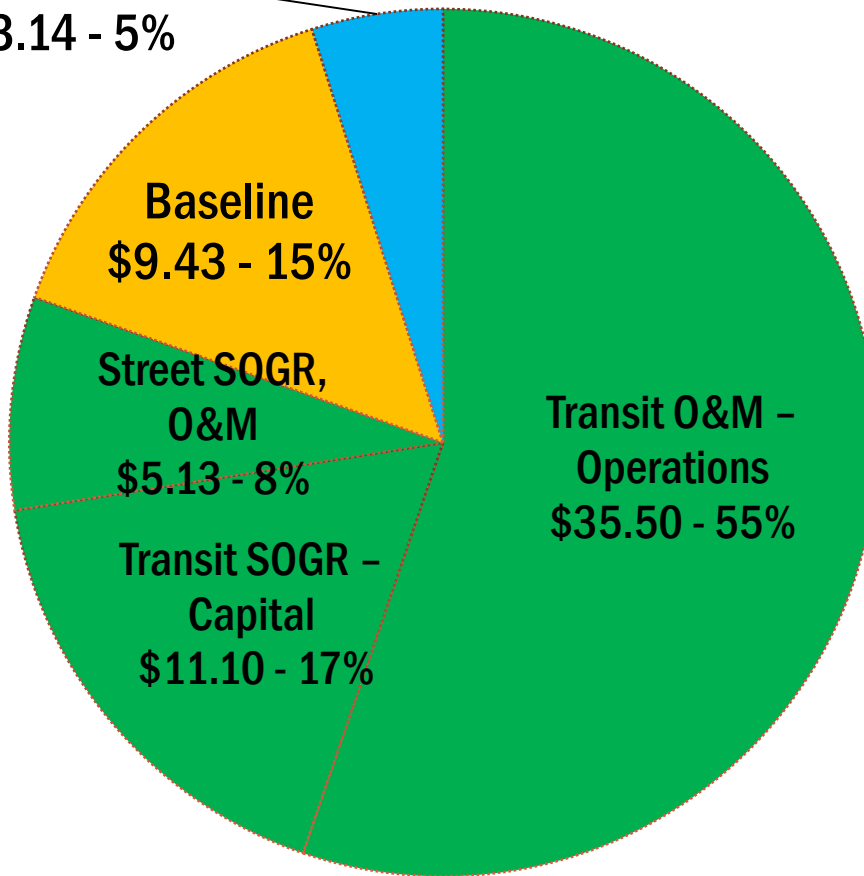
Crowding on regional transit systems | Morning peak hour, 2012 and 2040






Source: SF-CHAMP 4.3

Expected transportation revenue for San Francisco through 2040

Discretionary
\$3.14 - 5%



\$64.3 Billion Total

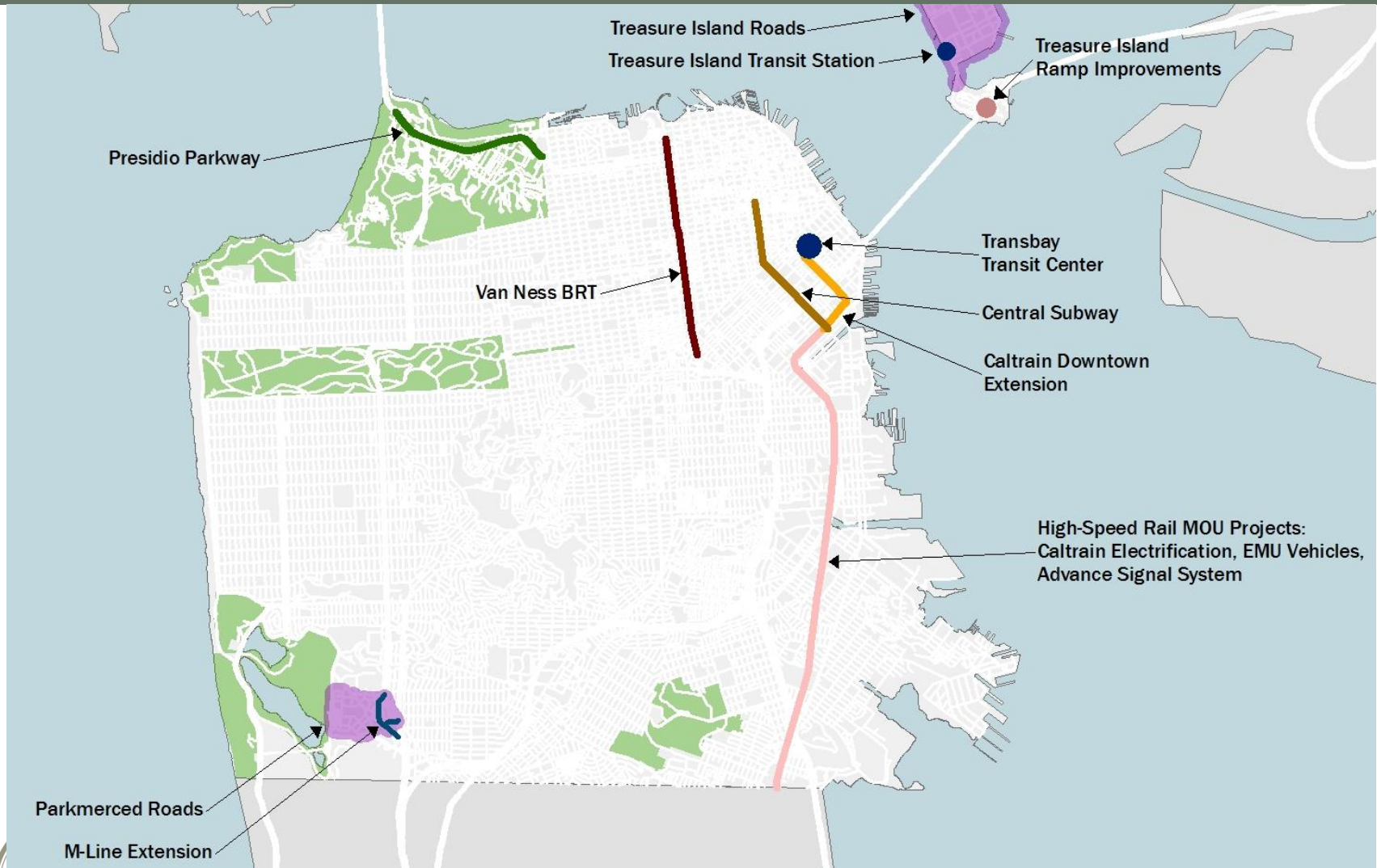
-  = Expected revenue for state of good repair and operations of the existing system
-  = Expected revenue for baseline projects
-  = Expected discretionary (flexible) revenue

SF priorities are top RTP performers

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



SFTP Baseline Projects



Prioritizing discretionary revenue

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

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)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Response to calls for projects: public input

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

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)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

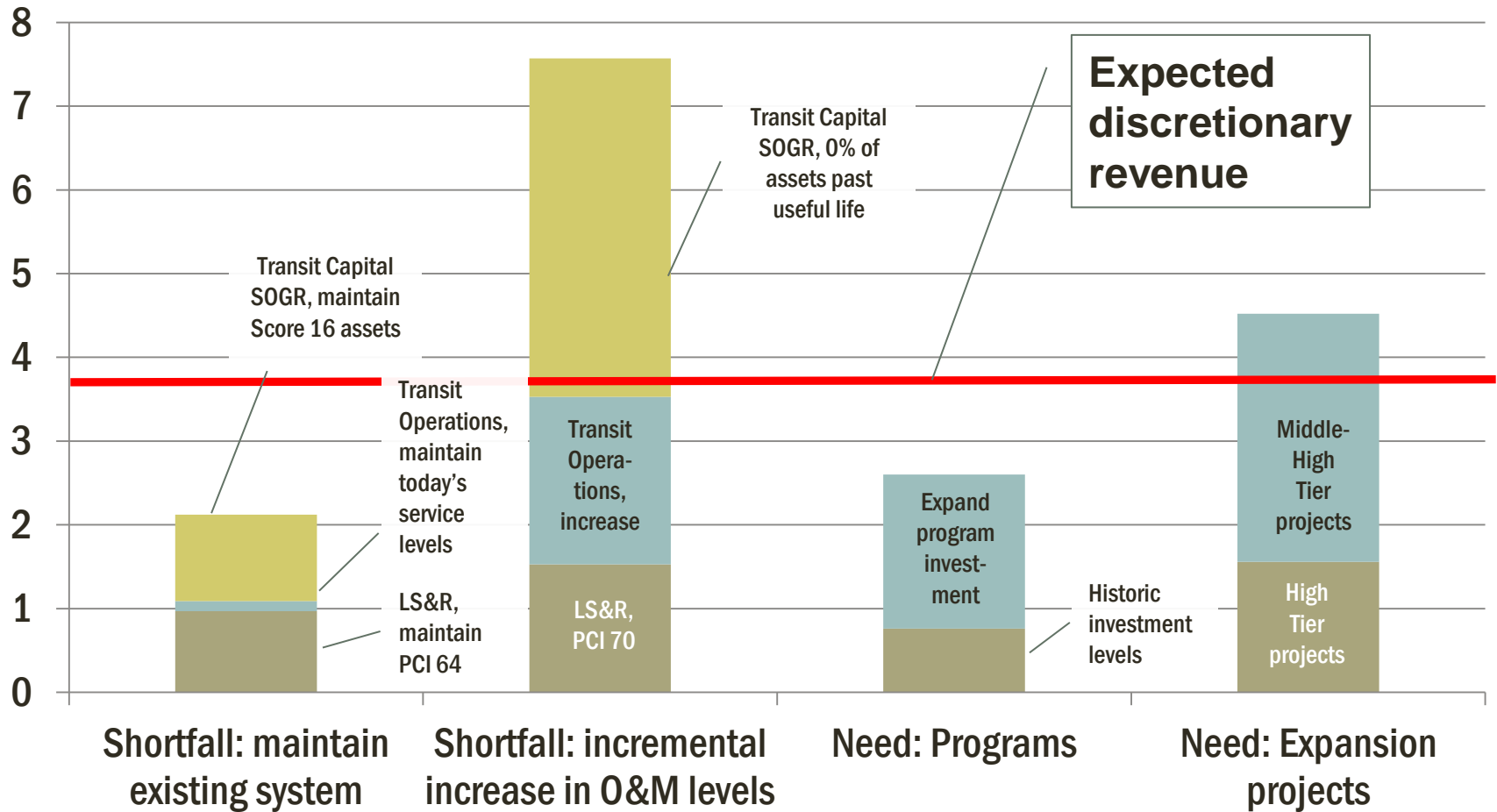
Response to calls for projects: mostly programs

Submittal Types from Calls for Projects	Number of unique submittals
Baseline projects (e.g., Caltrain electrification)	16
Previously evaluated and screened (e.g., Balboa Park freeway deck, Van Ness Avenue subway)	4
Policy changes	7
Programmatic improvements (e.g., pedestrian safety, maintenance)	90
Major capital / expansion projects	44
Total unique submittals	161

Small scale improvements within Programs will be prioritized through 5YPP process

Handful of modelable programs defined from these

Needs far exceed expected revenue



Pressing maintenance and operational needs

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040



	Cost to Maintain Current SOGR/O&M Level	Expected Revenue	Shortfall
Local Streets and Roads - System Preservation	\$3.263 billion	\$2.299 billion	\$0.96 billion
Local Streets and Roads - Operations/Routine Maintenance	\$2.84 billion	\$2.84 billion	\$0.00
Transit - Operations	\$35.6 billion	\$35.5 billion	\$0.10 billion
Transit – Capital	\$16.16 billion*	\$11.1 billion	\$5.06 billion
Total	\$57.86 billion	\$51.74 billion	\$6.12 billion

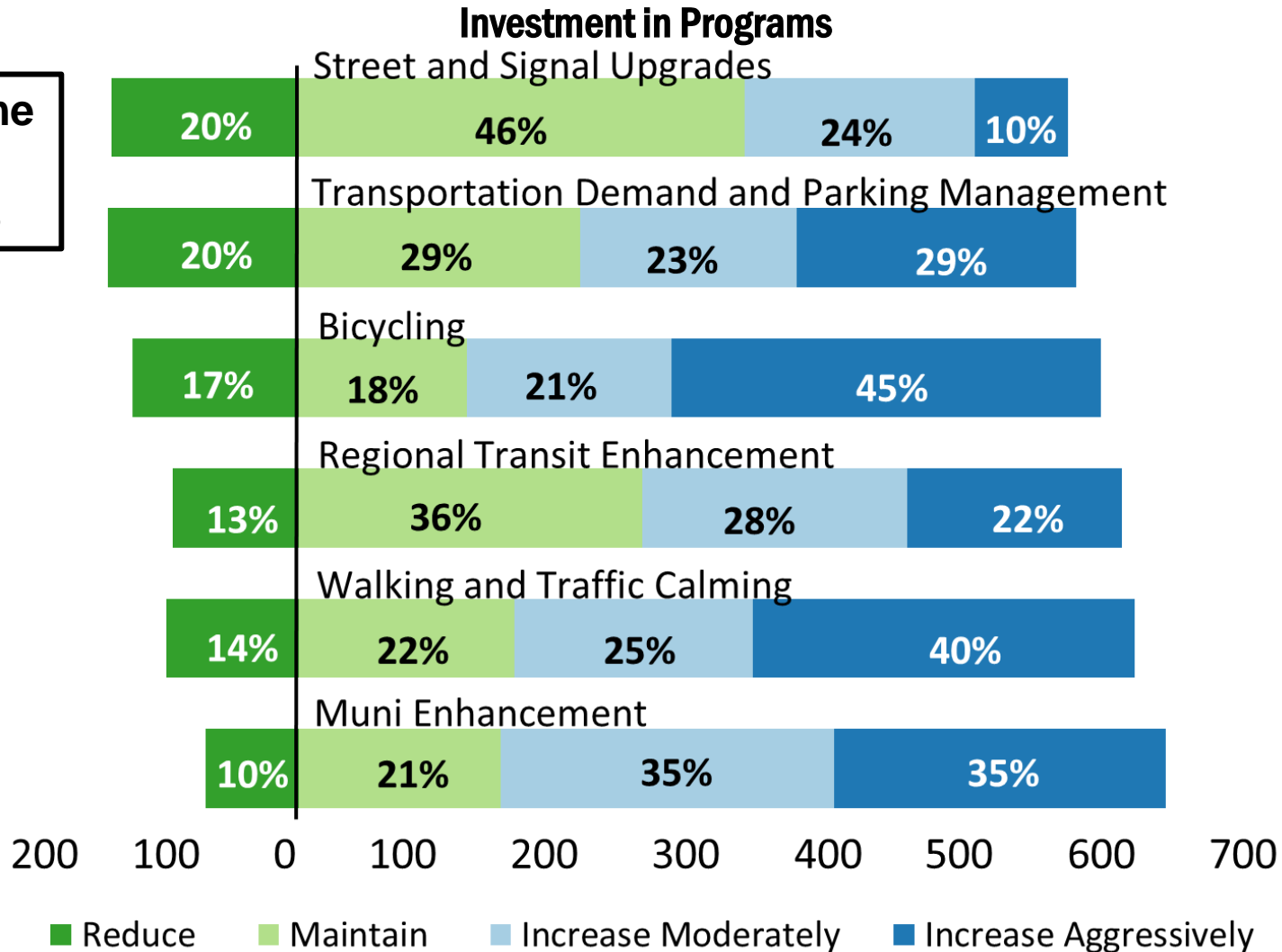
*Need to meet target of 0% of assets past useful life for SFMTA and Caltrain. BART and GGBHTD need for San Francisco is an estimate based on San Francisco's share of each operator's transit capital revenues.



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Programs: support for greater investment

SFTP Budget Game
Fall, 2012
~ 800 responses

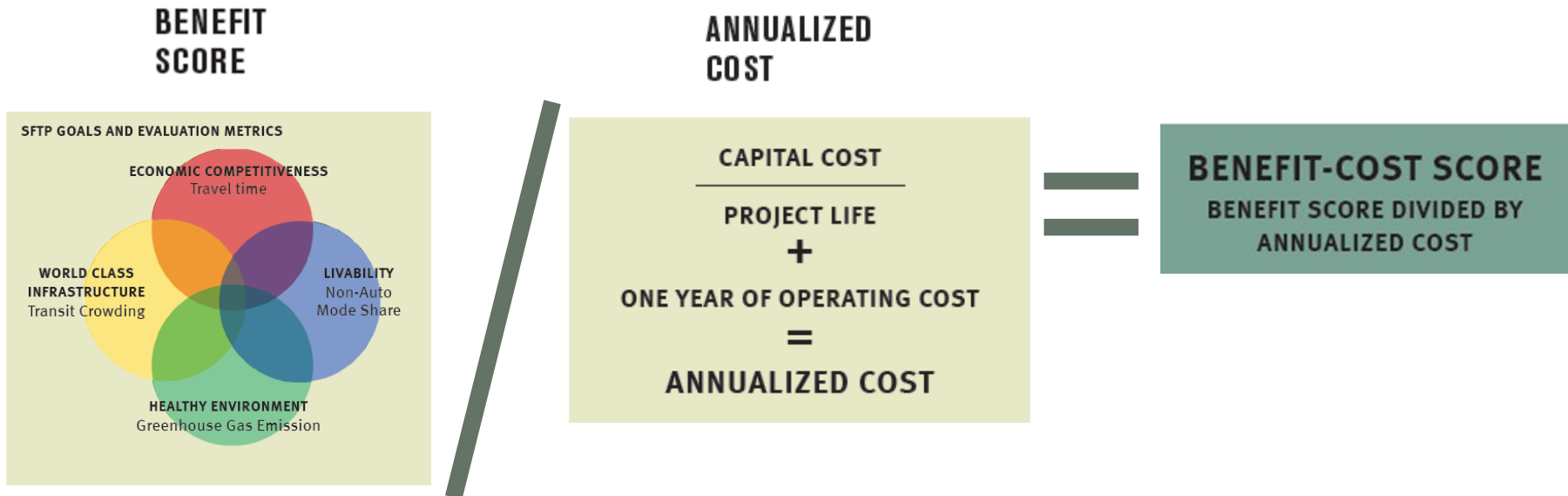


Project performance evaluation

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

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



Benefit-cost proxy index – Top tier

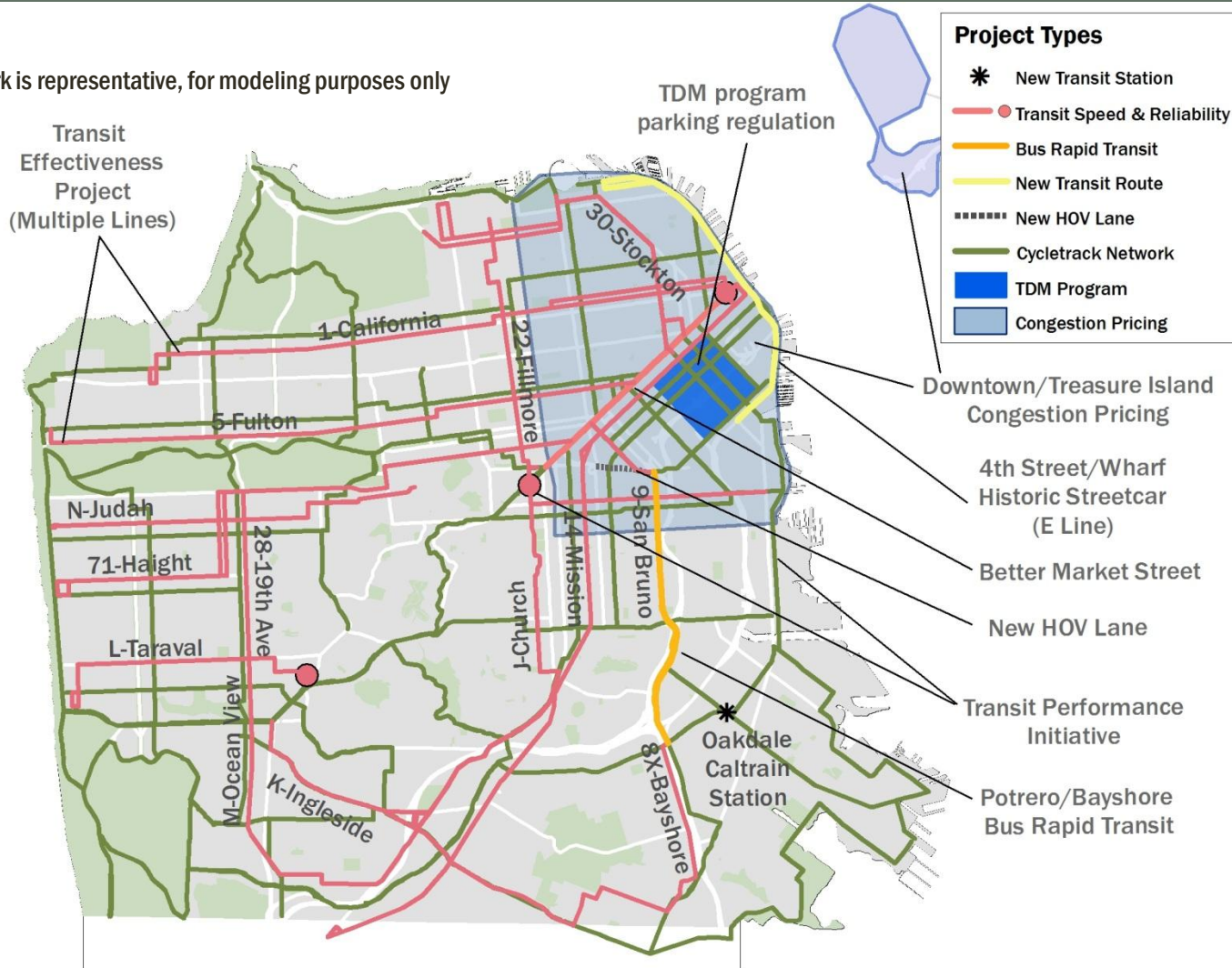
Projects with Highest Benefit-Cost Proxy Scores (Listed alphabetically)	Total Cost (cap + op, \$YOE)
Better Market Street	\$258
Bicycle Program	\$252
Congestion Pricing – Cordon and Treasure Island	\$119
Historic Streetcar Expansion – E Turnaround	\$149
HOV Lane on Central Freeway	\$15
New Caltrain Station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



Top tier projects

Notes

- Cycletrack network is representative, for modeling purposes only



Benefit-cost proxy index – Middle-high tier

Projects with Middle-High Benefit-Cost Proxy Scores (Listed alphabetically)	Total Cost (cap + op, \$YOE)
BART Metro Turnback	\$500
BART 30th Street Infill Station	\$813
Carpool / bus lanes on I-280 (to 6th) and 101 (to Cesar Chavez)	\$148
Evans Avenue transit priority	\$71
Express bus service, Hunters Point and Candlestick Point	\$147
Geary Boulevard BRT	\$229
Geneva Avenue Extension	\$148
Geneva TPS / BRT	\$92
M-line 19th Avenue west side alignment	\$271
Pedestrian and Traffic Calming Programs	\$357
Stockton St. Transit Priority and Partial BRT	\$35
T-line extension to Southern Intermodal Terminal	\$152
Total Cost of Middle-High Tier Projects	\$2,963



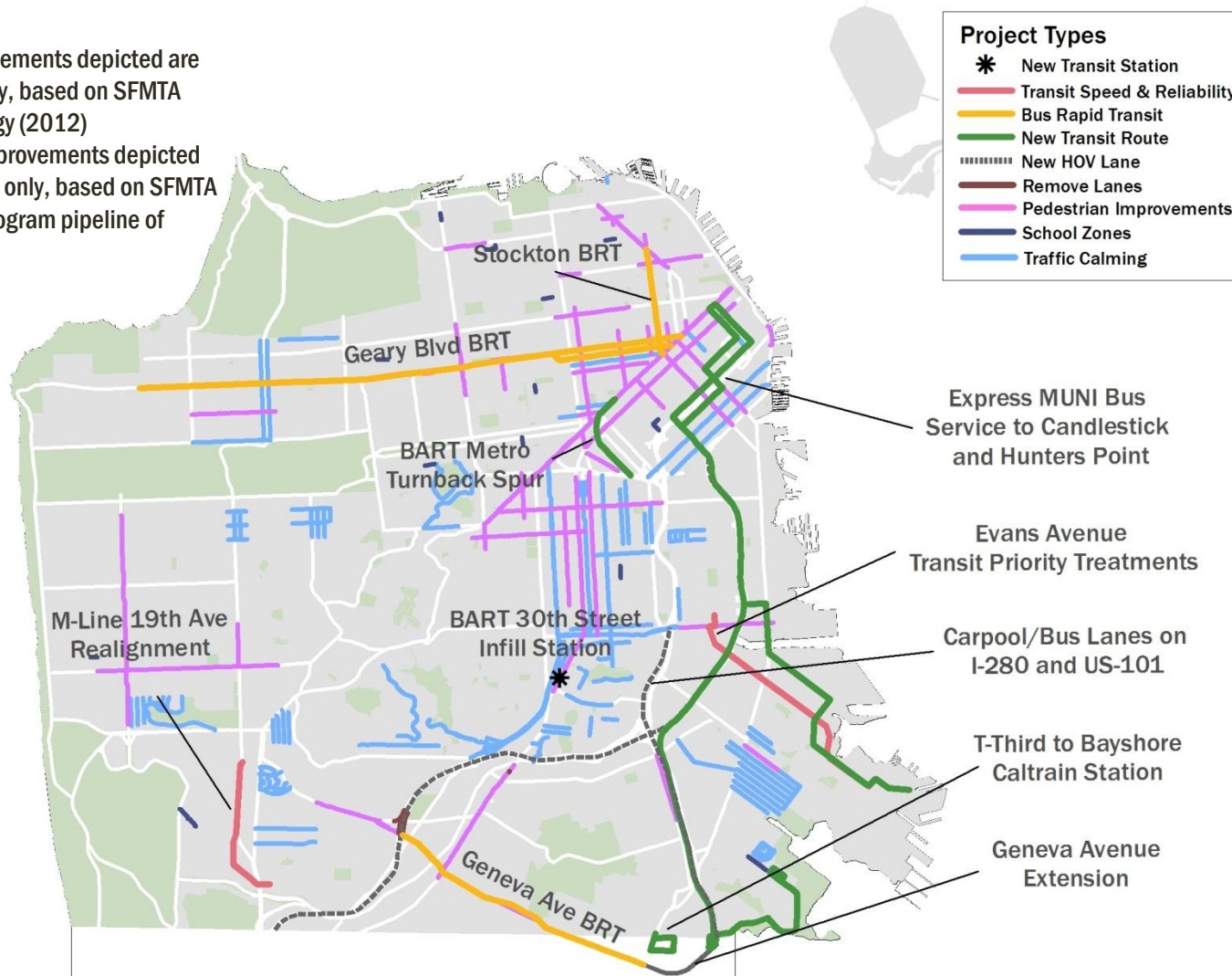
Middle-high tier projects

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

Notes

- Pedestrian improvements depicted are representative only, based on SFMTA Pedestrian Strategy (2012)
- Traffic calming improvements depicted are representative only, based on SFMTA Traffic Calming program pipeline of projects



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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:

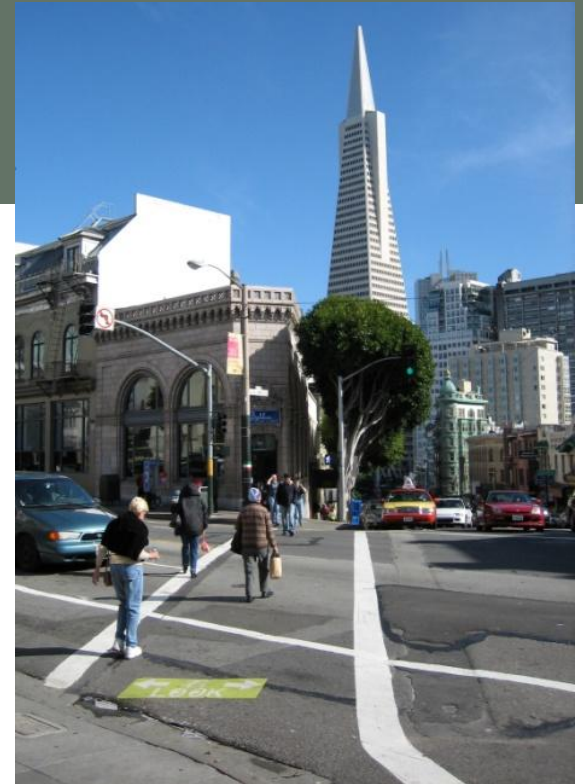
- Tradeoffs between and within investment types (e.g. Operations, Maintenance, Programs, Expansion), modes, geographic areas and

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



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





Thank you!

For meeting schedule, April
through July, see:

www.movesmartsf.org



www.sfcta.org/MoveSmartSF
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Benefit-Cost Index

Low-Middle Tier (Listed alphabetically)

Projects with Low-Middle Benefit-Cost Proxy Scores	Agency/Public	Total Cost
Bridge over Yosemite Slough	A	\$69
Central Freeway Removal / Octavia Boulevard Extension	P	\$226
Central Subway Extension to North Beach / Fisherman's Wharf	A	\$1,686
Contraflow carpool lane on Bay Bridge	A	\$335
Extend M-line to Daly City	A	\$377
Geary subway-to-surface rail	P	\$1,430
Geneva Avenue light rail line	P	\$440
Harney Way rebuild and BRT	A	\$445
Historic Streetcar Expansion – Fort Mason Extension	A/P	\$93
Increased SF BART service	A	\$702
J-Church Limited Bus	P	\$45
Mission Bay ferry terminal	A	\$75
Muni service expansion to address crowding and growth	A/P	\$2,000
N-Judah rail service to Mission Bay (along 16 th Street)	P	\$619
Southeast Waterfront transit priority and increased service	A	\$876
Total Cost of Low-Middle Tier Projects		\$9,418



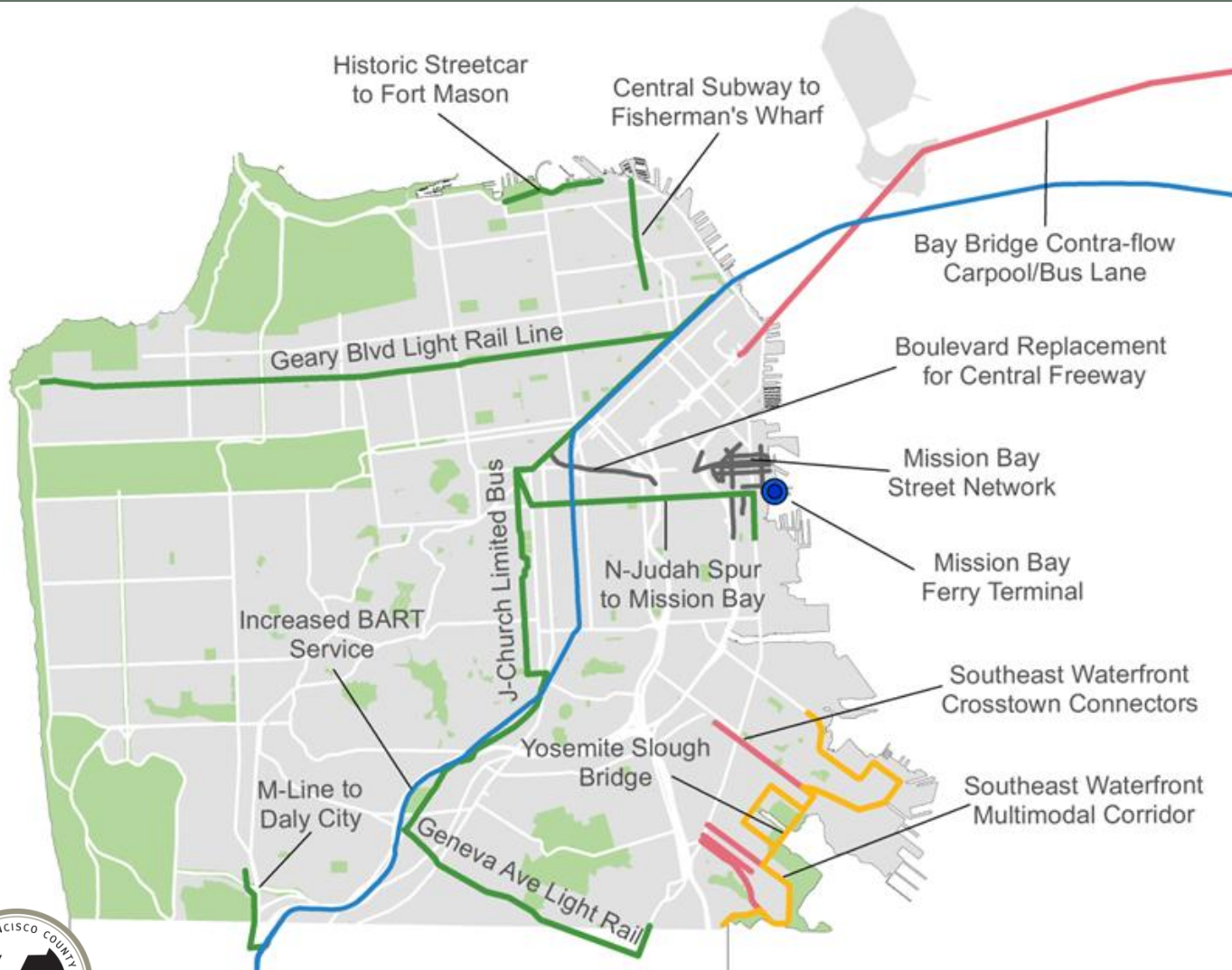
Low-Middle Tier Projects

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

Project Types

- New Ferry Terminal
- New/Upgraded Roadway
- Transit Capacity
- Transit Speed & Reliability
- Bus Rapid Transit
- New Transit Route



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Benefit-Cost Index

Low Tier (Listed alphabetically)

Projects with Benefit-Cost Proxy Score = 0	Agency/Public	Total Cost
14-Mission trolleybus extension to Daly City	P	\$39
Cable car extension to Japantown	P	\$123
Candlestick Park ferry	A	\$83
Replace Muni Metro L-Taraval with BRT	P	\$124
Total Cost of Low Tier projects		\$369



Lowest Tier Projects

moveSmartSF

SAN FRANCISCO
TRANSPORTATION PLAN
2040

Project Types

- New Ferry Terminal
- Bus Rapid Transit
- New Transit Route



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY