San Francisco Transportation Plan Update

PART 2.5: Needs Assessment

Spring 2013

SFTP Needs Assessment

- Planned Growth
- Existing and Future Transportation Conditions
- Aspirational Scenarios: "What would it take to…"
  - Achieve a state of good repair
  - Get to approximately 50% below 1990 greenhouse gas emissions
  - Achieve a non-auto mode share above 50%
  - Accommodate population/employment growth with no change in commute
- Focused Sector Analyses
  - Visitor Trips
  - Goods Movement Trips
  - School Trips
- SoMa Core Circulation Analysis
- Institutional Challenges

Institutional Challenges to

Achieving Our Transportation Goals

How do our institutions shape the transportation network?

The SFTP provides a useful forum to analyze how our institutions impact the transportation network and to address some of the concerns the public often expresses about transportation in San Francisco

What are the perceived problems?

The challenges here in SF

Is anything being done to address the challenges/problems?

SFTP institutional analysis framework

Top concerns we hear from the public

We should be able to deliver projects faster

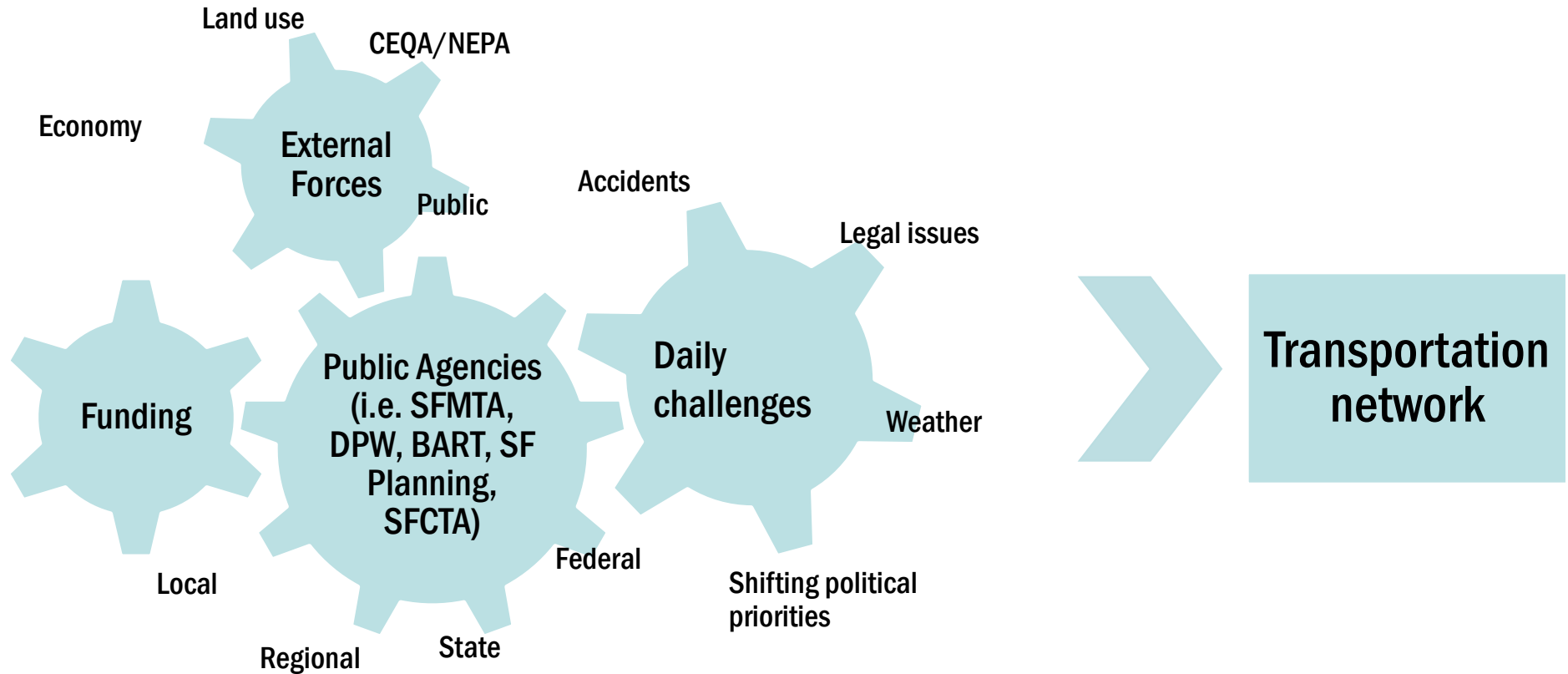We deserve a better transportation system

We need better coordination between agencies and with the public

We need to get the biggest bang for our transportation buck

Transportation in San Francisco is a complex machine:

A myriad of forces (too many to show here!) shape our transportation system

Land use

CEQA/NEPA

Economy

External Forces

Public

Accidents

Legal issues

Funding

Public Agencies (i.e. SFMTA, DPW, BART, SF Planning, SFCTA)

Daily challenges

Weather

Local

Federal

Shifting political priorities

Regional

State

Transportation network

Concern: We should be able to deliver projects faster
"Why does it take years to build things? Can't we just decide and build it already!"

Some of the challenges that affect project delivery in SF

Projects require funding, outreach, and planning/design/ construction – large projects even more so

Diffuse decision making process and shifting political/ management priorities
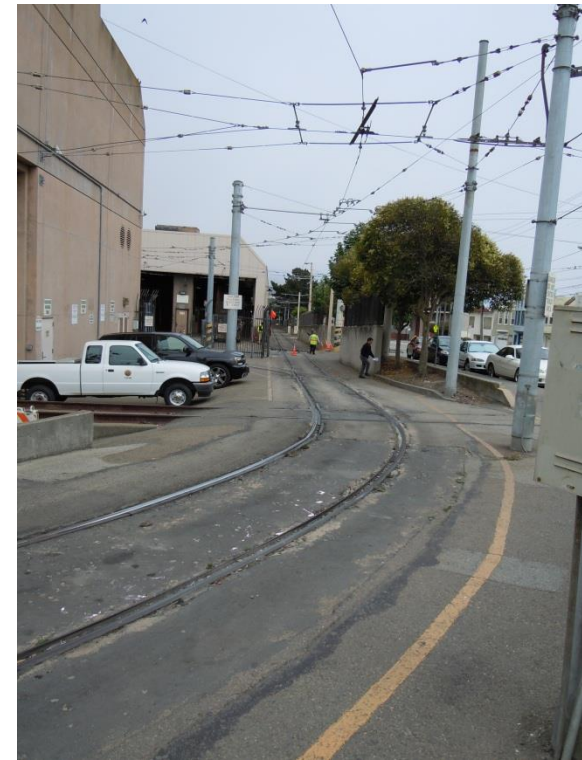
Limited availability of funding for early planning and design

Different agencies responsible for delivering different phases/ parts of a single project

Making sure outreach with the community and advocacy organizations is done right the first time to avoid project redesign or rescoping

Local interpretation of CEQA/NEPA process

Staff resources

Concern: We should be able to deliver projects faster
What's already being done to address this concern

Policy work to improve local CEQA implementation, Level of Service (LOS) reform

- ▶ Nexus study for the Transportation Sustainability Program

Exploring alternative and innovative project delivery methods

- ▶ Public-Private Partnerships

Moving towards a strategic plan for pedestrian projects

- ▶ WalkFirst and Pedestrian Safety Task Force: developing a common vision and set of priorities

Securing new revenue sources

- ▶ Propositions AA and B

CAC question: did we adequately capture the concern?

Concern: We deserve a better transportation system

"I just want a reliable transit system, is that too much to ask?"
"Can't we time the traffic lights better?"

Some of the transportation challenges in SF

Transit is slow (7.8mph) and unreliable (<74% on-time)

- Most transit service in SF shares lane with auto traffic which severely impacts transit speeds
- Day-to-day management of service delivery

NextBus is good but not 100% accurate, and not fully deployed

Limited availability of taxis in certain parts of the city

Backlog of street resurfacing needs

Chronic structural capital and operating deficits

- Shifting capital budget to backfill operating budget
- Forgoing preventative maintenance

Concern: We deserve a better transportation system
What's already being done to address this concern

New SFMTA Central Control Center (C3), integrated and modern systems, and radio replacement project

Transit Effectiveness Project - route and stop optimization

Targeted service changes – 14L – Mission to Daly City BART, N^X – Judah Express, 5 – Fulton route change at Market Street

BART vehicle replacement and Caltrain "Baby Bullet"

Public space enhancements: Better Streets Plan planning code changes, Pavement to Parks, parklets

Van Ness and Geary BRT projects

SFpark – better management of on- and off-street parking

New funding: Props. AA and B, One Bay Area Grant (OBAG), Infrastructure Finance Districts (IFDs), Mello-Roos (CFDs)

TEP
Transit Effectiveness Project

CAC question: did we adequately capture the concern?

Concern: We need better coordination between agencies and with the public
"Let's make sure that City agencies are on the same page when working on a project"
"Agencies need to communicate with the public early and often ."

Some of the coordination challenges in SF

Multiple agencies involved, internal coordination can also be a challenge

Gaps: responsibility for certain tasks and sectors unclear to agencies and the public

Prioritization process for projects is not always transparent, lots of different political, agency, and stakeholder interests

Agencies with overlapping responsibilities and priorities

There are often good plans but challenge is to:

▸ Integrate good cost estimates with funding, implementation strategy

▸ Integrate land use and transportation plans

Public outreach with stakeholders/advocates is critical, but takes time when done right

Concern: We need better coordination between agencies and with the public
What's already being done to address this concern

Stronger early coordination between city agencies for big projects and initiatives

- Better Market Street, Van Ness BRT
- Pedestrian Safety Task Force

Stronger regional coordination:

- Bi-County Transportation Study with San Mateo County, Brisbane, Daly City
- RTP/SCS - building alliances with Oakland, San Jose, and regional transit operators to advocate for regional policies to help deliver improvements to region's big 3 cities, operators

Better Streets Plan implementation

TDM and Muni Partners Program to better manage and deploy private employer shuttles

Real-time information for/from the public

- 311, 511, SFpark apps, transit apps, NextMuni, etc
- Routesy, CycleTracks, TaxiMagic, QuickMuni, BARTusher

CAC question: did we adequately capture the concern?

Concern: We need to get the biggest bang for our transportation buck

"We always hear about budget deficits, but can't we figure out a way to get more out of our tax/fare dollars?"
"Do we really need more money to improve transportation?"

Challenges of efficient transportation investment in SF

Many factors influence use of SF's operations and maintenance (O&M) funding, as well as capital funding

- External environment: right-of-way allocation, signal priority
- Enterprise management: capital program management, contract procurement, civil service and labor agreements
- Economy-wide: fuel, insurance/health care costs

Prioritization of projects subject to political environment and fund-type restrictions i.e. "color of money"

- Federal, state and regional grants have restrictions
- Federal fund process often burdensome
- Difficult to find money for transit maintenance facilities

- Chronic annual O&M funding shortfall

  - $54.4 billion out of expected transportation revenues of $56.2 billion must be spent over next 25 years just to maintain and operate our transportation network

Concern: We need to get the biggest bang for our transportation buck
What's already being done to address this concern

Transit Effectiveness Project – more efficient use of transit operating funds

Advocacy for regional funding to support transit and projects that improve system performance

▸ Transit Performance Initiative (short and long term program)

MTC's Transit Sustainability Project – 10% O&M savings goal

Developing projects to leverage federal/state/regional funds

▸ 5-Year Prioritization Programs

Pricing to encourage efficient use of the system

▸ SFpark, congestion pricing on Treasure Island

Simplifying/improving enforcement efforts to encourage better transit performance, traffic flow, bicycle and pedestrian safety

CAC question: did we adequately capture the concern?

Proposed analysis framework for institutional challenges

Our framework for analysis intends to:

- ▶ Identify potential problem areas
- ▶ Define indicators
- ▶ Review existing analyses, case study evidence
- ▶ Propose possible strategies to help our institutions improve the transportation experience

Examples

- ▶ Are most projects delivered according to their proposed timeline when requesting Prop K funds?
- ▶ Analyze Prop K data to see how we are doing and look for patterns or common challenges that might slow down delivery of projects receiving Prop K funds
- ▶ MTC Transit Sustainability Project
- ▶ SFMTA Transit Effectiveness Project, Prop E data

Are we on the right track?