

TRANSPORTATION IMPACT ANALYSIS GUIDELINES UPDATE

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Planning Commission Informational Update: September 28, 2017



San Francisco
Planning

AGENDA

Context
Schedule
Status
Feedback

Association of Environmental Professionals

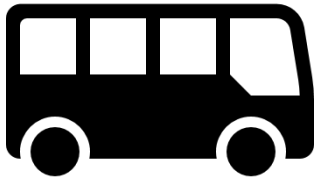
2017 CEQA

California Environmental Quality Act



Statute and Guidelines

CURRENT GUIDELINES (2002)



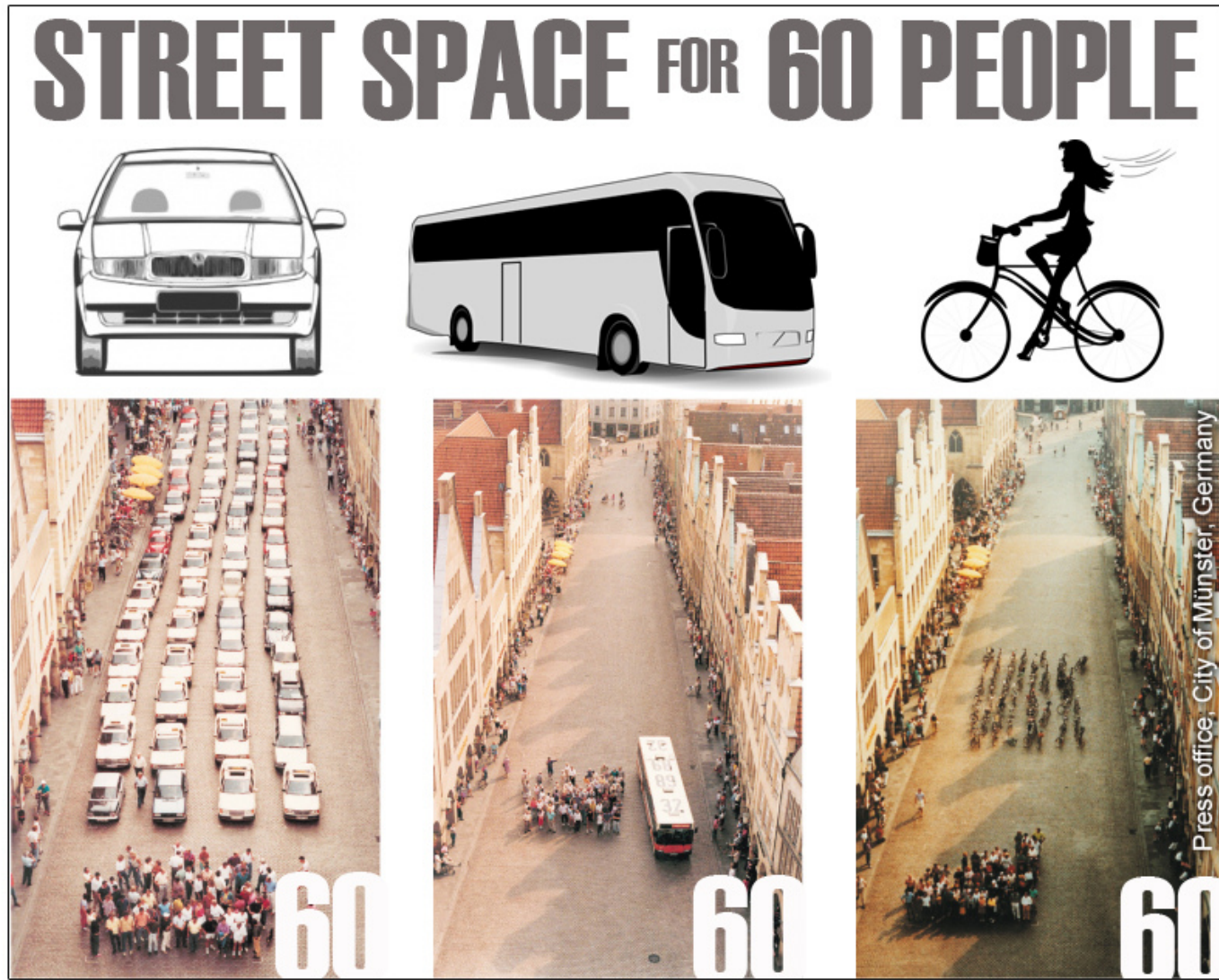
WHAT HAS NOT CHANGED SINCE 2002



Roads are deadly

Icons Source: The Noun Project

WHAT HAS NOT CHANGED SINCE 2002



Source: Mobility Lab

WHAT HAS NOT CHANGED SINCE 2002



WHAT HAS CHANGED SINCE 2002



ConnectSF



WHAT HAS CHANGED SINCE 2002



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

SF Population **+92k**

Bay Area Population **+900k**

Source: California Dept. of Finance



BETWEEN 10/2002 AND 9/2016

SF Jobs **+149k**

Professional/
Business **+75k**

Education/ Health **+35k**

Leisure/ Hospitality **+27k**

Source: SF City Scorecard



TRANSPORTATION NETWORK COMPANIES (TNCs)



=



TNCs are vehicles!

TRANSPORTATION NETWORK COMPANIES (TNCs)

Hazards

Existing



+

Proposed



=



CEQA



Not an
Impact of
proposed
project



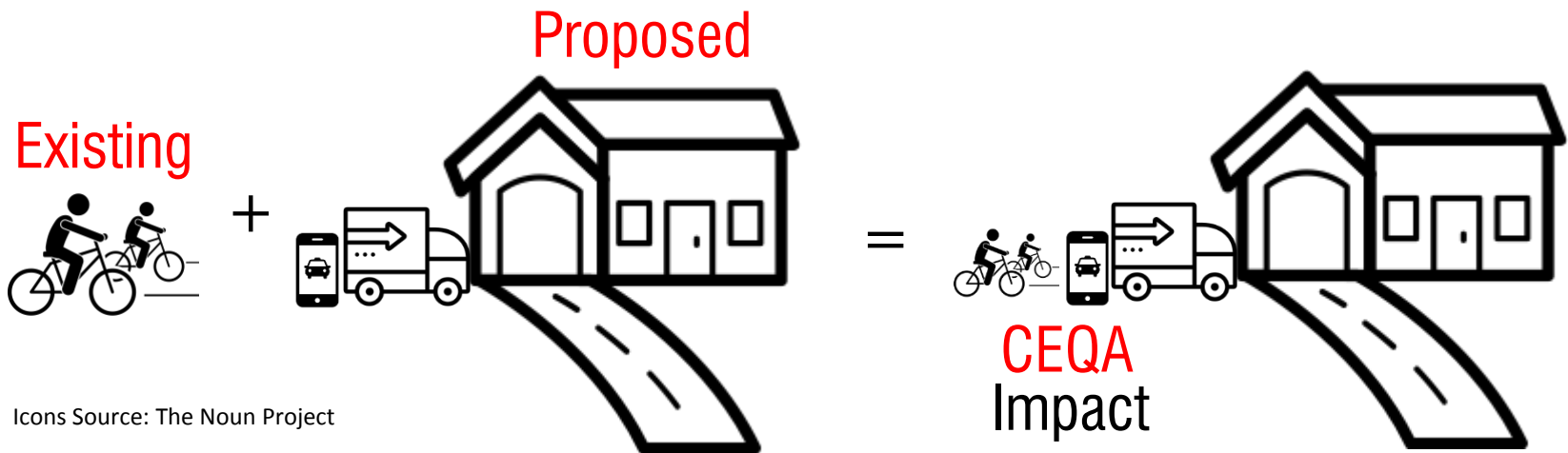
Impact due
to proposed
project
vehicle

Icons Source: The Noun Project

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

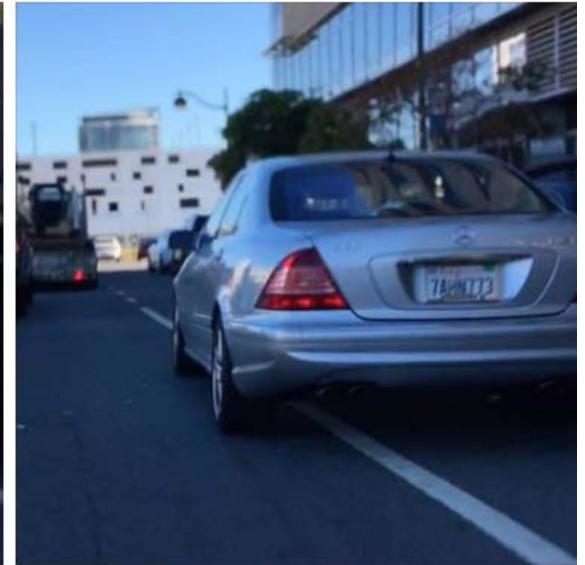
Planning and
Designing Safe
Streets



CEQA VS. NON-CEQA



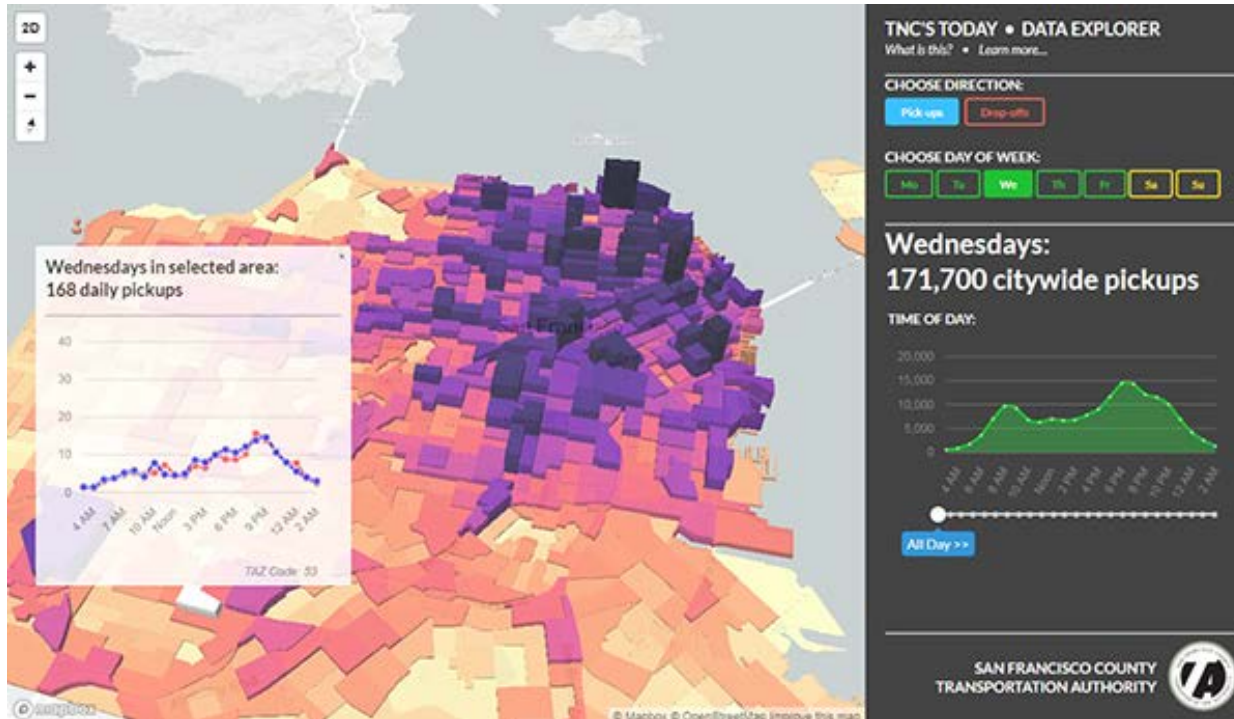
TNCs and other vehicles
blocking bike lanes



Icons Source: The Noun Project

Source: Chris Waddling

CEQA VS. NON-CEQA



TNCs Today



Enforcement
April to June
2017

SOMA SAN FRANCISCO GENTRIFICATION

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!!

SCHEDULE

Series of memos

CEQA vs Non-CEQA as described earlier

**fall 2017
through**

Each of nine transportation topics

fall 2018

Travel demand

Web page

<http://sf-planning.org/transportation-impact-analysis-guidelines-environmental-review-update>

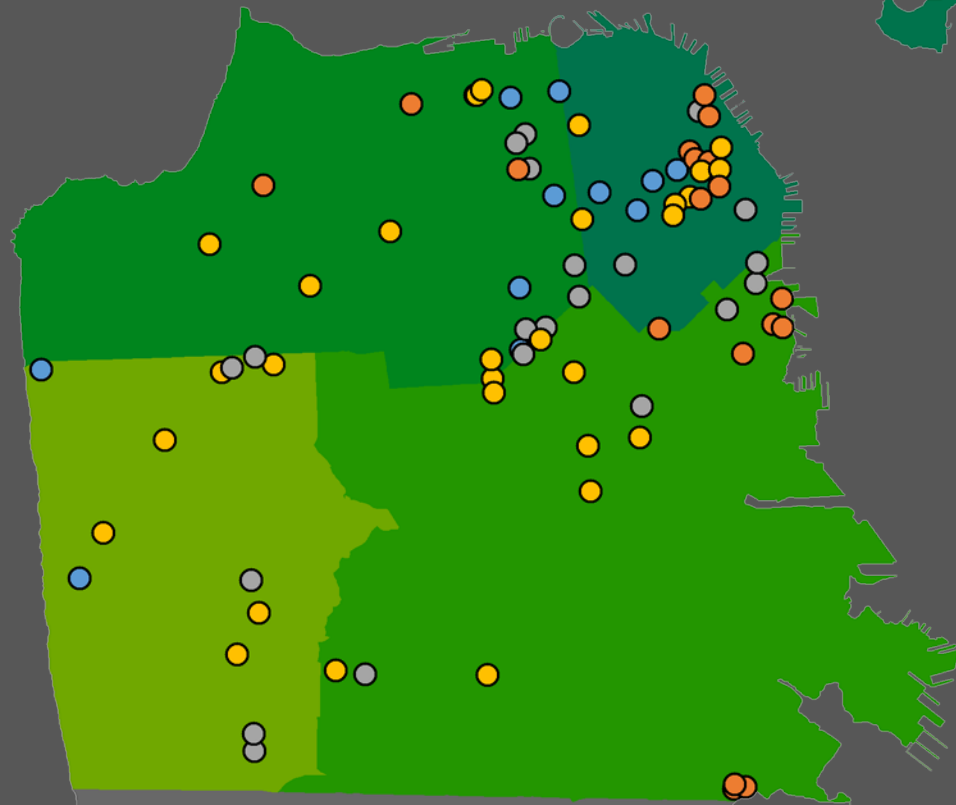
TRAVEL DEMAND

Data Collection Sites

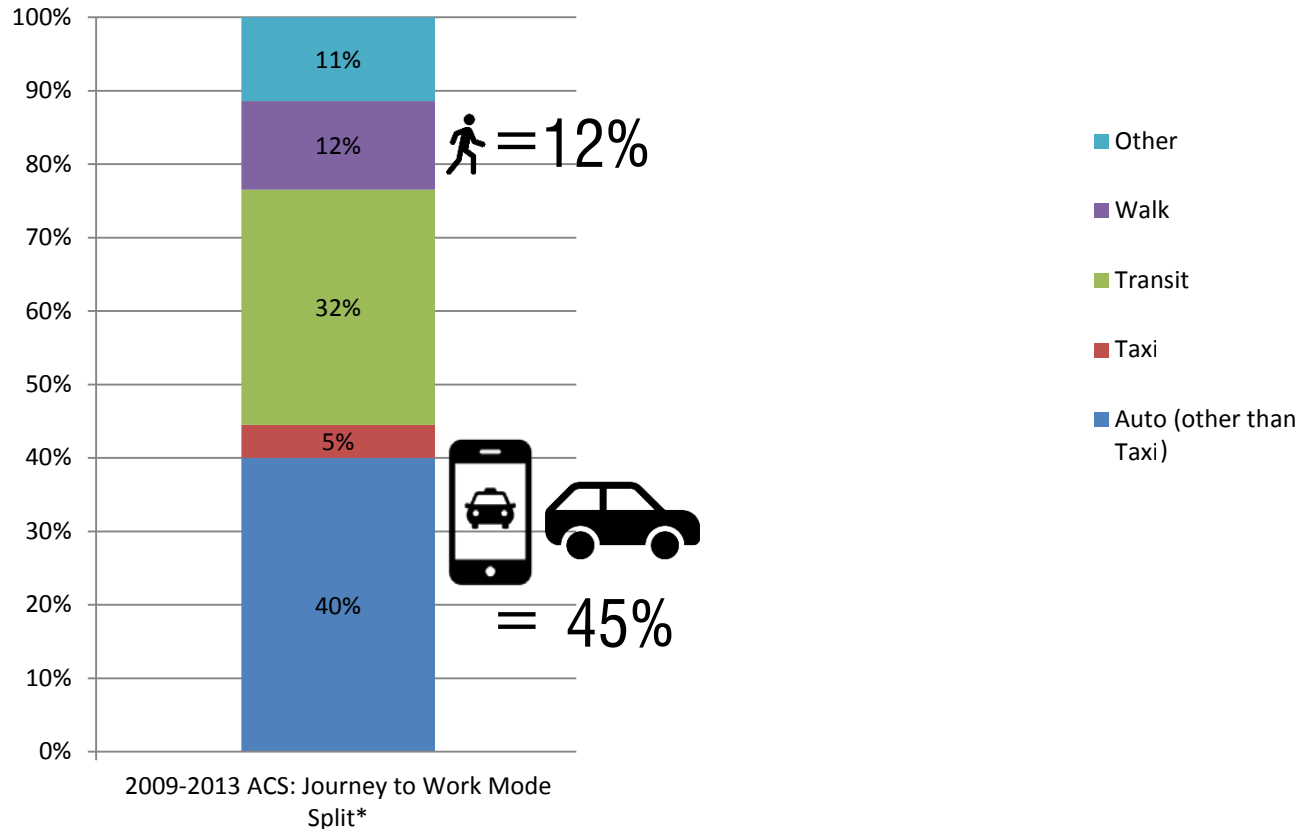
- Hotel (11)
- Office (19)
- Residential (22)
- Retail (30)

Superdistricts

- SD1
- SD2
- SD3
- SD4



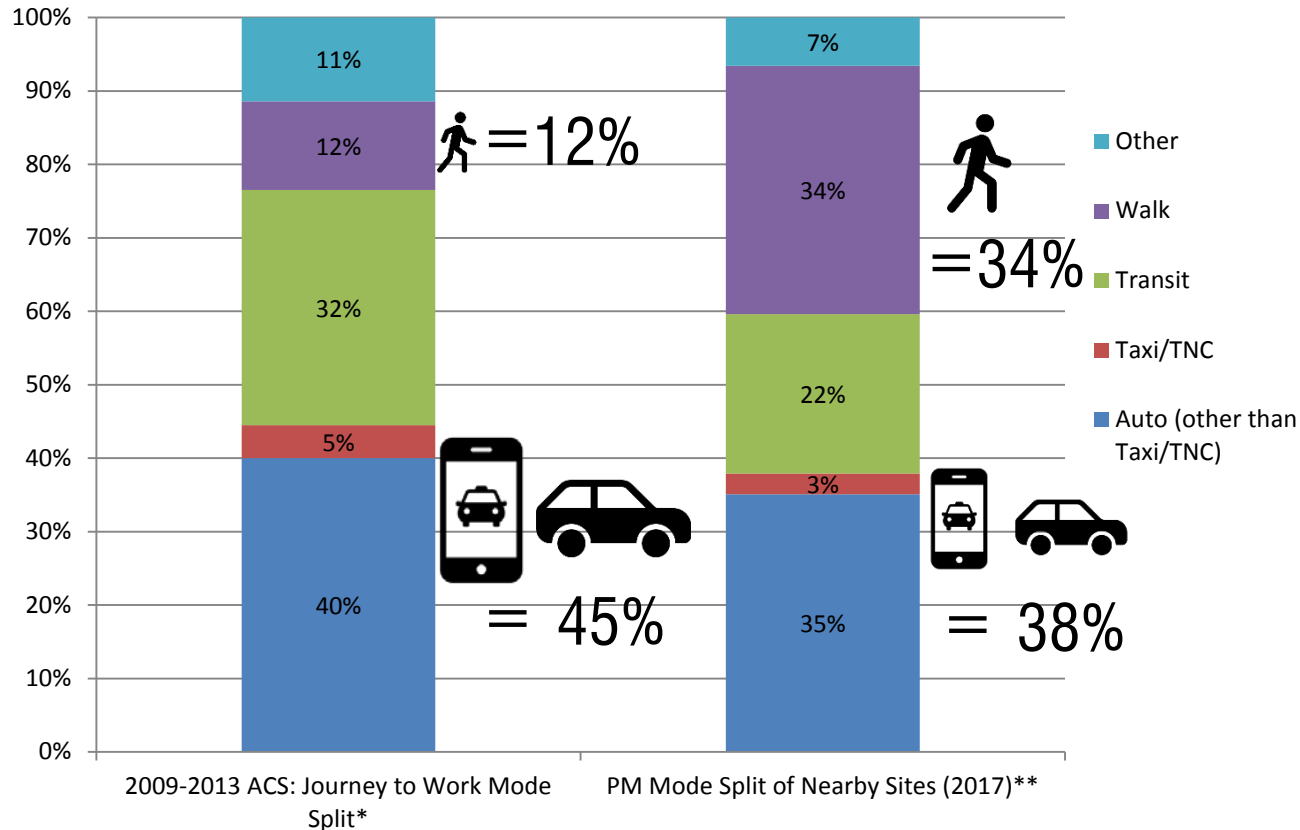
PM PEAK HOUR – WAYS OF TRAVEL



*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



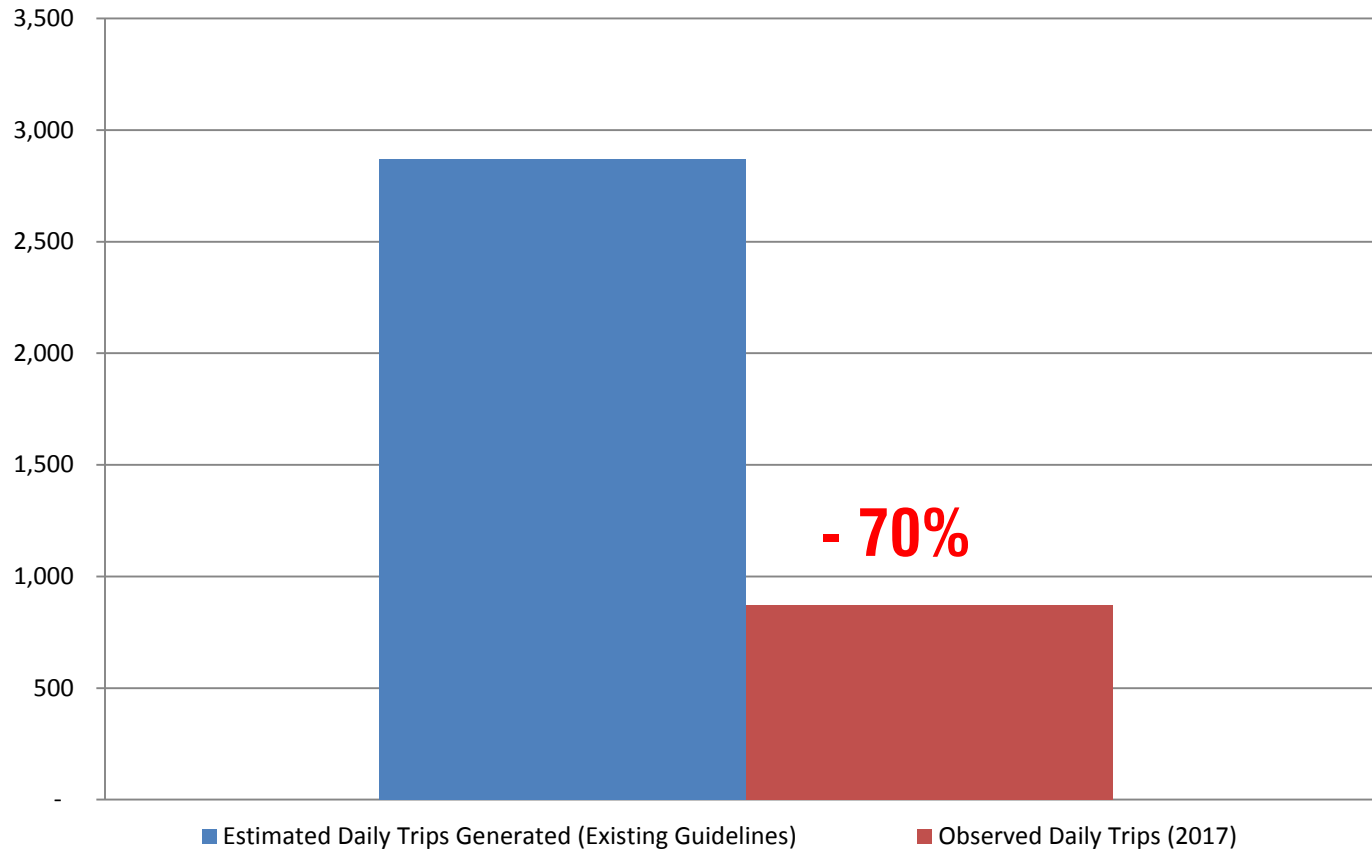
*American Community Survey US Census Journey to Work Mode Split for the Census Tract 168.02 bounded by Oak Street, Market Street, and Laguna/Webster/Fillmore Streets

**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))

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

CPC.TransportationReview@sfgov.org

THANK YOU



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**San Francisco
Planning**

