

DOWNTOWN CONGESTION PRICING STUDY

Policy Advisory Committee

Session 2



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December 12th, 2019

Introductions



Lead Agency



Lead Consultant



Partner Agencies



Introductions



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Reflex Design Collective

Community-Based
Design consultants



San Francisco County Transportation Authority



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Civic Edge Consulting



Agenda

1. Meeting #1 Follow-ups
2. Why Congestion Pricing? + Existing Conditions Part 1
3. Q&A
4. Learnings from Outreach to-date
5. Activity: Goals and Objectives
6. Activity: Co-Creation Workshop Content
7. Next Steps
8. Public Comment



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Community Agreements

- 1. Make space, take space**
- 2. Stories stay, lessons leave**
- 3. Speak from “I”, think from “we”**
- 4. Assume good intentions**
- 5. No one knows everything,
together we know a lot**



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Public Feedback

Thank you for coming!

Please write any comments or questions on the comment cards provided

Cards will be collected throughout meeting and addressed

We will read all comments



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Public Feedback

Be ready for “down time”:

PAC meeting format will include small group discussion and workshop activities

Other forms of information and feedback:

Survey, handout, comment cards,
website

Materials provided 72 hours ahead of
meeting (guided by Brown Act)



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Updates from PAC #1



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Photo by Sergio Ruiz, Flickr [flic.kr/p/TcdmM8](https://www.flickr.com/photos/TcdmM8/)

PAC Accessibility

- **Staff have reached out to PAC members**
- **Advance notice for meetings is important**
- **Call-in option**
- **Reminder: honorarium + child care support**
- **Any other ways we can support you?**



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Governance Protocol

Equity Flag

- Participants can use the equity flag if they feel there is not equitable representation in the room. Process:
 - Conduct in-room vote
 - Non-present members review notes
 - Discuss with TA over the phone and vote
 - TA follows up with final vote once complete

Suggesting changes mid-process

- Discussion period: Changes can be offered as additions to the proposal for further exploration between meetings.
- We will write down which amendments will be explored as a next step before completing the voting process.



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Regional Engagement

- **Additional co-creation workshops including displaced individuals, 1:1 interviews, and presentations at the regional level**
- **Connecting with regional CBOs and cities**
- **Household Travel Survey data will further inform regional approach**



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Why Congestion Pricing? + Existing Conditions



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What are we already doing?



Photos by SFMTA Photography Dept



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Pricing is the Last Tool in the Toolbox



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- Vehicle Miles Traveled (VMT) Fees
- Road User Charge Pilots (to replace gasoline tax)
- Express Lanes
- Low Emissions Zones
- Dynamic Parking Fees
- Carbon Taxes

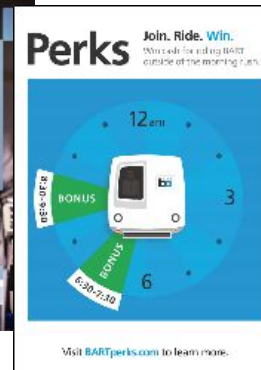


CA, Bay Area, and SF Plans Recommend Pricing

- SF Vision Zero Action Strategy, 2019
- SF Transportation Task Force 2045 Report, 2018
- SF Travel Demand Management Plan, 2017
- SF Transportation Plan, 2017
- SF Transportation Sector Climate Action Strategy, 2017 and 2013
- Plan Bay Area 2040, 2017
- CA Sustainable Communities and Climate Protection Act Progress Report, 2018



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Study Goals Shape Key Questions



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Move more people

Provide better choices for those with fewest choices

Promote fairness

Meet climate and environmental goals

Make downtown neighborhoods safer, more livable, healthier

Promote commerce

Help small business and culture thrive

What We Know... and Don't Know

The current analysis uses secondary quantitative data focused on 4 goals

These data tell only part of the story of the current system and its issues

Our work together — and with other stakeholders and the public — will provide qualitative data and information about lived experiences to complete the picture



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Congestion is Significant



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People driving in San Francisco spend over 115 hours a year — *almost five full days* — sitting in traffic

Source: INRIX. February 2019. Global Traffic Scorecard. p. 9



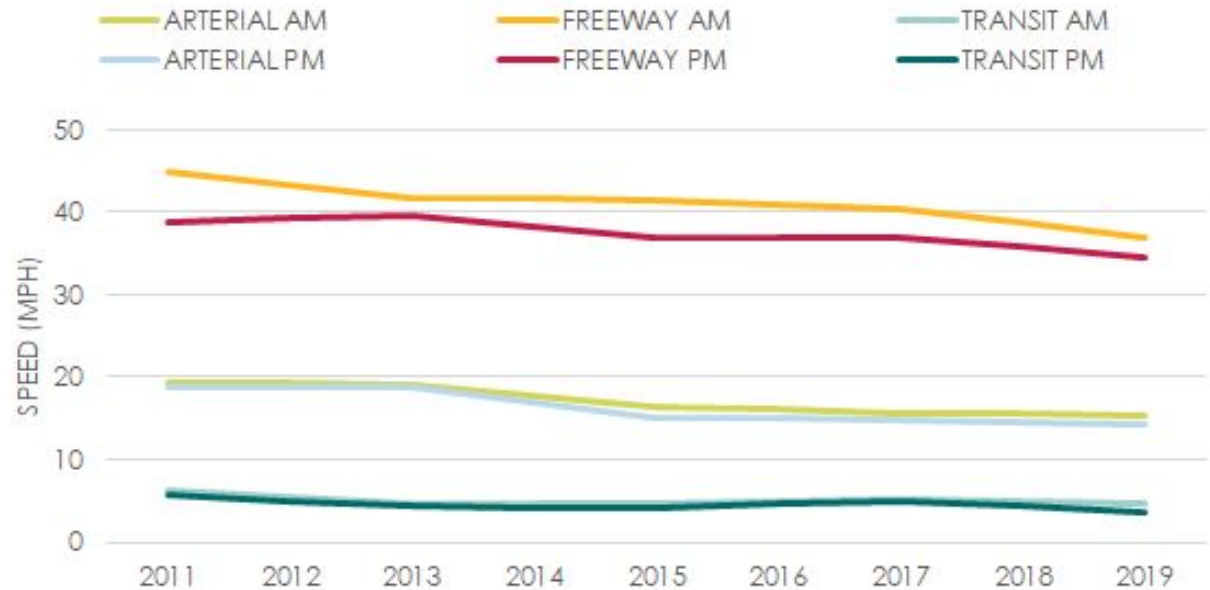
Congestion is Getting Worse



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Population growth, more jobs, and ride-hailing are all part of the story

San Francisco Arterial, Freeway, and Transit Speeds, 2011-2019



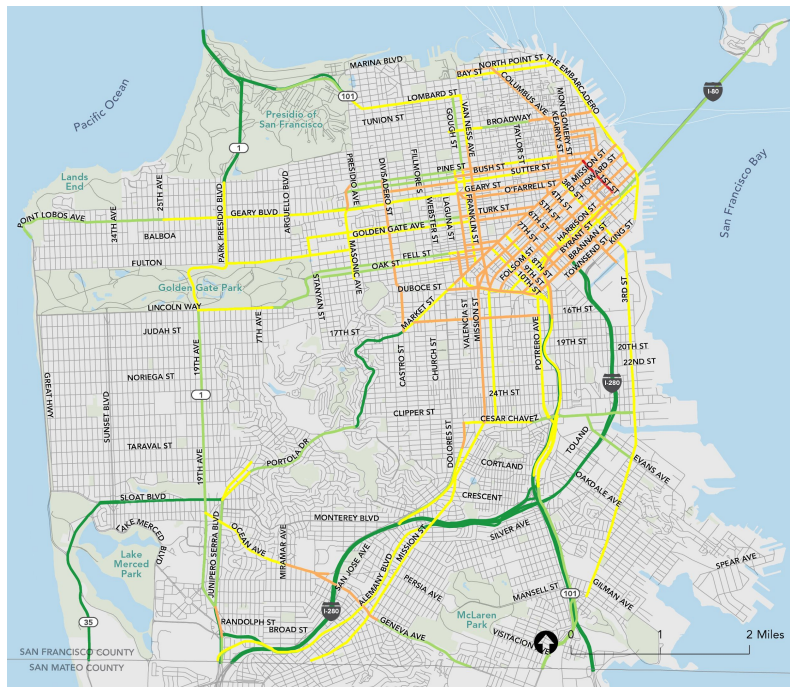
Source: SFCTA Congestion Management Program

Congestion is Worst in Downtown & SoMa



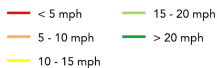
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Transit speeds average 6 mph in the downtown core

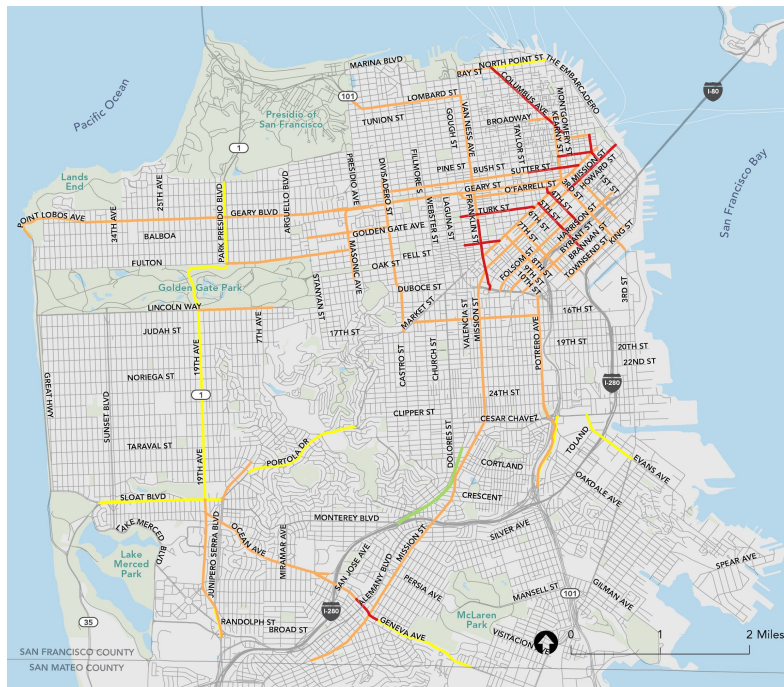


Auto Speed

Weekday p.m. Peak Transit Speed, 2019

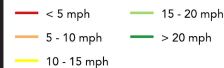


Source: SFCTA Congestion Management Program



Transit Speed

Weekday p.m. Peak Transit Speed, 2019



Source: SFCTA Congestion Management Program

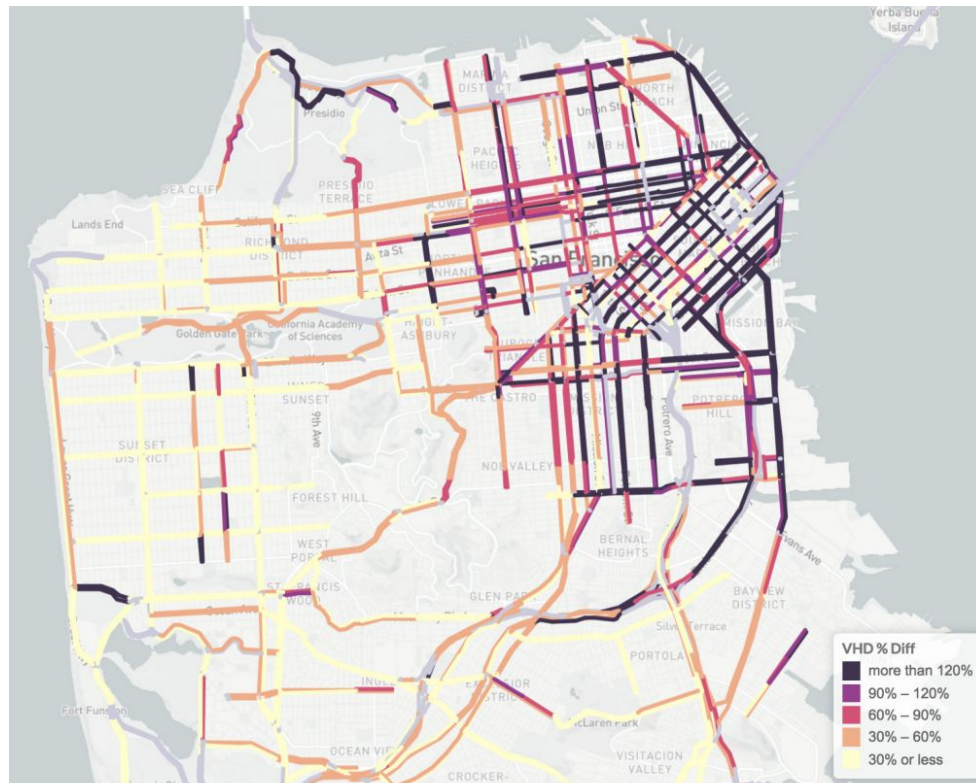
Delay is Increasing



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Population & job growth,
along with TNCs,
each account for about
50% of the rise in
congestion

Change in vehicle hours of delay, 2010 – 2016



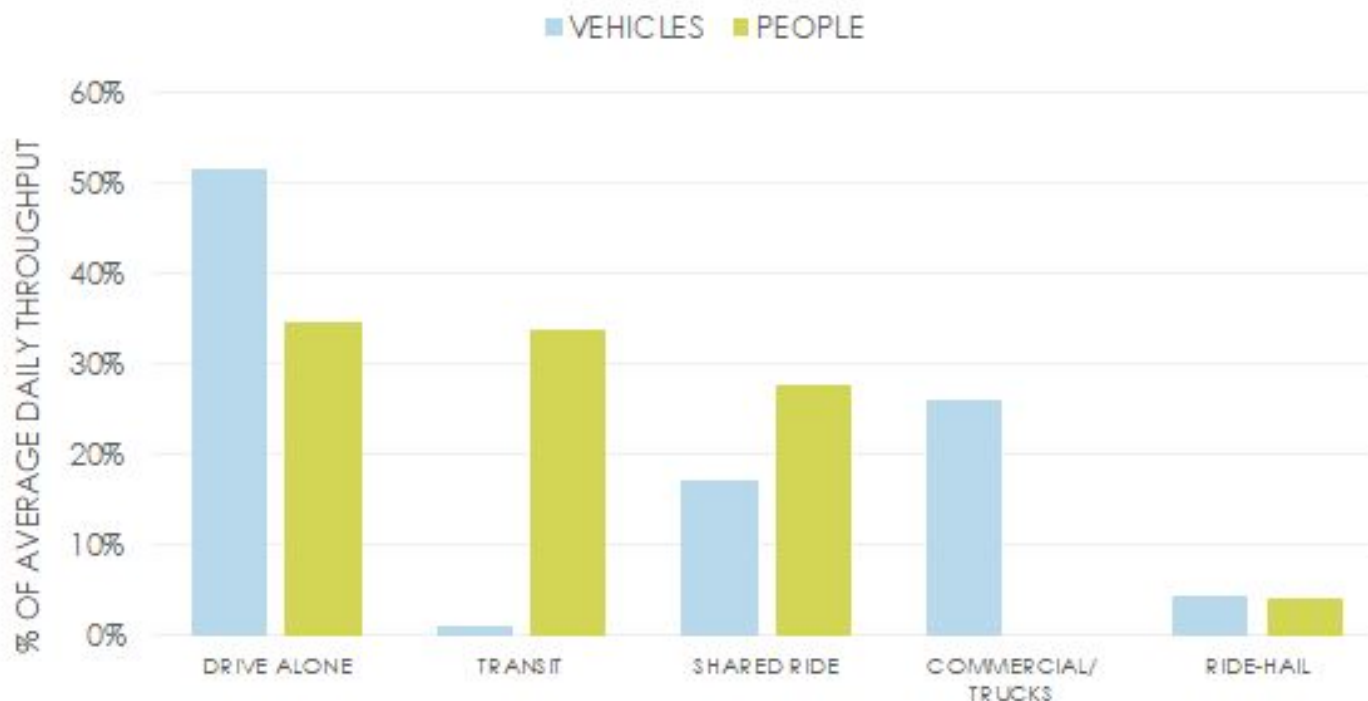
Source: SFCTA. October 2018. *TNCs and Congestion*. p. 27.
<https://www.sfcta.org/sites/default/files/2019-05/TNCs_Congestion_Report_181015_Finals.pdf>

Fewer People Can Move on our Streets



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Average Weekday Person and Vehicle Trips into NE San Francisco by Mode



Source:
SFCTA, San
Francisco
Chained Activity
Modeling
Process (Dataset
N1), 2015

Streets Aren't Getting Wider



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CPF
cycling promotion fund



Need to Accommodate Jobs and Housing

Source: SFCTA, San Francisco Chained Activity Modeling Process

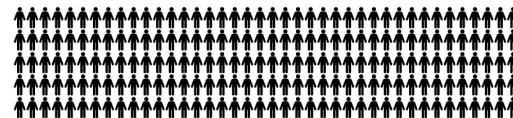


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200,000

How many vehicles does it take to move 200,000 people into Northeast San Francisco?

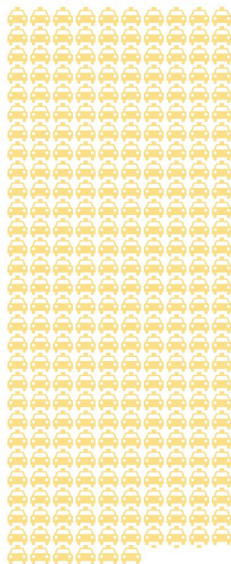
↑ = 1,000 people



Ride-Hail

0.7 Passengers per Vehicle

286K Vehicles



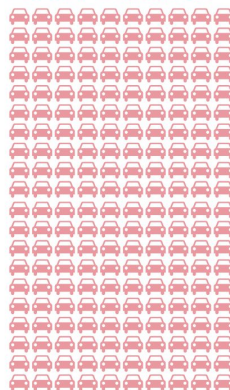
🚗 = 1,000 Ride-Hail Vehicles



Drive Alone

1 Person per Vehicle

200K Vehicles



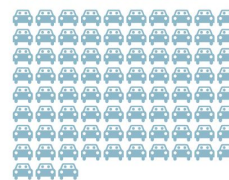
🚗 = 1,000 Private Vehicles



Shared Ride

2.4 People per Vehicle

83K Vehicles



🚗 = 1,000 Shared Vehicles



Transit

49.7 Passengers per Vehicle

4K Vehicles



🚌 = 1,000 Transit Vehicles

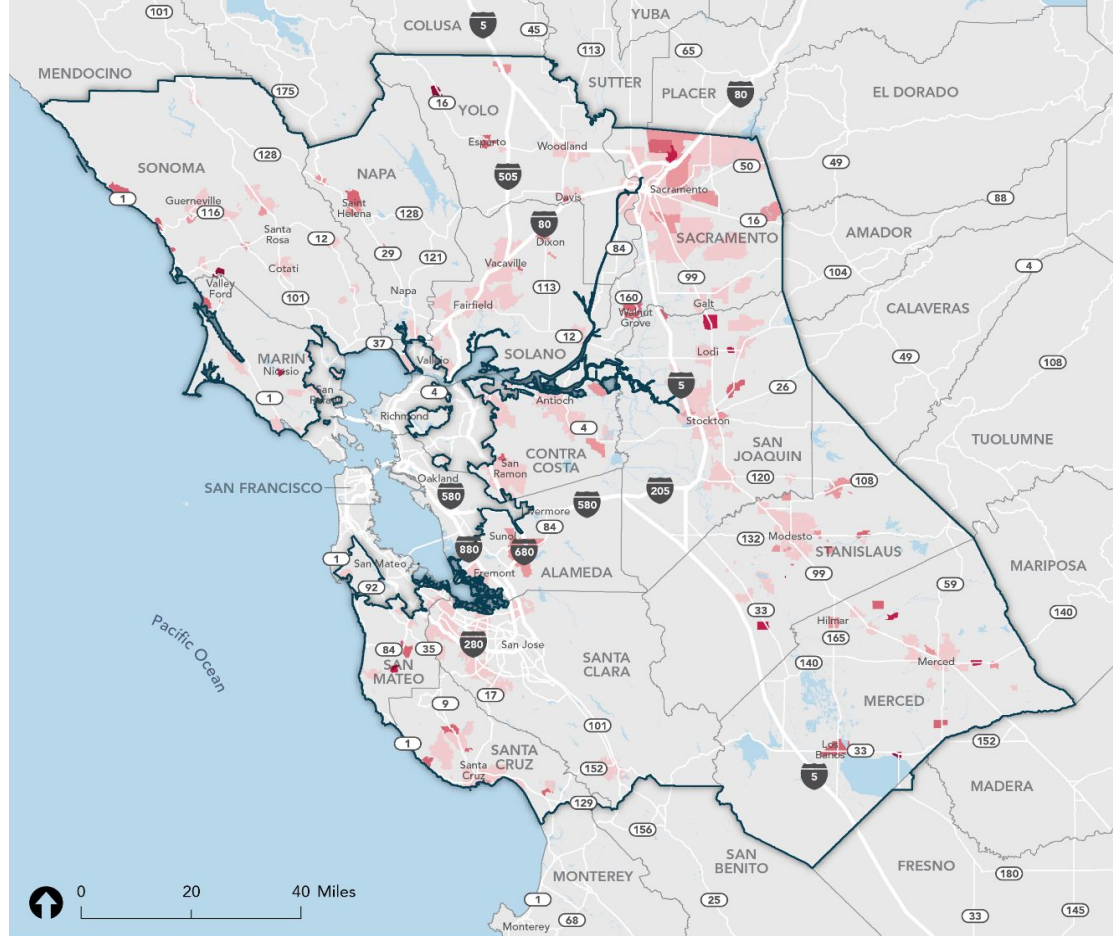
The Status Quo is Inequitable

Transportation, land use, and housing policy contribute to congestion and suburbanization of poverty



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We will also get the inner bay growth figures in future



Growth in Poverty

Growth in Population Below 150% of Poverty Level by CDP with Commute Time Greater than 60 Minutes to DCPS Zone, 2010-2017



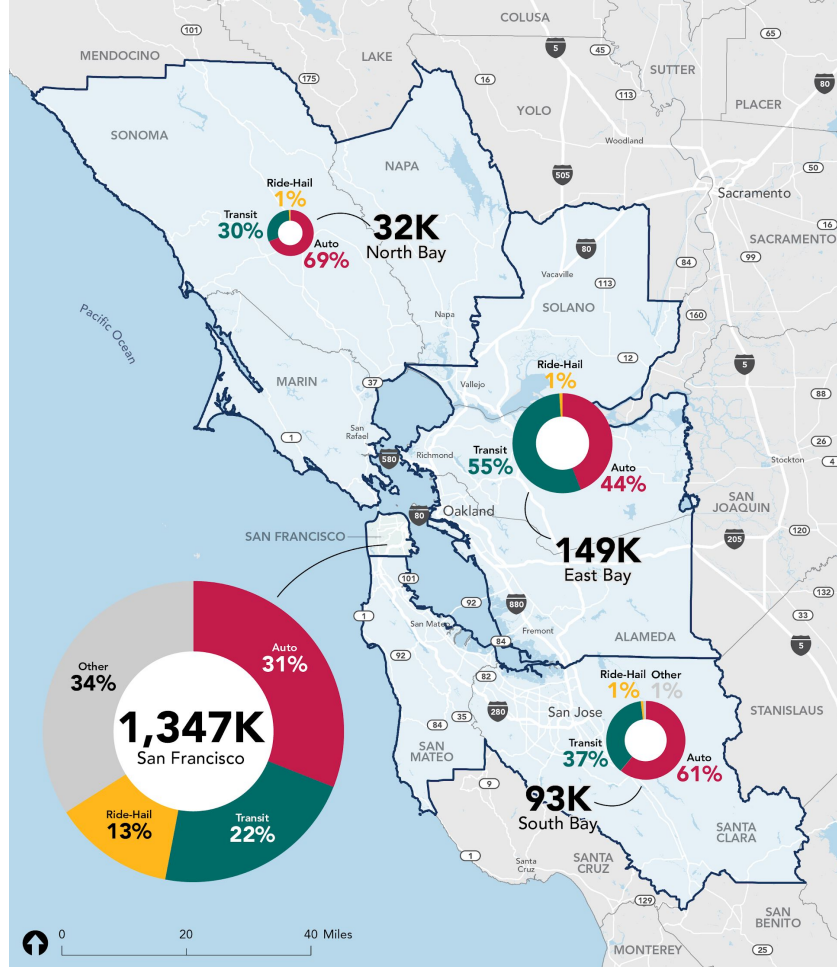
Sources: American Community Survey table B06012 and Google Directions API

Downtown Travelers Today

80% of people driving
to Northeast SF come
from within the city



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Northeast San Francisco Trip Origins

Total average weekday trips into northeastern San Francisco, by Bay Area district origin and travel mode



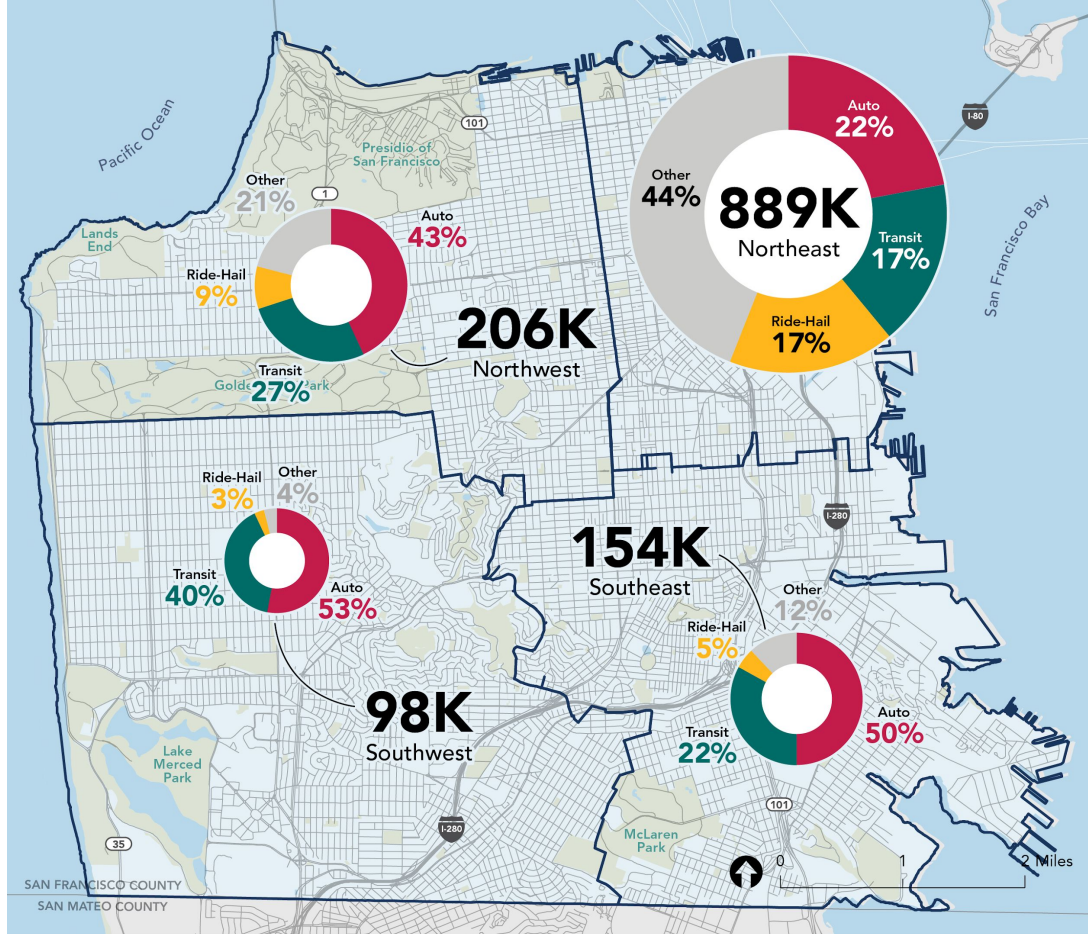
— District

93K — Number of Trip Origins
Pie chart size varies by this number

Sources: SFCTA, San Francisco Chained Activity Modeling Process

Downtown Travelers Today

58% of drivers in Northeast SF *also* start their trip in this part of the city



Northeast San Francisco Trip Origins (SF Only)

Total average weekday trips into northeastern San Francisco, by San Francisco district origin and travel mode



Sources: SFCTA, San Francisco Chained Activity Modeling Process

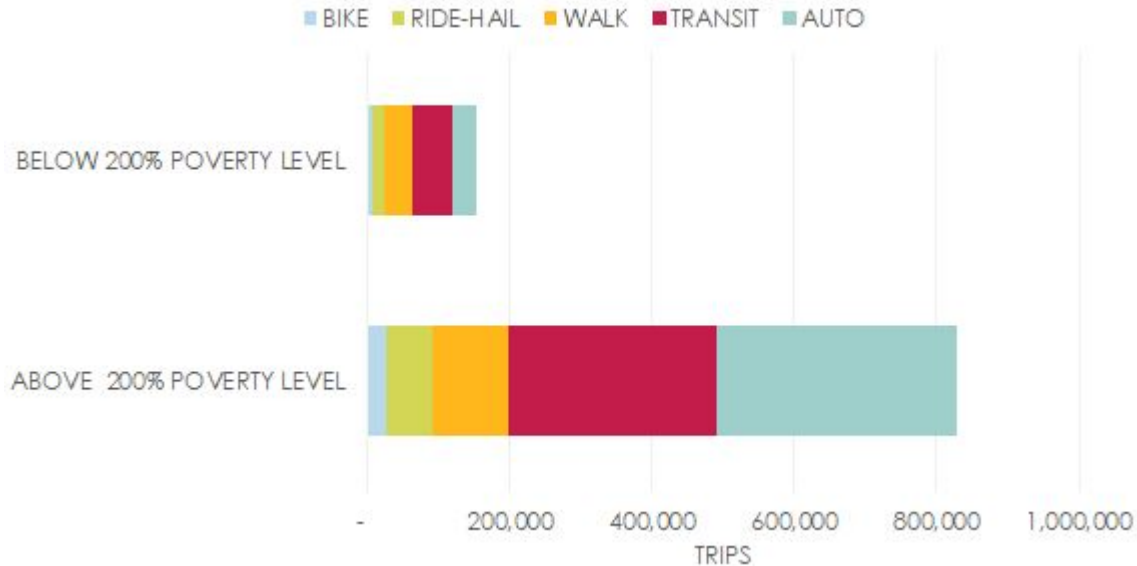
Downtown Travelers Today



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Less than 10% of
peak period
drivers into
Northeast SF
are low-income

Weekday Average Peak Period Trips Into and Out of Northeast San Francisco by Mode



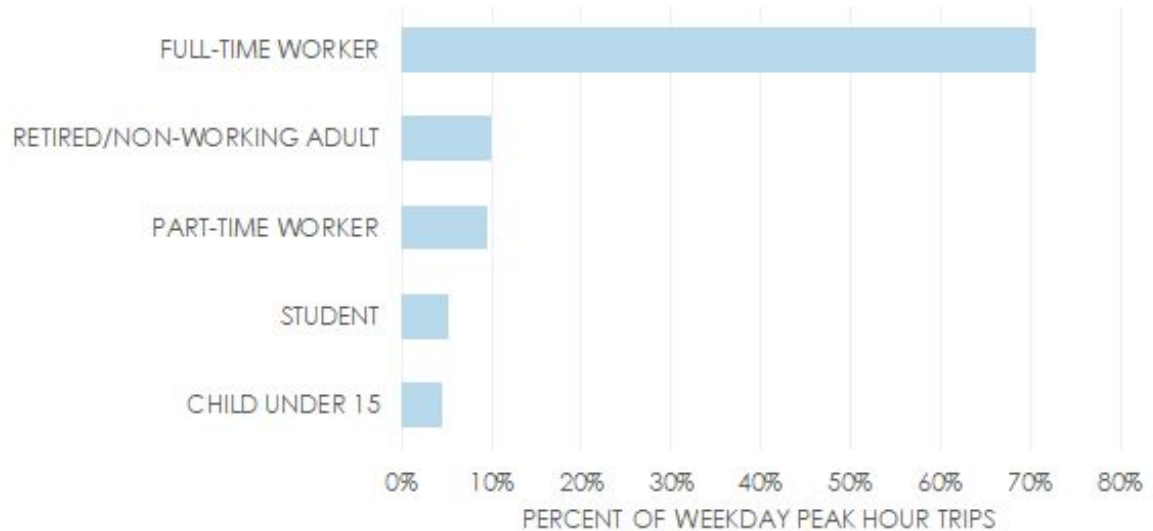
Downtown Travelers Today



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Most Northeast
SF travel on
weekdays is by
workers

**Average Weekday Peak Period Trips into Northeast San Francisco
by Traveler Type**



Source: SFCTA, San Francisco Chained Activity Modeling Process

TAKEAWAY: **Move more people**

- Reduced travel speeds mean longer, slower trips and less time with our families and friends
- Growth in jobs and housing means we need to move more people in the limited space we have
- Those who drive are mostly local and have the most choice



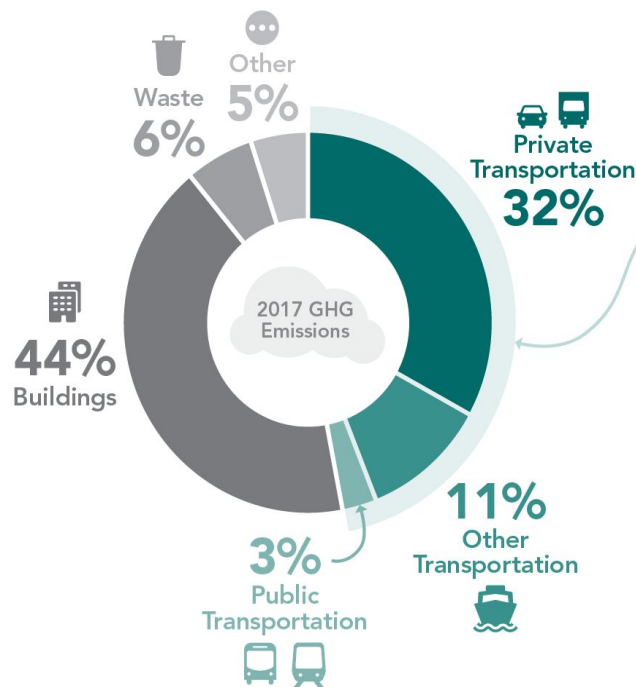
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Congestion Challenges Our City Goals



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Transportation
remains the
largest share of
San Francisco's
GHG emissions



46% Transportation

In 2017, transportation generated 46% of citywide GHG emissions in San Francisco.

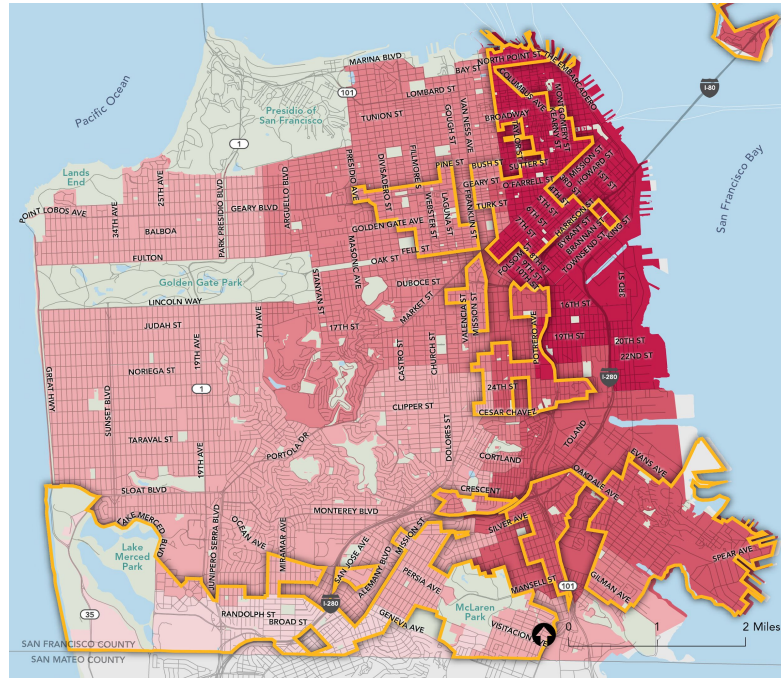
More than two-thirds (71%) of transportation GHG emissions were from private transportation—or 32% of total GHG emissions.

Excess Driving Has Impacts



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Traffic density increases air pollution, especially in CoCs

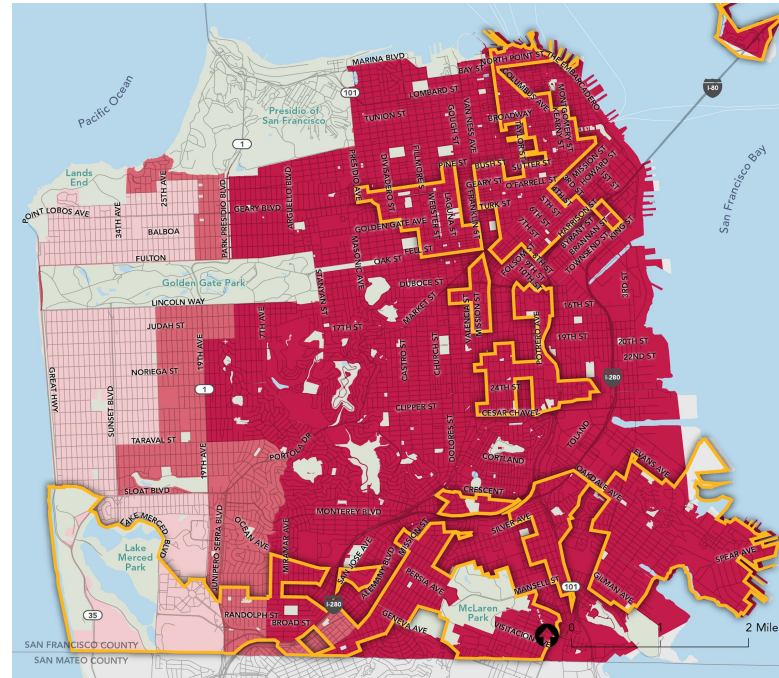


Diesel Particulate Matter

Diesel Particulate Matter by San Francisco
Census Tract



Sources: CalEnviroScreen 3.0



Particulate Matter (PM2.5)

PM2.5 by San Francisco Census Tract



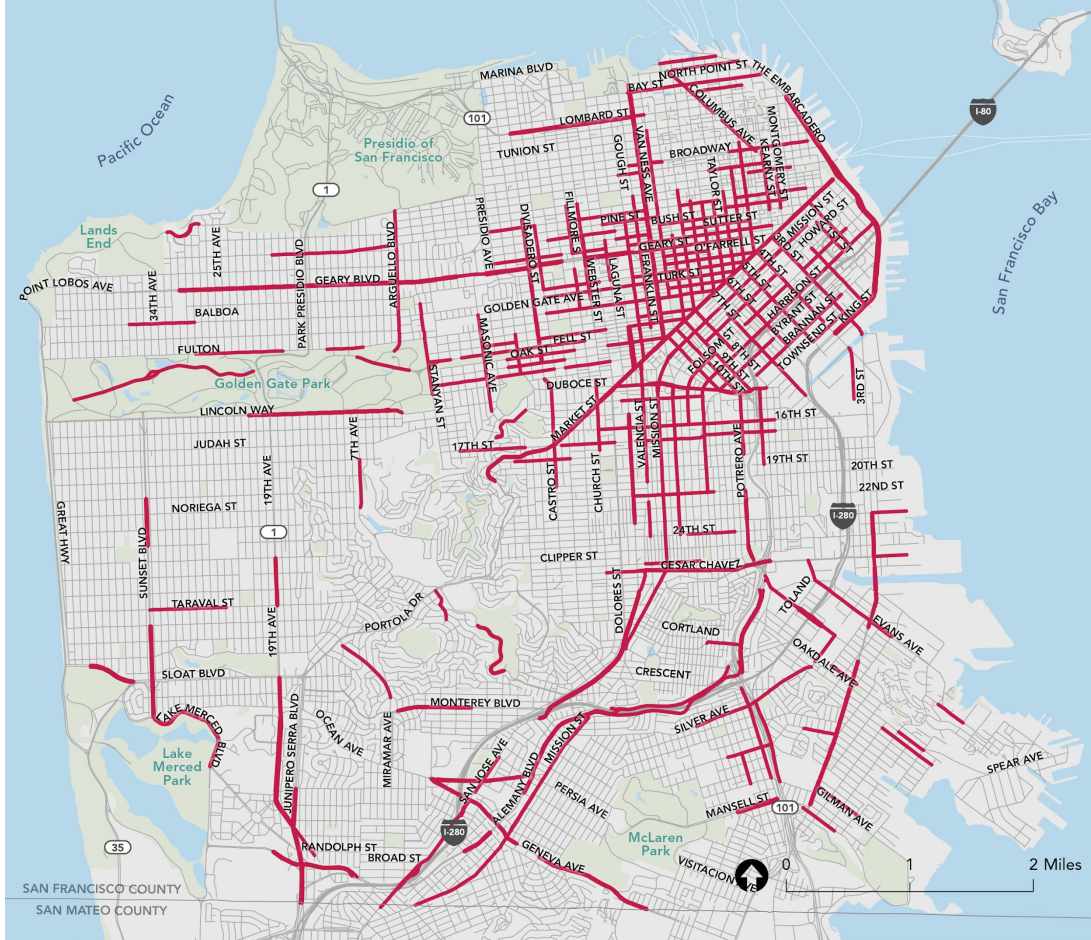
Sources: CalEnviroScreen 3.0

Congestion Challenges our City Goals

Most of San Francisco's crashes are concentrated in downtown



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Vision Zero High Injury Network

— High Injury Network

TAKEAWAY: **Meet San** **Francisco's** **climate,** **health, and** **ecological** **goals**

- Transportation — especially people driving alone — produces the largest share of San Francisco's emissions
- Over 75% of all fatal and serious injury crashes occur in downtown San Francisco
- The burden of these impacts falls on vulnerable groups



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Questions?



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Findings from Engagement (to date)



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Community Engagement Timeline



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Who We've Talked To



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**Mission Economic Development
Agency (MEDA)**

In-Home Supportive Services (IHSS)

**Anti-eviction attorney, Transit Justice
Coalition**

Mayor's Office on Disability

Young Community Developers (YCD)

SF Transit Riders

**Asian Pacific Environmental Network
(APEN)**

Imprint.City

**San Francisco Bay Area Planning and
Urban Research Association (SPUR)**

**Tenderloin Neighborhood
Development Corporation**

Wicked Grounds Cafe

**El Centro Bayview - Mission
Neighborhood Centers**

District 11 Mobility Justice Committee

KAIROS Theater Ensemble

**SOMCAN - South of Market
Community Action Network**

St. Francis Homelessness Challenge

One Treasure Island

**Community Youth Center of San
Francisco (CYCSF)**

San Francisco State University (SFSU)

Pistahan Parade and Festival

San Francisco Grants for the Arts

SF Travel

Union Square BID

City College of San Francisco

Golden Gate Restaurant Association

San Francisco Interfaith Council

Goals

Understand key needs, considerations, and concerns to make the co-creation process accessible and relevant to those most affected by congestion pricing

- **Understand different histories, context for each key sub-community** as it relates to congestion pricing
- Gather preliminary feedback on project **Goals and Objectives**
- **Gather preliminary ideas** around how to make a congestion pricing policy work for their community



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Themes

Be aware of cumulative effects. Inequity is prevalent in SF and congestion pricing could either exacerbate or help alleviate it.

Past and current experiences with government agencies' lack of coordination, follow through, and transparency means **trust building is needed.**

There is tentative interest in congestion pricing, especially as a way to increase pedestrian safety, quality of life, and prevent increases in transit fares.

Equity looks like:

- Directing a substantial proportion of funds to neighborhoods that have been historically harmed by our transportation system, e.g. SoMa, which bears the brunt of congestion
- Providing exemptions for car-dependent populations who already struggle with affordability



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Outreach Findings: Your Input

- 1. Read through the summary of outreach findings on the wall (silently)**
- 2. Consider:**
 - a. What else do you think is important to consider?
 - b. What might you edit or add?
- 3. Write your responses on sticky notes and place them in the section you are commenting on**



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Response to Findings (ongoing)

- Expanding Co-Creation Workshops to reach key stakeholders
- Learning from SFMTA's framework on anticipating cumulative effects
- Coordinating with other plans and projects to account for cumulative effects
- Revising Goals and Objectives based on feedback



Goals and Objectives



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Goals and Objectives

1. **Move more people**
2. **Meet SF's climate and ecological goals**
3. **Make downtown neighborhoods safer, more livable, and healthier**
4. **Provide better choices, especially for those with the fewest choices**
5. **Promote fairness**
6. **Promote commerce by improving the efficiency of the roadway network**
7. **Promote and thriving and vibrant commercial and cultural district**



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Goals and Objectives: Your Input

For this exercise, Goals and Objectives are split into three categories:

- a. Universal benefit (1-3)
- b. Benefits for historically underinvested groups (4-5)
- c. Benefits for economy (6-7)

➔ Find your group: Pick a category you want to focus on



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Goals and Objectives: Your Input

1. In your group:
 - a. Read over the relevant Goals and Objectives
 - b. Let the TA know if you have any clarifying questions
 - c. Consider: What else is missing? What would you change?
 - d. Identify specific changes or additions you would make to these Goals and Objectives
2. Share out: What amendments do you propose adding to the Goals and Objectives?



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Clarifying Questions



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Discussion



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Agreement Levels



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Step 4: Agreement Levels

Indicate your level of agreement to the statement: *We should move forward with this draft of the goals and objectives for additional public input*

1 = I have serious concerns with this moving forward as is (write concerns your comment card)

2 = I don't like this but don't feel that it is important enough to discuss (write concerns your comment card)

3 = I am neutral about this

4 = I like this

5 = I am highly supportive of this



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Thank you!

Questions?

Julia.Kong@reflexdc.com

Brooke@reflexdc.com

Rachel.Hiatt@sfcta.org



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