

Appendix J

SUMMARY OF PLAN PERFORMANCE

This appendix provides a brief summary of additional performance measures used to compare the performance of the SFTP Investment Plan and Investment Vision. Performance measures are organized according to the four SFTP goal areas – World Class Infrastructure, Healthy Environment, Livability, and Economic Competitiveness. Transportation system performance measures are drawn primarily from the SFCTA’s travel demand model (SF-CHAMP) comparisons of a future with and without plan investments. Performance on other measures tiers off the level of funding provided in the SF Investment Plan and Investment Vision.

Table 1. Investment Plan and Investment Vision Performance

	Investment Plan	Investment Vision
World Class Infrastructure		
% Increase in operating funding over today's levels	About a 1% increase over today's operating funding	About 4.5% increase over today's operating funding
% of muni and regional operator Vehicle Maintenance and Replacement Needs Met	100%	100%
% of Muni and regional operator Highest Priority Capital Asset Maintenance and Replacement Needs Met	70%	100%
Average frequency on most crowded transit lines	-frequency increase on 10 most crowded lines: 7 buses per hour, up from 5 in the baseline (45% increase) -Frequency increase on lines with any crowding: 7 buses per hour, up from ~5.5 per hour in baseline (26% increase)	-frequency increase on 10 most crowded lines: 8 buses per hour, a 68% increase -frequency increase on lines with any crowding: ~8.5 buses per hour (up 47% from baseline)
Pavement Condition Index	64	70
Change in crowding on most crowded lines	Down 19% (10 most crowded lines, down from 78% crowded to 58% crowded) Crowded=Share of person hours traveled in conditions that are greater than 85 percent full on transit vehicles. <i>Note: Does not account for potential additional ridership generated by transportation demand management strategies.</i>	Down 38% (same group, down to 45% crowded) <i>Note: Does not account for potential additional ridership generated by transportation demand management programs.</i>
High value projects (Projects that emphasize reliability improvement)	MUNI Transit Effectiveness Project (lower-cost travel time and reliability improvements focused on the bus system) Partial funding for Muni and regional operator Transit Performance Initiative (higher cost reliability improvements focused on removing rail bottlenecks) + partial funding for expanded system of dedicated busways Projects to improve reliability by creating dedicated busways (Bus Rapid Transit Projects on Geary, Geneva, Bayshore/Portrero) M-Line West Side Alignment and Grade Separation (environmental phase only)	All Investment Plan projects plus full funding of M-line and more funding for Transit Performance Initiative and funding for expanded system of dedicated transit busways
Environment		
% increase in funding for cost-effective travel demand management strategies	20%	200%
Greenhouse gas reduced (overall)	9-12% reduction (from future baseline)	10-15% reduction (from future baseline)
Automobile trips reduced	Down 6-10% vs. baseline (over half of reduction explained by congestion pricing)	Down 7-14% vs. baseline
High value projects funded (Projects that result in significant reduction in drive-alone trips)	Congestion pricing and related multi-modal investments in downtown and Treasure Island	Same as Investment Plan
Livability		

Additional pedestrian amenities	Funds 40% of the Mayor's Pedestrian Strategy, nearly 20 miles of safety upgrades	Funds 100% of the Mayor's Pedestrian Strategy, including over 40 miles of safety upgrades, as well as an additional 40 miles of streetscape enhancements
Pedestrian collision rates	At least a 4 percent reduction due to auto trips alone (relative to future NP), plus additional benefits from the Mayor's Pedestrian Strategy investment benefits. The Mayor's pedestrian strategy focuses on 70 miles of streets that account for 60 percent of pedestrian injuries. If we eliminated all injuries on those streets, ped collisions could be reduced by more than half.	At least a 10 percent reduction due to decline in auto trips alone, plus additional benefits from the Mayor's Pedestrian Strategy investment benefits. The Mayor's pedestrian strategy focuses on 70 miles of streets that account for 60 percent of pedestrian injuries. If we eliminated all injuries on those streets, ped collisions could be reduced by more than half.
Share of all trips made by walking, cycling, and transit	51-54% (up from 48% in baseline; 54% of effect attributed to congestion pricing)	51-56%
Additional transit trips	6-10% more than baseline (72% of change attributed to congestion pricing)	9-17% more than baseline
Additional bicycling and walking trips	3-8% more than baseline	3-10% more than baseline
New miles of protected transitways	~15 project miles	~33 project miles
High value projects (High-cost projects to improve pedestrian and bicycle infrastructure) -note many lower cost projects are funded through programs)	Better Market Street Project - Re-design and improve Market Street for transit, bicycling, and pedestrians between Stuart Street and Octavia Boulevard. 22% of Bicycle Strategy	Everything in the Investment Plan, plus 100% funding of the Bicycle Strategy, including citywide bicycle sharing and parking.
Economic Competitiveness		
Speeds - transit	14 % improvement in MUNI speeds on rapid network 9% improvement in Muni speeds systemwide	18% improvement in MUNI speeds on rapid network 14% improvement in MUNI speeds systemwide
High value projects to serve regional commute connections and provide new transit services	High occupancy vehicle lanes on I-280 from US 101 to 6 th street Caltrain Oakdale Station T-third Street light rail extension to Caltrain Bayshore Station Express bus services from candlestick and hunter's point to downtown Waterfront capacity and performance improvements, including historic streetcar services	(includes all those in the Investment Plan AND the following): High occupancy vehicle lanes on US 101 from the County Line to I-280 Partial funding for the BART Metro Project, which would allow BART to run more frequent transbay service to the core of San Francisco. Five new regional commuter bus lines operating at 12 minute headways during peak periods