Statement of Needs:
Challenges to Making the ConnectSF Vision a Reality

Transportation Authority Board  May 21, 2019
About ConnectSF: Partnership and Collaboration

ConnectSF is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future.
ConnectSF Vision
About ConnectSF: Goals

Equity

Environmental Sustainability

Economic Vitality

Safety & Livability

Accountability and Engagement
About ConnectSF: Overall Process

Work begins on the San Francisco Transportation Plan 2050 (SFTP 2050)

PHASE 2

“What do we need to get to our vision for the future?”

PHASE 3

“What are our priorities and implementation strategy?”

PHASE 1

STATEMENT OF NEEDS

TRANSPORT CORRIDORS STUDY

STREETS & FREeways STUDY

“Vision

Goals and Objectives”
Key Question for Statement of Needs

What challenges do we need to address to get to our vision for the future?
We Will Continue to Grow

<table>
<thead>
<tr>
<th></th>
<th>San Francisco</th>
<th>Bay Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2015</td>
<td>2050</td>
</tr>
<tr>
<td>Population</td>
<td>880,000</td>
<td>1,245,000</td>
</tr>
<tr>
<td>Jobs</td>
<td>745,000</td>
<td>924,000</td>
</tr>
</tbody>
</table>
We Will Continue to Grow

SF Population and Employment 1980-2050

Population
Jobs

ConnectSF
Where Are We Growing?

2015-2050 Change in SF Population and Employment Density

Based on adopted plans, policies, and entitlements
Transportation Network in Model

What is included in 2015 network:
- 2015 local and regional transit network
- 2015 bike network
- 2015 roads, freeways, tolls, parking costs
- TNCs (e.g., Uber, Lyft)

What else is included in 2050 network:
- Planned local and regional transit projects (e.g. bus rapid transit [BRT], Downtown Extension)
- Planned bike network projects

What is not included in 2050 network:
- Congestion pricing
- New concepts e.g. second transbay BART crossing
More Jobs are Accessible

Number of Jobs Accessible by Mode

30- minute auto trip
- 2015: 989,000
- 2050: 1,106,000

45- minute transit trip
- 2015: 499,000
- 2050: 700,000
Commute Times Stay the Same

2050 Average Commute Time (minutes)
Commute Times Stay the Same

2015-2050 Change in Average Commute Time (minutes)
## Projected Outcomes are Unequal

### CoCs are Communities of Concern

### Commute Times (minutes)

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2050</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CoC</td>
<td>21.7</td>
<td>23.0</td>
<td>6%</td>
</tr>
<tr>
<td>Non-CoC</td>
<td>25.1</td>
<td>25.0</td>
<td>0%</td>
</tr>
</tbody>
</table>

### Share of Population with Access to High-Quality Transit

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2050</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CoC</td>
<td>94.1%</td>
<td>90.5%</td>
<td>-3.9%</td>
</tr>
<tr>
<td>Non-CoC</td>
<td>85.3%</td>
<td>88.6%</td>
<td>+3.9%</td>
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</tbody>
</table>
## Projected Outcomes are Unequal

**CoCs are Communities of Concern**

### Number of Jobs Accessible by 45-minute Trip on Transit

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2050</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CoC</td>
<td>512,800</td>
<td>674,000</td>
<td>31%</td>
</tr>
<tr>
<td>Non-CoC</td>
<td>492,300</td>
<td>712,000</td>
<td>45%</td>
</tr>
</tbody>
</table>

### Number of Jobs Accessible by 30-minute Trip by Car

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2050</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CoC</td>
<td>996,700</td>
<td>1,072,600</td>
<td>8%</td>
</tr>
<tr>
<td>Non-CoC</td>
<td>985,800</td>
<td>1,122,300</td>
<td>14%</td>
</tr>
</tbody>
</table>
More Trips on All Modes of Travel

- Drive Alone: +24%
- HOV2: +36%
- HOV3+: +30%
- TNCs (Uber, Lyft): +97%
- Transit: +45%
- Walk: +31%
- Bike: +27%
- School Bus: +24%
### Personal Miles Driven Increase for SF Residents

#### Change in Personal Miles Driven per Capita 2015 - 2050

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2050</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>6.5</td>
<td>6.6</td>
<td>1%</td>
</tr>
<tr>
<td>Bay Area</td>
<td>16.4</td>
<td>14.9</td>
<td>-9%</td>
</tr>
</tbody>
</table>

Personal Miles Driven are the number of miles a person travels in a car whether it is their own car, carpool or TNC.
Personal Miles Driven Increase

Change in Personal Miles Driven per Capita by District (2015 - 2050)

- Downtown
- N. Beach/Chinatown
- SoMa
- Western Market
- Marina/N. Heights
- Mission/Potrero
- Richmond
- Noe/Glen/Bernal
- Hill Districts
- Outer Mission
- Sunset
- Bayshore

Increase 2015-2050
Decrease 2015-2050
Total Driving and Emissions in San Francisco

Total Miles Driven on SF Roads
- 2015: 12,000,000
- 2050: 14,000,000

Greenhouse Gas Emissions (measured in pounds of CO₂)
- 2015: -26%
- 2050: +21%
Auto Speeds Decline; Congestion Gets Worse

Change in Speeds by Time of Day for all roadways in San Francisco
Transit is More Crowded

Average Weekday Passenger Hours by Crowding Level

- Not crowded
- Crowded

**ConnectSF**

- Transbay service
- Caltrain
- BART
- Muni
Transit is More Crowded

Average Weekday Passenger Hours by Crowding Level – Muni

- Not crowded
- Crowded

ConnectSF
Transit is More Crowded

2050 AM Passenger Crowding Level

Muni Bus

Muni Rail

Regional Transit
Key Findings

Where We Are
Making Progress

Planned growth increases housing and jobs
SF residents have increased transportation access to jobs

Performance is uneven across different parts of the city

No Change
Average commute times stay the same citywide
Key Findings

Major Challenges to Address

Inequitable outcomes in CoCs
- Commute times worsen
- Access to high-quality transit drops
- Access to jobs by both auto and transit lags behind non-CoCs

Sustainable modes lose ground
- Falling short of the mode share goal
- Total miles driven increases (Climate Action Plan Goal is to decrease)

Increased congestion and transit crowding
What Else is in the Statement of Needs?

Accountability and Engagement

Safety and Livability

State of Good Repair

Sea-Level Rise

Travel Patterns
ConnectSF: Overall Process

Work begins on the Transportation Plan 2050 (SFTP 2050)

PHASE 2

“What do we need to get to our vision for the future?”

PHASE 1

VISON 
STRATEGIES, GOALS AND OBJECTIVES

PHASE 3

-STREETS & FREeways STUDY

“What are our priorities and implementation strategy?”

STATEMENT OF NEEDS

TRANSPORT CORRIDORS STUDY
ConnectSF: Overall Process

“What do we need to get to our vision for the future?”

“What are our priorities and implementation strategy?”

PHASE 1
VISION: GOALS AND OBJECTIVES

PHASE 2
STATEMENT OF NEEDS
TRANSIT CORRIDORS STUDY
STREETS & FREEWAYS STUDY

PHASE 3
PLAN BAY AREA

Work begins on the San Francisco Transportation Plan 2050 (SFTP 2050)
Work begins on the Transportation Element
Regional Coordination

Plan Bay Area 2050 is the region’s long-range transportation planning effort led by the Metropolitan Transportation Commission (MTC).

The Transportation Authority is leading San Francisco’s project submissions based on the SFTP. ConnectSF’s Phase 2 outreach will coordinate with the Transportation Authority’s outreach for the MTC project submissions.
Opportunities for Engagement

1. Explore and provide feedback on interactive maps available at: www.connectSF.org/about/transportation-needs

2. In-person outreach in summer/fall 2019

3. Request a presentation (email connectsf@sfgov.org)
Thank you

For more info: www.connectsf.org

Camille Guiriba
camille.guiriba@sfcta.org
Other Slides
Communities of Concern
Neighborhood Districts Used in Transportation Modeling
Where Are We Growing?

2050 SF Population and Employment Density
More Jobs are Accessible

2015-2050 Change in Jobs Accessible by Transit in 45 Minutes
More Jobs are Accessible

2015-2050 Change in 2050 Jobs Accessible by Auto in 30 Minutes
Auto Modes Share Remains High Outside Downtown

- Downtown
- N. Beach/Chinatown
- SoMa
- Western Market
- Marina/N. Heights
- Mission/Potrero
- Noe/Glen/Bernal
- Richmond
- Hill Districts
- Sunset
- Outer Mission
- Bayshore

0% 50% 100%

Sustainable Mode Share
Growth in Sustainable Mode Share
Growth in Auto Mode Share
Auto Mode Share
Auto Speeds Decline; Congestion Gets Worse

Change in AM Speeds by Road Segment