Introductions

Lead Agency
San Francisco County Transportation Authority

Lead Consultant
NELSON NYGAARD

Partner Agencies

SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

SFMTA

METROPOLITAN TRANSPORTATION COMMISSION
Introductions

Reflex Design Collective
Community-Based Design consultants

San Francisco County Transportation Authority

Civic Edge Consulting
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
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
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.
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)
Updates from PAC #1

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Photo by Sergio Ruiz, Flickr flic.kr/p/TcdmM8
- 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?
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.
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
Why Congestion Pricing? + Existing Conditions
What are we already doing?
Pricing is the Last Tool in the Toolbox

- 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
Study Goals Shape Key Questions

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

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

Source: SFCTA Congestion Management Program
Congestion is Worst in Downtown & SoMa

Transit speeds average 6 mph in the downtown core
Delay is Increasing

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

Fewer People Can Move on our Streets

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
Need to Accommodate Jobs and Housing

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

- **Ride-Hail**: 0.7 Passengers per Vehicle
  - 286K Vehicles
- **Drive Alone**: 1 Person per Vehicle
  - 200K Vehicles
- **Shared Ride**: 2.4 People per Vehicle
  - 83K Vehicles
- **Transit**: 49.7 Passengers per Vehicle
  - 4K Vehicles

Source: SFCTA, San Francisco Chained Activity Modeling Process

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

The Status Quo is Inequitable

We will also get the inner bay growth figures in future.
80% of people driving to Northeast SF come from within the city.
58% of drivers in Northeast SF also start their trip in this part of the city.
Less than 10% of peak period drivers into Northeast SF are low-income.
Most Northeast SF travel on weekdays is by workers.

Source: SFCTA, San Francisco Chained Activity Modeling Process
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.
Transportation remains the largest share of San Francisco’s GHG emissions.

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

Traffic density increases air pollution, especially in CoCs
Congestion Challenges our City Goals

Most of San Francisco’s crashes are concentrated in downtown
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
Questions?
Findings from Engagement (to date)
Community Engagement Timeline

JUL - SEPT

STEP 1
Draft Goals and Prepare for Public Engagement

OCT - DEC

STEP 2
Listening Phase and Data Collection

JAN - MAR

STEP 3
Develop Long List of Potential Policy Options

APR - JUN

STEP 4
Define Short List Policy Options

JUL - SEP

STEP 5
Analysis to Identify Recommendation

OCT - DEC

STEP 6
Recommendations, Next steps and Final Report
Who We’ve Talked To

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
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
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
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
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
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?
Clarifying Questions
Discussion
Agreement Levels

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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
Thank you!

Questions?

Julia.Kong@reflexdc.com
Brooke@reflexdc.com
Rachel.Hiatt@sfcta.org