

# DOWNTOWN CONGESTION PRICING STUDY

# Policy Advisory Committee

## Voluntary Information Session 1



**San Francisco  
County Transportation  
Authority**

**March 4, 2020**

# Why We are Studying Congestion Pricing



**San Francisco  
County Transportation  
Authority**



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# Agenda

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## 1. Introduction and context of past congestion pricing planning

## 2. Presentations

- Get traffic moving - Steve Boland, SFMTA Transit
- Improve safety - Megan Wier, SF Department of Public Health
- Clean the air - Richard Chien, SF Environment
- Promote equity - Chris Lepe, TransForm

## 3. PAC Discussion

## 4. Public comment



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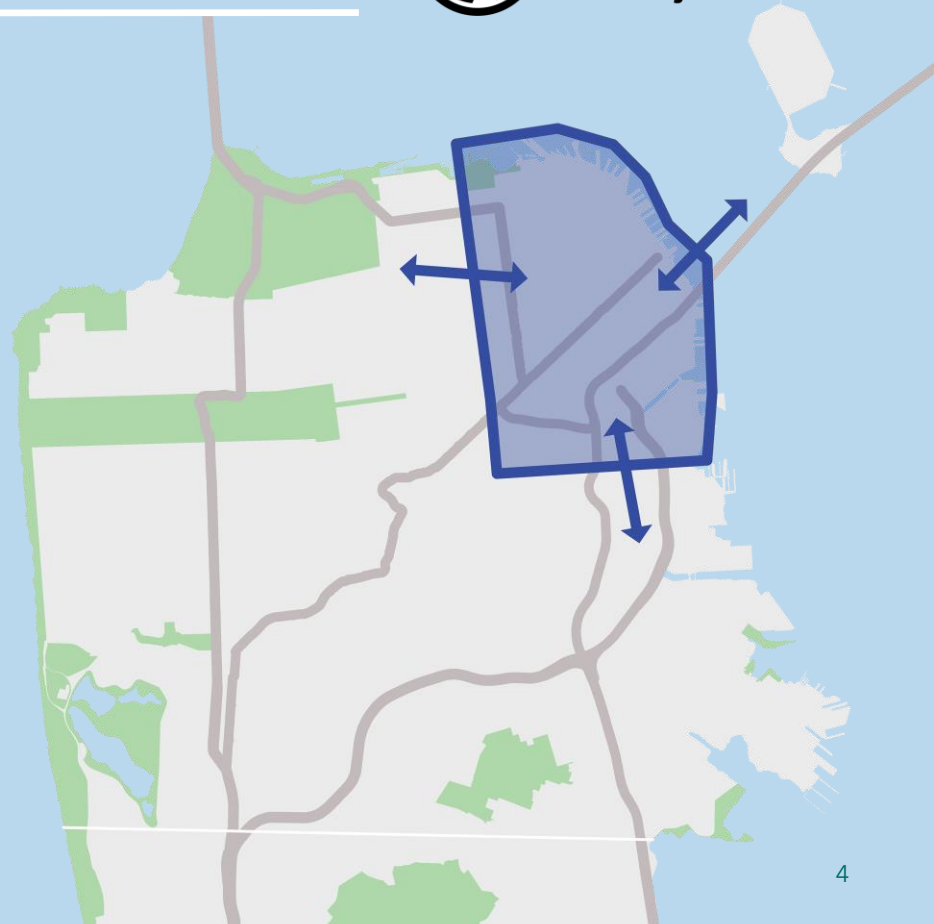
# 2010 congestion pricing study



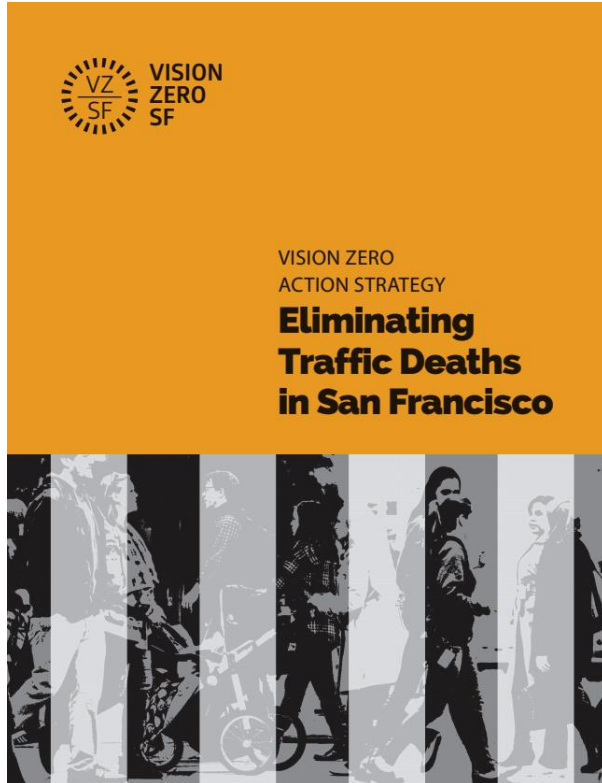
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## Identified benefits:

- Fewer auto trips
- Less vehicle delay
- Improved transit speeds
- Reduced GHG emissions
- Fewer pedestrian collisions



# Congestion pricing planning history



SF Vision Zero Action Strategy, 2019

Transportation Task Force 2045 Report, 2018

Emerging Mobility Evaluation Report, 2018

SF Transportation Demand Management Plan, 2017

SF Transportation Sector Climate Action Strategy, 2017

Plan Bay Area 2040, 2017

SF Climate Action Strategy, 2013 and 2017

SF Transportation Plan, 2013 and 2017

Mobility, Access, and Pricing Study, 2010

# Past congestion pricing planning

**Rachel Hiatt**

San Francisco County Transportation Authority

# San Francisco Transportation Plan (SFTP)

Recommendations  
December 10, 2013



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

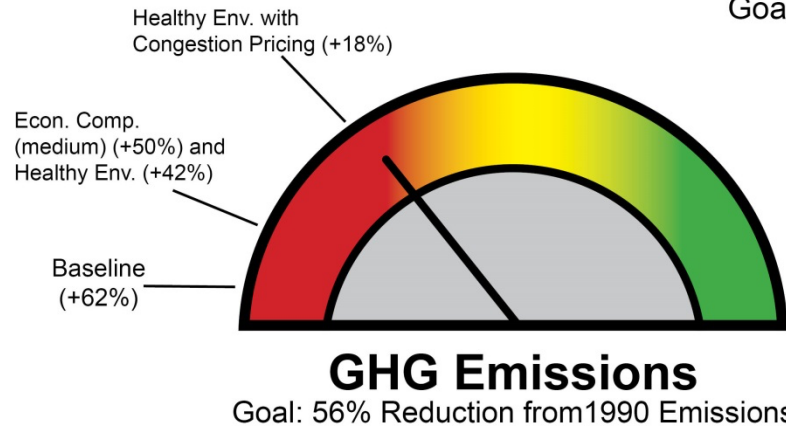
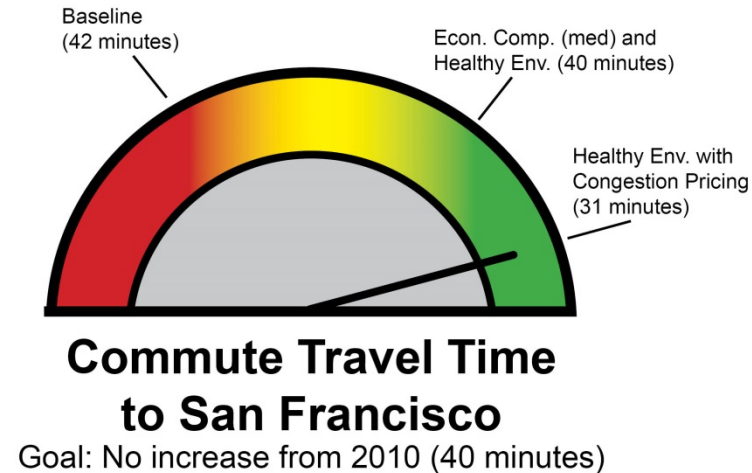
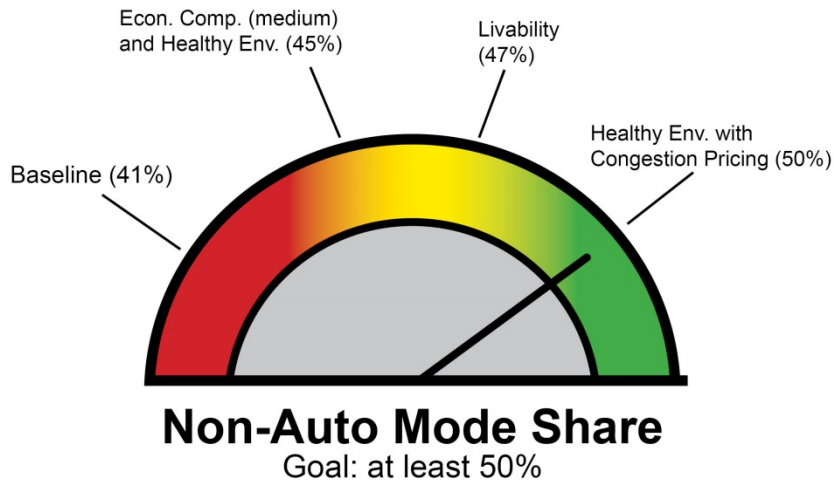
# Role of the San Francisco Transportation Plan (SFTP)

- Where all the city's transportation modes, operators, and networks come together
- Prioritizes, guides investment and revenue advocacy
- 2004 Countywide Transportation Plan: first long-range transportation blueprint for San Francisco
  - Investment strategy was basis for Prop K





# “Healthy Environment” scenario with Congestion Pricing comes closest



# Congestion pricing is most cost-effective way to make significant progress towards goals

## Strategies

- Electric vehicles
- Road pricing\*\*
- Transit network expansion
- Employer subsidized transit passes + TDM\*
- Mandatory transit passes in new development + TDM\*\*
- Bicycle improvements\*
- Personalized outreach\*
- School TDM

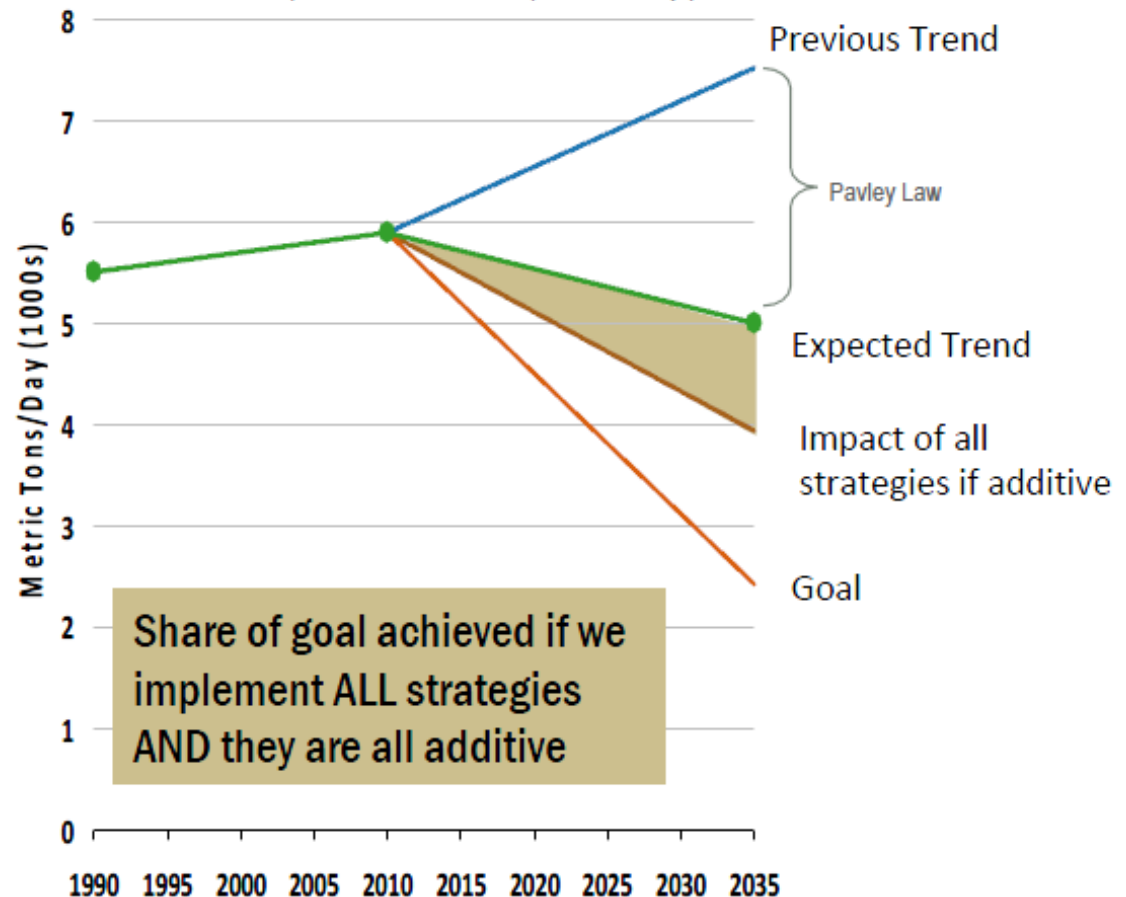
\*\* = most cost effective

\* = medium cost effective

= least cost effective

## San Francisco GHG Emissions Trend vs. Goal

(on-road mobile, weekday)



Source: SF CHAMP 4.1 p2009, ICF 2011



Questions?

[www.connectSF.org](http://www.connectSF.org)

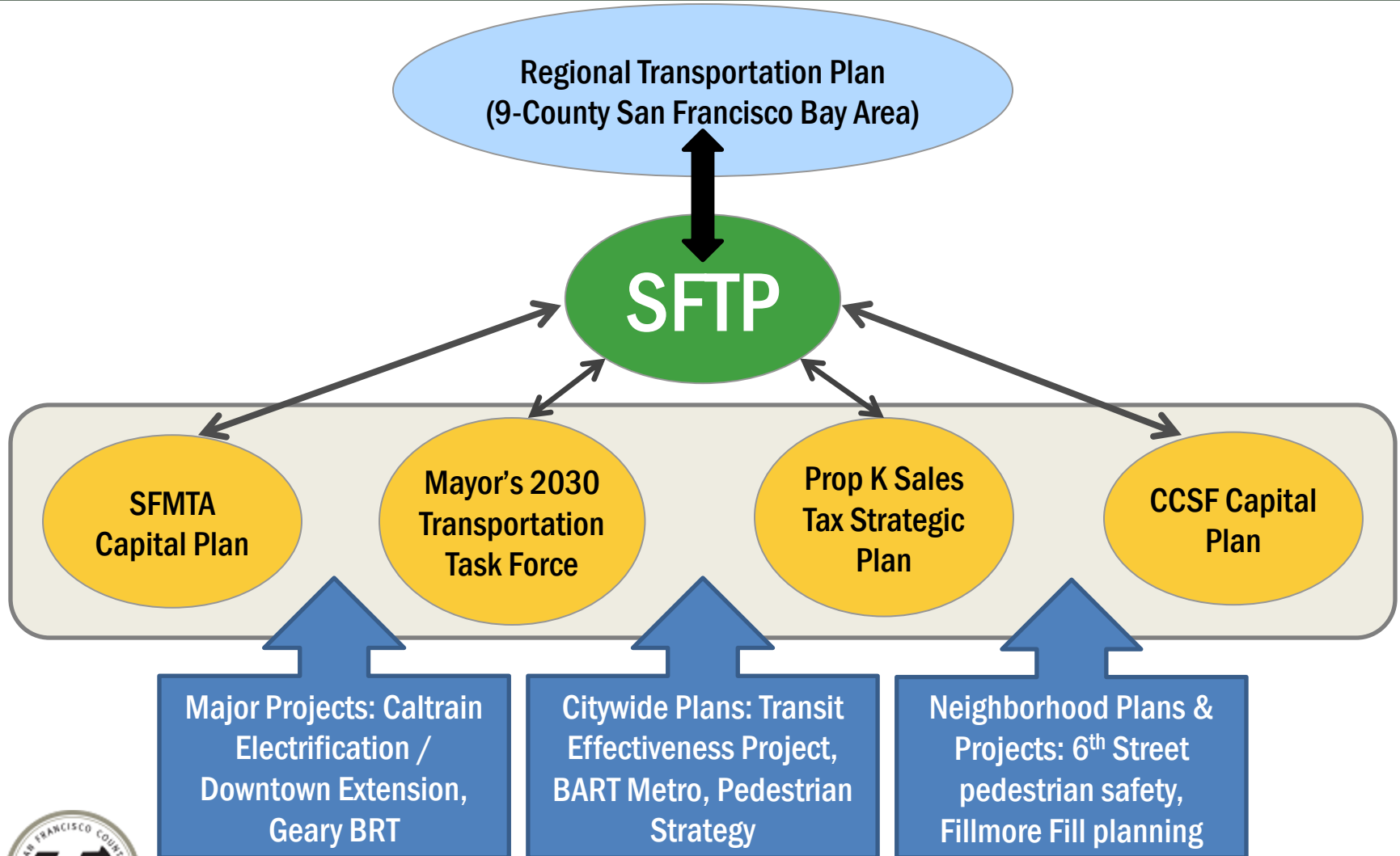


**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

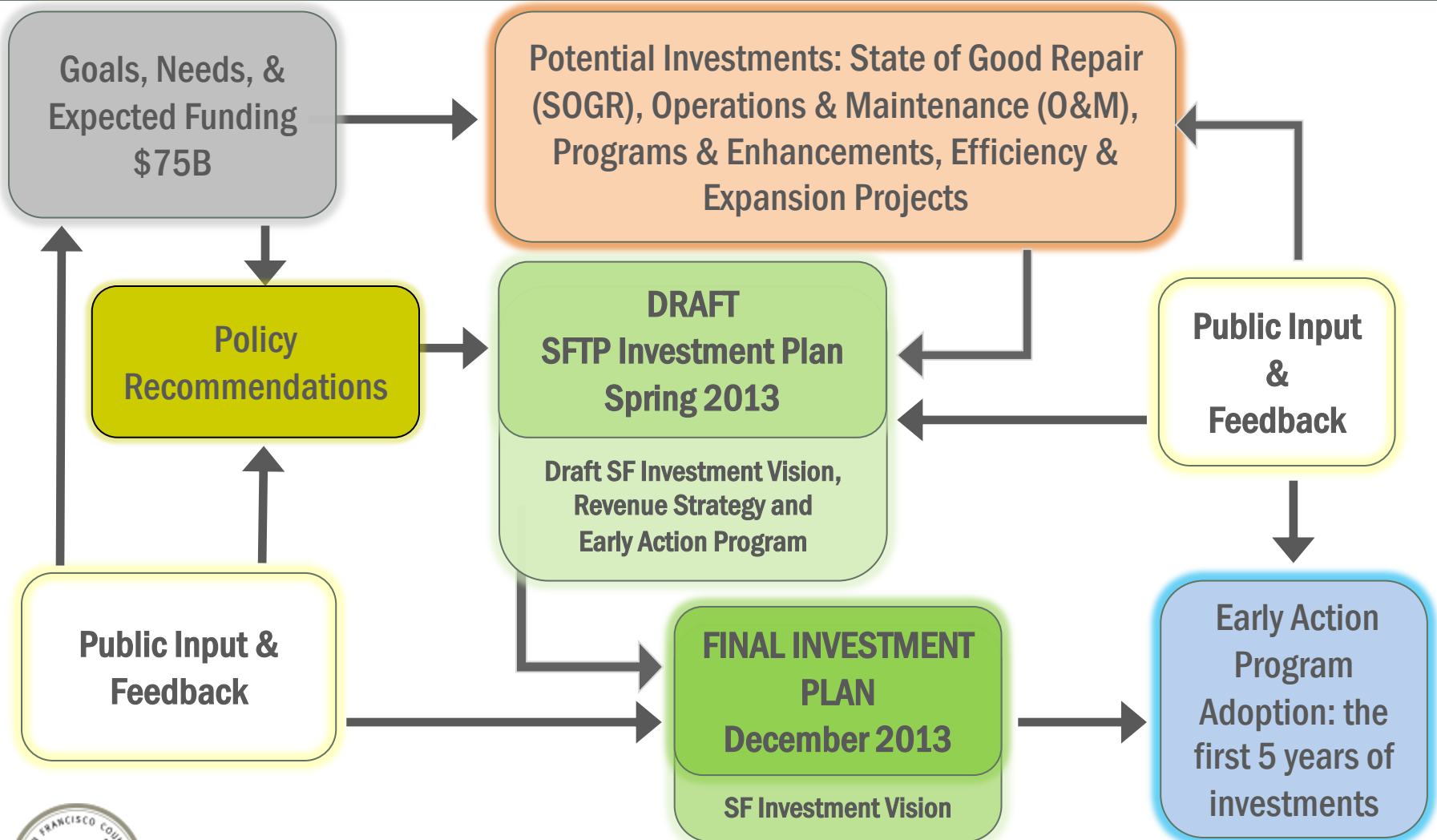
# Purpose of the San Francisco Transportation Plan (SFTP)

moveSmartSF

**SAN FRANCISCO**  
TRANSPORTATION PLAN  
**2040**



# Developing the SFTP



# Focus on Livability (\$15 billion)

## CAPITAL INVESTMENTS

- New rail lines
- Second transbay BART tube
- Road diets and traffic calming
- Cycletracks

## OPERATIONAL INVESTMENTS

- Improved transit frequency and reliability
- Bicycle sharing
- Bicycle stations at major transit hubs

## POLICY CHANGES

- Reduced need for transit transfers
- Promotion of walking and cycling





# Focus on Economic Competitiveness (\$2 to \$15 billion)

## CAPITAL INVESTMENTS

- **Low:** Caltrain electrification, transit priority measures
- **Medium:** BRT, Caltrain downtown extension
- **High:** Second transbay BART tube, high speed rail

## OPERATIONAL INVESTMENTS

- **Low:** Transit frequency improvements
- **Medium:** Programmatic transit investments

## POLICY CHANGES

- **Low:** Traffic management on key corridors
- **Medium:** Congestion pricing



# Focus on Healthy Environment (\$10 billion)

## CAPITAL INVESTMENTS

- Designated transit lanes
- Rail extensions
- Cycle tracks

## POLICY CHANGES

- Congestion pricing
- Employer-subsidized transit passes and TDM
- Residence-based TDM (transit passes for new housing residents, personalized outreach on commute alternatives, car-sharing)
- School-based TDM
- Regional road pricing



# Focus on Infrastructure (\$10 Billion)

## \$10 billion

### **CAPITAL INVESTMENTS**

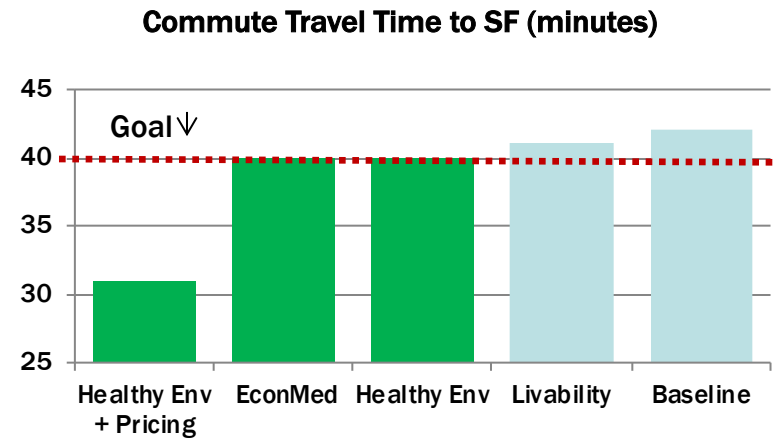
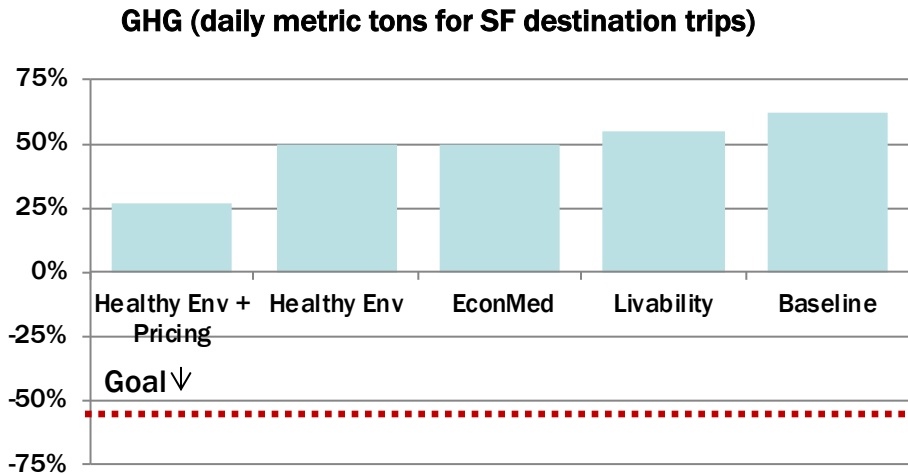
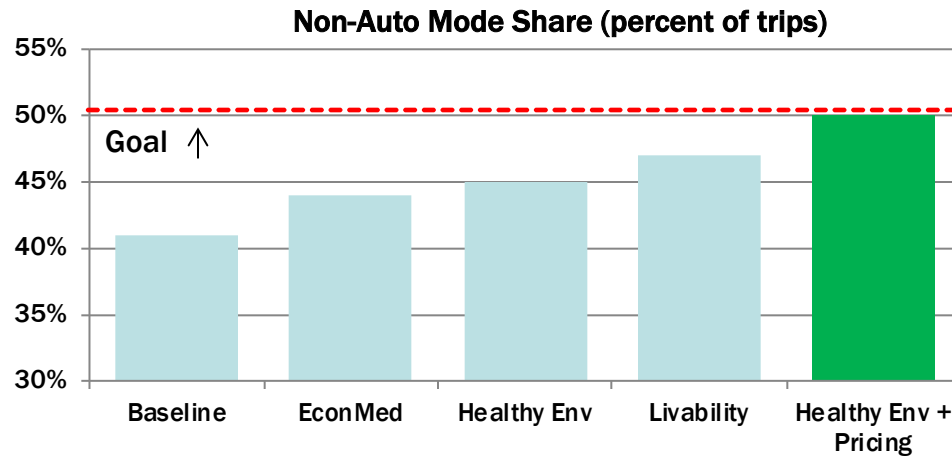
- **Maintain local streets, bridges and tunnels, and transit vehicles and facilities in a state of good repair**

### **OPERATIONAL INVESTMENTS**

- **Maintain transit operations**



# Only the most aggressive scenarios approach goals



# Get traffic moving

**Steve Boland**  
SFMTA Transit



# Improving Muni Speed & Reliability

Steve Boland, SFMTA Transit Planning

SFCTA Downtown Congestion Pricing Study Policy Advisory Committee

March 4, 2020



# Muni Operating Context

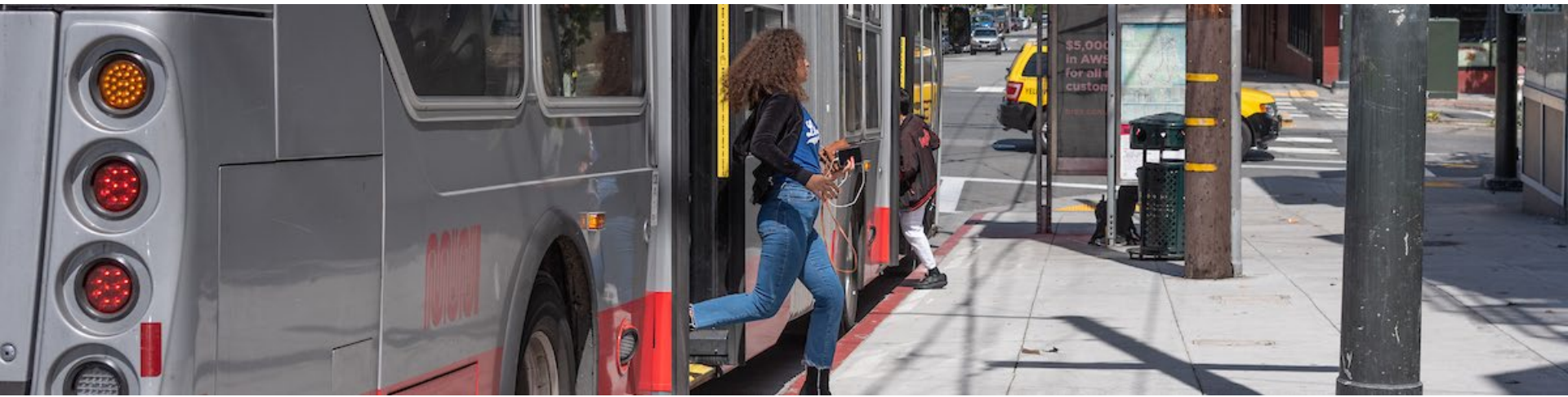
- 70% of riders on buses
- Legacy light rail, mostly in street
- Peak arterial speeds: -25% 2010-2016
- Avg. speed: 7.4 mph
- On-time: 55%



# Strategies to Improve Reliability

- Increased **operator hiring & training** to reduce missed runs
- **Fleet modernization** to reduce breakdowns (LRV4, rubber tire)
- Near-term focus on **subway reliability & capacity** (early closures, West Portal pilot)
- Longer-term **technology upgrades** (modern train control)
- Muni Forward **transit-priority program**

# Muni Forward

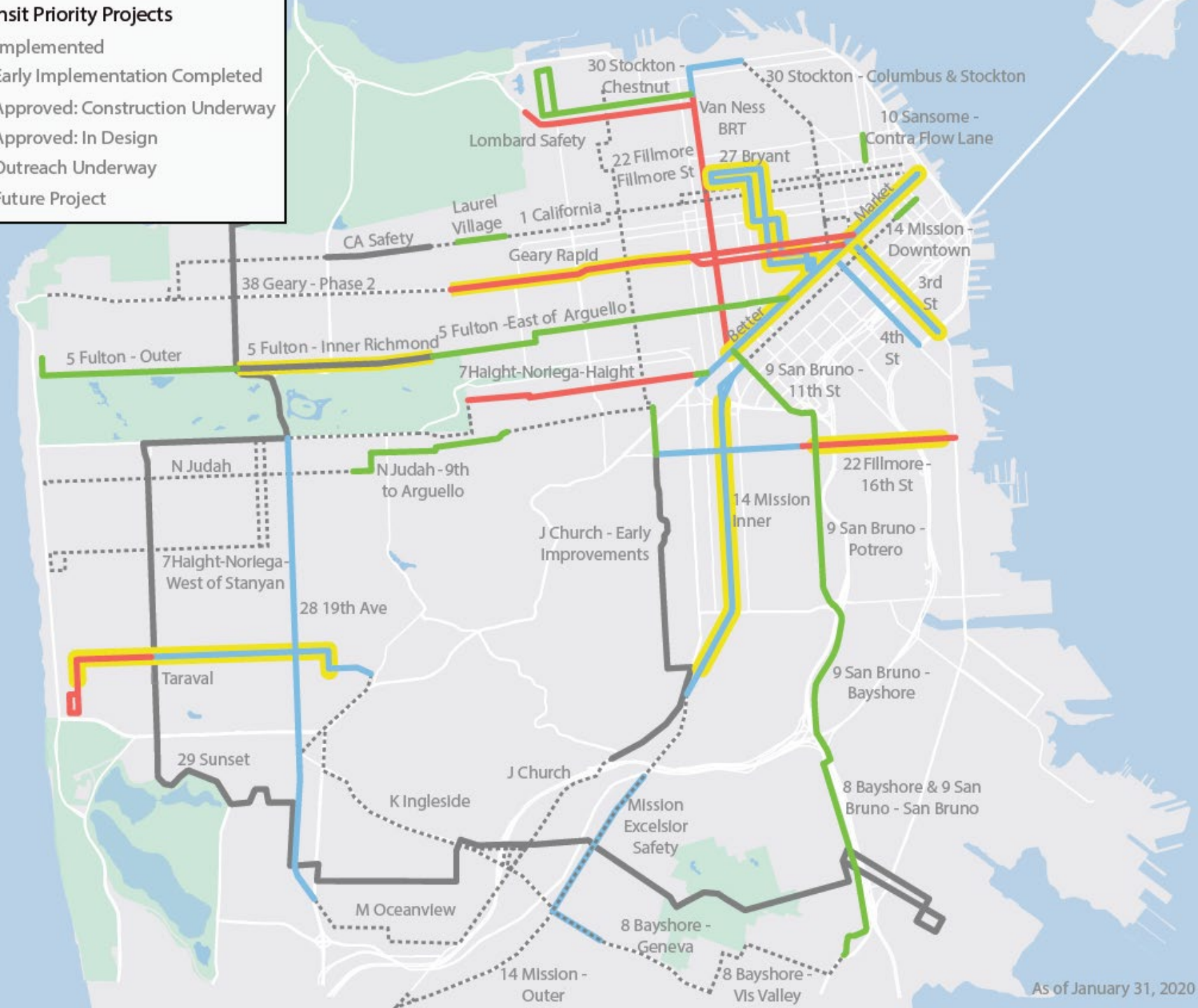


- **Improved reliability:** Over 60 miles of new reliability improvements, such as red transit lanes, bus bulbs and traffic signals that stay green for transit
- **Rapid Network:** More Rapid lines and expanded frequency
- **More service:** Multiple service increases and new connections since 2015
- **Brand new fleet:** All-new bus and rail vehicles
- **Equity:** A focus on improving service in Equity Strategy neighborhoods



# SFMTA Transit Priority Projects

- Implemented
- Early Implementation Completed
- Approved: Construction Underway
- Approved: In Design
- Outreach Underway
- Future Project

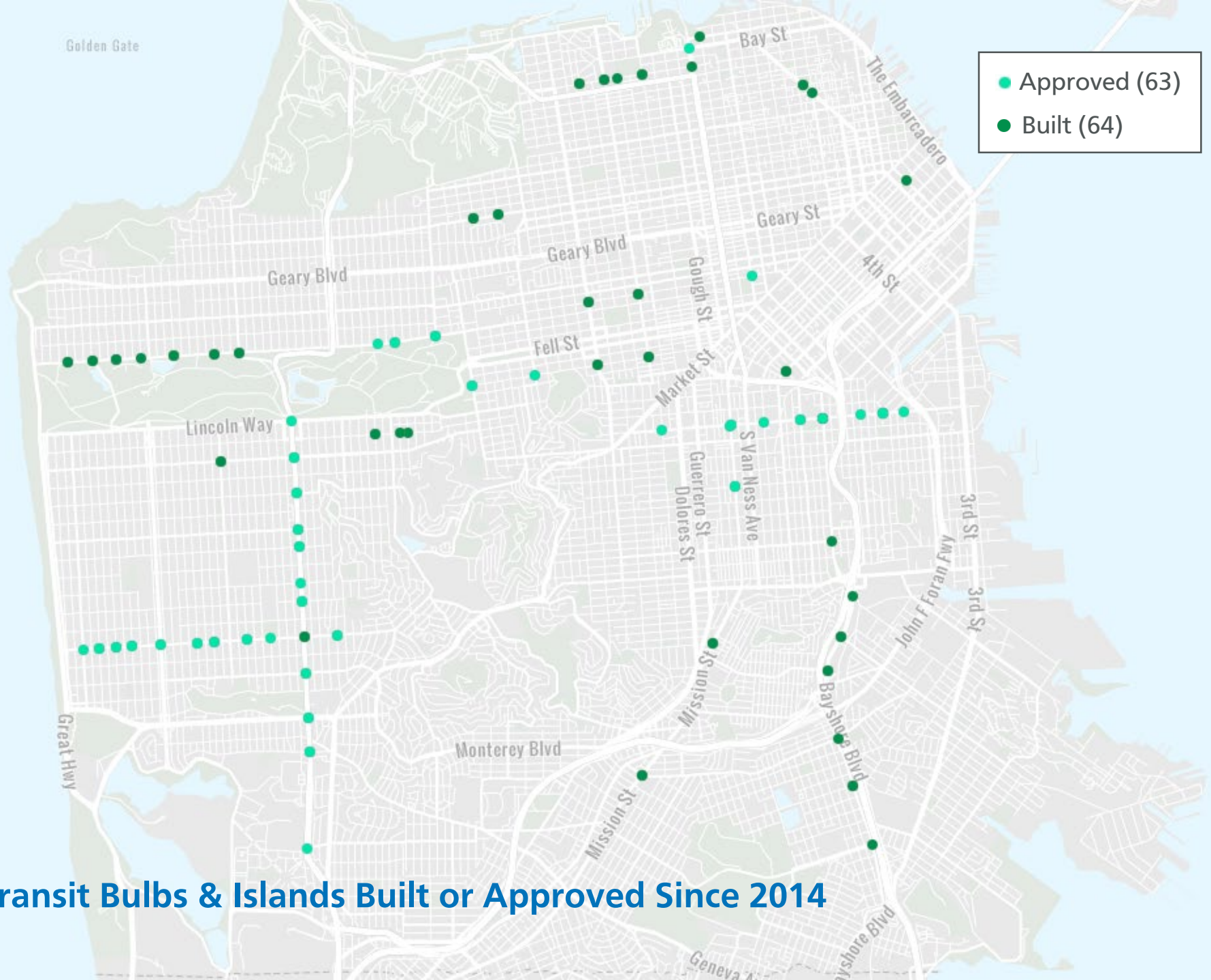


- Under construction
- No Red, 24 hours
- No Red, Part time
- Red lanes

Total: 43 miles  
Red: 18 miles

# Transit Lanes





## Transit Bulbs & Islands Built or Approved Since 2014

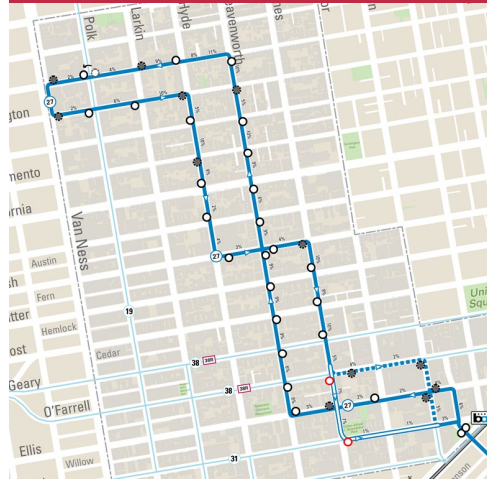


# Projects Completed 2019/2020

N Judah – Irving Street Muni Forward



27 Bryant quick-build & reroute



1 California: Laurel Village



3rd Street (SoMa) quick-build



West Portal pilot



San Bruno Ave. Improvement Project



# Construction Underway

Geary Rapid Project



16<sup>th</sup> Street Improvement Project



Taraval Transit Improvement Project



Haight Street



Starting this year

19<sup>th</sup> Avenue (28, 28R)

4<sup>th</sup> Street and Lower  
Stockton Street red transit  
lanes (8, 30, 45)

Lombard Safety Project





# Muni Forward Results

## **Ridership increased 14% on Rapid bus from 2016 to 2018**

- 8 Bayshore corridor: +12%
- Mission/Van Ness corridor: +9%
- Geary corridor: +8%
- 19<sup>th</sup> Ave corridor: +19%

## **Time savings of 10% or more**

- Church Street: 15%
- 5R Fulton Rapid: 9-12%
- Mission: 13%
- 16th Street quick-build phase: 10%
- Potrero: 20%
- Two-Way Haight: Over 20%
- Sansome: Over 20%

## **Sales tax revenue increases**

- Mission, Taraval (outperformed city)

# Transit Quick-Build

- Quicker safety and reliability improvements
- Improvements are reversible/adjustable, such as:
  - Turn pockets
  - Stop optimization or consolidation
  - Stop safety upgrades
  - Queue jumps
- Can complement larger capital projects to get benefits on the ground faster





# The Future of Muni Forward

## The Next Five Years

- Expand use of Quick-Build approaches for spot improvements and corridors
- Implement Delay Hot Spot program to complement corridor-based approach
- Operationalize the Equity Strategy with improved service on Equity Strategy lines
- Complete outreach on remaining Rapid projects from Transit Effectiveness Project
- Launch Rapid service on more lines
- Add more new trains to allow expanded Muni Metro service
- Begin transformation of Muni Metro into a true Metro system, with 3-car trains

## Beyond - A Vision for the Rapid Network

- Continued improvements on the Rapid Network to achieve a vision of Rapid Network service that travels between stops with *no needless delay*
- Rapid service should provide a “surface subway” experience that allows people to get where they need to go in San Francisco with ease

# Improve safety

**Megan Wier**

San Francisco Department of Public Health



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Through Vision Zero SF we commit to  
working together to prioritize street safety and  
eliminate traffic deaths in San Francisco.

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# **VISION ZERO IN SAN FRANCISCO: *CONGESTION PRICING AS A TRANSFORMATIVE POLICY***

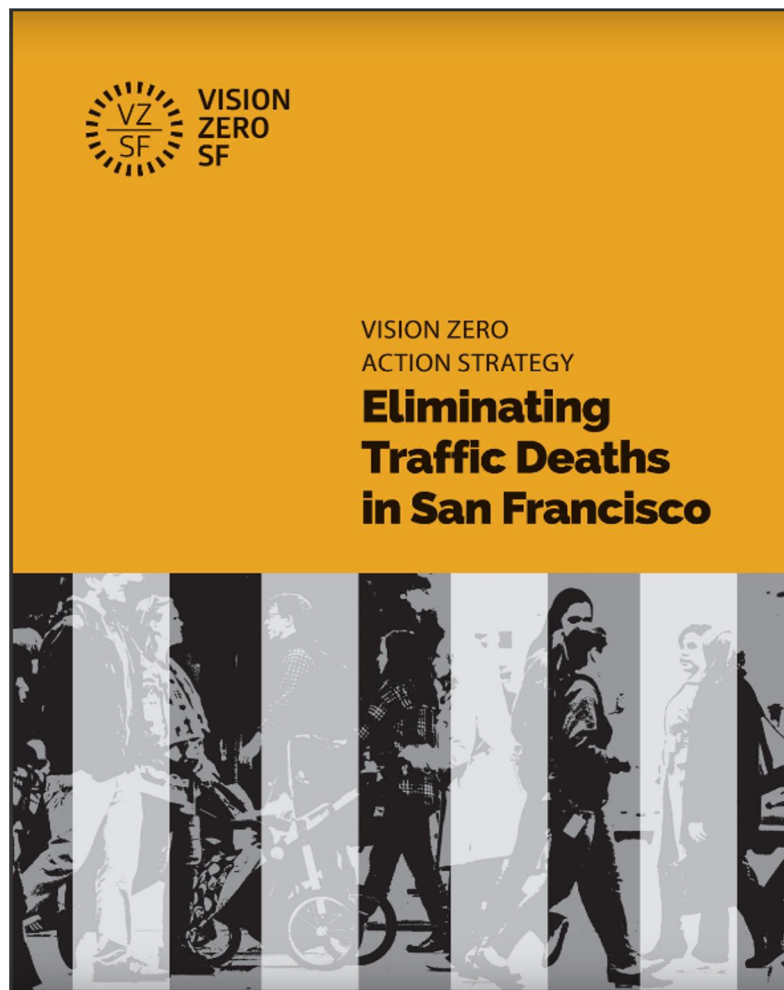
March 4, 2020

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*San Francisco County Transportation Authority Congestion Pricing Information Session*



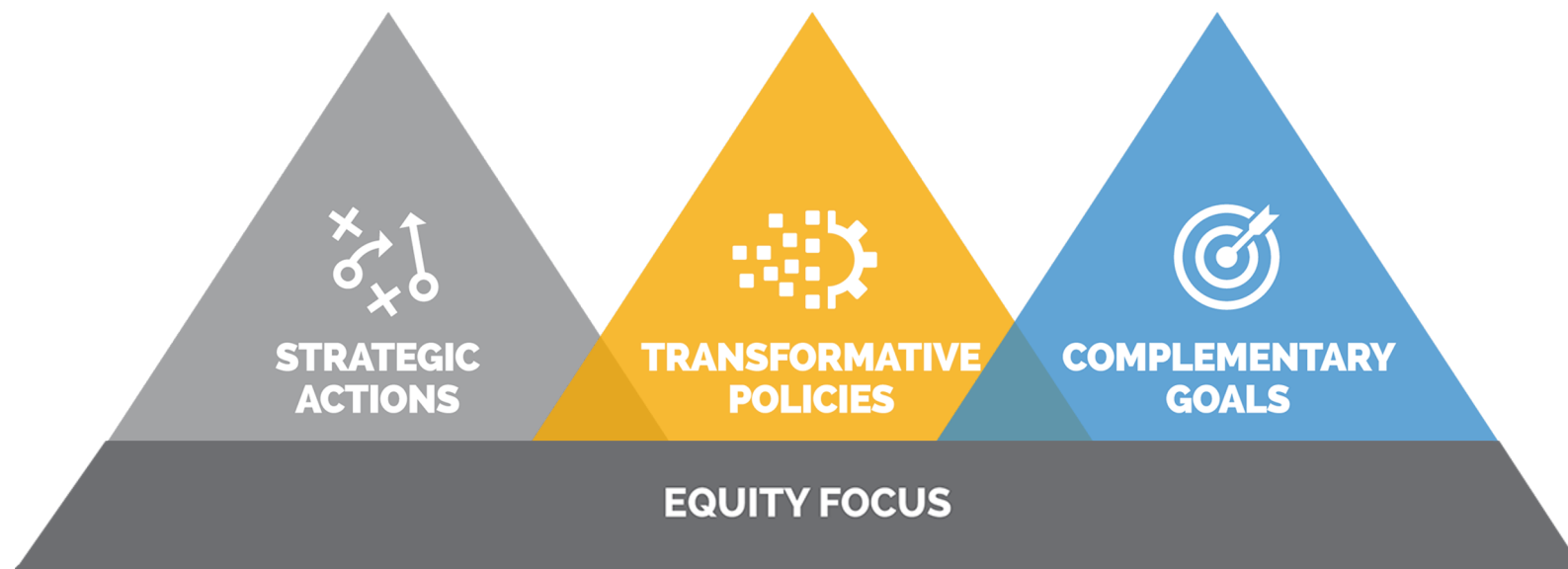
# SAN FRANCISCO'S COMMITMENT TO ELIMINATING TRAFFIC DEATHS AND REDUCING SEVERE INJURIES



San Francisco  
County Transportation  
Authority

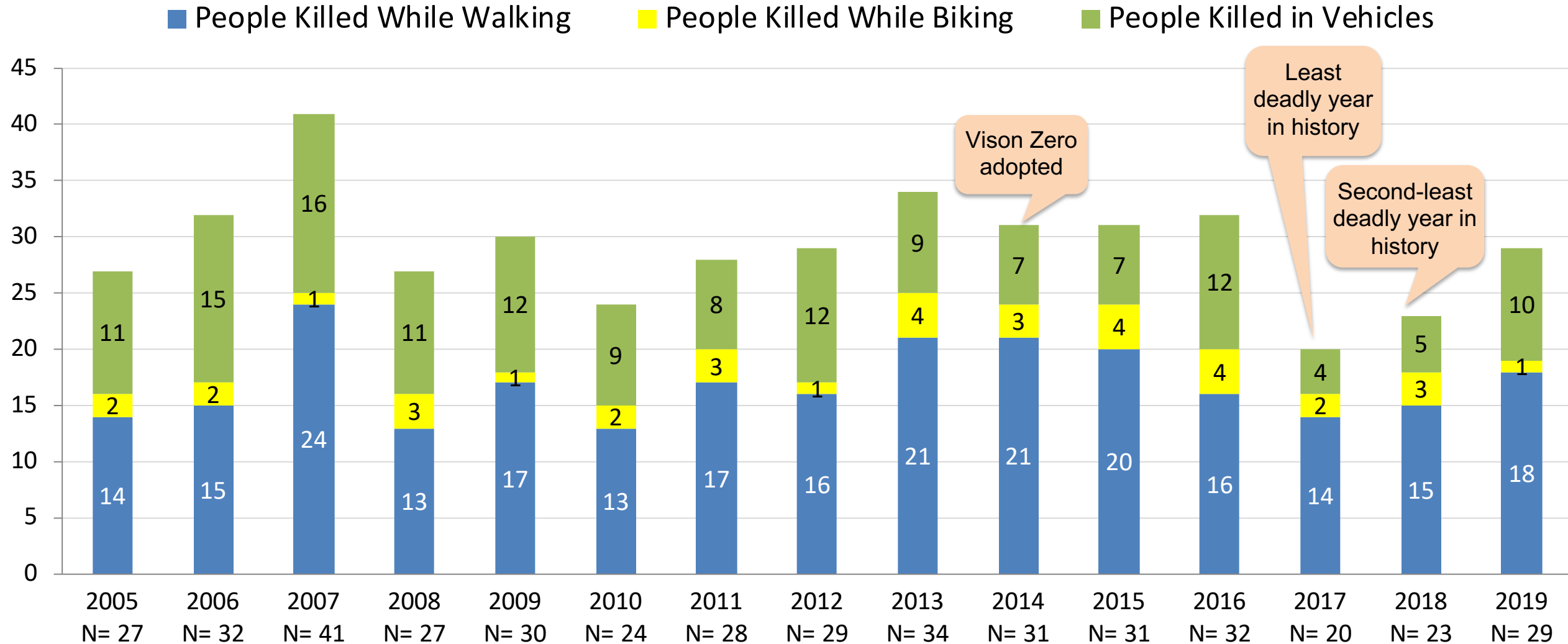


SAN FRANCISCO  
PLANNING  
DEPARTMENT





# TRENDS: WE HAVE MUCH MORE WORK TO DO TO SAVE LIVES



# TARGETED IMPROVEMENTS, FOCUS ON THE HIGH INJURY NETWORK



**Saving Lives**



**Prevention**



**Equity**



**Speed**



**Safe Streets**



**Safe People and  
Safe Vehicles**



**STRATEGIC  
ACTIONS**



**TRANSFORMATIVE  
POLICIES**



**COMPLEMENTARY  
GOALS**

**EQUITY FOCUS**

## SAN FRANCISCO'S HIGH INJURY NETWORK

The Vision Zero High Injury Network (HIN) guides the city's investments in infrastructure and programs, and ensures that Vision Zero projects support those most in need.

**31%**

of city streets are  
in Communities  
of Concern,

**50%**

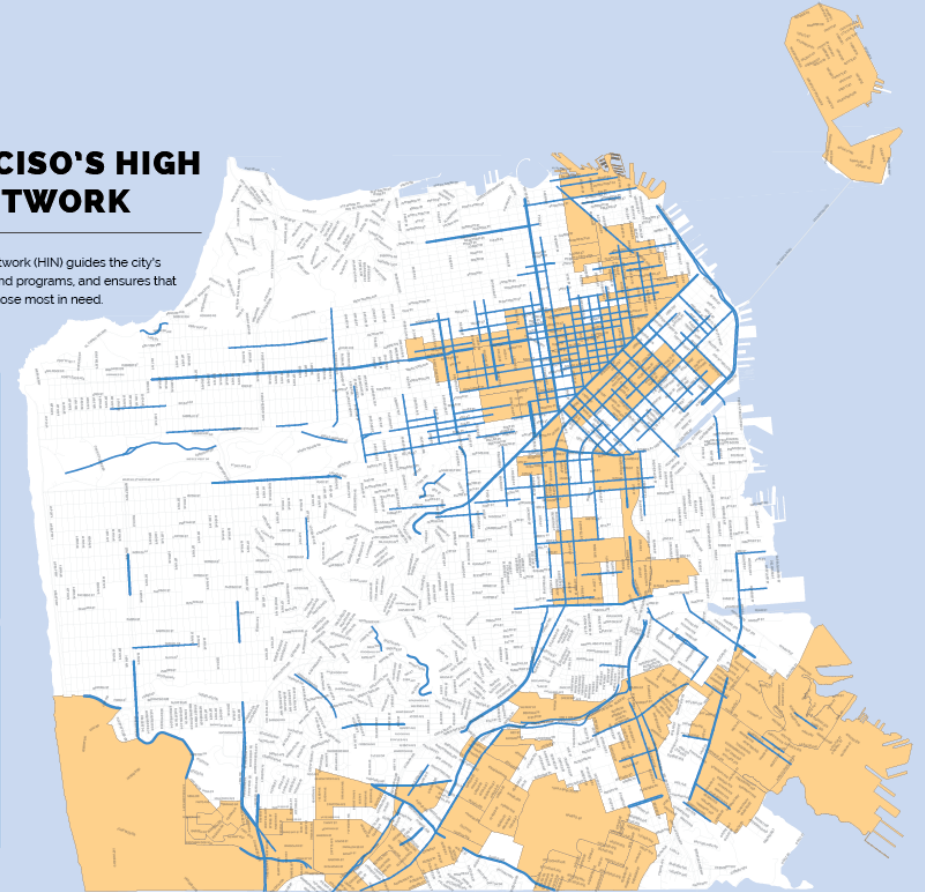
of the high  
injury network  
is in those same  
communities.

**75%**

of San Francisco's  
severe and fatal  
traffic injuries  
occur on just

**13%**

of our streets.

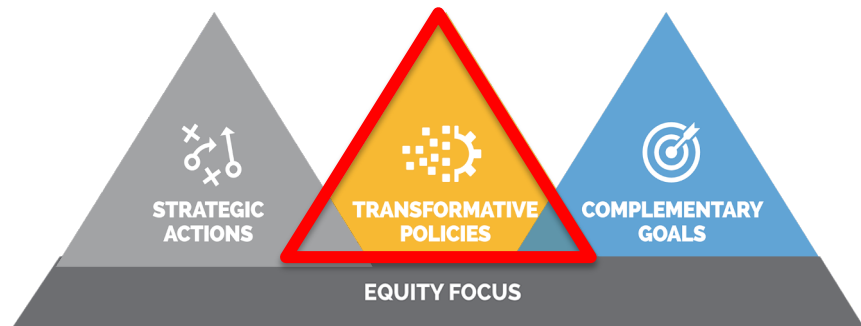


# CONGESTION PRICING IS A VISION ZERO TRANSFORMATIVE POLICY



Pricing and  
Reducing Vehicle  
Miles Travelled

- Evidence-based to reduce severe and fatal injuries - *~20% reductions in London, Stockholm zones*
- High-impact initiative – *focused on high injury network, communities of concern*
- Revenue to reinvest - *in initiatives to promote safety and reliable transit, advance equity*
- *Requires local legislative authority*



# COMPLEMENTARY GOALS FOR SAFE, HEALTHY, SUSTAINABLE, EQUITABLE CITIES







# Thank you!

## Contacts

DIRECTOR, PROGRAM ON HEALTH, EQUITY & SUSTAINABILITY

**MEGAN WIER**

**[MEGAN.WIER@SFDPH.ORG](mailto:MEGAN.WIER@SFDPH.ORG)**

# Clean the air

**Richard Chien**  
SF Environment



**SF Environment**

**Our home. Our city. Our planet.**

A Department of the City and County of San Francisco

# Climate Action Strategy Update

Congestion Pricing Study Policy Advisory Committee (PAC)

March 4, 2020

Richard Chien

SF Environment

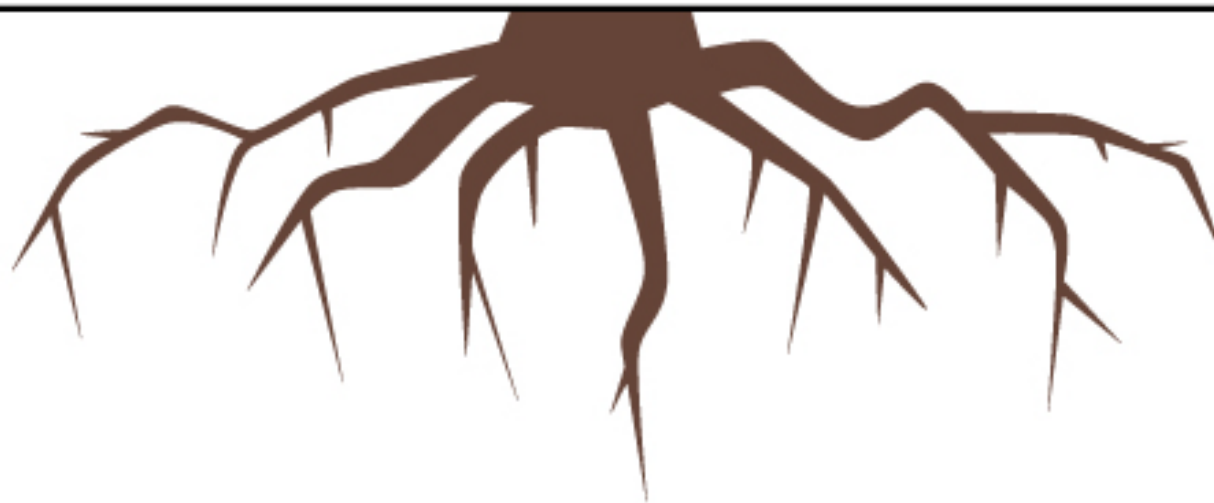


# San Francisco's Climate Action Framework



SAN FRANCISCO CLIMATE ACTION

0 80 100





# Bold Goals and Aggressive Reduction Targets



**2017**

25%

**2025**

40%

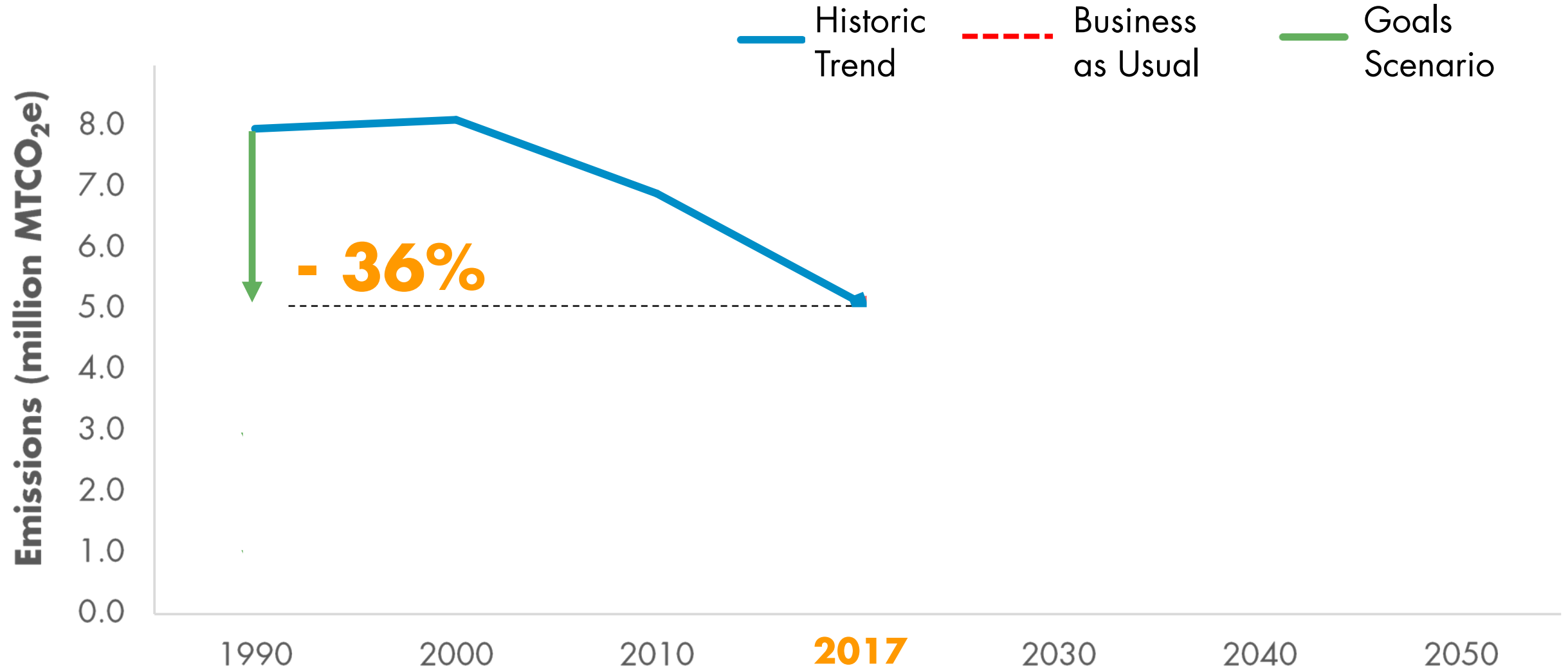
**2050**

100%

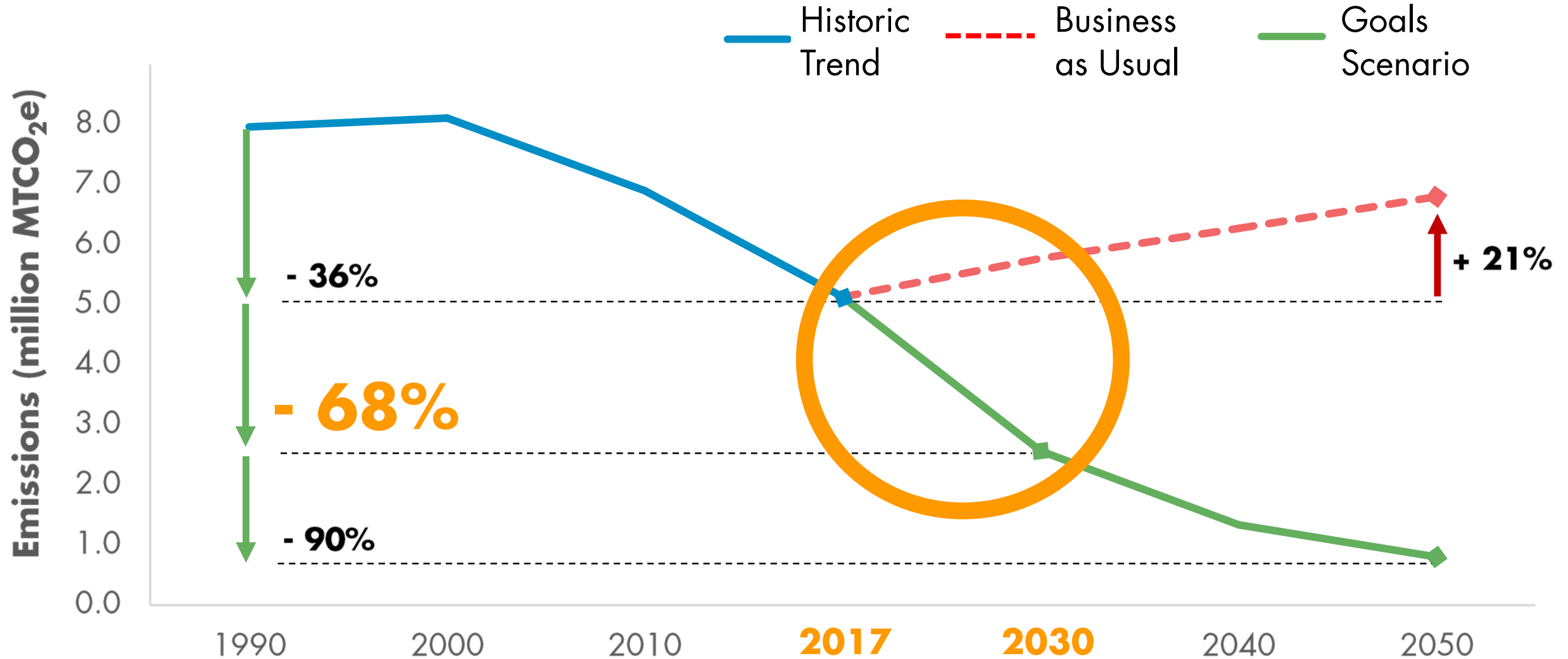
**Reduce  
as much  
as possible**

**Sequester  
the rest**

# Emissions Have Been Declining



# Focus 2030: Ten Years to Accelerate



# Focus 2030: High Impact Transportation Actions



## High Impact Actions

### Mode Shift



**Transit**



**Biking**



**Walking**

80% Sustainable Trips (transit, biking, walking) by 2030, in line with City's Transit First Policy

### Fuel Switch



**Fleets**

100% electric vehicles by 2050



**Ferries**

100% renewable fuels by 2030



**Caltrain**

100% electric trains by 2020



**BART**

75% GHG-free electricity by 2025 and 100% by 2045

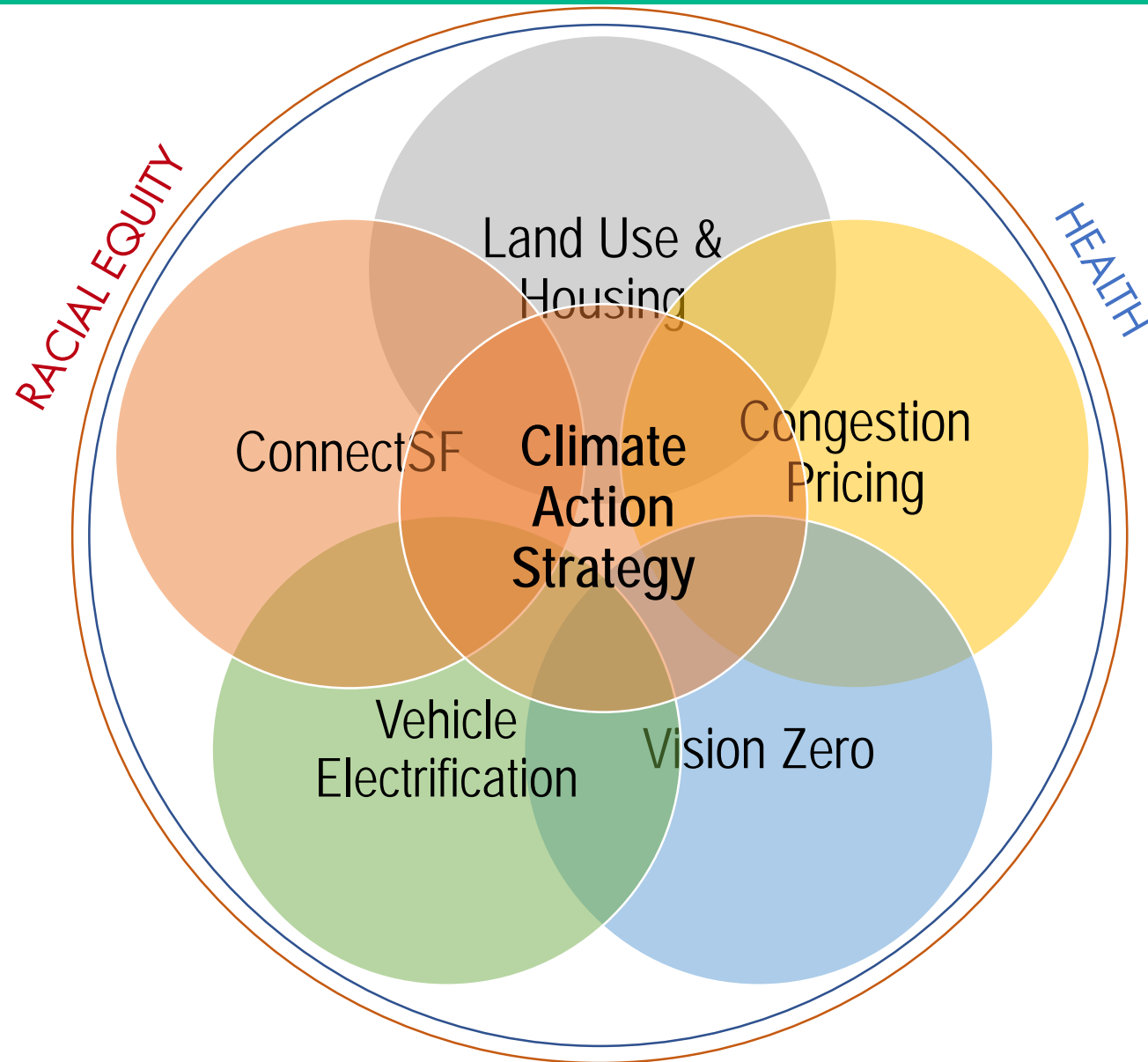
## Other Action

### Other Maritime



Advocate for regional and state actions focused on large ships

# Framework for Transportation and Land Use Sector



# Thank You



## Richard Chien

Senior Environmental Specialist

[richard.chien@sfgov.org](mailto:richard.chien@sfgov.org)



**SF Environment**

**Our home. Our city. Our planet.**

A Department of the City and County of San Francisco

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# Promote equity

**Chris Lepe**  
TransForm





# Pricing Roads, Advancing Equity

**SFCTA Downtown Congestion Pricing Study  
PAC Voluntary Session #1: Why we are studying congestion pricing - March 4, 2020**



# US-101 Mobility Action Plan



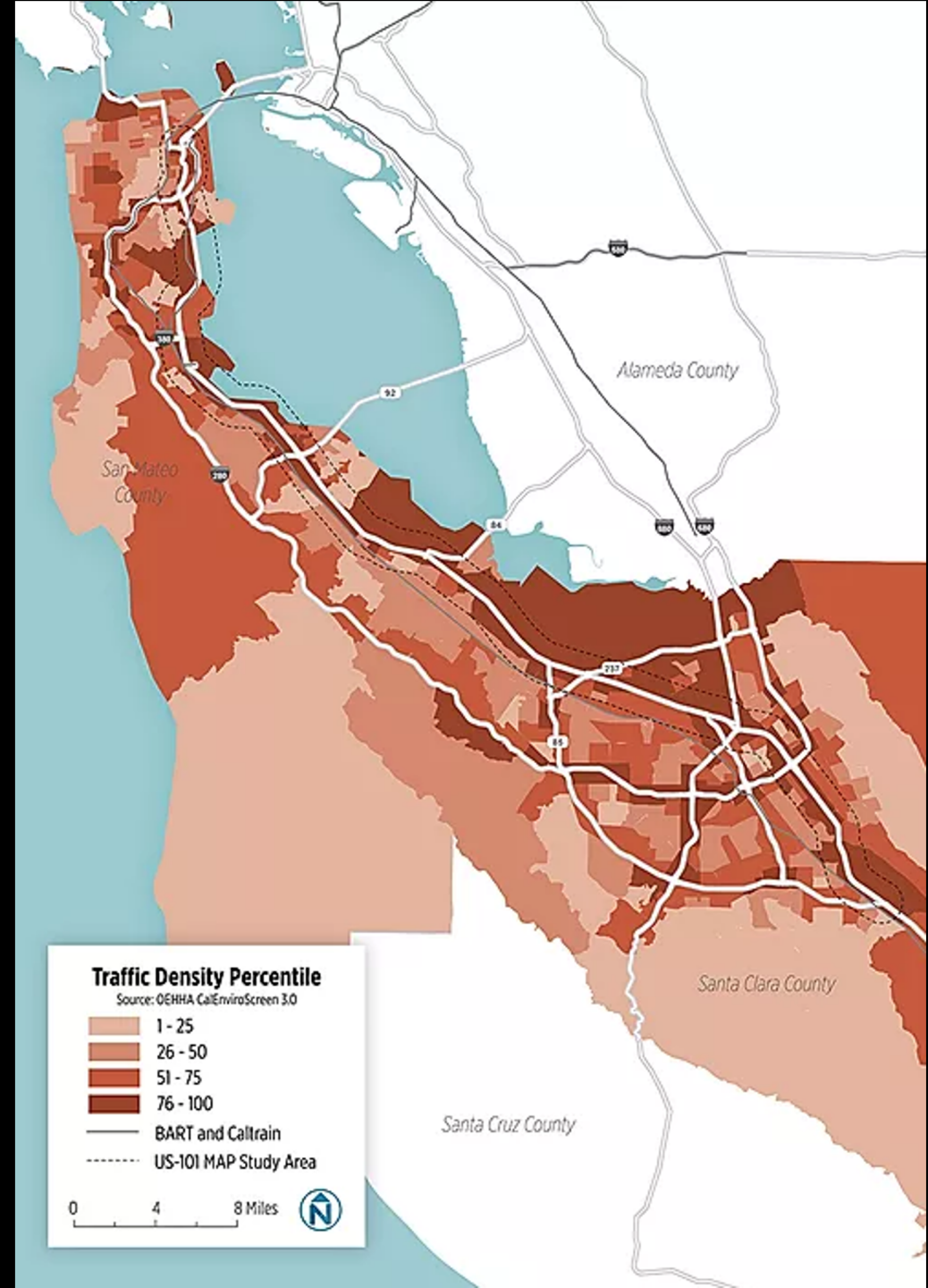
*Children are especially vulnerable to air pollution impacts as their lungs are still developing - and children living near busy roads are more likely to have asthma symptoms and bronchitis<sup>25</sup>*



*Spending time at locations close to and downwind of high traffic locations increases exposure to air pollution—along the US-101 corridor, neighborhoods to the east and southeast of US-101 are downwind of the highway<sup>26</sup>*



*High speed vehicles exiting from and connecting to highway ramps create an unsafe environment for people walking and biking - this makes it harder to get around without a car if you live near highway ramps<sup>27</sup>*





A Report and Toolkit to Help  
Communities Advance a More  
Equitable and Affordable  
Transportation System



# PRICING ROADS, ADVANCING EQUITY



PRICING STRATEGY EQUITY MATRIX

PRICING STRATEGY

EQUITY IM PACTS


REVENUE INVESTMENT EQUITY MATRIX

INVESTMENT STRATEGY

EQUITY IM PACTS







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# LOW-INCOME ASSISTANCE PLAN

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**METRO EXPRESSLANES LOW-INCOME ASSISTANCE PLAN**







**Chris Lepe, Regional Policy Director**

[clepe@transformca.org](mailto:clepe@transformca.org)

408-406-8074

[TransformCA.org](http://TransformCA.org)





# Case Study: Oregon Dept. of Transportation (ODOT)

## I-5 & I-205 Tolling Projects

### Project Goals

Ensure the benefits of reduced congestion and improved mobility are shared across all demographics

Fund projects and manage traffic

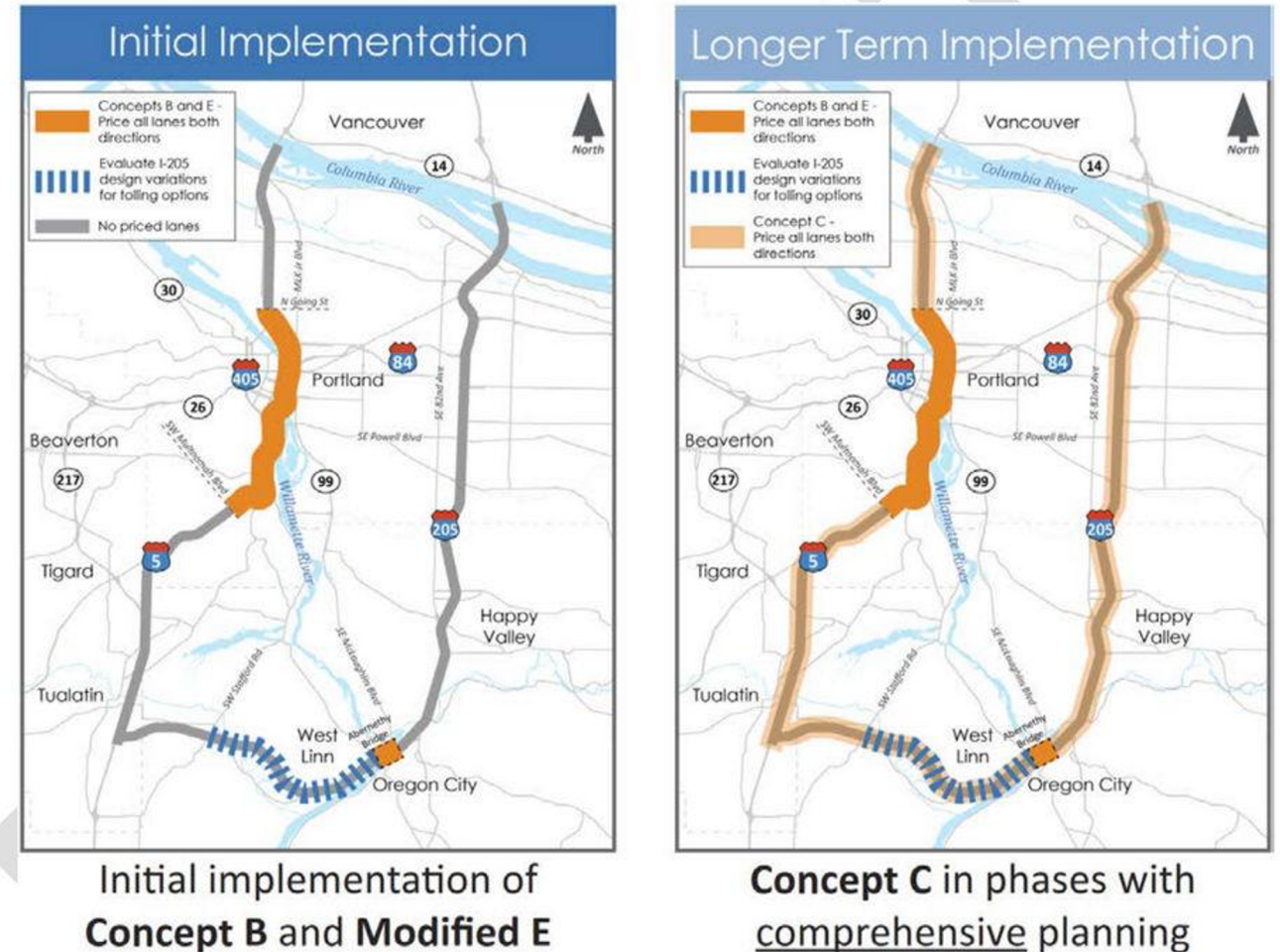
Promote improved public transit or other travel options

Collaborate with community partners to work towards an equitable distribution of the benefits of reduced congestion.

An equity framework will guide the entirety of this project. The goals of the equity framework are:

- Gain better outcomes for traditionally disadvantaged and underserved communities
- Be inclusive and intentional when engaging communities in solutions

Figure 2-2. **DRAFT** PAC recommendation to the OTC







# Case Study: Portland Bureau of Transportation Pricing for Equitable Mobility

## Project Goals

Move people and goods

Make the most efficient use of limited road space

Provide transportation options for a growing city

Advance commitment to transportation justice

PBOT will ask two fundamental questions throughout this process:

- Will it advance equity and address structural racism?
- Will it reduce carbon emissions?

# PAC Discussion



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# Public Comment



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# Thank you

[sfcta.org/downtown](https://sfcta.org/downtown)

[congestion-pricing@sfcta.org](mailto:congestion-pricing@sfcta.org)



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