

Agenda Item 5. Transportation System Development & Management: Transportation, Land Use, and Community Coordination



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November 4, 2021

Transportation, Land Use & Community Coordination



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- Transportation, Land Use, and Community Coordination includes neighborhood and citywide planning, and efforts to integrate land use and transportation
- The Preliminary Draft Expenditure Plan includes **5.53% for Transportation, Land Use and Community Coordination**



Photo: Valencia Street workshop, SFMTA



- Transportation, Land Use, and Community Coordination includes
 - Neighborhood Transportation Program
 - Equity Priority Transportation Program
 - Development Oriented Transportation
 - Citywide / Modal Planning



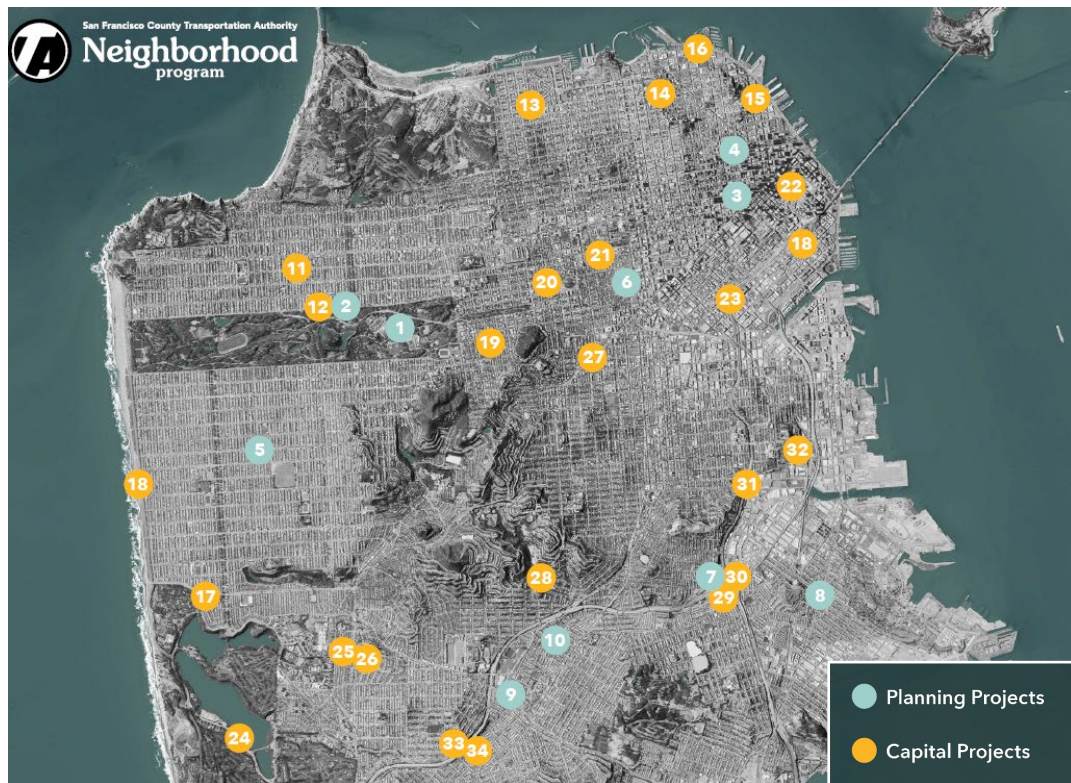
Neighborhood Transportation Program



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Created in 2014 in response to mobility and equity analysis in the San Francisco Transportation Plan

- Funds community-based, neighborhood-scale projects in each district
- Builds pipeline of projects to implement



Neighborhood Transportation Program



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What can be funded?

Must be an eligible use of sales tax funds

Projects typically address one of the following priorities:

- Improve street safety for all users (e.g. pedestrian safety, traffic calming)
- Encourage walking and/or biking
- Improve transit accessibility



Neighborhood Transportation Program

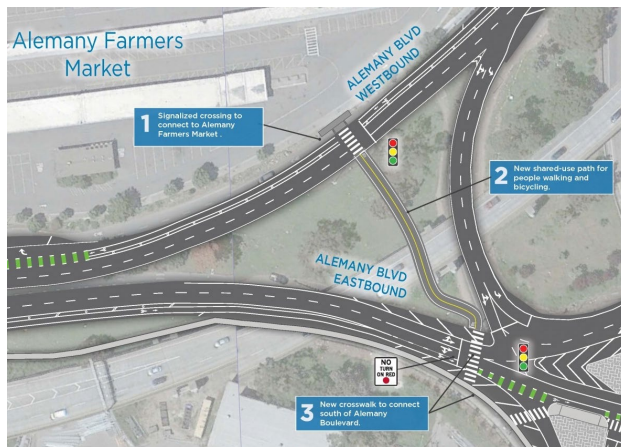


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Pedestrian Safety in SOMA Youth and Family Zone [Plan]

- 7th and 8th Streets Freeway Ramp Improvements
- Howard Street - Embarcadero to 3rd Street



Alemany Interchange Improvement Study

- Alemany Interchange Improvements



Bike Safety and Access to Golden Gate Park/Presidio

- Arguello Boulevard Improvements
- Fulton Street Safety Project

Neighborhood Transportation Program



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\$700,000 per district per 5-year cycle

Planning

- \$100,000 per district for studies, outreach, and conceptual engineering

Capital

- \$600,000 local match per district for project development and construction
- Can fund a smaller, neighborhood-scape project, or leverage other funding sources for larger improvements



<https://www.sfcta.org/policies/neighborhood-program>

Our Equity Analysis for the New Expenditure Plan found:

- Needs vary within and across Equity Priority Communities (EPCs)
- People of color and those with low incomes have historically been excluded from planning processes, resulting in:
 - Lack of trust in government
 - Lack of pipeline of projects in EPCs

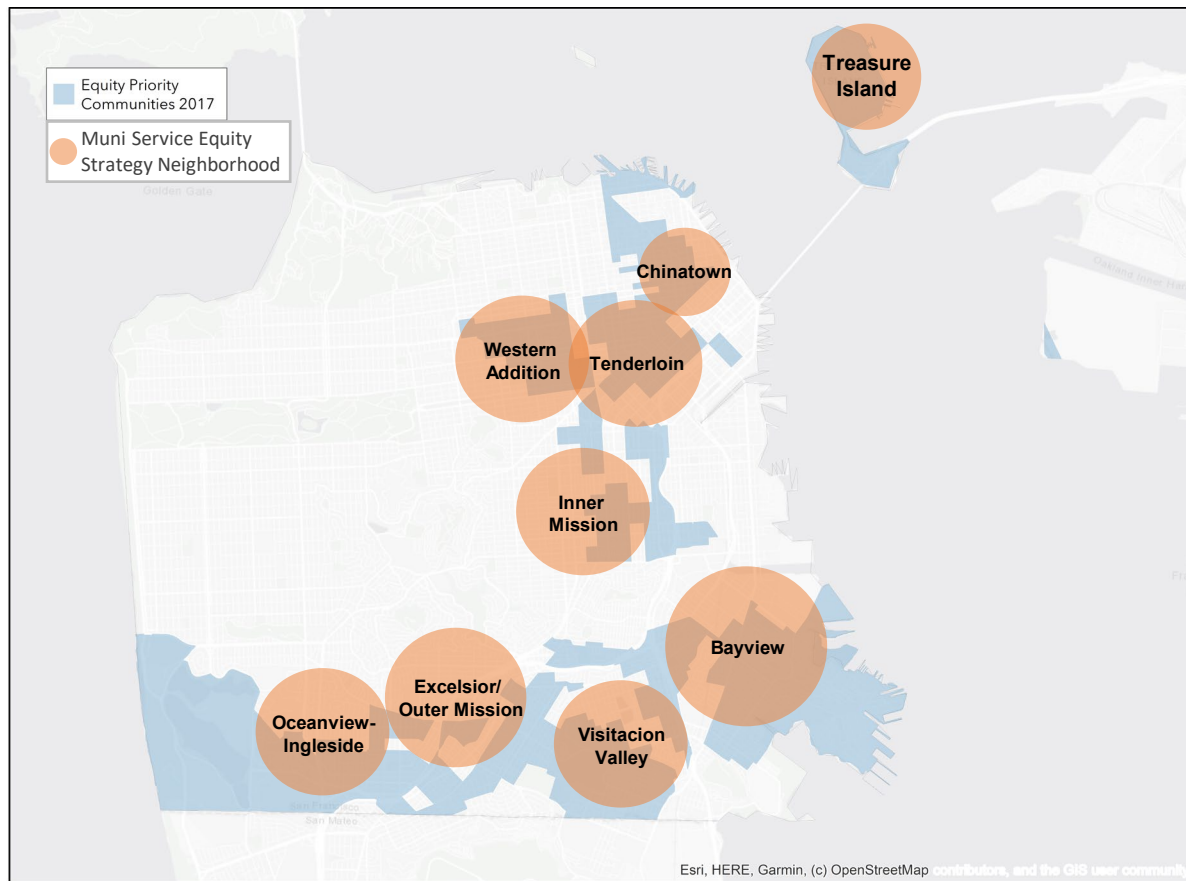
Equity Priority Communities (EPCs)

~51% of low-income
San Franciscans live
within EPCs

~65% of residents of
color live within EPCs



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Source: Metropolitan Transportation Commission data, 2017.

Equity Priority Transportation Program



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We are recommending a new program for this Expenditure Plan:

- Funding for community-based planning and implementation of community-identified priorities (similar to the Neighborhood Transportation Program)
- Funding for equity studies throughout the city, not just in EPCs
- Establish pipelines of projects benefitting disadvantaged communities



Equity Priority Transportation Program



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What can be funded?

Must be an eligible use of sales tax funds

Projects typically address one of the following priorities:

- Improve street safety (e.g. pedestrian safety, traffic calming)
- Encourage walking and/or biking
- Improve transit accessibility



Equity Priority Transportation Program



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Example Community-Based Transportation Plans include:



Photo courtesy SFMTA

Western Addition Community-Based Transportation Plan

- Implementation: Western Addition Pedestrian Lighting
- Implementation: Signal upgrades at Kezar & MLK and 7th & Kirkham



Photo courtesy SFMTA

Bayview Community- Based Transportation Plan

- Implementation: Bayview Bulbouts
- Implementation: Bayview Rectangular Rapid Flashing Beacons



Photo courtesy SFMTA

Lake Merced Community-Based Transportation Plan

- Adopted October 2021
- Implementation: near-term Lake Merced Quick-Build Project

Neighborhood & Equity Priority Transportation Programs



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Program	Project Sponsors	Draft EP Funding
Neighborhood Transportation Program	Planning; SFPW; SFCTA; SFMTA	\$40M
Equity Priority Transportation Program	Planning; SFPW; SFCTA; SFMTA	\$40M

Examples of other potential funding include:

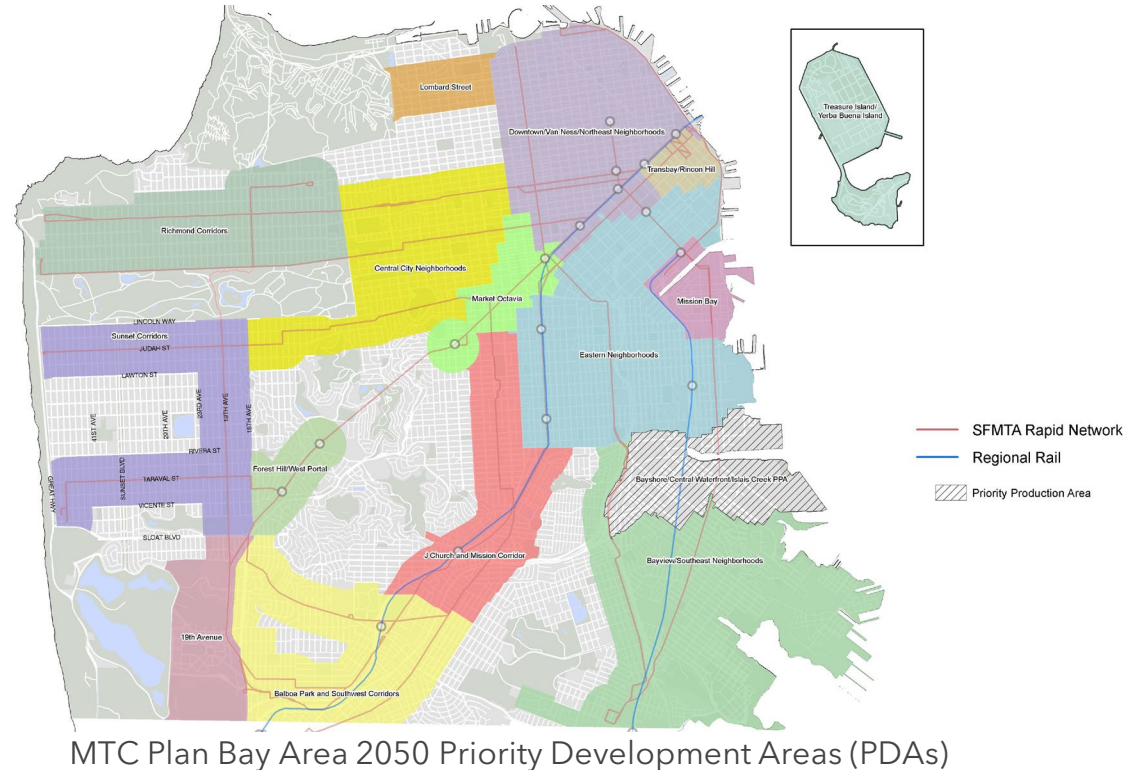
- Planning: Caltrans Planning Grants, MTC's Community-Based Transportation Planning Grant Program, California Air Resources Board Sustainable Transportation Equity Project, SFMTA Community Response Team
- Capital improvements: State Active Transportation Program, One Bay Area Grant, Lifeline, Local Prop AA Vehicle Registration Fee, Local TNC Tax, SFMTA Community Response Team, others depending on type of improvement

Development Oriented Transportation



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- In 2019 the Board of Supervisors adopted new Priority Development Areas slated for growth
- The Development Oriented Transportation Program supports housing development through community-based transportation planning and improvements



MTC Plan Bay Area 2050 Priority Development Areas (PDAs)

Development Oriented Transportation



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What can be funded?

Must be an eligible use of sales tax funds

Projects could address one of the following priorities:

- Improve transit accessibility and capacity
- Improve street safety for all users (e.g. pedestrian safety, traffic calming)
- Encourage walking and/or biking
- Transportation Demand Management



Development Oriented Transportation



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Program	Project Sponsors	Draft EP Funding (2020 Million\$)
Development Oriented Transportation	BART; Caltrain; Planning; SFPW; SFCTA; SFMTA	\$40
Bayshore Caltrain Pedestrian Connection	SFMTA	\$2

Development Oriented Transportation could be funded through a variety of sources:

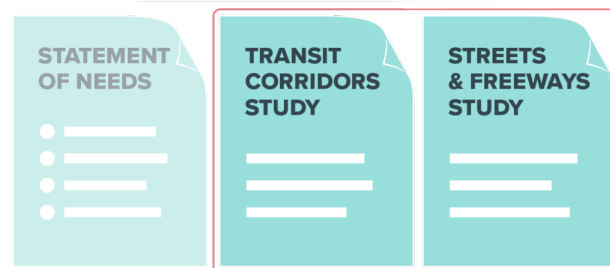
- State Affordable Housing and Sustainable Communities Program
- Other - see Neighborhood Transportation Program funding slide

The **Bayshore Caltrain Pedestrian Connection** funding plan also includes:

- \$9.9 million from the developer
- \$500,000 Federal Fixed Guideway funds
- \$500,000 Regional Bridge Toll funds



ConnectSF



Active Projects

Questions?



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