

San Francisco Transportation Plan 2050+



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June 2025

Agenda

- Plan Purpose
- Travel Trends and Needs
- Transportation Investment Strategy
- Public Input:
What are your priorities?

Purpose

What is the San Francisco Transportation Plan?



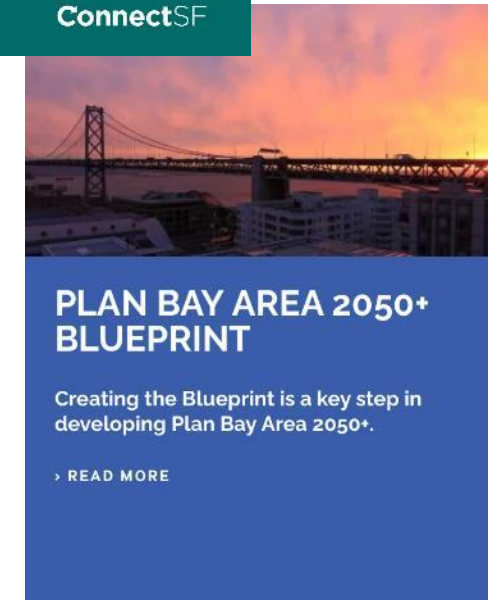
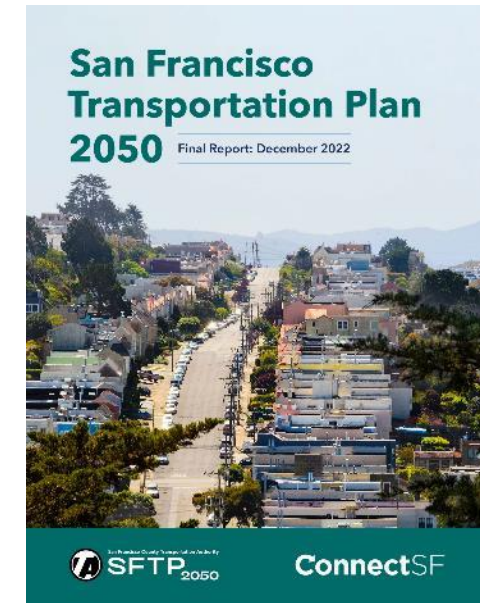
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San Francisco Transportation Plan 2050+

What is the SFTP?

The San Francisco Transportation Plan (SFTP) is the countywide 30-year blueprint for transportation system development and investments.

- The Investment Plan is based on the expected transportation revenue for 30 years
- The Vision Plan considers potential new revenues
- Encompasses all modes and all transit operators
- Coordinated with updates to regional plans (Plan Bay Area) every 4 years



Goals and Measuring Progress



Equity



**Environmental
Sustainability**



**Economic
Vitality**



**Safety and
Livability**



**Accountability
and Engagement**

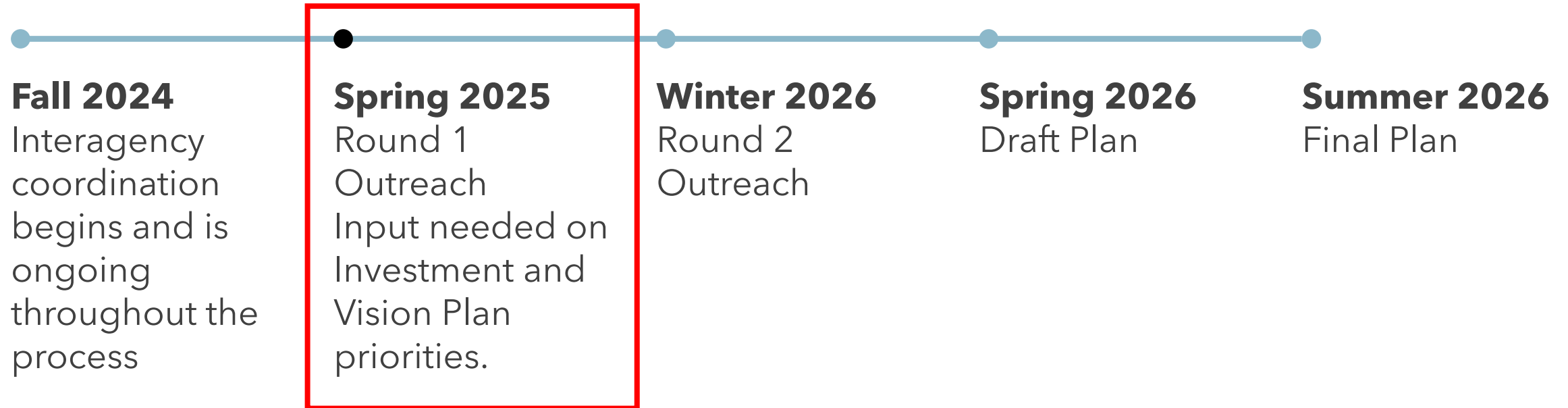


What is the SFTP 2050+?

SFTP 2050+, or "SFTP+" is an update to the countywide plan incorporating post-pandemic travel data and revenue estimates



Timeline



Travel Trends and Needs

- Changes in Population
- Changes in Travel Behavior
- Transit Operating Shortfalls
- Anticipating Future Travel

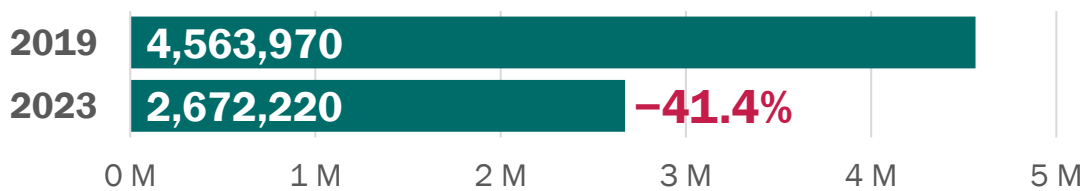


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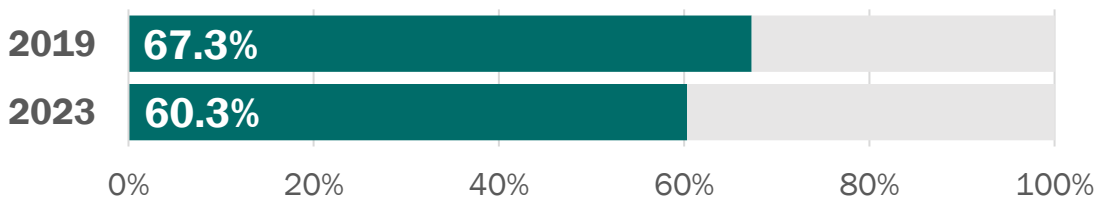
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San Francisco at a Glance – What’s Changed?

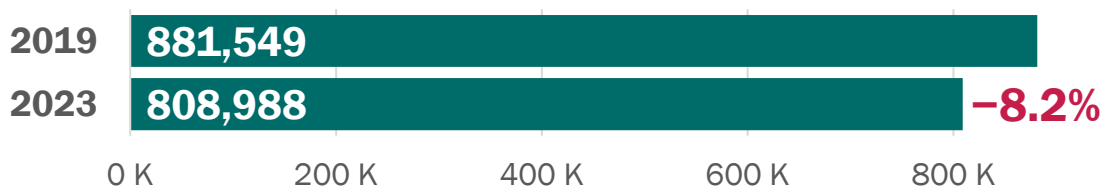
Weekday Trips to/from/within SF



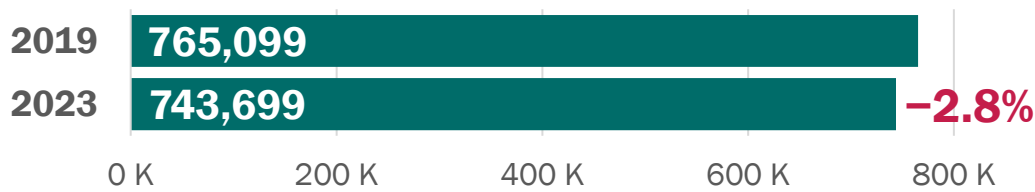
SF share of regional weekday transit trips



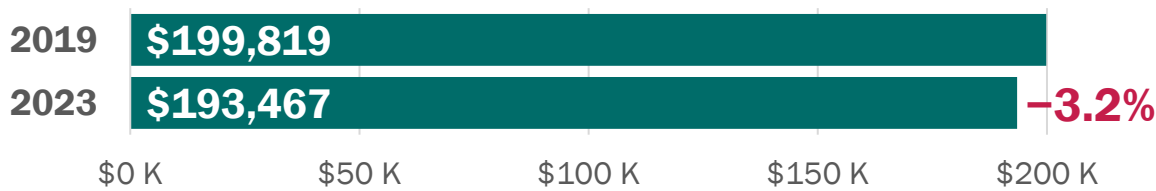
Population



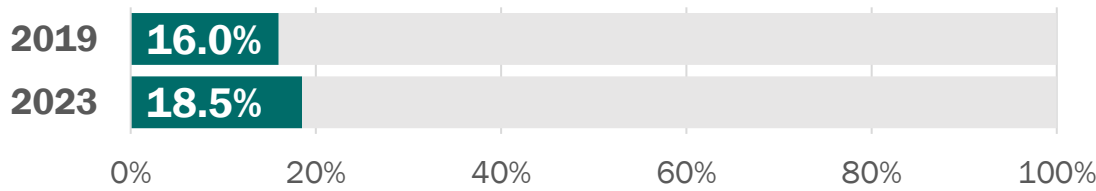
Jobs



Average Income (2023 dollars)



Older Adults (65+)



Many People Work from Home

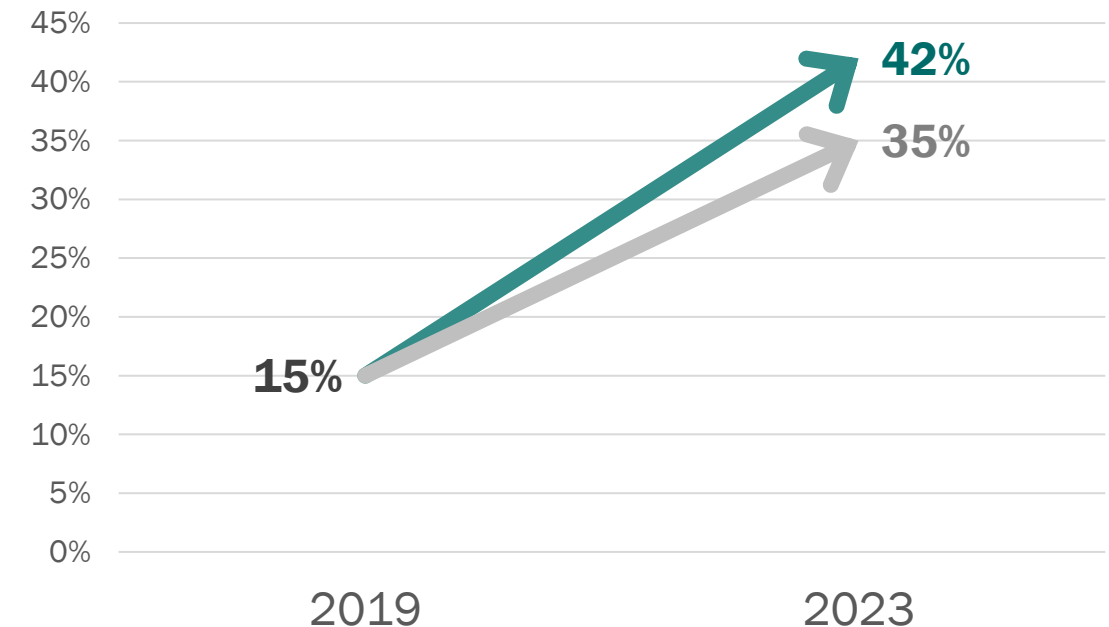
One of the most dramatic post-pandemic changes is where people work:

- 42% of San Francisco workers work from home on a typical workday – up from 15% in 2019
- 24% of employed SF residents work fully from home
- Work from home trends continue to evolve

Typical Weekday Work from Home Rates

➔ SAN FRANCISCO EMPLOYED RESIDENTS

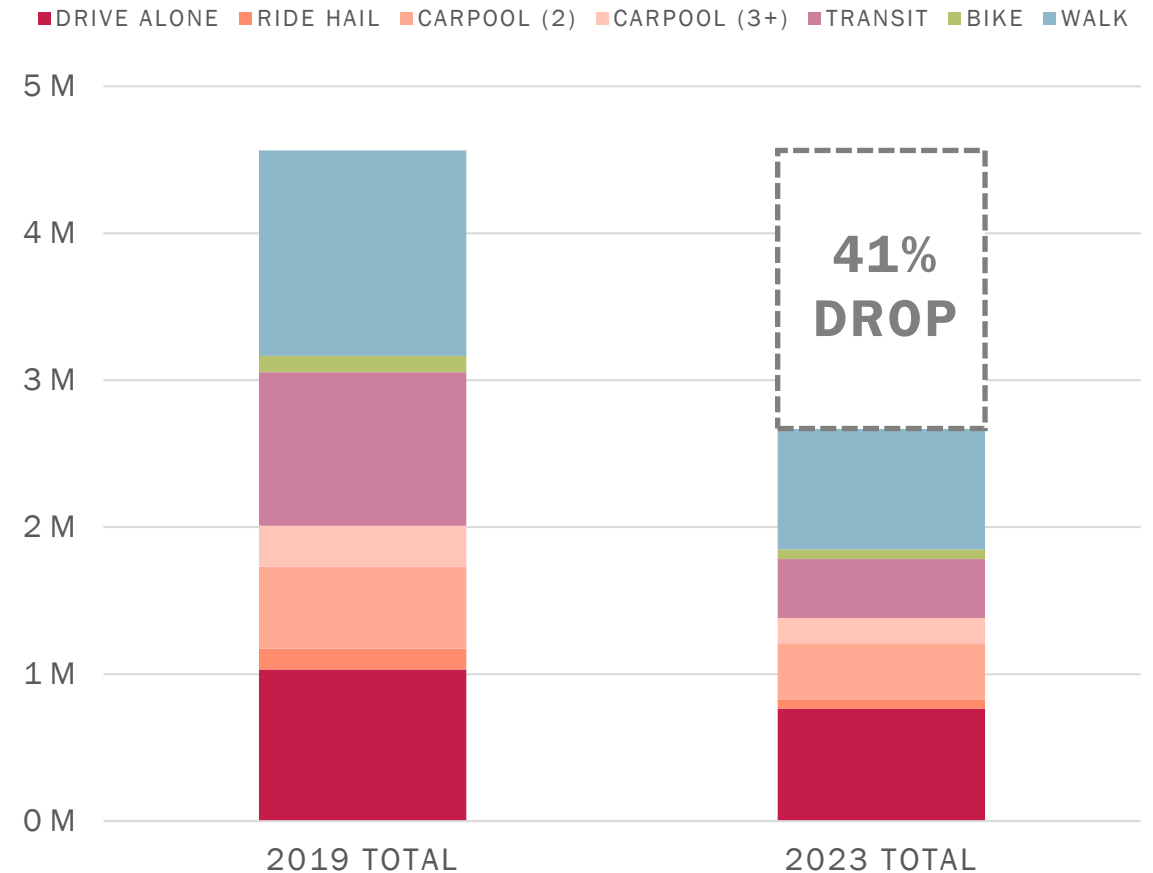
➔ OTHER BAY AREA EMPLOYED RESIDENTS



People Travel Less, Are More Likely to Drive

- In 2023, there were 41% fewer trips to/from/within SF and a greater share of trips are drive trips
- 600,000 fewer transit trips on a typical weekday
- Significant reduction in all trips between SF and East Bay / South Bay
- More trips are shorter
- There was less transit service in 2023

Average daily trips to/from/ within SF by Bay Area residents (excludes goods delivery, commercial, freight, visitor travel)



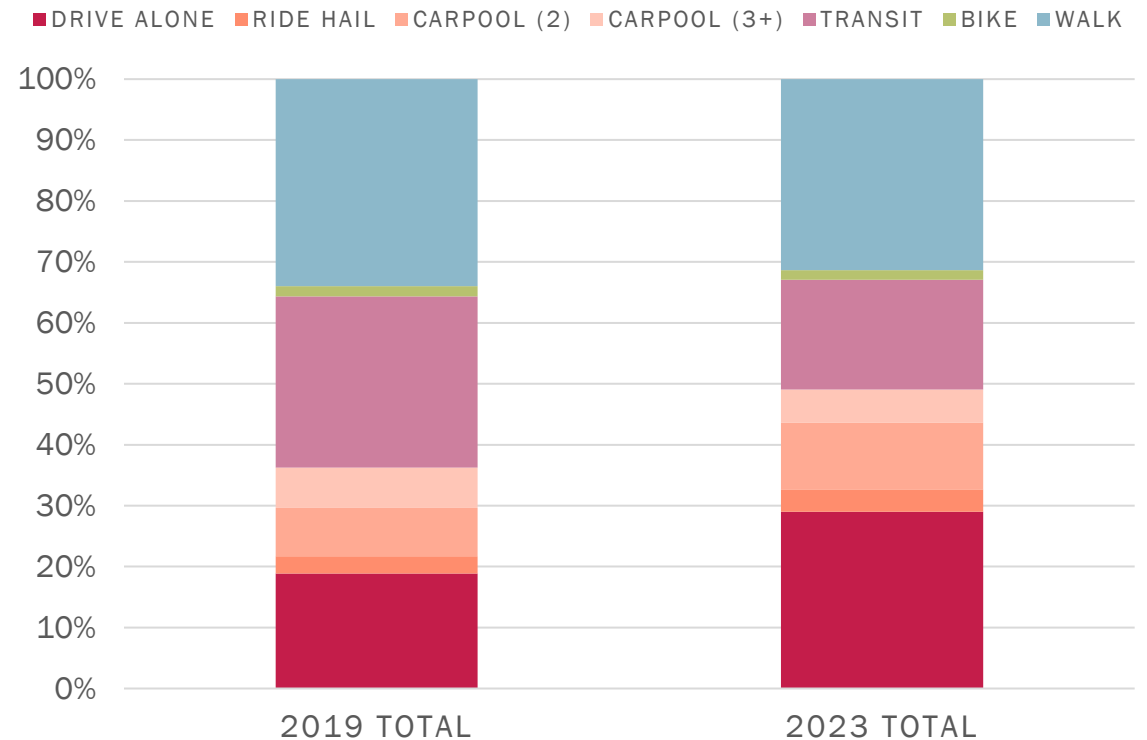
Source: MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023

Travel Trends by Very Low-Income People Have Changed

- Significantly more likely to drive alone
- Increased use of ride-hail services
- Biggest drop is in transit use

Source: MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023

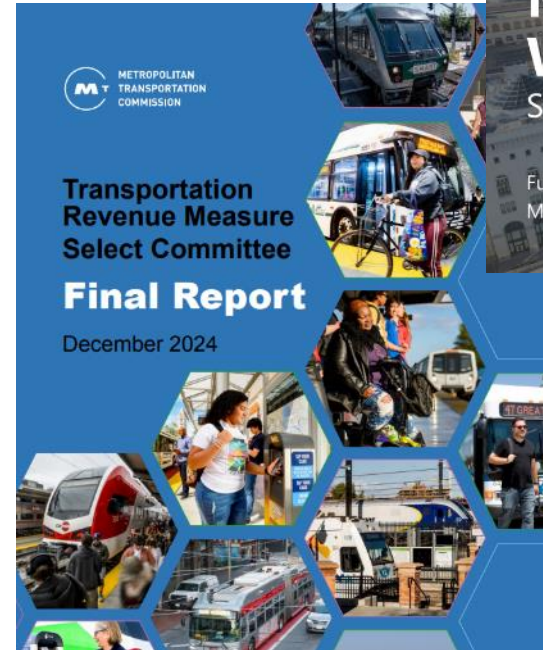
Driving Increases for People Earning <\$75,000



Daily trips by SF residents earning less than \$75,000 annually only

Transit Faces Major Operating Shortfalls

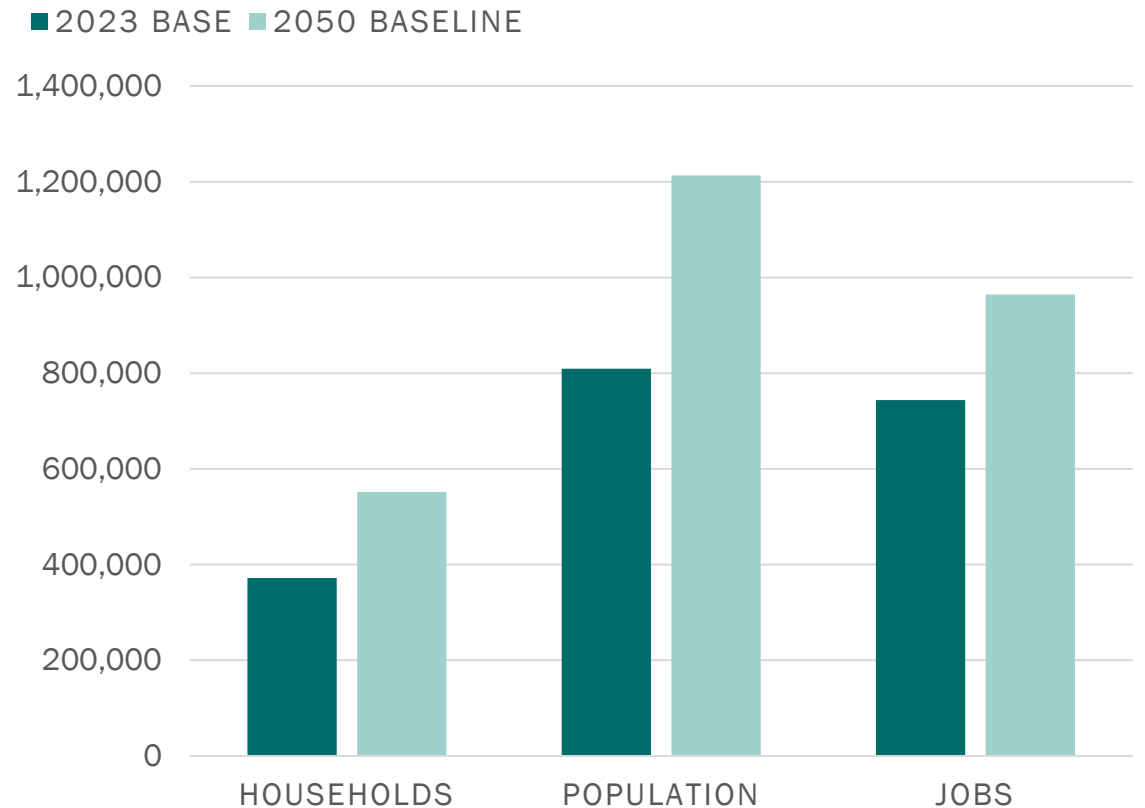
- Major Bay Area transit agencies including Muni, AC Transit, BART and Caltrain, are anticipating annual operating shortfalls over \$800 million beginning fiscal year 2027
- Work from home and slower economic recovery in San Francisco contribute to lower fares, parking revenues, and General Fund support.



The Future of San Francisco

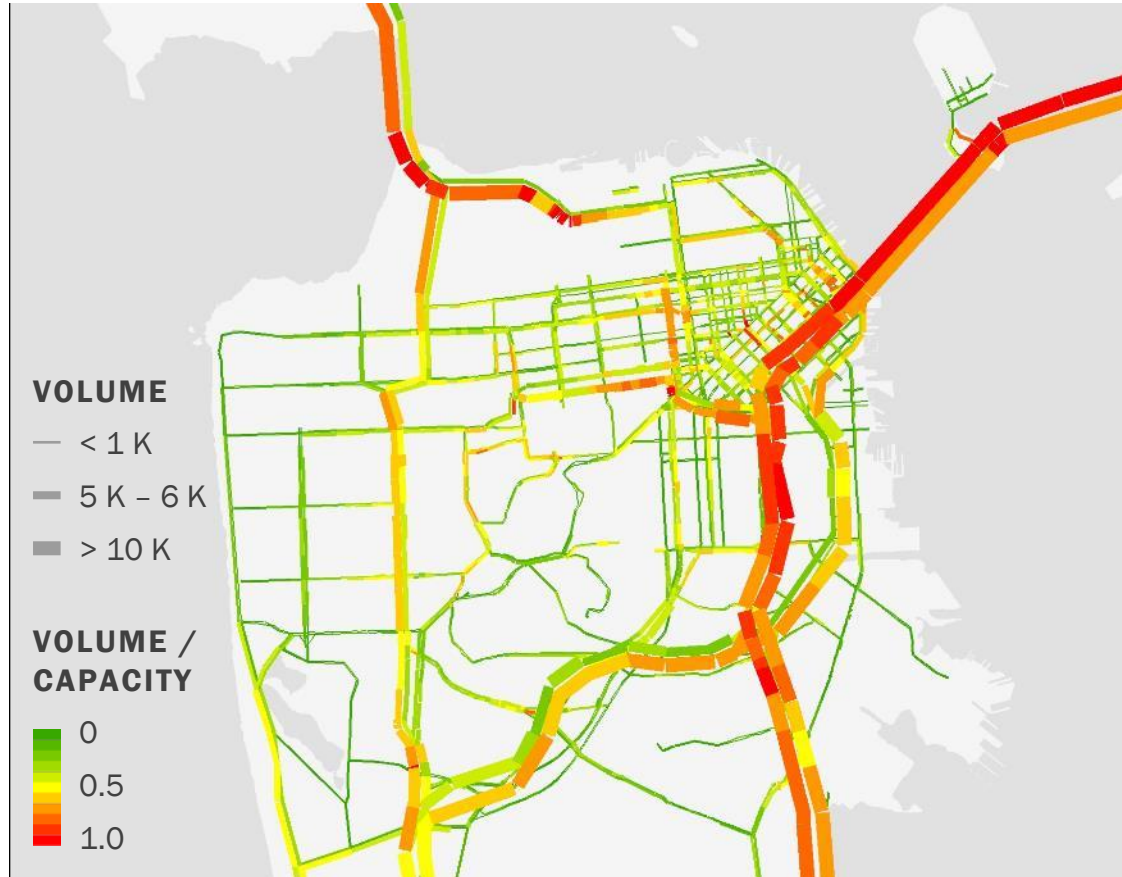
- Regional projections show that San Francisco is expected to grow with 29% more jobs and 50% more residents by 2050
 - Consistent with Plan Bay Area 2050+
- We assume that we will maintain 2023 transit service levels and complete infrastructure projects that are already funded
- We use 2023 trends to estimate future travel

San Francisco Jobs and Population Increase

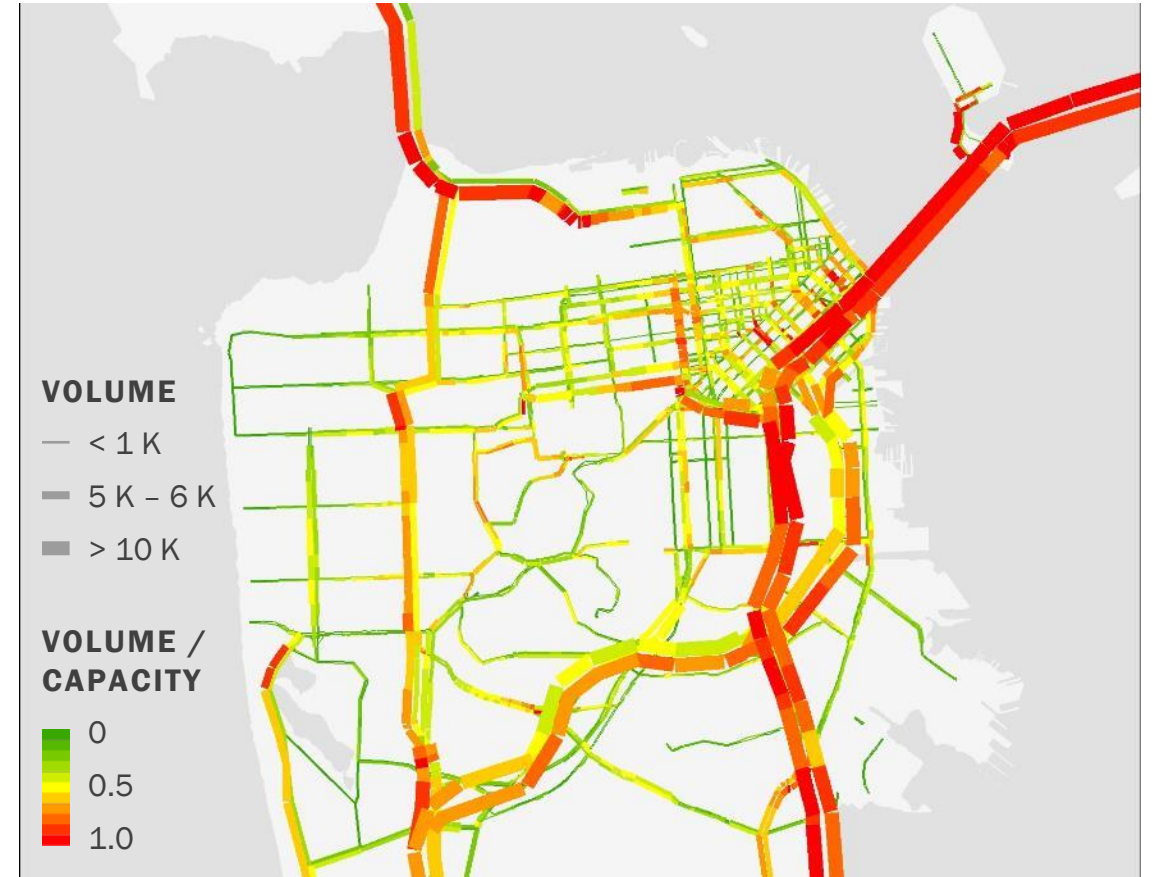


30-Year Outlook: Traffic Congestion

2023 AM Volume-to-Capacity

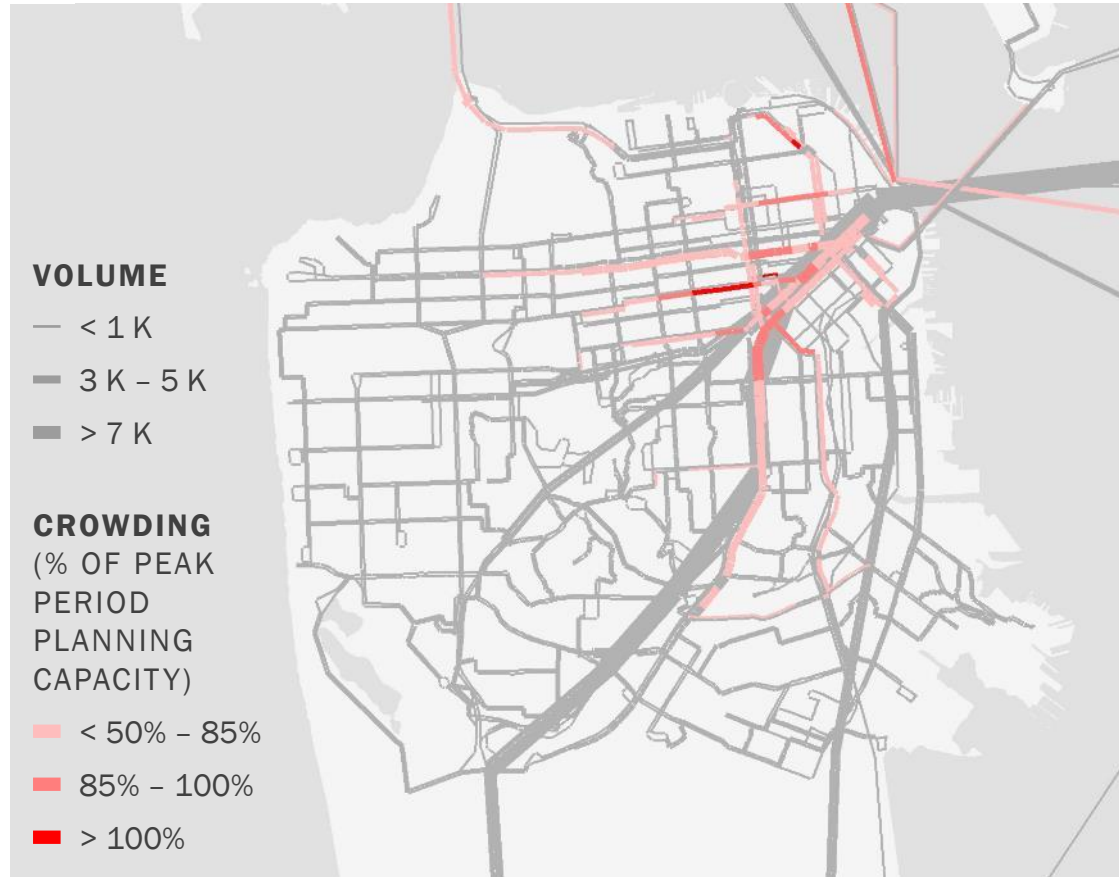


2050 AM Volume-to-Capacity

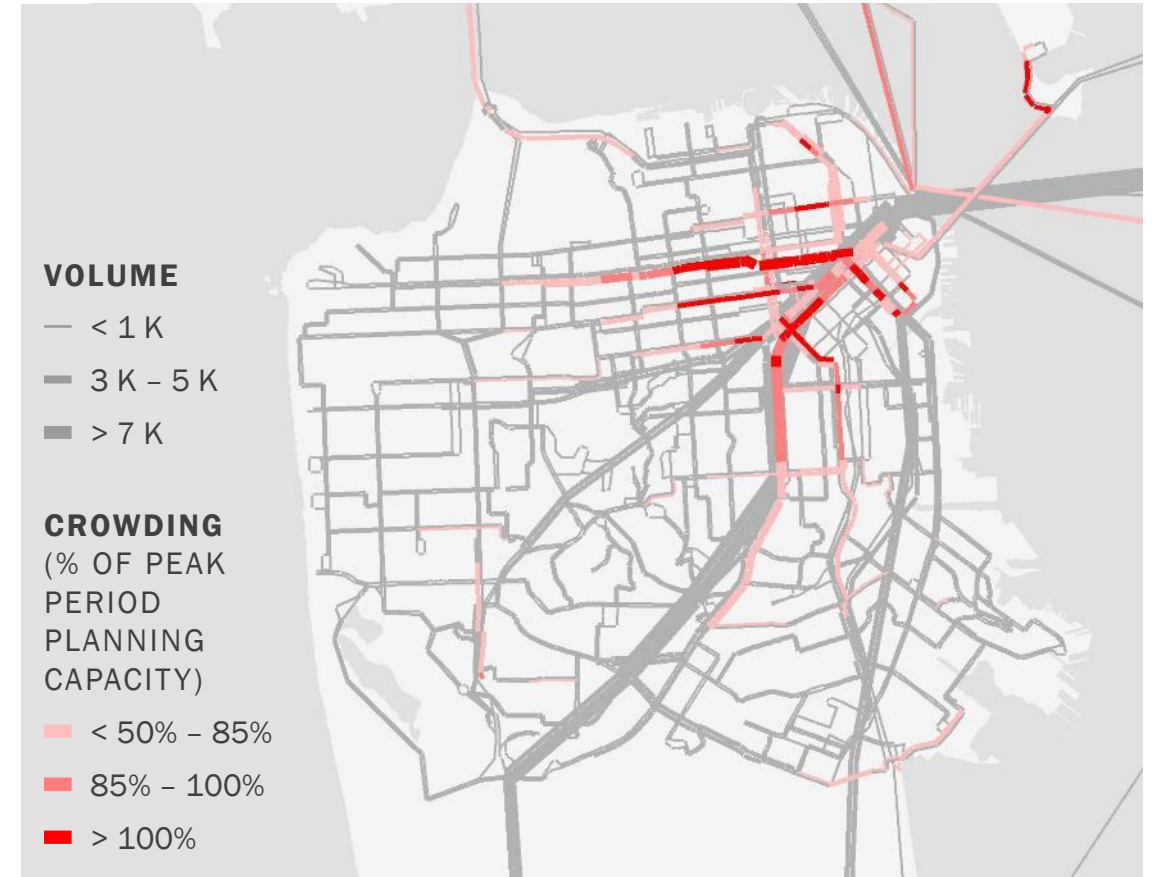


30-Year Outlook: Transit Crowding

2023 AM Transit Crowding



2050 AM Transit Crowding



30-Year Outlook: We Fall Further From Our Goals

- While job access improves, increasing congestion affects Economic Vitality and a healthy recovery
- Continued reliance on driving keeps us from meeting our goals of Safety & Livability, Equity, and Environmental Sustainability
- We face challenges in keeping up with maintenance needs as well as climate change risks



Transportation Investment Strategy

- Reduced Transportation Revenues
- Approach to Transportation Investment and Vision Plans
- Strategic Choices Before Us



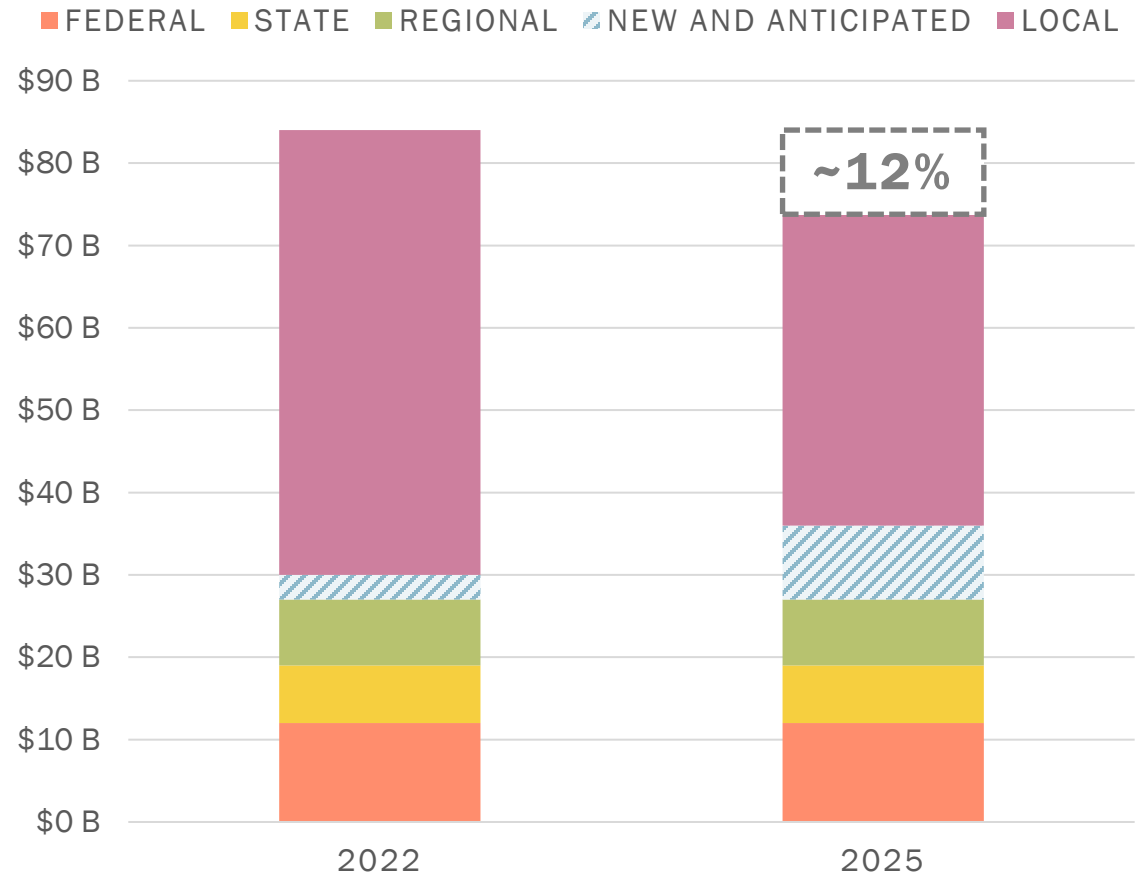
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Transportation Revenues Projected to be Lower

- Federal, State, and Regional funding projections are about the same as SFTP 2050
- However, we expect significant revenue reductions in Local sources
 - Transit fare revenues
 - SFMTA parking and General Fund Support
 - Sales tax (e.g. BART, Prop L)
- New and Anticipated sources increase, based on regional estimates

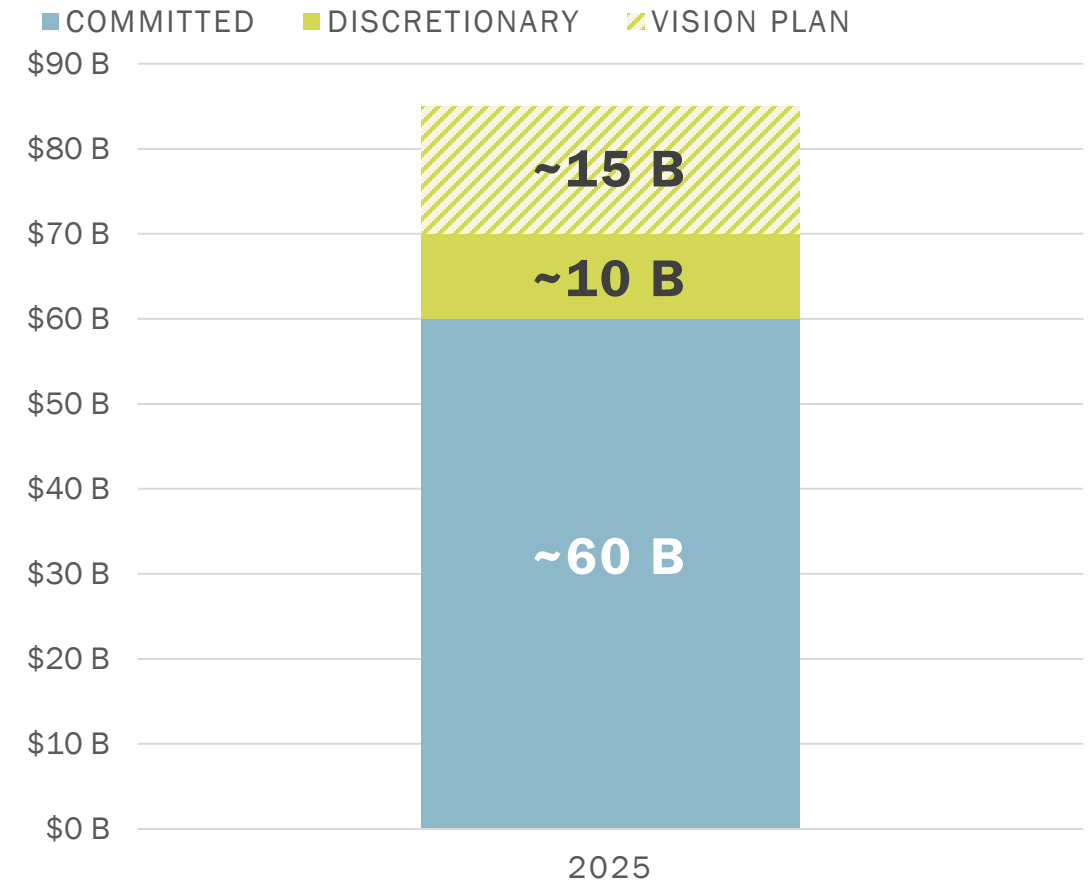
Projected Revenues



SFTP 2050+ Investment & Vision Plans

- The SFTP's Investment Plan must fit within the expected transportation revenues over the next 30 years
- Most of the funds are committed to specific projects or uses
- ~\$10B of the Investment Plan is discretionary and can be determined locally through the SFTP+
- Vision Plan assumes an additional ~\$15B in potential new revenues to get us closer to our goals

Investment Plan and Vision Plan



Approach to Investment Plan with Lower Revenues

1. Fund **transit operations** to 2023 service levels at a minimum
2. Fund **transit and roadway maintenance** to maintain roadways and assets, such as vehicles (State of Good Repair)
3. Prioritize remaining discretionary funds for other categories



Safer and Complete Streets

- Traffic Calming
- Traffic Signs & Signals
- Pedestrian and Bicycle Improvements
- Safe Routes to School
- Curb Ramps
- Tree Planting



Photo by SFMTA Photography Department



Photo by SFMTA Photography Department

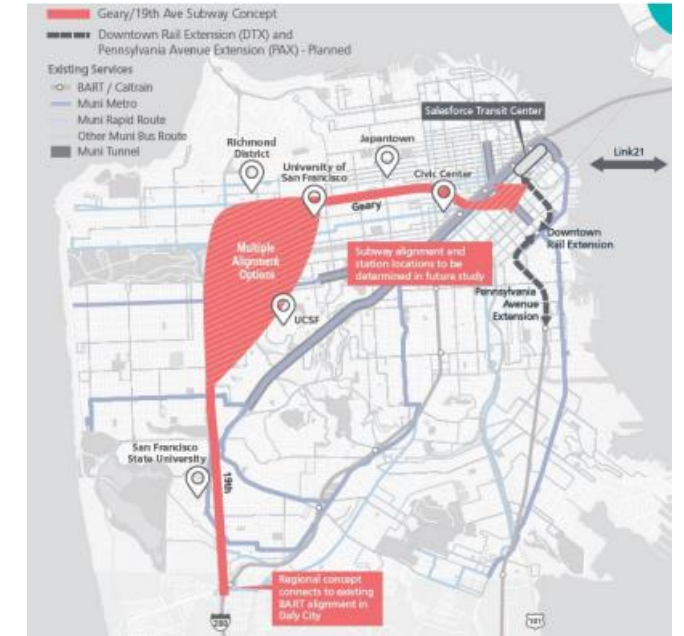


Photo by SFMTA Photography Department



Major Transit Projects

- The Portal (Downtown Rail Extension)
- BART/Muni Core Capacity Improvements
- Muni Reliability and Efficiency Improvements
- Geary/19th Subway, Central Subway Extension



Next Generation Roadways and Freeway Management

- Major Roadway Re-Designs
(Geary/Fillmore, Brotherhood Way, Embarcadero)
- Freeway Management
(Planning and Design for Express/Managed Lanes)

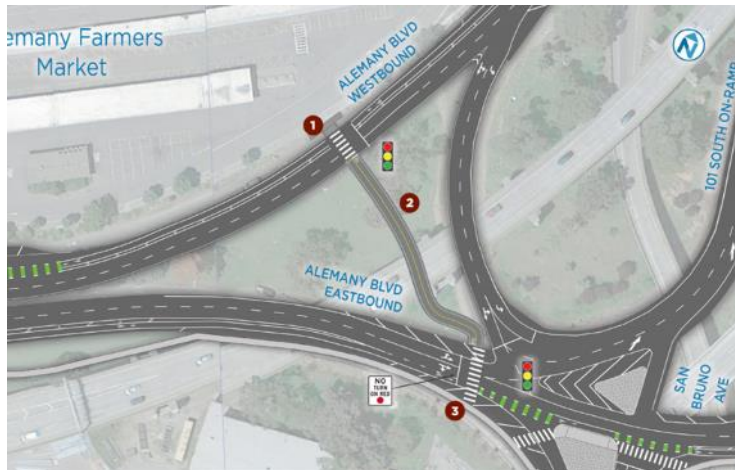


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Image courtesy of Port of San Francisco

Transportation System Management and Planning

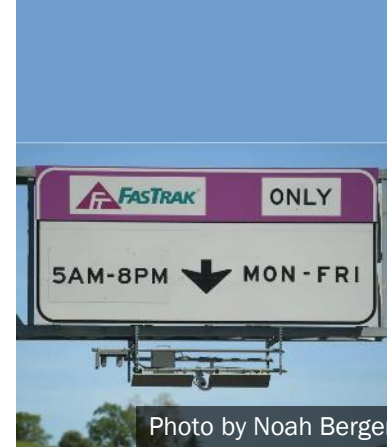


Neighborhood Planning:

Planning and Capital funds for safety and access improvements

Citywide Planning

Shared Mobility Pilots



System Management Technologies:

Affordability Initiatives

Regional Payment/ Mobility Wallet Pilot



Climate Programs: Electrification

Resilience Planning

Capital Projects/Pilots



Education and Travel Incentive Programs:

Road Use Management

Parking Management

Bikeshare

Transit Pass Programs



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How do you want to invest San Francisco's transportation funding?



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Question 1

Do you agree with the approach to prioritize funds first for transit operations at 2023 service levels and for transit and roadway maintenance?

- 1.** Yes
- 2.** No
- 3.** Unsure

Optional: tell us your thoughts

Question 2

Given what you've heard about reduced revenues in the Investment Plan, please indicate your priorities to preserve funding.

(Rank all seven: 1=highest priority to preserve funding, 7=lowest priority to preserve funding)

1. Invest in new major transit projects
2. Make our streets safer for all
3. Reduce delays on freeways and major streets
4. Partner with communities to plan better transportation
5. Protect our transportation system from climate change
6. Incentivize use of transit, biking, and walking
7. Use technology to make transportation more user-friendly

Optional: tell us your thoughts

Question 3

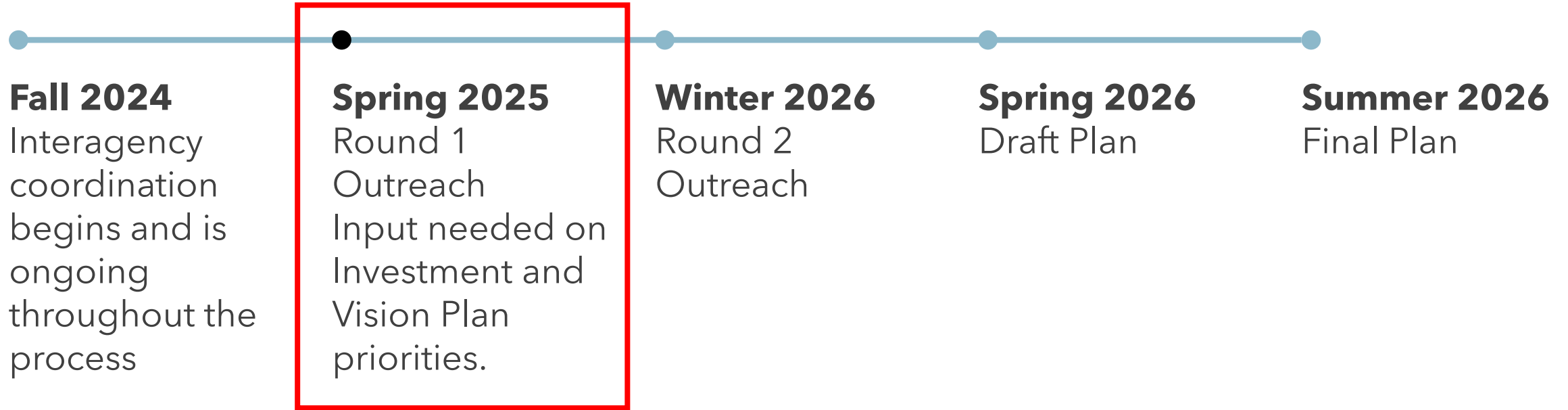
What are your highest priorities for potential new funds?

(Rank from 1=highest priority to 10=lowest priority)

1. Make transit more frequent & reliable, safer & cleaner
2. Improve street pavement, traffic signals & signs
3. Modernize transit vehicles and equipment
4. Invest in new major transit projects
5. Make our streets safer for all
6. Reduce delays on freeways and major streets
7. Partner with communities to plan better transportation
8. Protect our transportation system from climate change
9. Incentivize use of transit, biking, and walking
10. Use technology to make transportation more user-friendly

Optional: tell us your thoughts

Next Steps / Timeline



- **Online Survey at sfcta.org/sftp**
- **Virtual Town Halls**
 - Wednesday, June 4 at 6pm
 - Saturday, June 7 at 10am

Thank you.

sfcta.org/sftp

Email us at sftp@sfcta.org

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Westside Network Study



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May 2025

Westside Area

Intent of Westside Focus:

- Understand how Westsiders travel today and in the future considering planned transportation projects and anticipated growth
- Propose ways to improve Westside transportation options in the 10 - 15 year range which advance our SFTP+ goals



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How we approached the study

Review of previously identified needs

- + Inventory of ongoing projects
- + Future-year modeling

→ Westside Specific Needs



Photo by Ed Brownson, [flic.kr/p/ox8CvA](https://www.flickr.com/photos/ox8CvA/)

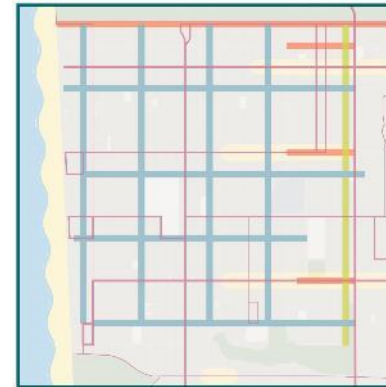
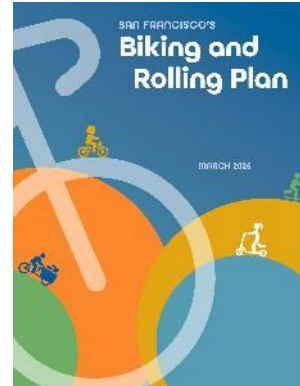
More than 15 Existing and Ongoing Plans



District 1 Multimodal Transportation Study



Final Report: November 2024



District 4 Mobility Study



Final Report: September 2021



SLOAT/SKYLINE INTERSECTION ANALYSIS

PROJECT BACKGROUND AND GOALS

The Sloat Skyline Intersection Alternatives Analysis seeks to improve overall safety at the intersection of Sloat Boulevard/HWY 35 with Skyline Boulevard and 39th Avenue. Sloat serves as an east-west connector from West Portal to Ocean Beach and is the unofficial southern border of the Outer Sunset. Primary project goals include:

- Improving safety for all road users
- Increasing visibility of pedestrians and reducing intersection conflict points
- Improving or maintaining transit and vehicle circulation at the intersection
- Considering options to introduce landscaping improvements, storm water management features, or other community benefits to the project area

This project will identify options to make the intersection a more inviting, safe and comfortable experience for all users. The Sloat Skyline Intersection Alternative Analysis made possible by the San Francisco County Transportation Authority through a grant of position K Local Transportation Sales Tax Funds.



PROJECT INFO SHEET

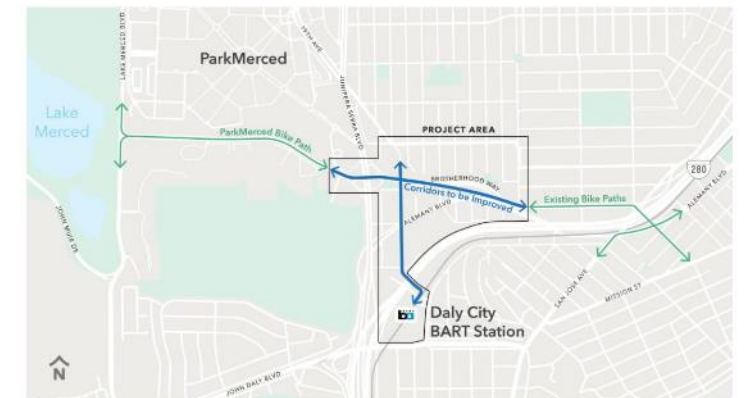


The Sloat and Skyline Intersection Alternatives Study will evaluate different intersection configurations and traffic control options including stop control, yield control, and signalization.



Brotherhood Way Safety and Circulation Plan

Overview Background Public engagement



More than 30 Completed and Ongoing Projects



Geary Boulevard Improvement Project



The Westside in 2050

- Less driving per adult
- Increased driving trips overall
- Portions of some Westside arterials could have increased congestion

2050 Transit Crowding



2050 Roadway Volume-to-Capacity



★ Westside Needs – Improve Travel Choices

- East-west travel options
- Access to transit
- Safe routes to school
- Programs to make walking, biking, and transit more attractive and affordable
- Programs or services to improve job and school access



★ Westside Needs – Transit

- New Westside/Southbay transit routes
- Transit reliability



Photo by SFMTA Photography Department

★ Westside Needs – Walking, Rolling, Cycling

- Safety improvements, including on the High Injury Network
- Address motorist speeding
- Bike connections to transit hubs and major destinations
- Safe routes to school



★ Westside Needs – Vehicular Circulation

- Address double parking
- Traffic management
- Speed management on arterials
- Public charging facilities for electric vehicles



Discussion (Q1)

What are your top priorities for improving the transportation system?

- 1.** Improved Travel Choices
- 2.** Transit Network
- 3.** Pedestrian Network
- 4.** Bike Network
- 5.** Vehicular Circulation Network

Discussion (Q1.1)

Are there any needs we missed?

Discussion (Q2)

Within the Westside, how would you prioritize neighborhoods or areas for investments? Pick two.

1. Neighborhoods with the most population growth?
2. Neighborhoods with a high proportion of low-income residents, or equity priority communities?
3. Neighborhoods with the highest amount of auto trips?
4. Neighborhoods with low transit access?
5. The High Injury Network
6. In areas with vulnerable street users, e.g., youth and seniors
7. Arterial roads and state highways

Next Steps / Timeline

- **Summer 2025:** Concept Development
- **Winter 2026:** Round 2 Engagement
 - Gather feedback on proposals to improve Westside transportation options in the 10 - 15 year range
- **Spring 2026:** Final Report and Recommendations

Questions?

sfcta.org/westside-network-study

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