TRANSPORT SUSTAINABILITY IN SAN FRANCISCO

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TSP

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San Francisco: Background Data

- **Major city in the U.S.**
  - *Cultural, historic centre of Bay Area region*
  - *Key centre of employment and tourism*
  - *Area of innovation--home to Levi's, Uber, Twitter (and others in Silicon Valley)*

- **Urban Characteristics**
  - *Population (city): 870,000, 7+ million (metro)*
  - *Area: 121 km^2s (city), 2,600+ km^2s (metro)*
  - *Density: Over 73 persons/hectare (city)*

Transit First Policy (1973)

- *First priority to alternative modes*
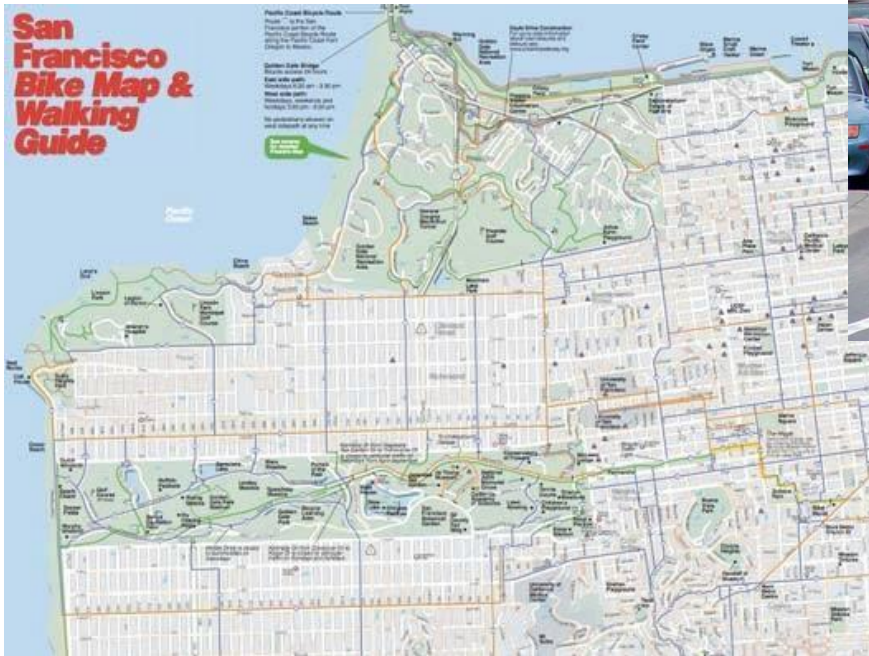
- *public transport*
- *walking*
- *cycling*

San Francisco: Background Data

- **In city, private transport, public transport and other alternative modes**
    - *Private transport (solo): 27%*
    - *Private transport (passenger): 21%*
    - *Public transport (solo): 25%*
    - *Walking: 4%*
    - *Bicycle, taxi, TNC, other: 23%*

- **Public transport carries greater proportion of commute trips—bus, rail, ferry**

Transport Sustainability Program (TSP)

- **San Francisco: 2017**

  » *Roads and public transit near capacity*

  » *Increase in cycling/ walking despite less than ideal conditions*

- **San Francisco: 2040**

  » *100K new households*

  » *190K new jobs*

TSP Framework

TDM Ordinance: Goals and Benefits

- **Goal**: Reduce Solo (SOV) Trips and Vehicle Miles Traveled (VMT) for New Development

- **Secondary Benefit**: Improved Development Review Process, ensuring

  » *Certainty – Developer proposes a parking supply and selects relevant TDM measures upfront;*

  » *Flexibility – Developer selects from 26 transport measures that best fit project and local needs;*

TDM Ordinance: Goals and Benefits

» *Acknowledgement – Ordinance accounts for VMT reduction in envir. review through TDM measures;*

» *Accountability – Ordinance ensures measures are effective and implemented*

TDM Ordinance Basics

Targets

Assign target points (representing VMT and SOV reductions) achieved through TDM measures

Menu of TDM Options

Sponsors choose the best fit for each project to reach targets

Implementation

Measure and enforce progress to ensure targets are achieved

Example: Dogpatch Project

Target points accumulated:

Dwelling Units	44	44
Parking Spaces	14	33
Target	13 Points	13 + 2 = 15 Points

Measures taken to counterbalance assigned target points:

- Code Compliance/
  Location
    - Bicycle Parking (2 pts.)
    - Parking Unbundling (3 pts.)

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    - Parking Unbundling (3 pts.)

- Parking Supply
  Management
    - Neighborhood Prkg. Rate 0.64/unit
    - Project Prkg. Rate 0.32/unit (6 pts)

    - Neighborhood Prkg.Rate 0.64/unit
    - Project Prkg. Rate 0.75/unit (0 pt.)

- Additional Measures
    - Bike Share Membership (2 pts.)

    - Carshare Prkg. above Code (2 pts.)
    - Car-share membership (5 pts.)
    - Multimodal wayfinding signage (1 pt.)
    - Family TDM – amenities (2 pts.)

How will this work?

1. Sponsor goes online, selects measures, submits measures with application

2. City staff reviews; recommends measures as conditions of approval

3. Planning Commission approves; building permits issued

4. Pre-occupancy compliance; on-going compliance documentation

Recent Developments

- **In Aug. 2016, the SF PC and BOS requested further changes to the TDM Ordinance:**
  - » *Phased-in targets (50/75/100), based application date*
  - » *Exemptions for 100% affordable living projects*
  - » *Minor shifts in points allocated for measures*

- **TDM Ordinance adopted in February 2017**
  - » *TDM program to be implemented by end of 2017*
  - » *Assessment/possible adjustments by end of 2018*
  - » *Public outreach to post-2016 and earlier projects*

Relevant Questions to Consider

1. **What are the principal causes of traffic congestion?**

2. **Is traffic congestion strictly a local issue?**

3. **What are some policy responses that address worsening traffic congestion?**

4. **Are there possible applications of the TSP to other cities?**

5. **How can such a scheme be implemented at the metropolitan level?**

Thank you!

FOR MORE INFORMATION:

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