San Francisco Transportation Outlook and Update: Responding to COVID and Preparing for Recovery

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For ACEC East Bay Chapter

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Outline

Agency Snapshot
• Responding to COVID
• Congestion Management
• Capital Projects

Upcoming Opportunities
SFCTA Roles
Plan | Fund | Deliver

1. Congestion Management Agency
2. Prop K Sales Tax Administrator
3. Lead Agency:
   - Treasure Island Program
   - Yerba Buena Ramps
   - Managed Lanes (US101/I-280)
Our Local Context

• SF Transit First Policy
• New Mobility Landscape
• Vision Zero Policy
• Climate and Equity Focus
• ConnectSF and SFTP (countywide plan) Update Underway
Agency Updates
Coronavirus has dramatically changed our daily lives
SF traffic in 2019

Congestion in San Francisco had reached record levels
Demand was booming, while systems are aging
Major investments underway
Major investments under development

- Better Market Street
- Caltrain Downtown Rail Extension
- US101/I-280 Express Lanes
- Yerba Buena Island Ramps and Structures
- Treasure Island Tolling/Mobility Program
- Downtown Congestion Pricing Study
- ConnectSF and San Francisco Transportation Plan
SF COVID-19 Response
Emergency Ride Home Program

Lead Agency: SF Department of Environment

- Up to 10 Taxi Reimbursements per month for eligible travelers
- Up to $70 / trip
- SFCTA funding: $447,000 (Prop K, TFCA)
- Benefitting 120 – 180 workers / week
Essential Trip Card

Lead Agency: SF Municipal Transportation Agency

• Taxi rides for seniors and people with disabilities
• $60/month (2-3 rides)
• Participants pay 20% of fare ($12)
SFMTA Transportation Recovery Program

Lead Agency: SF Municipal Transportation Agency

- Quick Build / Vision Zero Projects
- Slow Streets
- Open Streets
- Bus Lanes
- Shared Spaces

Visit https://sfmta.com/COVID-19
## SFMTA Transportation Recovery Program

### Shared Spaces Approved Permits

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
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<tbody>
<tr>
<td>Parking Lane for Pickup &amp; Social Distanced Queueing</td>
<td>488</td>
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<tr>
<td>Sidewalk &amp; Parking Lane Dining</td>
<td>376</td>
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<tr>
<td>Sidewalk Dining Only</td>
<td>355</td>
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<td>Parking Lane Dining &amp; Retail Only</td>
<td>250</td>
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<td>Roadway</td>
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</table>

**Data Source:** Salesforce Approved SFMTA Applications and Permitted Closed Street Cases  
**Last Updated:** 9/22/2020 1:02:08 AM  
**Note:** Approved permits currently reflect an adjustment to account for permits pending entry into Salesforce tracking system. Sidewalk permit tallies may be slightly understated due to joint approval process with Public Works.

**Source:** SFMTA
Congestion Management
Traffic levels are down but steadily rising, even approaching pre-COVID levels at some locations.
SFCTA Covid-Era Congestion Tracker

- Interactive map showing week by week traffic speeds on SF’s arterial and freeway network
- AM, PM data
- Absolute speeds and relative to pre-Covid
- Traffic returning to pre-COVID levels or higher

Data shown: Sept 15, 2020

Visit https://covid-congestion.sfctca.org/
Downtown Congestion Pricing Study

sfcta.org/fogcity

Picture this: It's the year 2024 and San Francisco's economy is rebounding. The pandemic has subsided and more people are trying to get downtown for work, shopping, and cultural events. Gridlock has returned and buses are stuck in traffic.

A local traffic management agency known as the Transportation Authority is investigating how charging a fee to drive downtown during busy hours — a strategy called congestion pricing — could help. This tactic has kept traffic moving in cities like London and Stockholm and could increase safety, clean the air, and advance equity in San Francisco. But what should the policy look like? What should the fee be? Should certain groups receive discounts or exemption? Where should the revenue go?

Will you help unclog Fog City? Click the button below to design a congestion pricing scenario of your own. Participation will be rewarded!
Study Timeline

Visit sfcta.org/downtown
US101 to I-280 Express Lanes

- Reliable travel time between SF and SJ
- Phase 1 gap closure as Near-term, low cost option
- Planning and PSR (scoping) completed
- In PAED (environmental) stage
Treasure Island Mobility Management Program

- Vehicle congestion tolls
- New clean ferry and east bay bus services
- Mandatory transit pass, affordability program
- Circulator shuttle and TDM program
AV Shuttle Demonstration Pilot

- Circulator shuttle for Treasure Island Mobility Program
- U.S. DOT ‘Smart City’ AV grant
- Requires CPUC AV permit
- Targeting operation by late 2021
YBI Bicycle & Pedestrian Path Study

- Bike/Ped Path - Vista Point to future TI Ferry Terminal and Caltrans Pier E2
- Coordinating with BATA’s Bay Bridge West Span Bike Project
- Concept Development completed Summer 2020
Electric Ferry Program

Figure 4.6 Waterfront Plaza Bird’s Eye view
Yerba Buena Island Roadway Projects

- Macalla Road Reconstruction (TICD)
- West-side Bridges Project (SFCTA)
- YBI WB Ramps
- I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)

YBI WB Ramps
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West-side Bridges Project (SFCTA)
E “” “” ® “” “” , ½

I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)
E “” “” ® “” “” , ½
YBI Construction Program

- East Side Ramps project delivered in 2016
- Southgate Road groundbreaking in 2020
- West Side Bridges entering Construction 2021-2024
- Hillcrest Road/Bike Path under design
Downtown Rail Extension
Upcoming Opportunities
Upcoming SFCTA RFPs (FY21-2)

1. Treasure Island Autonomous Shuttle Pilot
2. TIMMA Toll System Integrator
3. Hillcrest Road/Bike-Ped Path Design
4. On-Call Planning Consultant Services
5. On-Call Project Management Oversight and General Engineering Consultant Services
Thank you.

Questions?