Transportation Sustainability Program

Photo: Sergio Ruiz
San Francisco 2015

Roads and public transit nearing capacity

Increase in cycling and walking despite less than ideal conditions
San Francisco 2040

100,000+ new households
190,000+ new jobs
Up to 600,000 new cars on our streets
A Comprehensive Approach to Growing Sustainably

Public Investment and Strategies for Existing and Future Population Underway

Transit capital and operational investments (Central Subway, Muni Forward, BRT, DTX, etc.)

Bicycle infrastructure (protected lanes, parking, etc.)

Pedestrian safety (Vision Zero, Walk First, etc.)

Demand Management (bike sharing, shuttles, citywide TDM, etc.)

New Development Contribution

Transportation Sustainability Program:
Assess development’s transportation impacts in a more meaningful way and require developers to reduce their impacts and pay their fair share for those impacts.
TRANSPORTATION SUSTAINABILITY PROGRAM

Keeping people moving as our city grows

align
MODERNIZE ENVIRONMENTAL REVIEW

shift
ENCOURAGE SUSTAINABLE TRAVEL

invest
ENHANCE TRANSPORTATION TO SUPPORT GROWTH

More meaningful transportation analysis that better captures environmental effects

On-site transportation amenities that reduce reliance on driving

Development fee to help fund transit and safer streets
ENCOURAGE SUSTAINABLE TRAVEL
TDM Ordinance – Goals and Benefits

Goal: Reduce Single Occupancy Vehicle Trips and Vehicle Miles Traveled from New Development

Secondary Benefit: Improved Development Review Process

- Certainty - Developer selects TDM measures upfront, prior to submitting development review application
- Flexibility – Developer selects measures that best fit needs of project and neighborhood
- Acknowledgement – accounts for VMT reduction in environmental review;
- Accountability – ensures measures are effective and implemented
TDM Ordinance Basics

**Targets**

Assign points target representing VMT and SOV reductions to achieve through TDM measures

**Menu of Options**

Project sponsors choose the best fit for each project to reach targets

**Implementation Strategy**

Measure and enforce progress to ensure targets are achieved
TDM Ordinance Targets

Each land use of a proposed project assigned points based on # proposed on-site vehicular parking spaces

Residential and Office Projects
- 0 to 20 spaces   = 13 points
  - Every 10+ spaces   = 1+ point

Retail
- 0 to 4 spaces   = 9 points
  - Every 2+ spaces   = 1+ point

Other Land Uses
- To be determined, but similar in concept

Proposed Exemptions
Residential:
- 100% Affordable Housing
- < 9 dwelling units

Non-Residential:
- <10,000 sf
TDM Ordinance Basics

Targets
Assign points target representing VMT and SOV reductions to achieve through TDM measures

Menu of Options
Project sponsors choose the best fit for each project to reach targets

Implementation Strategy
Measure and enforce progress to ensure targets are achieved
TDM Tool

Menu of 30 Measures:
Under the control of the developer or tenant
Focused on residents, tenants, visitors to site
Designed to reduce single occupancy vehicle trips and vehicle miles traveled (VMT)

- Active Transportation Related (10)
- High Occupancy Vehicle (5)
- Parking (4)
- Design (3)
- Car-Share (3)
- Family (2)
- Land Use (2)
- Management (1)
• Each measure assigned a point value

• Points reflect measures’ relative effectiveness in reducing VMT, SOV trips

• Project sponsor selects measures to achieve target points

**Range of Effectiveness: Sample Measures**

- **Low: 1 point**
  - Wayfinding Signage
  - Showers and Lockers
  - Bikeshare membership

- **Medium: 3 points**
  - Unbundling parking
  - Bicycle Parking > Code

- **High: 10+ points**
  - Public Transit Subsidy
  - Carshare membership
  - Reduced Parking Supply
### Example – 901 Tennessee Street

**44 Dwelling Units**

<table>
<thead>
<tr>
<th>GOAL</th>
<th>14 Parking Spaces</th>
<th>33 Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13 points</td>
<td>13 + 2 = 15 points</td>
</tr>
</tbody>
</table>

**Code Compliance/Location**

<table>
<thead>
<tr>
<th></th>
<th>14 Parking Spaces</th>
<th>33 Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-Bicycle Parking (2 points)</td>
<td>-Bicycle Parking (2 points)</td>
</tr>
<tr>
<td></td>
<td>-Parking Unbundling (3 points)</td>
<td>-Parking Unbundling (3 points)</td>
</tr>
</tbody>
</table>

**Parking Supply Management**

<table>
<thead>
<tr>
<th></th>
<th>14 Parking Spaces</th>
<th>33 Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-Baseline Parking Rate 0.64</td>
<td>-Baseline Parking Rate 0.64</td>
</tr>
<tr>
<td></td>
<td>-Project Parking Rate 0.32 (6 points)</td>
<td>-Project Parking Rate 0.75 (0 points)</td>
</tr>
</tbody>
</table>

**Additional Measures***

<table>
<thead>
<tr>
<th></th>
<th>14 Parking Spaces</th>
<th>33 Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-Bike Share Membership (2 points)</td>
<td>-Car-share parking beyond Planning Code (2 points)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Car-share membership (5 points)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Multi-modal wayfinding signage (1 point)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Family TDM – amenities (2 points)</td>
</tr>
</tbody>
</table>

**ACTUAL**

<table>
<thead>
<tr>
<th></th>
<th>14 Parking Spaces</th>
<th>33 Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13 points</td>
<td>15 points</td>
</tr>
</tbody>
</table>

*Example measures. Sponsor could select other measures from menu to accrue needed points*
TDM Ordinance Basics

Targets
Assign points target representing VMT and SOV reductions to achieve through TDM measures

Menu of Options
Project sponsors choose the best fit for each project to reach targets

Implementation Strategy
Measure and enforce progress to ensure targets are achieved
How will this work?

1. Sponsor uses tool to select TDM measures from menu
2. Sponsor submits selected TDM measures with project application
3. City staff reviews selected TDM measures and works with project sponsor
4. City staff makes recommendation to Planning Commission
5. Planning Commission approves project, including TDM measures
6. Project built, sponsor implements capital measures
7. City conducts Pre-Occupancy Compliance check
8. Project occupied, sponsor implements programmatic measures
9. Sponsor submits On-Going Compliance documentation
10. City staff reviews On-Going Compliance
11a. Project complies
11b. Project does not comply
12. City staff works with Sponsor to comply
12. Penalty for ongoing non-compliance
Next Steps

• Additional outreach
• Introduction at Board of Supervisors – March
• MTAB resolution
• Planning Commission hearing – 30+ days after Introduction
• Adoption – 2 to 3 months after Introduction
THANK YOU

TRANSPORTATION SUSTAINABILITY PROGRAM

Keeping people moving as our city grows

Website: http://tsp.sfplanning.org
Email: TSP@sfgov.org