Coronavirus has dramatically changed our daily lives

Our new reality
Coronavirus has dramatically changed our daily lives

SF traffic in April 2020
Congestion in San Francisco had reached record levels in 2019.
People were driving more than ever

Three main reasons:

1. A growing population
2. Strong economy
3. Demand for travel by ride-hail vehicles
Congestion affects everyone
Impacts on underinvested communities

VISION ZERO
HIGH-INJURY NETWORK
COMMUNITIES OF CONCERN

San Francisco County Transportation Authority
Efforts to address congestion helped
...but our efforts were not enough
...but our efforts were not enough

We will need to reduce the number of cars downtown to make transit, walking, and biking improvements work.
Our challenge: move more people in fewer vehicles
Downtown Congestion Pricing Study
• 30% reduction in traffic congestion
• 38% increase in transit ridership
• 12% reduction in GHG emissions
Stockholm

- 22% reduction in traffic congestion
- 5% increase in transit ridership
- 14% reduction in GHG emissions
How we got here

2010 study benefits:

- 12% fewer peak period auto trips
- 21% reduction in vehicle delay
- 20% – 25% transit speed improvements
How we got here

2010 study benefits:

- 16% reduction GHGs in priced area
- 12% reduction in collisions
- Business effects broadly neutral
How we got here

SF Vision Zero Action Strategy, 2019
Transportation Task Force 2045 Report, 2018
Emerging Mobility Evaluation Report, 2018
SF Transportation Demand Management Plan, 2017
SF Transportation Plan, 2017
SF Transportation Sector Climate Action Strategy, 2017
Plan Bay Area 2040, 2017
SF Climate Action Strategy, 2013
Transit Center District Plan, 2012
How we got here
75% of people driving to Northeast San Francisco came from within the city

Source: SFCTA, San Francisco Chained Activity Modeling Process
Of all downtown trips during morning peak, only 13% were low-income drivers.
Developing a program that works for San Francisco
Developing a program that works for San Francisco
The target

Reduce peak car trips downtown by at least 15% from 2019 levels
Goals of congestion pricing

By reducing peak car trips downtown by at least 15%, we could...

- Get traffic moving
- Increase safety
- Clean the air
- Advance equity
Goals of congestion pricing: get traffic moving
Goals of congestion pricing: increase safety
Goals of congestion pricing: clean the air
Goals of congestion pricing: advance equity
Potential boundaries

Communities of Concern 2017

Level of Service during PM Peak

Source: SF-C4MT 2019
Analysis to date: Configuration

Inbound performs best

Only trips going into downtown during rush hours pay the fee

Includes 20 – 25% transit increase

Also considering option of inbound + outbound fee
Low Income Driver Discount Packages

Moderate Discounts
$10.00 fee
50% low-income driver discount
50% very-low-income driver discount
Discount for people with disabilities

More Discounts
$12.00 fee
50% low-income driver discount
100% very-low-income driver discount
Discount for people with disabilities
Other potential discounts

Zone resident driver discounts
Bridge toll payer discounts
Driving fee daily maximum
Transit discounts
Schedule (subject to change)
Potential path to implementation

- Transportation Authority Board vote
- State legislation
- Detailed policy and system design
- Community outreach
- Program implementation
How to get involved

● Share your feedback with us by emailing congestion-pricing@sfcta.org

● Visit sfcta.org/downtown to:
  ○ Learn more about congestion pricing
  ○ Play an online game to design your own program
  ○ Sign up for text message updates
  ○ Request a presentation
  ○ Sign up for email updates
Thank you.
sfcta.org/downtown
congestion-pricing@sfcta.org
If you’re on a bus
If you’re in a car
If you walk
If you bike
If you live or work downtown
If you’re a business
Seeking public input

- Multiple ways for public to share input
- Visit sfcta.org/downtown to:
  - Play online game
  - Sign up for text message updates
  - Participate in virtual/telephone town hall
  - Request a presentation
  - Sign up for email updates
San Francisco in 2050

Population
1,245,000 (41% increase)

Jobs
924,300 (24% increase)

Congestion expected to get worse
Developing a program that works for San Francisco

Payment options

- FastTrak
- License Plate Scan
  - Pay online with credit card or Clipper Card
  - Pay with cash (ex. at Walgreens)
  - Get a bill in the mail

San Francisco County Transportation Authority
Downtown Travelers Today

75% of people driving to Northeast San Francisco come from within the city

Source: SFCTA, San Francisco Chained Activity Modeling Process
2010 study:
- Fee to enter or exit downtown during peak
- Discounts & subsidies
- Package of transportation investments
How we got here

2010 investments:

- Faster, more frequent transit
- Street repaving
- Traffic calming
- Ped & bike improvements
- Street beautification
- Parking management
- Commute programs
Schedule (subject to change)

JUL – SEP
Prepare

OCT – DEC
Listen

JAN – APR
Develop

MAY – SEP
Define

OCT – FEB
Analyze

SPRING 2021
Recommend

2019

2020

2021

San Francisco County Transportation Authority