ConnectSF: Partnership and Collaboration

ConnectSF is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future.
ConnectSF Vision & Goals

- Equity
- Economic Vitality
- Environmental Sustainability
- Safety and Livability
- Accountability and Engagement
Where are we now? Phase 2

“What do we need to get to our vision for the future?”

PHASE

2

“What are our priorities and implementation strategy?”

PHASE 1

STATEMENT OF NEEDS

PHASE 3

TRANSIT CORRIDORS STUDY

STREETS & FREEWAYS STUDY

ConnectSF
Phase Two Outreach

- **January 2020 - February 2020**
  - Online survey

- **NOV 2019**
  - Focused workshops with:
    - 1) Youth and
    - 2) Southeast communities

- **DEC 2019**

- **JAN 2020**

- **FEB 2020**
  - Public workshops in:
    - 1) Westside of San Francisco and
    - 2) Mission District

- **MAR 2020**

*ConnectSF*
What About Today’s Problems?

- There are challenges with today’s transportation system that we are working to fix
- Today’s challenges are often related to past planning decisions – like the decision to remove rail routes or plan streets for cars
- Now is the time to plan the next transformative projects and policies
- What would you go back and tell the previous generation about transportation today?
San Francisco’s Transportation Goals

- **Climate Goal**
  - A pathway to zero emissions

- **Mode Shift Goal**
  - 80% of trips on transit, biking, or walking

- **Vision Zero SF**
  - Create safer streets & end traffic fatalities and severe collisions

- **Transit First Policy**
  - San Francisco prioritizes public transit, bicycling and walking
Statement of Needs: Key Findings

Where We Are Making Progress

▪ Planned growth increases housing and jobs
▪ SF residents have increased transportation access to jobs

No Change

Average commute times stay the same citywide

Performance is uneven across different parts of the city
Statement of Needs: Key Findings

Major Challenges to Address

Transit service would fall short in Communities of Concern
- Commute times worsen
- Access to high-quality transit would drop
- Getting to jobs remains more difficulty compared to other parts of the city

Not meeting City's sustainability goals
- Total miles driven increases
- Too many people will drive alone & not enough people take transit, walk, or bike

Increased congestion and transit crowding
Statement of Needs: Key Findings

Reaching the ConnectSF Vision

- Create more equitable outcomes for Communities of Concern
- Advance toward citywide sustainability goals by making transit, biking, & walking a preferred option for more trips
- Manage congestion and improve transit service frequency and reliability
Today’s Discussion

Discussion Topics:
- The Citywide Transportation Network
- Project & Policy Ideastorm

Feedback will inform the project concepts in the:
- Transit Corridors Study
- Streets and Freeways Study
Wrap Up: Survey

- **Please take the survey and share it with your networks:** [ConnectSF.org/survey/](http://ConnectSF.org/survey/)

- Digital Survey is available in English, Spanish, Chinese, and Filipino

- Survey mirrors the discussion at the workshops that were held in February 2020

- **Join us at future events!**
  Sign up for emails at [ConnectSF.org](http://ConnectSF.org)
Thank you

Website: www.connectsf.org

Email: connectsf@sfgov.org
Auto Speeds Decline; Congestion Gets Worse

Change in AM Speeds by Road Segment
Transit is More Crowded

Average Weekday Passenger Hours by Crowding Level

Graph showing the increase in crowded and not crowded passenger hours from 2015 to 2050.

- Not crowded
- Crowded

ConnectSF

Transbay service
Caltrain
BART
Muni
More Jobs are Accessible

Number of Jobs Accessible by Mode

- 30-minute auto trip: 989,000 in 2015, 1,106,000 in 2050
- 45-minute transit trip: 499,000 in 2015, 700,000 in 2050

Source: ConnectSF
Commute Times Stay the Same

2015-2050 Change in Average Commute Time (minutes)
More Trips on All Modes of Travel

Number of Trips

- **Drive Alone**: +24%
- **HOV2**: +36%
- **HOV3+**: +30%
- **TNCs (Uber, Lyft)**: +97%
- **Transit**: +45%
- **Walk**: +31%
- **Bike**: +27%
- **School Bus**: +24%

2015 vs. 2050
Personal Miles Driven Increase

Change in Personal Miles Driven per Capita by District (2015-2050)

- Downtown
- N. Beach/Chinatown
- SoMa
- Western Market
- Marina/N. Heights
- Mission/Potrero
- Richmond
- Noe/Glen/Bernal
- Hill Districts
- Outer Mission
- Sunset
- Bayshore

Increase 2015-2050
Decrease 2015-2050
Total Driving and Emissions in San Francisco

- Total Miles Driven
- Greenhouse Gas Emissions (measured in pounds of CO₂)

<table>
<thead>
<tr>
<th>Miles Driven or Pounds of CO₂</th>
<th>2015</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Miles Driven on SF Roads</td>
<td>10,000,000</td>
<td>12,000,000</td>
</tr>
<tr>
<td>+21%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenhouse Gas Emissions</td>
<td>2000,000</td>
<td>1500,000</td>
</tr>
<tr>
<td>-26%</td>
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</table>
Auto Speeds Decline; Congestion Gets Worse

Change in Speeds by Time of Day for all roadways in San Francisco

![Bar chart showing change in speeds by time of day for all roadways in San Francisco. The chart compares 2015 and 2050 speeds. Notable observations include a decrease in speeds from 2015 to 2050 across all time periods, with the most significant drops during peak hours (3:00a-6:00a) and late evening (6:30p-3:00a).]
Transit is More Crowded

2050 AM Passenger Crowding Level

Muni Bus

Muni Rail

Regional Transit
<table>
<thead>
<tr>
<th>PART 1</th>
<th>PART 2</th>
<th>PART 3</th>
<th>PART 4</th>
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<tbody>
<tr>
<td><strong>CONNECTION TO THE DATA VISUALIZATION DASHBOARD</strong></td>
<td><strong>POSSIBILITIES, PRIORITIES, PROTECTIONS FACILITATED WORKSHOPS</strong></td>
<td><strong>PRIORITIZATION &amp; TRADEOFFS DIGITAL ENGAGEMENT_tool</strong></td>
<td><strong>TRANSITION TO PHASE III PRESENT WORK COMPLETED</strong></td>
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<tr>
<td><strong>FTF (FUTURES TASK FORCE)</strong></td>
<td><strong>GENERAL PUBLIC</strong></td>
<td><strong>TARGETED AUDIENCES FOCUSED ON HARDER TO REACH COMMUNITIES</strong></td>
<td><strong>POLICYMAKERS &amp; DEPARTMENT LEADERS</strong></td>
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<tr>
<td>• Webinar</td>
<td>• Digital promotion, ConnectSF email blasts, media coverage</td>
<td>• Outreach to community-based organizations; promoting data visualization tool</td>
<td>• Presentations to policymakers from SFCTA, SFMTA, and Planning</td>
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<tr>
<td>• Send FTF members data visualization dashboard for distribution to constituents</td>
<td>• Conduct two facilitated General Public Workshops during which participants discuss possibilities, Priorities, and Protections of corridors; possible creation of online survey tool to collect additional feedback, as needed</td>
<td>• Conduct two additional facilitated Workshops focused on youth and southeast neighborhoods and also open to the general public</td>
<td>• Coordinate with partner agencies such as SFCTA, SFMTA, and Planning to disseminate Workshop information; ask Supervisors to participate in workshops and promote through communications channels</td>
</tr>
<tr>
<td><strong>We’re here!</strong></td>
<td><strong>Focus group to test out wireframes and early development of digital engagement tool; invite to use digital engagement tool when developed</strong></td>
<td><strong>Intercept outreach to traditionally harder to reach audiences (in Spanish, Chinese, Filipino with Vietnamese, Russian, and Japanese as needed) to participate in tool or in-person activity.</strong></td>
<td><strong>Direct outreach to CBOs offering presentation of modal studies; invite to Public Showcase</strong></td>
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<tr>
<td><strong>Outreach Parts for the Phase 2 Streets and Freeways and Transit Corridors Studies</strong></td>
<td><strong>Webinar; invite to Public Showcase</strong></td>
<td><strong>Public Showcase of modal studies</strong></td>
<td><strong>Presentation to boards and commissions</strong></td>
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*Primary Goal: Education & Initial feedback & scene setting. Communicate the vision and goals comprised in previous stage and which corridors are under consideration using data visualization website. Ask visualization users if data resonates with them, communicate what other outreach/engagement is coming.*

*Primary Goal: Collect In-Depth, Detailed Feedback. Use workshops to understand how people envision San Francisco and their communities evolving over time and how they believe the goals proposed by ConnectSF can be best obtained. Provide context during listening sessions about limitations/considerations/trade-offs that affect city’s transportation network.*

*Primary Goal: Broad Participation to Articulate Tradeoffs and Obtain Priorities. Ask the public to weigh in on the various proposed project concepts and policies within corridors with a possible budget tracker and goal-oriented scoring on digital engagement tool.*

*Primary Goal: Tie-up conversation about funding & policies needed to move SF toward the vision. Present modal studies + funding policies.*