

Political Support Needed to Improve Transportation - Key Priorities

Policy Initiative	What It Is	Importance and Benefit	Expected Result	Support Needed
1. Transit Priority	Transit-only lanes can be created by converting an existing mixed-flow lane or by removing a parking lane, and can be dedicated full-time or for certain hours of the day. Transit signal priority includes extended green lights and shorter red lights for transit vehicles, to allow transit vehicles to pass through intersections more quickly.	Transit-only lanes can reduce travel times between 10-50% depending on congestion. Transit signal priority saves 5-10%.	Travel time reductions of at least 20%.	Support up to 50 miles of dedicated transit lanes converted from travel lanes or parking lanes (TEP, +8 other streets). Support transit signal priority at 650 intersections. Automobile traffic will likely be delayed/more congested as a result of giving priority to transit vehicles.
2. Transit Stop Consolidation	Consolidate transit stops as appropriate to optimize access to the system while minimizing travel time delay. Stop spacing takes into consideration street grades and surrounding land uses, transfers to other routes, ridership and walking distances.	Removing closely spaced transit stops can decrease transit travel times between 10-25% (20-30 seconds per stop consolidated).	Shorter travel times attract ridership. Time savings can be reinvested to increase service frequency and reduce overcrowding.	Support for reducing the number of transit stops on local and limited lines per TEP recommendations. Will increase walking time to access transit for some riders.
3. Transit Service Realignment	Muni's transit service requires realignment to provide the most appropriate service levels to changing ridership and travel patterns. Service realignment includes adding service in some areas, reducing service in some areas, and changing specific service routes.	Realigning service allows Muni to provide the right level of service to its riders, and to put its resources where they are most effectively used.	Increased service in high-demand areas. Reduced service in low-demand areas.	Service level changes are historically difficult to implement on a line-by-line basis. Support service level changes identified in the TEP. Some transit customers will be impacted by reduced frequencies or longer walks to access transit.
4. On-Street Car Sharing Spaces	Car sharing is a for-hire car program that allows people to use cars when they need them. They are parked in structures, buildings or on the street.	Car sharing has been proven to create the conditions for reduced car ownership, and increased walking, bicycling and transit usage while reducing household costs and congestion.	More on-street spaces throughout the city will allow car sharing to become ubiquitous freeing up parking and congestion.	Support up to 1,000 on-street parking spaces dedicated for car sharing. Will result in a short-term decrease in general on-street parking availability.
5. Expand Where and When Parking is Managed	Difficulty in finding parking is bad for drivers, Muni, and safety (because it increases double parking and circling), as well as eroding economic vitality in commercial areas. Metering on Sundays was an important first step. The SFMTA should expand its parking management to commercial and mixed use areas (e.g., Northeast Mission, Potrero Hill flats, Dogpatch, Design District) and extend meter hours into the evening in areas where parking demand is high (e.g., Mission, Castro).	Good parking management is good for automobile drivers, non-drivers, and business vitality. It is consistent with the city's overall policies for transportation management, and supports overall goals for land use and quality of life.	Reduced time to locate parking for people that drive to destinations, reduced congestion for Muni, reduced potential for auto collisions with people crossing streets/riding bicycles.	Support expansion of parking management to all areas of the city, including additional meters and/or extended meter hours where appropriate. Potential resistance to increased parking costs.

6. Accessible Parking Policy	The SFMTA is working with other cities to forward a bill in the 2014 state legislative agenda that would give cities more flexibility in how they manage accessible, or disabled placard, parking. Locally, this would allow the SFMTA to pursue the only solution that has worked in other cities, to use meters to manage demand for a finite supply of on-street spaces, requiring payment by all, including those with placards, at meters.	Improve access dramatically for those with disabilities by making it easier to find a parking space close to their destination. Issue of statewide importance – all major California cities have issues with disabled placards – and San Francisco’s leadership will help them to address those issues.	More access to key destinations by people with disabilities.	Support legislation to reform accessible parking policy.
7. Dedicated and Protected Bicycle Lanes	A continuous network is the key attractor to people using bicycles. Dedicated lanes require space either converted from travel lanes or on-street parking or narrowing lanes.	Dedicated and protected bicycle lanes are the most proven way to dramatically increase bicycle usage. Lanes can be added with paint, and buffers can be upgraded over time.	Multiple outcomes: increased public health and fitness, economic activity, transport affordability, and mode shift.	Support upgrading up to 100 miles of the bicycle network and gap closures. May require narrowing or converting travel lanes, or reducing on street parking.
8. Implement Bicycle Sharing	Bicycle Sharing is a short period for hire bicycle program that allows people to ride bicycles from one point to another. Bicycles are in a pod either in parking structures or in the street right of way.	Bicycle sharing has been proven globally as a highly effective way to grow bicycle usage quickly. Current practice specifies 25 mph speed limits and requires traffic surveys prior to implementing speed limit reductions.	Bicycle Sharing requires pods that need a parking space or similar dedicated space.	Support up to 500 parking spaces or other public spaces throughout the city for bicycle sharing pods.
9. Establish 20 MPH Zones in Neighborhood Areas	Reducing traffic speeds is the most effective way to reduce serious and fatal collisions. Neighborhood zones at 20 mph greatly improve neighborhood perception of traffic safety.	20MPH is the universal design standard where more than 90% of the population survives a traffic collision.	Reductions in serious and fatal collisions in neighborhoods.	Support state legislative changes to streamline 20 mph zone implementation in neighborhoods.
10. California Environmental Quality Act (CEQA) Reform	Efforts are underway to change the transportation impact analysis methodology under CEQA. The change would measure development’s impacts to the transit system as an environmental impact, rather than development’s impacts to automobile traffic flow. This change would mean that environmental mitigations would take the form of improvements to the overall transportation system with a focus on transit, rather than (usually infeasible) improvements to auto flow, such as roadway widening.	This program ensures that development’s cumulative impacts to the transportation system are offset by improvements to the transportation system as a whole, in line with City policies and priorities. Coupled with a mitigation fee, the program funds system improvements with a focus on transit.	Aligns environmental review practices and development mitigations with the City’s Transit First policy. Increases funding for comprehensive transportation system improvements. Streamlines sustainable transportation projects (e.g., bike lanes, traffic calming).	Support reformed CEQA analysis focusing on impacts to transit. Support application of mitigation fees to all land use types.