

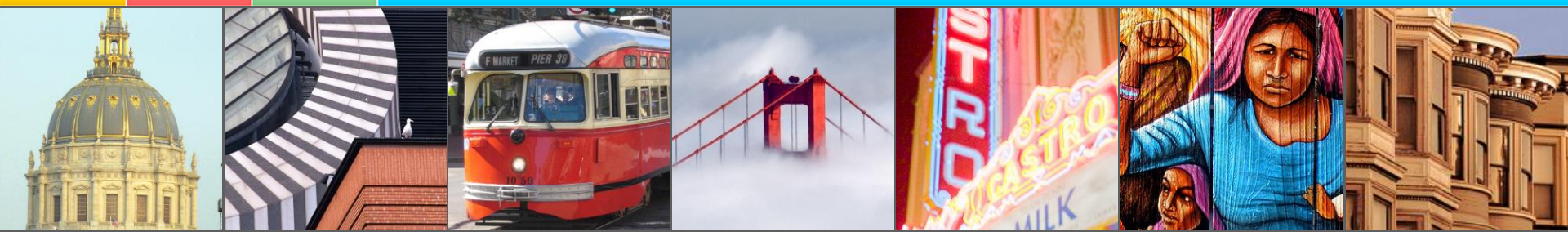
Level of Service -

Measuring Performance for Everyone Using the Street



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NACTO – Designing Cities
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Overview

- How SF uses LOS in development review
- How SF is supplementing LOS to address all modes
- Emerging metrics to replace LOS

HOW SF USES LOS

- Level of Service is used in development review under the umbrella of the California Environmental Quality Act (CEQA)
- SF Transportation Analysis Guidelines require LOS analysis for projects that generate 50 PM peak hour person trips or that reduce roadway capacity



CHALLENGES WITH LOS

- Triggers a high level of environmental review = time and \$\$\$
- Does not produce meaningful information in terms of being able to mitigate/address transportation problems created by new development
- LOS analysis required for transit projects



SUPPLEMENTING LOS

- Transit Analysis
 - Capacity
 - Transit Delay
- Pedestrian and Bicycle Analysis
- Site Design and Circulation Analysis
 - Driveway Design Guidelines/Standards



TRANSPORTATION SUSTAINABILITY PROGRAM

- Establish a citywide Transportation Sustainability Fee to offset the cumulative impacts of projects on the City's transportation network
 - Conduct a nexus study to establish an appropriate impact fee

- Change how the effects of new development on the transportation system are evaluated under CEQA
 - Establish a new metric to assess impacts



PROJECT HISTORY

- | | |
|-------------|---|
| 2003 | <ul style="list-style-type: none">• City desired alignment with Transit First policy.• SFCTA Board requested policy analysis of alternatives to auto Level Of Service (LOS). |
| 2007 | <ul style="list-style-type: none">• SFCTA recommended eliminating LOS and replacing it with an auto trip generation measure & mitigation fee. |
| 2009 | <ul style="list-style-type: none">• Interagency committee initiated nexus study to determine relationship of projected development to transportation system impacts• City staff worked with State Resources Agency to revise CEQA guidelines: New language allows LOS or “an alternative measure” |
| 2010 | <ul style="list-style-type: none">• City staff modeled the effects of 20 years of growth & various packages of improvements on citywide transportation system performance to identify cost effective solutions. |
| 2011 | <ul style="list-style-type: none">• Committee developed impact fee & expenditure plan to fund those improvements. |
| 2012 | <ul style="list-style-type: none">• TSF Ordinance introduced• Environmental review on the TSP began |
| 2013 | <ul style="list-style-type: none">• Technical Working Group formed to design a new metric• Nexus Study update initiated• State legislation passed requiring replacement of LOS as a development review metric with a different metric that promotes GHG reduction, multimodal transportation, and infill development |



TRANSPORTATION SUSTAINABILITY FEE

- Applicable to all land uses except single-family homes

- \$630M over twenty years leveraged for a total of \$1.4B to spend on:
 - Transit Headway Improvements and Service Improvements (65%)
 - Transit Reliability Improvements (29%)
 - Regional Transit Improvements (2%)
 - Bicycle, Pedestrian and Pricing Programs to Shift Mode (4%)



EMERGING METRICS

- Allow LOS F on the transportation network
- Auto Trips Generated
- VMT
- $Maxwell (M) = \frac{Person\ Trips\ (PT)}{Vehicle\ Miles\ Traveled\ (VMT)}$



EMERGING METRICS

- Maxwell = $\frac{\text{Person Miles Traveled (PMT)}}{\text{Vehicle Miles Traveled (VMT)}}$ or $\frac{\text{Person Trips (PT)}}{\text{Vehicle Miles Traveled (VMT)}}$
- Determine the citywide and TAZ Maxwell target for new development
- Calculate the Maxwell of new development
- If necessary, increase the Maxwell to meet the target by implementing TDMs

