

1 [Support of Proposed Transportation Demand Management Program Requirement Ordinance]

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3 **Resolution urging the Board of Supervisors and the Mayor to adopt an ordinance**
4 **establishing a citywide Transportation Demand Management (TDM) Program, to require**
5 **Development Projects to incorporate design features, incentives, and tools that**
6 **support sustainable forms of transportation.**

7 WHEREAS, The “Transit First Policy” in the City Charter declares that public transit is
8 “an economically and environmentally sound alternative to transportation by individual
9 automobiles”, and that within the City, “travel by public transit, by bicycle and on foot must be
10 an attractive alternative to travel by private automobile”; and,

11 WHEREAS, The City and County of San Francisco has a implemented a number of
12 plans, policies and initiatives including the San Francisco Bicycle Plan, the Green
13 Connections Plan, the Better Streets Plan, Vision Zero, among others, which seek to
14 encourage safe travel by active modes of transportation; and,

15 WHEREAS, Transportation by public transit, bicycle, or on foot are considered to be
16 trips made by sustainable modes of transportation; and,

17 WHEREAS, According to Plan Bay Area 2040, the Bay Area’s Regional Transportation
18 Plan and Sustainable Community Strategy, San Francisco is expected to grow by
19 approximately 191,000 jobs and 102,000 households between 2010 and 2040 which will
20 generate an increased demand for transportation infrastructure and services on an already
21 constrained transportation system; and,

22 WHEREAS, increased number of single occupancy vehicle trips, and the pressure they
23 add to San Francisco’s limited public streets and rights-of-way, contribute to congestion,
24 transit delays, public health and safety concerns, air pollution, greenhouse gas (GHG)
25 emissions, and noise, which negatively impact the quality of life in the City; and,

1 WHEREAS, At the state level, the Congestion Management Law, Gov. Code Section
2 65088, has established that in order to reduce the state's traffic congestion crisis and "keep
3 California moving," it is important to build transit-oriented developments, revitalize the state's
4 cities, and promote all forms of transportation; and,

5 WHEREAS, Various policies have been adopted at the state level that set GHG
6 reduction targets including, Assembly Bill 32, the California Global Warming Solutions Act of
7 2006 (Chapter 488, Statutes of 2006), Executive Orders B-30-15, S-3-05 and B-16-12, Senate
8 Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (Chapter 728,
9 Statutes of 2008); and,

10 WHEREAS, Policymakers have implemented local plans and policies including Plan
11 Bay Area 2040, the GHG Reduction Ordinance, and the San Francisco Climate Action
12 Strategy 2013 Update to set GHG reduction targets; and,

13 WHEREAS, The transportation sector contributes significantly to GHG emissions and,
14 as a result, many GHG emissions reduction targets are accompanied by targets to reduce
15 vehicle miles traveled and to increase non-automobile mode share; and one of the ways
16 identified to achieve these targets is through a requirement for the inclusion of transportation
17 demand management (TDM) measures for new development; and,

18 WHEREAS, The importance of TDM strategies are acknowledged in the Transportation
19 Element of the General Plan, the San Francisco County Transportation Plan; and,

20 WHEREAS, A significant number of San Francisco's Area Plans including each of the
21 Area Plans within Eastern Neighborhoods and the Transit Center District Plan identify policies
22 for the development of a TDM program for the Plan Area; and,

23 WHEREAS, The Planning Commission initiated legislation that would amend the
24 Planning Code to establish a citywide TDM Program for new development; and,

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1 WHEREAS, The proposed legislation seeks to promote sustainable travel modes by
2 requiring new development projects to incorporate design features, incentives and tools that
3 support transit, ride-sharing, walking, and bicycle riding for the residents, tenants, employees,
4 and visitors of those developments; and,

5 WHEREAS, The goals of the proposed legislation are to help keep San Francisco
6 moving as the city grows, and to promote better environmental, health and safety outcomes,
7 consistent with state, regional and local policies; now, therefore, be it,

8 RESOLVED, that the Commission on the Environment urges the Planning
9 Commission, Board of Supervisors and the Mayor to adopt the citywide TDM Program for new
10 development; and, be it,

11 FURTHER RESOLVED, That the Commission on the Environment urges the authors of
12 the proposed legislation to specifically include the San Francisco Department of the
13 Environment as one of the collaborators in the development of Planning Commission
14 standards for the TDM program in Planning Code Section 169.6 (a) of the proposed
15 ordinance; and, be it,

16 FURTHER RESOLVED, That the Commission on the Environment recognizes that the
17 Transportation Demand Management Program will help the City and County of San Francisco
18 meet its goal of 50 percent of all transportation trips by means other than a personal vehicle.

19 I hereby certify that this Resolution was adopted at the Commission on the
20 Environment's Meeting on May 24, 2016.

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Anthony Valdez, Commission Affairs Manager

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Vote: 6-0 Approved
Ayes: Commissioners Omotalade, Bermejo, Hoyos, Stephenson, Wald and Wan.
Noes: None
Absent: None