Implementing VMT as the LOS Replacement Metric in San Francisco

Drew Cooper, SFCTA
A brief history
A brief history
A brief history
A brief history
Legislative Direction

- SB 375
- SB 743
- Office of Planning and Research
Goals

- Align CEQA impacts with City policies
- Encourage projects with better environmental outcomes
- Consistent and fair methodology
- Predictable outcomes
Some Things Considered

- VMT
  - Per person... household... project... person-trip... etc.
- Maxwell
Why VMT?

- Measure of how much driving
- accounts for both # trips and distance
- Already use VMT for GHG
Methodology
Everything gets weird when you talk about retail
Everything gets weird when you talk about retail

\[ VMT = \text{Trip 1} + \frac{1}{2} \text{Trip 2} \]

\[ VMT = \text{Trip 1} + \frac{1}{2} \text{Trip 2} \]
Everything gets weird when you talk about retail

- What do we divide by?
  - “Retail size” measure
  - Base on how model chooses “other” destinations
Thresholds and Results

VMT per Person
- 17.5
- 17.6 - 18.7
- 18.8 - 19.5
- 19.6 - 19.7
- 19.8 - 20.4

VMT per Job
- 16.2 - 16.6
- 16.7 - 18.5
- 18.6 - 20.9
- 21.0 - 24.0
- 24.1 - 28.1
Thresholds and Results
Takeaways

- Analysis tools may put restrictions on the methodology
- Similar methodologies may have profoundly different implications for different regions and jurisdictions
- One size does not fit all
- Simple is best
Thanks!
drew.cooper@sfcta.org