

Neighborhood Transit Centers (NTCs)

A VALUABLE AT-RISK CITYWIDE LAND USE ASSET
A MISSING LINK IN MULTI-MODAL TRANSIT SYSTEMS



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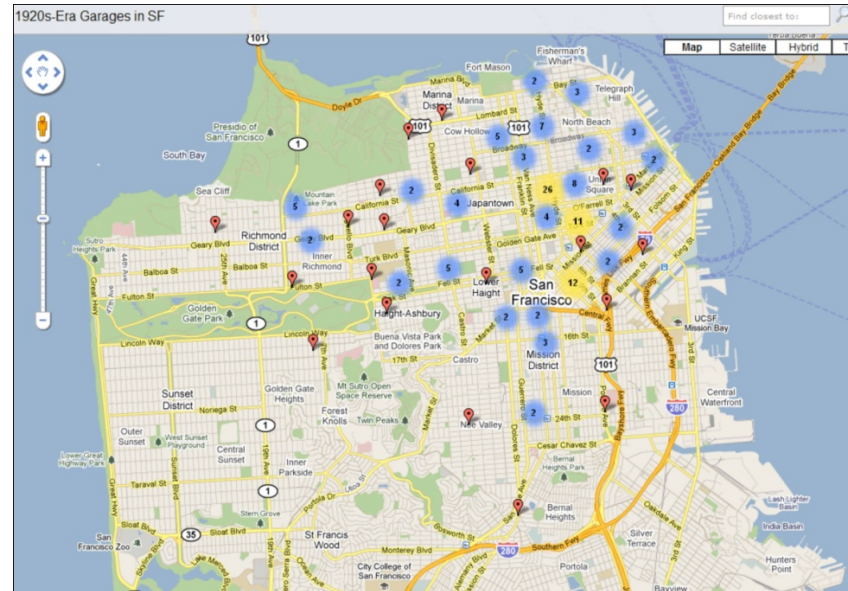
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Agenda



- 1. INTRODUCTION**
- 2. OVERVIEW OF NTC**
- 3. QUESTIONS / DISCUSSION**
- 4. SUMMARY / NEXT STEPS**



1. Introduction



- **Format**
 - Presentation / discussion-brainstorming / How best to pursue?
- **Who we are?** Russian Hill Community Association (RHCA)
 - Kathleen Courtney, Pres. RHCA
 - Scott T. Edmondson, AICP, member RHCA
- **Purpose – why we're here?**
 - Brainstorm about innovative land use-transit idea
 - Hypothesis: NTCs are a needed component of multi-modal transit.
 - Urgency: scarce, existing uses at risk from by-right use change
- **Objectives Today**
 - Understand your perspective/Clarify group's shared understanding
 - Reach conclusion on value/next steps (determine value/implement)
 - Communicate conclusions to Supervisor Chiu



2. Overview



- City's evolving/developing transit strategy is broader than the investment principle of “transit first” for new capital and infrastructural investments.
 - Embraces car share, bike share, vehicle charging stations, NC hourly parking, off street parking and more.
 - In MTA's own words: “With its focus on sustainable streets, the SFMTA **provides multi-modal transportation planning, engineering and operational improvements to the surface transportation network to support sustainable community and economic development within the context of the Transit First Policy.** SFMTA staff achieve this by closely coordinating the planning, design, engineering and construction of improvements for each mode across the City's surface transportation network.”
 - “The SFMTA also is responsible for managing 19 parking garages and 21 surface parking lots accounting for 15,000 parking spaces and 24,000 on-street parking meters. Moreover, the Agency oversees 946 miles of lane striping, 1,200 signalized intersections, 6,500 color curb zones, 79 miles of exclusive bike lanes and 98 miles of shared roadways.”



2. Overview



- In brief, SF's transit strategy is multi-modal to meet diversity of trip needs with the right mode.
- There is a land use implication, even requirement, for successful multi-modal transit systems that seamlessly and timelessly provide access to the right mode at the right location at the right time.
- That land use implication implies a spatial hierarchy of transit uses/connections linking the individual resident to local thru regional destinations using the right mode for the trip type and time.



2. Overview (cont.)



- Current system has well developed bus system and private automobile with limited private bike and pedestrian use.
- Missing link would appear to be neighborhood-level choice and access to car share, bike share, EV charging, and a more developed network of ped and bike access to daily and other land use needs.
- City has an existing network of large structures embedded in the neighborhoods that have a transit history and use – the 1920s era auto service/parking garages sprinkled throughout the City.
- Challenge meets solution and NTC is born!



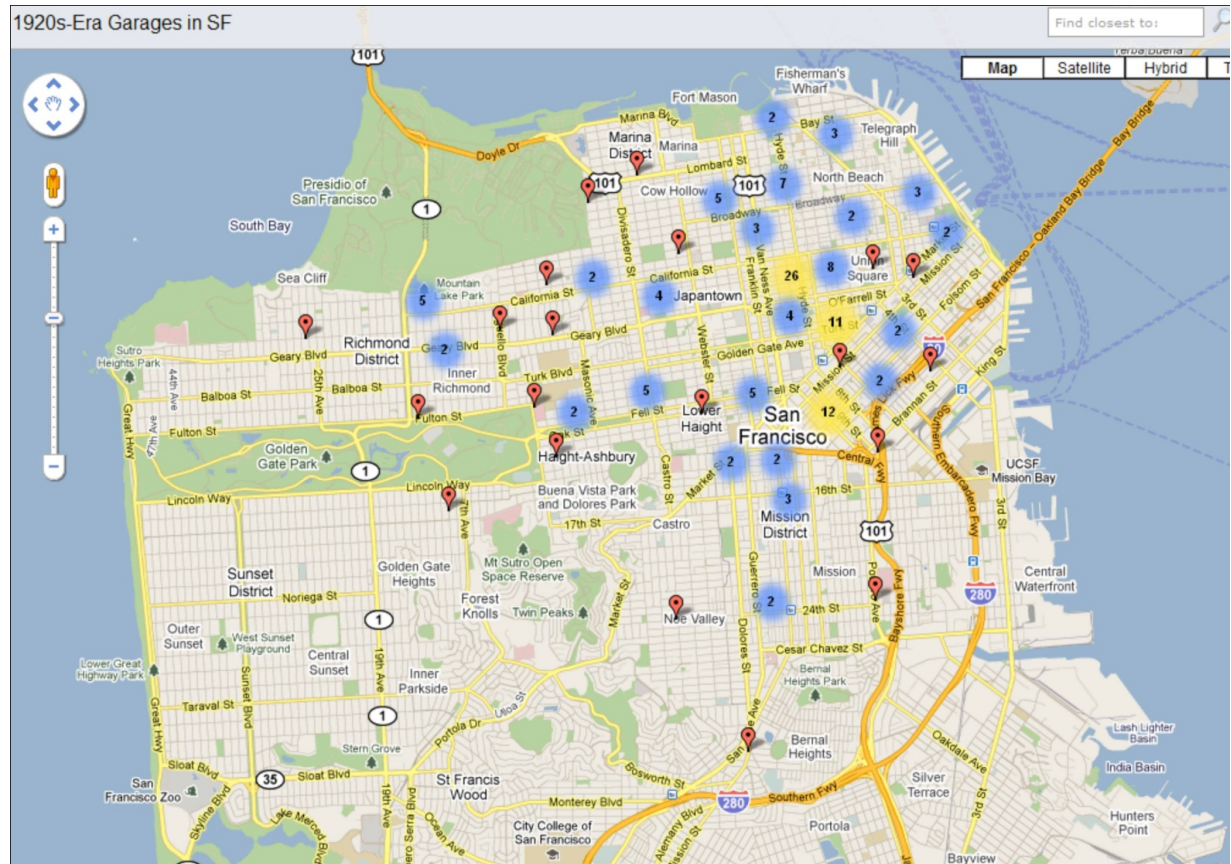
2. Overview (cont.)

Existing Network of 1920s-era Historic Garages

There are ~~130~~ **126** remaining facilities out of an original **300** facilities.

4 lost recently -- Pine, Market and Dolores, 1645 Pacific. And now 1945 Hyde?

Together, they form the core of a citywide network of neighborhood parking facilities



Existing Neighborhood-Embedded Infrastructure



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541 Ellis St.



1675 Pacific



2715 Hyde St.



1725 Sacramento St.



2. Overview (cont.)



- NTC's in the first instance meet a small component of hang-over 20th-century neighborhood parking needs, but evolve over time to meet the higher public value needs of a maturing multi-modal, and emerging sustainable, 21st-century transit system.
 - Retain existing neighborhood parking/auto services
 - Meet existing neighborhood needs.
 - By doing so, reserve their capacity to respond to the quickly emerging market for sustainable, multi-modal transportation, and evolve into an integrated citywide network of 21st century neighborhood-based transit centers.



2. Overview_(cont.)



The Components of an NTC include some or all:

- Electric vehicle charging & storage(renewables)
- Car-share
- Bike-share
- Private bike storage
- Short-term NC parking
- Transit Information Kiosk
- Senior para transit
- Off-street monthly parking
- *Optional:* green roof open space



2. Overview_(cont.)



- **NTCs become 21st century neighborhood transportation hubs** connecting neighbors to local thru regional, even global, destinations using the right transit mode for the trip, from ped and bike thru bus, train, and plane.
- Integrated through an overlapping network of existing and new pedestrian and bicycle routes, this local infrastructure of a multi-modal transit system **amplifies and extends the value of transit investment and system functionality.**
- As an added benefit, the increase in mode choice at the neighborhood level **reduces vehicle ownership, VMTs, and GHG emissions.** Thus, NTCs become a critical component of climate action planning and sustainable transportation.



2. Overview—Genesis



- Evolved from real project
- Connect-the-dots moment
- Roots: GP Dr. Land Use El.
- Planning basis for Existing = Best Use
- Historic - One of Many
- City's Mixed Use Mantra
- For 1945 Hyde-Current Use IS Best Use
- City's Prep for EV Era: *Need Charging Station locations*
- City's urban design & climate change response
 - Reduce car ownership, VMT, & GHGs
- Pl. Comm.: Neighborhood Parking Policy
- Meets access & land use needs of a fully functioning multi-modal transit system



2. Overview–Reactions



- **Tom Nolan**, MTA Board Chair: *Liked; added transit kiosk use.*
- **Bond Yee**, Director, & **Timothy Papandreou**, Deputy Director, Sustainable Streets-Planning & Policy, MTA: *Appears worth pursuing, will help facilitate.*
- **Rick Hutchinson**, CEO, City CarShare: *Interested; wants to bundle with housing to meet their organization’s mission.*
- **Supervisor Chiu**: intrigued; sounds valuable; need expert assessment.
- **Leah Shaum**, Bike Coalition: “sounds interesting.”
- **Melanie Nutter**, DOE: “Keep me posted.”



2. Overview_(cont.)



Implementation Paths:

- **KEY:** Legislation to control change of use.
- **Option 1:** Laissez-faire market approach.
- **Option 2:** Market Development & Stimulation:
 - Demo Projects.
 - Public Private Partnership/social entrepreneurship.
 - Funding Options.
- **Option 3:** Full Market Development Initiative.



2. Overview *(cont.)*



NTCs in the Literature:

- Seems to be a missing land use link in multi-modal transit system concepts and literature!
- See appendix for literature surveyed.

3. Discussion



- Round Robin of Initial Reactions?
- Key Questions - Round Robin:
 - Good idea/bad idea? Why/why not? How would your function/business fit into, use, receive value from NTC concept?
 - Worth pursuing or not? Need additional information for decision?
 - If so, studying whether to pursue it, or concluding now it is worth pursuing, and study how best to implement it?
 - Need for legislation to protect from automatic change of use?
 - Topics needing further study?
 - How/who do study? Internal to this group? Get a grant? Roll it into region-wide land use/transportation planning? SCS? Other??
- Conclusions, Points of Agreement/Not, Next Steps, Who?

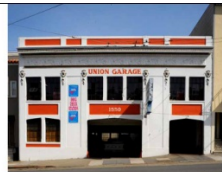
THANK YOU



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