



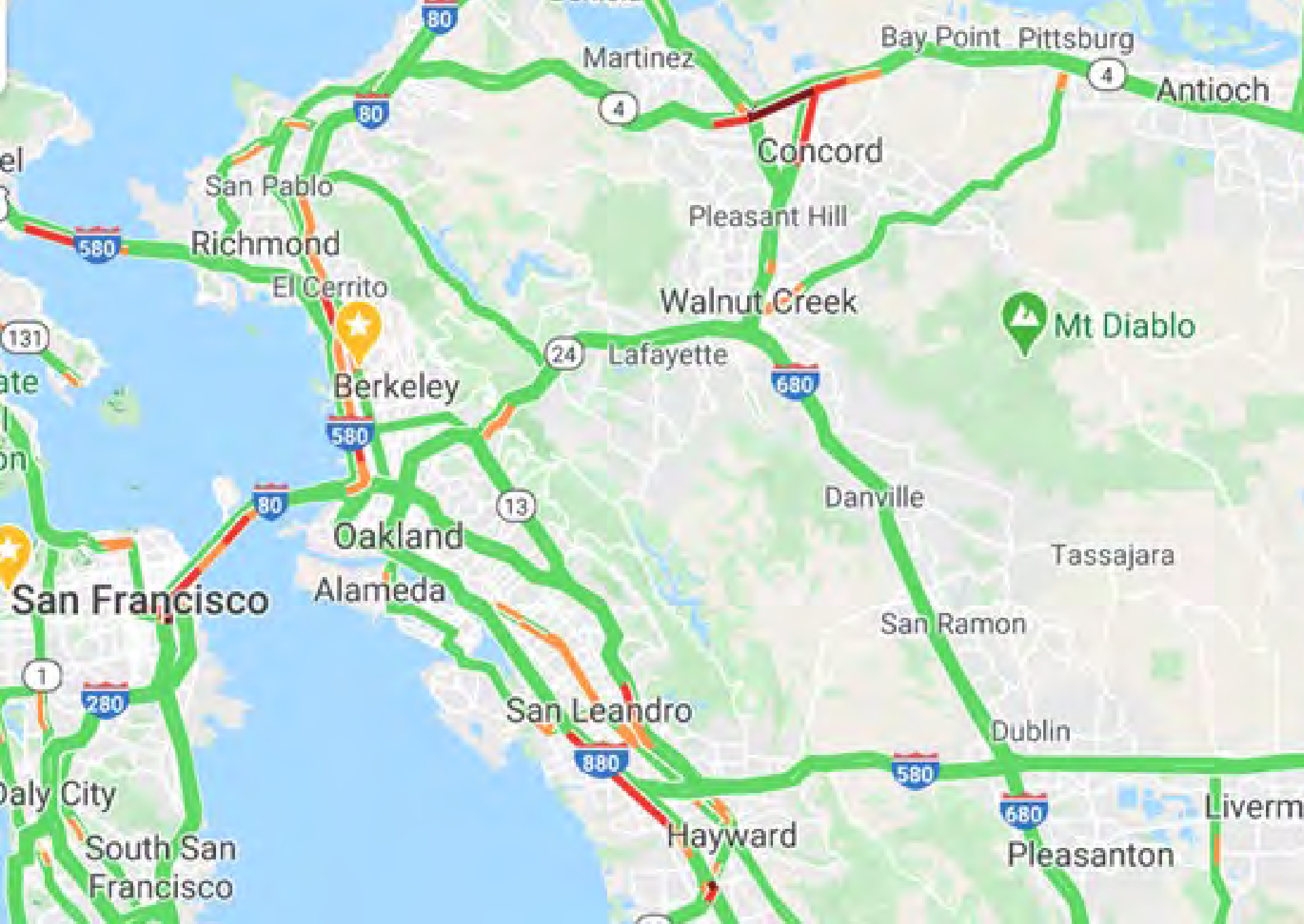
SFMTA

Transportation Recovery Plan

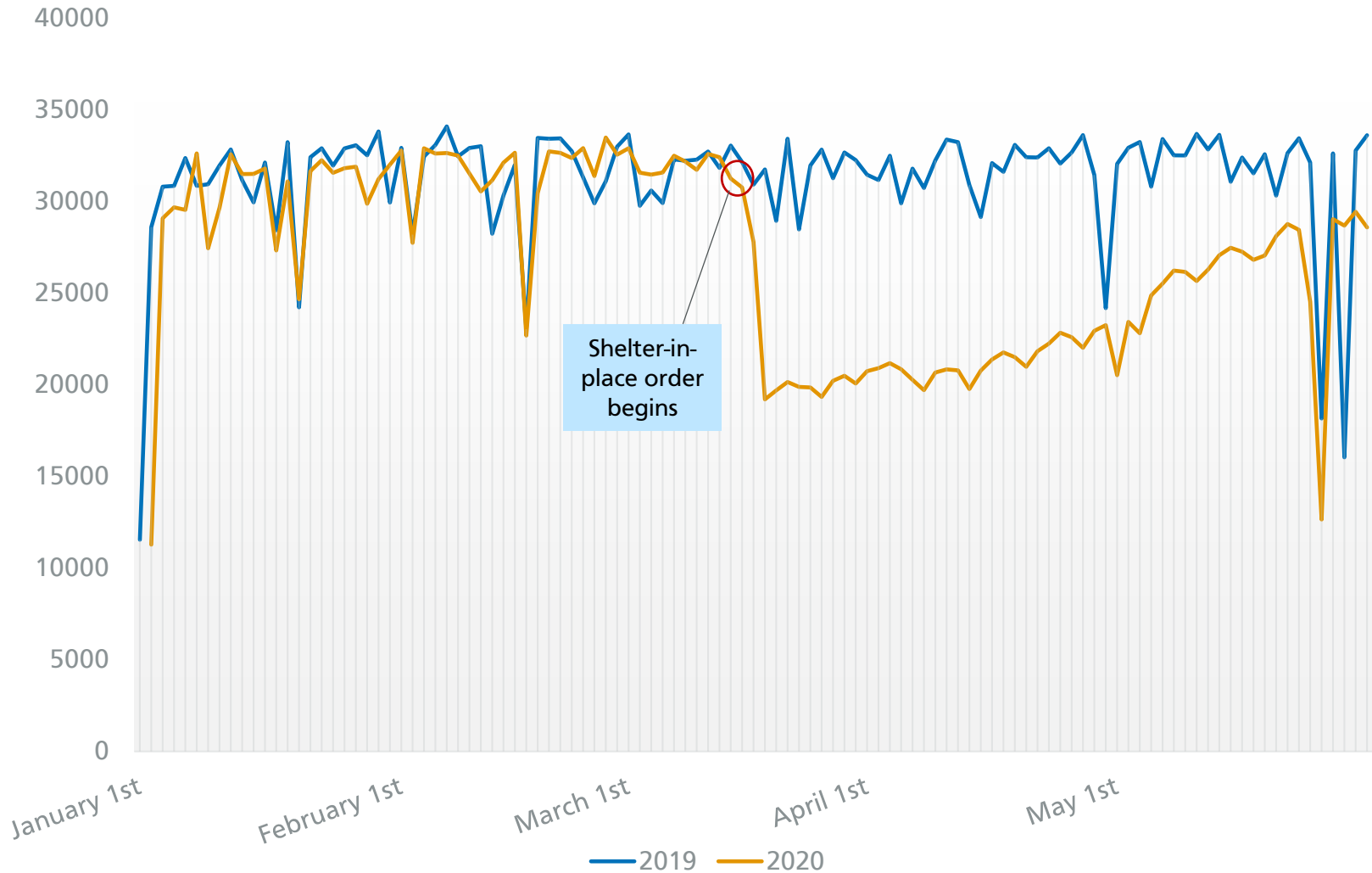
Board of Directors

June 2, 2020



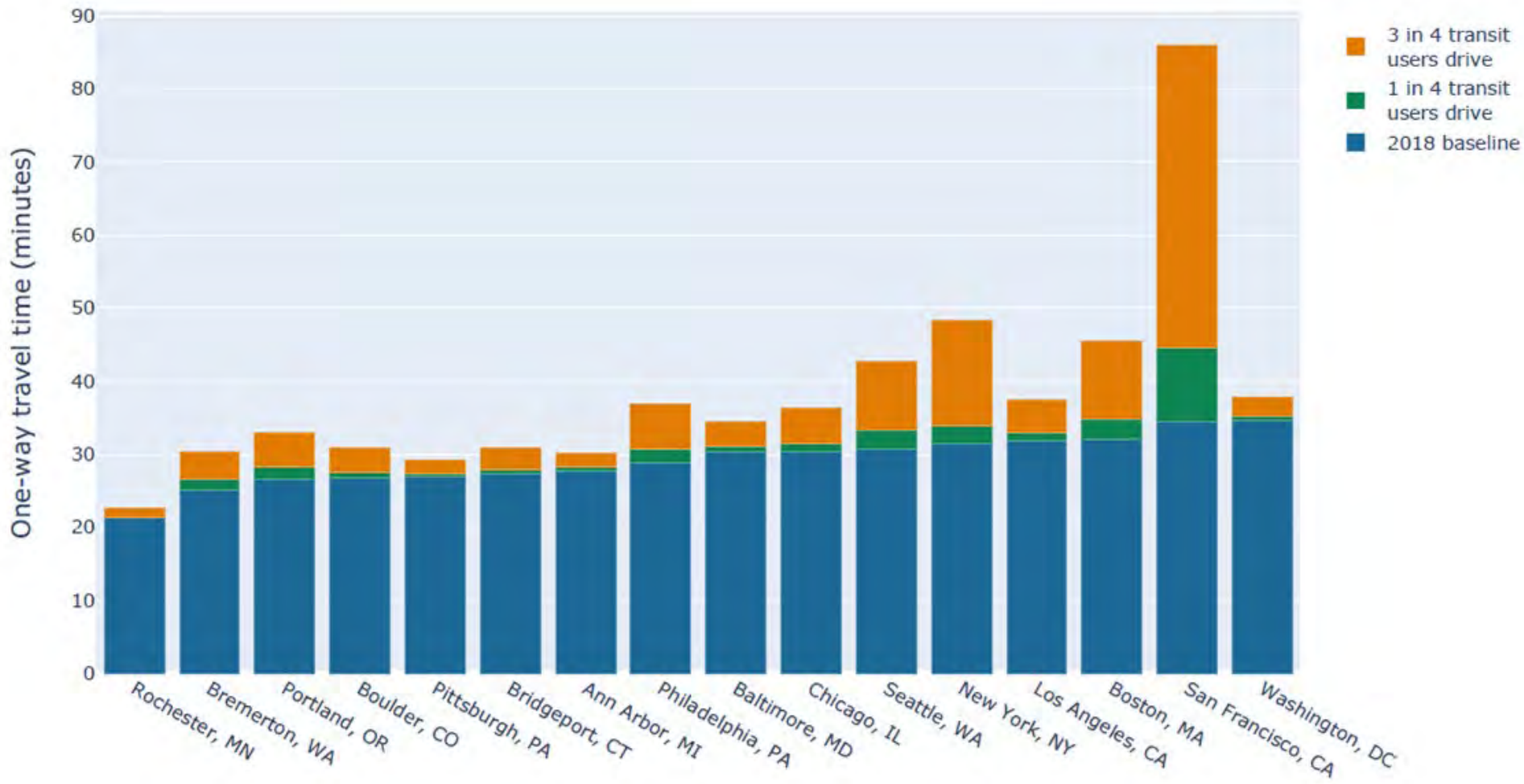


Bay Bridge Weekday AM Peak Toll Plaza Volumes





Travel time increase predictions







Oakland Slow Streets



Temporary bike lane in Berlin



Bus Only Lane in Manhattan



Seattle Stay Healthy Streets



Chicago Slow Streets



Bus lane in Chicago



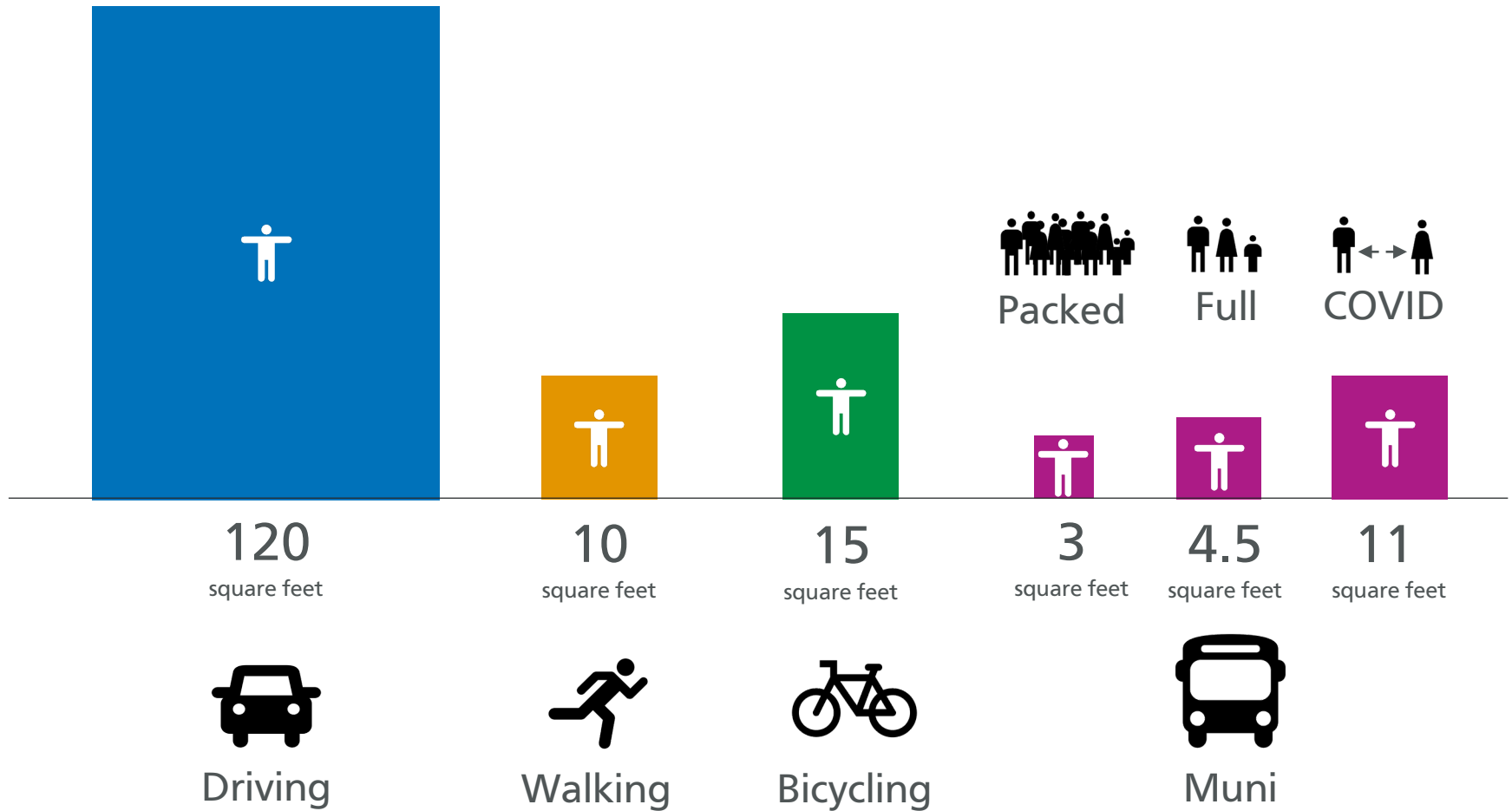
Emergency bike lane in Bogota



LA Slow Streets

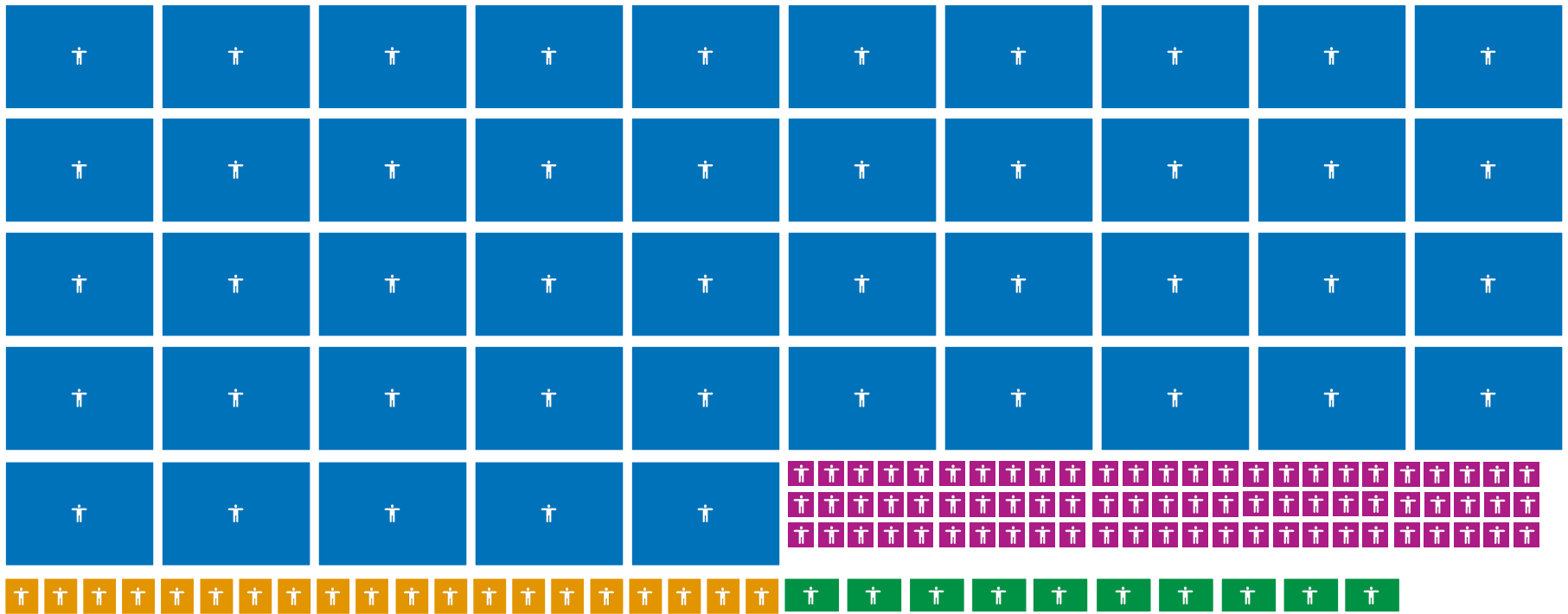


Square F required to move one person †

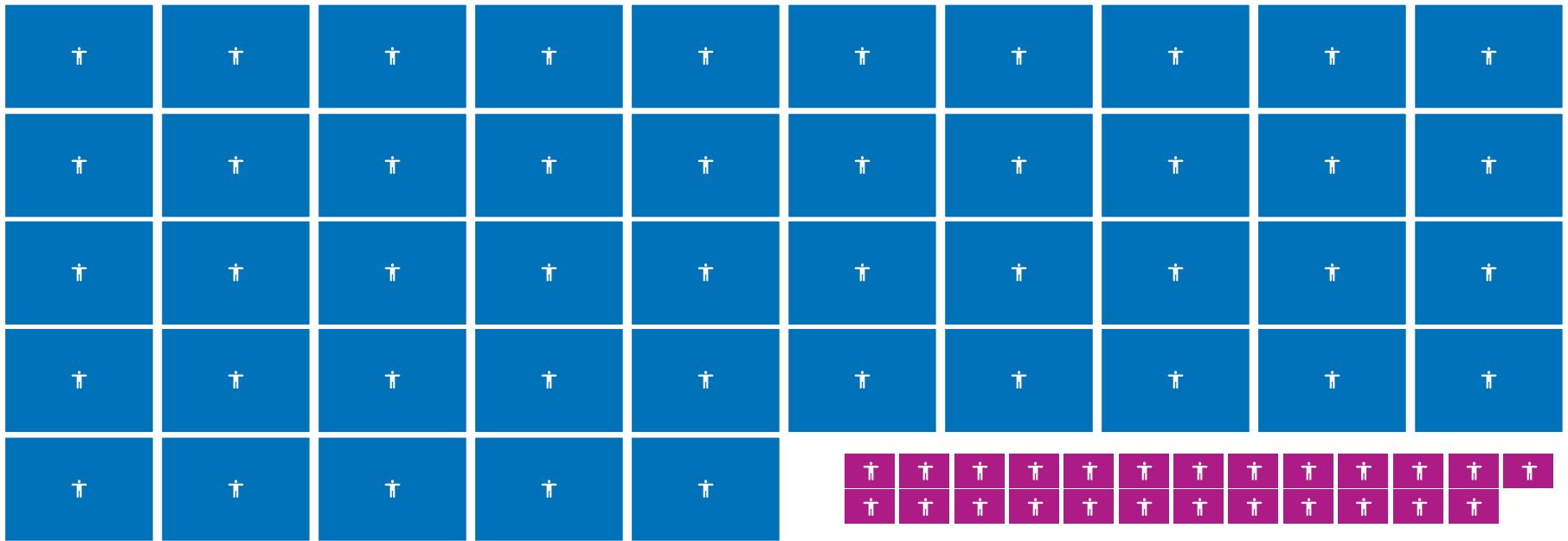
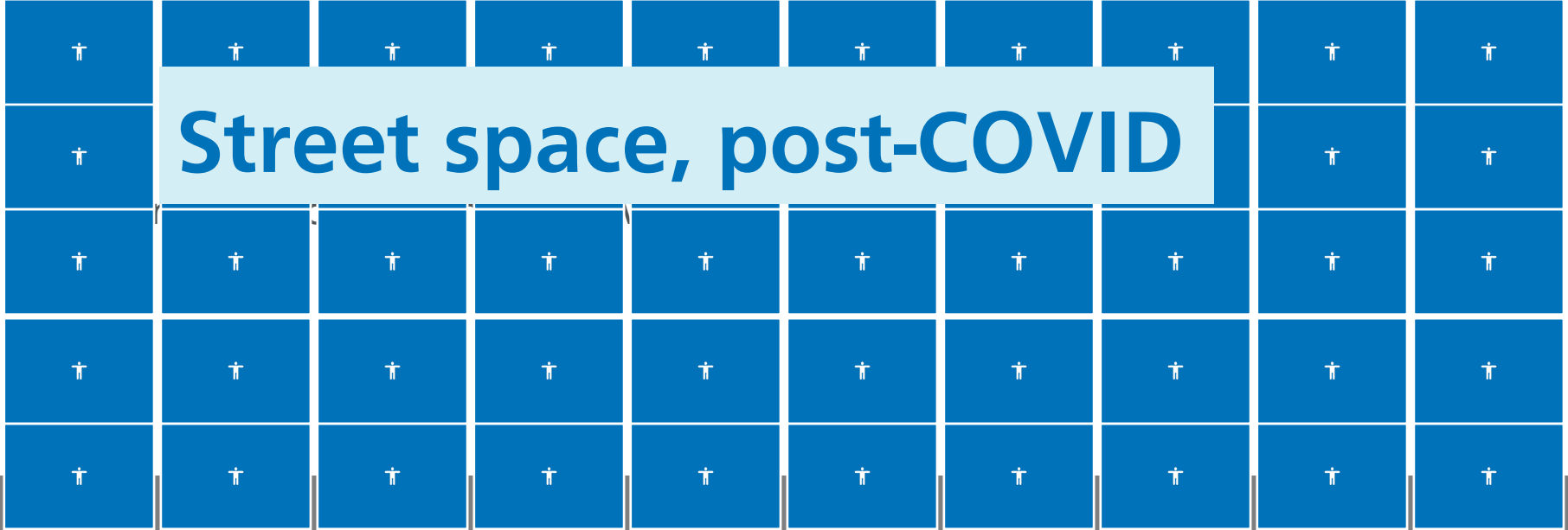


Street space, pre-COVID

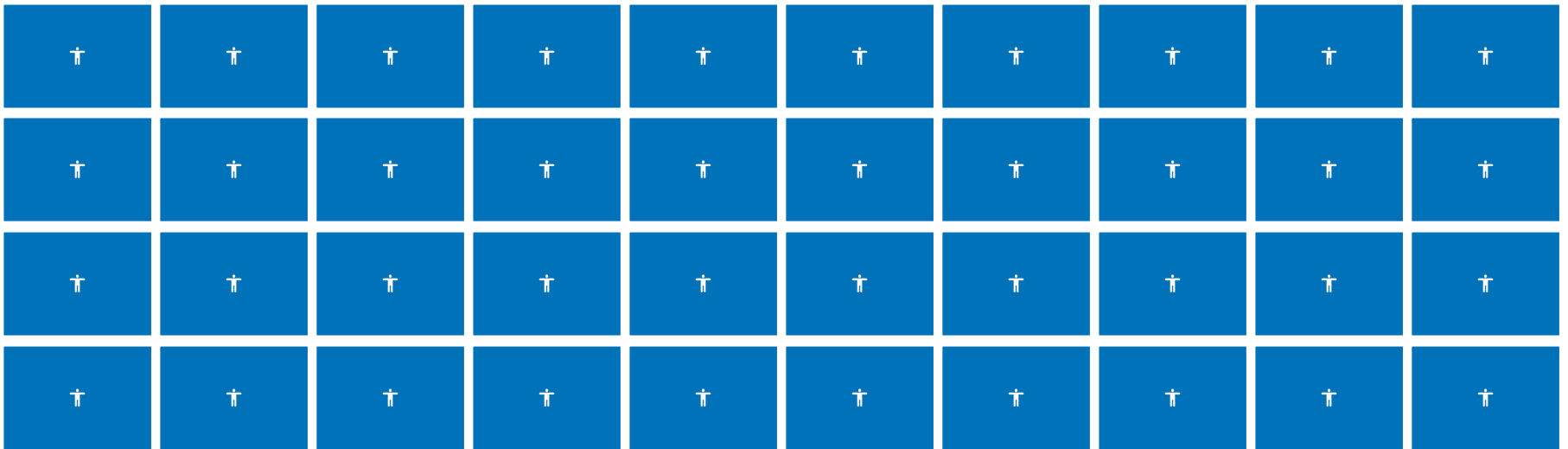
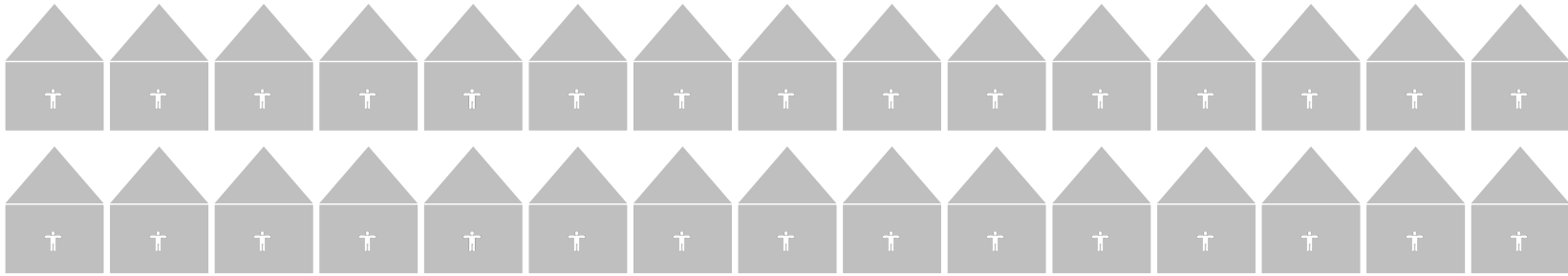
In this diagram, the 45 people in cars are taking 89% of the space on the street, the 100 people walking, bicycling and riding the bus are taking up 11%.



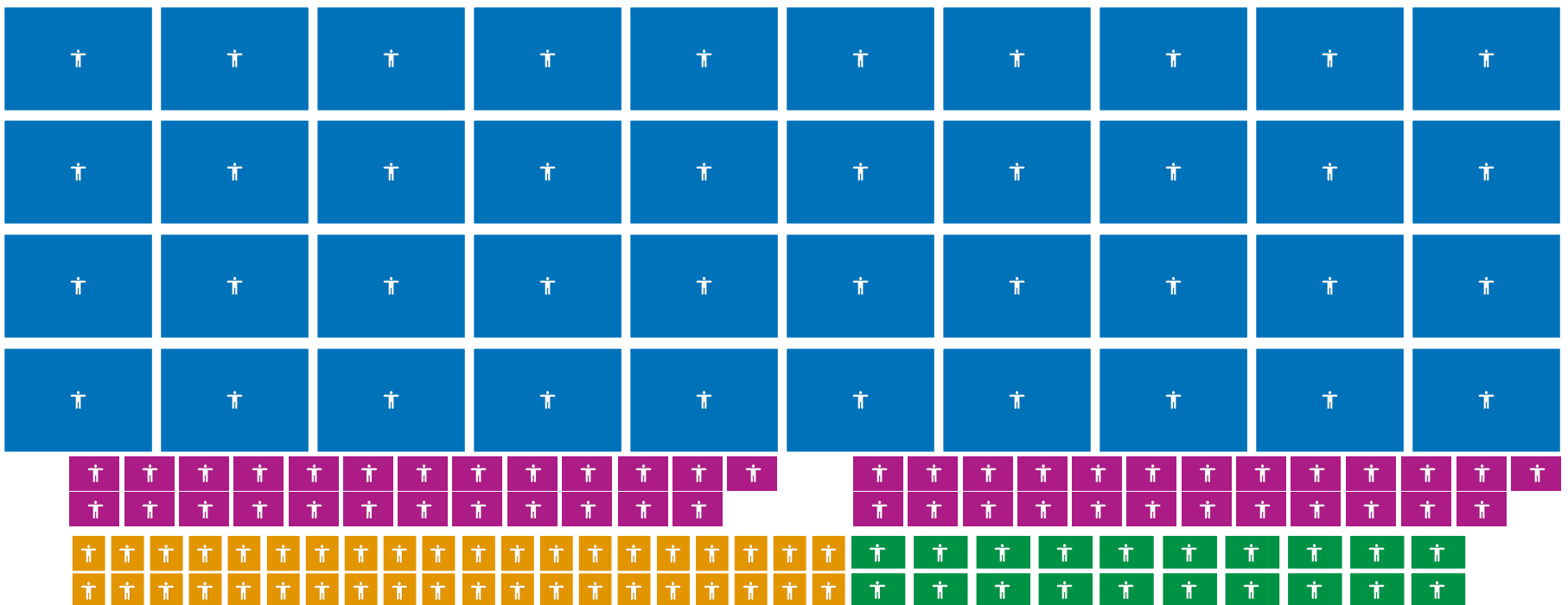
Street space, post-COVID



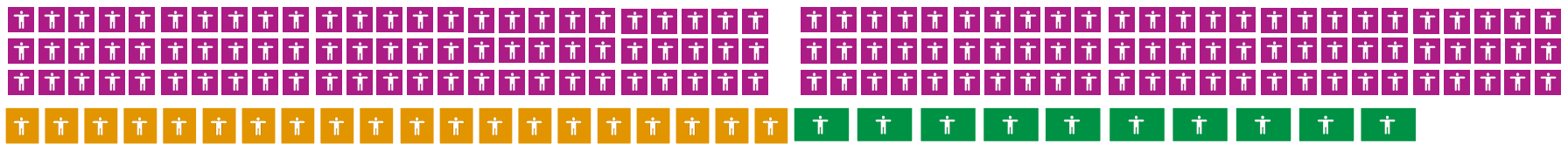
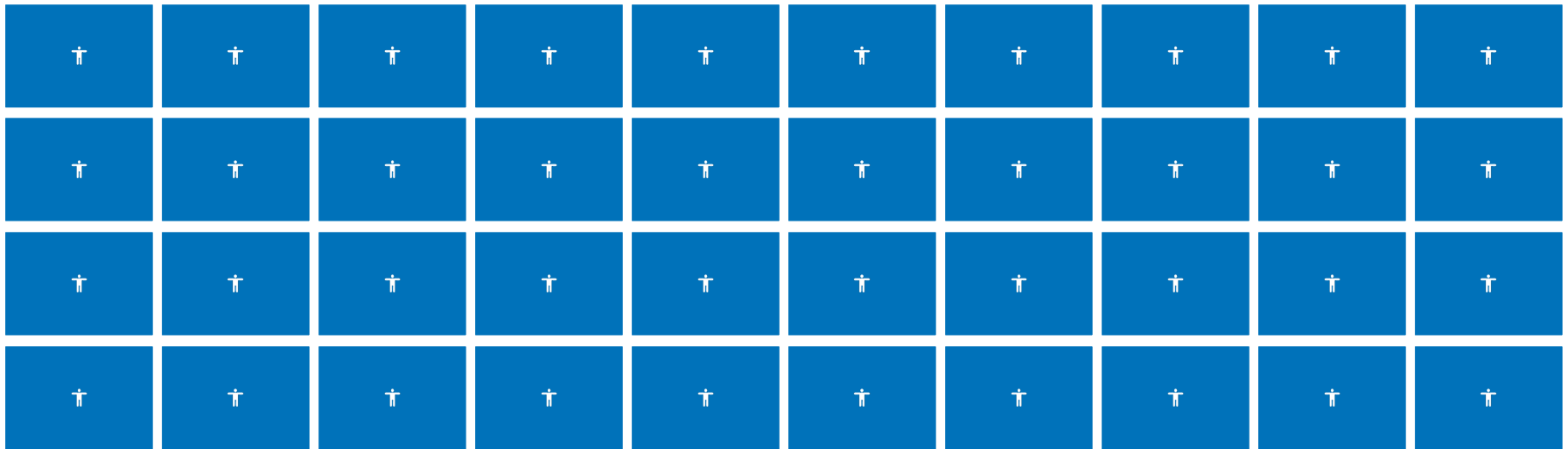
Recovery Plan



Recovery Plan



Post-recovery





Walgreens
Pharmacy

Walgreens

8

BAYSHORE
City College

284

6551

MUNI 1L70892

9

SAN BRUNO RAPID
Express

468

6666

MUNI 1L13483

Transportation Recovery Plan Overview

Anticipated Transportation Demand Drivers	Shelter-in-place Essential trips only	Increase in trips for outdoor recreation and to neighborhood commercial (pick-up/delivery)	Expansion of trips to neighborhood commercial corridors and to large institutional employers	Increased trips to neighborhood commercial corridors	School trips Trips to commercial corridors stabilize Start of increased trips downtown	Trips to downtown increase until transit and roadway capacity is exceeded	Relaxation of distancing requirements permits transit to carry more people per vehicle; allowing trips downtown to increase	Health orders lifted permitting return of travel behaviors to 'new normal'
Muni Service	Core Service	Increased frequency on Core Service routes	Core Service + two additional routes, and capacity increases	No change	Rail service resumes, expansion of coverage and frequencies	No change	Final expansion of service coverage and frequencies	Resume special Muni service plans for historic vehicles and special events
Transit Lanes	Existing network	No change	Begin installation of temporary treatments in critical locations	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Wrap up installation of temporary treatment; install permanently legislated lanes	Resume regular Muni Forward program
Bicycle Network	Existing network	No change	Begin installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Potential expansion of bicycle network	Resume bike network expansion program
Slow Streets	5 corridors	Citywide expansion of Slow Streets program	Continued expansion of Slow Streets locations	Continued expansion of Slow Streets locations	Program includes permanent Quick Build features	No change	Slow Streets becomes ongoing tool for short term street closures	No change
Sustainable Streets Operations	Emergency and essential repairs only	Field staff return to work; prioritize 311 calls & deferred maintenance	Bikeshare / scootershare resume full service. Implement transit/bike lanes	No change	Resume work on capital projects. Crossing Guards back on duty	No change	Implement/refine projects in response to emerging demands	No change
Parking Enforcement	Ticketing suspended for most violations except color curb. Meter time limits waived	No change	Enforcement for street sweeping will resume; review of meter policies to support businesses	Possible changes in meter policy to support businesses	Parking enforcement resumes for all violations. Customer Service Center reopens	No change	No change	No change
Parking & Curb Management	Some city-owned garages closed. Addtl curb space given to COVID testing, grocery stores, Muni stops, curbside pickup	Provide temporary loading zones to support delivery/pickup	Parking garages reopen. Support Shared Spaces program	Support Shared Spaces program	Review/repurpose curb space to support economic recovery	Review of temporary expansion of sidewalks to support increased capacity while distancing	Begin transition to post crisis curb management strategy	Transition to long-term curb management strategy
Taxi, Paratransit & Accessibility	ETC card established to provide assistance to people too far from core Muni service	Taxis install new plastic barriers	Taxi customer service window reopens	No change	Discount ID center reopens	No change	Continuation of ETC program after emergency ends	No change

Note: Subject to Change

Evaluation

- Ongoing effort as the Bay Area progresses from shelter-in-place through different levels of economic activity
- Ensures the transportation network evolves to meet changing mobility needs
- Includes ongoing monitoring and regular reporting
- Involves public input on what gets evaluated



Public Engagement

- Informs community of Transportation Recovery Plan as its implemented
- Involves community in evaluation process
- Ensures community concerns and aspirations are reflected in the evaluation framework, monitoring and evaluation tools



Today's Session

Transit



Bikeways & Slow Streets



Neighborhood Business Corridors



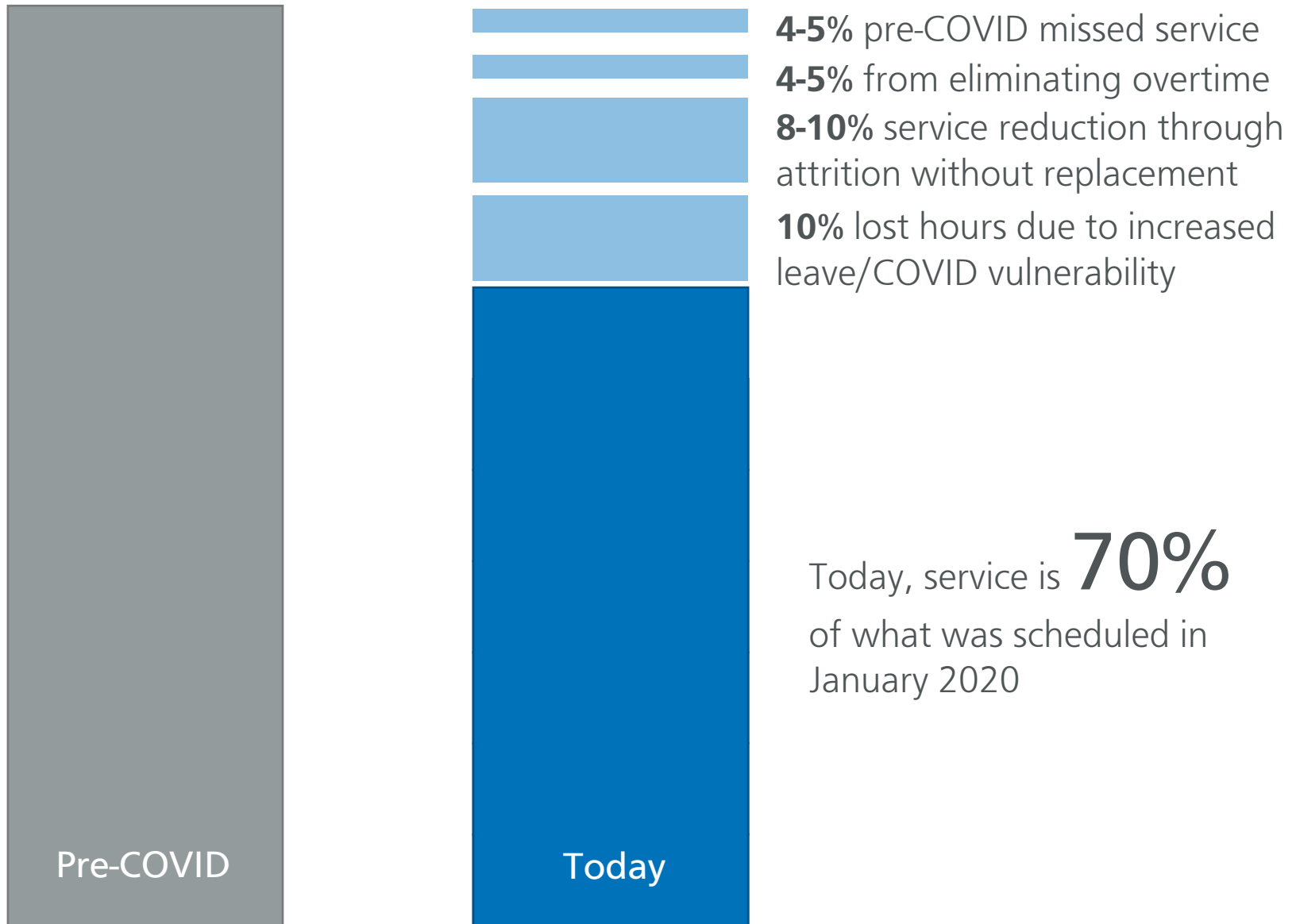
Managing Congestion & Travel Demand



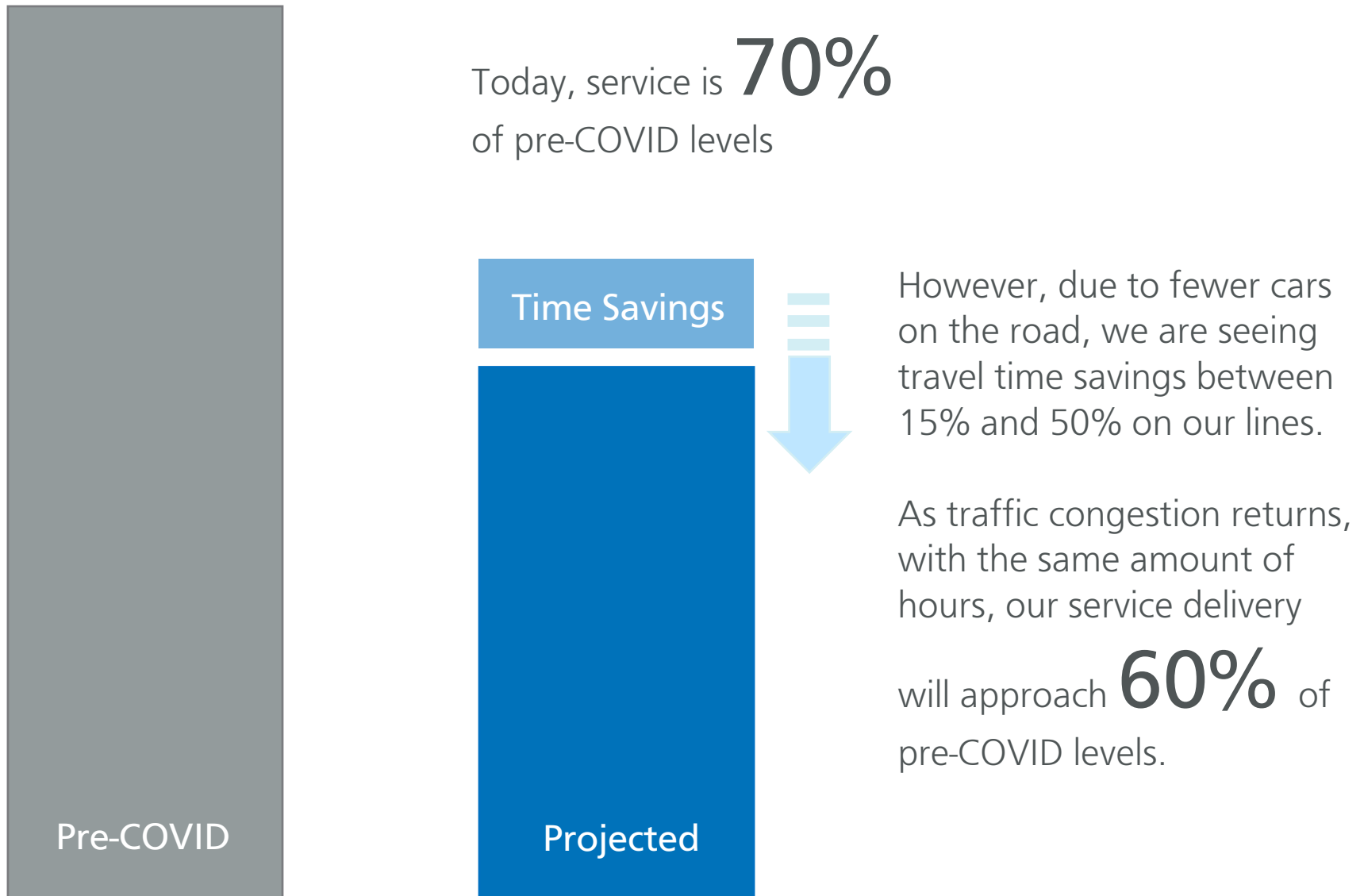
Transit: Challenges



Muni service hours lost in this crisis



Effects of traffic congestion on service



Distancing requirements restrict capacity

Pre-Covid = Today **x3**



Muni serves those who need it most

Core Network Line	Title VI	
	Minority	Low Income
1 California		
5 Fulton		
8 Bayshore	✓	✓
9 San Bruno	✓	✓
9R San Bruno Rapid	✓	✓
12 Folsom/Pacific	✓	
14 Mission	✓	✓
14R Mission Rapid	✓	✓
19 Polk		✓
22 Fillmore		✓
24 Divisadero		✓
25 Treasure Island	✓	✓
28 19th Avenue		✓

Core Network Line	Title VI	
	Minority	Low Income
29 Sunset	✓	✓
38 Geary		
38R Geary Rapid		
44 O'Shaughnessy	✓	✓
49 Van Ness/Mission	✓	✓
54 Felton	✓	✓
LBUS Taraval Bus/Owl		
MBUS Shuttle		✓
NBUS Judah Bus/Owl		
TBUS Third Bus	✓	
90 San Bruno Owl	✓	
91 3rd-19th Ave Owl	✓	

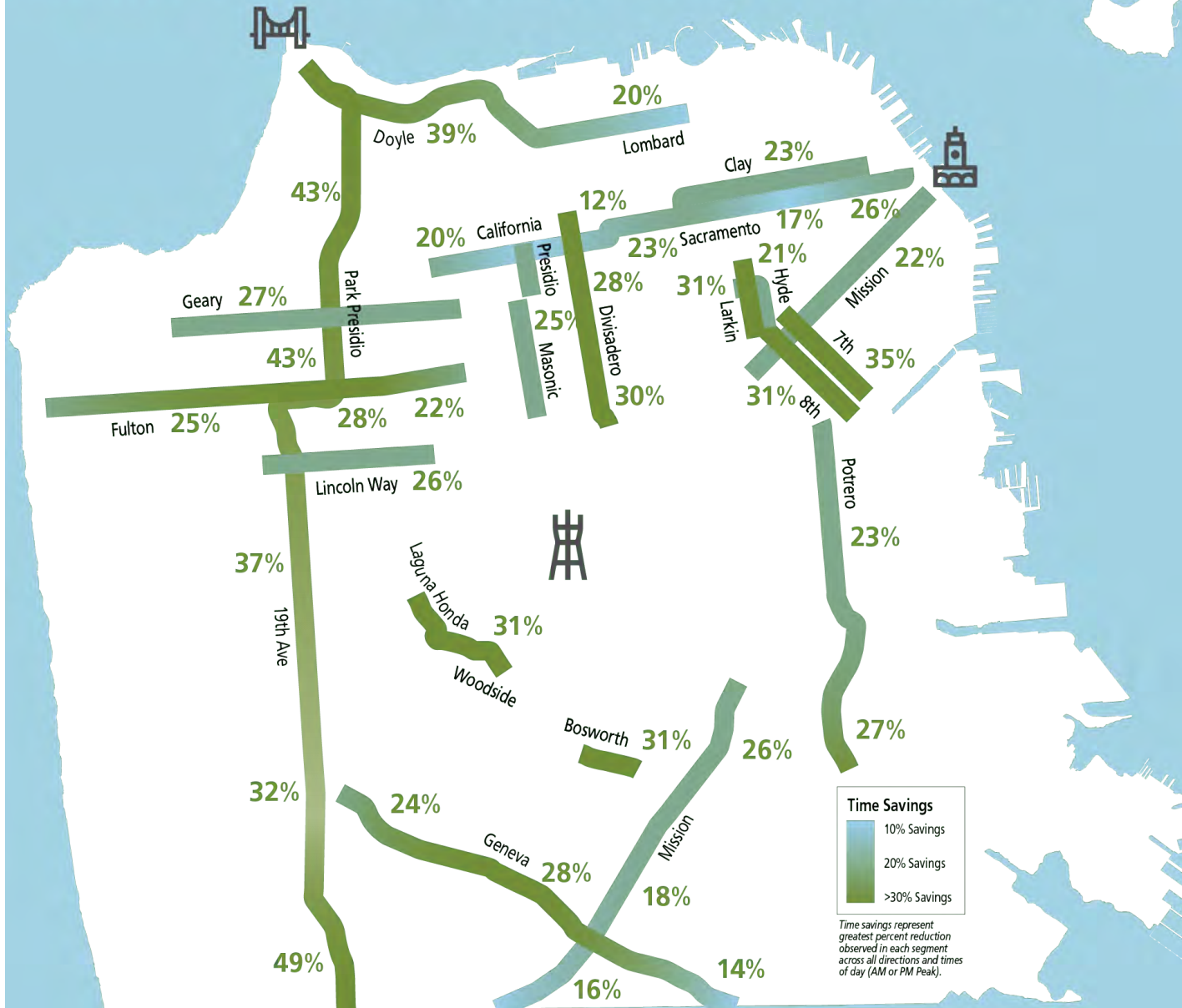
71% of today's service hours are delivered on routes where a high proportion of riders are people of color or are members of a low-income household

Transit: Solutions

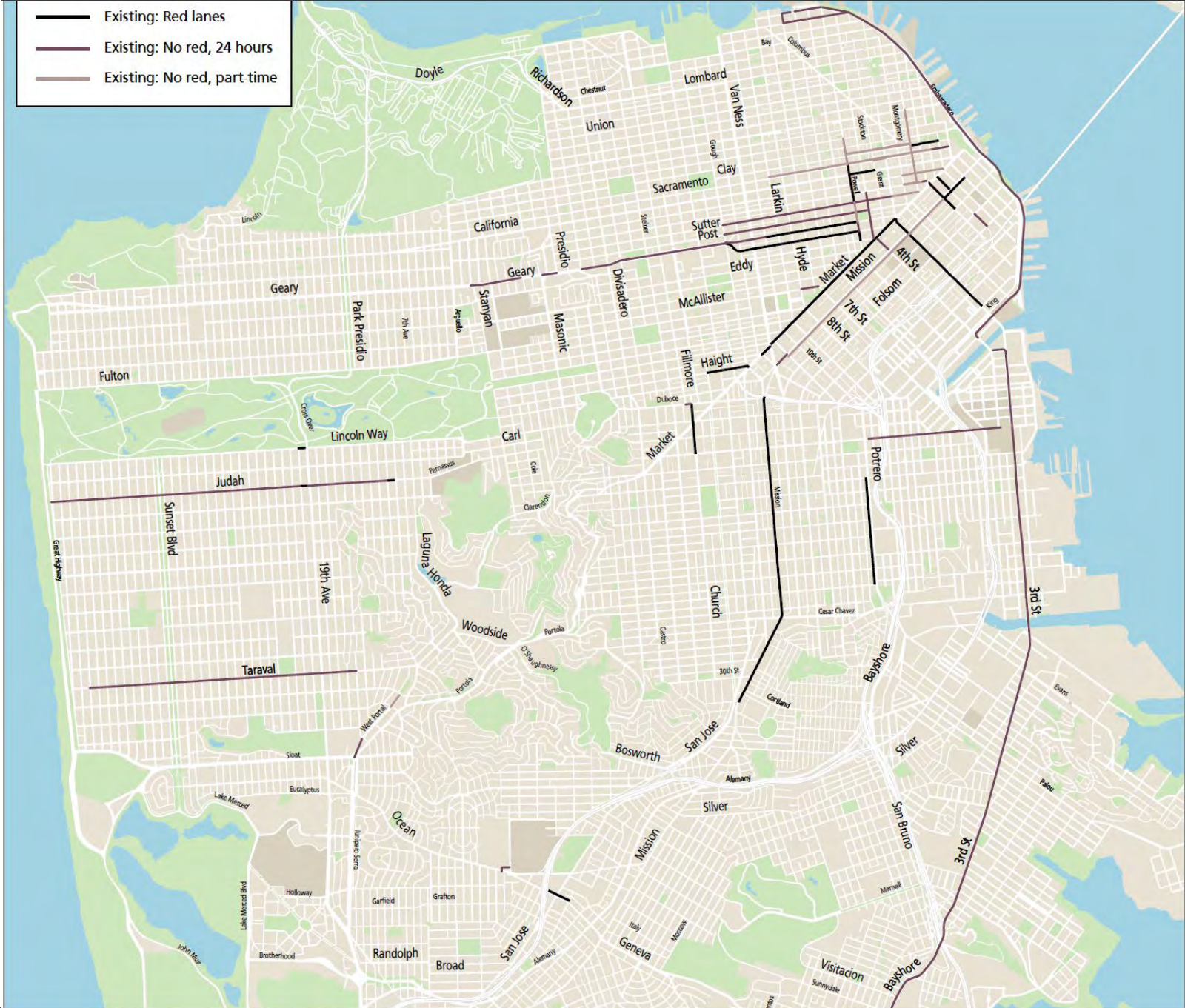




Travel Time Savings During Shelter In Place



- Existing: Red lanes
- Existing: No red, 24 hours
- Existing: No red, part-time





1. Emergency Implementation of Transit Lanes During Local Emergency Declaration

Planning, Design, Implementation
Muni Forward Teams
Outreach, Legislation
DOC



2. Evaluation; Permanent Legislation and Implementation of Transit Lanes July 2020 to July 2021

Planning, Outreach, Design, Legislation, Implementation
Muni Forward Teams



3. Development and Legislation of Full Muni Forward Elements January 2021 to January 2022

Planning, Outreach, Design, Legislation
Muni Forward Teams



4. Full Muni Forward Project Construction June 2021 onwards

Outreach and Implementation
Muni Forward Teams

June 2020

January 2021

June 2021

January 2022

Transit: Tradeoffs



Transit: Discussion



Bikeways & Slow Streets



Bikeways & Slow Streets: Overview

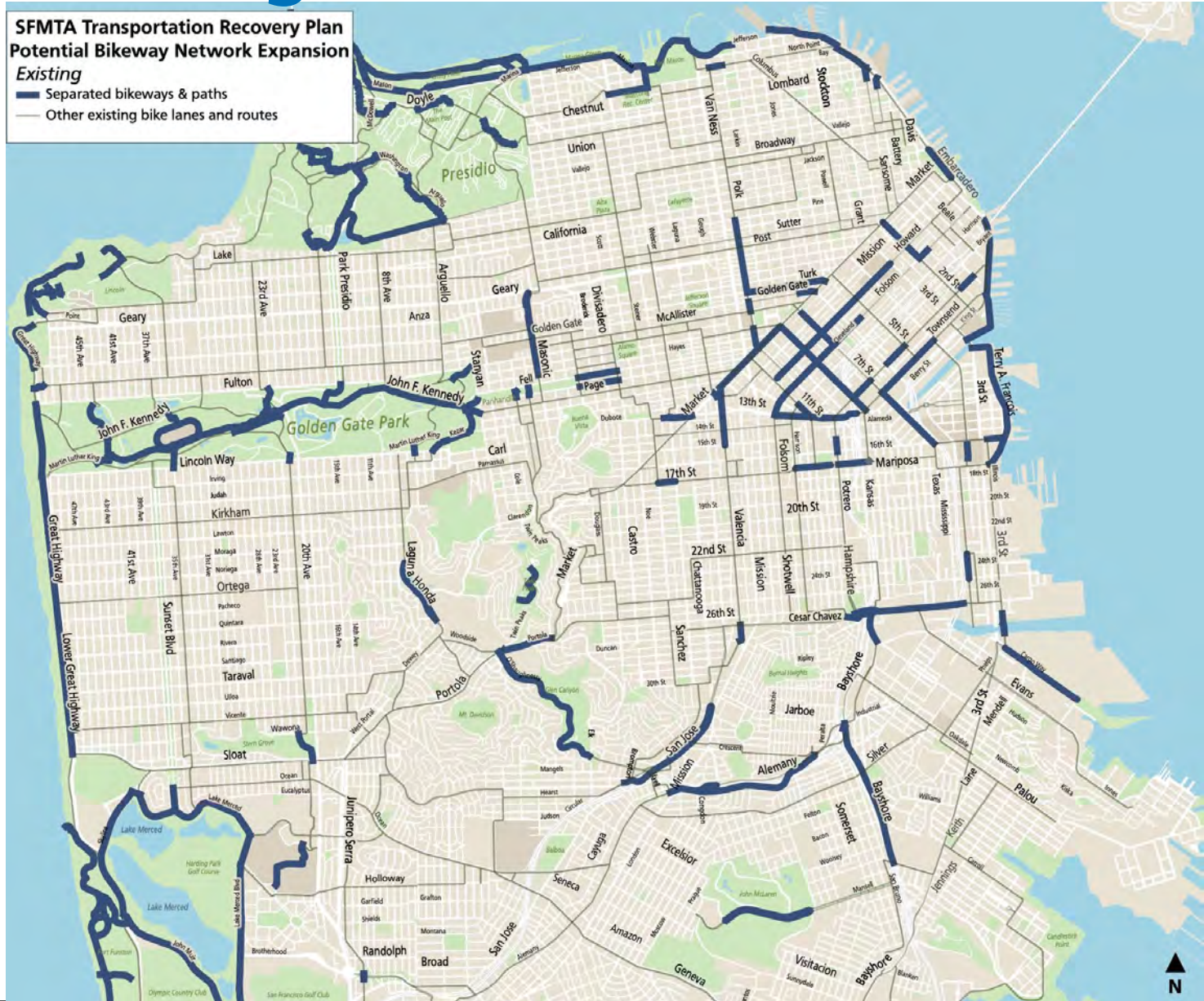
- Maintain priorities
 - Quick-build program
 - Protected bike lanes
 - Bikeshare expansion
- Adjust workplan to meet recovery needs
 - Slow Streets
 - Tenderloin neighborhood plan
 - Fell St

Existing Network

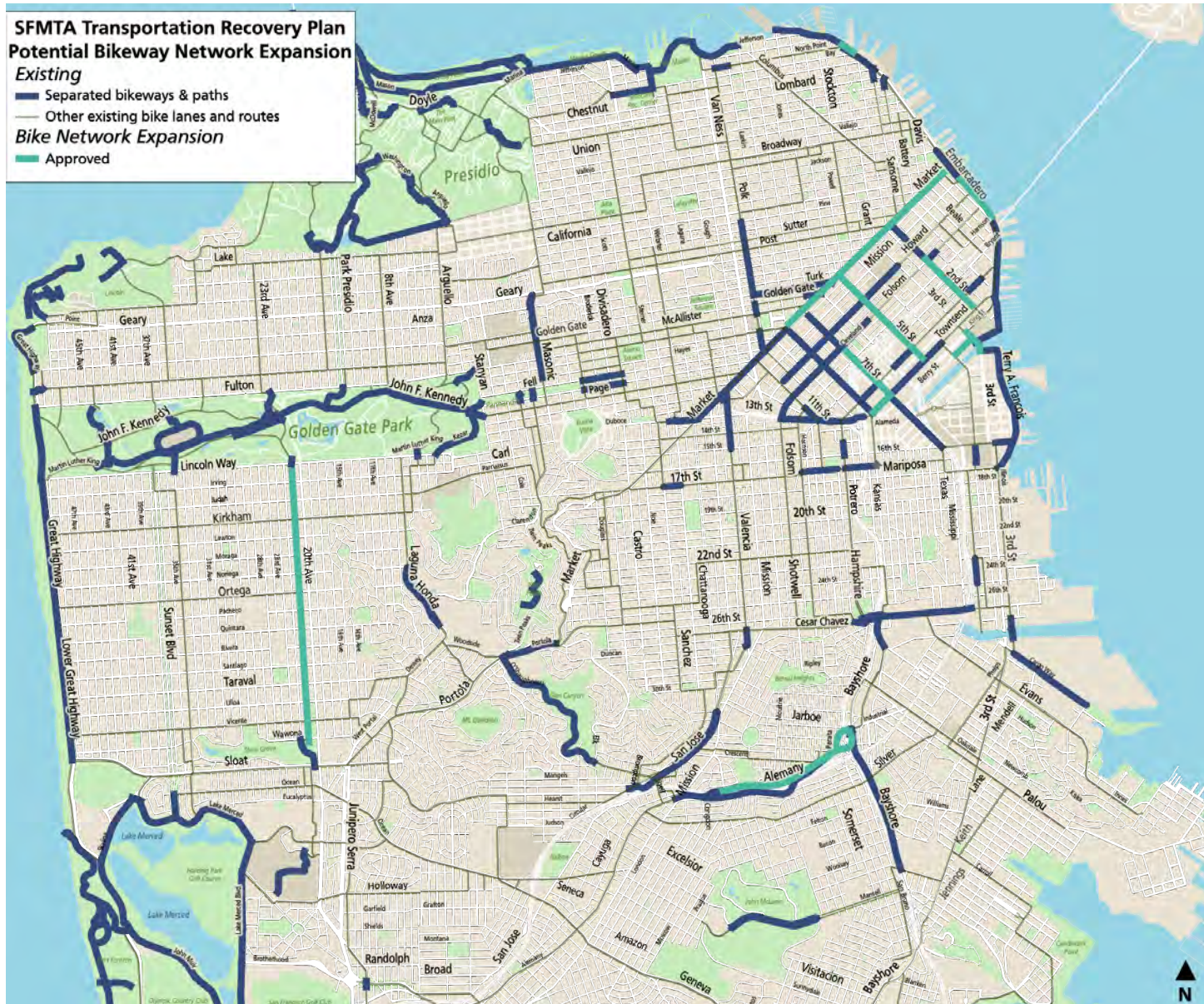
SFMTA Transportation Recovery Plan Potential Bikeway Network Expansion

Existing

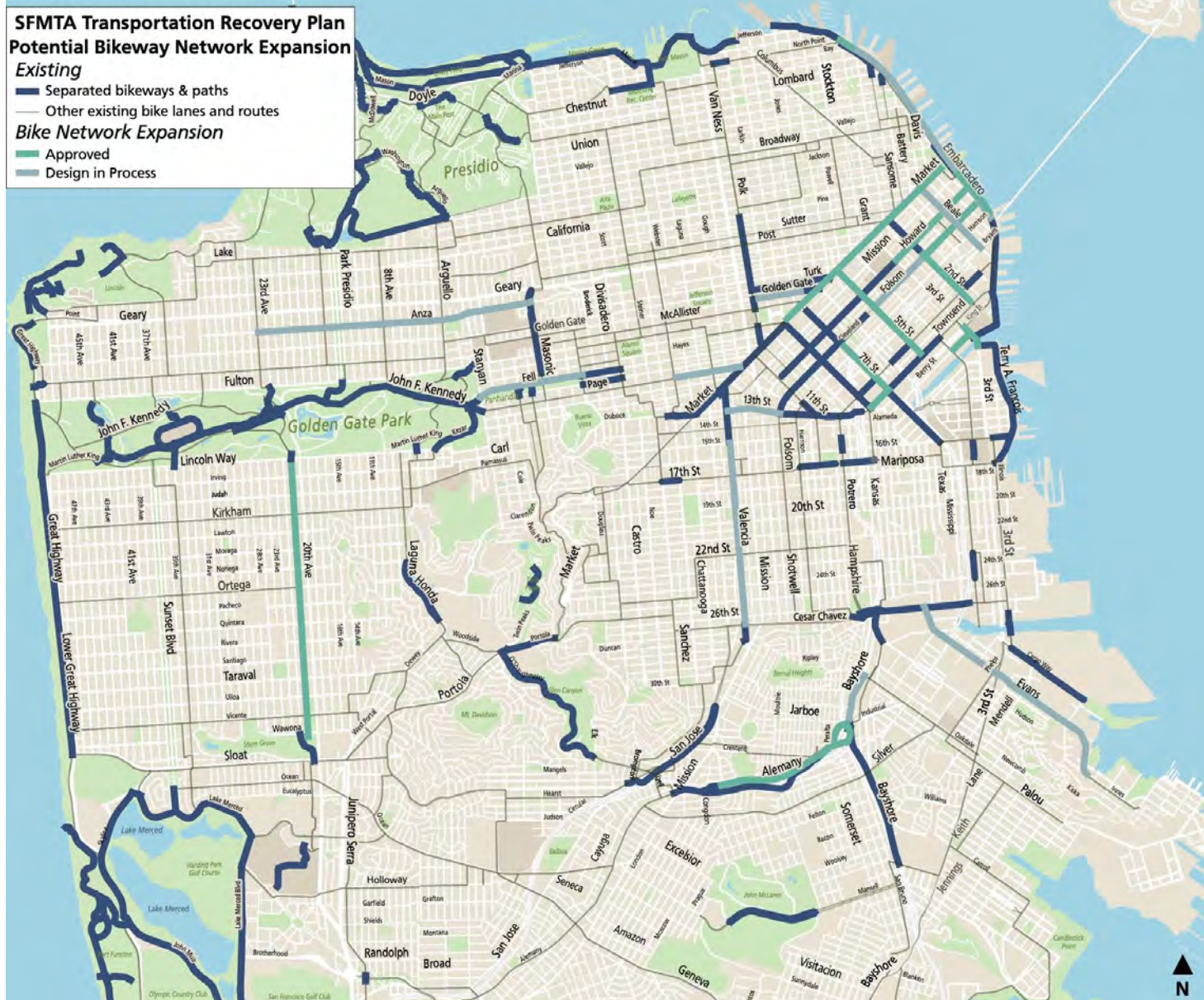
- Separated bikeways & paths
- Other existing bike lanes and routes



Approved Projects



Design In-Process



Bikeway Expansion – Recovery Plan

- Protected lanes
 - Complex design challenges
 - \$1M per mile (even for quick-builds)
 - Fewer opportunities in outer neighborhoods
- Slow Streets
 - Low cost
 - Widespread applicability
 - Maintenance burden?

Slow Streets

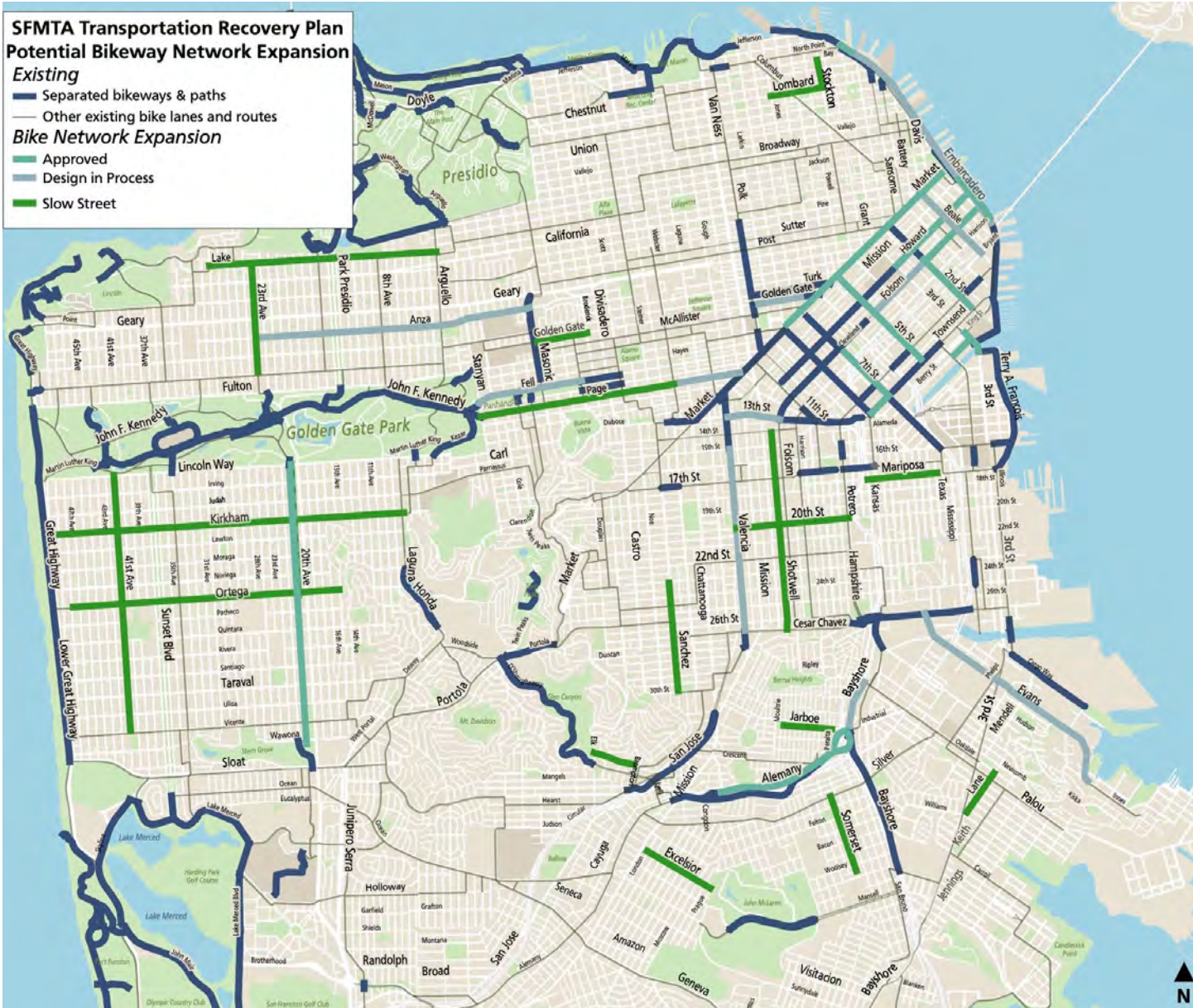
SFMTA Transportation Recovery Plan Potential Bikeway Network Expansion

Existing

- Separated bikeways & paths
- Other existing bike lanes and routes

Bike Network Expansion

- Approved
- Design in Process
- Slow Street



Bikeshare: current status

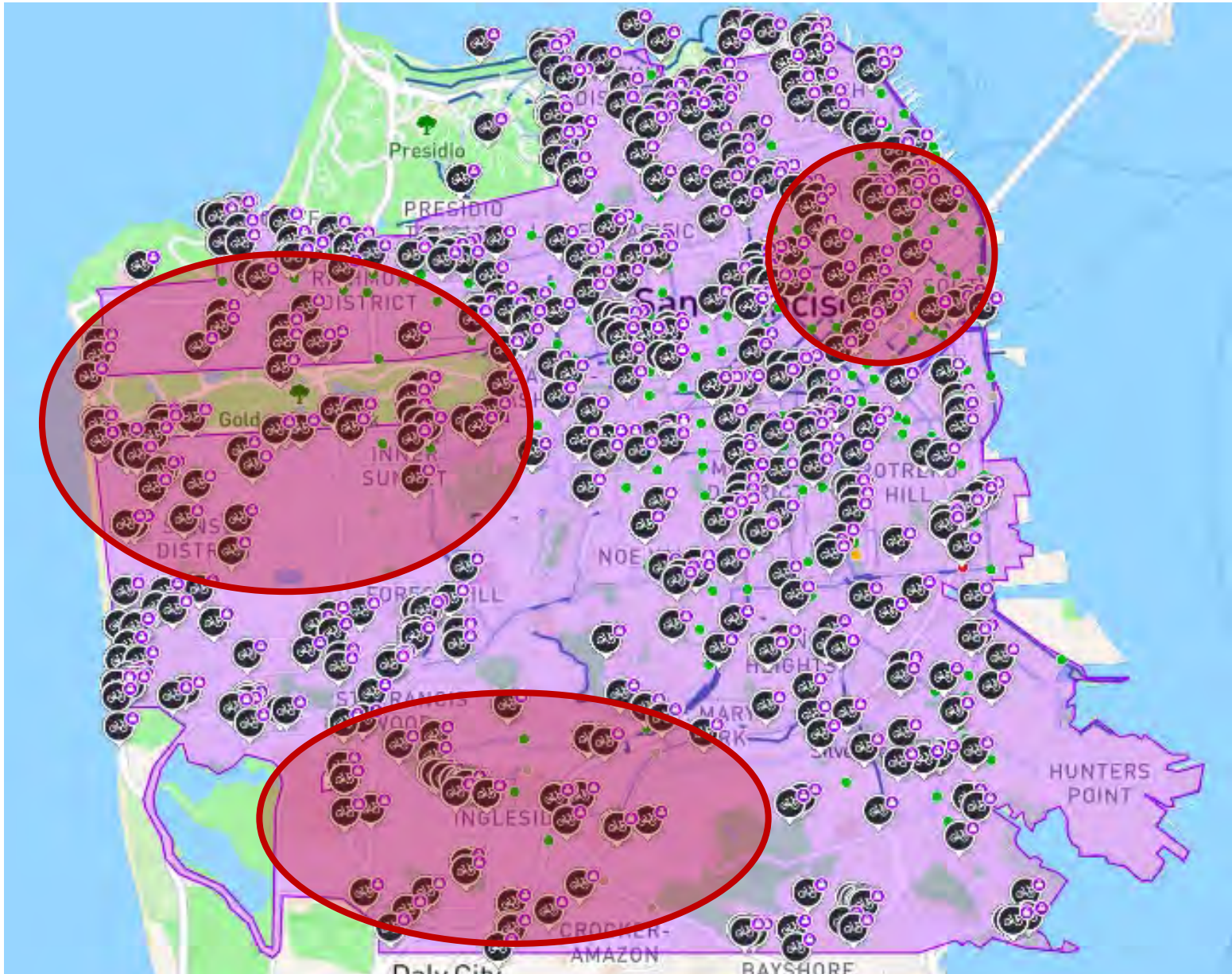
- 230 stations out of 320 installed
- 4-year contract with Lyft for e-bikes signed in Jan 2020
- 17,000 daily trips (Feb 2020)

Recovery Plan: Bikeshare Expansion

- 85 new stations
- 100+ new bike racks per month
- Deploy 4,000 hybrid e-bikes with citywide service area



Bikeshare Expansion: Focus Areas



Bike Infrastructure: Discussion



Neighborhood Commercial Corridors



Curbside Pick-up and Queueing Space

Using valuable curb space for:

- Curbside pick-ups
- Social distancing space



Shared Spaces Program



Parking meters and enforcement



Public space for economic recovery: Tradeoffs



Neighborhood Commercial Corridors: Discussion

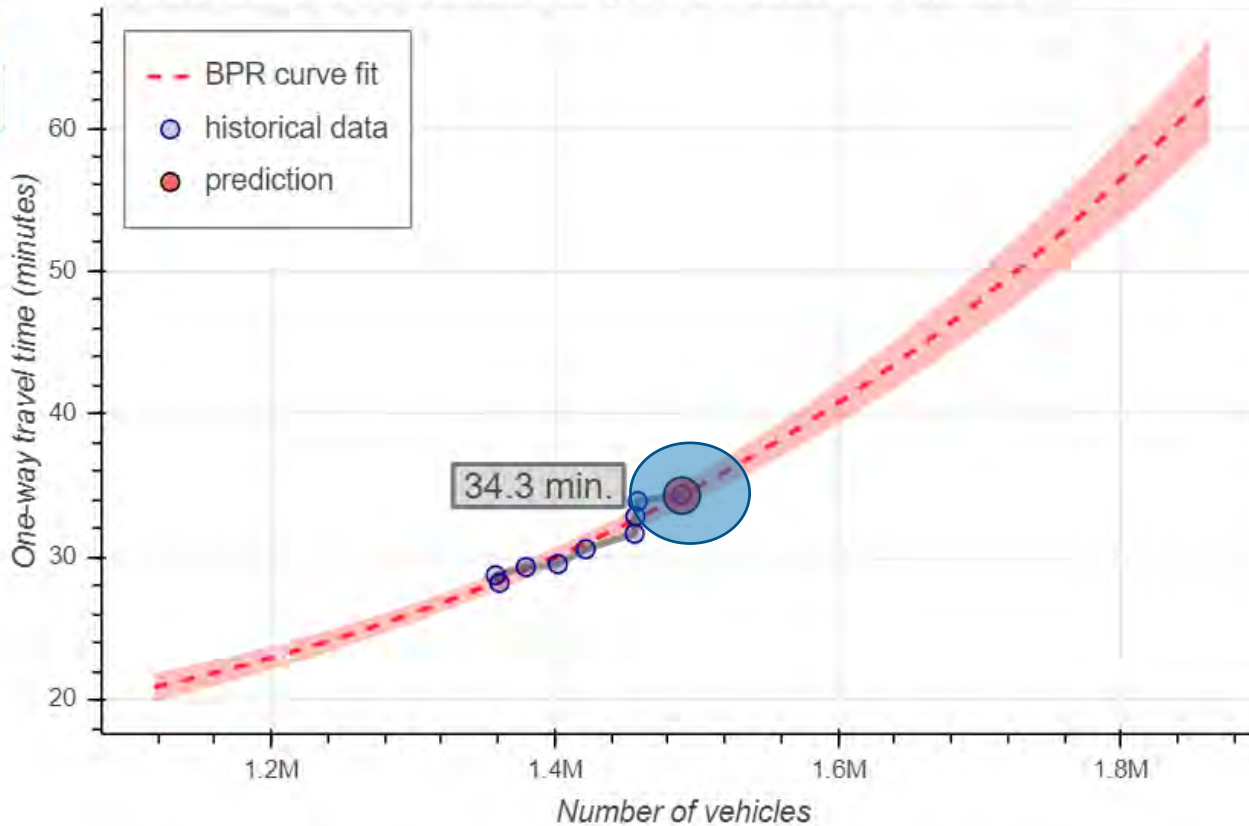


Managing Congestion & Travel Demand



Pre-COVID: 34 minute commute

Predicted travel time in post-Covid scenario



Transit shift to SOV: 0%

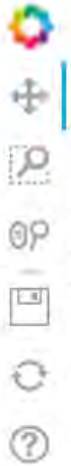
Carpool shift to SOV: 0%

Jobs lost: 0%

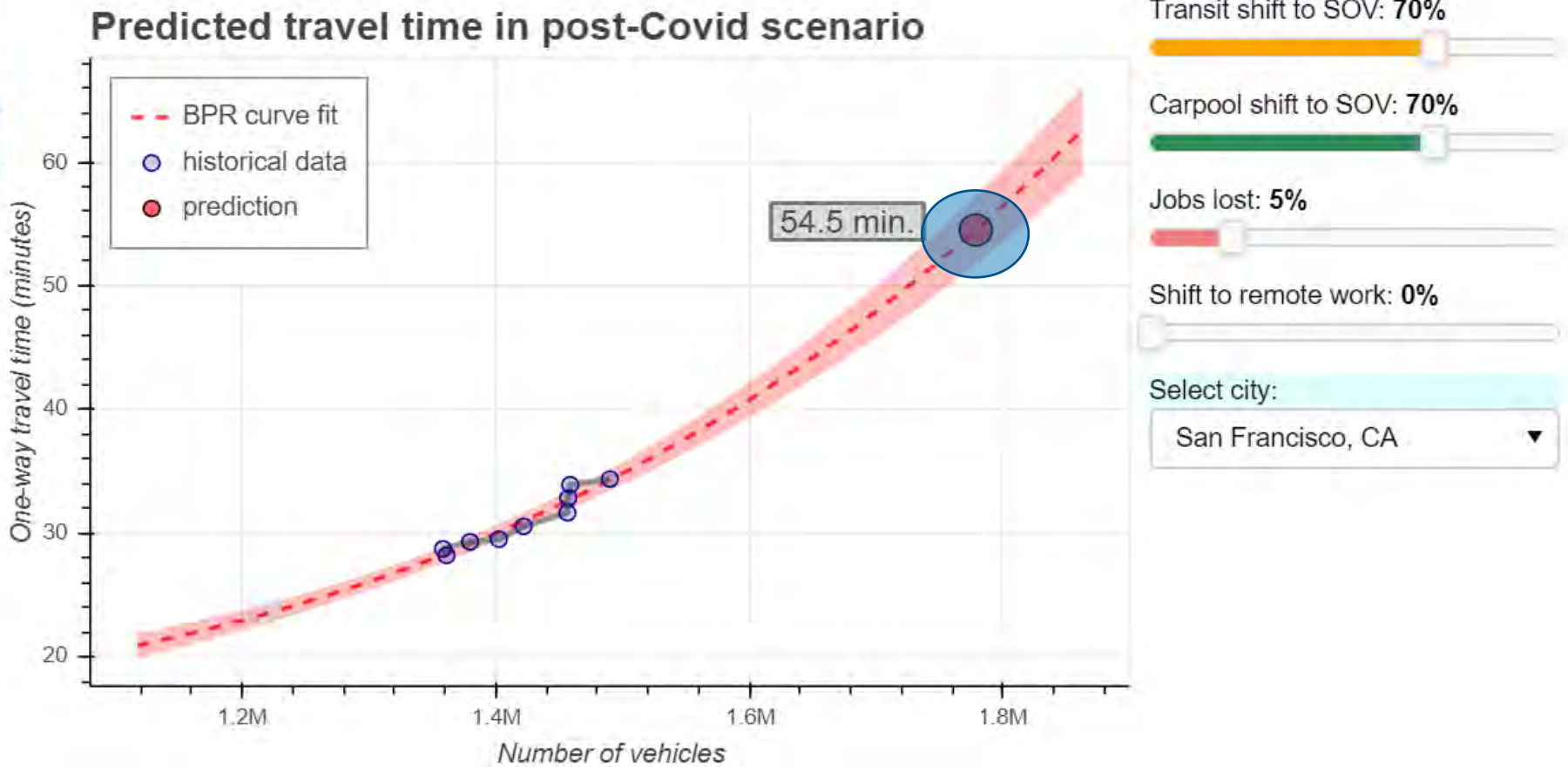
Shift to remote work: 0%

Select city:

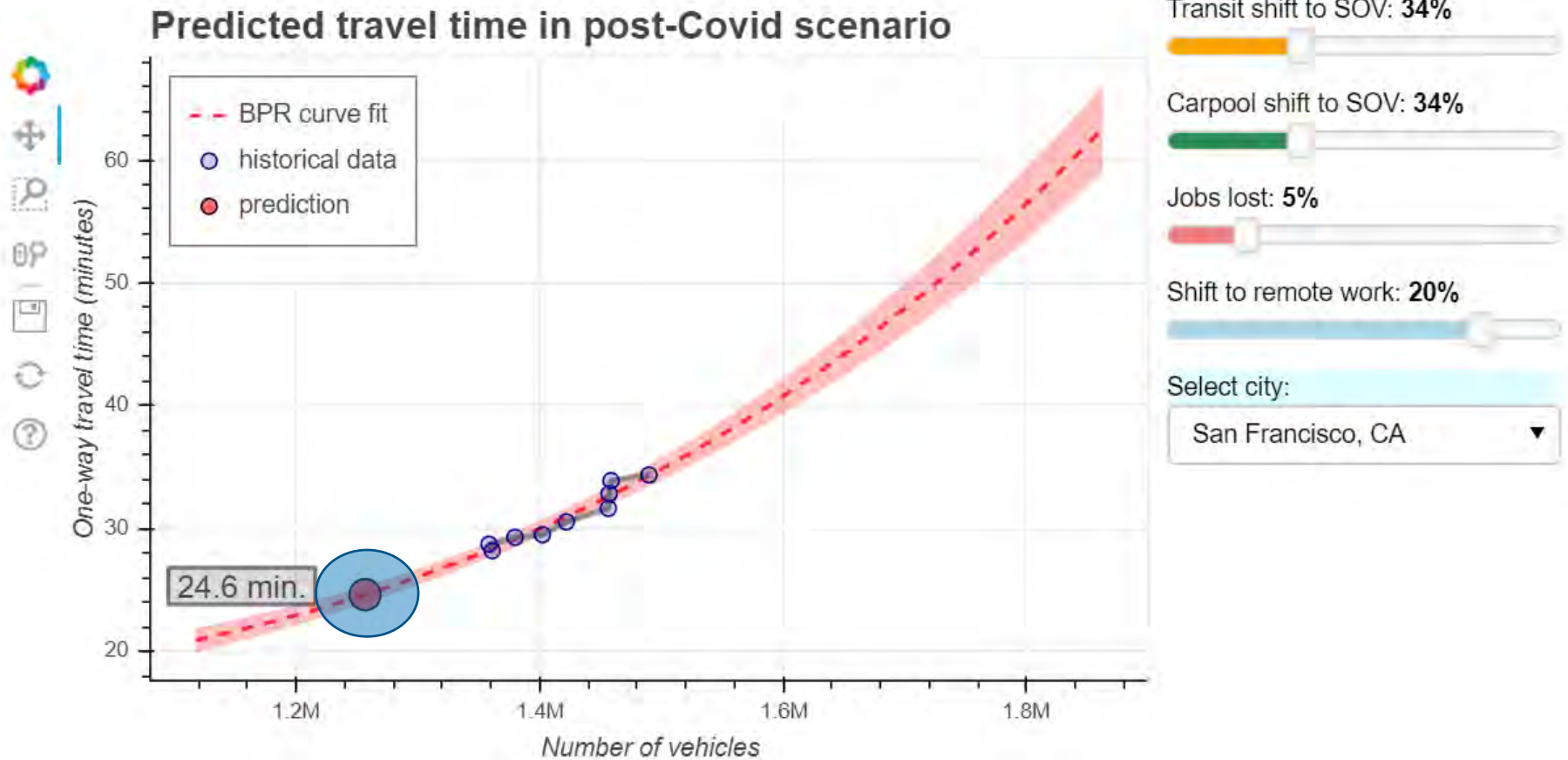
San Francisco, CA



Scenario One: 55 minute commute



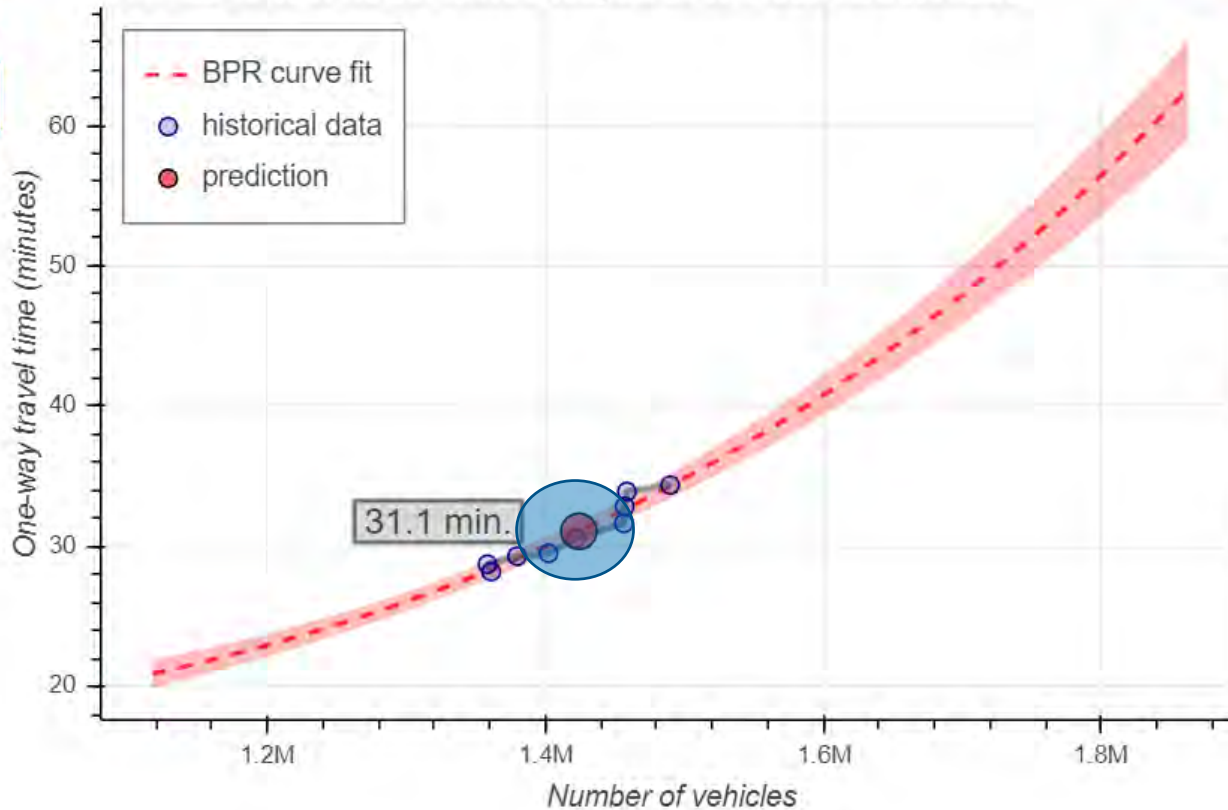
Scenario Two: 25 minute commute



Scenario Three: 31 minute commute



Predicted travel time in post-Covid scenario



Transit shift to SOV: **34%**

Carpool shift to SOV: **34%**

Jobs lost: **0%**

Shift to remote work: **15%**

Select city:

San Francisco, CA

Managing Congestion & Travel Demand: Challenges



Managing Congestion & Travel Demand: Possible Solutions



Managing Congestion & Travel Demand: Tradeoffs



Managing Congestion & Travel Demand: Discussion



Next Steps

