



SFMTA

SFMTA Transportation Recovery Plan

SFMTA Citizens' Advisory Council
June 4, 2020



Transportation Recovery Plan: Approach

- An unprecedented opportunity to rebuild our transportation system.
- Guided by evolving public health recommendations and resumption of economic activity.
- Meets transportation needs driven by the health crisis and addresses longstanding problems.
- Positions the SFMTA for the economic challenges that lie ahead.



A Muni Bus passes by a hospital on its route.



A sign indicates that most customers should board through the rear door.

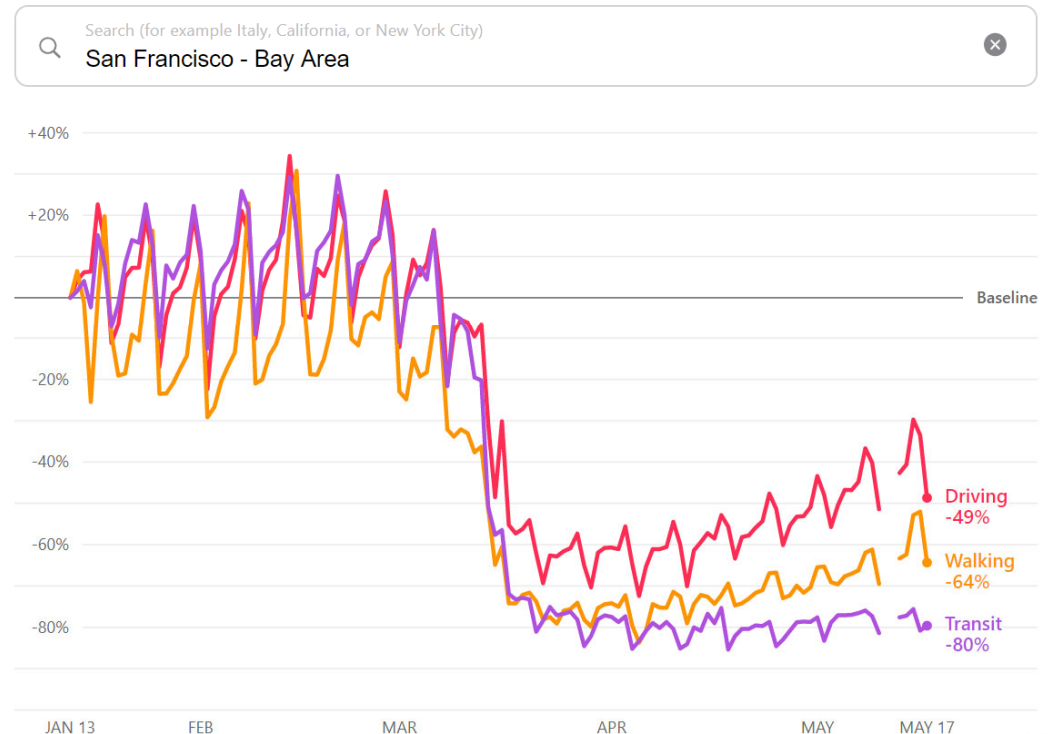
Transportation Recovery Plan: Congestion

We're seeing indications congestion may exceed pre-COVID levels, similar to some East Asian cities:

- A small shift from transit to driving would result in severe congestion.
- Severe congestion could cut the person-capacity of the mobility system by more than half, halting further economic recovery.
- We must act now to prioritize most space-efficient modes and optimize user health and safety.

Mobility Trends

Change in routing requests since January 13, 2020



Source: Apple Maps Mobility Trends Report

Transportation Recovery Plan: Goals

- Protect the health and safety of SFMTA employees and the public.
- Support a strong economic recovery; promoting sustainable alternatives such as walking and bicycling.
- Address the transportation system's shortcomings, maintaining core Muni service, enhancing it as needed.



A Muni Car Cleaner sprays down a bus.



A Muni Operator uses personal protective equipment while driving a bus

Transportation Recovery Plan: Values

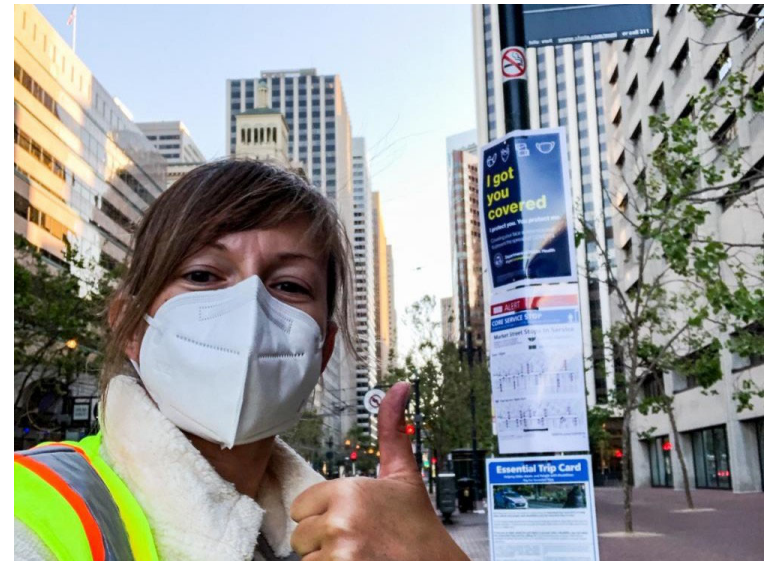
Recovery requires difficult tradeoffs and changes as we face drastic revenue shortfalls.

Our efforts are centered on the following values:

- A good transportation system drives economic activity and is the backbone of San Francisco's social fabric;
- Equity, safety, environmental sustainability and customer service, informed by our strategic plan;
- Our infrastructure and services must adapt to best serve San Francisco's needs.



Staff Ambassadors help customers navigate changes in the Muni system

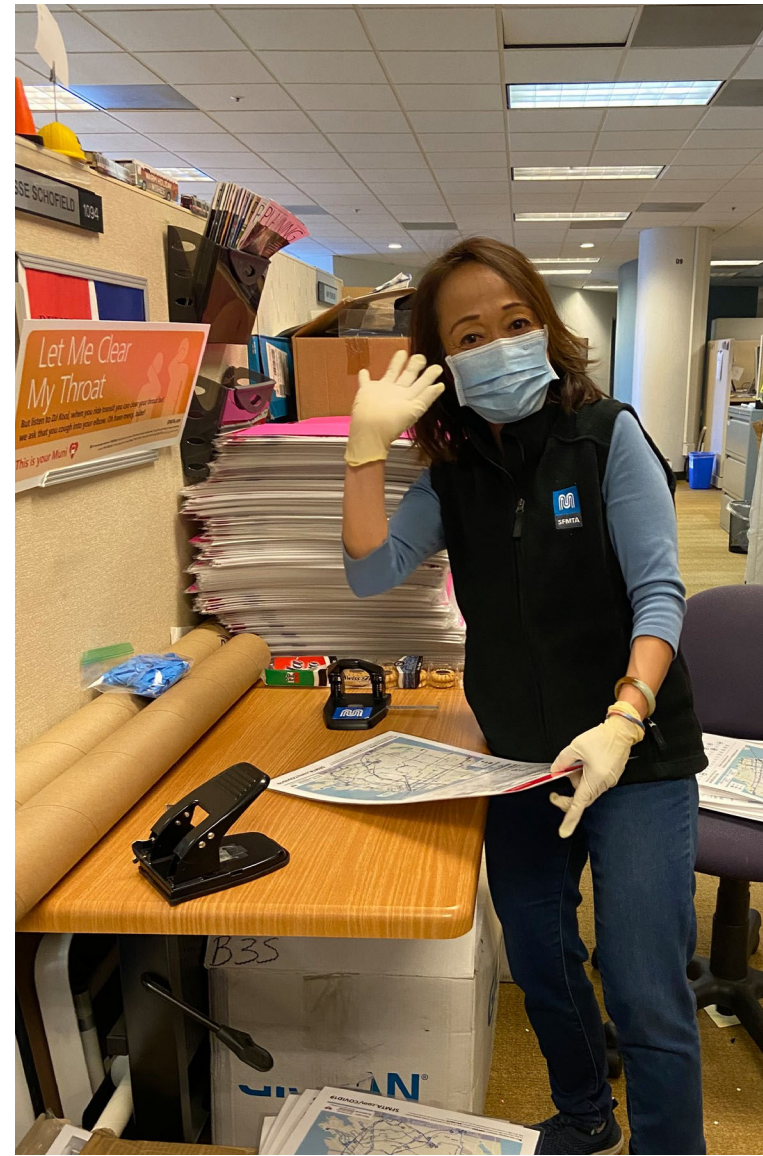


An ambassador poses in front of signs

Transportation Recovery Plan: How It Works

The Transportation Recovery Plan provides a roadmap for bringing our employees back to work while minimizing health risk.

- Lays out the sequencing of how SFMTA will be bringing back transit service as well as street operations.
- Contemplates how to support:
 - Efficient modes of transportation through tools like bike lanes, slow streets, transit-only lanes, paratransit and taxis.
 - Small businesses and communities through tools like street closures and curb management.



SFMTA staff makes signs at 1 South Van Ness

Transportation Recovery Plan | Summary

Subject to Change  SFMTA

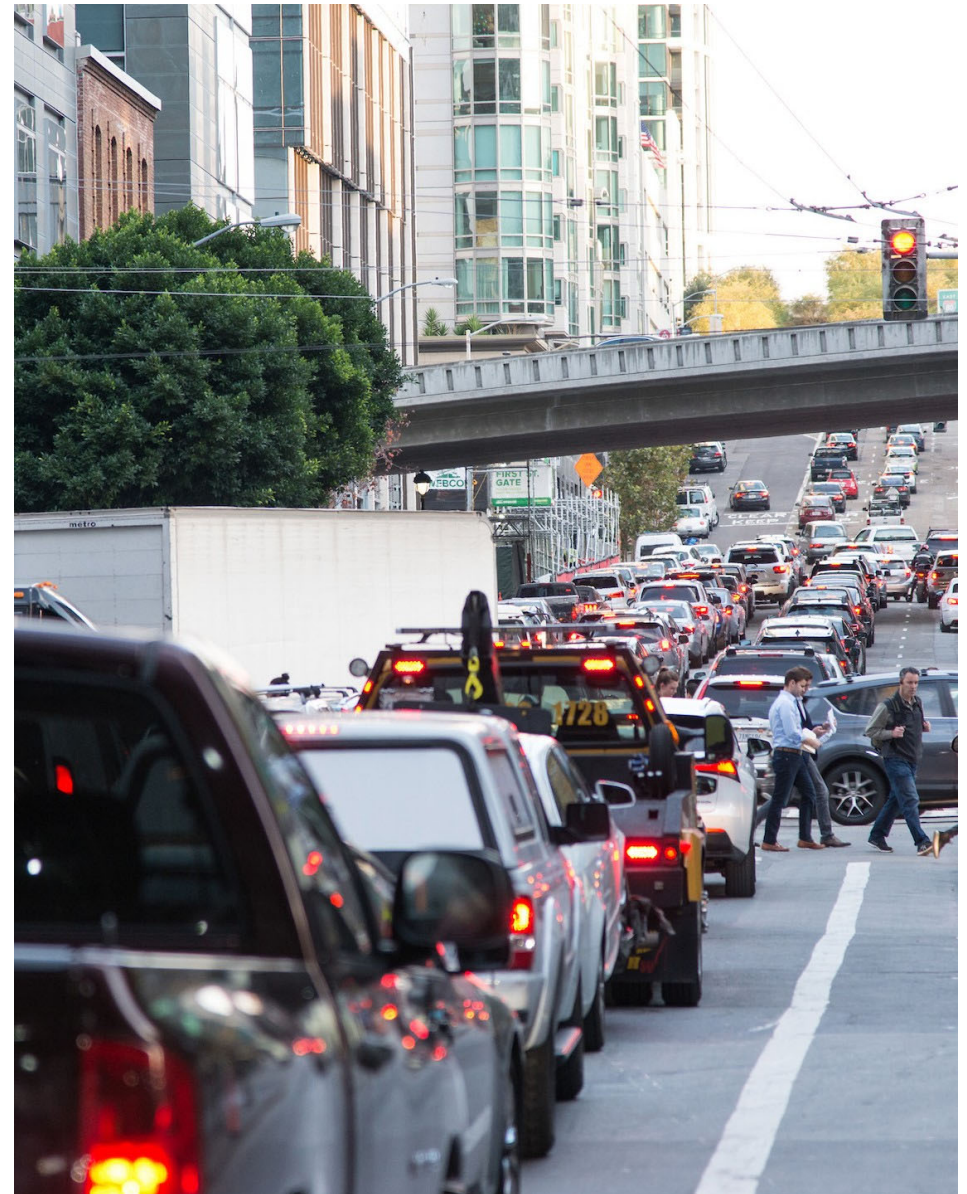
Anticipated Transportation Demand Drivers	Shelter-in-place Essential trips only	Increase in trips for outdoor recreation and to neighborhood commercial (pick-up/delivery)	Expansion of trips to neighborhood commercial corridors and to large institutional employers	Increased trips to neighborhood commercial 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. Additl 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

rev 5/27/20

Challenges

The Transportation Recovery Plan addresses the following challenges:

- A quick return of traffic congestion, potentially above pre-COVID levels.
- Resourcing and budgetary issues as we need to move an increasingly larger number of people while requiring several times more space per person.
- Staffing shortages could make it difficult to keep pace due to both COVID-related absenteeism and new operational realities.



There is the potential for congestion return above pre-Covid levels to San Francisco.

Transit that Supports Economic Recovery

- Maintaining travel time savings due to less traffic congestion in health crisis would enable us to maintain service frequency with less.
- Transit lanes could enable Muni to reduce travel times to preserve service frequency while reducing costs and allowing for better physical distancing on buses.
- The savings would protect riders from feeling the effects of budget cuts due to the economic impacts of COVID-19.



Signs direct customers on how to socially distance while waiting for a bus.



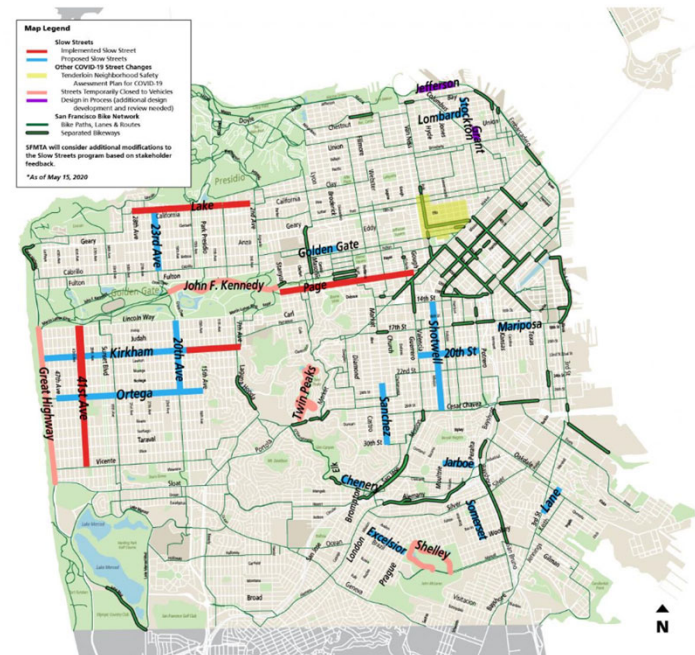
A 38R Geary Rapid uses a transit lane

Meeting New Needs: Slow Streets

- Addressing San Francisco's distanced recreation needs as well as local walking and bicycling travel needs.
- Slow Streets is responsive to neighborhood requests for traffic-calmed streets.
- These streets allow bicycling to be accessible to a wider segment of the population, thereby reducing demand for Muni and driving trips.
- While Slow Streets was established as an emergency measure, the SFMTA will continue to monitor its performance in responding to the city's needs.



Staff install signs to calm traffic as a part of the Slow Streets program



SFMTA's implemented (red) and proposed (blue) Slow Streets corridors.

Adapting Streets to Meet New Needs

SFMTA is ready to support neighborhood commercial corridors by providing street space to requesting businesses where possible.

- Treatments could support business recovery:
 - Adding new loading zones
 - Using on-street parking as pedestrian space
 - Implementing Slow Streets treatments with advanced vetting (to not conflict with Muni routes, Vision Zero goals, or other access needs).
- Looking into utilizing SFMTA's existing legislative authority to implement Quick Build projects adding additional bike lanes
- Engaging members of the Board of Supervisors and the community to determine the best locations for additional bicycle improvements.



Slow Streets help more San Franciscans feel comfortable using a bicycle as a mode of transportation



Slow Streets on Lake Street

Taxis and Accessible Services: Filling Key Gaps

- Taxis and accessible transportation services fill key gaps and help seniors and people with disabilities take essential trips, while minimizing crowding on Muni.
- The Essential Trip Card (ETC) helps pay for door-to-door service for seniors or people with disabilities. It will be continued through the TRP and considered for longer-term continuation.
- The SFMTA will continue to promote taxi trips as an alternative to Muni.
- The SFMTA has implemented strict cleaning procedures for taxis and paratransit and is working to introduce physical barriers in taxis to reduce risks.



A passenger pays for their ride with the Essential Trip Card



Taxis fill gaps in our transportation system

Transportation Recovery Plan Next Steps

- Get input from SFMTA Board and public officials.
- Share plans with SFMTA staff, stakeholder groups.
- Continue working to prepare SFMTA work units for re-entry
- Operationalize Transportation Recovery Plan based on evolving public health recommendations and resumption of economic activity



Staff help customers practice social distancing and use core Muni service.

Thank You

