



**Welcome! The meeting will begin shortly.**



# 1 California

Temporary Emergency Transit Lanes

*Have a question?* Email [TellMuni@SFMTA.com](mailto:TellMuni@SFMTA.com) OR call [1-888-398-2342](tel:1-888-398-2342) and enter code [8647385#](tel:8647385#). When public comment is open, key in "1" and then "0" to join the queue of people wishing to comment.



Thank you for joining us to learn more about and provide comment on the 1 California Temporary Emergency Transit Lanes.

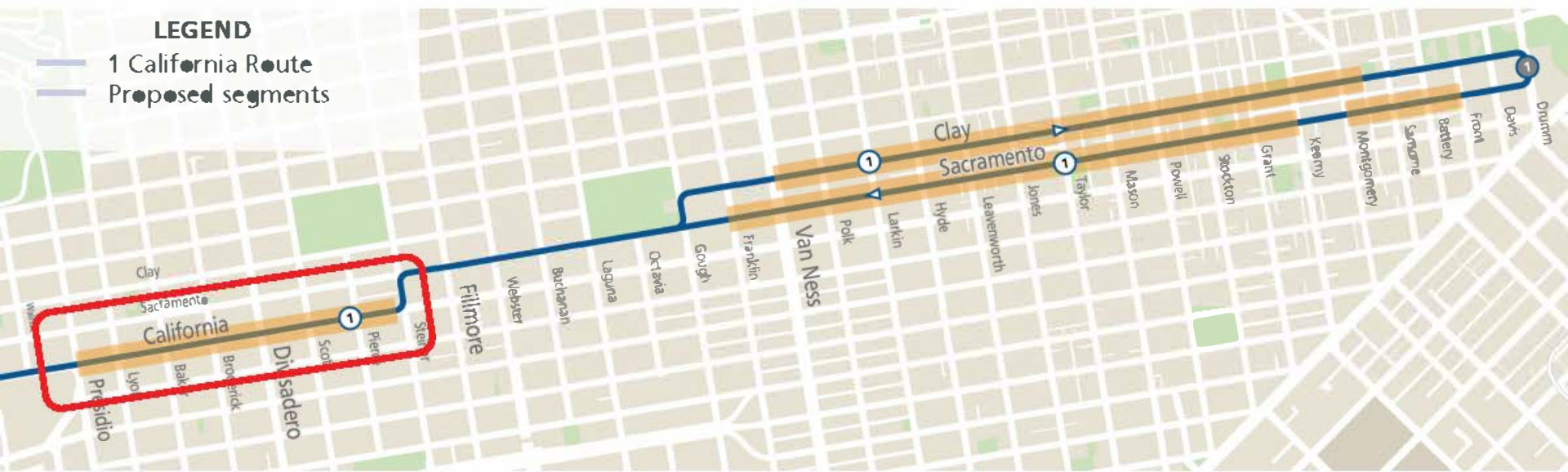
This meeting will be recorded for public record and documentation. Email [TellMuni@SFMTA.com](mailto:TellMuni@SFMTA.com) to provide comments and feedback before, during or after the presentation.

To provide live public comments:

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# Today's meeting

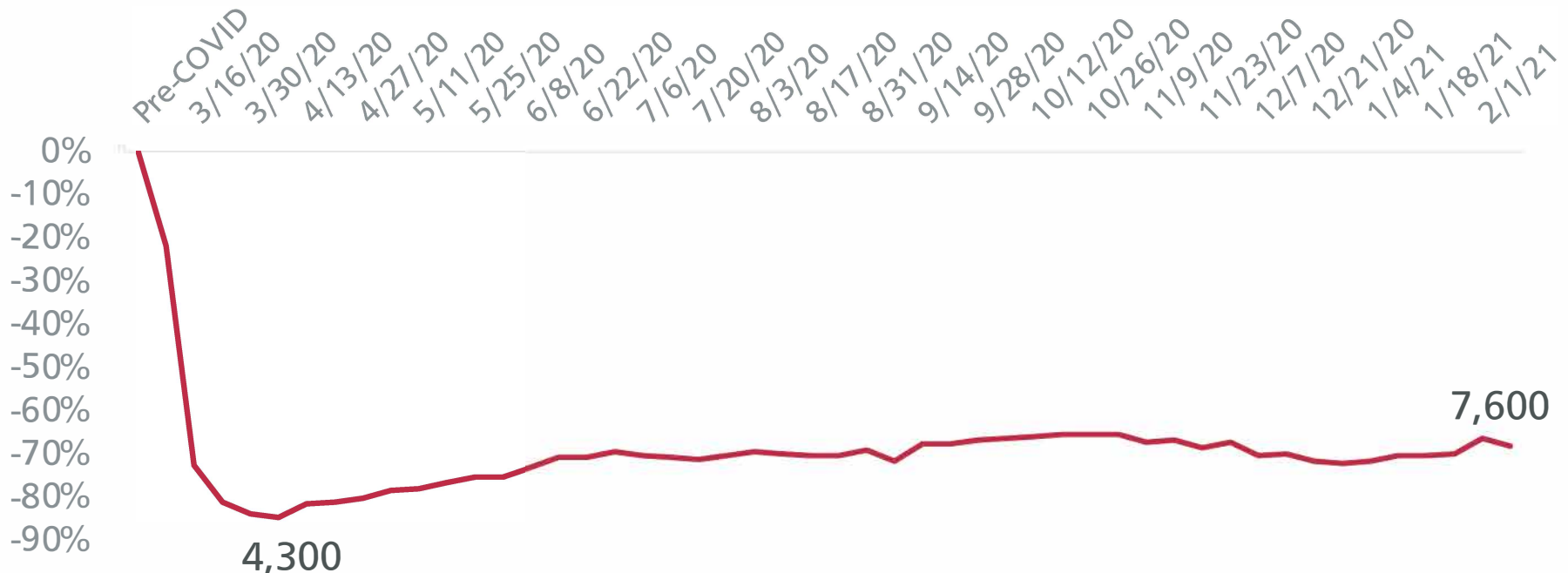
- Focus on project proposal on California Street between Presidio Avenue and Steiner Street.
- Note: proposal was revised to remove the proposed transit lane on California Street between Arguello and Presidio. This roadway in this area is too narrow for a transit lane.
- Meeting next week, February 24, 2:00 p.m., will focus on project proposals in Nob Hill/Chinatown/Financial District on Sacramento and Clay streets.



# Drop in average 1 California weekday passenger boardings compared to pre-COVID

Passenger boardings dropped sharply at the beginning of the pandemic and have remained relatively flat since early summer at about 1/3 of pre-COVID numbers.

Pre-COVID average weekday bus boardings: 22,500

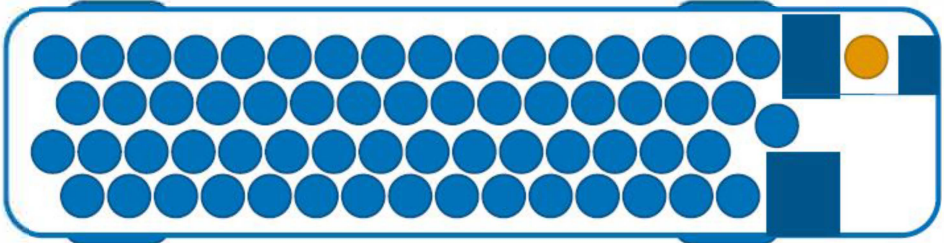


Source: SFMTA COVID-19 Data Dashboard ([SFMTA.com/covid-19-dashboard](https://www.sfmta.com/covid-19-dashboard))

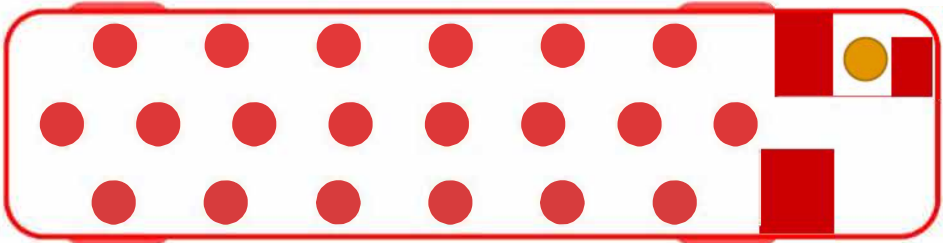


# Physical distancing requirements reduces bus capacity by over two-thirds

That's similar to how much capacity we have lost: buses can only carry one-third the number of passengers as before COVID-19 to maintain physical distancing.

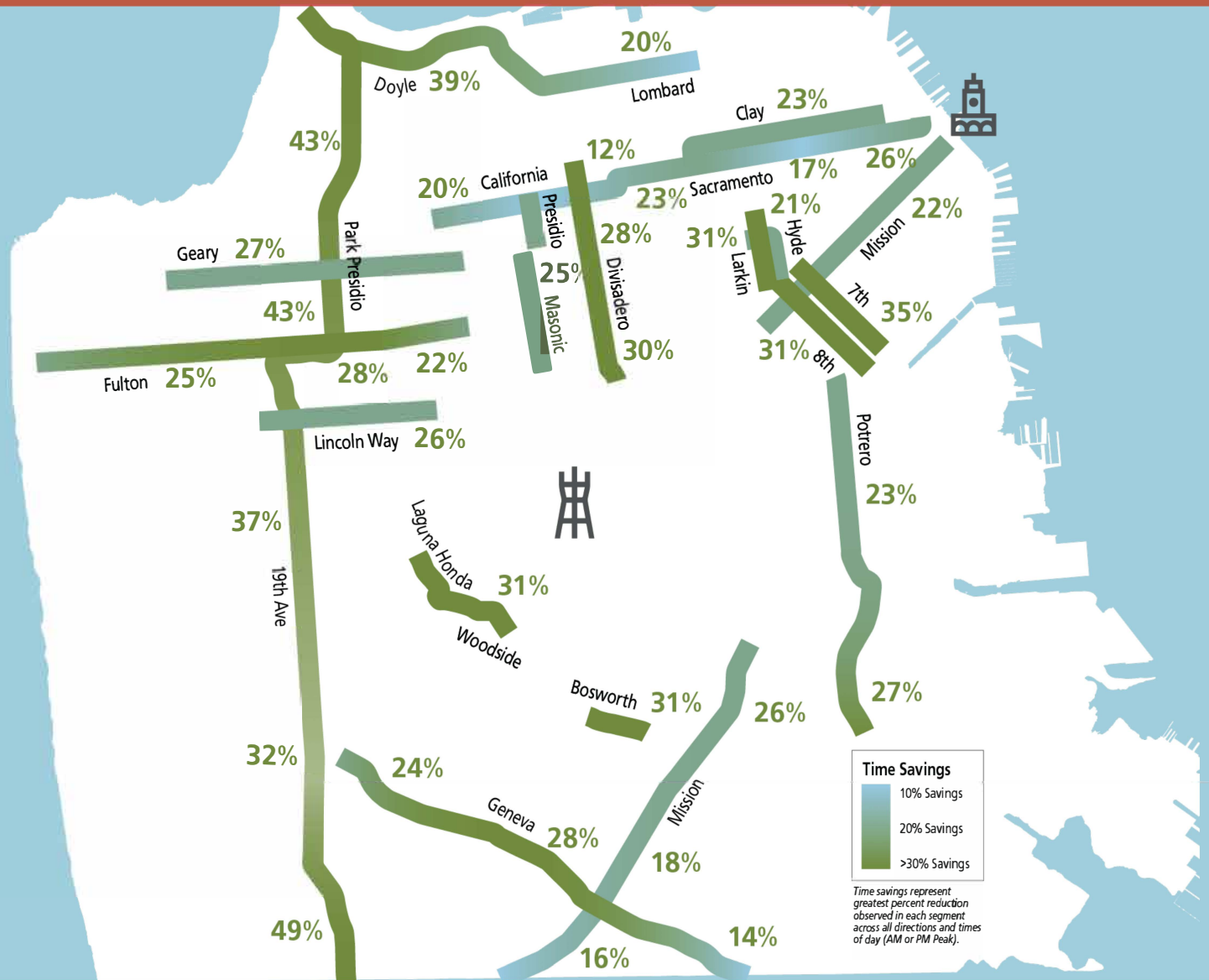


**Before  
COVID crisis**



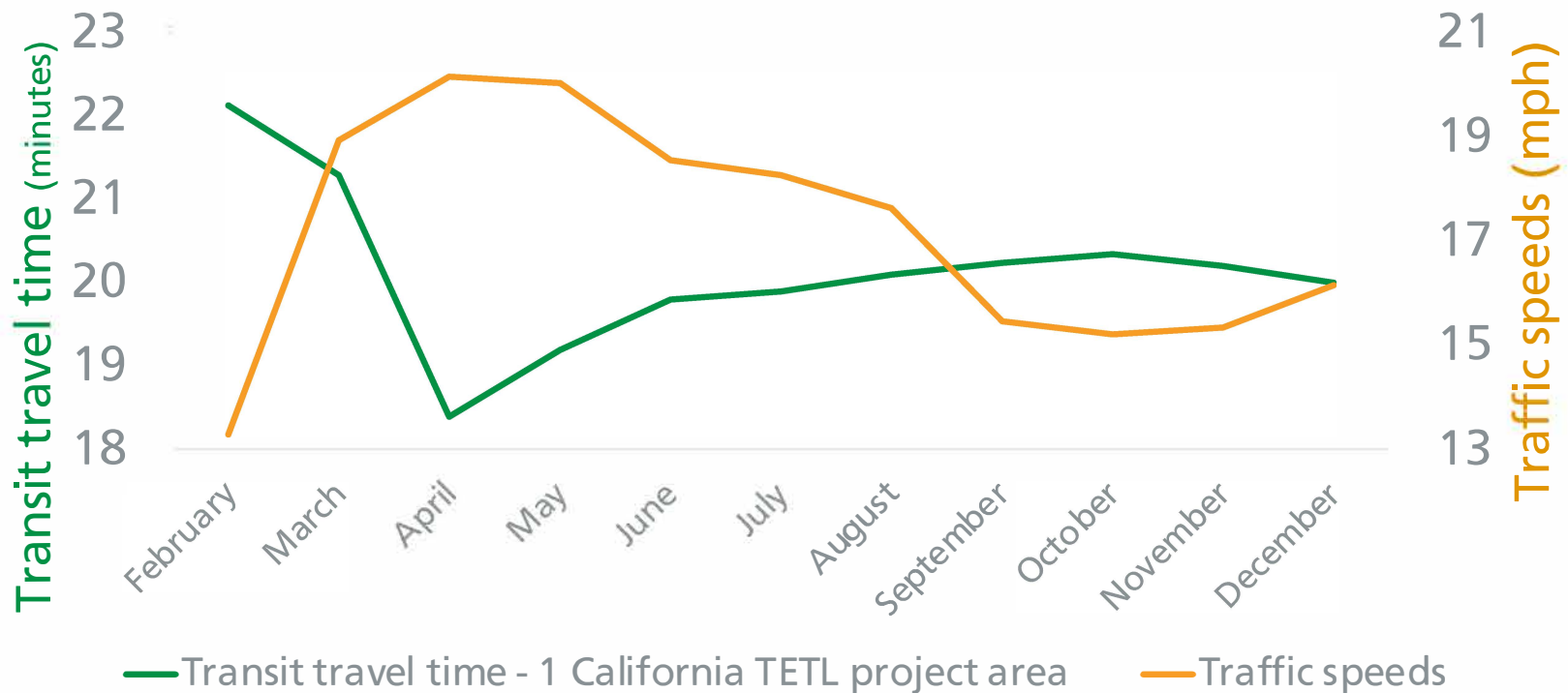
**Today**

# Transit travel time savings during initial Shelter in Place (April 2020 compared to February 2020)



# Traffic speed decreases and transit travel time increases are correlated with greater levels of economic re-opening

1 California corridor: traffic speeds vs transit travel time

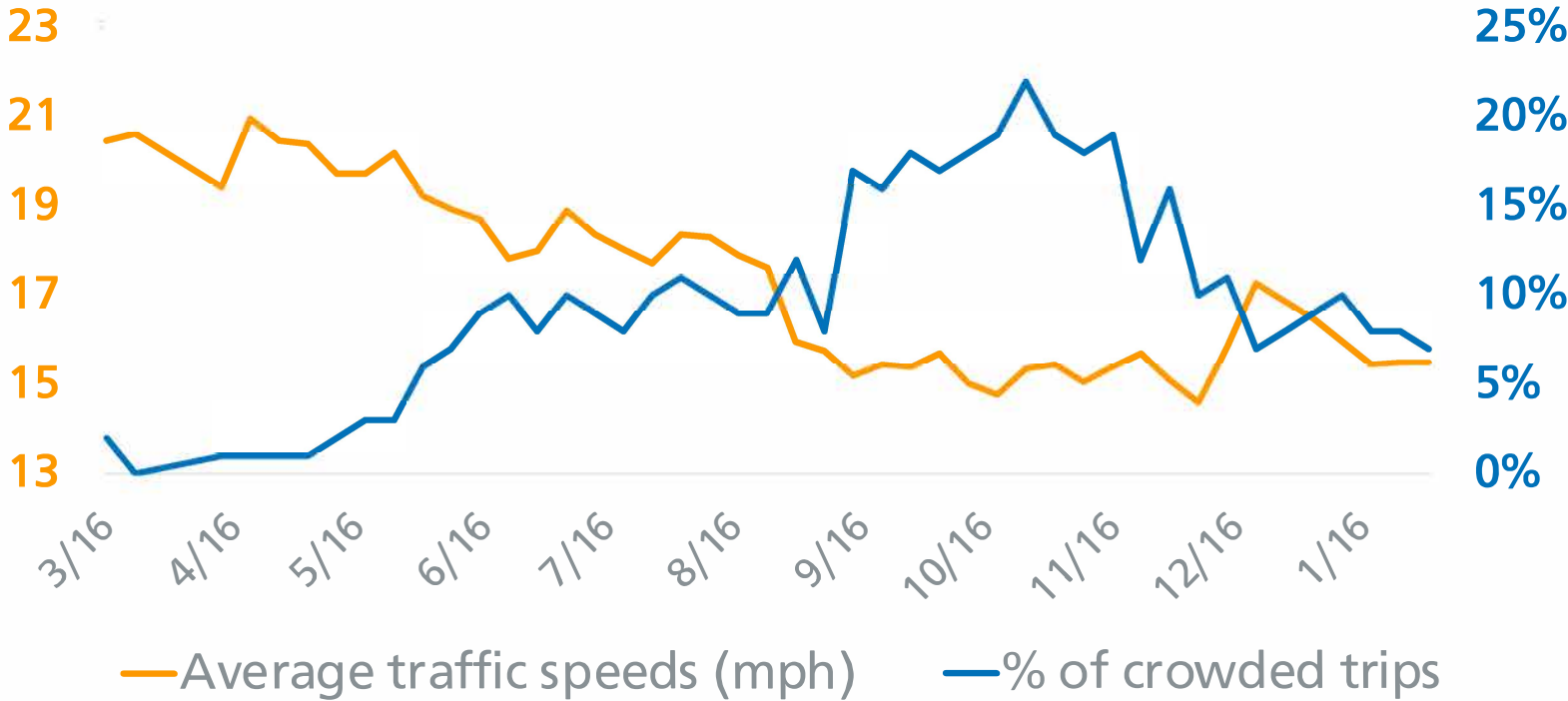


Source: Average auto speeds from SFCTA "Covid-Era Congestion Tracker", T-Th 7-9am and 4:30-6:30pm. Data not available for California/Sacramento/Clay so Pine AM and Bush PM are used as a proxy. Transit Travel time savings from SFMTA Automated Vehicle Location Data



# ...contributing to a major increase in crowding coinciding in fall 2020

## 1 California: Traffic and Crowding



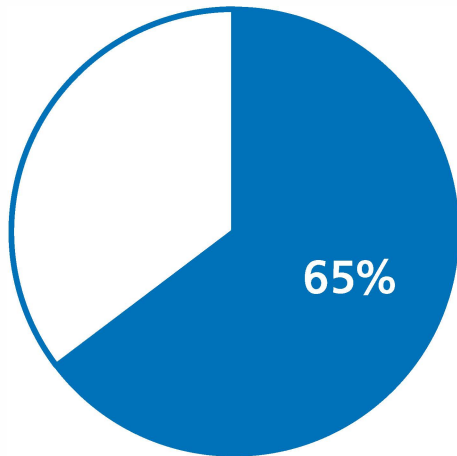
% of crowded trips indicates average % of weekday trips that exceeded "COVID capacity" between 7am and 7pm. Average auto speeds from SFCTA "Covid-Era Congestion Tracker", T-Th 7-9am and 4:30-6:30pm. Data not available for California/Sacramento/Clay so Pine AM and Bush PM between Market and Presidio streets are used as a proxy  
**Sources:** SFCTA "Covid-Era Congestion Tracker and SFMTA COVID-19 Data Dashboard (SFMTA.com/covid-19-dashboard)



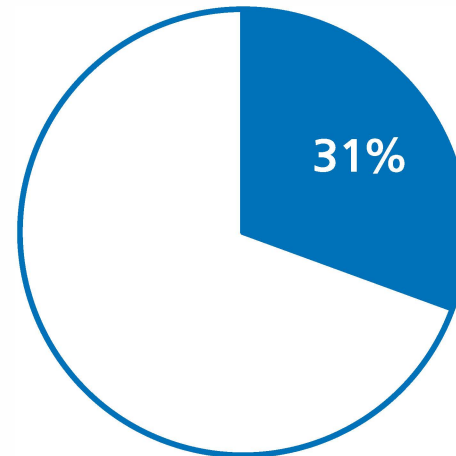


# 1 California serves neighborhoods that are particularly transit-dependent

Share of 0-car households in Chinatown and Nob Hill\*



Share of 0-car households in San Francisco



Source: Chinatown/Nob Hill data is average of census tracts containing Sacramento and Clay through Nob Hill and Chinatown (111, 112, 113, 118, 611) Census Reporter [censusreporter.org/data/map/?table=B08201&geo\\_ids=05000US06075,140|05000US06075&primary\\_geo\\_id=05000US06075#column|B08201002,sumlev|140](https://censusreporter.org/data/map/?table=B08201&geo_ids=05000US06075,140|05000US06075&primary_geo_id=05000US06075#column|B08201002,sumlev|140)

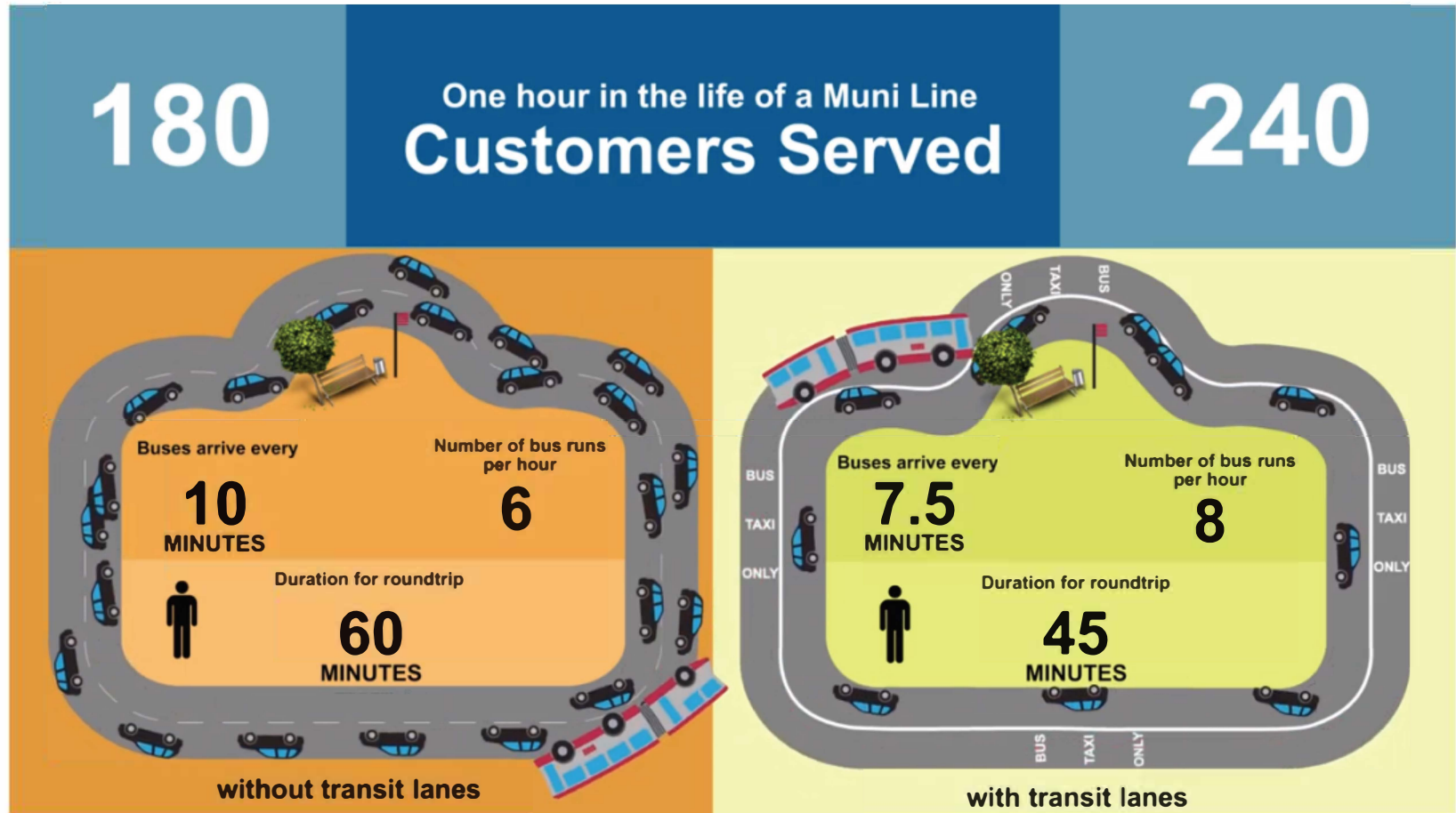
# Temporary Emergency Transit Lanes

- Install on corridors that normally experience congestion to keep buses moving and reduce crowding
- Allow buses to complete trips in less time and return into service more quickly
- Provide more frequent service with same number of buses, mitigating service reductions
- Would not be painted red
- Would be automatically removed within 120 days after emergency order is lifted, unless there is a public process to make a lane permanent



# Temporary Emergency Transit Lanes

Transit lanes would help maintain recent travel time savings as the economy re-opens and congestion returns



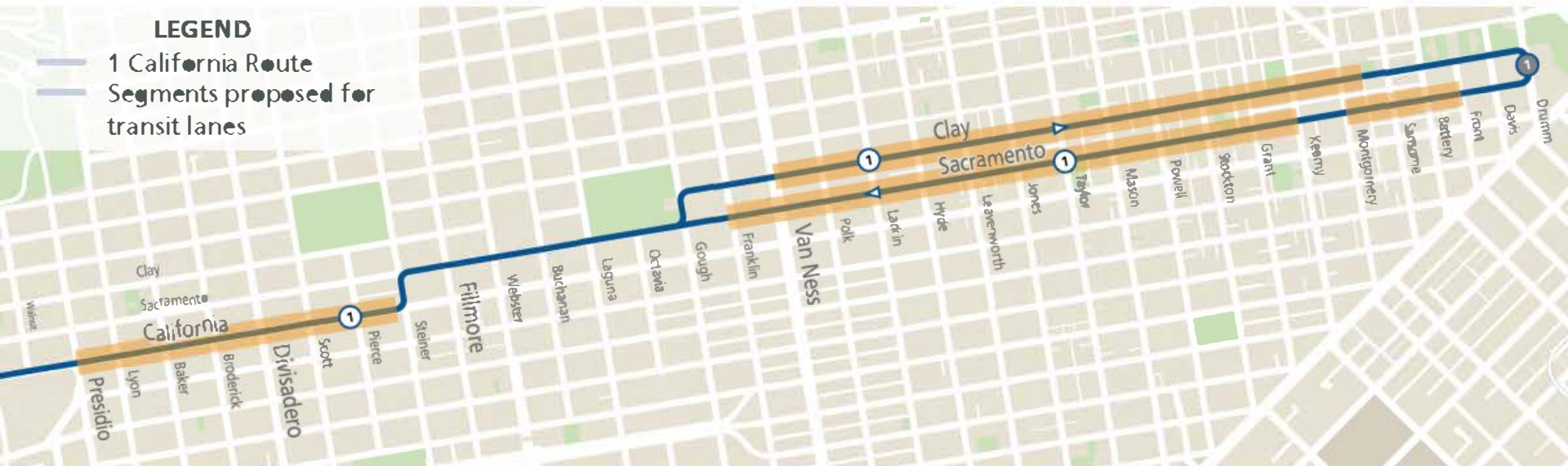
# Program benefits

- **Public Health:** Reducing crowding on transit is imperative to preventing the spread of COVID-19
- **Equity:** Transit lanes reduce the risk of exposure for people who have the fewest travel choices and ensures there is enough capacity on board, especially for lower-income and people of color
- **Economic Recovery:** A strong economic recovery is dependent on an efficient transit system



# Temporary Emergency Transit Lanes

## 1 California project limits and proposal overview



### Proposal:

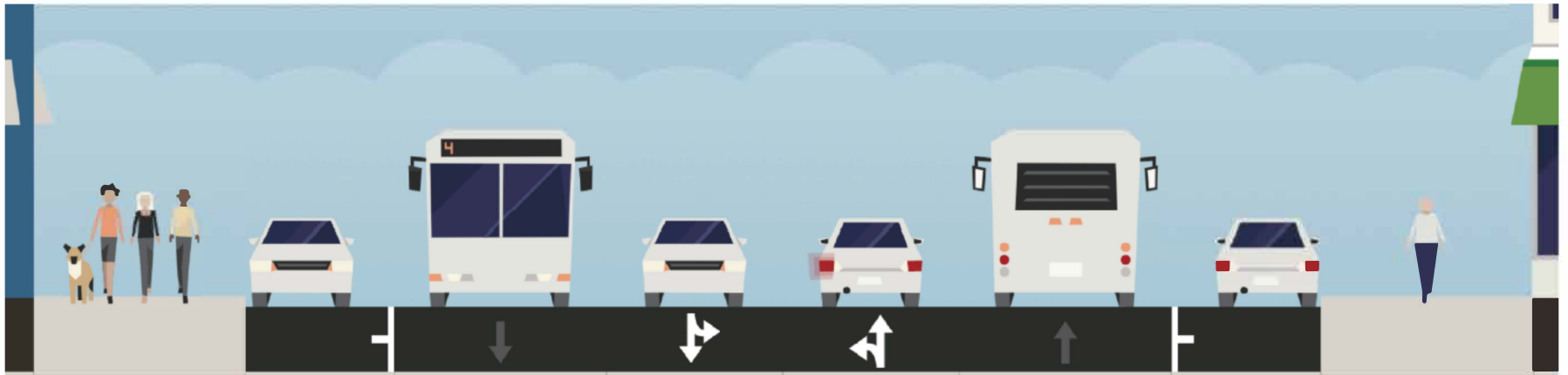
**West of Larkin:** Install 24/7 transit lanes on segments with two travel lanes per direction and maintain parking

**East of Larkin:** Install or expand hours of part-time transit lanes and add part-time parking restrictions

# Proposed cross-section

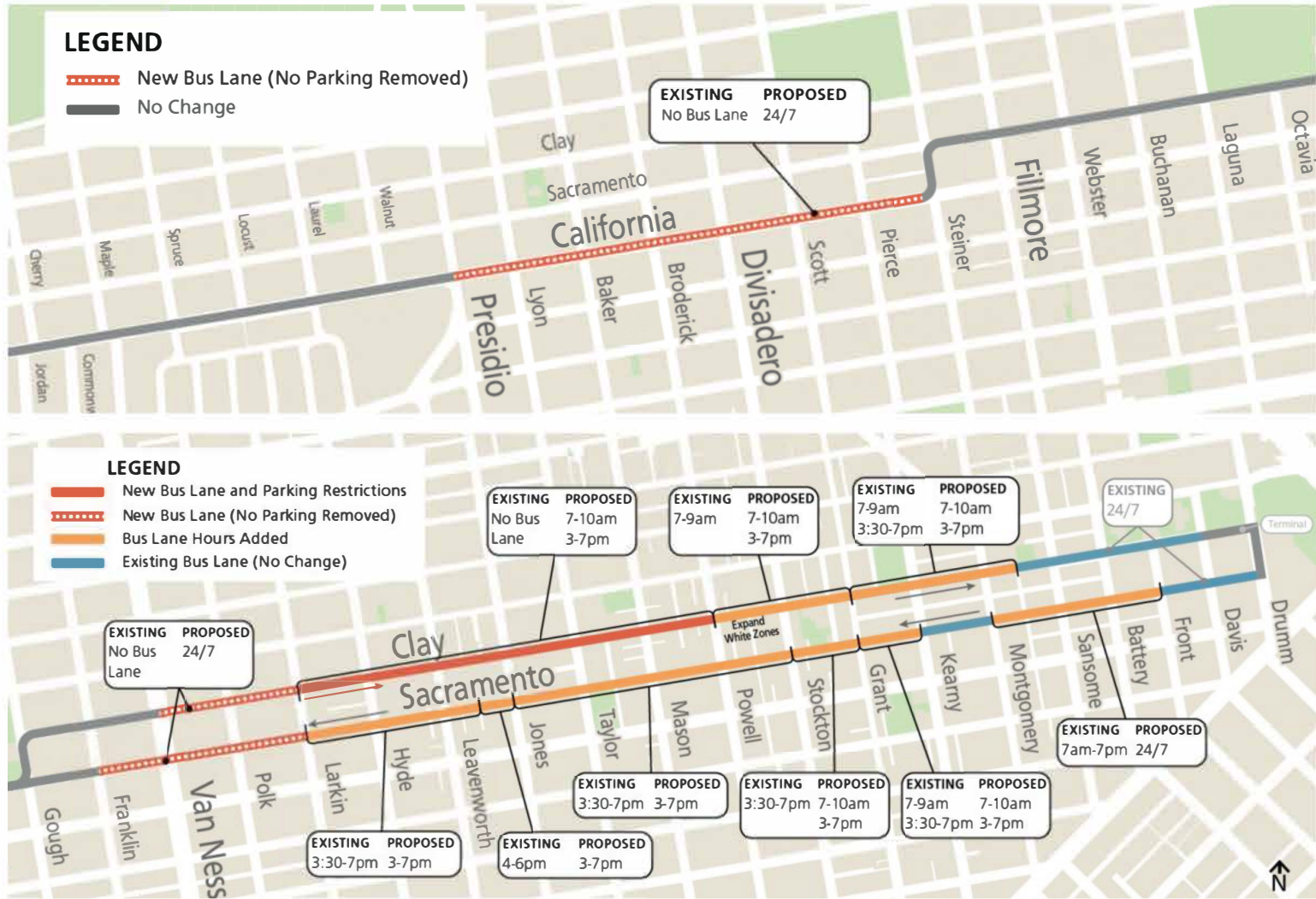
## California Street: Presidio to Steiner

Converts one general travel lane to full-time transit lane



# Proposed temporary transit lane hours

## Entire corridor



# Benefits and impacts

## Benefits

If Shelter-in-Place travel time savings are maintained and reliability improved, we will be able to:

- Maintain existing service frequencies and avoid service cuts as we face serious budget shortfalls
- Potential to run same service with 2-3 fewer buses. Each bus saved = ~\$1 million/year
- Minimize potential exposure for customers by decreasing time spent on bus and reducing crowding

## Impacts

- New parking restrictions east of Larkin
- Reduction in general-purpose travel lane west of Larkin



# Evaluation and engagement

- Community input will shape the evaluation framework, tools and monitoring, with a focus on equity, health and economic recovery
- Public engagement and evaluation will guide whether and what longer-term improvements are pursued
- As we evaluate, which metrics are most important to focus on?



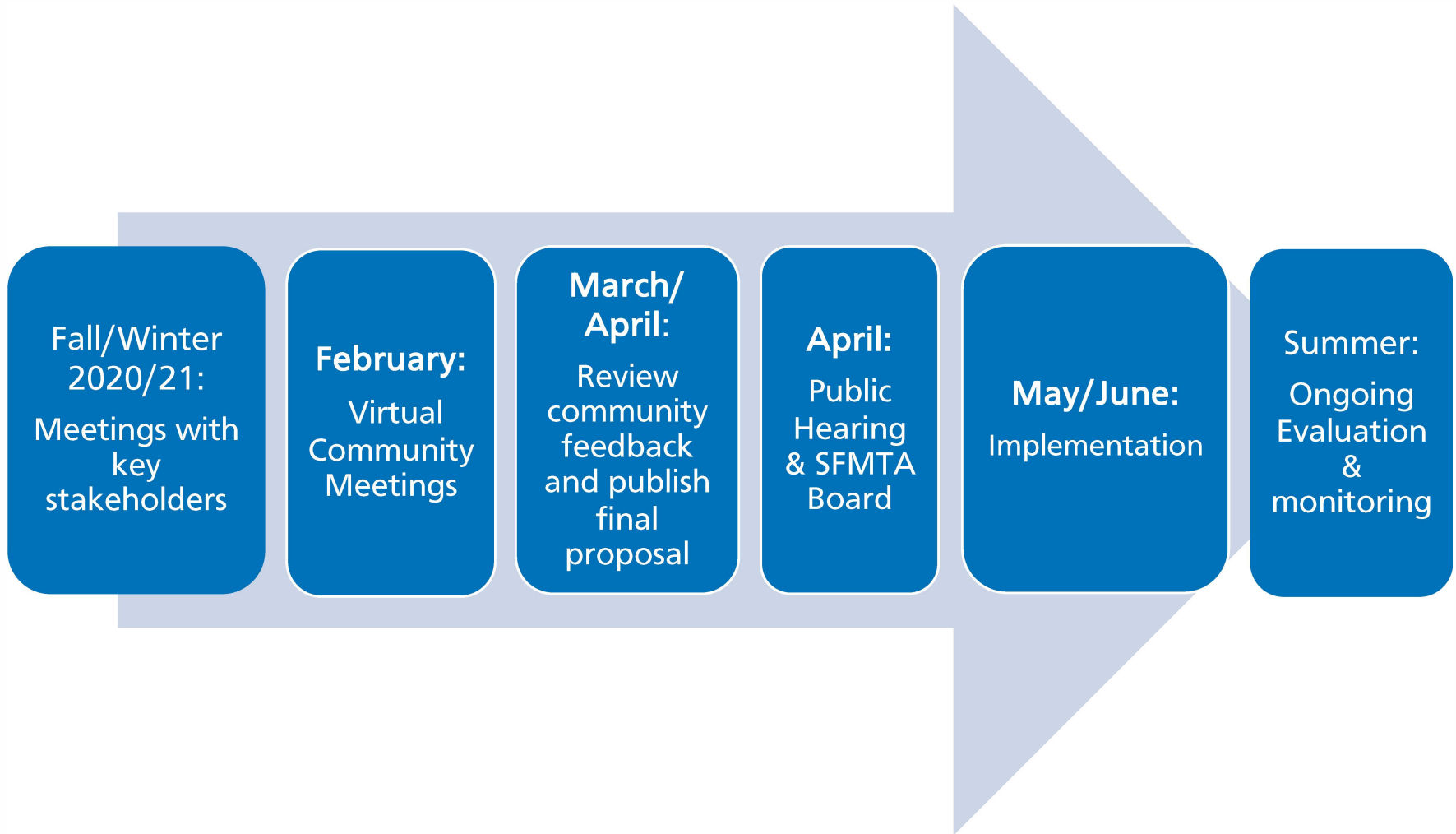
# Potential evaluation metrics

Goal	Metric
Provide a dependable travel option for those with the fewest travel choices	Survey of Muni rider satisfaction
Reduce Muni travel time	Peak hour Muni travel time compared to auto speeds
Improve Muni reliability	Frequency of bunching and gaps during peak hours
Increase Muni service frequency	Scheduled frequency increases resulting from travel time savings
Reduce crowding	% of trips at or exceeding COVID capacity
Monitor collisions	Collisions on California and parallel corridors that may experience diversions
Measure potential traffic impacts on nearby streets	Monitor auto travel speeds on adjacent streets
Ensure loading needs are met where parking changes are implemented	Input from relevant businesses and residences

**We want your feedback! [SFMTA.com/TempLanesSurvey](https://www.sfmta.com/TempLanesSurvey)**



# Process and next steps



# Thank you. Questions?



Learn more at [SFMTA.com/TempLanes1Cal](https://www.sfmta.com/TempLanes1Cal)





# Questions or comments?

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**We want your feedback!**

**Complete a short survey at: [SFMTA.com/TempLanesSurvey](http://SFMTA.com/TempLanesSurvey)**



# Thank you.

[SFMTA.com/TempLanes1Cal](https://www.sfmta.com/TempLanes1Cal)

[TellMuni@SFMTA.com](mailto:TellMuni@SFMTA.com)

415.646.2350

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