



SFMTA

# **SFMTA Transportation Recovery Plan**

Board of Directors  
May 19, 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.*

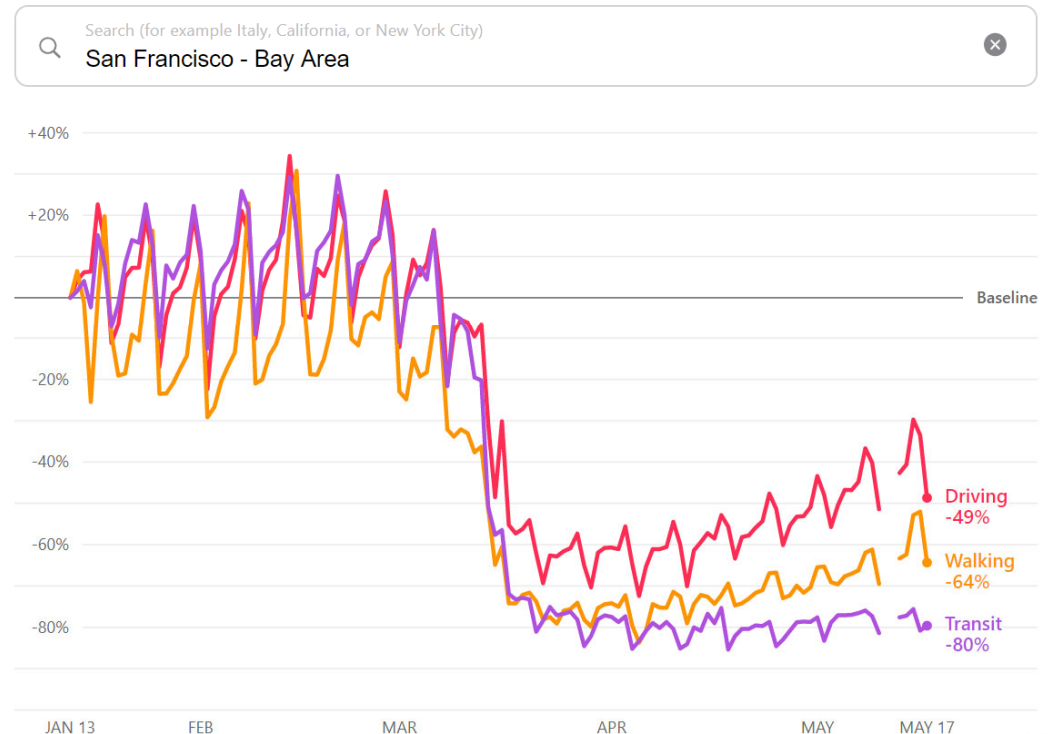
# Transportation Recovery Plan: Congestion

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

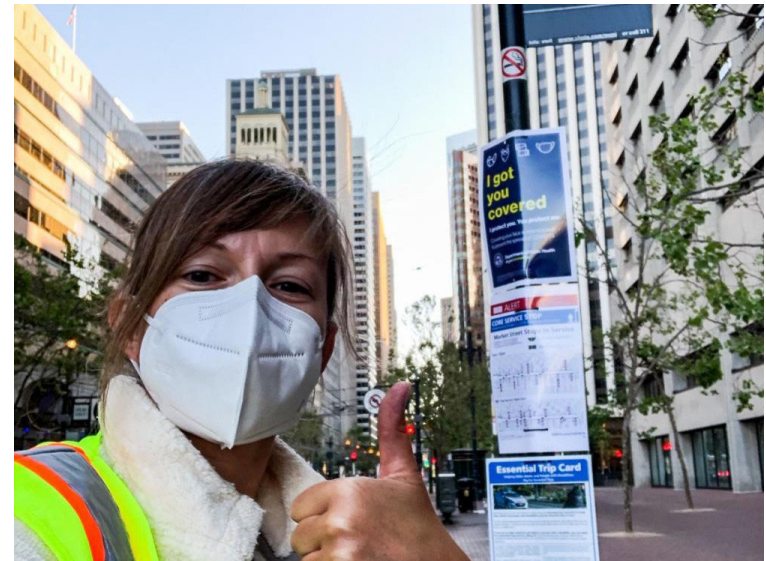
Recovery requires difficult tradeoffs and changes as we face drastic revenue shortfalls.

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*



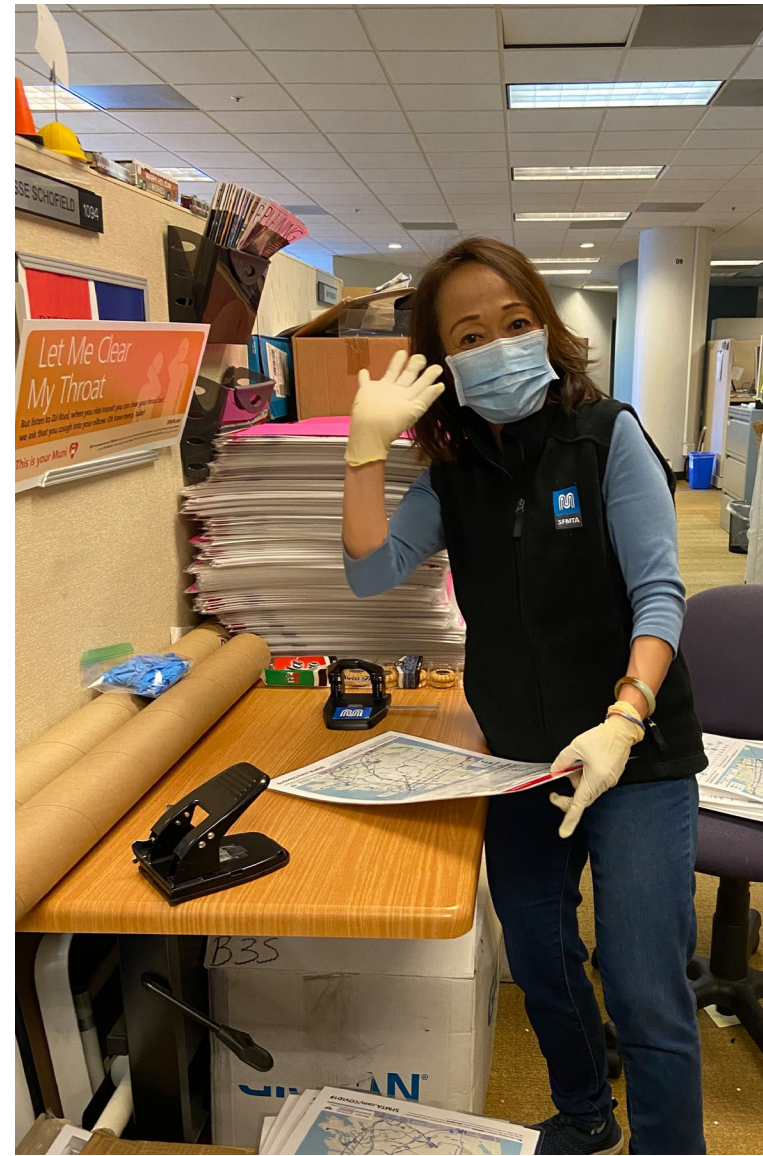
*An ambassador poses in front of signs*



# 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

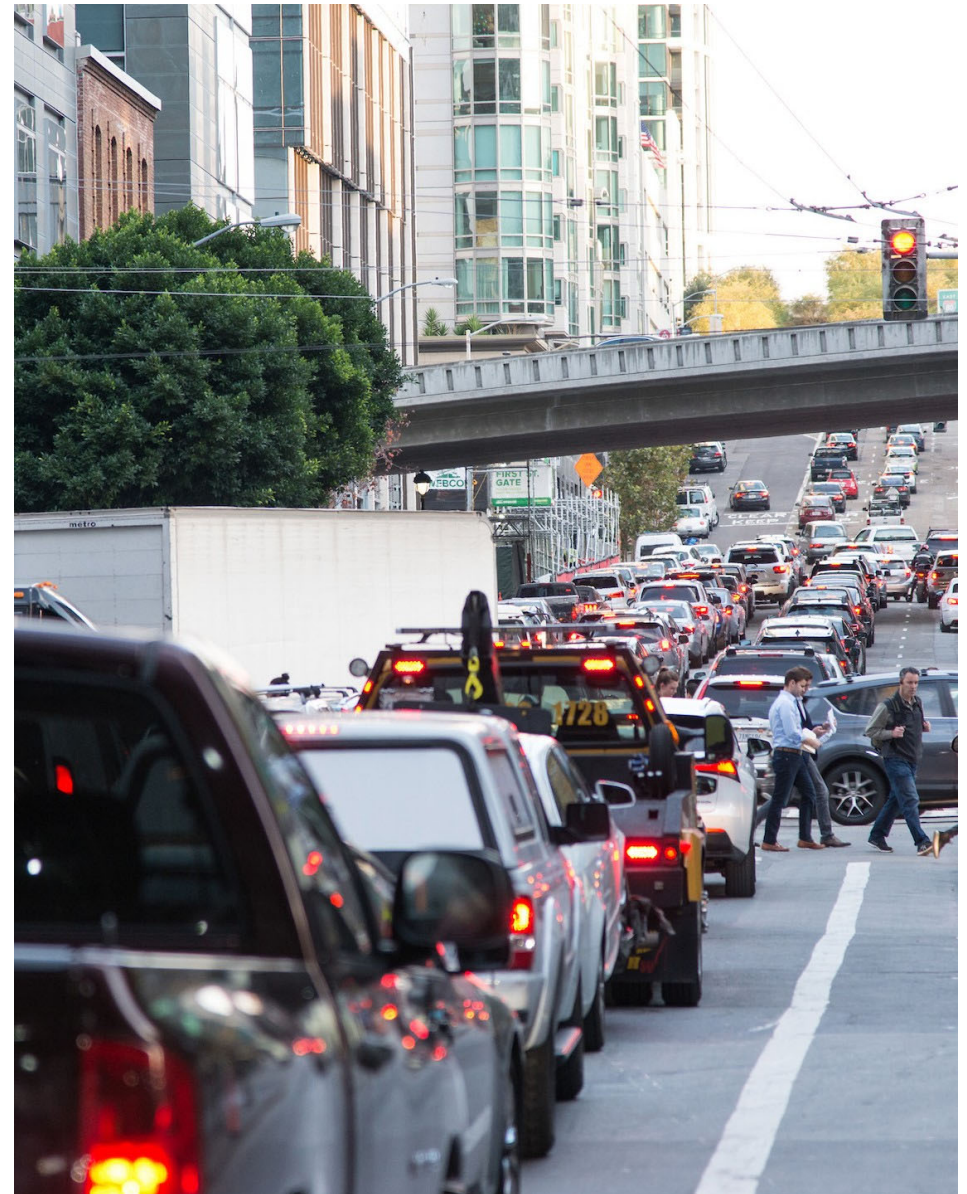
	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6
<b>Anticipated Transportation Demand Drivers</b>	Shelter-in-place Essential trips only	Increase in trips for outdoor recreation and to neighborhood commercial (pick-up/delivery)	Expansion of demand for travel to neighborhood commercial corridors and to large institutional employers	Schools open Further expansion of demand in neighborhood commercial corridors	Lifting of shelter-in-place Demand for travel to downtown returns; still restrictions on large events	End of crisis Large events & tourism returns; increased demand for travel to downtown
<b>Muni Service</b>	Core Service	Increased frequency on Core Service routes	Core Service + two additional routes, and capacity increases	Rail service resumes, expansion of coverage and frequencies	Final expansion of service coverage and frequencies	Resume special Muni service plans for special events
<b>Transit Priority Treatments and Bicycle Lanes</b>	Existing network	Begin installation of temporary treatments in critical locations	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Wrap up installation of temporary treatment; install permanently legislated lanes	Resume regular Muni Forward and bike network expansion programs
<b>Slow Streets</b>	5 corridors	Citywide expansion of Slow Streets program	Continued expansion of Slow Streets locations	Program includes permanent Quick Build features	Slow Streets becomes ongoing tool for short term street closures	No change
<b>Street Operations</b>	Emergency and essential repairs only	Field staff return to work; prioritize 311 calls & deferred maintenance	Bikeshare / scootershare resume full service. Implement transit/bike lanes	Resume work on capital projects. Crossing Guards back on duty	Implement/refine projects in response to emerging demands	No change
<b>Parking Enforcement</b>	Ticketing suspended for most violations except color curb. Meter time limits waived	No change	Enforcement for some violations will resume	Parking enforcement resumes. Customer Service Center reopens	No change	No change
<b>Parking Management</b>	Some city-owned garages closed. Additl curb space given to COVID testing, grocery stores, Muni stops, curbside pickup	Implement changes in curb management to support social distancing	Parking garages reopen. Evaluate curb management needs with local businesses	Review/repurpose curb space to support economic recovery	Begin transition to post crisis curb management strategy	Transition to long-term curb management strategy
<b>Taxi, Paratransit &amp; Accessibility</b>	ETC card established to provide assistance to people too far from core Muni service	Taxis install new plastic barriers	Taxi customer service window reopens	Discount ID center reopens	No change	Continuation of ETC program after emergency ends
<b>Street Closures</b>	Only to support outdoor exercise	Golden Gate Park	As needed to support economic goals of city	As needed to support economic goals of city	Resumption of street closures for special events	Return to normal ISCOTT process



# 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*

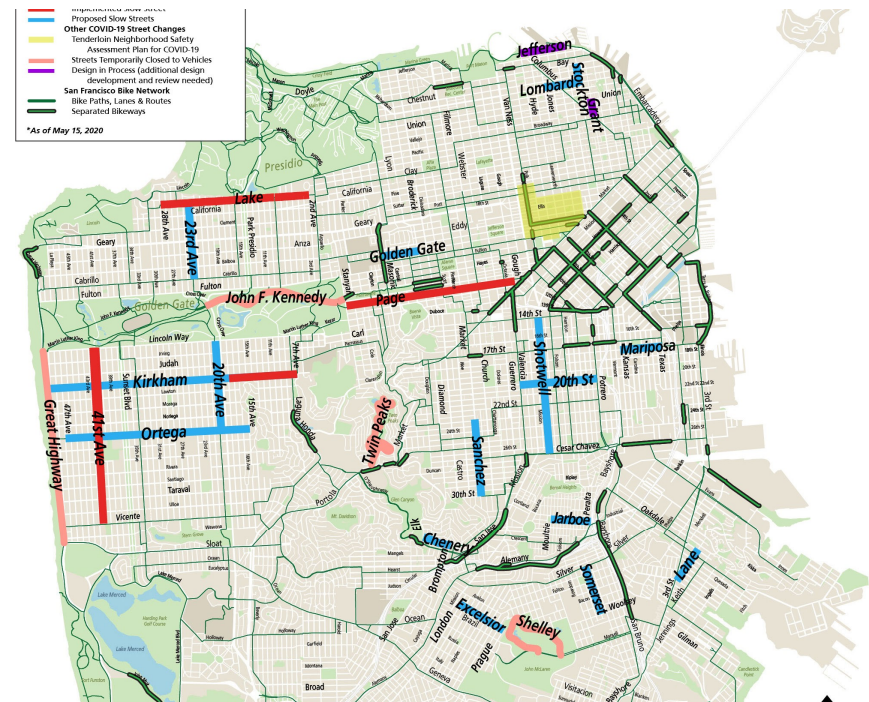


# Meeting New Needs: Slow Streets

- 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



A map of potential Slow Streets locations

# 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

