



**Welcome! We will take questions in order of arrival.**

A photograph of a city street with a bus in the foreground, cars, and buildings in the background. The bus is white with '1 CALIFORNIA Presidio Rv + Colma' and '036 5830' on its front. A FedEx truck is visible on the right side of the street.

# 1 California Transit Lanes

## Office Hours Q&A

December 9, 4:30 - 6 p.m.

*Please note: This session is not part of the public hearing. There will be an opportunity to make public comment about this project at an upcoming SFMTA Board hearing, tentatively scheduled on January 18, 2022.*



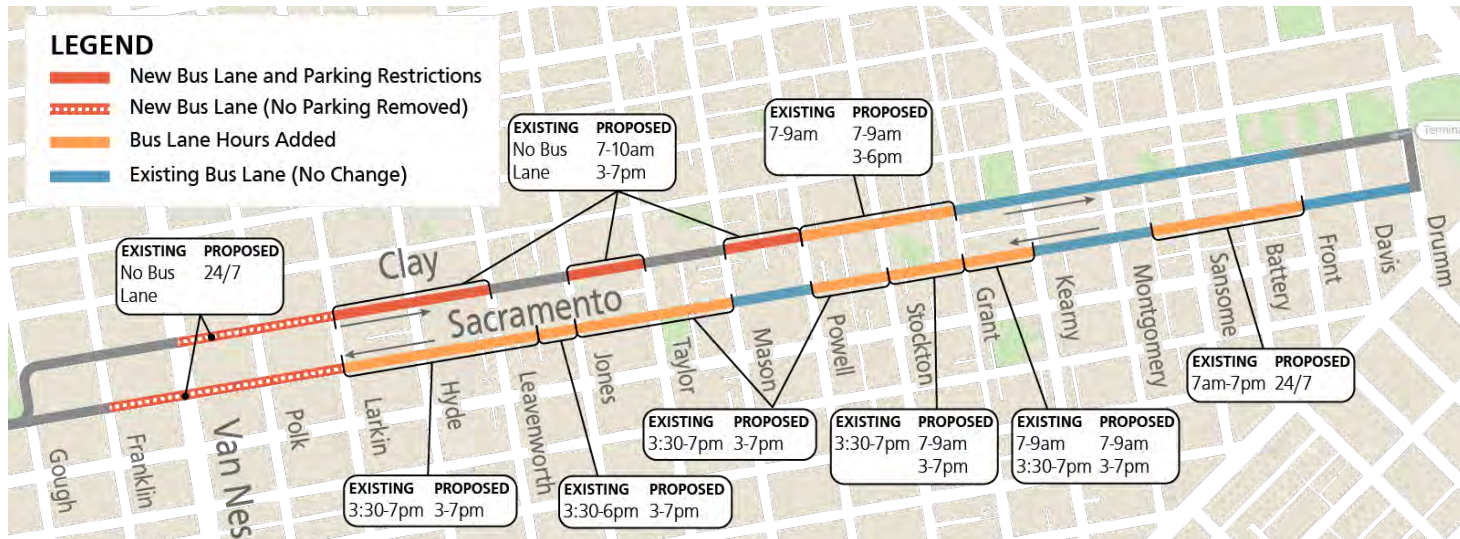
# 1 California Transit Lanes: Office Hours Q&A



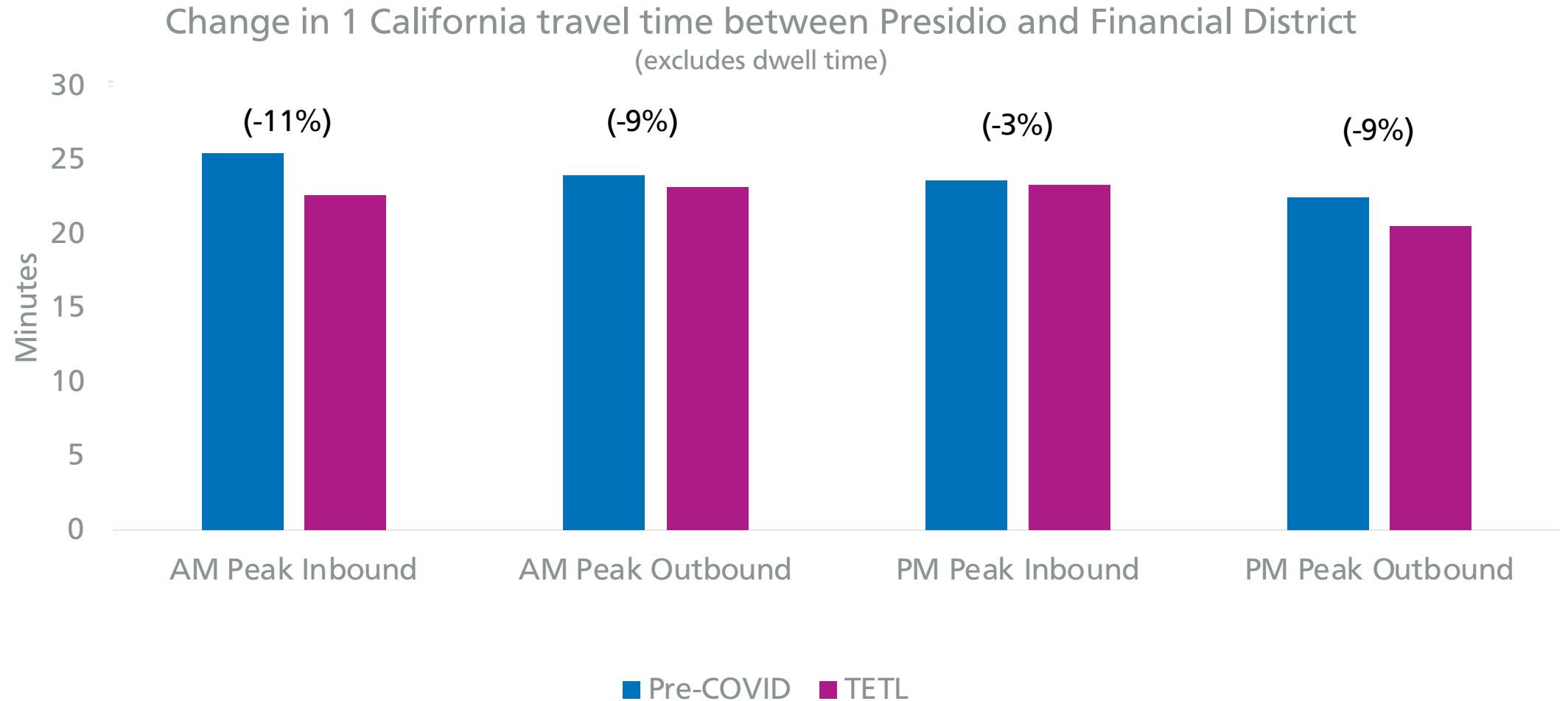
Visit [SFMTA.com/TempLanes1Cal](https://www.sfmta.com/TempLanes1Cal) to:

- Sign up for project updates
- Find the complete evaluation results
- Learn more about the SFMTA Board of Directors public hearing

# Temporary emergency transit lanes (TETL) implemented

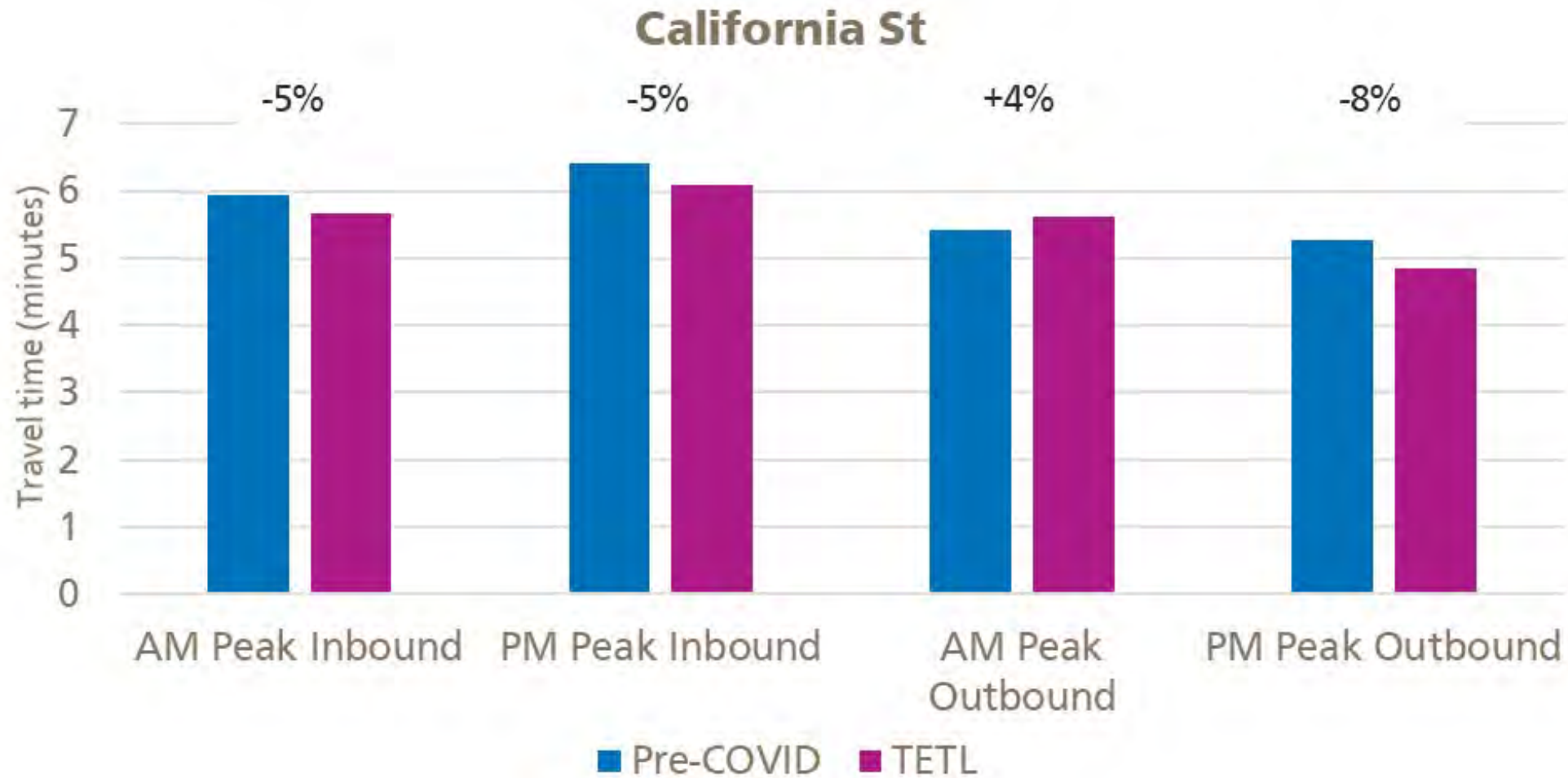


# Shorter trips for Muni customers



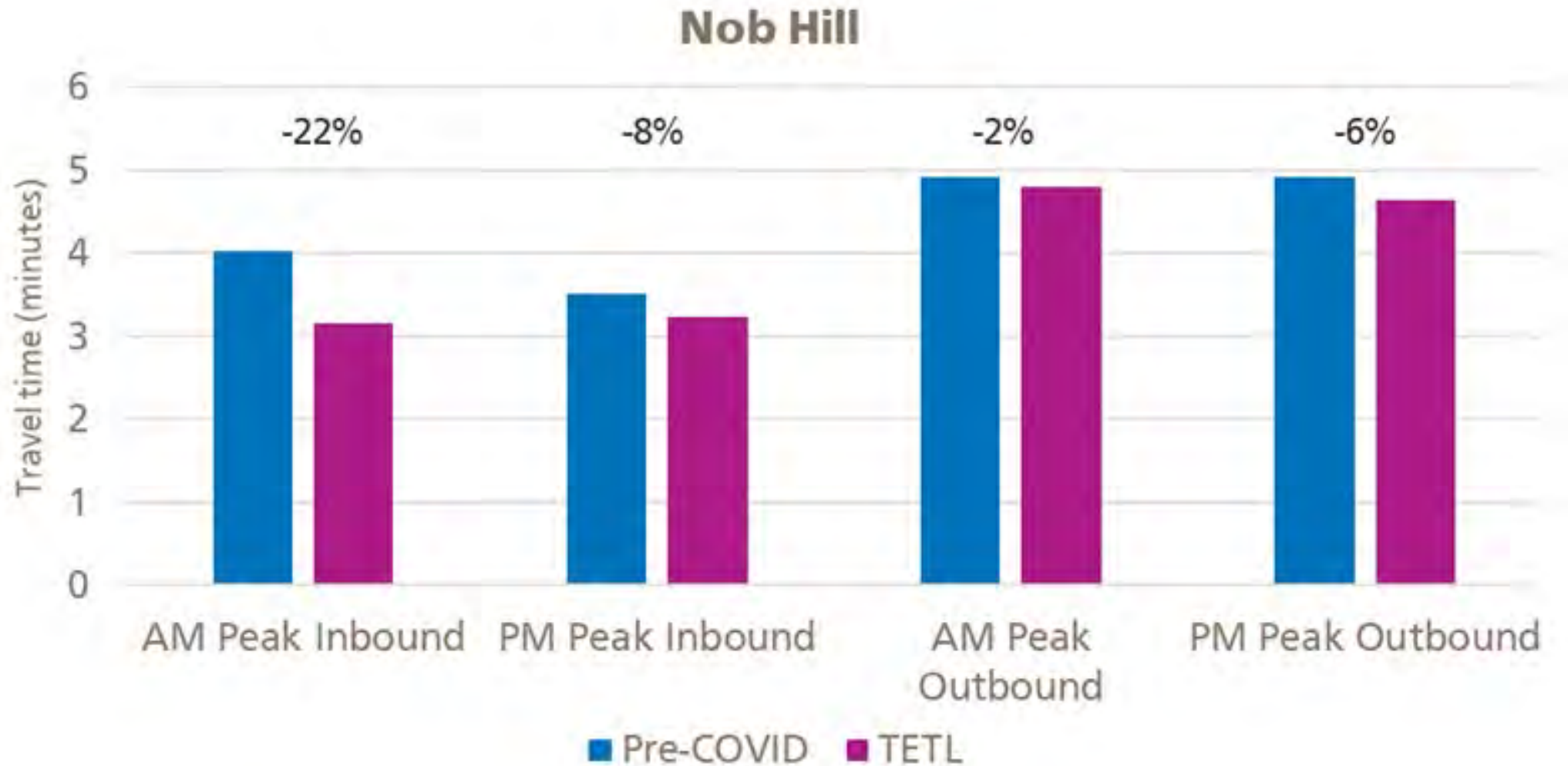
Source: SFMTA Automated Vehicle Location data comparing pre-COVID (January 15-February 2020) to post-TETL implementation (August-October 2021)

# Travel time change: California Street



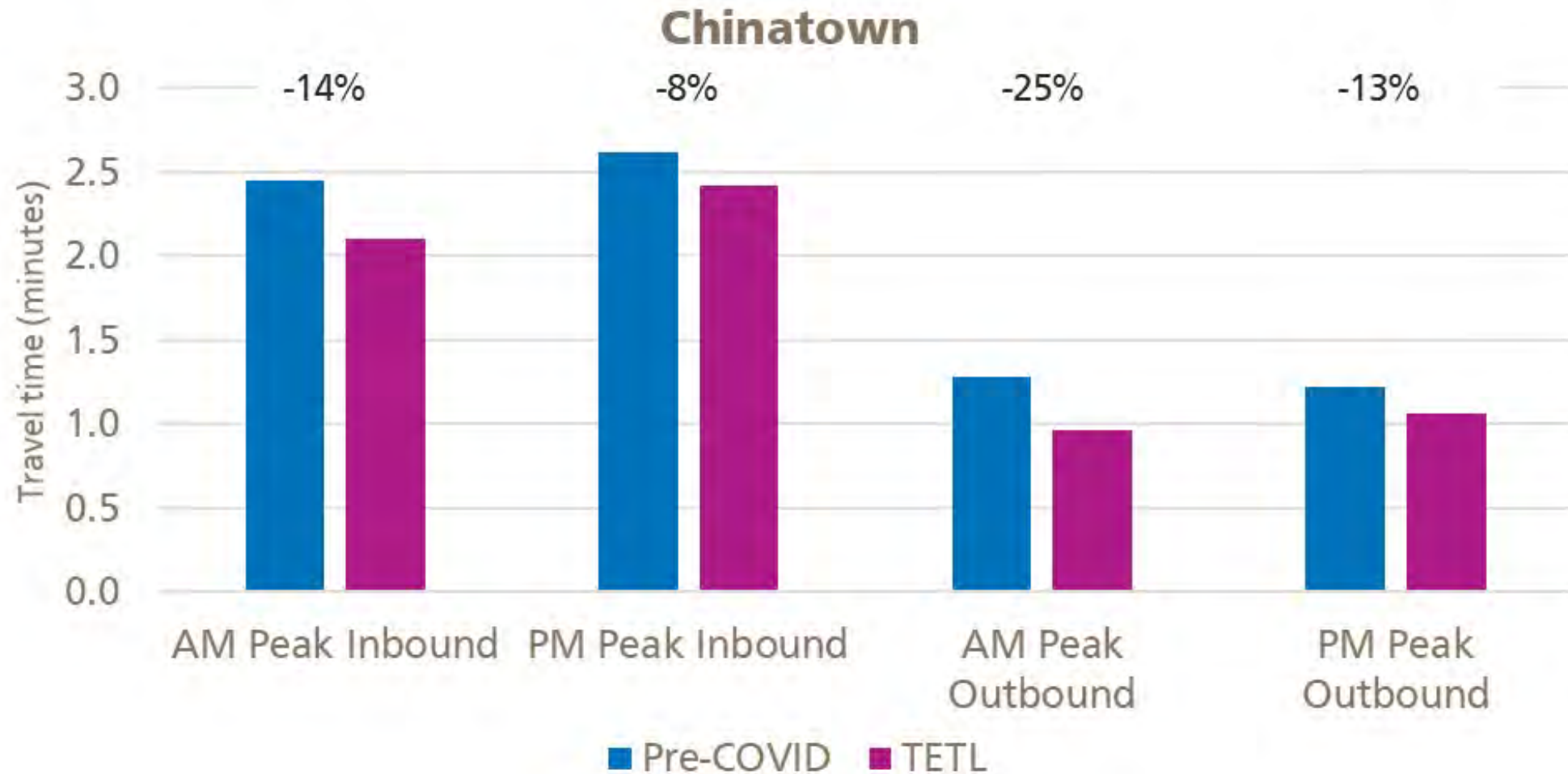
Source: SFMTA Automated Vehicle Location data comparing pre-COVID (January 15-February 2020) to post-TETL implementation (August-October 2021)

# Travel time change: Nob Hill



Source: SFMTA Automated Vehicle Location data comparing pre-COVID (January 15-February 2020) to post-TETL implementation (August-October 2021)

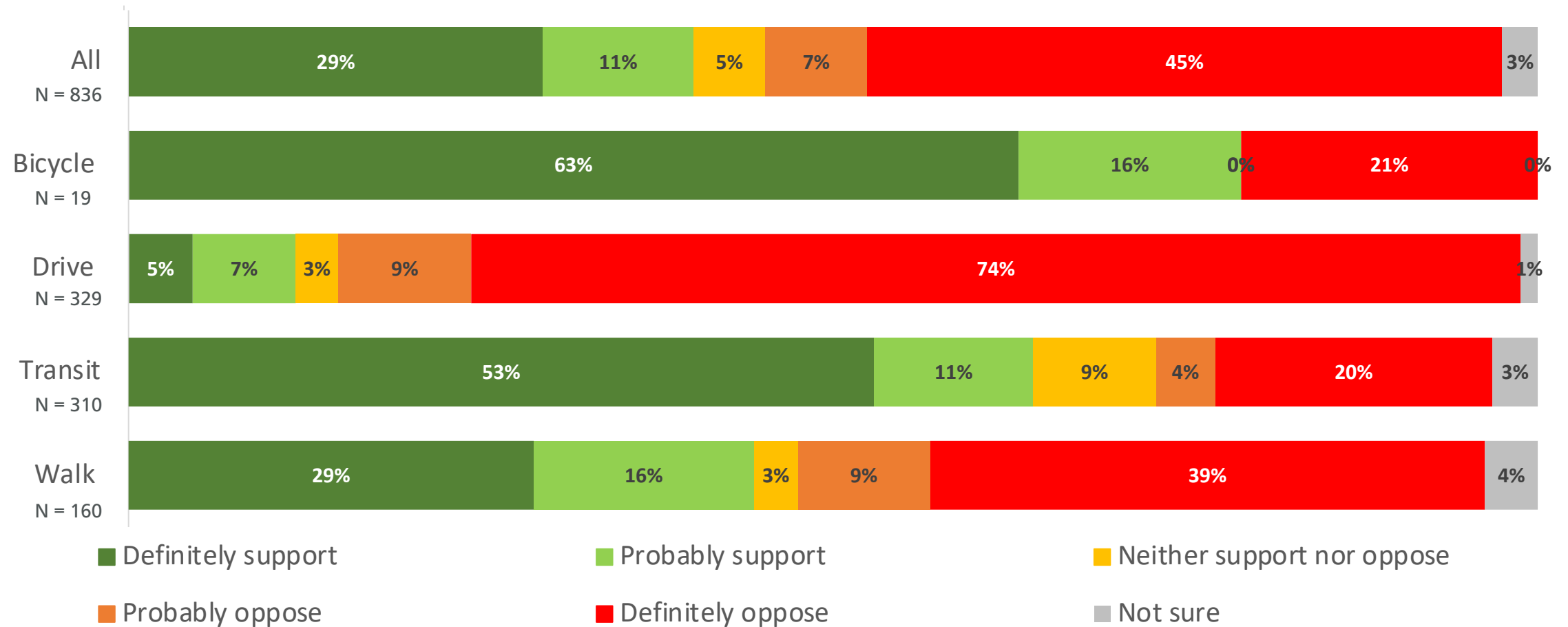
# Travel time change: Chinatown



Source: SFMTA Automated Vehicle Location data comparing pre-COVID (January 15-February 2020) to post-TETL implementation (August-October 2021)

# Divided stakeholder support

## Support for Keeping Transit Lanes By Primary Mode (n=836)



Source: 1 California TETL Stakeholder Survey distributed August 2021 online and in paper format



# Transit lane compliance –towaway transit lanes

	# of blocks with towaway transit lanes surveyed	# of blocks with one or more vehicles parked/ stopped in transit lane	% compliance
AM Peak	17	6	65%
PM Peak	20	4	80%

Source: SFMTA staff observations in August and October 2021, surveyed once in AM and PM peak period of towaway transit lanes



# Example transit rider feedback

“My commute is a lot faster now because the bus gets to skip all that traffic! The bus also comes more consistently on time now.”

“It has been more reliable and less bunching at the bus stop”

“Really great! I like how there's less just random stopping and cars cutting buses off now that the transit lanes are in place.”

“It seems a bit better - I'd say travel times are modestly faster and the bus turns up a bit more reliably. That said, I think it could be better if the transit lanes were consistent along the whole route ”

“It seems to go faster. In particular, I live on Clay street and I would see the bus and garbage truck face off and have to reverse / wait/ be stuck constantly. Now with the temp bus lane on my block, they can go around each other.”

Source: 1 California TETL Stakeholder Survey distributed August 2021 online and in paper format



# Chinatown: Summary of stakeholder concerns

- It is a difficult time for Chinatown merchants, with less tourist activity due to the pandemic.
- Loss of parking, parking tickets, and tow fees are harmful to small businesses.
- Many Chinatown shoppers come by bus or foot, but some come by car and these changes make it more difficult or may deter them from coming.
- It appears that there is not much traffic slowing down the bus and that the buses are not that full.
- There are some locations where it appears the bus is not using the new towaway transit lane.
- While any changes that decrease parking availability make things more difficult, afternoon hours are more important for parking for businesses and therefore the afternoon hours added on Clay Streets have been more difficult to adjust to than Sacramento Street.

# Chinatown: Recommendations

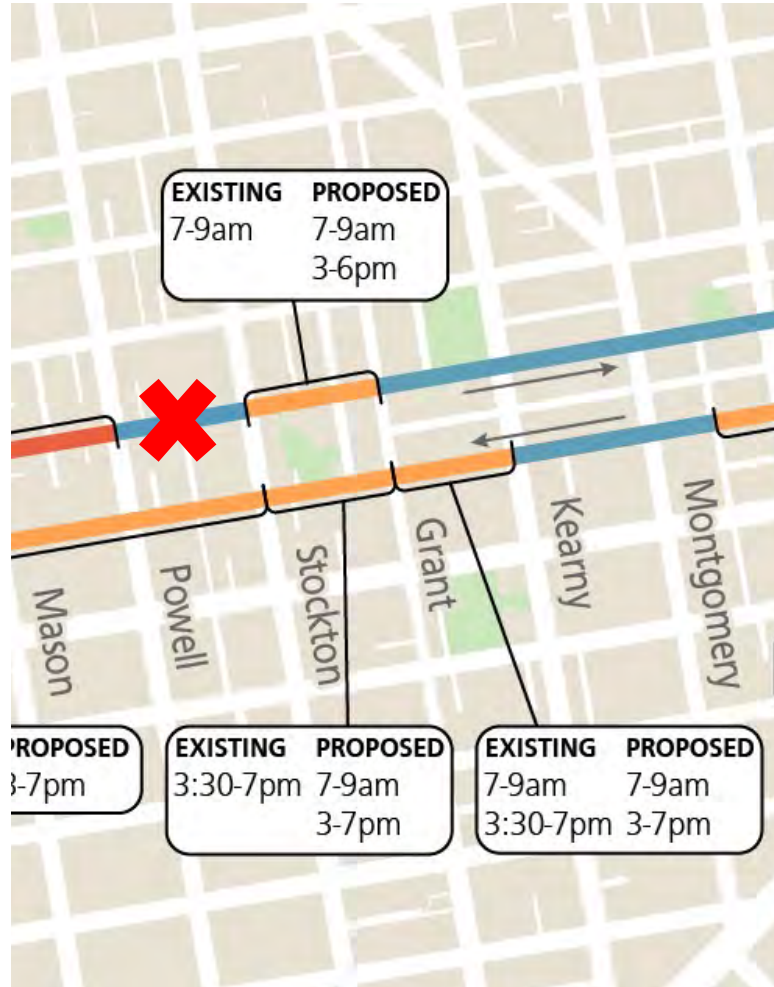
## Rescind the afternoon transit lane hours on Clay Street between Powell and Stockton streets

- A white passenger loading zone at Powell Street and the queue of vehicles turning right at Stockton leaves little room for a usable transit lane on this block. Observations indicated that over 70% of buses were not making use of the transit lane on this block
- Chinatown merchants have expressed concern with the loss of afternoon parking availability

## Rescind south side general traffic afternoon peak hour tow-away lane on Sacramento between Stockton and Montgomery

- Existing pre-COVID condition had PM peak towaway on both sides of the street
- Current traffic volumes can be accommodated without this towaway and may help discourage speeding
- Peak hour transit lane on north side of street would remain
- SFMTA will monitor conditions and could consider reinstating the towaway lane in the future if traffic levels become so severe that transit performance is impacted.

# Chinatown: Recommended transit lanes



**LEGEND**

- New Bus Lane and Parking Restrictions
- New Bus Lane (No Parking Removed)
- Bus Lane Hours Added
- Existing Bus Lane (Hours Vary, No Changes)

1 California TETL transit lanes implemented with recommended change shown as red X

# Nob Hill: Summary of stakeholder concerns

- Concern about loss of residential parking from residents who own cars
- Feeling that there is little traffic present to protect buses from

# Nob Hill: Recommendations

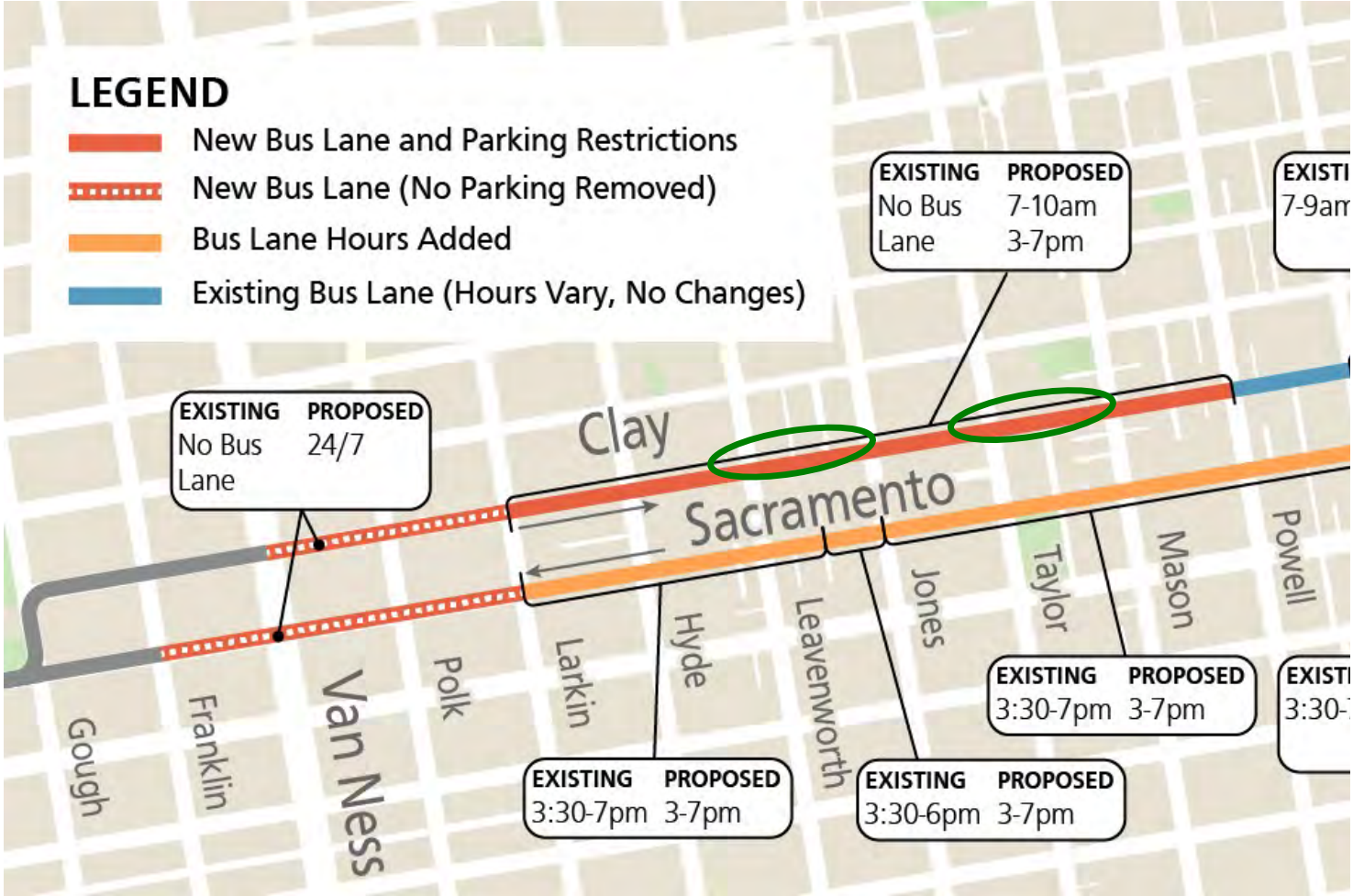
**Add two new blocks of peak period transit lanes on Clay Street (between Mason and Taylor and between Jones and Leavenworth)**

- Not included in TETL project because of two conflicts with trees
- Promising travel time improvements, especially in the AM peak, and benefit of continuous transit lanes for legibility
- SFMTA would need to follow separate public process to pursue tree removal and replacement before implementation

**Continue monitoring of transit lane performance on Clay Street in the afternoon peak period in Nob Hill**

- AM peak benefits were much clearer than PM peak
- Financial District commute traffic has not yet rebounded to pre-pandemic levels
- SFMTA will conduct ongoing monitoring and could make additional changes after traffic has returned and we have a better picture of longer-term transit performance

# Nob Hill: Recommended transit lanes



1 California TETL transit lanes implemented with recommended additions shown as green circles



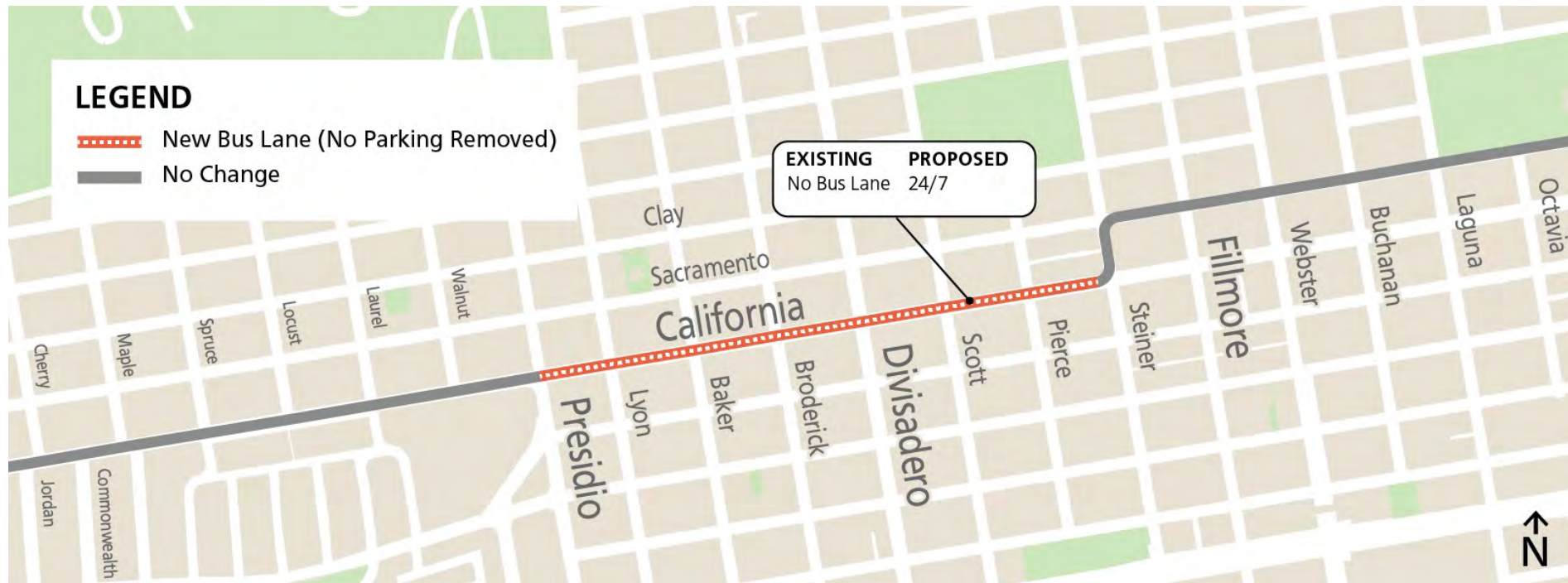
# California Street: Summary of stakeholder concerns

- Concern from people driving about delays due to left-turning vehicles
- Concern from people driving about collective impact of loss in auto capacity from this project as well as changes to other nearby streets (e.g. Clay Street Slow Street)

# California Street: Recommendations

Keep 24/7 transit lanes along this segment (Presidio to Steiner)

- Clear transit performance benefits and minimal traffic impacts



# 1 California Transit Lanes: Full Proposal

