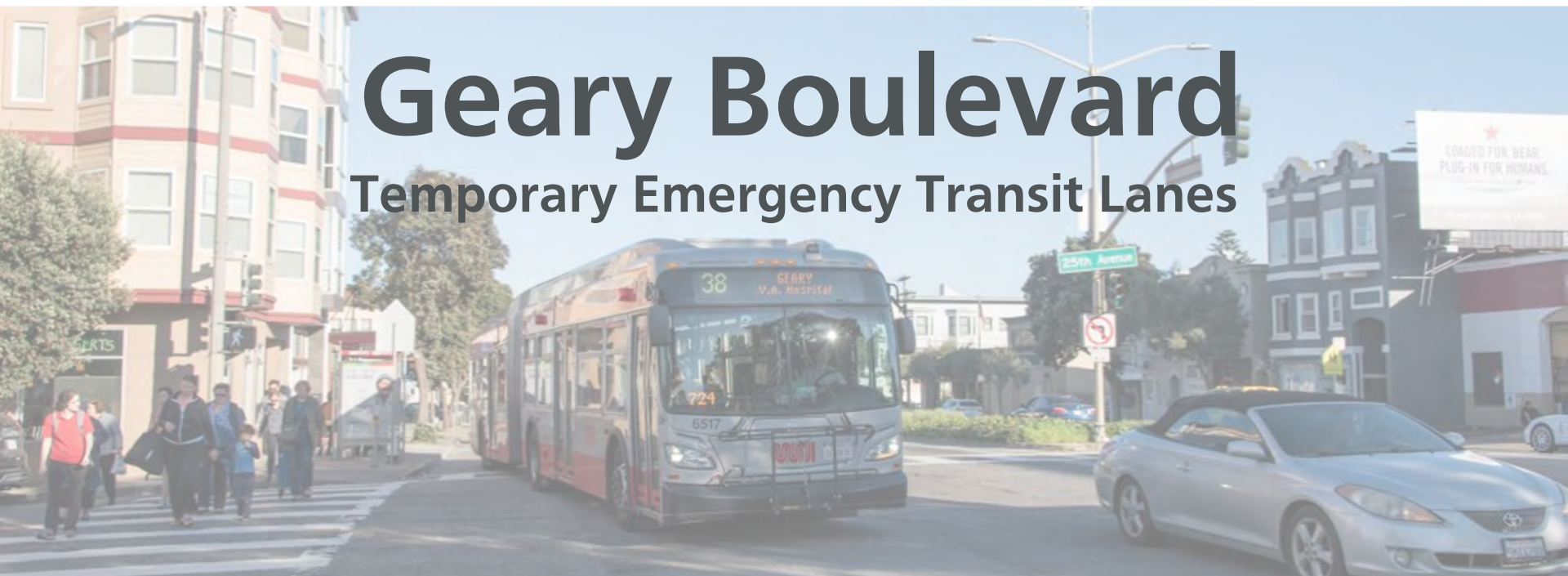




Welcome! The meeting will begin shortly.

Geary Boulevard

Temporary Emergency Transit Lanes



Have a question? Email TellMuni@SFMTA.com OR call [1-888-251-2909](tel:1-888-251-2909) and enter code [4584731#](#). 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 38/38R Geary Boulevard Temporary Emergency Transit Lanes.

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

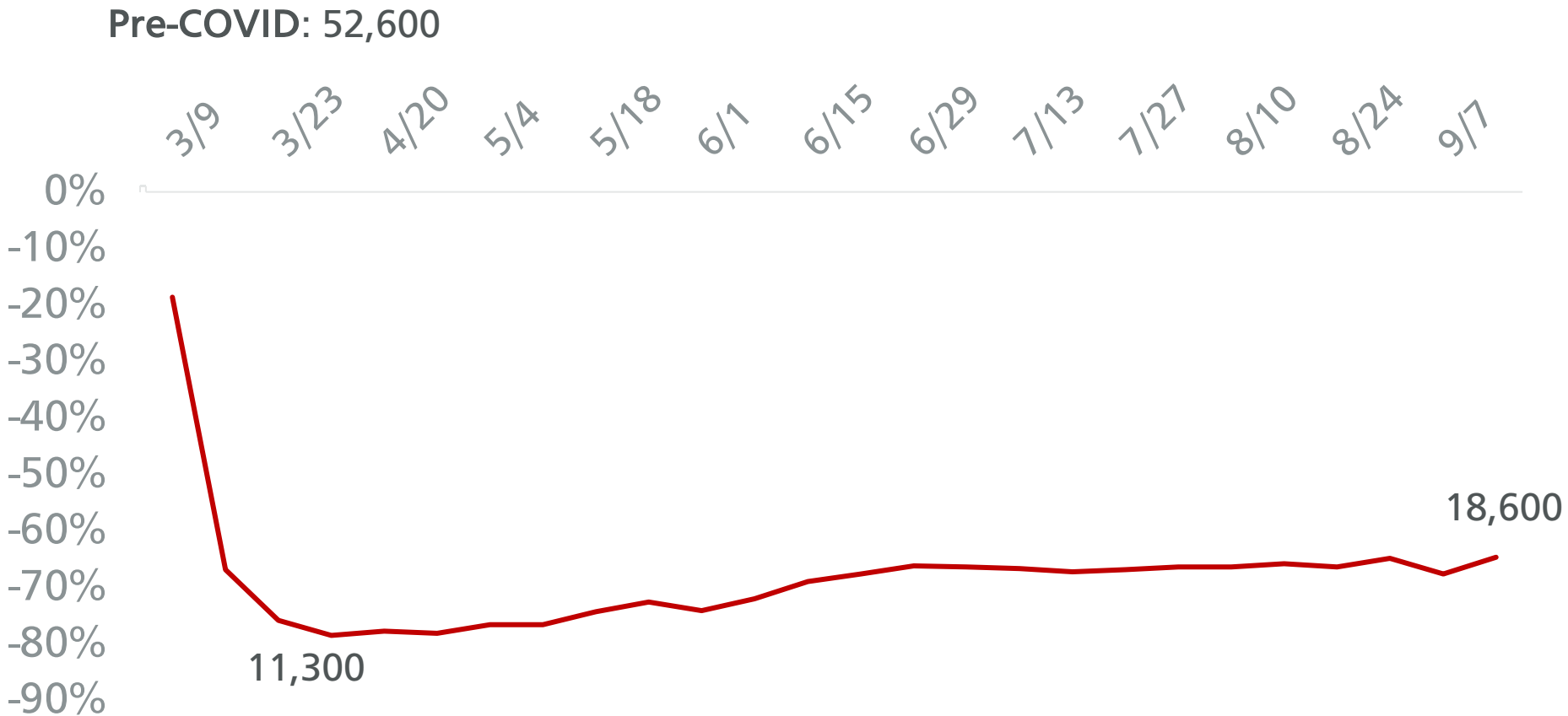
To provide live public comments:

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4. Each participant will have 2 minutes for public comments

Today's meeting

- Share information and seek input about proposed emergency transit lanes on Geary Boulevard in the Richmond
- Distinct from the Geary Boulevard Improvement Project (second phase of Geary Bus Rapid Transit Project)

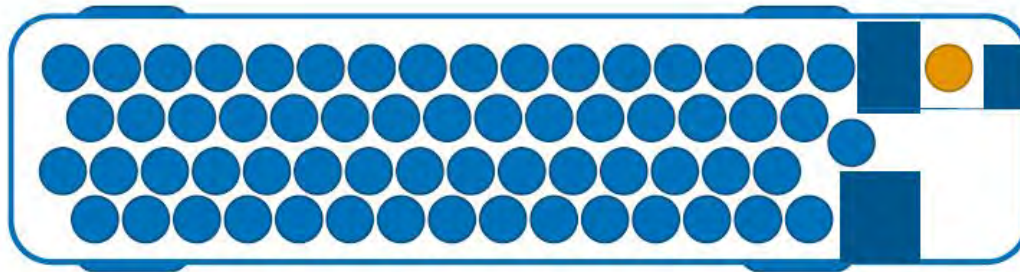
Change in average 38 and 38R weekday boardings compared to pre-COVID



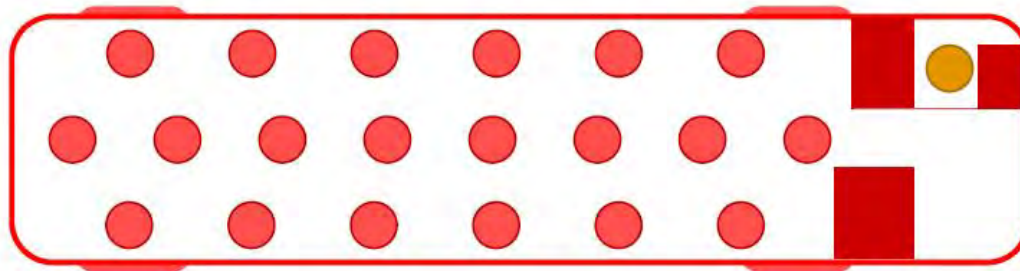
Source: SFMTA COVID Dashboards.



Distancing reduces bus capacity to $<1/3$

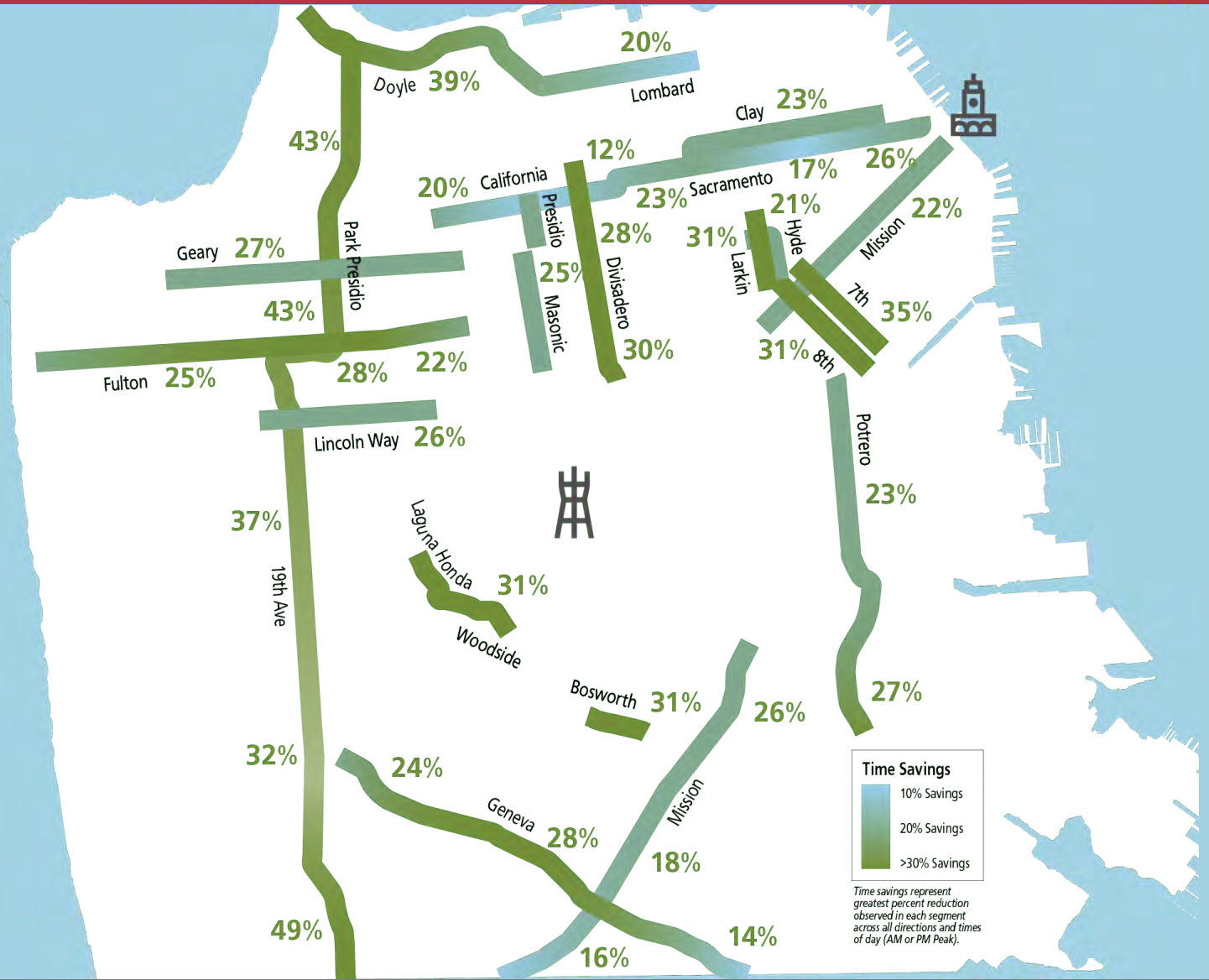


**Before
COVID crisis**



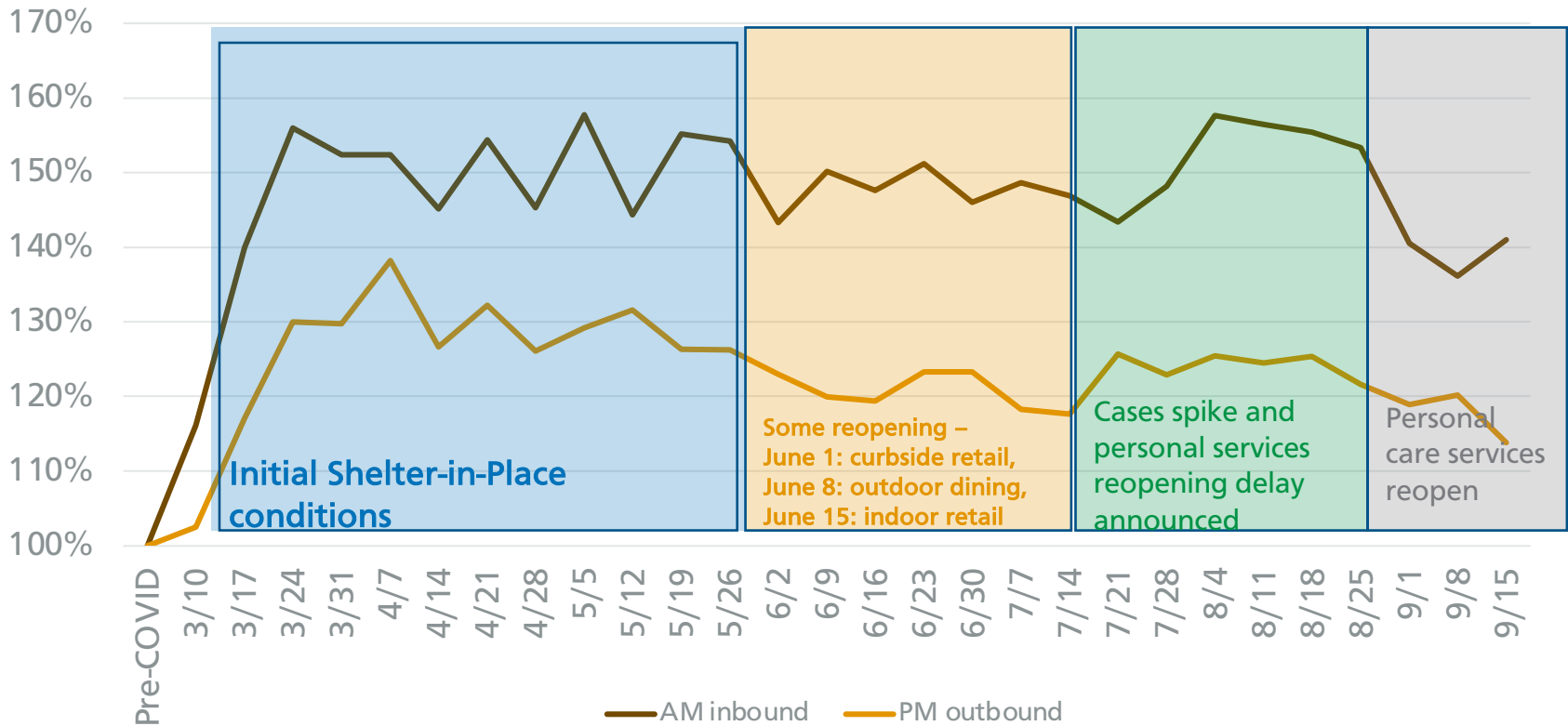
Today

Transit Travel Time Savings During Shelter in Place (April 2020 compared to February 2020)



Signs of congestion returning along Geary Boulevard...

Peak Period Average Weekday Auto Speed Changes vs Pre-COVID:
Geary between Arguello and 25th Ave

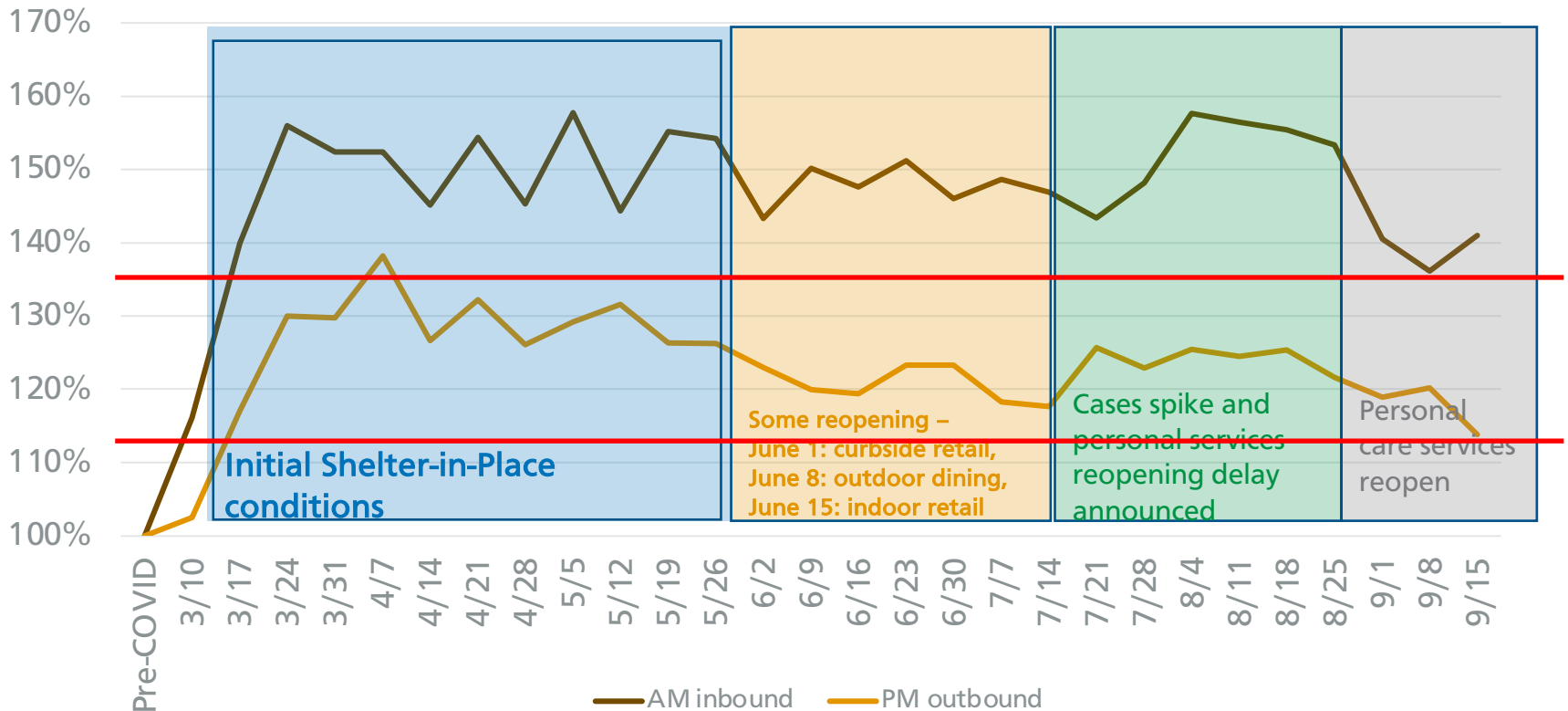


Source: Average auto speeds from SFCTA "Covid-Era Congestion Tracker", T-Th 7-9am and 4:30-6:30pm



The slowest speeds since Shelter-in-Place have been in last month

Peak Period Average Weekday Auto Speed Changes vs Pre-COVID:
Geary between Arguello and 25th Ave

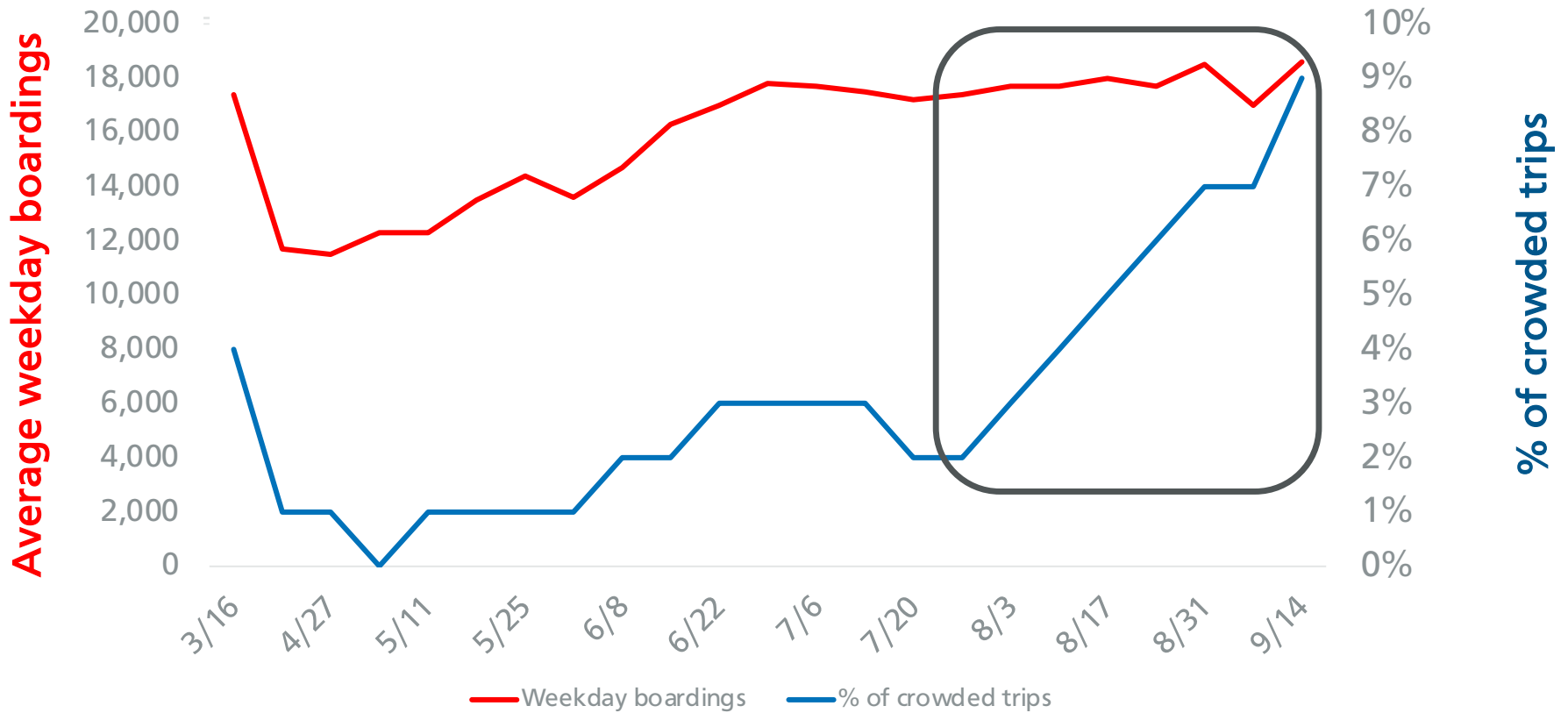


Source: Average auto speeds from SFCTA "Covid-Era Congestion Tracker", T-Th 7-9am and 4:30-6:30pm



Crowding has increased substantially in last six weeks, even as ridership has remained stable

38 and 38R trends in ridership and crowding

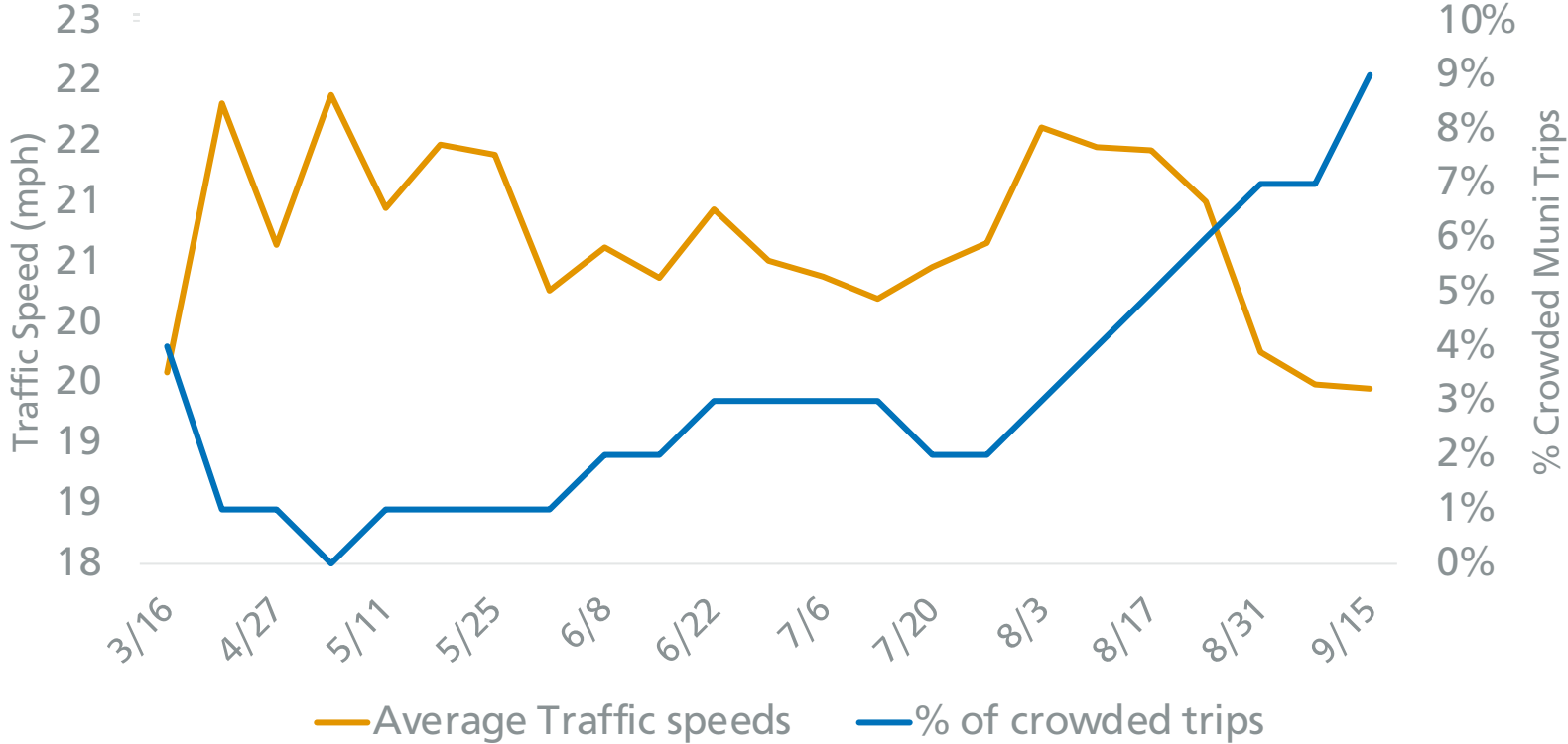


% of crowded trips indicates average % of weekday trips that exceeded "COVID capacity" between 7am and 7pm
Source: SFMTA COVID Dashboards.



As average traffic speeds have declined, crowding has increased

38 and 38R trends in crowding and traffic



% of crowded trips indicates average % of weekday trips that exceeded "COVID capacity" between 7am and 7pm. Average traffic speeds are for T-Thu 7-9am and 4:30-6:30pm
 Sources: SFMTA COVID Dashboards., SFCTA "Covid-Era Congestion Tracker".



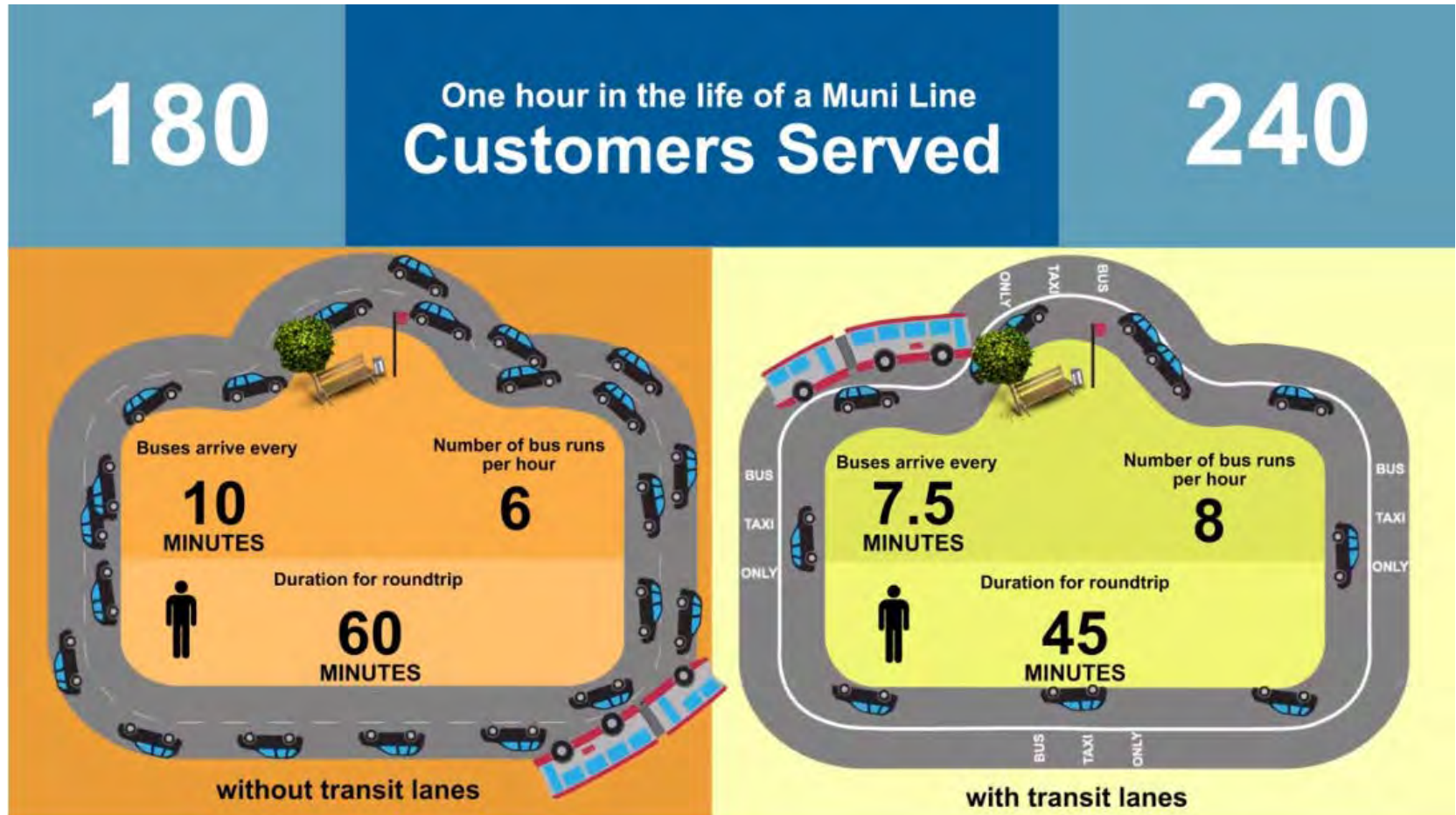
Temporary Emergency Transit Lanes

- 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
- Are 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



Relationship to Geary Boulevard Improvement Project (Geary BRT Phase 2)

- While pursuing Geary Temporary Emergency Transit Lane (TETL), Geary Boulevard Improvement Project (GBIP) work is on hold
- Geary TETL would be evaluated, and lessons learned applied to next stages of GBIP work

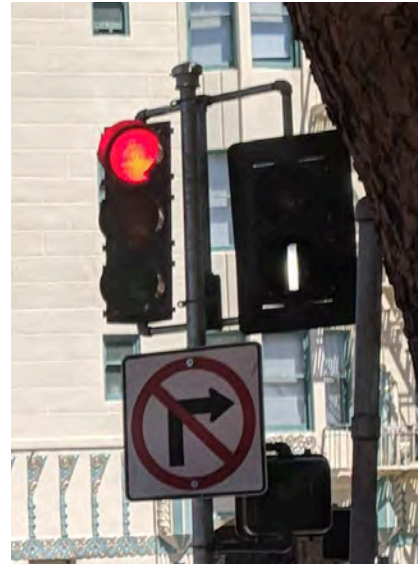


Toolkit of temporary transit priority treatments

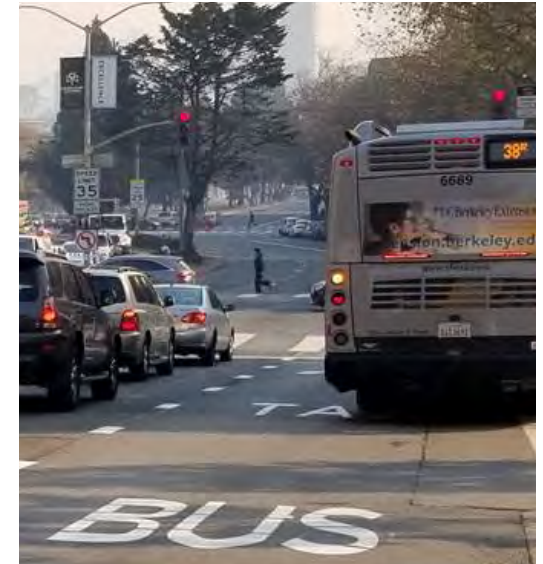
Temporary bus bulbs



Muni Head Start Signals



Transit Lanes

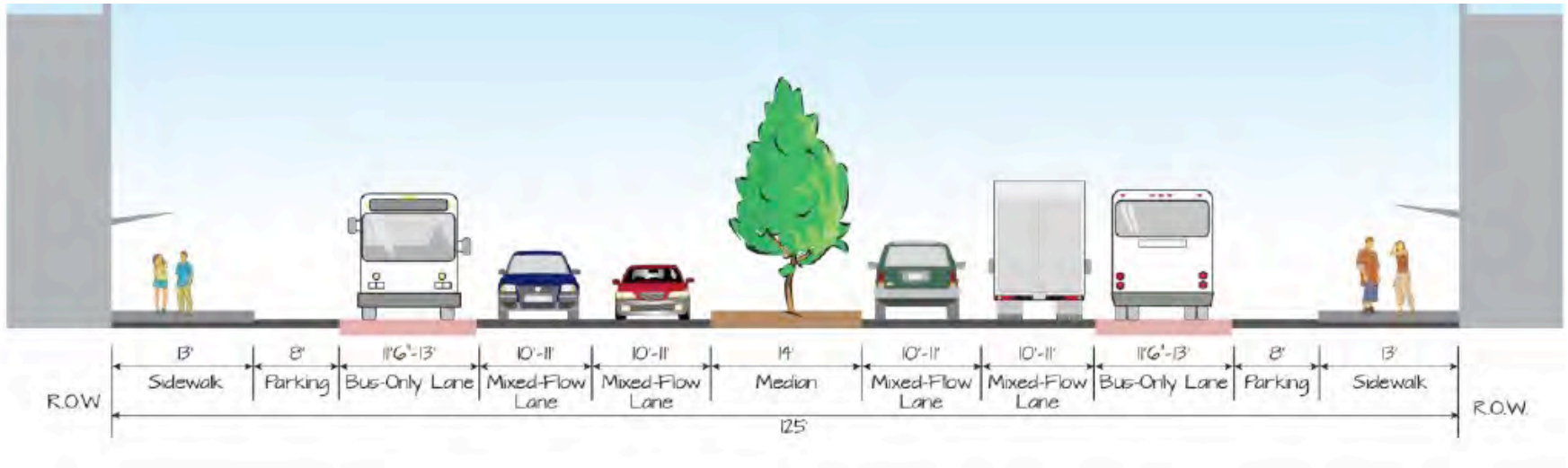


Geary temporary transit priority treatments: Proposed scope

Transit lanes are proposed for both inbound and outbound:



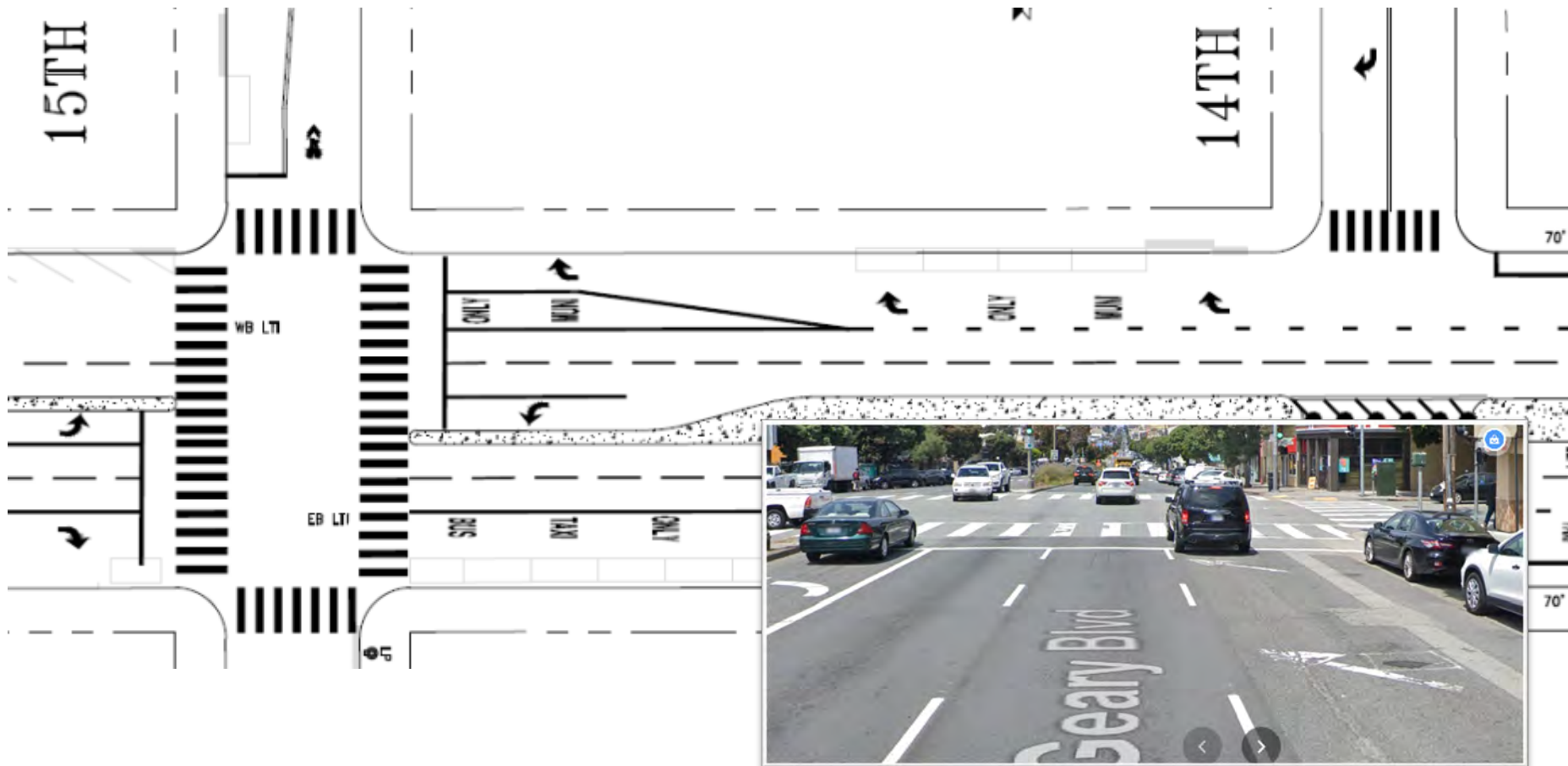
Geary temporary transit lanes proposal



- Proposed for locations with existing parallel parking and three travel lanes per direction.
- Parallel parking + 1 transit lane + 2 general purpose travel lanes/direction

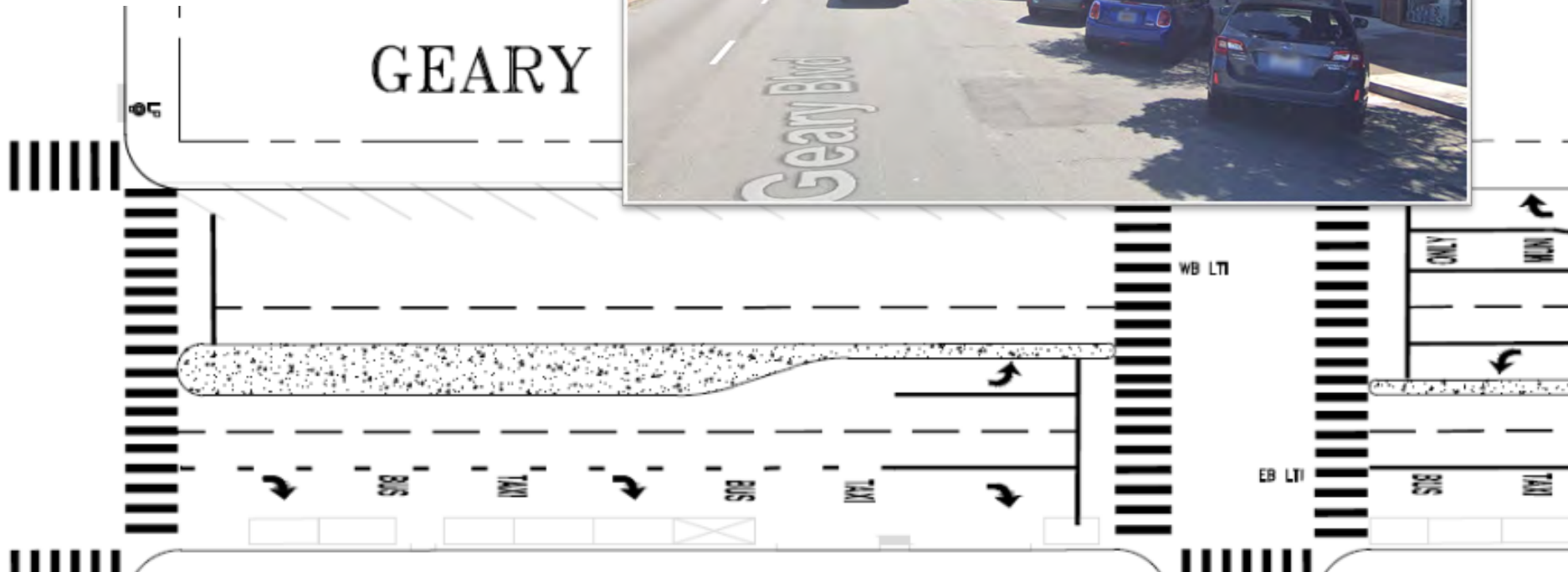
Focus Area: 15th Avenue outbound

Proposal: Install transit queue jump and right turn-pocket.
On-street parking loss of four metered spaces, plus convert two metered spaces to loading.



Focus Area: 16th-15th Avenue inbound

Proposal: Convert five angled parking to four parallel parking spaces on this block to make room for transit-only lane and right-turn lane.



Benefits and impacts

Benefits

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

- Maintain existing service frequencies and avoid service cuts on the 38 as we face serious budget shortfalls
- Minimize potential exposure for customers by decreasing time spent on bus and reducing crowding

Impacts

- Seven parking spaces removed between 14th and 16th avenues) out of about 575 within project limits

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 Geary 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

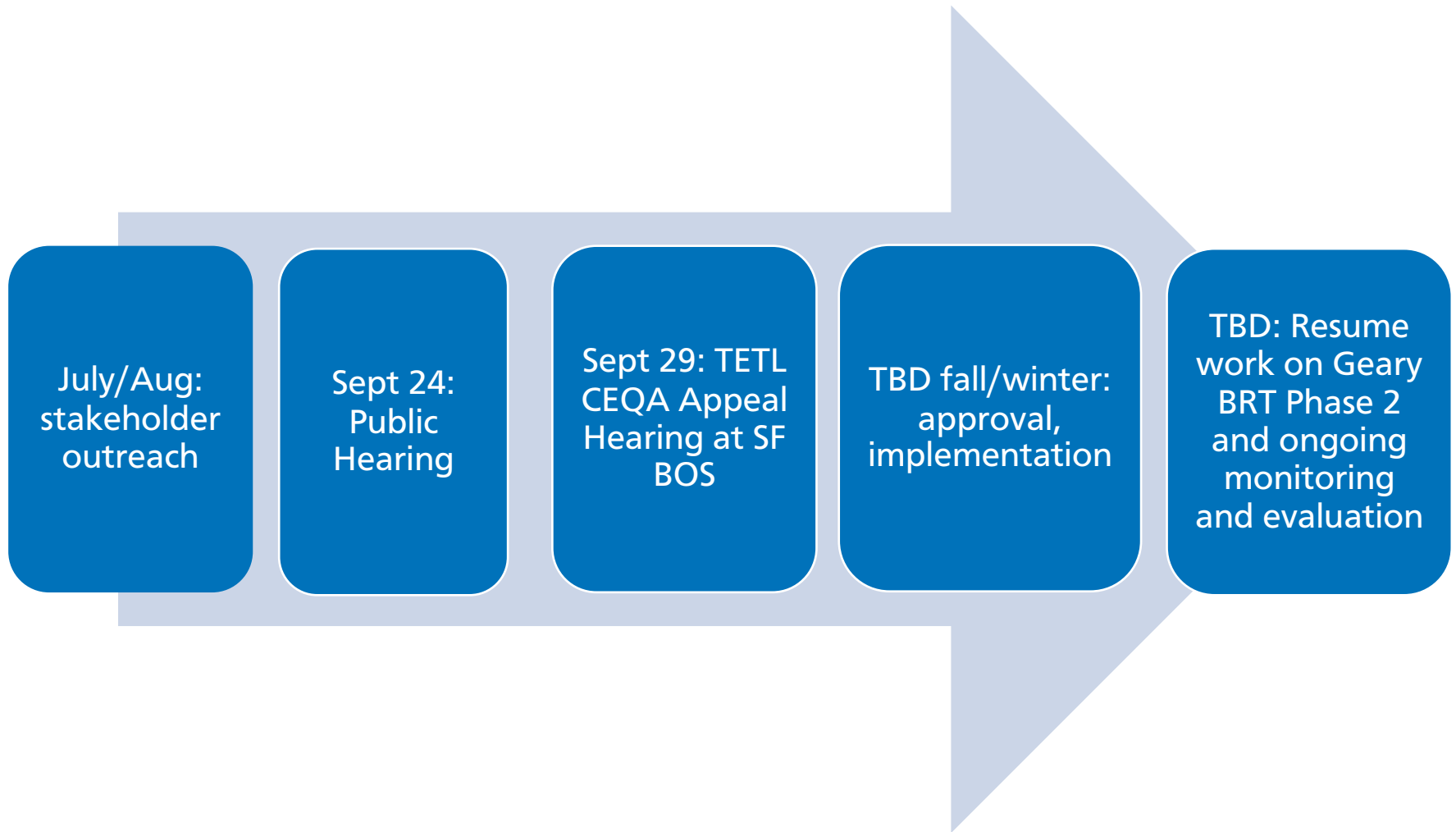
We want your feedback! [SFMTA.com/TempLanesSurvey](https://www.sfmta.com/TempLanesSurvey)



Temporary Emergency Transit Lanes: Proposed Phasing



Timeline



Thank you. Questions?



Learn more at [SFMTA.com/TempLanes38](https://www.sfmta.com/TempLanes38)





Questions or comments?

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We want your feedback!

Complete a short survey at: [SFMTA.com/TempLanesSurvey](https://www.sfmta.com/TempLanesSurvey)



Thank you.

[SFMTA.com/TempLanes38](https://www.sfmta.com/TempLanes38)

TellMuni@SFMTA.com

415.646.2350

Please complete our survey:

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