



# 1 California

## Temporary Emergency Transit Lanes



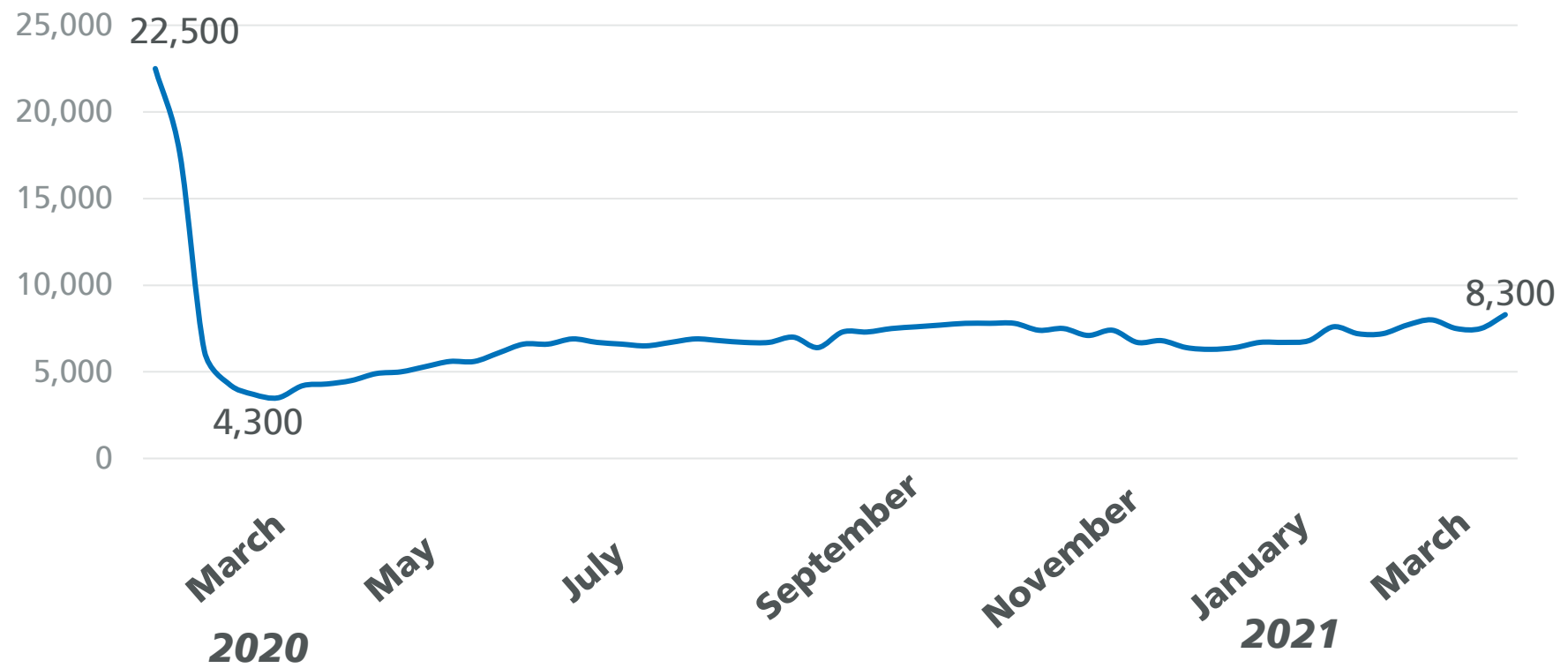
SFMTA Board of Directors Meeting  
April 20, 2021



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

Passenger boardings dropped sharply at pandemic's start and are currently >8,000, about 35% or pre-pandemic levels

### 1 California average weekday boardings

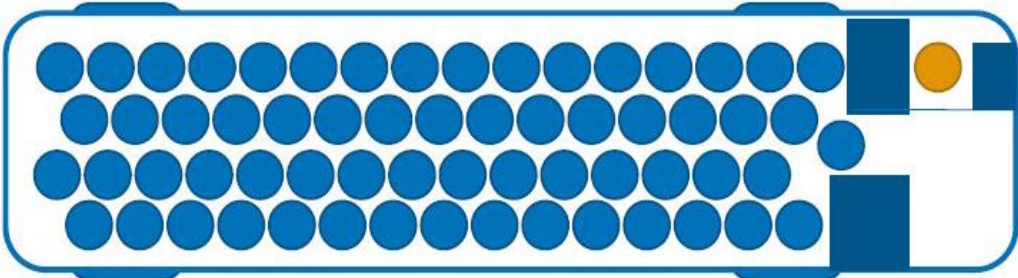


Source: SFMTA COVID-19 Data Dashboard ([SFMTA.com/covid-19-dashboard](https://www.sfmta.com/covid-19-dashboard))

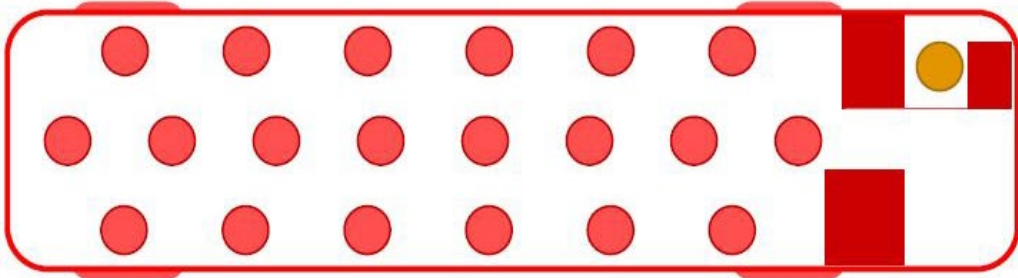




# Physical distancing requirements reduces bus capacity dramatically

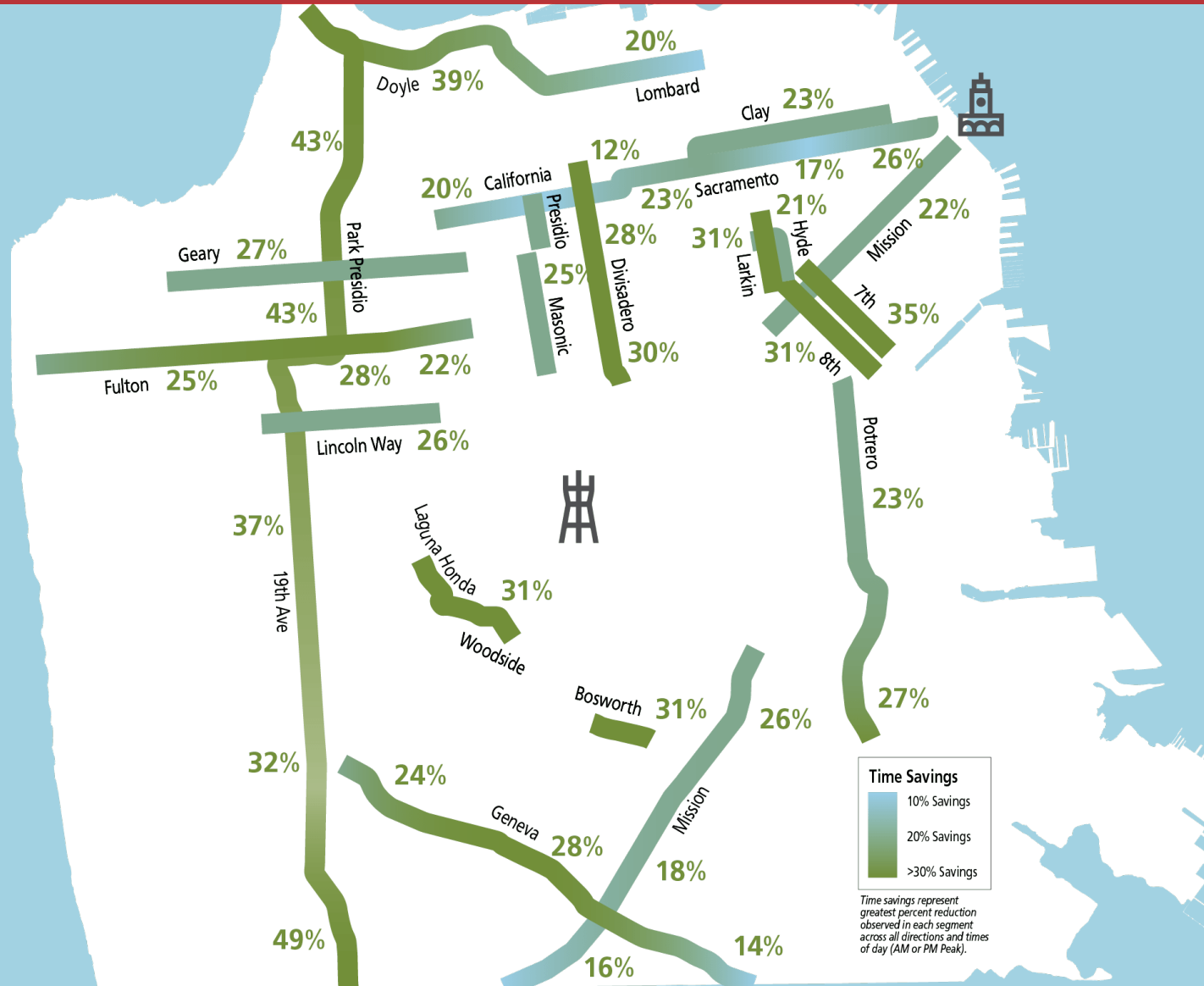


**Before  
COVID crisis**



**Today**

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

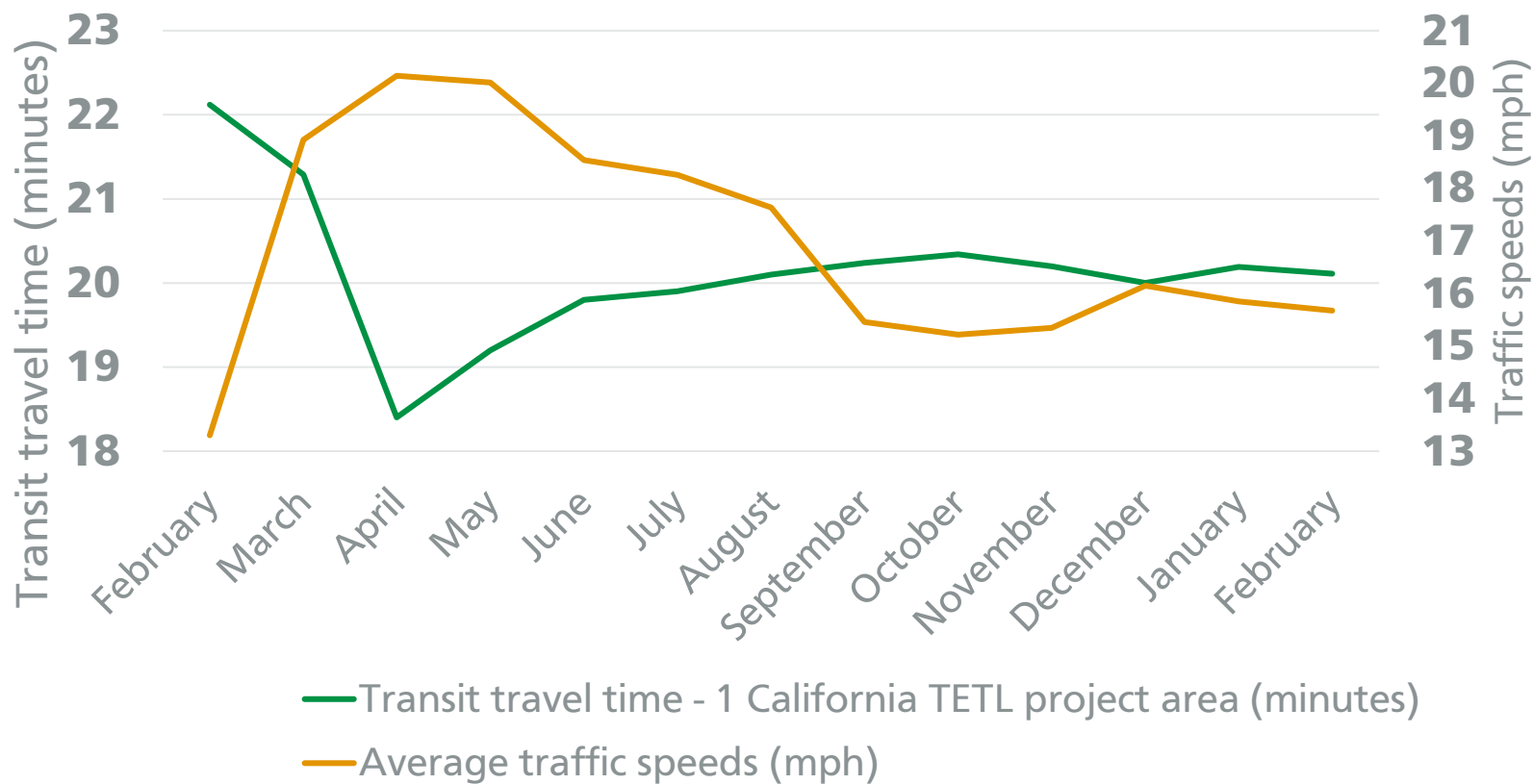




# Increase in Congestion

Traffic speed decreases and transit travel time increases are correlated with greater levels of economic reopening

### Traffic speeds vs. transit travel time

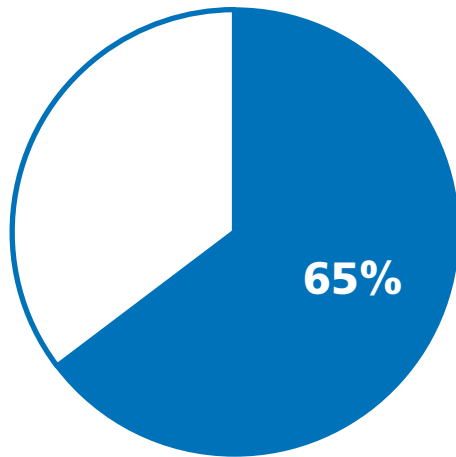


**Source:** Average auto speeds from SFCTA "Covid-Era Congestion Tracker", T-Th 7-9am and 4:30-6:30pm. Data not available for California/Sacramento/Clay so Pine AM and Bush PM are used as a proxy. Transit Travel time savings from SFMTA Automated Vehicle Location Data

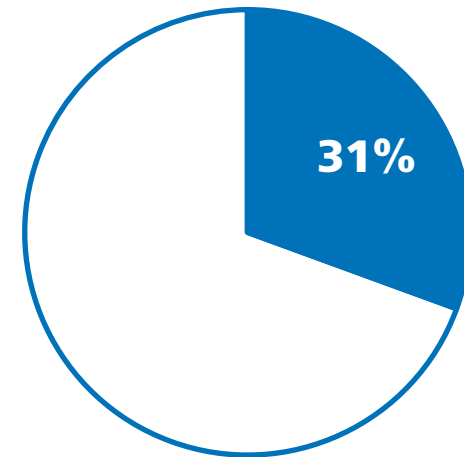
# Serving Transit-Dependent Households

1 California Route serves neighborhoods that are particularly transit-dependent

**Share of no-car households:  
Chinatown and Nob Hill\***



**Share of no-car households:  
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=05000US06075,140105000US06075&primary\\_geo\\_id=05000US06075#column|B08201002.sumlev|140](https://censusreporter.org/data/map/?table=B08201&geo_ids=05000US06075,140105000US06075&primary_geo_id=05000US06075#column|B08201002.sumlev|140)

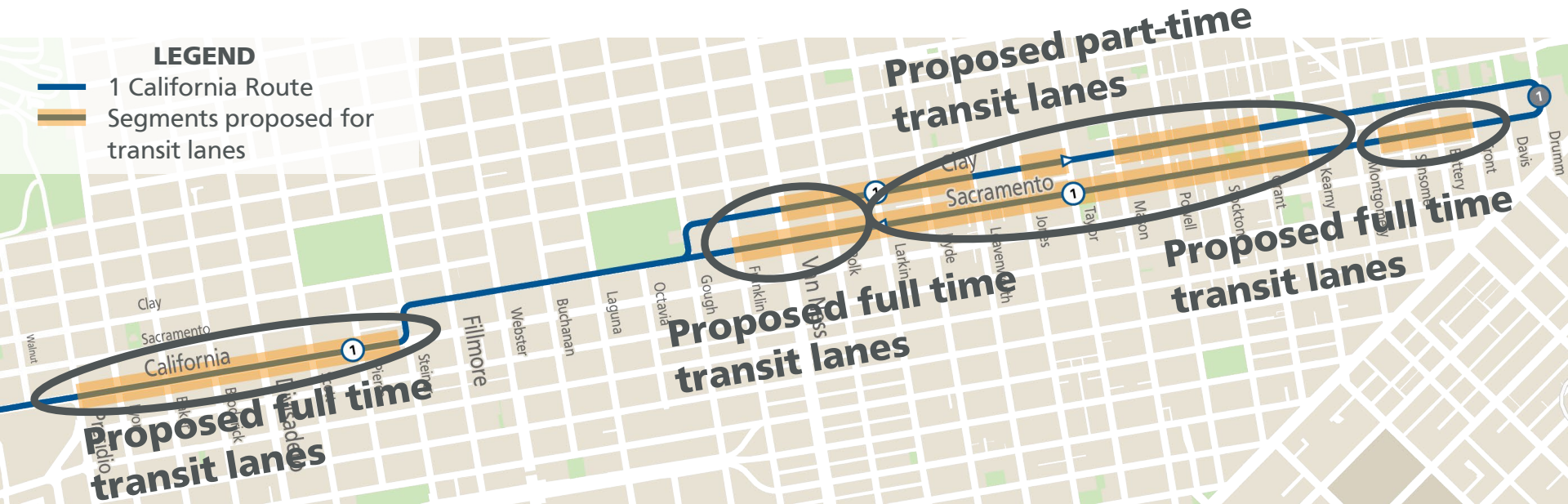
# Temporary Emergency Transit Lanes

- Install on corridors that experience congestion to keep buses moving and reduce crowding
- Allow buses to complete trips in less time and return into service quicker
- Deliver frequent service more efficiently
- 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

## 1 California project limits and proposal overview



### Proposal:

**Presidio to Larkin; Leidesdorff to Front:** Install 24/7 transit lanes on segments with two travel lanes per direction and maintain parking

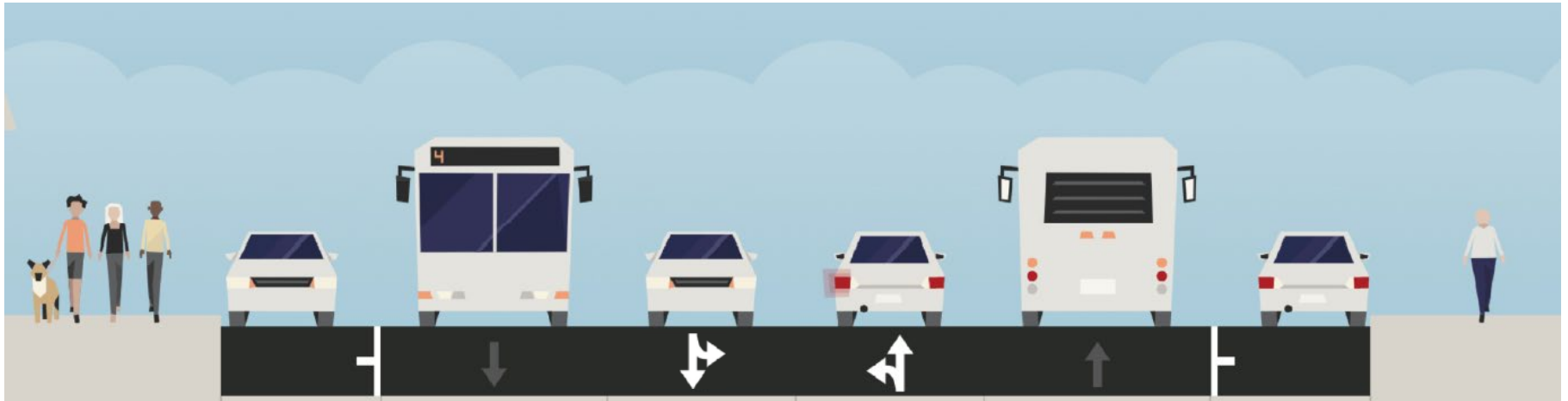
**Larkin to Kearny:** Install or expand hours of part-time transit lanes and add part-time parking restrictions



# Proposed Cross-Section

California Street: Presidio to Steiner

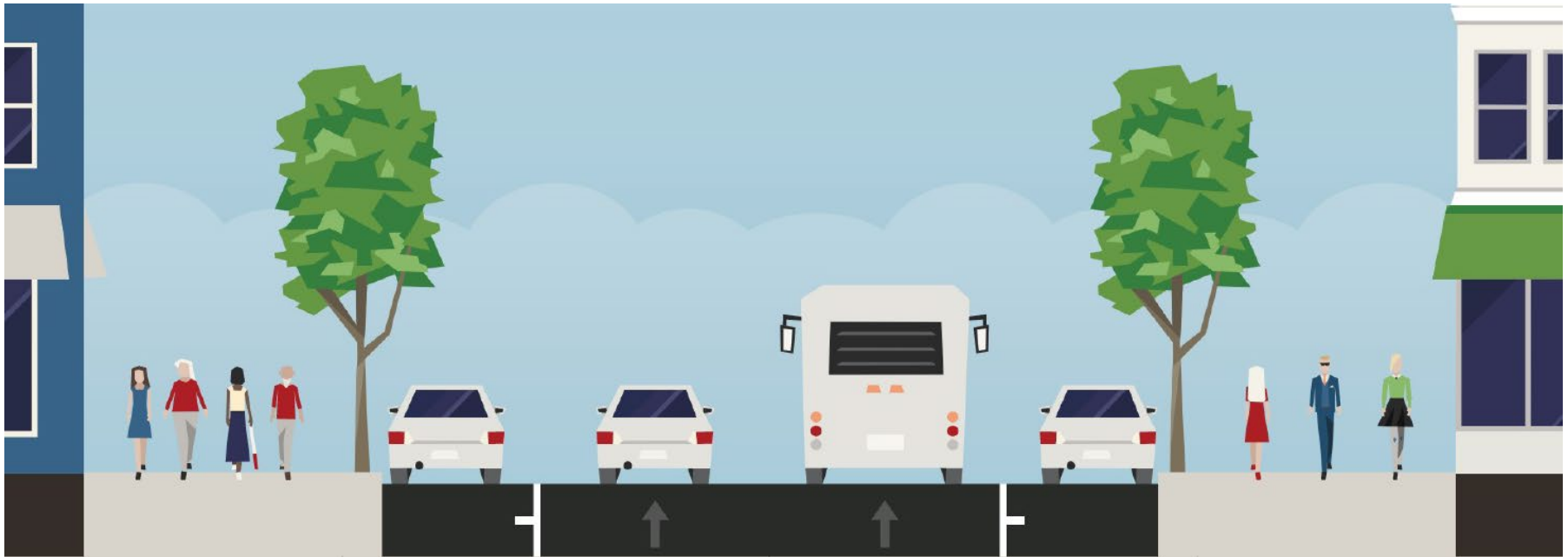
Converts one general travel lane to full-time transit lane



# Proposed Cross-Section

Sacramento/Clay streets: Larkin to Franklin

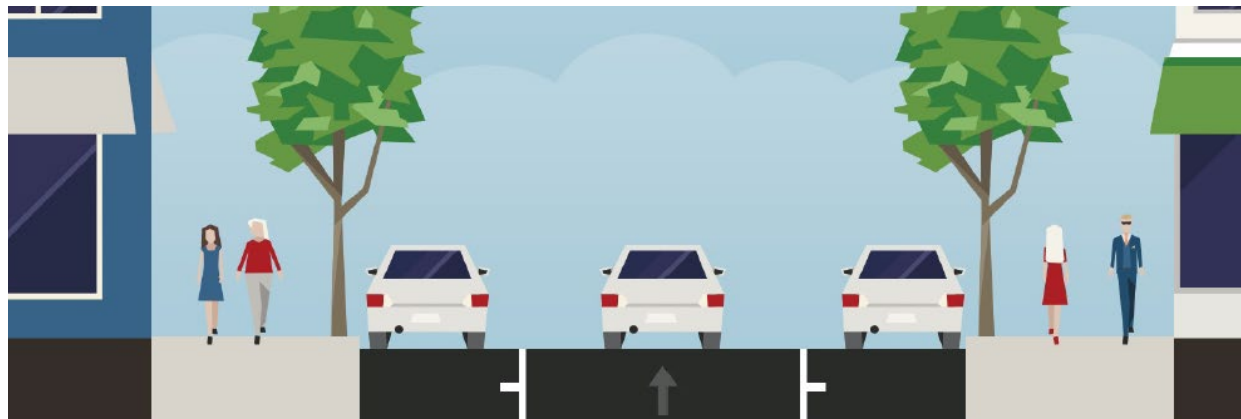
Converts one general travel lane to full-time transit lane



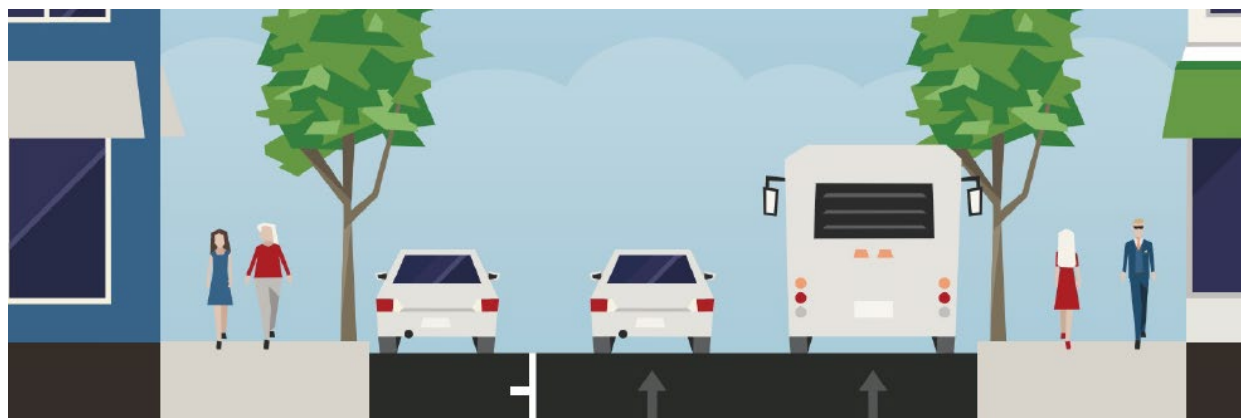
# Proposed Cross-Section

Nob Hill/Chinatown east of Larkin

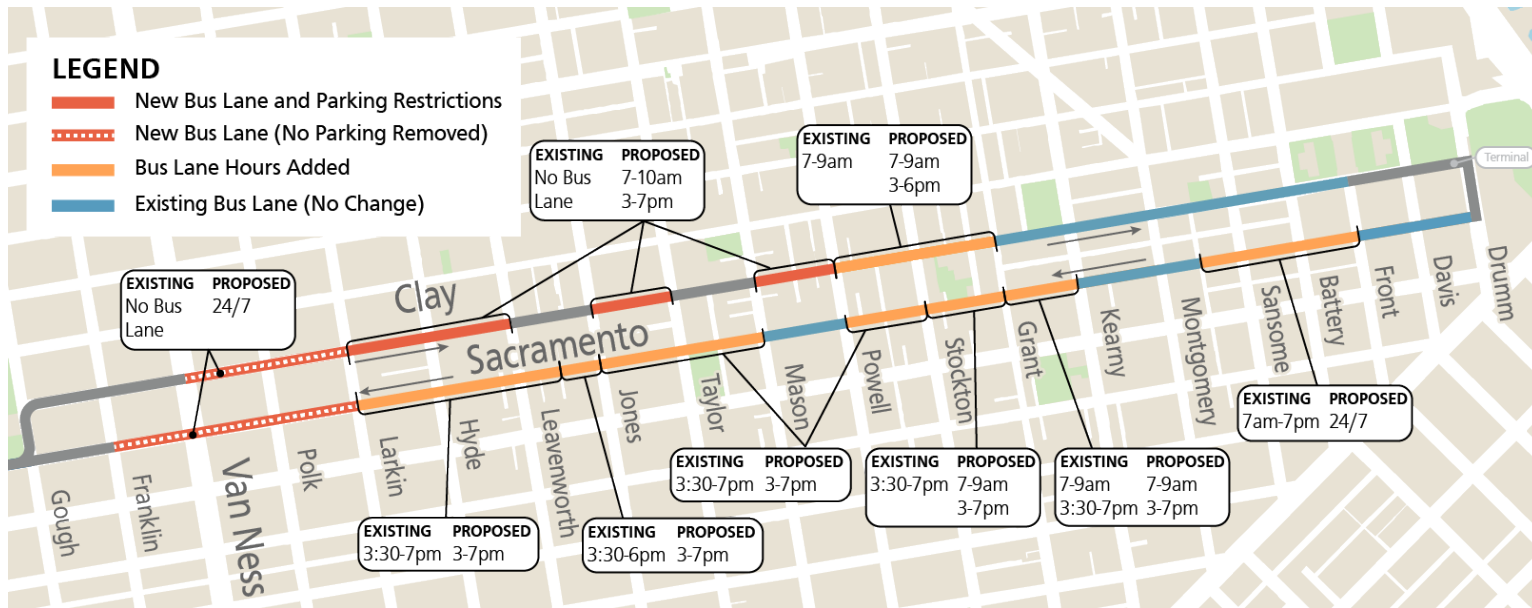
During most hours when **bus lane is not in effect**



During peak hours when **bus lane is in effect** (hours would vary by segment)



# Proposed Temporary Transit Lane Hours



# Benefits and Impacts

## Benefits

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

- Improve travel time
- Improve reliability
- Reduce crowding and pass-ups by minimizing service gaps

## Impacts

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

# Parking Impacts

	Number of parking spaces affected		
	Change from no transit lane to both AM and PM transit lane	Added peak period to existing transit lane (e.g. from only AM to AM and PM)	Added time to existing transit lane (e.g. from 3:30-7pm to 3-7pm)
Financial District		37 <sup>1</sup>	
Chinatown		34	28
Nob Hill	43		76

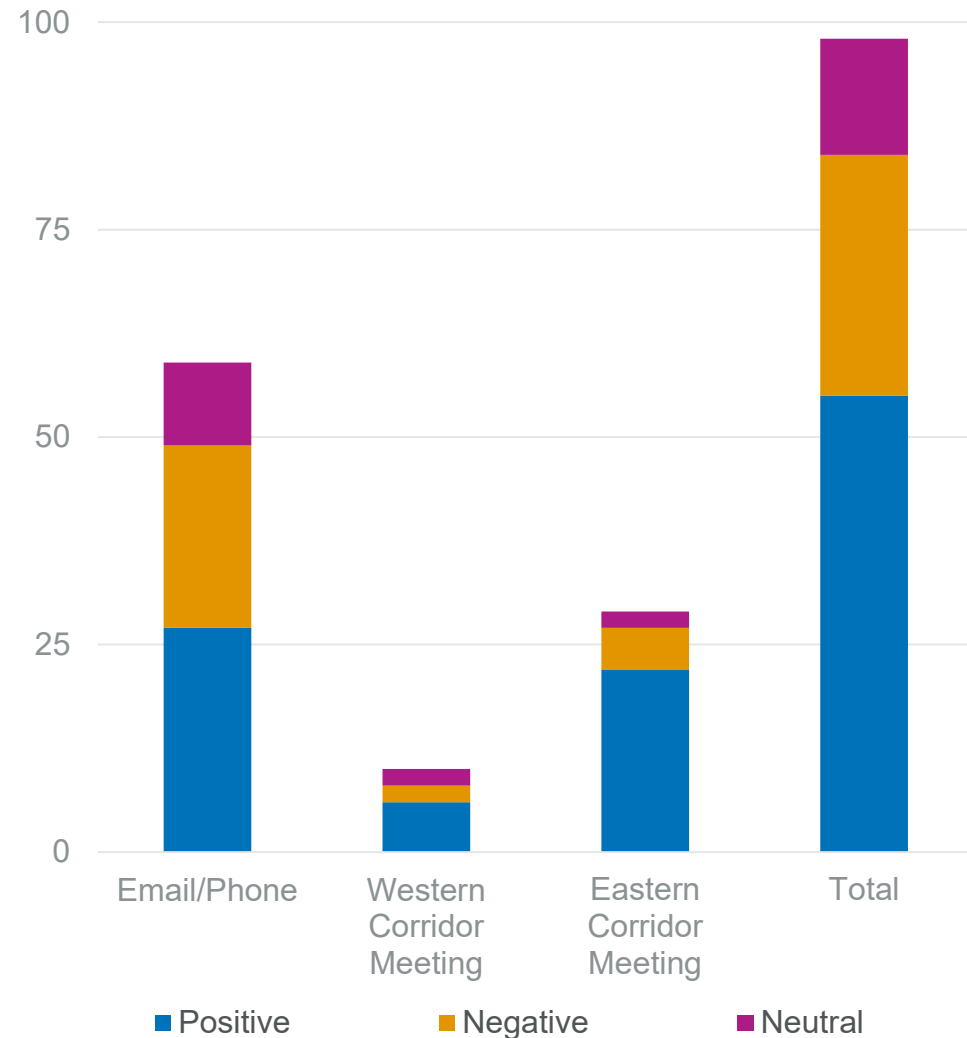
<sup>1</sup> these spaces would be converted from 7am-7pm transit lane to full time transit lanes

- Proposed transit lane hours limited to only where data is showing the greatest potential for savings
- Parking supply is constrained in surrounding neighborhoods
- Policy tradeoff: using SF's limit public street space to improve transit performance versus provide parking for San Franciscans who own cars and do not have off-street parking

# Public Outreach

- Mailer to ~24,000 addresses
- Multi-lingual outreach including materials available in English, Chinese, and Russian
- Stakeholder meetings with local organizations
- 2 virtual community meetings, one in both English/Cantonese
- Posters at key destinations
- Email/text updates
- Outreach Summary published to document key themes of feedback and responses

Number and sentiment of comments received on 1 California TETL proposal



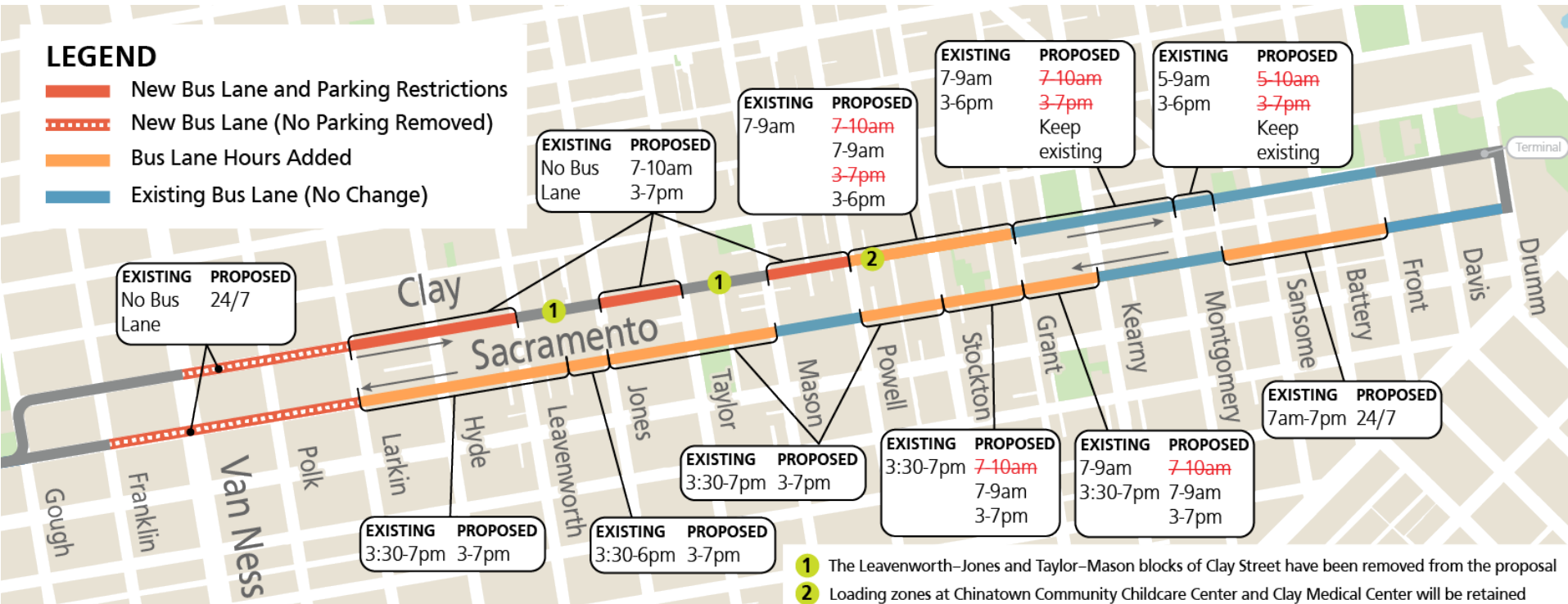
# Revisions Addressing Key Concerns

## Chinatown

- **What We Heard:** Concerns about impacts to loading and parking.
- **What We Did:** Revised proposal including removing 9-10am from proposed transit lane hours in Chinatown, dropped proposed changes on Clay Street between Grant and Montgomery, modified transit lane limits to maintain two passenger loading zones.

### LEGEND

- New Bus Lane and Parking Restrictions
- ⋯ New Bus Lane (No Parking Removed)
- Bus Lane Hours Added
- Existing Bus Lane (No Change)



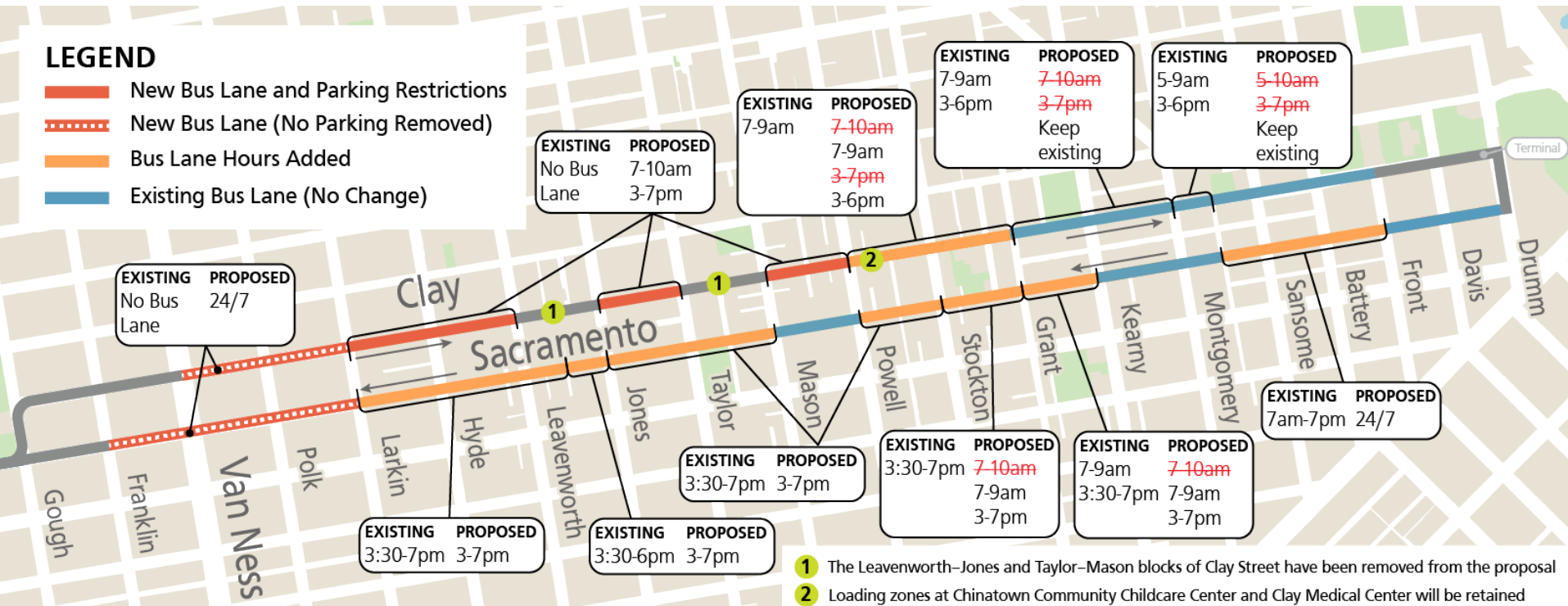
- 1 The Leavenworth-Jones and Taylor-Mason blocks of Clay Street have been removed from the proposal
- 2 Loading zones at Chinatown Community Childcare Center and Clay Medical Center will be retained



# Revisions Addressing Key Concerns

## Nob Hill

- **What We Heard:** Concerns about impacts of new parking restrictions, particularly on Clay Street.
- **What We Did:** Revised proposal to decrease parking impacts on Clay Street in Nob Hill by >1/3, lanes would only be in effect Monday-Friday.

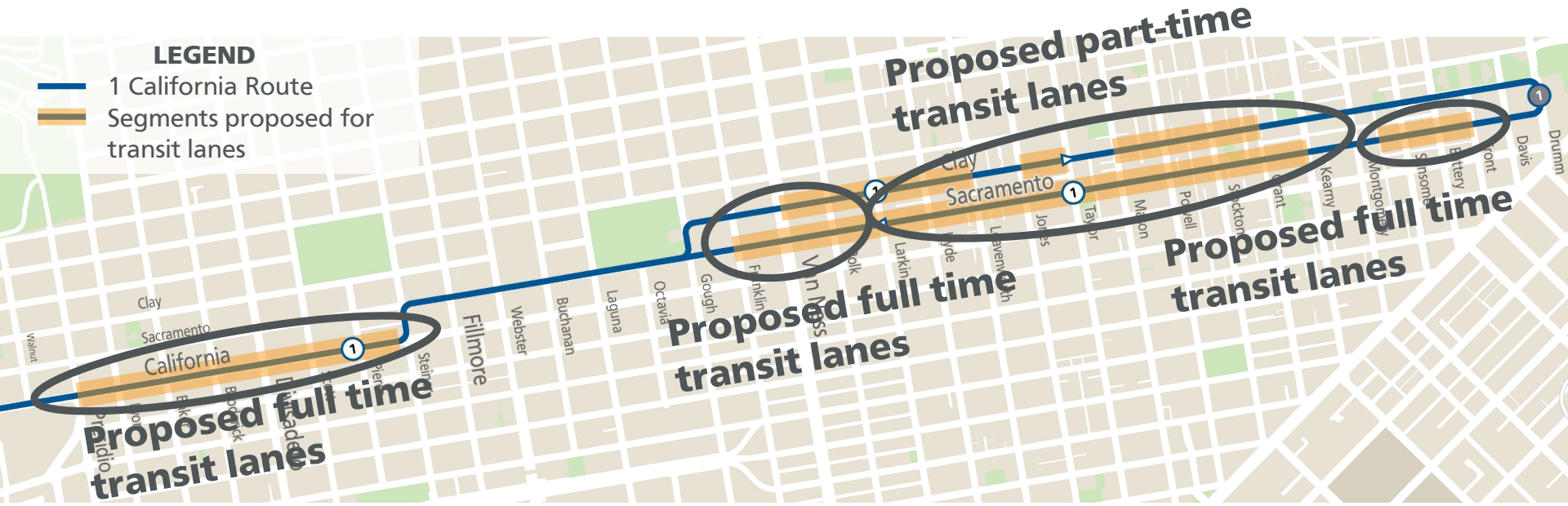


# Steps Following Approval

- Implementation (Spring 2021)
- Evaluation
- Public process to review evaluation and if positive, consider making permanent

# Today's Action:

1. Approve part-time transit-only lanes
2. Following today's public comment serving as public hearing, direct City Traffic Engineer to establish full-time transit-only lanes (per TETL Program's Delegated Authority)
3. Approve related parking and traffic changes



# Thank you. Questions?



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

