



SFMTA



Temporary Emergency Transit Lanes

SFMTA Board of Directors

January 18, 2022

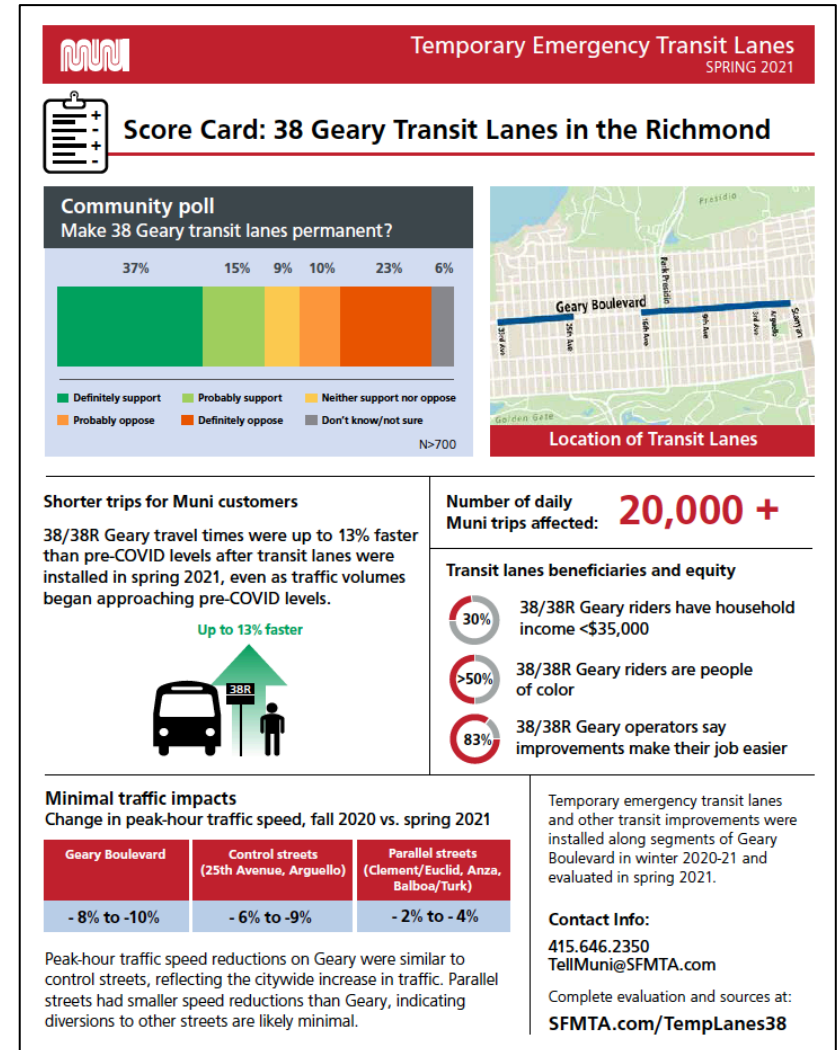
Temporary Emergency Transit Lanes (TETL)

- Installed on corridors that normally experience congestion to keep buses moving and reduce crowding
- Allow buses to complete trips faster and provide more frequent service
- Prioritization metrics: ridership, time savings during Shelter in Place, serving Equity Strategy lines, technical feasibility
- Removed within 120 days after emergency order is lifted, unless there is a public process to make a lane permanent
- Not painted red unless made permanent



TETL Evaluation

- Community input shaped the evaluation framework, tools and monitoring, with a focus on equity, health and economic recovery
- Public engagement and evaluation guided whether and what longer-term improvements we pursued
- Travel time savings compared to pre-COVID on key corridors:
 - 14R Mission Rapid: up to 31%
 - 38 Geary: up to 13%
 - T Third: up to 28%



Temporary Emergency Transit Lanes (TETLs)

- Approved as permanent transit lane
- Approved as TETL (permanent status pending)
- Dashed line indicates not yet implemented
- Transit line benefitting from TETL



Fastest transit lane expansion in SF's history

- 13 miles implemented; 3.5 pending
- 6 miles made permanent; 10.5 proposed
- First HOV/transit lane pilot

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- 19 Polk and 27 Bryant – 7th and 8th Streets
- 43 Masonic and 44 O’Shaughnessy
- 1 California



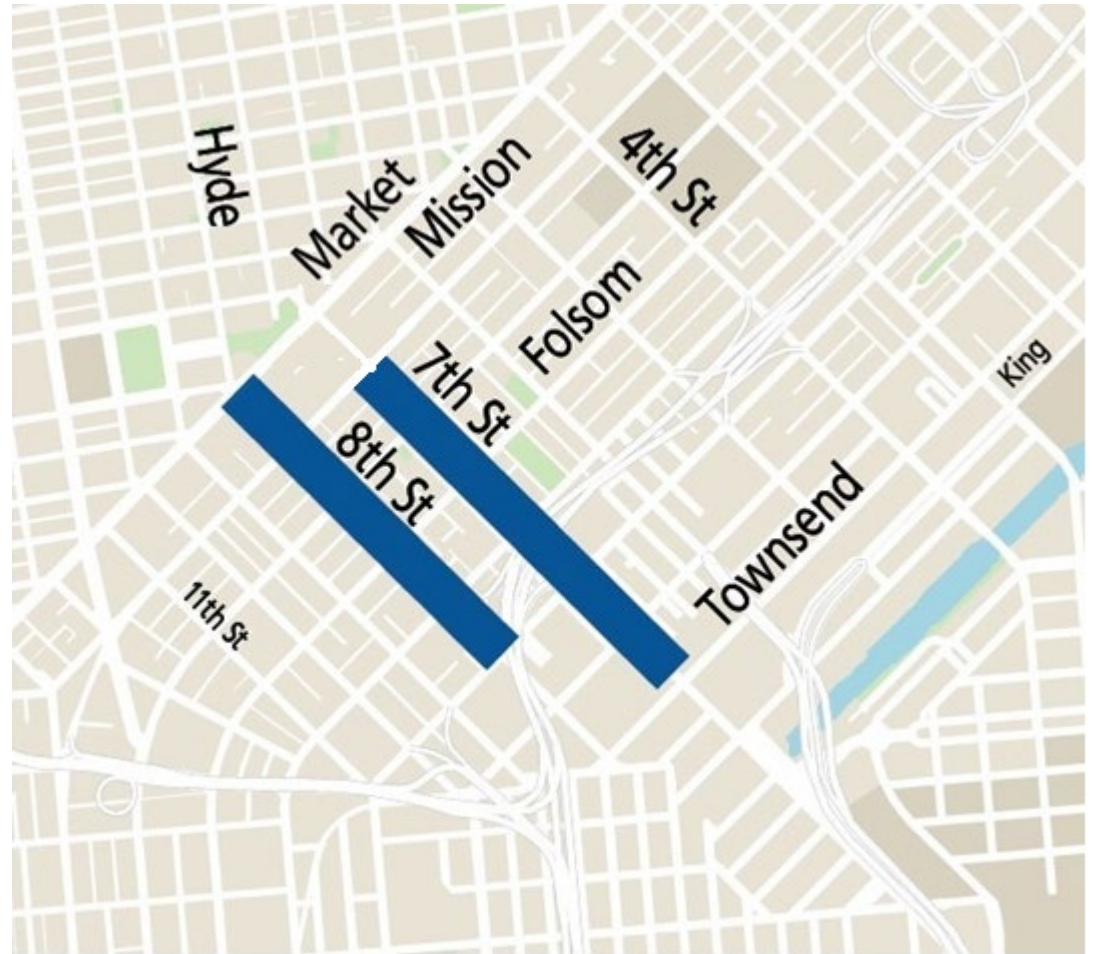
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7th and 8th Street Transit Lanes 19 Polk and 27 Bryant

Current Temporary Project

- On 8th Street from Market to Bryant and 7th Street from Townsend to Mission:
 - Converted lane closest to the right-side curb to a **temporary transit lane**
- Lanes benefit the 19 Polk and 27 Bryant bus routes
- 7th Street installation was coordinated with 7th/8th Street Safety Project

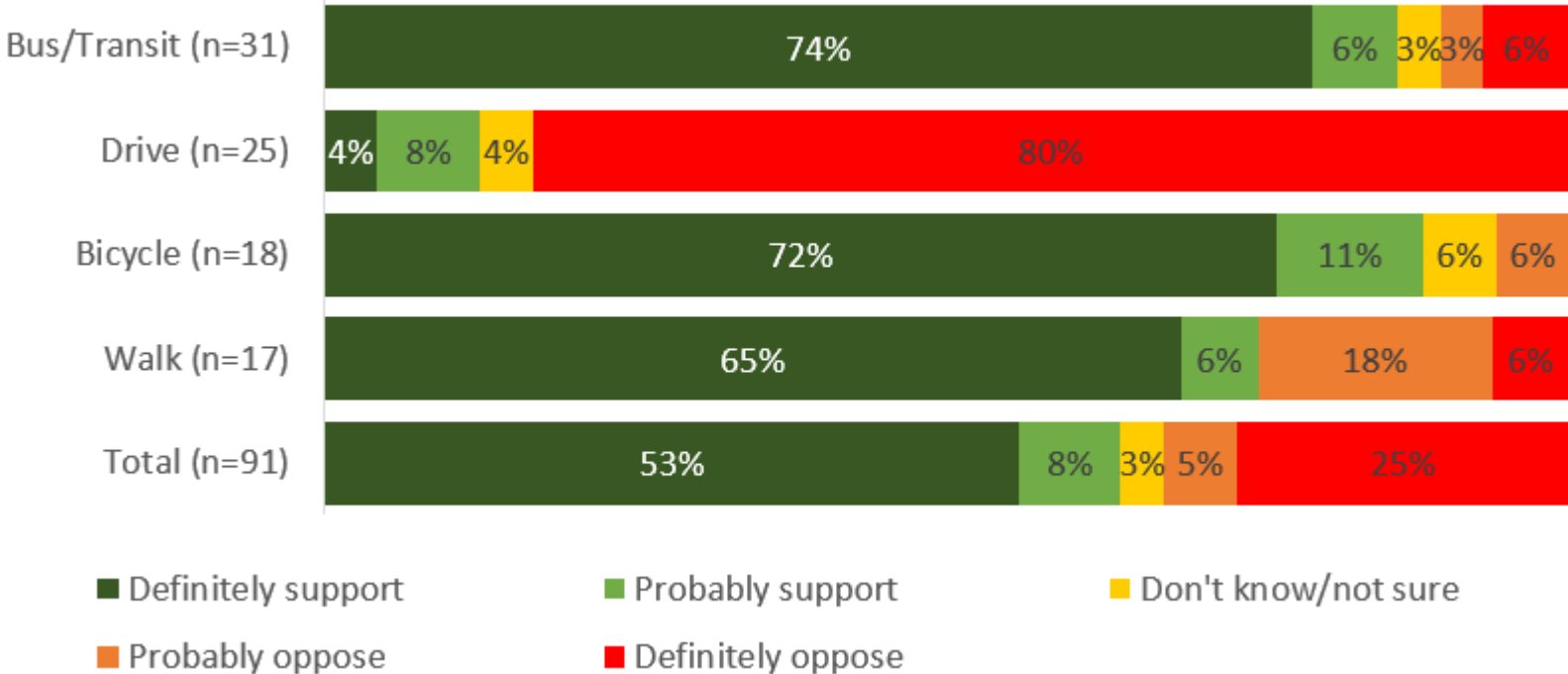


Concerns Heard and Incorporated

Concerns	How SFMTA Staff Addressed Concerns
Queues due to reduction of general traffic lanes	<ul style="list-style-type: none">• Staff monitored traffic throughout the project• Traffic speeds did not drop substantially
Concern that survey responses and traffic data are inaccurate due to low vehicle volumes and closed businesses during COVID-19	<ul style="list-style-type: none">• Transit lanes will help keep buses from getting delayed as traffic volumes increase in the future• Staff will continue to monitor transit performance, congestion and community feedback
Desire to retain ability for vehicles to travel straight along 8th Street (rather than turning right onto Mission Street) when exiting from private parking garage	<ul style="list-style-type: none">• Staff engaged with property owners to discuss access needs• Staff confirmed for property owners that through travel along 8th Street remains permitted from the garage exit by the project's lane striping design.

Evaluation Results

- The project has helped further decrease or preserve travel times as traffic levels increased in 2020 and 2021
- The project did not substantially worsen congestion in the project area
- 89% of operators reported that the project has made their jobs easier
- Public support for making the project permanent is high overall





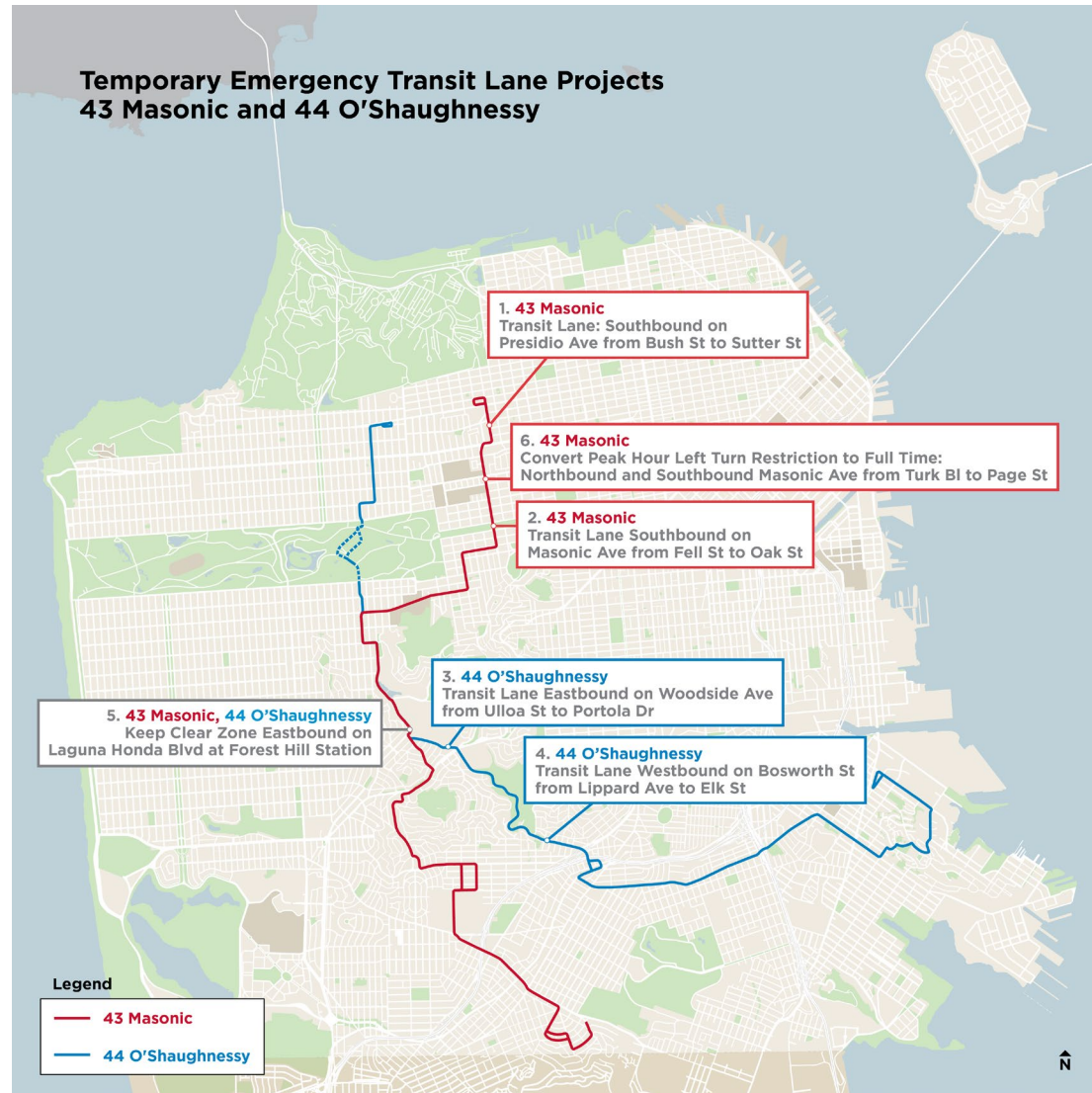
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43 Masonic / 44 O'Shaughnessy Temporary Emergency Transit Lanes

Current Temporary Project

- Project consists of spot improvements targeted at key bottlenecks
- Six separate sections, spread across San Francisco from Laurel Heights to Glen Park
- Staff is recommending legislation to make project elements permanent:
 - Transit lanes (#1, 2, 4)
 - Permanent left-turn restrictions on Masonic Avenue (#6)

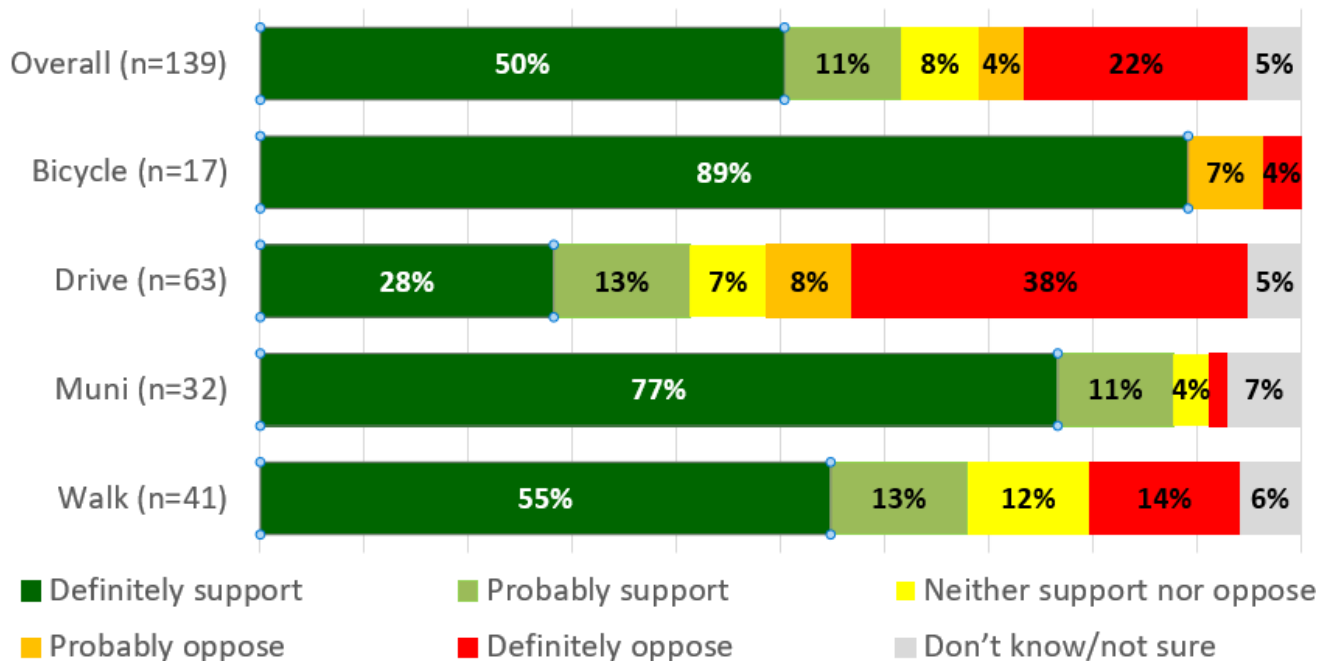


Concerns Heard and Incorporated

Concerns	How SFMTA Staff Addressed Concerns
Left turn restriction compliance issues on Masonic Avenue	<ul style="list-style-type: none">• Ordered replacement no left turn signs to be installed in more locations at intersections• Staff will monitor and make further adjustments as needed to manage compliance
Increased congestion due to spot improvements	<ul style="list-style-type: none">• Project did not cause traffic speeds to drop substantially• Transit priority signal adjustments on Masonic to further reduce transit travel times to be introduced in Spring 2022• Staff will continue to monitor transit performance, congestion and community feedback
Requests for 43 service and route to be restored to pre-COVID conditions	<ul style="list-style-type: none">• Not directly TETL-related, staff shared feedback with transit service planners working on the 2022 Muni Service Network.• 43 is being extended in 2022 to pre-COVID route

Evaluation Results

- The project helped preserve bus travel time savings, even as traffic increased
- The project did not substantially affect traffic speeds and congestion
- Masonic left turn restrictions yielded safety benefits on a high injury network corridor
- Woodside transit lane is not always accessible to buses due to long traffic queues, and did not successfully reduce or maintain transit travel times compared to pre-COVID
- Majority of operators reported that the project has made their jobs easier
- A majority of stakeholders surveyed support making the project permanent



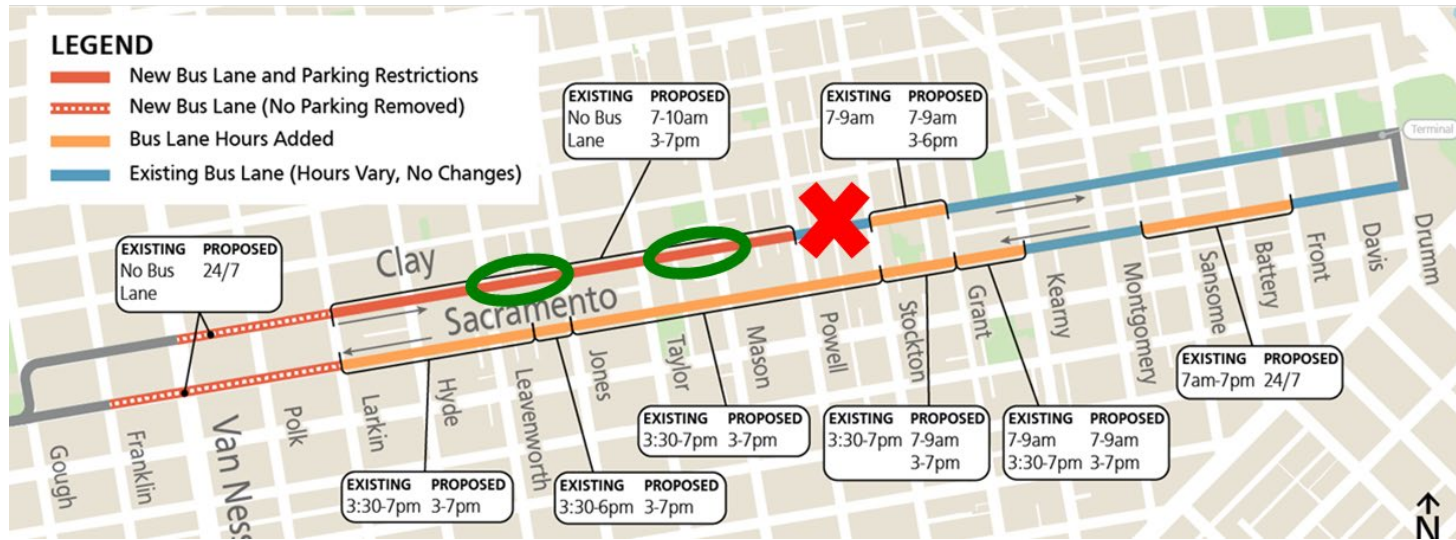


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1 California Temporary Emergency Transit Lanes

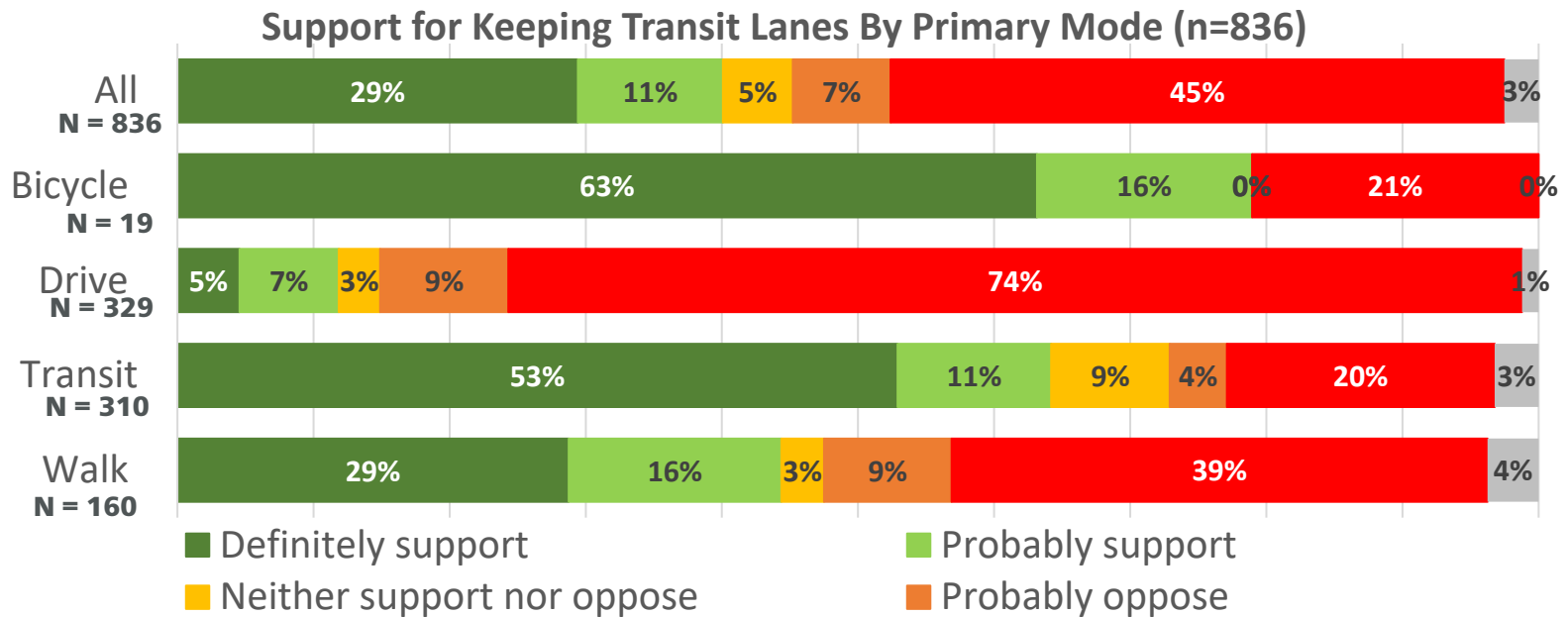
Temporary Project + Recommended Changes for Permanent Project



1 California TETL transit lanes implemented with recommended deletion shown as red X and additions shown as green circles

Evaluation Results

- Up to 15% faster travel time for Muni customers compared to pre-COVID
- Minimal traffic impacts
- Transit lane compliance is in need of improvement and could further improve transit benefits.
- >70% of 1 California operators surveyed reported that transit lanes have made their job easier
- Stakeholder support is divided with greater levels of support among people who ride transit and greater levels of opposition from people who drive



Recommendations in Response to Stakeholder Feedback and Evaluation Results

Recommendation	Detail
1. Rescind the afternoon transit lane hours on Clay Street between Powell and Stockton streets in Chinatown	<ul style="list-style-type: none">• 70% of buses do not use due to block configuration• Restores afternoon parking in Chinatown.
2. Rescind south-side general traffic afternoon peak hour tow-away lanes on Sacramento Street between Stockton and Montgomery	<ul style="list-style-type: none">• Restores afternoon parking in Chinatown while maintaining transit lane and decreasing potential for speeding.
3. Add two new blocks of AM and PM peak transit lanes on Clay Street in Nob Hill: between Mason and Taylor and between Jones and Leavenworth	<ul style="list-style-type: none">• Makes transit lanes on Clay Street more continuous and legible• Would require replacement of two trees through separate administrative process
4. Conduct additional evaluation of transit lane performance on Clay Street in the afternoon peak period in Nob Hill	<ul style="list-style-type: none">• Monitors ongoing return of Financial District commute traffic and impact on scale of transit benefits

Transportation Code Cleanup

Throughout the past decade, four transit lane segments have been approved and installed, but were not correctly reflected in the Transportation Code.

This legislation corrects administrative errors and properly codifies the following transit lanes:

- Folsom Street between 10th and Mabini streets
- Sansome Street, southbound, between Broadway and Washington Street
- Judah Street, westbound, between 19th and 20th avenues
- Powell Street, southbound, between Sacramento and California streets

Today's Legislation

19 Polk/27 Bryant

Bus and Taxi Only Lanes

- 7th Street between Townsend and Mission streets
- 8th Street between Market and Bryant streets

Right Lane Must Turn Right

- 7th Street Northbound at Townsend Street

43 Masonic/44 O'Shaughnessy

Bus, Bike, and Taxi Only Lanes

- Presidio Avenue between Bush and Sutter streets
- Masonic Avenue between Fell and Oak streets
- Bosworth Street between Lippard Avenue and Elk Street.

Full-Time Left-Turn Restrictions

- Masonic Avenue at Turk Boulevard (northbound only), Golden Gate Avenue, Fulton Street, Grove Street, Hayes Street, and Page Street (northbound only)

1 California – Bus and Taxi Lanes

- Full time transit lanes on California between Presidio and Steiner; Clay between Van Ness and Larkin, Sacramento between Franklin and Larkin, Sacramento Front to Leidesdorff
- New or expanded part-time transit lanes on Clay between Larkin and Powell; Clay between Stockton and Grant, and Sacramento between Larkin and Kearny

Code Cleanup

Corrects administrative errors and properly codifies existing transit lanes approved and installed over the past decade

Next Steps

- TETL is concluding, Muni Forward transit priority improvements will continue
- Start outreach on next round of Muni Forward projects this year:
 - J Church, K Ingleside, M Ocean View, 29 Sunset: Transit priority upgrades
 - N Judah 3-car trains & transit priority
 - Delay hot spots
- Continue to monitor corridors identified through TETL program for potential Muni Forward improvements

