



SFMTA



Muni Forward Update

SFMTA Board of Directors

November 21, 2023

Transit Challenges in San Francisco







- Over 80% of Muni trips are by bus or surface rail
- Congestion heavily impacts service quality and cost

Congestion increases operating costs

As congestion increases in areas where transit does not have traffic priority measures, transit service becomes slower and more expensive to provide.

EXAMPLE: Cost to Provide 10-Minute Bus Frequency, 6 AM – 12 AM, daily

Travel time and cost increase together

Travel Time	Buses Required	Annual Cost
30 minutes		\$4 million
45		\$6 million
60		\$8 million
75		\$10 million

*Assumes operating cost of \$200/hour per vehicle for example purposes only.
Actual costs vary by mode.*

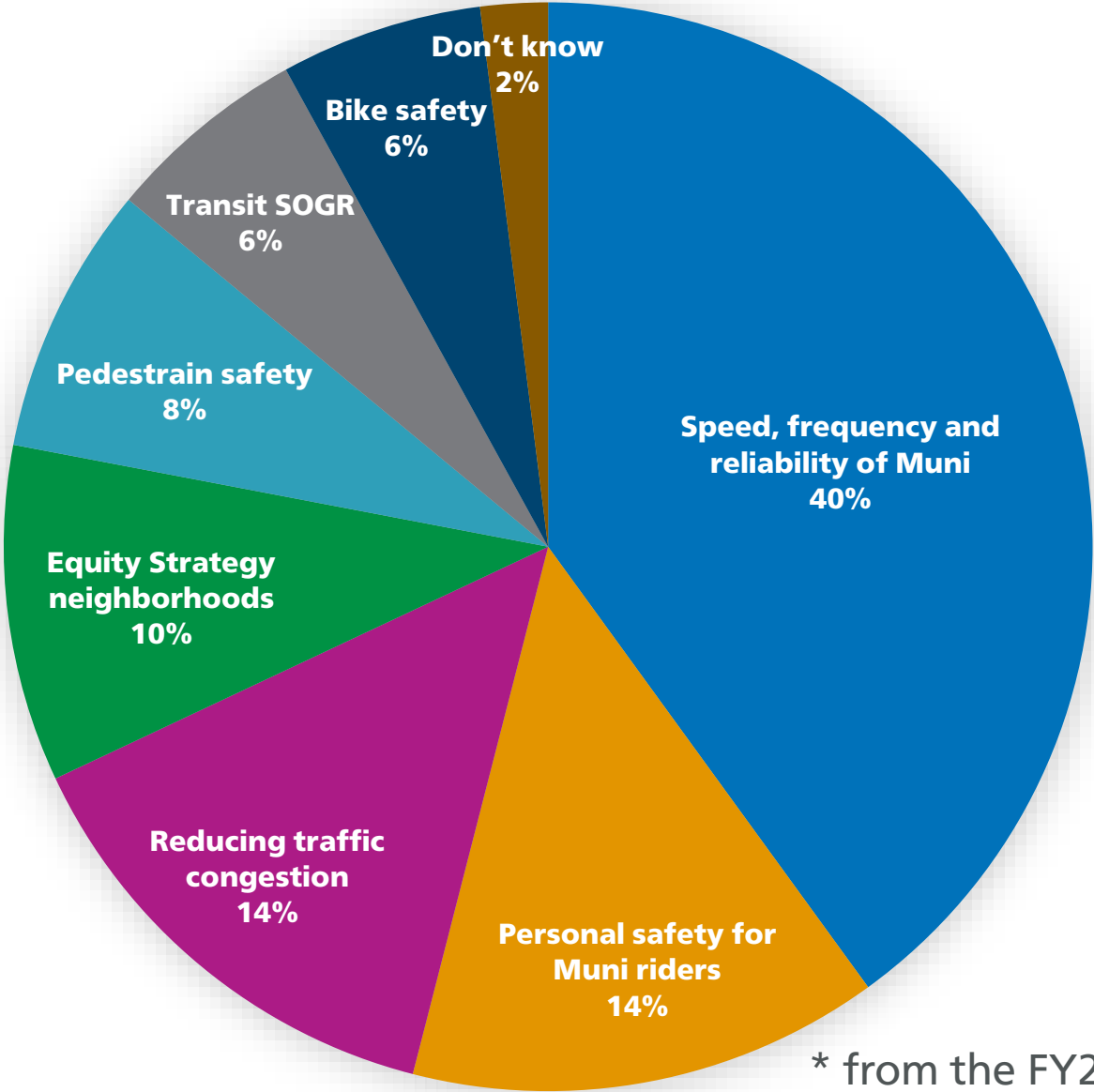
The Solution: Muni Forward

- **Transit priority upgrades** that deliver *fast, reliable* service
- **Integrated improvements** to transit streets, service and transit stops
- Supports **Vision Zero** through **safety upgrades** and **mode shift** from driving to transit
- **Quick-build** and iterative approach
- Focus on **high-ridership** and **equity priority** routes



Transit bulb on
McAllister Street

Community Priorities for SFMTA (FY24-26)*



* from the FY23-24 budget survey

Muni Forward Improvements

Over **100 miles** of reliability upgrades approved or built since 2014

Toolkit of 20+ measures to improve reliability and safety, such as:

- Transit lanes
- Transit signal priority
- Transit bulbs and islands
- Updating transit stop spacing
- Turn pockets and restrictions
- Pedestrian bulbs
- Road diets

Muni Forward Transit Priority Projects

- Approved or built corridor
- Future transit priority corridor
- - - Pilot project (undergoing evaluation)



As of October 23, 2023

Quick Build Approach



Quick-build projects use low-cost materials and deliver improvements even more quickly, such as:

- Transit lanes
- Temporary boarding islands and bulbs
- Transit stop rebalancing
- Turn pockets and restrictions

Quick-build bulb and transit lane on Geary Boulevard

Driving Muni's Recovery

Lines where we've made major transit priority investments are driving our ridership recovery:

- Van Ness (49*): **131%**
- 16th Street (22/55): **102%**
- Mission (14/14R): **92%**
- Geary (38/38R): **75%**
- Haight (6/7): **75%**
- 19th Ave (28/28R): **74%**
- *Systemwide* : **65%**

Data source: September 2019 versus September 2023 average weekday ridership.

**-The 47 Van Ness also ran on Van Ness Avenue prior to the pandemic but is no longer in service. The ridership recovery rate is 100% when including the entire 49-line and boardings on the 47-line that occurred on Van Ness before the pandemic.*



Corridor Highlight: 14R Mission Rapid

Improvements from 2016-2023

- Transit lanes, bus bulbs, signal priority, bus stop spacing changes
- Increased Rapid and local frequency
- Pedestrian safety upgrades

Results

- 19% ridership increase (2015-2019)
- 92% ridership recovery compared to pre-pandemic levels (2019-2023)
- Overall travel time on 14 local reduced 9% (2015-2023)
- Travel time in SoMa reduced up to 31% after bus lane added in 2021
- 33% reduction in pedestrian injury collisions in Inner Mission since 2016



Corridor Highlight: 22 Fillmore

Improvements (2017-2023)

- Extension of 22 Fillmore to Mission Bay and new 55 Dogpatch route
- Bus lanes, bus bulbs/islands, signal priority, bus stop spacing changes
- Pedestrian safety upgrades



New transit island and bus lane on 16th Street

Results

- 102% ridership recovery compared to pre-pandemic on 22/55 (2019-23)
- Travel time savings of 1-2 minutes during quick-build phase; more expected upon project completion

Corridor Highlight: Geary

Improvements from 2018-2023 (ongoing)

- Transit lanes, bus bulbs, signal priority, bus stop spacing changes
- Pedestrian safety and urban design improvements



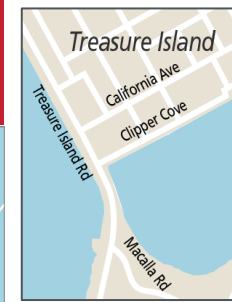
Results from Geary Rapid Project (first segment, completed 2021)

- Travel time: Up to 18% decrease in 38R travel time
- Reliability: Up to 37% improvement in 38R travel time reliability
- Safety: 70-80% reduction in vehicles going >40 mph
- Equity: By calming the Geary Expressway, the project helps to reconnect the communities harmed by 1960s urban renewal

SFMTA Transit Lanes

- Red transit lanes
- Transit lanes (not red)
- Part-time only
- Subways and other off-street rail right of way

2006



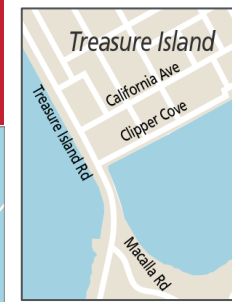
San Francisco has over **75 miles of transit lanes**

We expanded transit lanes by over **33%** since 2020

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2013



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2023



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Coming Soon



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Recently Completed Projects



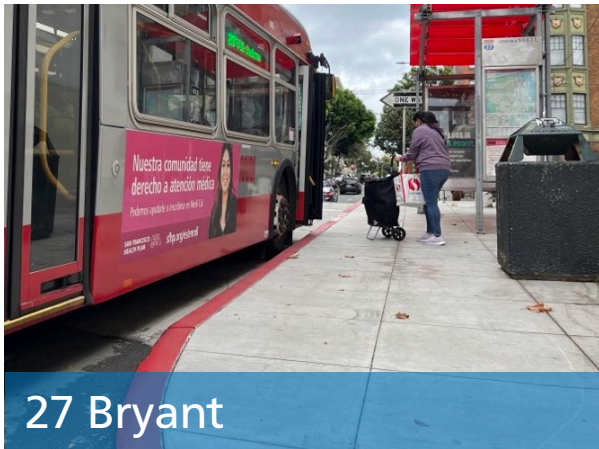
Hyde transit lane



Geary Blvd. quick build



28 19th Avenue



27 Bryant



Townsend queue jump



14 Mission SoMa

...Plus improvements at 7 Transit Delay Hot Spots

Design and Construction Timeline (Approved Projects)

Design Construction

Muni Forward Corridor	2024	2025	2026	2027	2028+
J Church (San Jose)	Design	Construction			
L Taraval	Construction				
5 Fulton (Inner Richmond)	Construction				
14 Mission (Downtown)	Design	Construction			
22 Fillmore: 16 th Street	Construction				
29 Sunset: Phase 1	Design	Construction			
30 Stockton (3 rd Street)	Design		Construction		
38 Geary (GBIP)	Design		Construction		

Note: Timelines are for construction of full capital projects. In many cases, quick build phases are delivered much earlier.

Future Projects

Moving Towards Legislation

- K Ingleside – Ocean Ave
- M Ocean View – OMI

Upcoming Corridors

- T Third
- 1 California – California St
- 22 Fillmore – Fillmore St
- 29 Sunset – Phase 2
- J Church – Noe Valley
- N Judah



ConnectSF Five-Minute Network Vision

- Vision identified in ConnectSF Transit Strategy: Five-Minute service on our most heavily used lines – about a dozen corridors that carry two-thirds of all Muni ridership
- Comprehensive citywide Rapid network
- On the Five-Minute Network, only stop at transit stops, with no unnecessary delay

The corridors on this map show what a Five-Minute Network could look like.



Thank you

