



SFMTA



Muni Forward Update

SFMTA Board of Directors

November 6, 2024

Before Muni Forward, Transit Was Unreliable and Getting Worse



Hyde Street in the Tenderloin (shown in 2023, without a transit lane)

The Real Costs of Transit Delay

How much does it cost to provide Muni bus service every 10 minutes, from 6 a.m. to midnight daily?



TRAVEL TIME



BUSES REQUIRED



ANNUAL COST



Supporting San Franciscans' Shared Values

Improving transit service isn't just about **getting people where they need to go.**

It's also a way to **build trust** with communities, promote **racial and social equity**, enhance **economic vitality** and support **environmental stewardship.**

Muni Forward Toolbox



Transit Priority Toolbox



Transit lanes



Transit signal priority



Enhanced transit stops



Stop spacing



Curb and traffic management



Pedestrian safety infrastructure

Muni Forward's Approach: "The 3 P's"



PARTNER

Coordinate with existing projects to limit disruptions, reduce cost and maximize benefits.



PILOT

Implement low-cost, quick-build projects that can be adjusted or even reversed if needed.



PERSIST

Continuously learn, iterate, and adapt. Revisit projects regularly to ensure they're working well.

Different Levels of Investment

Typical Muni Forward projects



19 Polk Transit Lanes (7th, 8th, Hyde Sts)



Mission Corridor (SOMA, Mission)

Muni Forward with streetscape enhancements



Geary Rapid Project

BRT with extensive streetscape enhancements and complex utility work



Van Ness BRT

Transit Priority Cost per Mile

Cost per Mile Incl. Related Infrastructure

Time from Planning to Opening

Less than \$500,000

No related infrastructure

6-12 months

\$5 million

No related infrastructure

2-3 years

\$12 million

\$22 million

5 years

\$35 million

\$173 million

19 years

Costs include planning and design; cost for transit priority features is approximate

Muni Forward Results

Benefits to Riders and the Communities We Serve



UP TO 35% FASTER TRAVEL TIMES AND 48 MILES OF SAFETY IMPROVEMENTS ON VISION ZERO HIGH-INJURY NETWORK



50% OR MORE REDUCTION IN ALL INJURY COLLISIONS ON MULTIPLE MUNI FORWARD CORRIDORS



MUNI FORWARD PROJECTS BENEFIT OVER 450,000 MUNI RIDERS AND 32 MUNI SERVICE EQUITY STRATEGY LINES

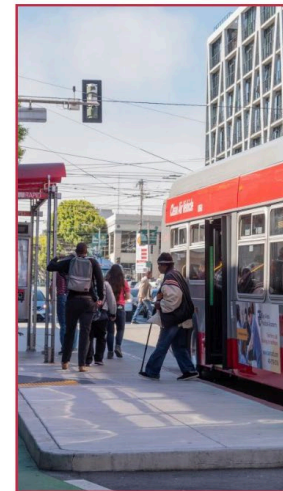


23% RIDERSHIP INCREASE ON RAPID NETWORK CORRIDORS BEFORE THE PANDEMIC (2015-2019)



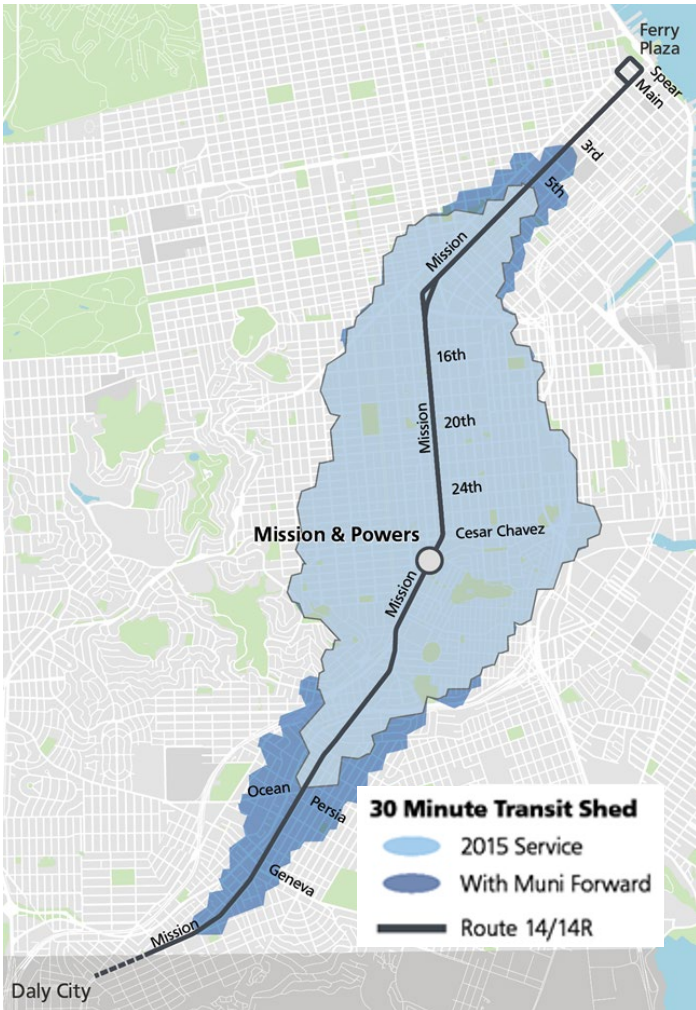
FASTER RIDERSHIP RECOVERY ON MUNI FORWARD CORRIDORS SINCE 2020

96% on 14 Mission
119% on 22 Fillmore
138% on 49 Van Ness/Mission

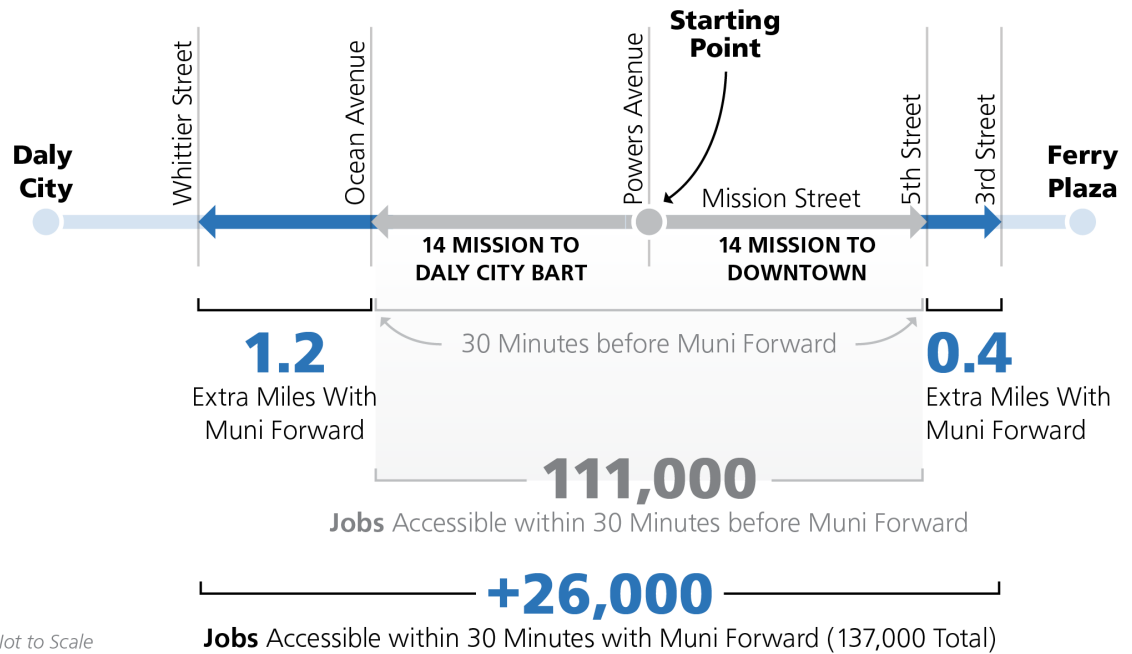


RECORD-HIGH RIDER SATISFACTION

Improved Access to Jobs Through Muni Forward



From the middle of the 14 Mission line, how much farther can you get in 30 minutes **with Muni Forward time savings?**



Not to Scale

Profile: 14 Mission/14R Mission Rapid

46,000 daily riders benefit from:

Up to

31%

Travel time savings in SoMa; 9% average travel time savings for the 14 Mission local

Up to

25%

Less variable travel times in the Mission following 2016 quick-build implementation

6.4



Miles of new or upgraded transit lanes to get you there faster and more reliably

50



Intersections with transit signal priority to keep transit moving

7



Transit bulbs or islands to make it easier to get on and off at your stop (five built, two under construction)

29



Pedestrian bulbs or islands to make it easier and safer to get to your stop (two built, 27 under construction)



Profile: 38 Geary/38R Geary Rapid



41,000 daily riders benefit from:

Up to

18%

Time savings for 38R from Van Ness Avenue to Park Presidio Boulevard, 2018–2022

Up to

37%

Less variable travel times for 38R from Van Ness Avenue to Park Presidio Boulevard, 2018–2022

9.9



Miles of new or upgraded transit lanes to get you there faster and more reliably

67



Intersections with transit signal priority to keep transit moving

14



Transit bulbs (including expanding 3 bulbs) to make it easier to get on and off at your stop, with 9 more coming soon

38



Pedestrian bulbs to make it easier and safer to get to your stop (with 23 more coming soon)

Route Profile: 5 Fulton/5R Fulton Rapid



Up to

12%

Time savings with implementation of Rapid service and transit priority in 2013

60%

increase in total ridership on the 5 and 5R lines, 2009–2019

2



Miles of new or upgraded transit lanes to get you there faster and more reliably

24



Intersections with transit signal priority to keep transit moving

19



Transit bulbs or islands to make it easier to get on and off at your stop, with six more starting construction soon

5



Pedestrian bulbs or islands to make it easier and safer to get to your stop

Route Profile: 19 Polk/27 Bryant

Prioritizing Equity

- Improvements to routes serving the Tenderloin based on **extensive community collaboration**
- **40%** of 19 riders have household incomes below \$35,000
- 27 rerouted to take advantage of pandemic-era **Temporary Emergency Transit Lanes** on 7th & 8th Sts
- On 19, travel times up to **25%** lower than pre-pandemic



Year of the Rail



Year of the Rail: L Taraval



Up to

5%

Time savings on average after quick-build, for outbound trips between West Portal and SF Zoo terminal, 2016-2018

60%

Fewer pedestrian collisions on Taraval Street between 15th and 46th avenues after quick-build in 2017.

3.6



Miles of new transit lanes to get you there faster and more reliably

7



Intersections with transit signal priority to keep transit moving

20



New or upgraded transit bulbs or islands to make it easier to get on and off at your stop

10



Pedestrian bulbs to make it easier and safer to get to your stop

* Travel time and collisions data from quick build only – not permanent project

Year of the Rail: K Ingleside



Quick Build Underway!

2.2

Miles of new transit lanes to get you there faster and more reliably

8

New or upgraded transit bulbs or islands to make it easier to get on and off at your stop

6

Pedestrian bulbs to make it easier and safer to get to your stop

Year of the Rail: M Ocean View

Quick Build Underway!

1.2

Miles of new transit lanes to get you there faster and more reliably

2

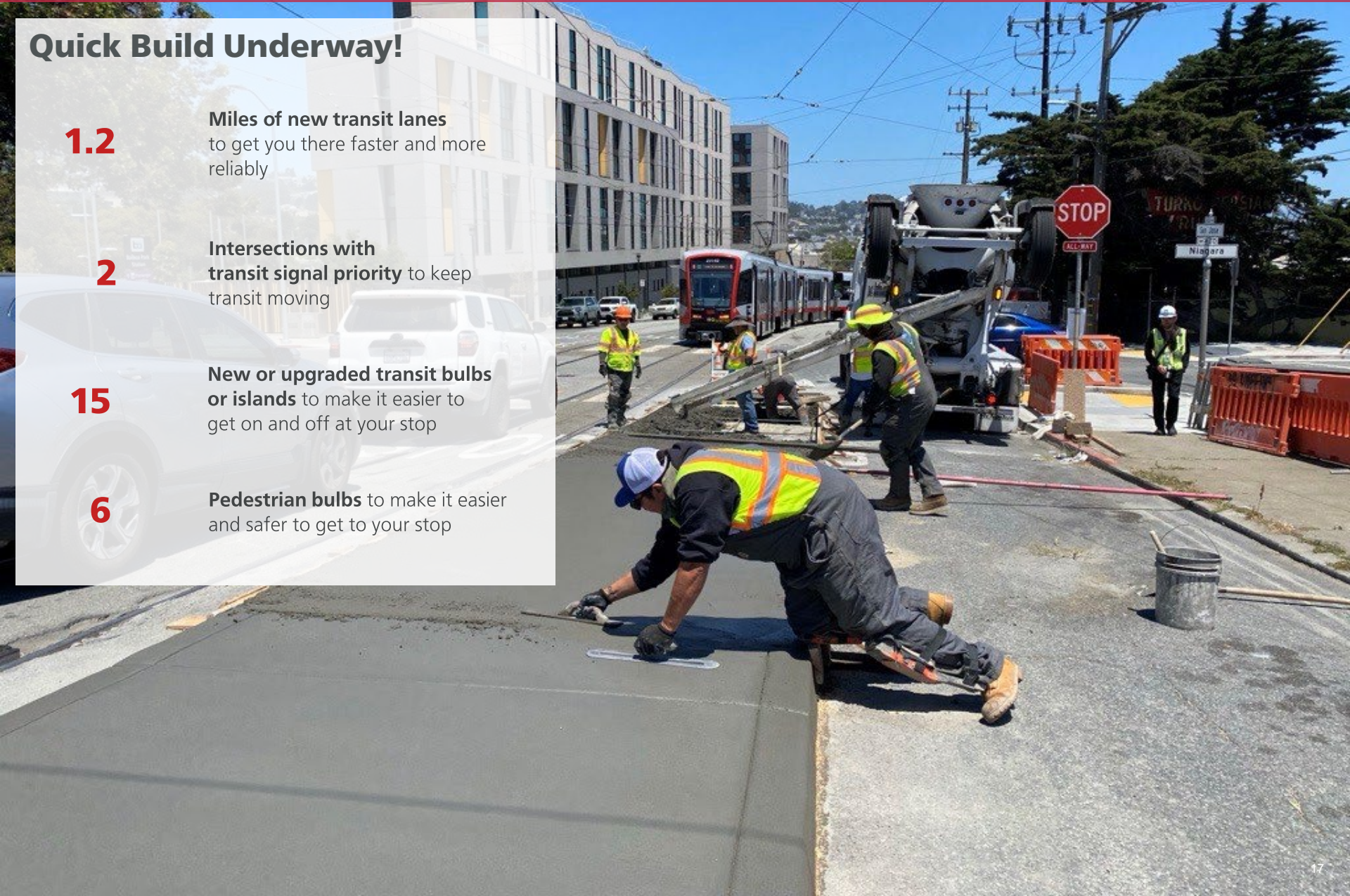
Intersections with transit signal priority to keep transit moving

15

New or upgraded transit bulbs or islands to make it easier to get on and off at your stop

6

Pedestrian bulbs to make it easier and safer to get to your stop



Year of the Rail: J Church

Quick Build Underway!

1.4

Miles of new transit lanes to get you there faster and more reliably

6

New or upgraded transit bulbs or islands to make it easier to get on and off at your stop

3

Pedestrian bulbs to make it easier and safer to get to your stop



Future stop at Church & Market outbound



Year of the Rail: Next Steps

- **N Judah:** Muni's highest-ridership rail line, its last major upgrade was in the 1970s. Community visioning to begin soon.
- **T Third:** Based on comprehensive analysis of delay, will work with community to identify solutions.



Generating Operating (\$) Savings

- Effort to identify capital improvements that could **reduce operating costs** in the near term
- Preliminary analysis found most potential on **1 California, 22 Fillmore, 29 Sunset, 38 Geary/38R Geary Rapid, and 44 O'Shaughnessy**
- Planning for **quick build improvements** that could reduce need for service reductions if additional revenue cannot be found



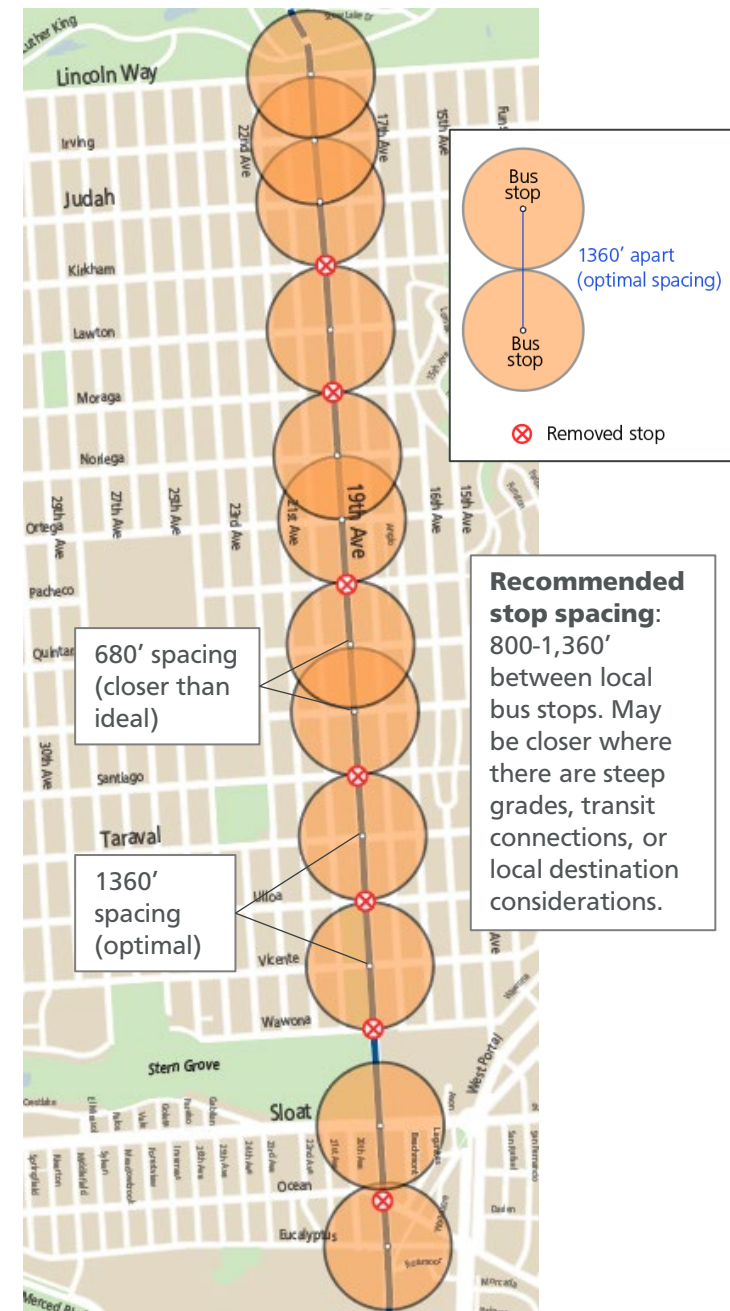
Stop Consolidation Opportunities

- Muni Forward has reduced transit stops by 4.5% (153 removed out of 3,440)
- Transit stop removals works best when combined with other delay reduction tools
- Stop removal benefits people already on the bus and can help save operating dollars, but may remove access for people who cannot walk to the next stop
- Service planning staff reviews most stop removal with Senior Disability Action and makes adjustments based on key land uses (e.g., senior centers)



Stop Consolidation Case Study: 19th Ave.

- 7 out of 19 stops removed per direction on 19th Avenue between Judah and Eucalyptus
 - Average stop spacing now 1,150 feet, compared to 700 feet before
- **7-11% travel time savings**
- Why stop consolidation was effective:
 - All intersections are signalized
 - High use: the bus rarely skips a stop, so consolidation saves time
 - Relatively mild grade and few special land uses that require closer stops
- Some close stops remain due to localized considerations:
 - Irving (school/shopping); Quintara (Muni connection); Ortega (removing stop would cause stop spacing to exceed maximum)



Stop Consolidation SDA Review Process

When we notify Senior Disability Action (SDA)

- Stop proposed for removal is within 650' of an entrance to a hospital, medical facility, public or civic facility, or a center for seniors and people with disabilities
- Stop spacing will increase by 500' or more
- Proposed new stop will be located on a grade of over 6%
- Stop proposed for removal has a shelter but the remaining adjacent stops will not have a shelter
- Stop proposed for removal is accessible but the remaining adjacent stops are not accessible

What we evaluate and share with SDA

- Reason for proposed stop removal
- Existing and propose stop spacing to nearest stops
- Ridership data and comparison to ridership on the rest of the line
- Accessibility/amenities at the nearest stops that would remain, compared to the current stop? E.g. shelters, flat grades, comfortable waiting areas.
- Is there an entrance to a hospital, medical facility, grocery store, senior housing, or a center for seniors and people with disabilities within 650' of the stop proposed for removal?
- How does removing the stop affect transfer opportunities?

Recommendation

After considering the above factors, do we recommend that the stop change move forward?

Five-Minute Network

The **next generation** of Muni Forward capital projects, focusing on:

- Busy corridors that can support transit coming every **five minutes or better**, all day
- Routes that provide important connections to the Five-Minute Network, generally operating at **10-minute or better** frequencies

This capital program will be coupled with more frequent transit service as funding allows

