



SFMTA

Muni Forward 2.0

Improving transit reliability, increasing ridership, all while improving safety and reducing greenhouse gas emissions.



Vision

The bus and rail surface transit system will be the transportation option of choice over private auto travel in San Francisco and will provide reliable, convenient and comparably fast transit service that will connect riders across the city regardless of neighborhood and offer equitable access to multiple destinations with minimal transfer wait times.

Building on Past Success

Muni riders have consistently highlighted the need for improvement of transit reliability. To improve reliability and increase Muni ridership, SFMTA will continue to plan and implement one of the most successful transit priority initiatives in North America, the Muni Forward program. To date, we have implemented over 70 lane miles of Muni Forward projects, increasing transit ridership by over 10% on those corridors and reduced travel time by over 20%.

Framework for Future Success

Successful implementation of the vision requires an integration of long-, medium- and near-term capital projects that accompany day-to-day service planning of the system. Project prioritization is guided by agency values, targeting locations that will help catalyze the city's economic recovery, support for our climate action goals and ensure an equitable distribution of benefits across neighborhoods. SFMTA staff plan to advance multiple projects through a layered approach including planning work associated with ConnectSF recommendations, Geary Rapid phase 2, surface rail improvements that complement the Subway Renewal program, three-car N Judah, surface bus enhancements that support the Rapid network expansion, advancing Temporary Emergency Transit Lanes into permanent improvements, identifying and implementing spot improvement projects and tying all this work to the service planning of the network.

FOR CONSIDERATION:

Projects in our planning work program will cost approximately \$500M in capital. The projects are funded through detailed design in the CIP should compete well for competitive grants. The M Oceanview and J Church have already been awarded TIRCP funding for construction, and the K Ingleside and N Judah are being proposed in the next cycle.

Muni Forward capital improvements include traffic engineering modifications that require parking removal, general-purpose travel lanes reduction (for transit only lanes) and other treatments (e.g., forced right turns). SFMTA requires support for these controversial trade-offs in order to realize the greatest transit travel time and reliability benefits.

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Priority investments

Under Muni’s vision for surface transit, there are three layers of transit priority investments based on our existing functional class:

Rapid and Frequent

Rapid and Frequent routes, regardless of mode (bus or rail), should provide a “subway like” experience for the rider, meaning transit vehicles only stop at transit stops (i.e., no delay due to traffic signals, congestion etc.). Treatments including transit only lanes, transit signal priority and queue jumps will be implemented as well as some more extensive treatments like crossing arms.

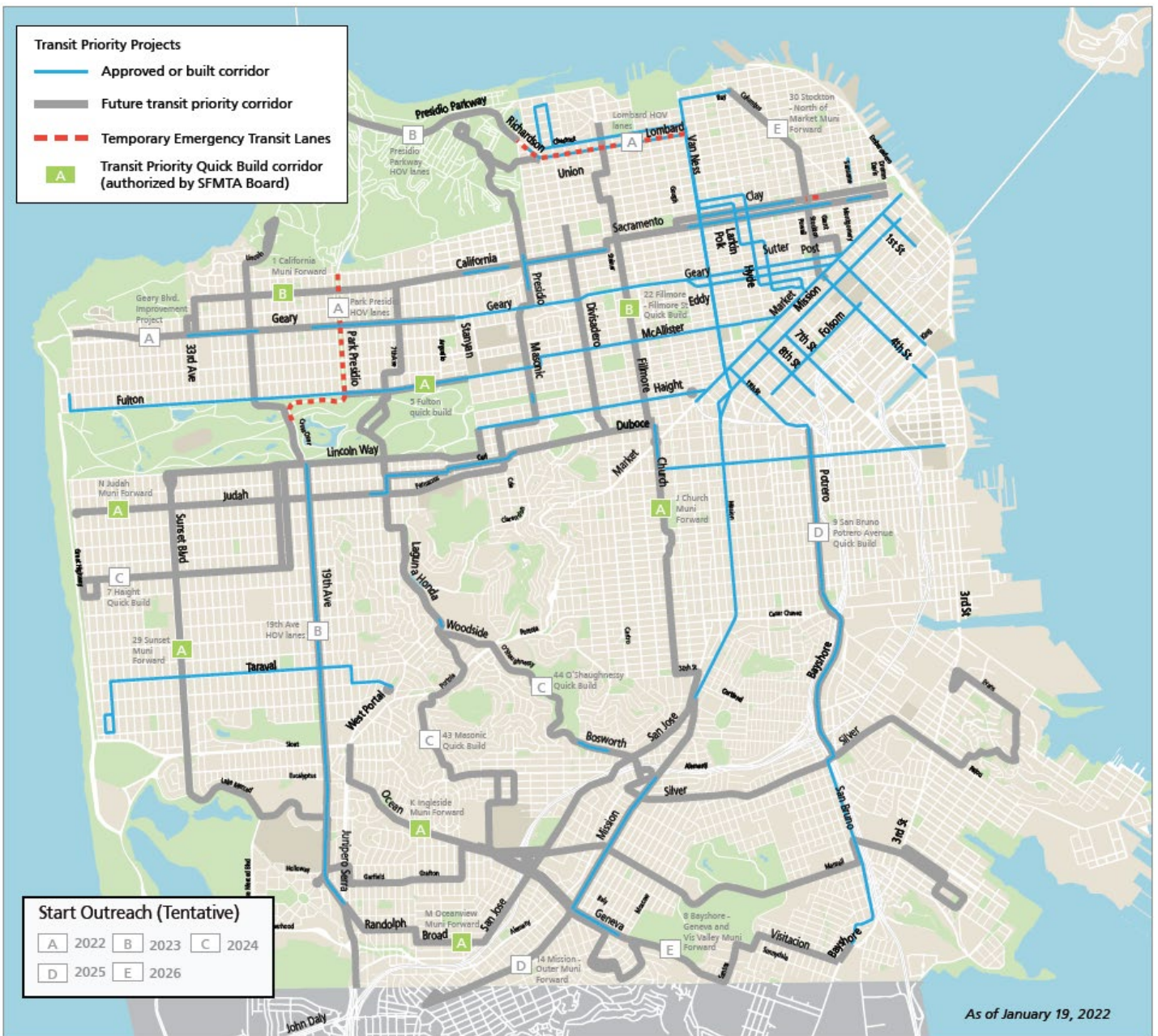
Grid and Express

Grid and Express routes will have transit priority spot treatments that prioritize transit at specific pinch points at the intersection level.

Connector

Connector routes serve the hills and low-density areas of the city and will have small capital investments that focus on bus stop accessibility and safety.

PROGRAM PRIORITIES OVER THE NEXT 5 YEARS INCLUDE:



12-month Work Plan

Over the next year we will continue to make the Temporary Emergency Transit Lanes (TETL) permanent and begin work on surface rail corridors. Additionally, we will continue outreach on the 29 Sunset as we work to get that corridor ready for a potential 29R Rapid service.

All these projects will include implementation of “quick build” elements once SFMTA Board approval is obtained at the end of the planning phase so benefits can be realized as soon as possible. The N Judah project is a full corridor infrastructure project, much like the L Taraval work that is underway, and is being coordinated with infrastructure upgrades to bring the corridor to a state of good repair.

At the beginning of the next fiscal year, in partnership with the SFCTA, early planning work will also begin on the Geary-19th Avenue subway and define priority investments for the Federal Transportation Authority’s Core Capacity Grant program.

Corridor	2022	2023	2024	2025	2026
L Taraval	Red	Red	Red	Red	Light Blue
14/14R Downtown Mission	Yellow	Yellow	Red	Red	Light Blue
J Church	Light Blue	Yellow	Red	Red	Light Blue
K Ingleside	Light Blue	Light Blue	Yellow	Yellow	Red
M Oceanview (19 th – Balboa Park)	Light Blue	Yellow	Yellow	Red	Red
N Judah	Light Blue	Light Blue	Yellow	Yellow	Red
29 Sunset	Light Blue	Yellow	Red	Red	Light Blue
28/28R 19 th Ave HOV	Light Blue	Light Blue	Yellow	Yellow	Red
5/5R Fulton (8 th – Park Presidio)	Light Blue	Yellow	Red	Light Blue	Light Blue
Spot Improvements (on going)	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue

Blue – planning; Orange – detail design; Red - construction

Implementation Principles

Muni Forward uses the following implementation principles, which have helped drive the success of the program:

1. Pilot treatments as early as possible to get improvements on the ground and learn in real time if adjustments are needed.
2. Fund Muni Forward capital projects through planning, preliminary engineering and detail design so projects are shovel ready and compete well for discretionary construction grants.
3. Integrate service improvements (i.e., frequency) with capital improvements (reliability and travel time improvements) to support the efficient delivery of service investment.
4. Draw from a broad toolkit of transit priority treatments that implement the city’s Transit First Policy.
5. Invest in corridors that improve routes serving equity strategy neighborhoods as a top priority.
6. Integrate Vision Zero project elements into all Muni Forward projects.