



SFMTA

Muni Forward Program Update and Rail Service Changes

SFMTA Board of Directors

June 21, 2022

Transit Challenges in San Francisco



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

The Solution: Muni Forward



- **Reliability upgrades** that implement SF's Transit-First Policy
- **Integrates improvements** to capital and service
- Incorporates **Vision Zero** upgrades
- Uses a **quick-build** and iterative approach
- Focuses on **high-ridership** and **equity priority** routes

Muni Forward Program Overview

About **80 miles** of reliability upgrades approved and/or built since 2014

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

- Transit lanes and queue jumps
- Transit signal priority
- Transit bulbs and boarding islands
- Stop rebalancing and optimization
- Turn pockets and restrictions
- Pedestrian bulbs on transit corridors
- Lane reductions

Several Components including:

- Corridor Projects
- Temporary Emergency Transit Lanes
- Hot Spot treatments



Muni Forward Program Results



Ridership increased 14% on Rapid bus from 2016 to 2018

- 8 Bayshore corridor: +12%
- Mission/Van Ness corridor: +9%
- Geary corridor: +8%
- 19th Ave corridor: +19%

Time savings of 10% or more

- Church Street: 15%
- Fulton/McAllister: 9-12%
- Mission: 13%
- 16th Street quick-build phase: 10%
- Potrero: 20%
- Two-Way Haight: Over 20%
- Sansome: Over 20%

Sales tax revenue increases

- Mission, Taraval (outperformed city)

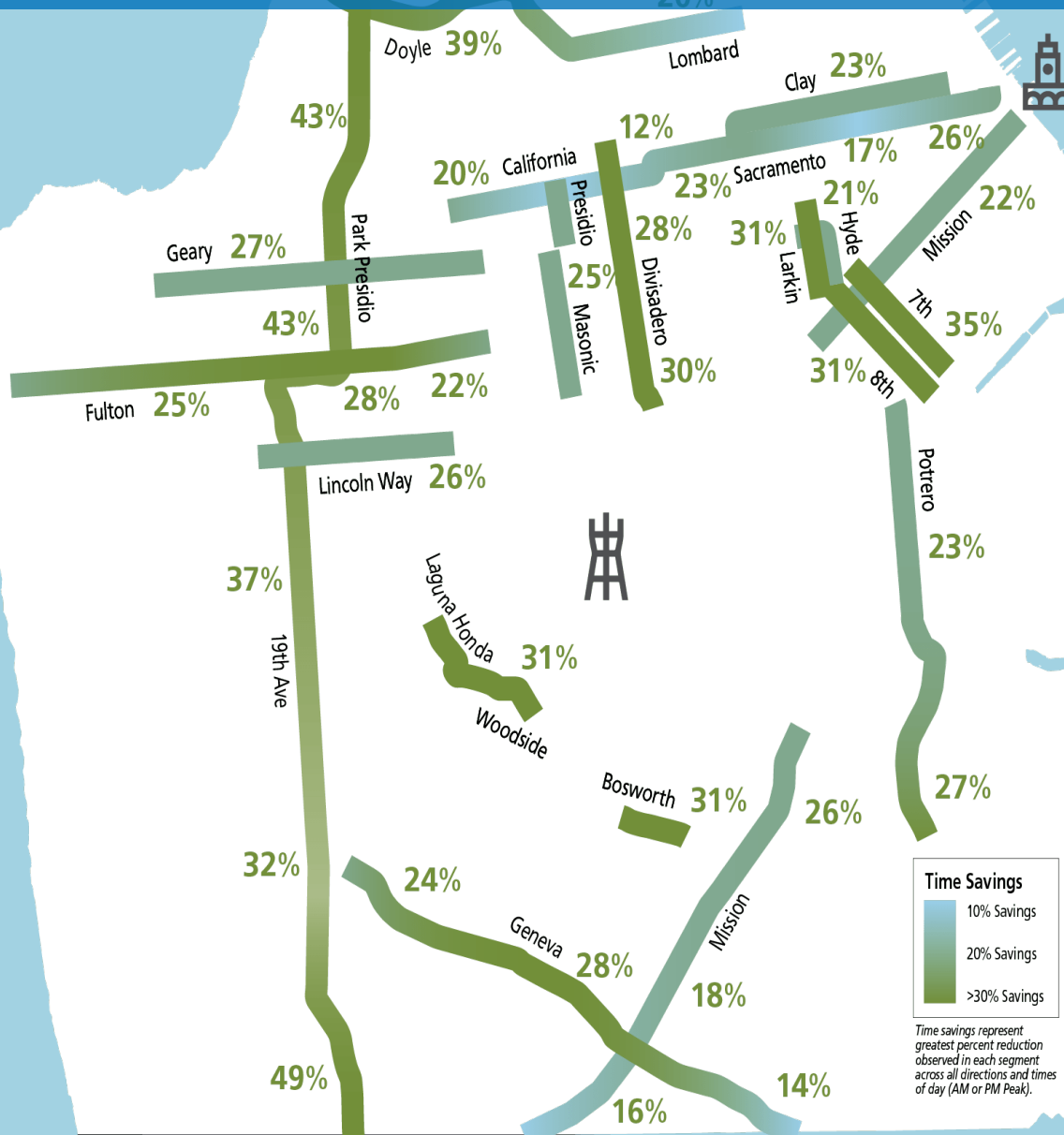
Transit Quick Build Program



Quick-Build projects use even lower-cost materials and deliver projects more quickly such as:

- Transit lanes
- Temporary boarding islands/bulbs
- Stop spacing improvements
- Turn pockets and restrictions

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



Time Savings

- 10% Savings
- 20% Savings
- >30% Savings

Time savings represent greatest percent reduction observed in each segment across all directions and times of day (AM or PM Peak).

Temporary Emergency Transit Lanes (TETL)



TETL Program Evaluation

- **15.6** miles of transit and HOV lanes installed
- Benefits lines serving **40%** of all Muni riders
- All projects **benefit Equity Strategy lines**
- 6 of 7 projects* **made permanent** following evaluation and outreach – pilot implementation allowed for refinement

*(HOV lanes pilot still under evaluation)



The Fast Lane to Recovery

Temporary Emergency Transit Lanes
Evaluation Summary

May 2022



Project: Mission SoMa TETL

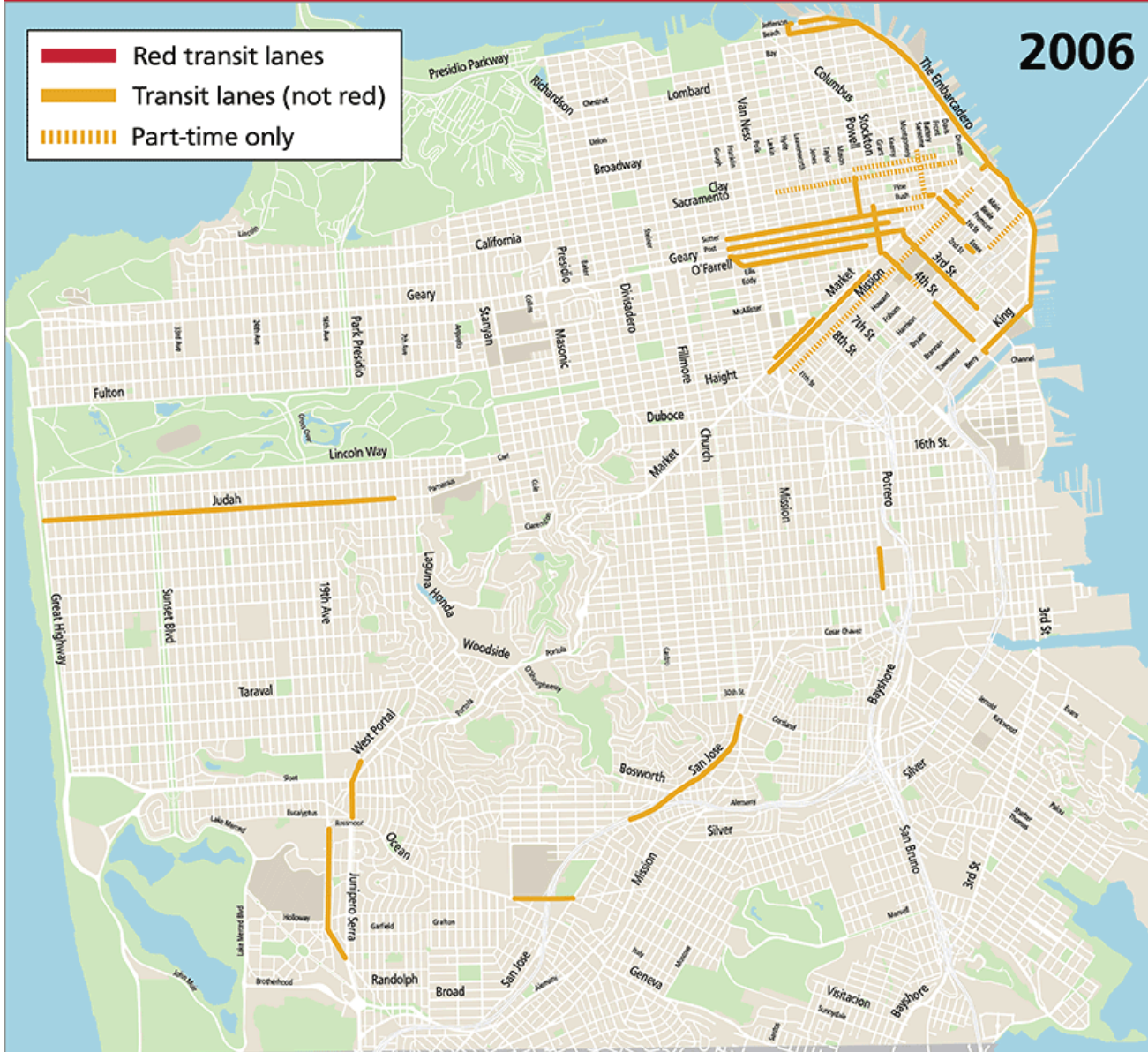
- Travel times reduced by up to **31%** faster (compared to pre-pandemic)
- **64%** support in survey
- People of color and people from low-income households on 14/14R **well above system averages**
- **70%** reduction in Muni-involved collisions
- **Made permanent** after extensive evaluation and outreach



Transit Lanes

2006

- Red transit lanes
- Transit lanes (not red)
- Part-time only



Transit Delay Hot Spots Program

- We mapped Muni's **10 slowest segments**
- Spot improvements can complement a corridor-based approach to reducing delay
- Next step: Implement plans to speed up Muni at initial locations, using turn pockets, queue jumps, signal timing changes, etc.



What's Next

Implementation on 5 approved corridors:

- L Taraval, 5 Fulton, 14 Mission (SoMa), 22 Filmore (16th St), 30 Stockton (3rd St)

Start **planning/outreach** on at least 5 new corridors:

- Surface rail corridors (M, N, K, J and T)
- 29 Sunset

Central Subway Service Update



Central Subway Overview



- 1.7 mile extension & realignment of T Third
- 3 new underground stations & 1 new surface station
- Provides direct link between Visitacion Valley, Bayview, Mission Bay to SoMa, Downtown, Chinatown

Service Management Challenges

- Central Subway terminal has double crossover, but no pockets – Operators will change trains to keep service moving efficiently
- Start up testing will practice removing disabled trains – could be challenging due to no mid-tunnel crossovers
- Separation of KT in Market Street subway could increase Embarcadero turns – summer testing of J line turnback at Folsom to address

Potential Fall '22 Metro Service Plan

Central Subway

Route	Destination	Peak Frequency	
		Weekday	Weekend
T Third Street	Chinatown / Rose Pak to Sunnydale	10 min	12 min

Market Street Subway

Route	Destination	Peak Frequency	
		Weekday	Weekend
J Church	Balboa Park to Harrison	15 min	15 min
K Ingleside	Balboa Park to Embarcadero	10 min	12 min
M Ocean View	Balboa Park to Embarcadero	10 min	12 min
N Judah	Ocean Beach to 6th & King	8 min	10 min
S Shuttle	West Portal to Embarcadero	10 min	-

Potential Future Service Plan

Route	Destination	Peak Frequency	
		Weekday	Weekend
T Third Street	Chinatown / Rose Pak to Sunnydale	8 min	12 min
T Third Street (<i>Short line</i>)	Chinatown / Rose Pak to Mission Bay (UCSF/Mariposa)	8 min	12 min

Future service plans will be implemented based on

- Ridership Demand
- Operator Availability
- Funding Resources

Outreach Summary

Communications channels have included:

- multilingual public information materials
- blast emails;
- a dedicated bilingual public information officer assigned to the Project;
- virtual and in-person community meetings with merchants and residents with simultaneous interpretation;
- engagement with community-based organizations

Title VI Evaluation Results

The differences between the populations impacted and San Francisco's overall population do not result in a disparate impact or a disproportionate burden

Service Change	Impacted Population <i>(Using 2020 ACS data)</i>			
	People of Color		Living in Low-Income Households	
	% People of Color	Difference from Citywide Proportion	% Low-income	Difference from Citywide Proportion
T Third St Segment Elimination	59%	-1	25%	+5
T Third St Segment Addition	75%	+15	43%	+23
Citywide Population	60%	-	20%	-

Thank You

