Transportation/Mobility

Jeff Tumlin, SFMTA

Transportation Recovery Plan: Goals

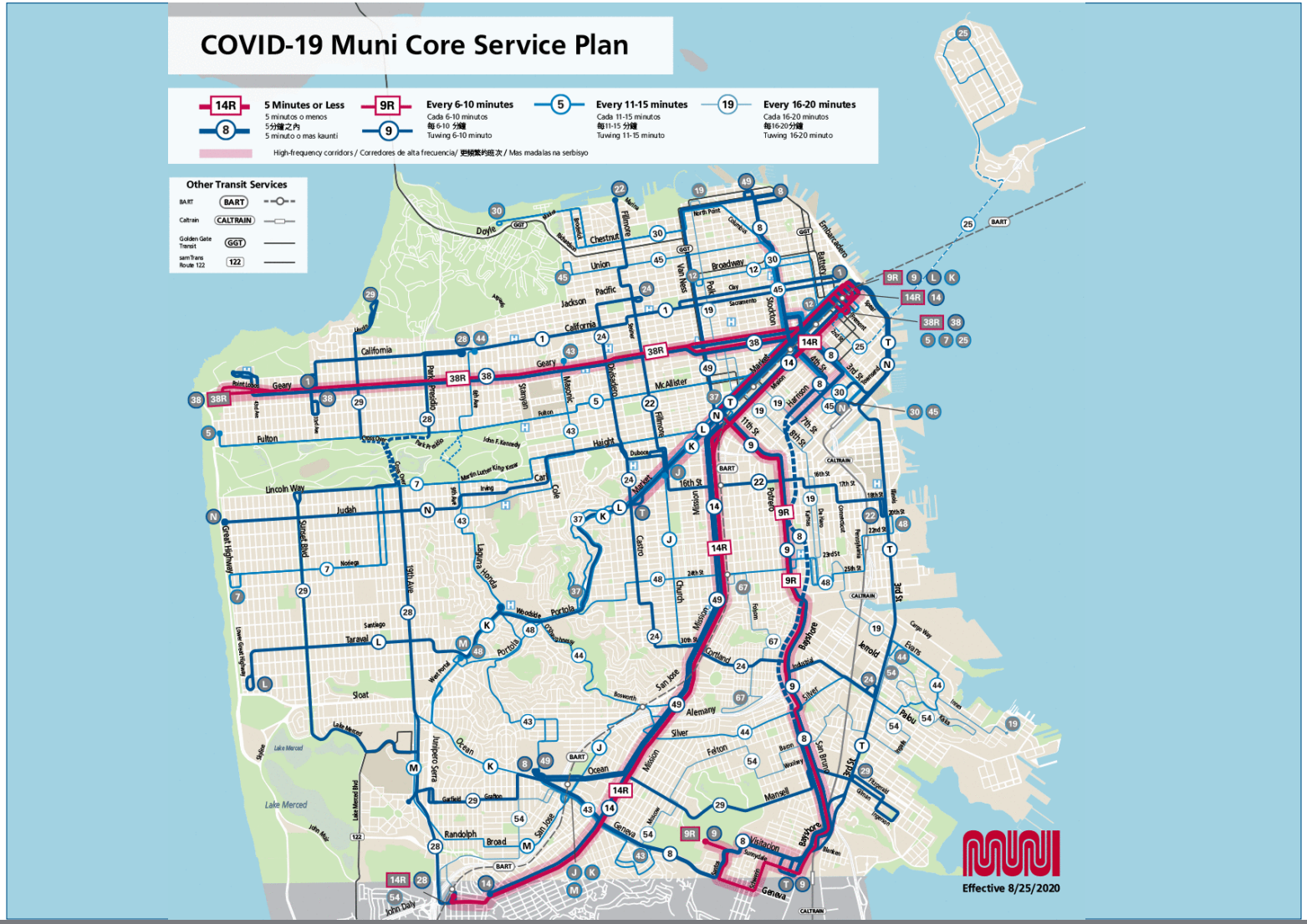
- Protect the health and safety of SFMTA employees and the public.
- Support a strong economic recovery; promoting sustainable alternatives such as walking and bicycling.
- Advance the Agency's equity, environmental sustainability, and customer service goals.
- Adapt transportation infrastructure and services to best serve San Francisco in the long term.

A Muni Operator uses personal protective equipment while driving a bus

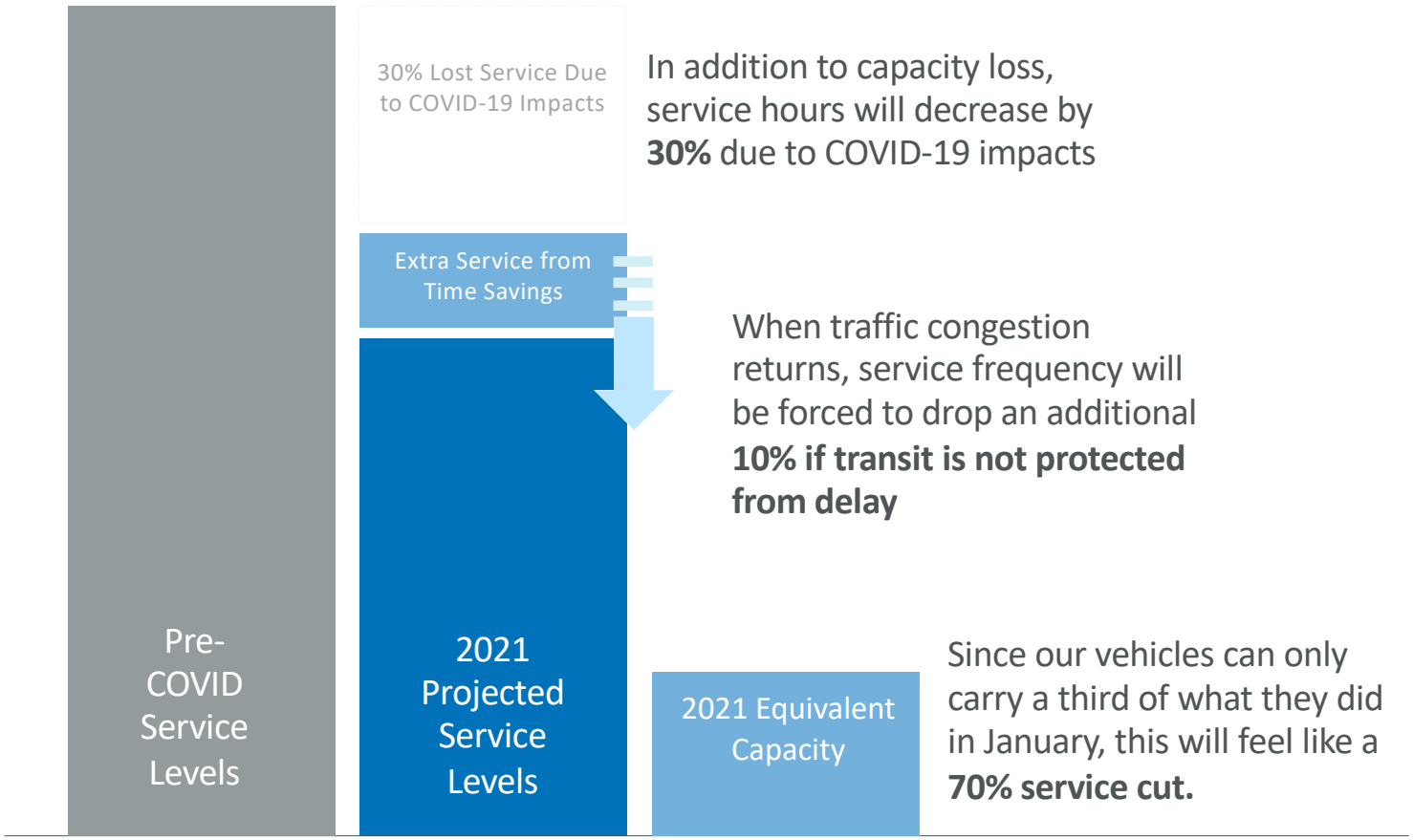
Transportation Recovery Plan Overview

Anticipated Transportation Demand Drivers	Shelter-in-place Essential trips only	Increase in trips for outdoor recreation and to neighborhood commercial (pick-up/ delivery)	Expansion of trips to neighborhood commercial corridors and to large institutional employers	Increased trips to neighborhood commercial corridors	School trips Trips to commercial corridors stablize Start of increased trips downtown	Trips to downtown increase until transit and roadway capacity is exceeded	Relaxation of distancing requirements permits transit to carry more people per vehicle; allowing trips downtown to increase	Health orders lifted permitting return of travel behaviors to 'new normal'
Muni Service	Core Service	Increased frequency on Core Service routes	Core Service + two additional routes, and capacity increases	No change	Rail service resumes, expansion of coverage and frequencies	No change	Final expansion of service coverage and frequencies	Resume special Muni service plans for historic vehicles and special events
Transit Lanes	Existing network	No change	Begin installation of temporary treatments in critical locations	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Wrap up installation of temporary treatment; install permanently legislated lanes	Resume regular Muni Forward program
Bicycle Network	Existing network	No change	Begin installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Potential expansion of bicycle network	Resume bike network expansion program
Slow Streets	5 corridors	Citywide expansion of Slow Streets program	Continued expansion of Slow Streets locations	Continued expansion of Slow Streets locations	Program includes permanent Quick Build features	No change	Slow Streets becomes ongoing tool for short term street closures	No change
Sustainable Streets Operations	Emergency and essential repairs only	Field staff return to work; prioritize 311 calls & deferred maintenance	Bikeshare / scootershare resume full service. Implement transit/bike lanes	No change	Resume work on capital projects. Crossing Guards back on duty	No change	Implement/refine projects in response to emerging demands	No change
Parking Enforcement	Ticketing suspended for most violations except color curb. Meter time limits waived	No change	Enforcement for street sweeping will resume; review of meter policies to support businesses	Possible changes in meter policy to support businesses	Parking enforcement resumes for all violations. Customer Service Center reopens	No change	No change	No change
Parking & Curb Management	Some city-owned garages closed. Additl curb space given to COVID testing, grocery stores, Muni stops, curbside pickup	Provide temporary loading zones to support delivery/ pickup	Parking garages reopen. Support Shared Spaces program	Support Shared Spaces program	Review/repurpose curb space to support economic recovery	Review of temporary expansion of sidewalks to support increased capacity while distancing	Begin transition to post crisis curb management strategy	Transition to long-term curb management strategy
Taxi, Paratransit & Accessibility	ETC card established to provide assistance to people too far from core Muni service	Taxis install new plastic barriers	Taxi customer service window reopens	No change	Discount ID center reopens	No change	Continuation of ETC program after emergency ends	No change

Note: Subject to Change


COVID-19 Muni Core Service Plan
14R
5 Minutes or Less
5 minutos o menos
5分鐘之內
5 minuto o mas kaunti
8
9R
Every 6-10 minutes
Cada 6-10 minutos
每 6-10 分鐘
Tuwing 6-10 minuto
9
5
Every 11-15 minutes
Cada 11-15 minutos
每11-15 分鐘
Tuwing 11-15 minuto
19
Every 16-20 minutes
Cada 16-20 minutos
每16-20分鐘
Tuwing 16-20 minuto
High-frequency corridors / Corredores de alta frecuencia/ 更頻繁的班次 / Mas madalas na serbisyo
Other Transit Services
BART
BART
Caltrain
CALTRAIN
Golden Gate Transit
GGT
samTrans Route 122
122
Effective 8/25/2020

Muni faces major reduction in service

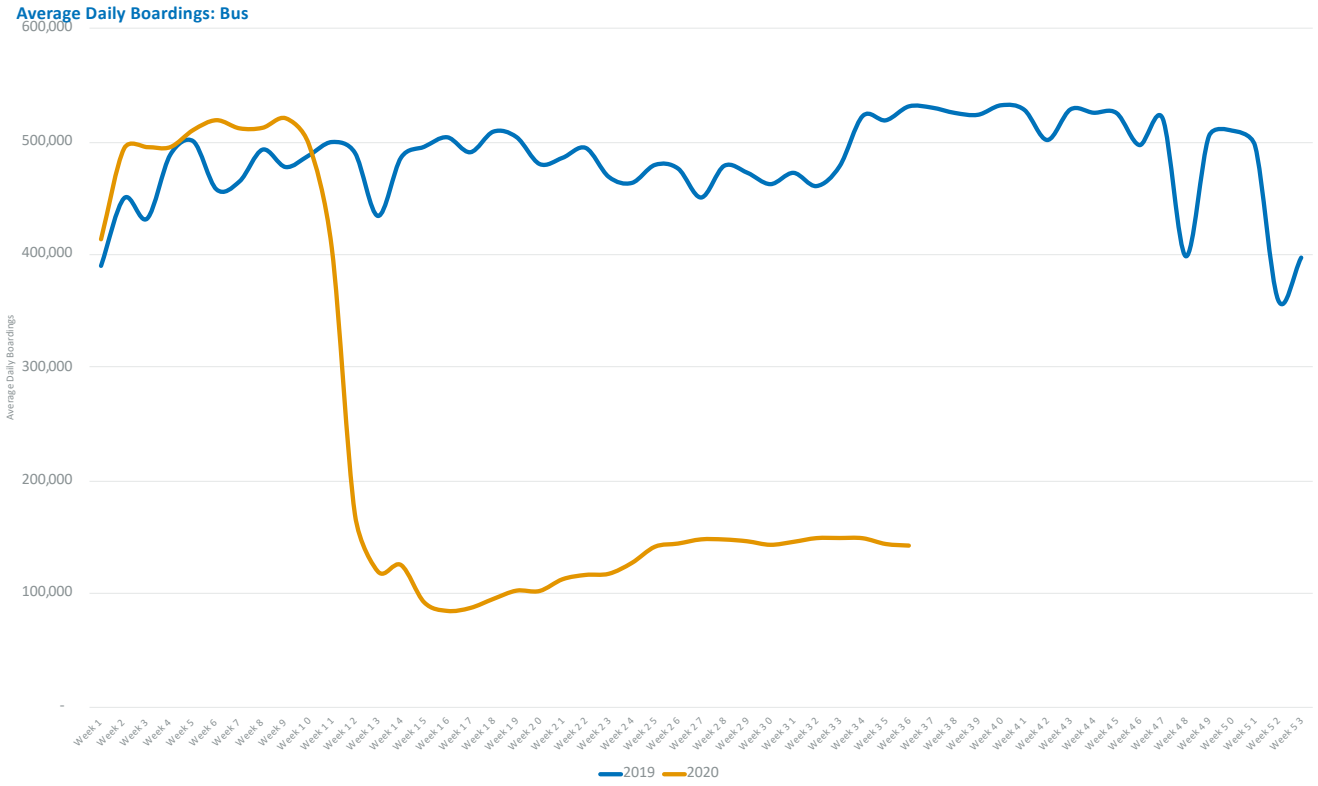


In addition to capacity loss, service hours will decrease by **30%** due to COVID-19 impacts

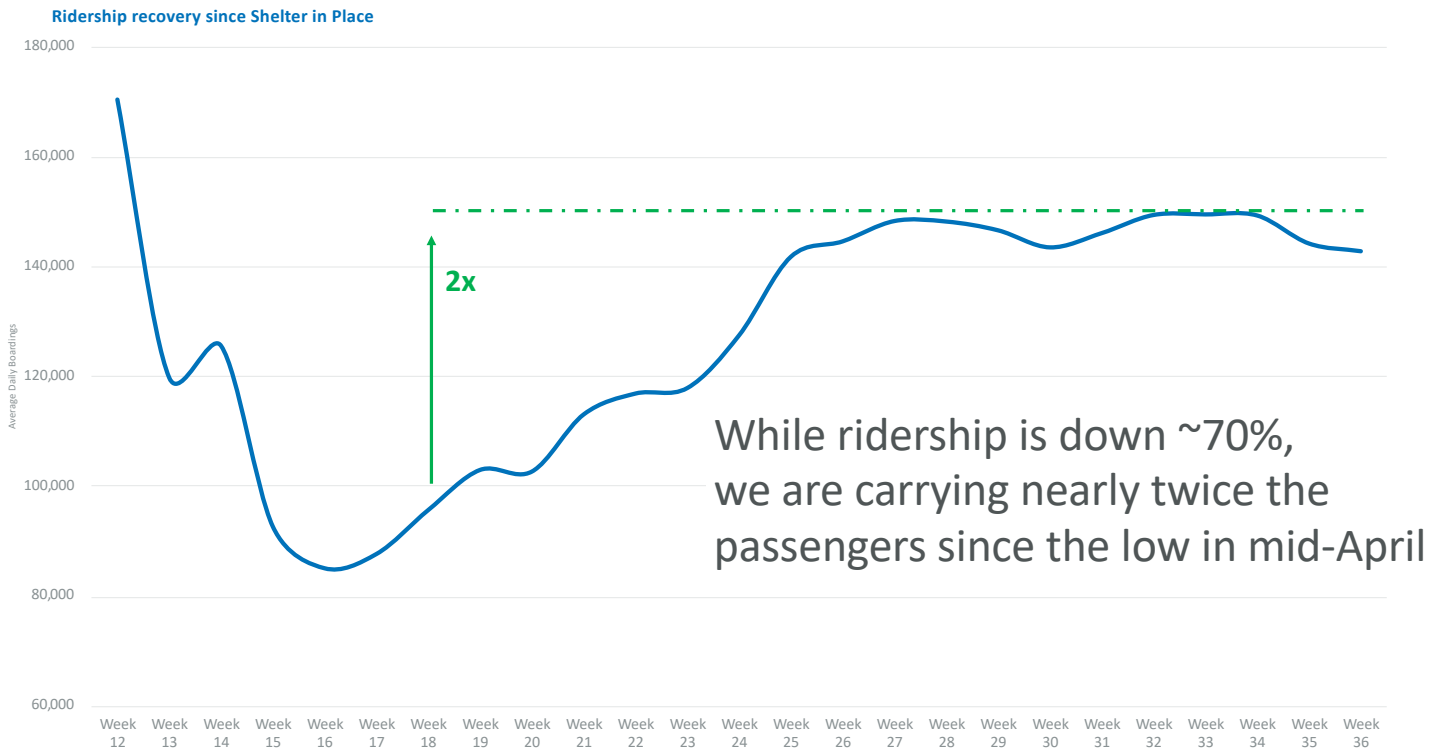
When traffic congestion returns, service frequency will be forced to drop an additional **10% if transit is not protected from delay**

Since our vehicles can only carry a third of what they did in January, this will feel like a **70% service cut.**

Ridership decline

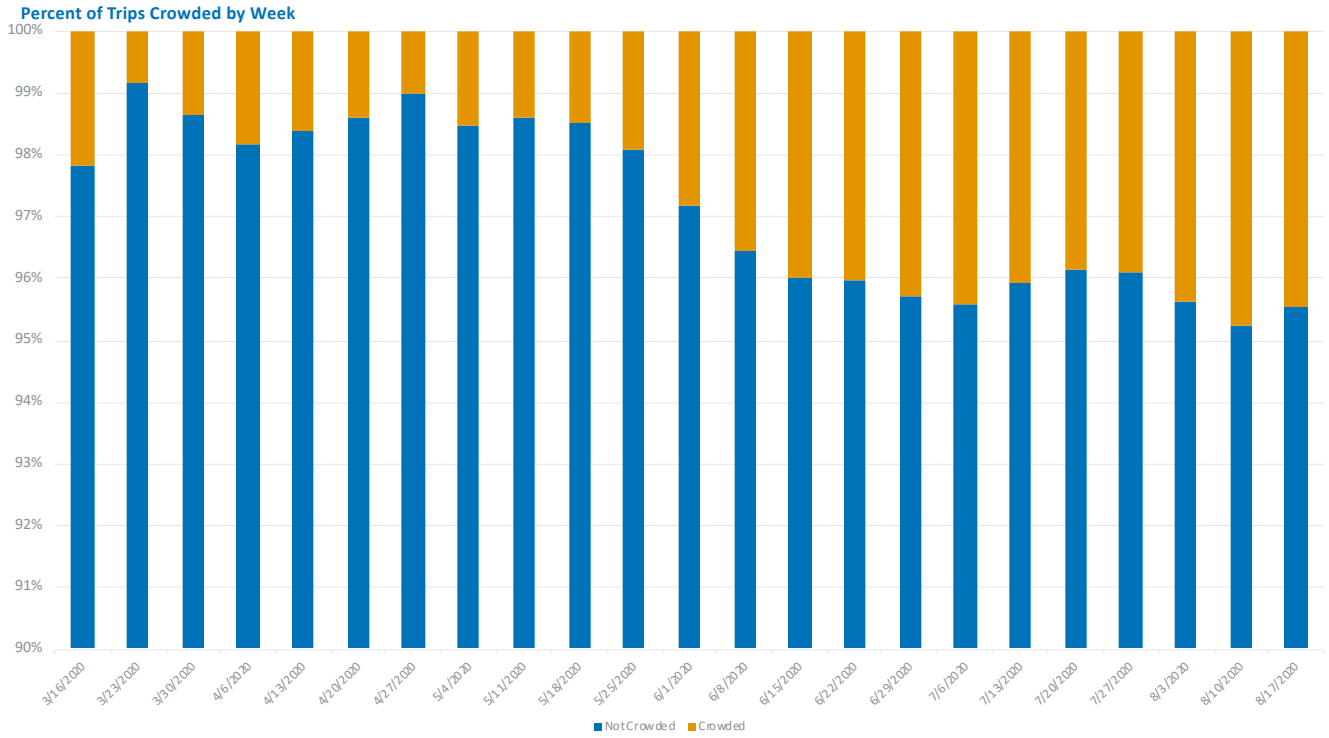


Ridership's slow recovery



While ridership is down ~70%,
we are carrying nearly twice the
passengers since the low in mid-April

Crowding is a challenge



COVID-19 policies change our operations

We have had to change our approach to service as this Emergency has continued—some are challenges, others present opportunities:

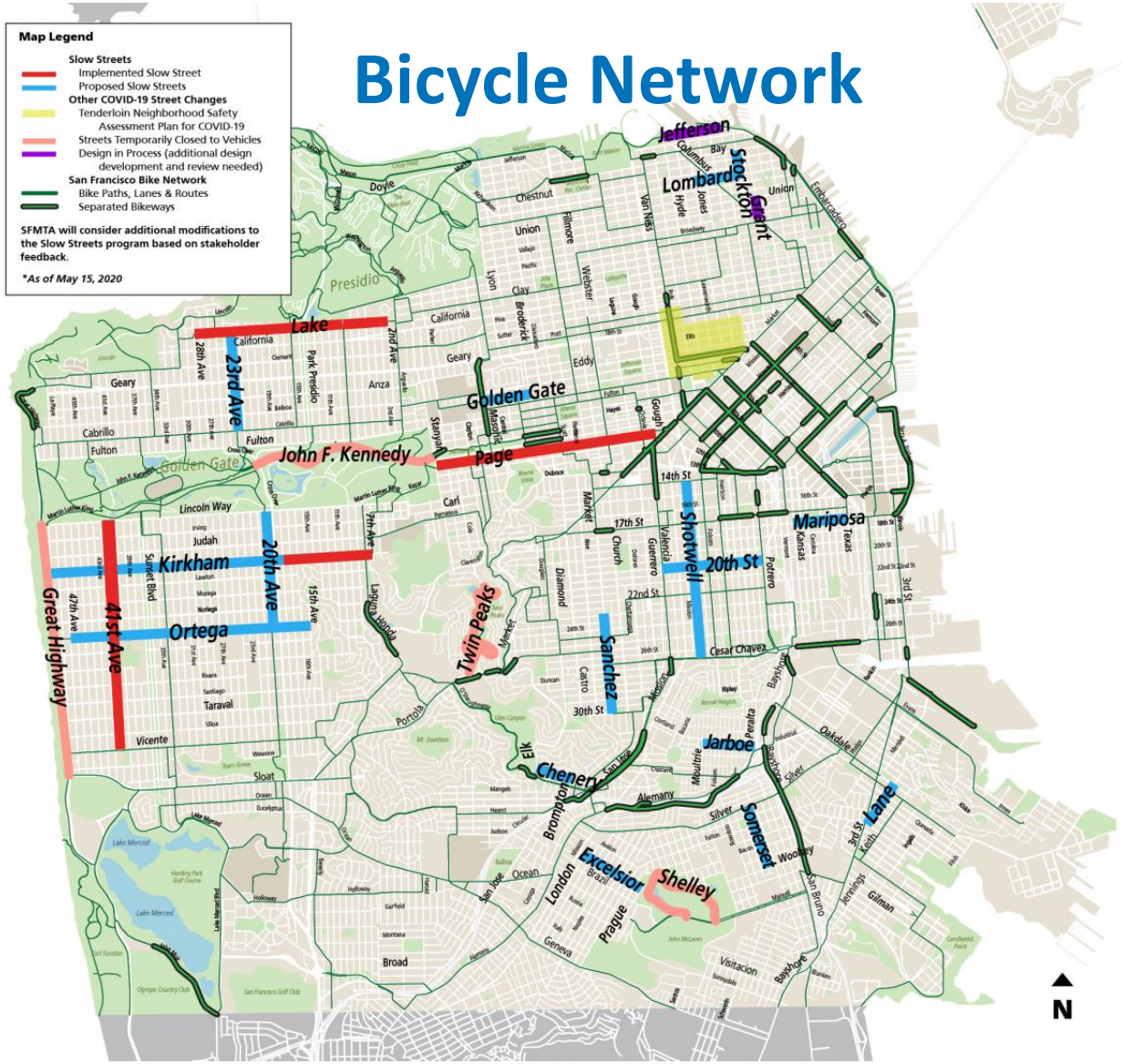
- Cleaning protocols reduce vehicle availability
- Distancing requirements reduce our carrying capacity by as much as 70%
- Commute patterns have changed as many work from home
- Slow Streets provide new space for activity
- Temporary Emergency Transit Only Lanes (TETLs) are speeding up transit service for current riders

Temporary Emergency Transit Only Lanes

Slow Streets

Map Legend
Slow Streets
Implemented Slow Street
Proposed Phase 3 Slow Streets
Other COVID-19 Street Changes
Tenderloin Neighborhood Safety Assessment Plan for COVID-19
Streets Temporarily Closed to Vehicles
Additional Study Needed
Shared Spaces in Final Review
San Francisco Bike Network
Existing Bike Paths, Lanes & Routes
Existing Separated Bikeways
Approved Future Bike Facility
Design in Process Future Bike Facility
*As of July 15, 2020
Presidio
Lake
California
Clay
Pacific
Union
Chestnut
Geary
Golden Gate
Cabrillo
John F. Kennedy
Page
Pierce
Noe
Carl
Judah
Kirkham
Ortega
Taraval
Vicente
Sloat
Great Highway
41st Ave
23rd Ave
20th Ave
Sunset Blvd
Laguna Honda
Portola
Twin Peaks
Duncan
Sanchez
Castro
17th St
22nd St
14th St
20th St
Shotwell
Mariposa
Arkansas
Minnesota
3rd St
Embarcadero
Van Ness
Fillmore
Webster
Broderick
Eddy
Ellis
Mission
Bayshore
Diamond Heights
Glen Canyon
Arlington
Holly Park Circle
Tompkins
Chenery
Alemany
Cayuga
Excelsior
Shelley
Somerset
Lane
Keith
Gilman
Jennings
San Bruno
Visitacion
Geneva
San Jose
Ocean
Lake Merced
Harding Park Golf Course
Olympic Country Club
San Francisco Golf Club
Fort Funston
Lake Merced Blvd
Junipero Serra
Holloway
Sheridan
Garfield
Lakeview
Monterey
Ferdinand
Mt. Davidson
Sloat Grove
Waverly Place
Lincoln Way
Martin Luther King Jr Dr
Middle Dr West
Overlook Dr
Crossover Dr
John F. Kennedy
Golden Gate
Fulton
Clement
Geary
Cabrillo
Lincoln
Irving
Judah
Kirkham
Lawton
Moraga
Noriega
Rivera
Santiago
Taraval
Ulloa
Vicente
Wawona
Sloat
Ocean
Eucalyptus
Lake Merced
Harding Park Golf Course

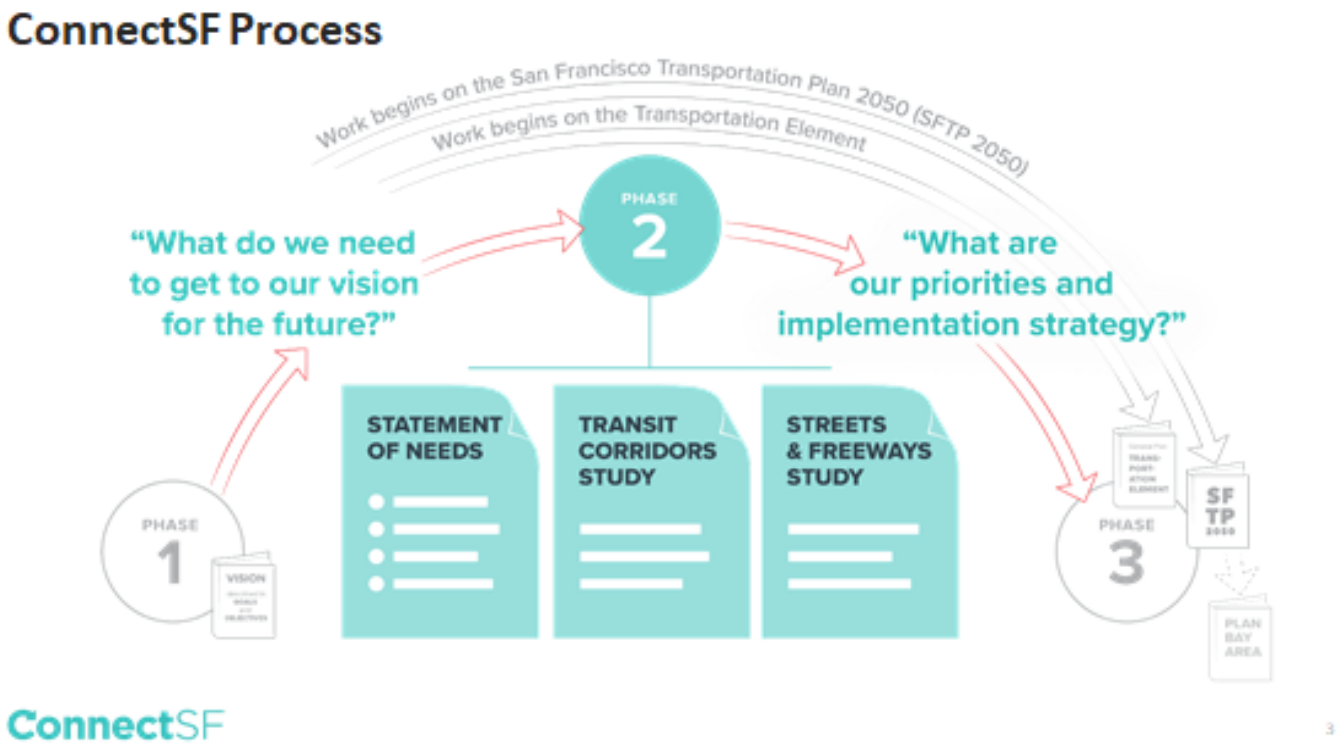
Bicycle Network



Expand and Promote Shared Mobility

Shared Spaces

Planning for the Future



Recovery Challenges

Revenue losses in FY 2021 nearing 19% in all sources. One-time funds will be needed to balance the budget. Result is *use of all CARES funds + additional one-time funds in FY 2021* to cover revenue loss.

Likely FY 2022 revenues will not recover sufficiently to backfill one-time uses in FY 2021. Result is *significant use of one-time fund balance* and *increased FY 2022 expenditure reductions* and *preserving the 10% reserve* for revenue uncertainties.

Significant funding needed to maintain system. The SFMTA recently completed the 2019 State of Good Repair Report, showing increased infrastructure needs, when capital funds are being shifted and also declining.

Structural deficit increasing, sustainable revenues continue trend of dropping with increased use of one-time sources. The budget is not sustainable, expense/revenue gap growing. Result is the need to *pursue new sustainable revenue sources immediately*.