Muni Forward Update
SFMTA Board of Directors
November 21, 2023
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

<table>
<thead>
<tr>
<th>Travel Time</th>
<th>Buses Required</th>
<th>Annual Cost</th>
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<tbody>
<tr>
<td>30 minutes</td>
<td>🚌 🚌 🚌</td>
<td>$4 million</td>
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<td>45</td>
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<td>$6 million</td>
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<td>60</td>
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<td>$8 million</td>
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<td>75</td>
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<td>$10 million</td>
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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
Community Priorities for SFMTA (FY24-26)*

- Speed, frequency and reliability of Muni 40%
- Personal safety for Muni riders 14%
- Reducing traffic congestion 14%
- Equity Strategy neighborhoods 10%
- Pedestrian safety 8%
- Bike safety 6%
- Transit SOGR 6%
- Don’t know 2%

* from the FY23-24 budget survey
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

Transit priority projects include a toolkit of over 20 engineering improvements that enhance travel time and reliability, such as transit lanes, transit bulbs, boarding islands, traffic signals with transit priority, stop spacing changes, turn pockets, turn restrictions, and more. Learn more at SFMTA.com/MuniForward.
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
Lines where we’ve made major transit priority investments are driving our ridership recovery:

- Van Ness (49\(^*\)): 131%
- 16\(^{th}\) Street (22/55): 102%
- Mission (14/14R): 92%
- Geary (38/38R): 75%
- Haight (6/7): 75%
- 19\(^{th}\) 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

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
San Francisco has over 75 miles of transit lanes.

We expanded transit lanes by over 33% since 2020.
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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)

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