Bay Bridge Weekday AM Peak Toll Plaza Volumes

Source: BATA/MTC
Space required to move one person:

- Driving: 120 square feet
- Walking: 10 square feet
- Bicycling: 15 square feet
- Muni: 3 square feet
- COVID: 4.5 square feet
- Packed: 11 square feet
- Full: 4 square feet

Legend:
- Driving
- Walking
- Bicycling
- Muni
- Packed
- Full
- COVID
How does this apply to ordinary people?

Angela
Downtown Office Worker
Lives in Sunset
Normally takes Muni

Tina
Restaurant Worker in SOMA
Lives in Bayview
Drives

Terrance
Works at Kaiser on Geary
Lives in Castro
Normally takes Muni

Derek
Business Owner in Mission District
Lives in Oakland
Normally takes BART/Muni

Commute Times
Shelter in Place

Angela
Telecommuting

Tina
Essential Worker
Keeps Driving

Terrance
Essential Worker
Keeps riding Muni

Derek
Furloughed

Commute Times

We’ll get through this together by staying apart.

For official updates, text COVID19SF to 888-777
June

Angela
Keeps Telecommuting

Tina
Keeps Driving

Terrance
Keeps riding Muni, but it is getting crowded

Derek
Back to work, but driving

Commute Times
Future: No action

Angela
Back to work and driving, but it is taking longer than her Muni commute did

Tina
Driving, and notices traffic is worse than in January

Terrance
Keeps riding Muni, but it has become slow and crowded

Derek
Driving, and Bay Bridge traffic is really terrible
Future: TRP

Angela
Biking to work using the Slow Streets and bikeways

Tina
Driving, but the commute is a little worse than before

Terrance
Still riding Muni which is less crowded and faster because it is protected from congestion

Derek
Riding Muni and BART is still faster than driving
# Transportation Recovery Plan Overview

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

*Note: Subject to Change*
A New Way to Engage People

- Adapting outreach techniques to COVID-19 era
- On-the-ground, real-time monitoring and outreach to evaluate the temporary treatments
- Actively solicit feedback from marginalized communities
- Unless there is a public process to legislate, temporary treatments will automatically sunset
Evaluation Process

• Community input will shape the evaluation framework, tools and monitoring, with a focus on equity, health and economic recovery

• Public engagement and evaluation will guide whether and what longer-term improvements are pursued
Today’s Session

Transit

Bikeways & Slow Streets

Neighborhood Business Corridors

Managing Congestion & Travel Demand
Who’s Riding Muni Today
Muni serves those who need it most
Distancing requirements cut our capacity by two-thirds

Before COVID crisis

Today
Muni Faces Major Service Reductions

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.
Time Savings During Shelter in Place
Transit Lane Process

Start Conversation with Community

Install Temporary Lanes

Gather Community Feedback

Collect Data & Evaluate

Pursue Permanent Legislation

Remove Lanes

Temporary transit lanes sunset 120 days after end of the state of emergency
Transit: Tradeoffs
Existing Network

SFMTA Transportation Recovery Plan
Potential Bikeway Network Expansion

Existing
- Separated bikeways & paths
- Other existing bike lanes and routes
Design In-Process
Slow Streets

SFMTA Transportation Recovery Plan
Potential Bikeway Network Expansion

Existing
- Separated bikeways & paths
- Other existing bike lanes and routes

Bike Network Expansion
- Approved
- Design in Process
- Slow Street
Micro-Mobility and Recovery

- Reduced Muni service creates essential need for bikeshare and scooters
  - Open
  - Distanced
  - Individual
  - Active

Actions to date
- Free memberships (Bay Wheels) and free rides (Spin) for healthcare workers
- Expanded bikeshare service area
- Continued bike rack installation
Micro-Mobility: Next Steps

• Build system capacity
  • Up to 85 new bikeshare stations
  • >100 new bike racks/month
  • Consider role of scooters
• Engagement and promotion
  • Work with private operators
  • Engage communities on what they need for bikeshare to be a real option
  • Reduce barriers to access
Bike Network: Tradeoffs
Neighborhood Commercial Corridors
Curbside Pick-up and Queueing Space

Using valuable curb space for:

- Curbside pick-ups
- Social distancing space
Shared Spaces Program
Parking meters and enforcement
How bold do you want us to be?

• In repurposing our street space in response to the needs of this recovery?
• In making changes to the street while talking with the community?
• In taking actions which have tradeoffs – many people will benefit, but some will not