Transportation Recovery Plan
Primary Transit Constraints

- Safety during COVID
- State of good repair
- Revenue/finances
- Hiring and training
Capacity has been cut by 70%

Before COVID crisis

Today
State of Good Repair Work

[Images of workers performing repair work in a subway tunnel]
Revenue

Federal funds are offsetting pandemic-induced shortfalls. We still have a structural deficit that undermines our financial stability.

Figures in constant 2019 $
Hiring

Operators are one of many job classifications that will need to restart hiring. Approximately 100 Operators have been promoted, retired or been released since Operator training stopped in early 2020.
Training
Service Hours Delivered

% of monthly service hours for same month In 2020 and 2021

Pre-COVID

- April
- May
- June
- July
- August
- September
- October
- November
- December
- January

Core Service

- 45%
- 70%
Key performance metrics for transit service recovery have been crowding/pass ups and coverage.
Stop Level Ridership Data

Snapshot of average daily ridership per stop (March 3, 2021)
Percent of Trips Crowded

Riders continue to be left at the curb due to COVID capacity restrictions

*Due to a data issue, ridership data is likely undercounted on rail substitution routes between 8/25 and 10/31.
Accelerated vaccination of SFMTA staff and the riding public combined with Federal stimulus funding key to the next phases of service restoration
May Service Restoration

**Metro**
- Open all subway stations from Embarcadero to West Portal
- Restart N-Judah rail from Ocean Beach to Caltrain

**Historic**
- Restore F line service 7 days a week (afternoon/evenings)
- Better Market Street constructions starts Fall 2021

**Bus**
- Increase frequency for crowding management
- Close hilltop gap between Forest Hill and Glen Park
Fall Service Restoration

**Bus - Contingent on removing COVID capacity restrictions**

- Continue to expand hilltop service and close coverage gaps in preparation for school reopening and increased business activity

**Metro**

- Rail Operator training to be prioritized
- Buses to deliver K, L, M until staffing levels are sufficient
2022 Service Changes

• Continue to restore rail and bus service up to 85% of pre-COVID levels

• Work with Citywide stakeholders to weigh tradeoffs such as:
  - Deliver 5 min network including equity priorities (e.g., 29R Sunset Rapid)
  - Re-introduce routes with parallel service (e.g., 21 Hayes)
  - Fully restore cable car system
  - Re-introduce downtown express service
Slow Streets & Safety
Slow Streets Expansion

**Program Benefits**

**Public Health**
Ensuring space for social distancing is imperative to preventing the spread of COVID-19

**Economic Recovery**
Bike and pedestrian networks provide more choices when transit capacity is reduced

**Quality of Life**
Repurposing roadway space for low-stress bike routes and public spaces that create ways for neighbors to build connections
Bike Network
Primary Traffic Routes - PreCOVID

Pre COVID:

- **Upper Great Highway**: 2 lanes
- **Sunset Boulevard**: 3 lanes, fed by 1-lane streets
- **19th Avenue**: 3 lanes
- **Total**: 6 lanes
Temporary COVID Street Closures and Primary Traffic Routes

Current:

- **Upper Great Highway**: closed
- **Sunset Boulevard**: 3 lanes
- **19th Avenue**: 3 lanes
- **Total**: 6 lanes

Legend:
- Slow Street
- Temporary Road closure
With 19th Ave Construction

During construction:

- Upper Great Highway: closed
- Sunset Boulevard: 3 lanes
- 19th Avenue: 2 lanes
- Total: 5 lanes

Legend:

- Slow Street
- Temporary Road closure
Network Management

During construction:

- **Upper Great Highway**: closed
- **Sunset Boulevard**: 3 lanes
- **19th Avenue**: 2 lanes
- **Total**: 5 lanes

Legend

- Slow Street
- Temporary Road closure
- Changeable Message Signs
- Local traffic management
- Key locations for targeted traffic operation improvements
Accelerate Safety Improvements

- Expand Quick Build Corridors
- Accelerate proven systemwide tools
- Exhaust authority and innovate to lower speeds

80+ miles of corridor improvements on the High-Injury Network completed/in planning/in construction
Making Westside Streets Safer

• Improve pedestrian and bicycle safety on key corridors

• Projects complete or in process on:
  • California
  • Anza
  • Fulton
  • 19th Ave
  • 20th Ave
Improving Westside Connectivity

- Frequent east-west connections: 1 California, 38/38R Geary and 5 Fulton

- North-south connectivity: 29 Sunset, 28 19th Avenue, 44 O'Shaughnessy, 33 Stanyan, 43 Masonic, (18 46th Avenue in August)

- Future stakeholder outreach planned for fall 2021 to weigh tradeoff questions such as more frequent north/south connections (e.g., 29R Sunset Rapid) vs restoration of parallel east/west service (e.g., 31 Balboa)
Thank you