

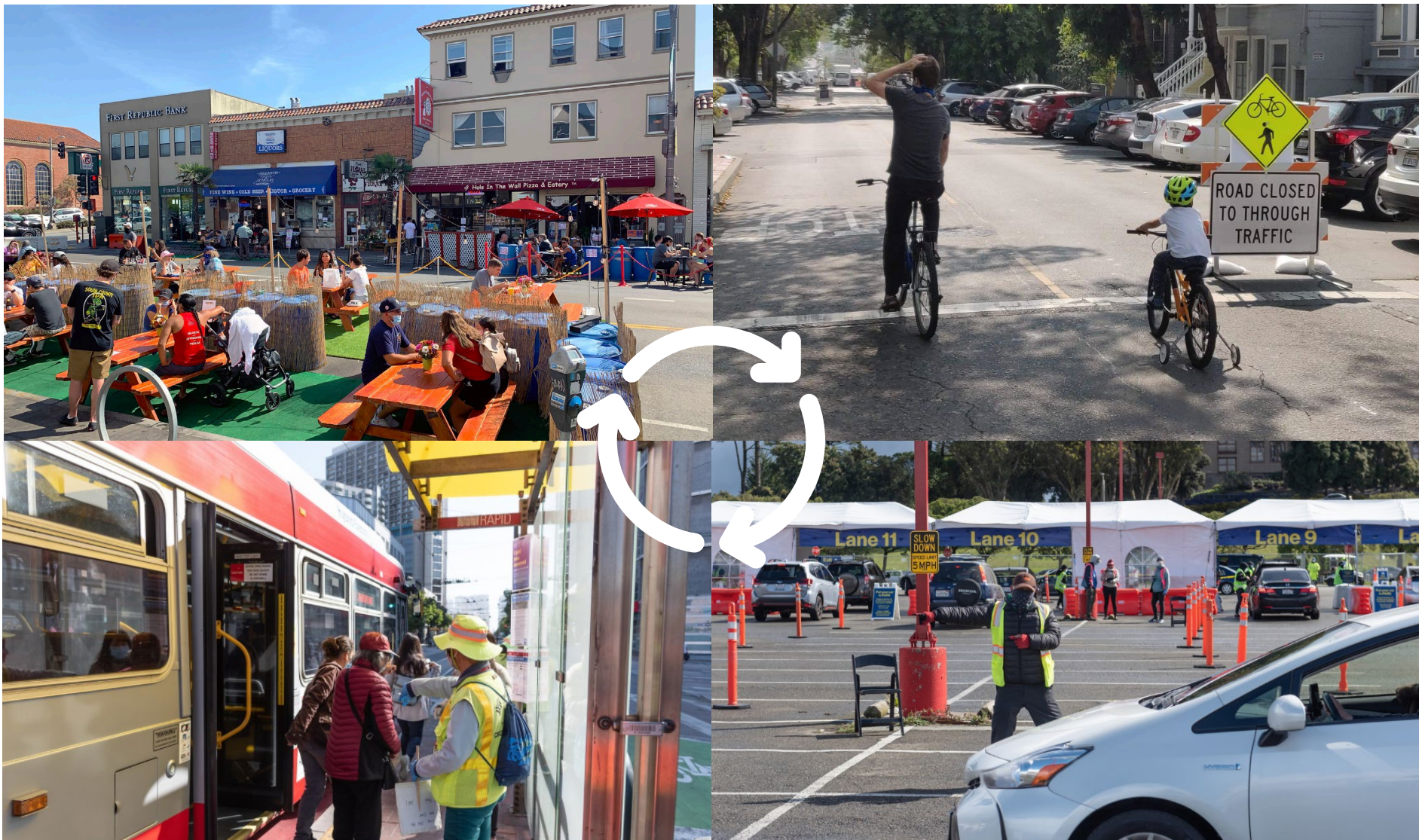


SFMTA

SFMTA Transportation Recovery Plan

Julie Kirschbaum, Director of Transit
Tom Maguire, Director of Streets
SFCTA Board
March 23, 2021

Transportation Recovery Plan





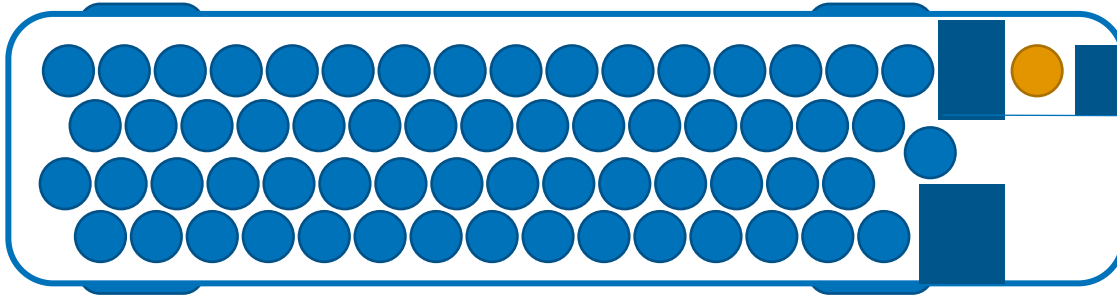


Service Restoration

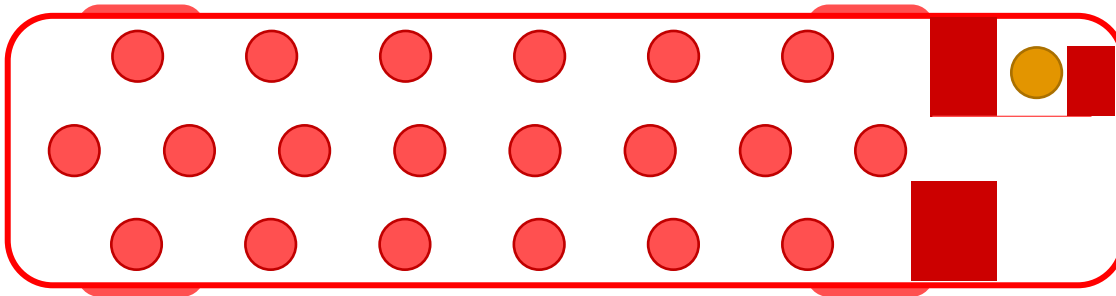
Primary Transit Constraints

- Safety during COVID
- State of good repair
- Revenue/finances
- Hiring and training

Capacity has been cut by 70%

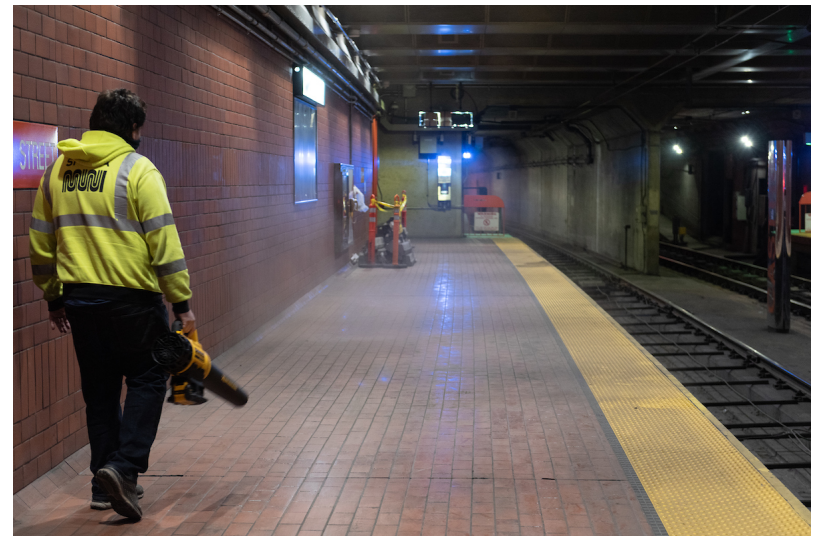


Before
COVID crisis



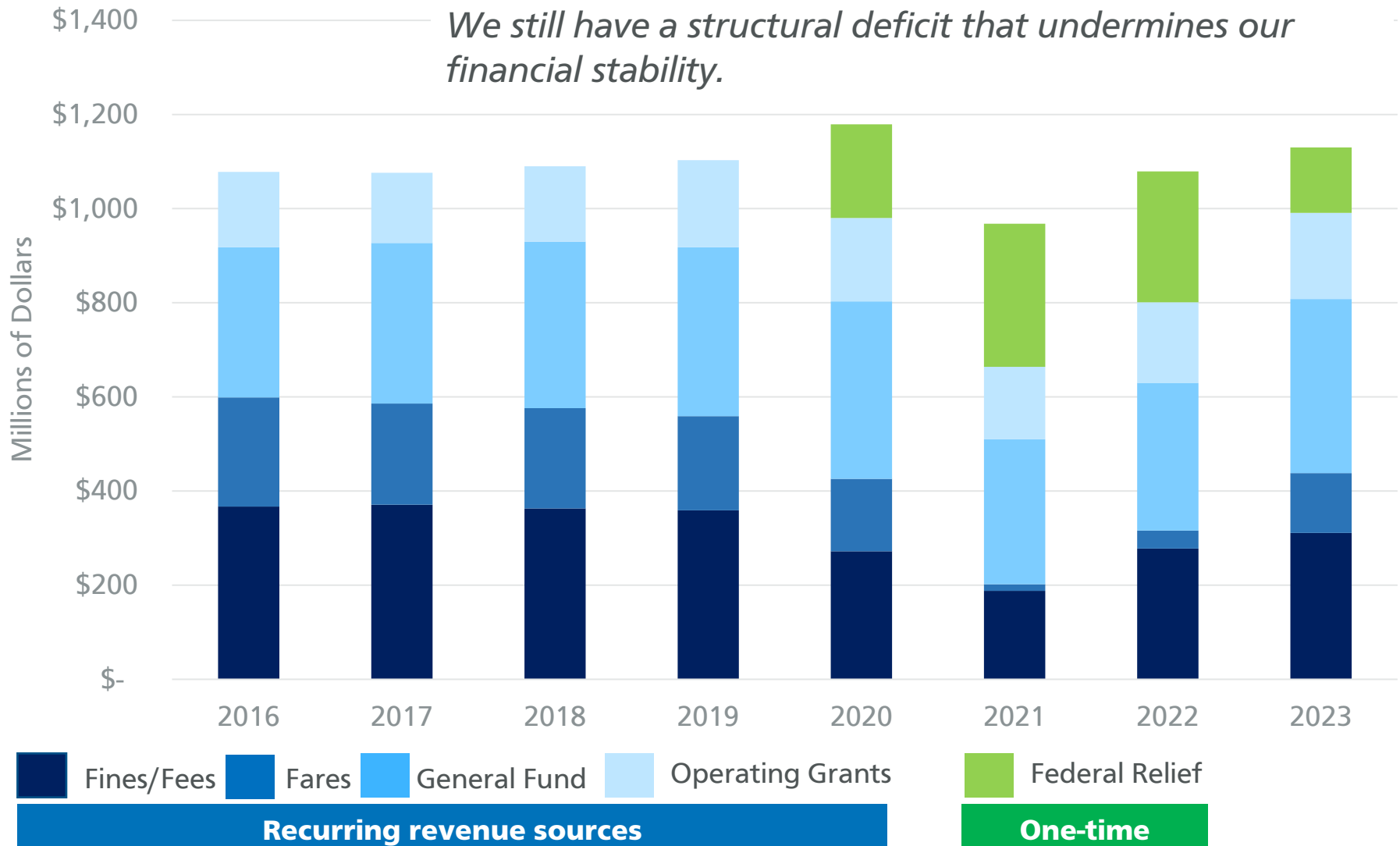
Today

State of Good Repair Work



Revenue

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



Figures in constant 2019 \$

Hiring

Operator Attrition since 2019

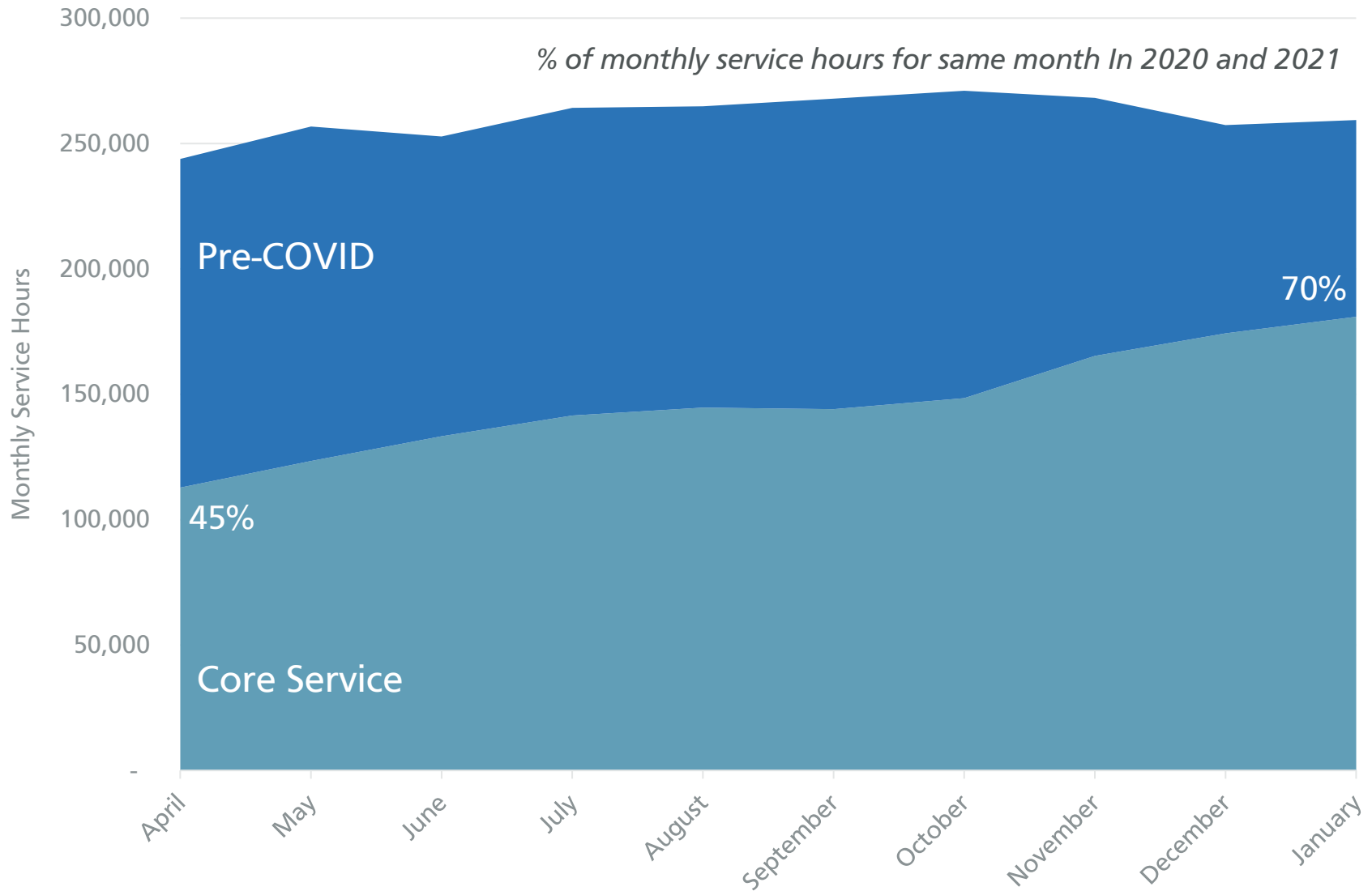
Operators are one of many job classifications that will need to restart hiring. Approximately 100 Operators have been promoted, retired or been released since Operator training stopped in early 2020



Training



Service Hours Delivered



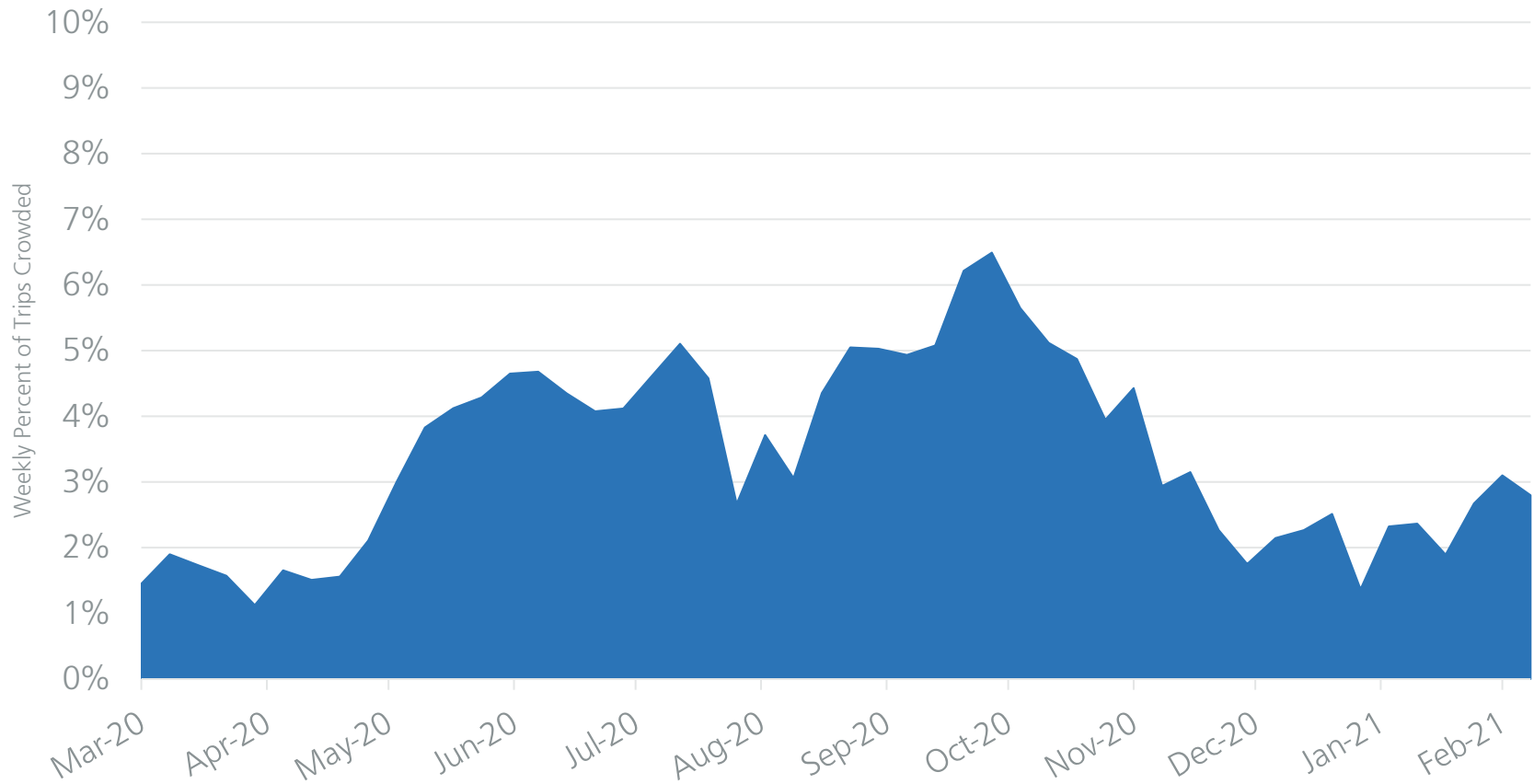
Key performance metrics for transit service recovery have been crowding/pass ups and coverage

Stop Level Ridership Data



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

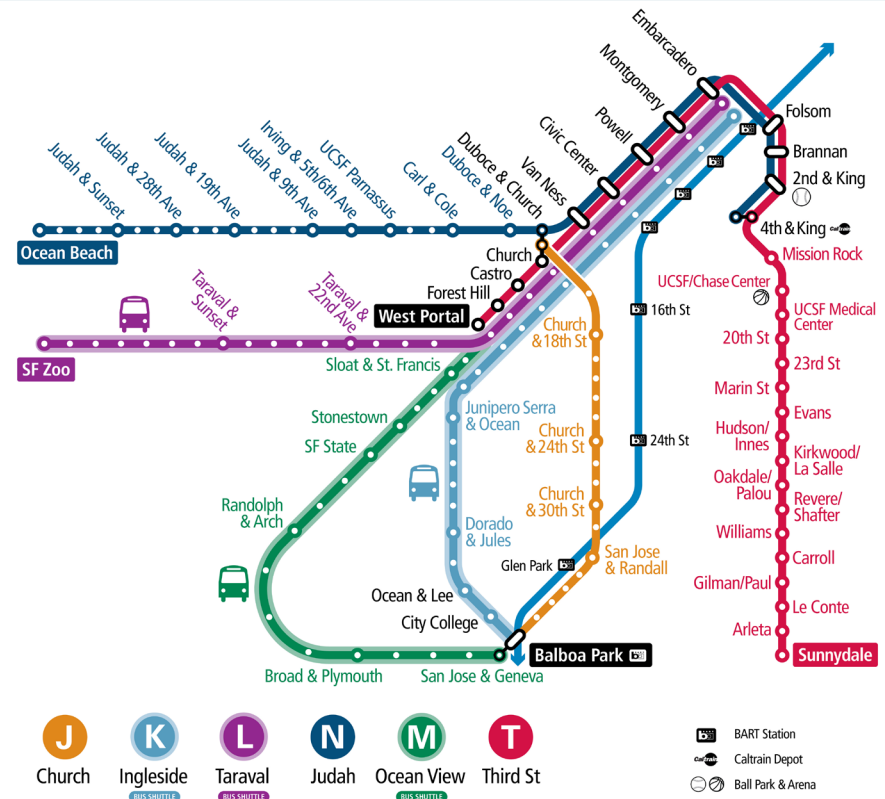
Historic

- 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

Metro & Bus Shuttles



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

Low Stress Network

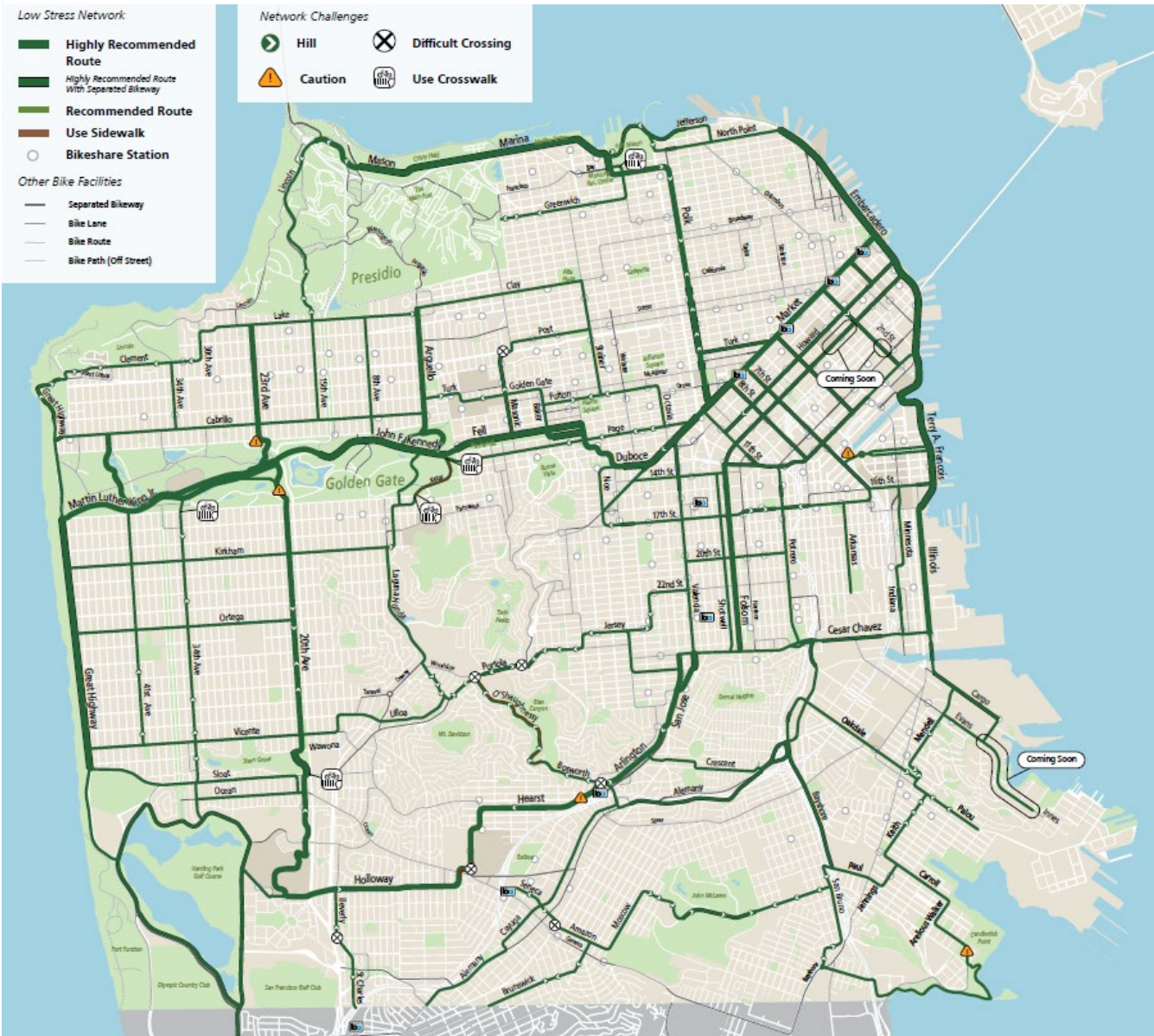
- Highly Recommended Route
- Highly Recommended Route With Separated Bikeway
- Recommended Route
- Use Sidewalk
- Bikeshare Station

Other Bike Facilities

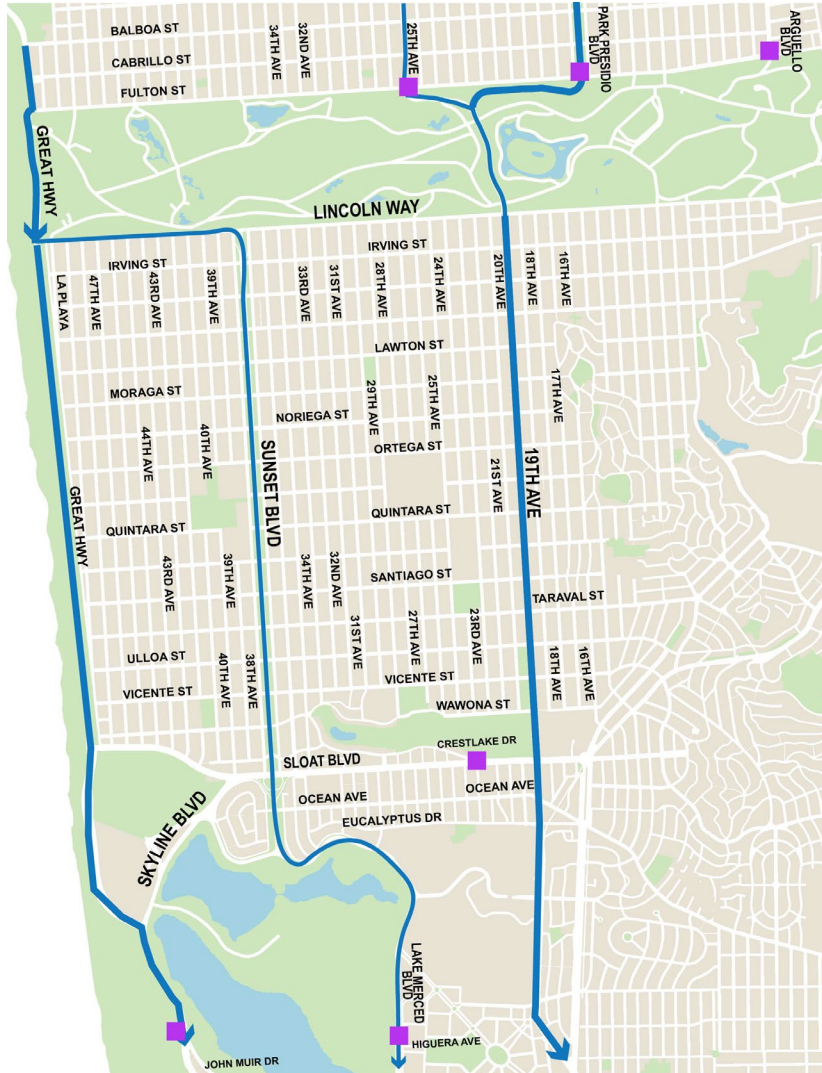
- Separated Bikeway
- Bike Lane
- Bike Route
- Bike Path (Off Street)

Network Challenges

- ➡ Hill
- ⊗ Difficult Crossing
- ⚠ Caution
- 🚶 Use Crosswalk



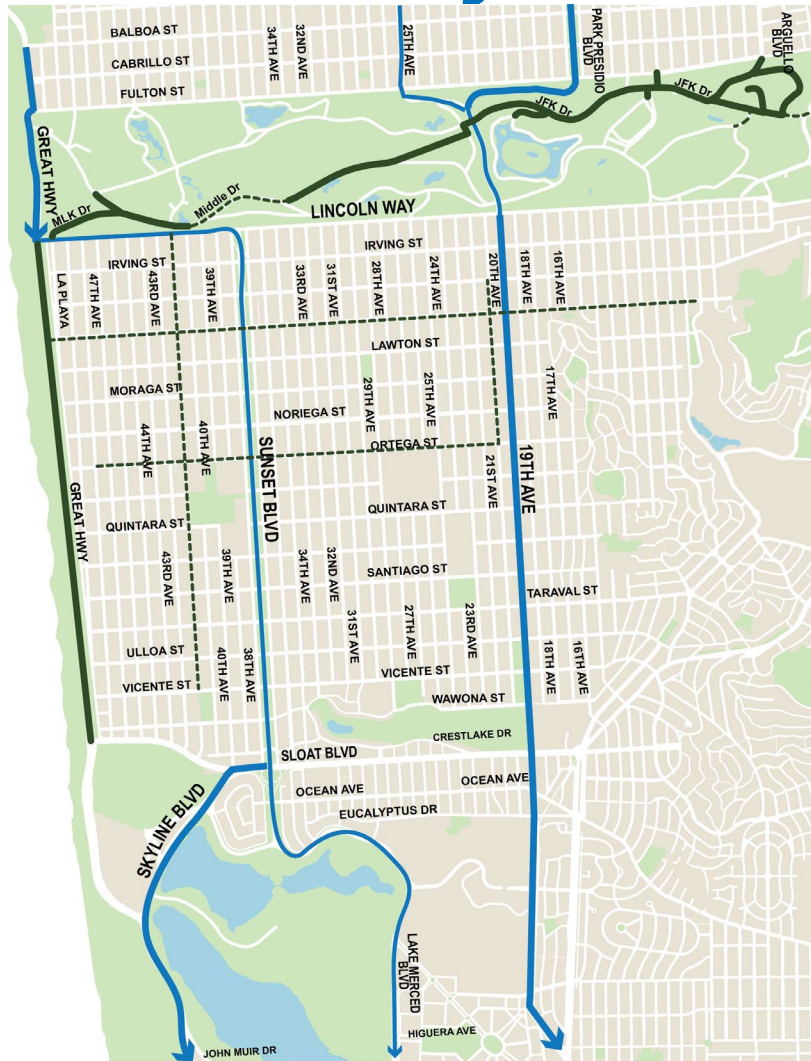
Primary Traffic Routes - PreCOVID



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



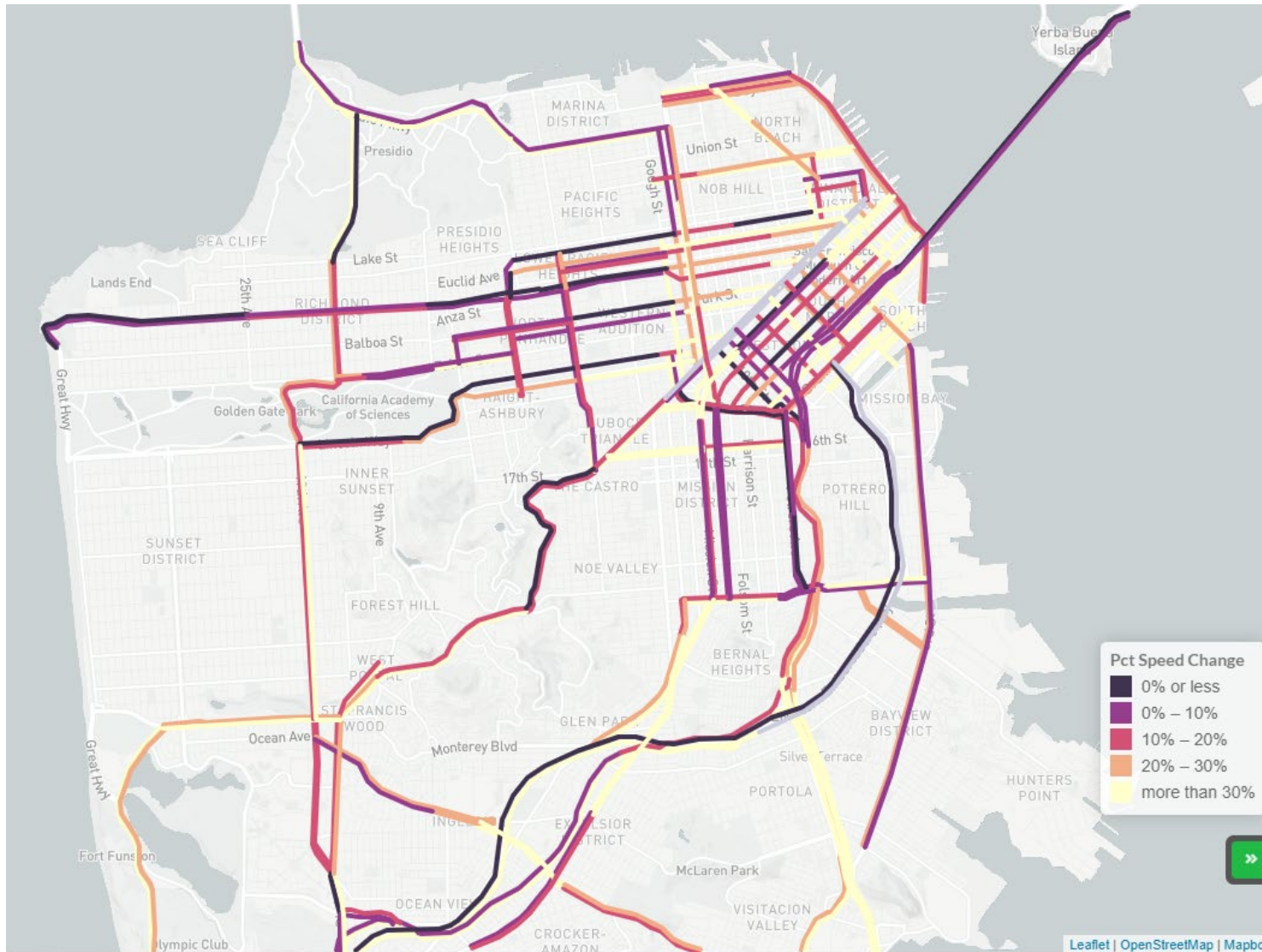
Current:

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

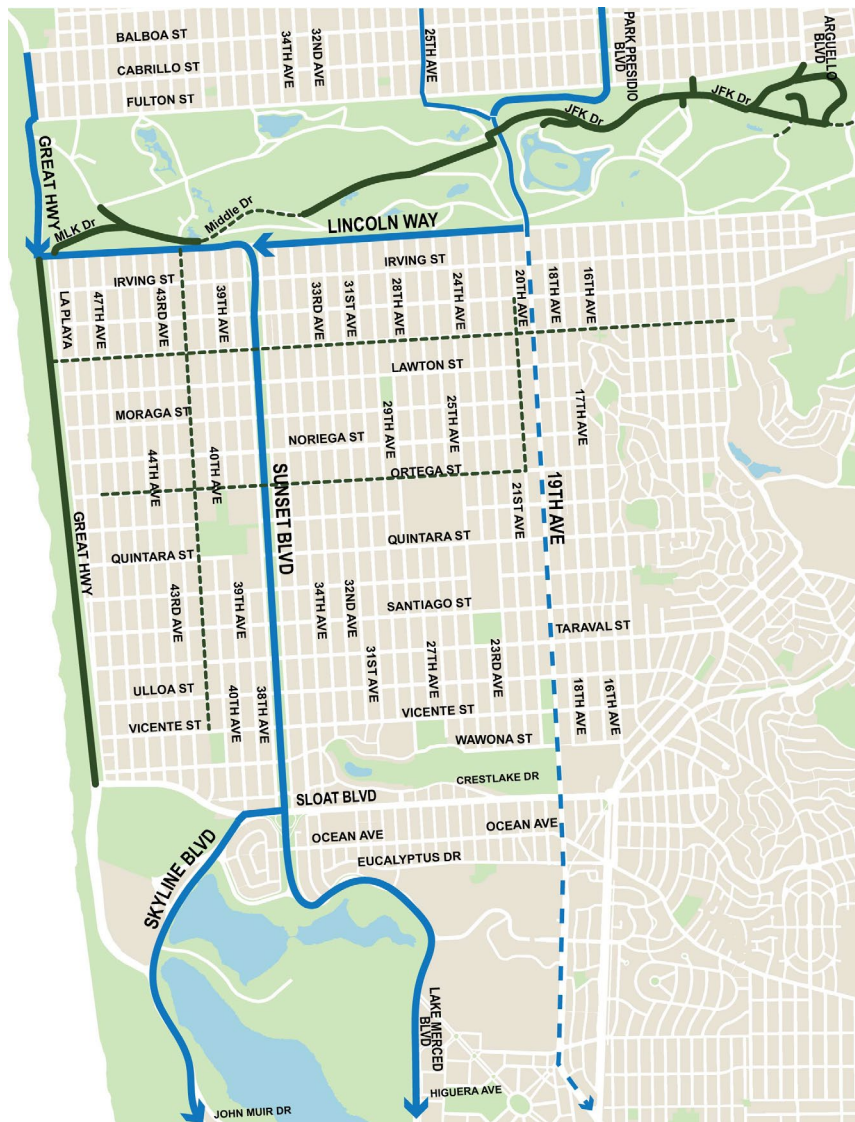
Legend

- Slow Street
- Temporary Road closure

Traffic Speeds



With 19th Ave Construction



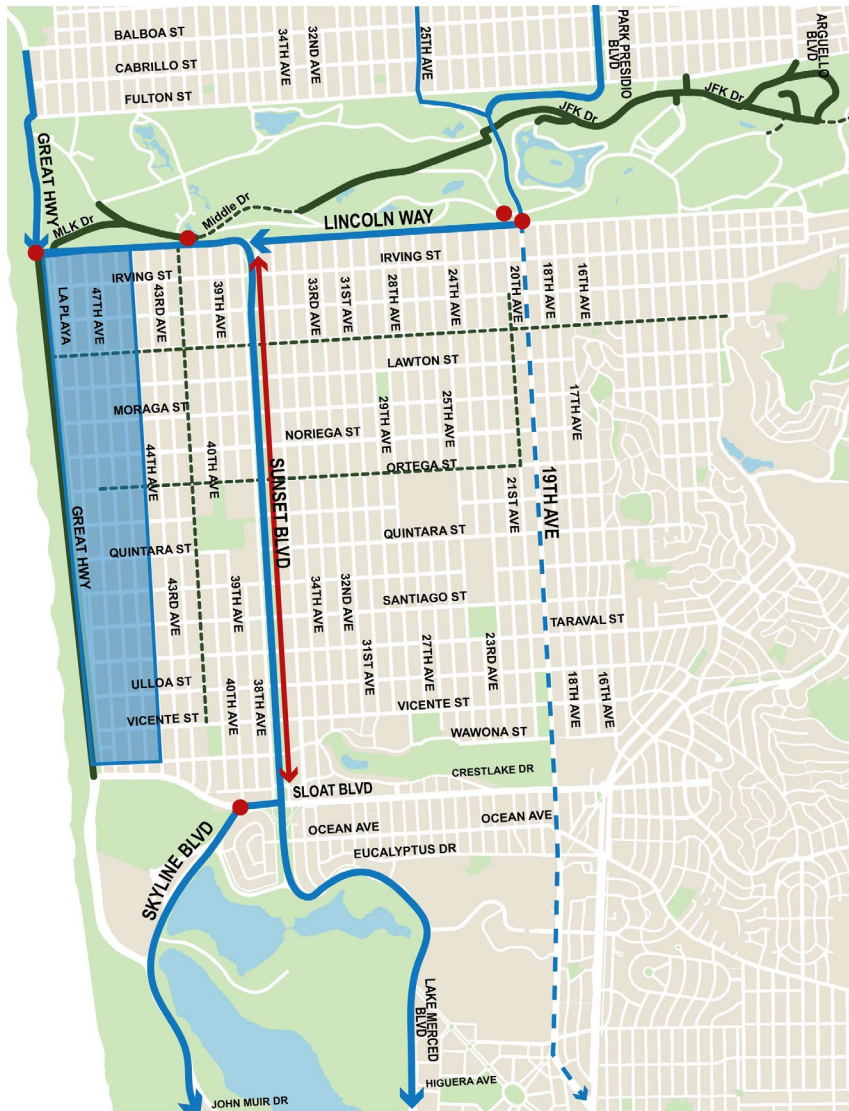
During construction:

- **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:

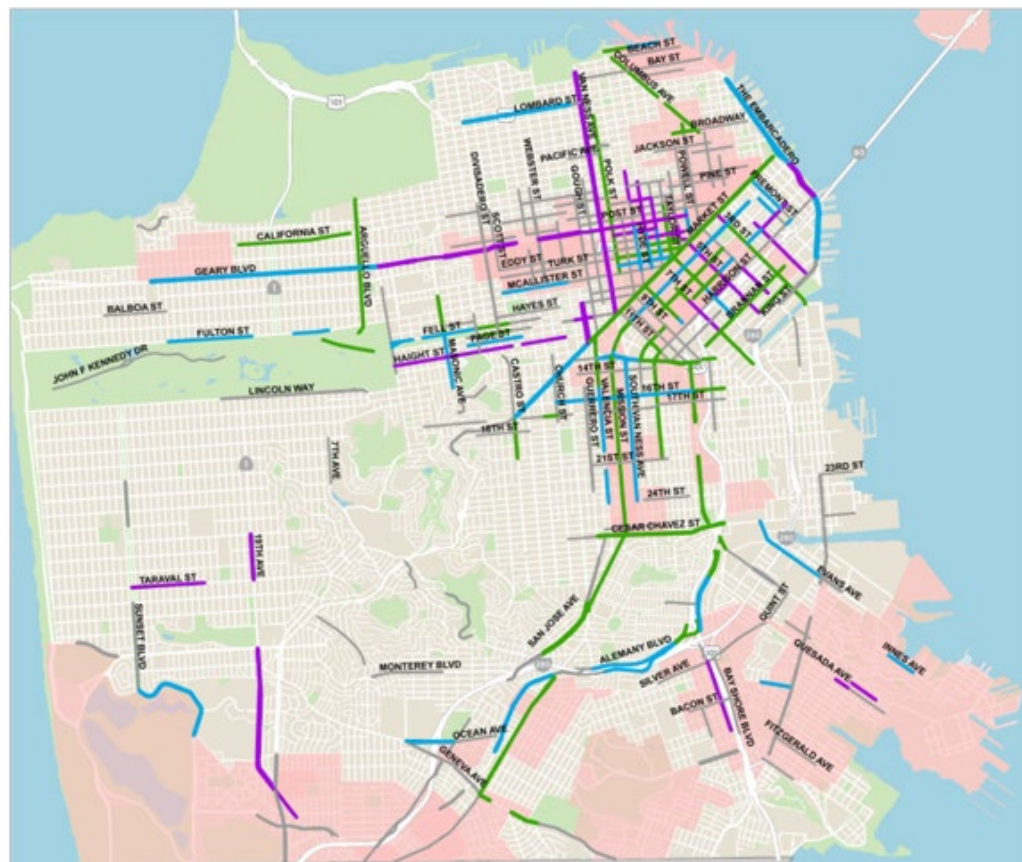
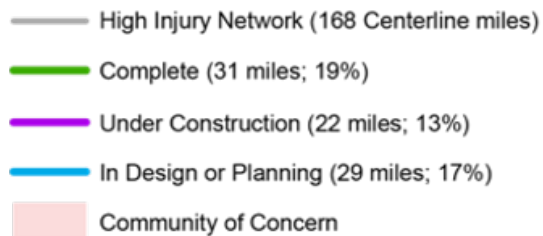
- **Upper Great Highway:** closed
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- **Total: 5 lanes**

Legend

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

