



SFMTA

Tab 13

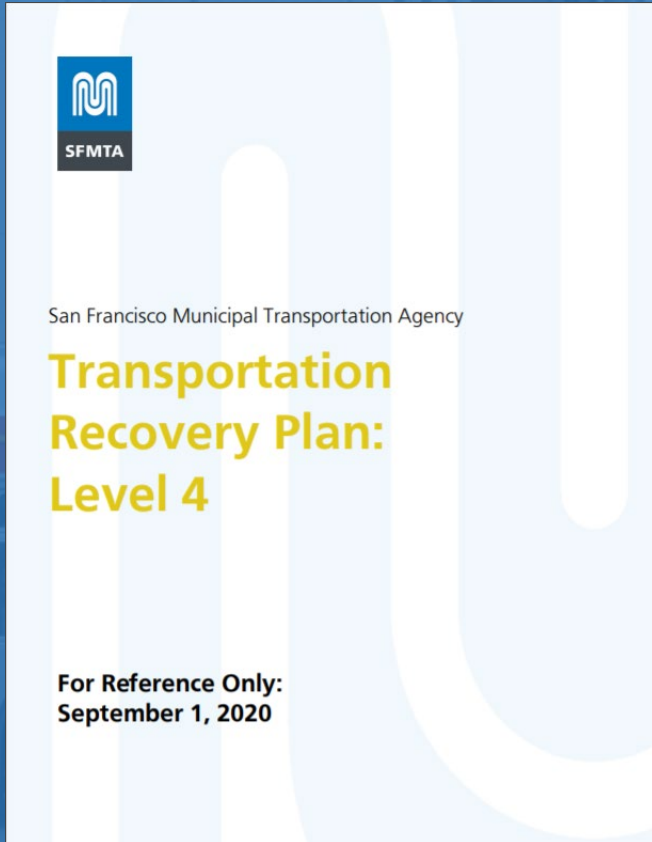
# San Francisco + COVID-19 Mobility and Transportation

Presentation to the California Transportation Commission

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The San Francisco Municipal Transportation Agency (**SFMTA**) is a department of the City and County of San Francisco responsible for the management of all ground transportation in the city.



The SFMTA **Transportation Recovery Plan** (TRP) is guided by the city's evolving public health orders and recommendations from the San Francisco Department of Public Health, and its levels respond to incremental increases of community and economic activity. The plan includes meeting transportation needs driven by the health crisis. It also works to solve existing transportation problems so that they do not hamper recovery efforts.

	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6
<b>Anticipated Transportation Demand Drivers</b>	Shelter-in-place Essential trips only	Increase in trips for outdoor recreation and to neighborhood commercial (pick-up/delivery)	Expansion of demand for travel to neighborhood commercial corridors and to large institutional employers	Schools open Further expansion of demand in neighborhood commercial corridors	Lifting of shelter-in-place Demand for travel to downtown returns; still restrictions on large events	End of crisis Large events & tourism returns; increased demand for travel to downtown
<b>Muni Service</b>	Core Service	Increased frequency on Core Service routes	Core Service + two additional routes, and capacity increases	Rail service resumes, expansion of coverage and frequencies	Final expansion of service coverage and frequencies	Resume special Muni service plans for special events
<b>Transit Priority Treatments and Bicycle Lanes</b>	Existing network	Begin installation of temporary treatments in critical locations	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Wrap up installation of temporary treatment; install permanently legislated lanes	Resume regular Muni Forward and bike network expansion programs
<b>Slow Streets</b>	5 corridors	Citywide expansion of Slow Streets program	Continued expansion of Slow Streets locations	Program includes permanent Quick Build features	Slow Streets becomes ongoing tool for short term street closures	No change
<b>Street Operations</b>	Emergency and essential repairs only	Field staff return to work; prioritize 311 calls & deferred maintenance	Bikeshare / scootershare resume full service. Implement transit/bike lanes	Resume work on capital projects. Crossing Guards back on duty	Implement/refine projects in response to emerging demands	No change
<b>Parking Enforcement</b>	Ticketing suspended for most violations except color curb. Meter time limits waived	No change	Enforcement for some violations will resume	Parking enforcement resumes. Customer Service Center reopens	No change	No change
<b>Parking Management</b>	Some city-owned garages closed. Additl curb space given to COVID testing, grocery stores, Muni stops, curbside pickup	Implement changes in curb management to support social distancing	Parking garages reopen. Evaluate curb management needs with local businesses	Review/repurpose curb space to support economic recovery	Begin transition to post crisis curb management strategy	Transition to long-term curb management strategy
<b>Taxi, Paratransit &amp; Accessibility</b>	ETC card established to provide assistance to people too far from core Muni service	Taxis install new plastic barriers	Taxi customer service window reopens	Discount ID center reopens	No change	Continuation of ETC program after emergency ends
<b>Street Closures</b>	Only to support outdoor exercise	Golden Gate Park	As needed to support economic goals of city	As needed to support economic goals of city	Resumption of street closures for special events	Return to normal ISCOTT process

# COVID-19 Service Strategy and Transformation

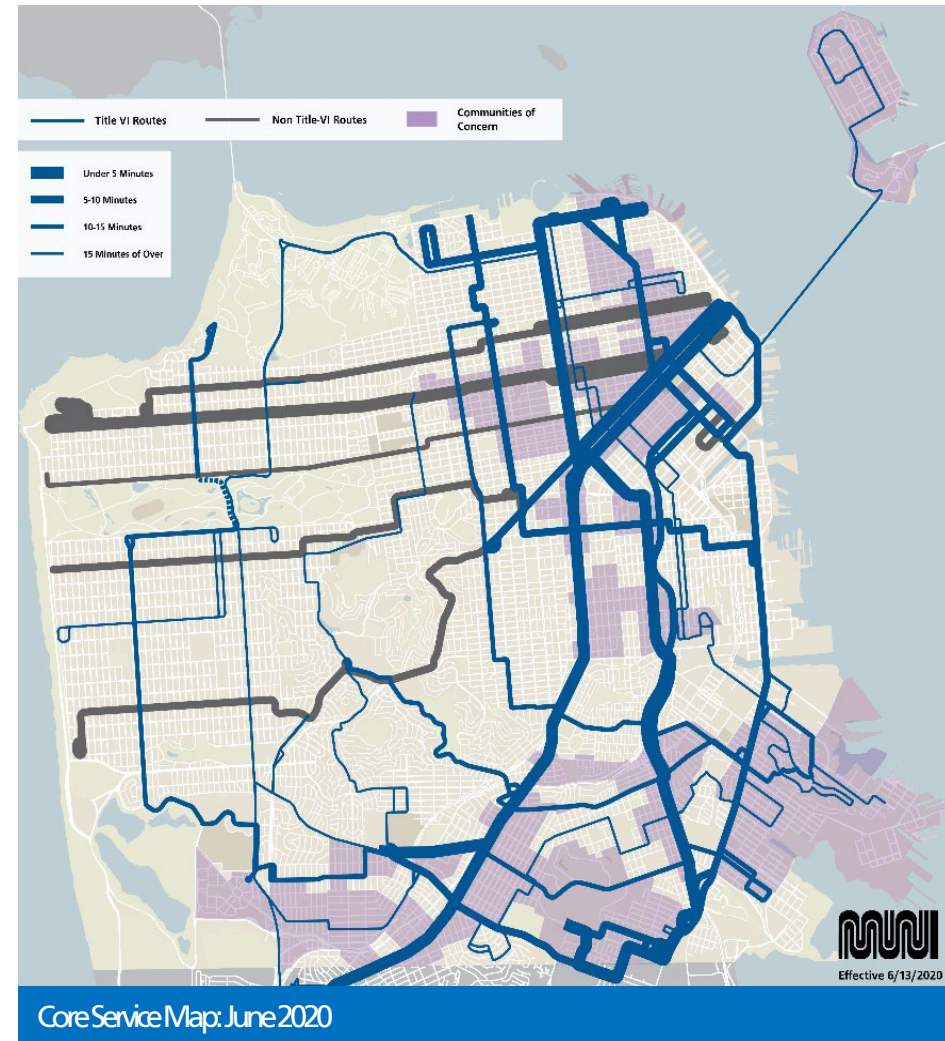
## Key Questions:

How do we **deliver predictable service** during an unpredictable time?

How have **trip patterns** changed?

How do we make the best use of our **limited resources**?

How do we ensure **equity** is at the core of our decisions?



# SFMTA Equity Policy and Strategy

## Rooted in the Equity Policy

*developed with Transportation Equity and  
Affordable Housing Advocates*

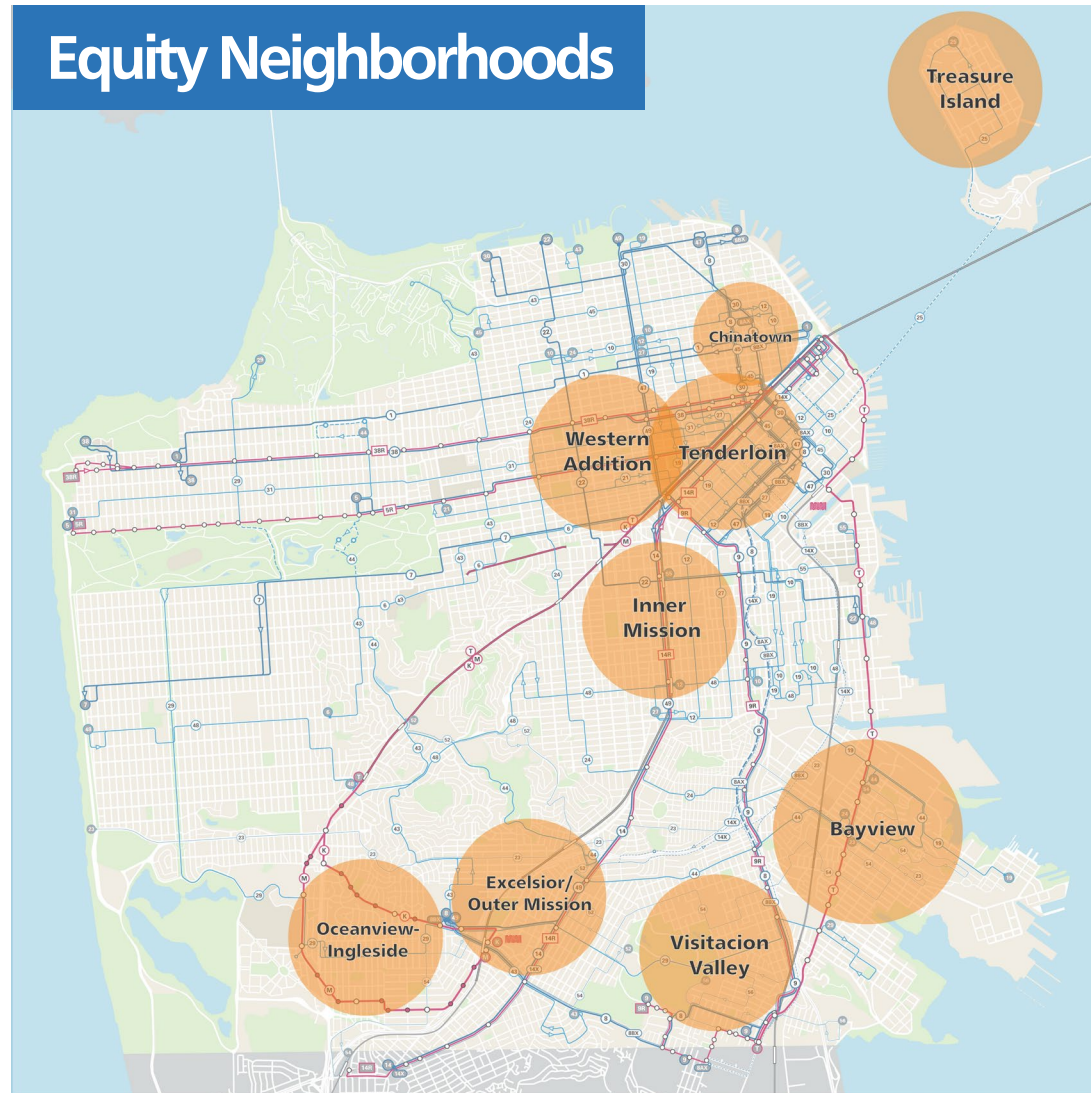
Builds on Title VI Requirements

Neighborhood Based Approach

Ensures investment in the Muni  
System benefits those who rely on  
transit and need it most

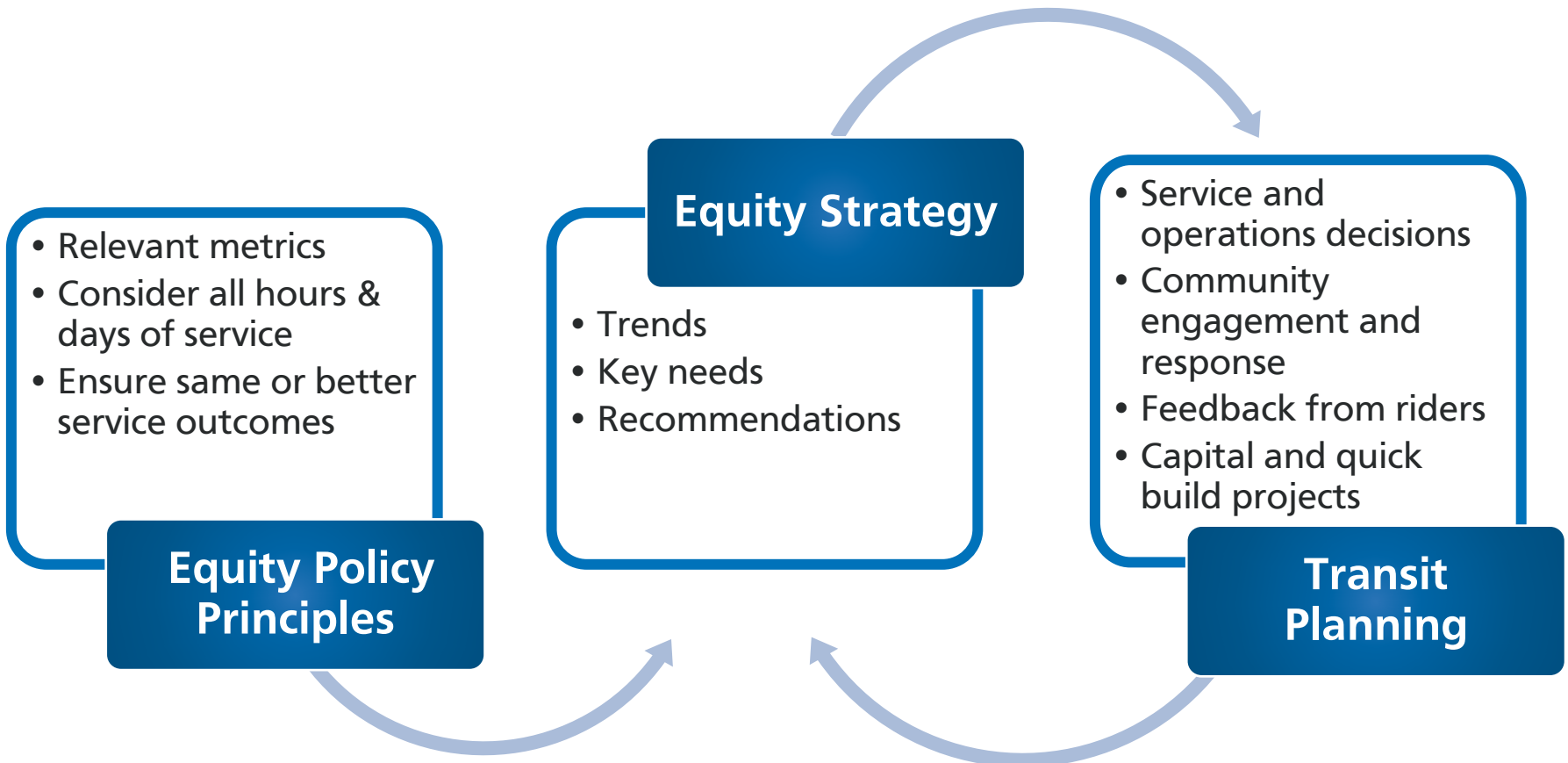
Updated every 2-years for the  
Budget Process

## Equity Neighborhoods



# Equity Strategy Informing all Elements of Service Planning

SFMTA Equity Policy & Strategy: <https://www.sfmta.com/projects/muni-service-equity-strategy>



# Using Data for Service Transformation:

SFMTA COVID-19 Data Dashboards: <https://www.sfmta.com/covid-19-dashboard>

DATA

Muni Service Equity Strategy Routes

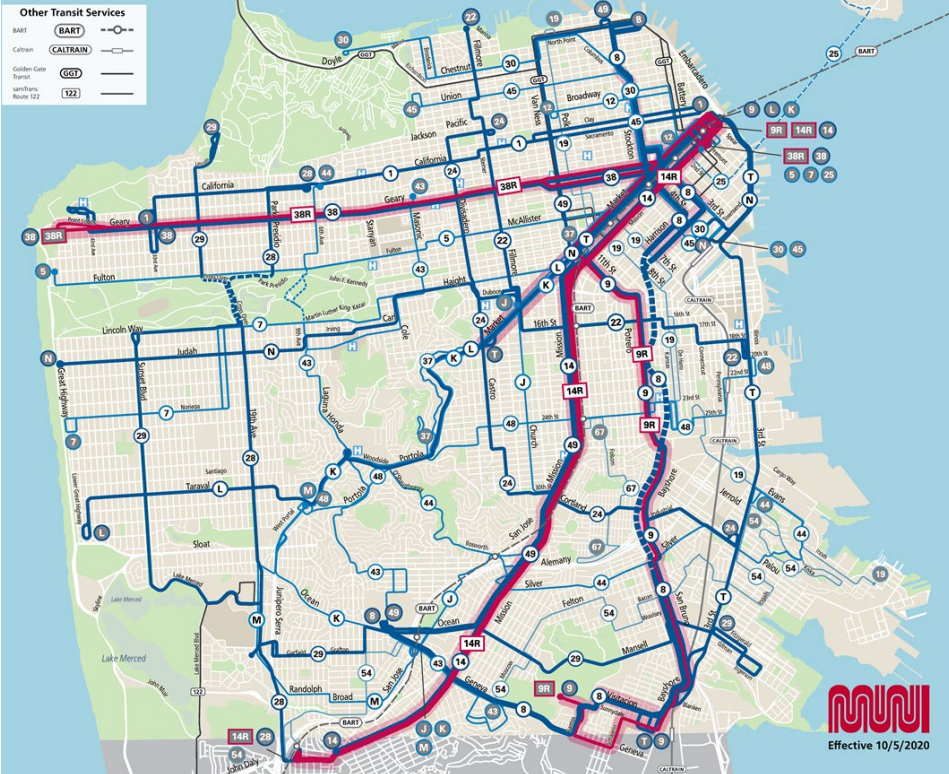
Major Corridors

Ridership Monitoring

Geographic Distribution

Essential Destinations

## COVID-19 Muni Core Service Plan



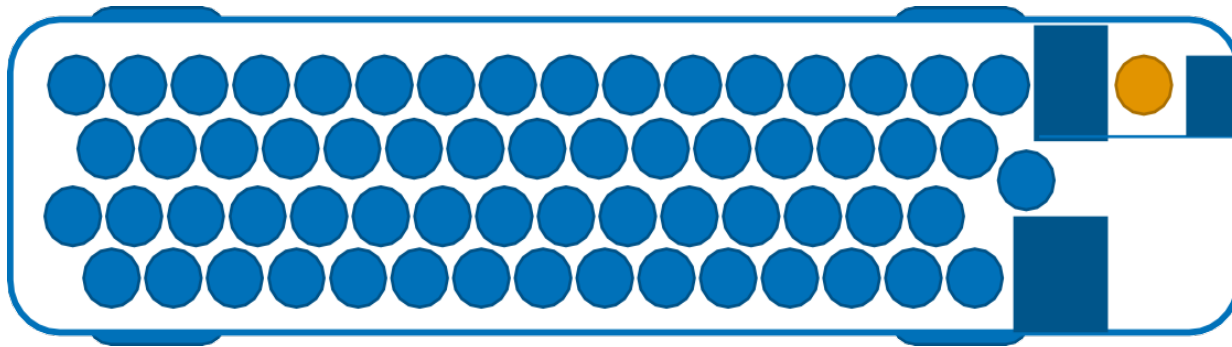
Core Service Map, October 2020



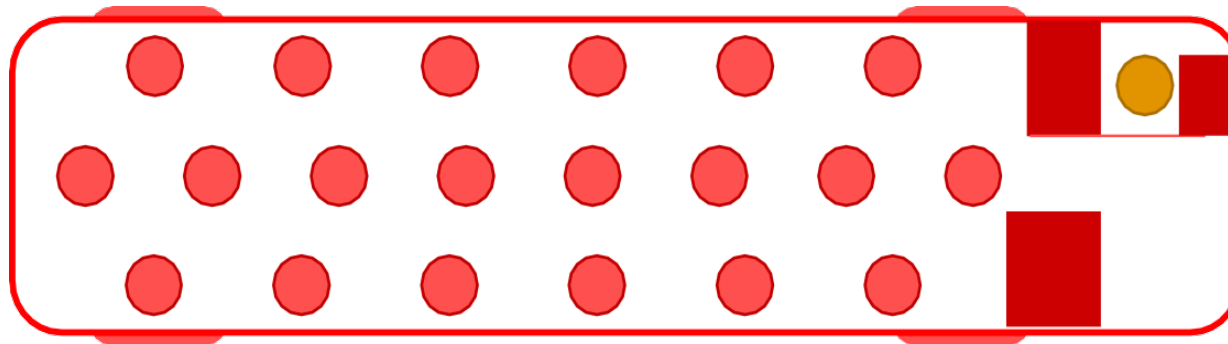
# Capacity Constraints due to Physical Distancing Requirements

SFMTA % of Trips Exceeding COVID Capacity

<https://www.sfmta.com/reports/percentage-transit-trips-or-exceeding-covid-capacity>



**Before  
COVID  
crisis**



**Today**

# Muni Faces Major Reduction in Service



30% Lost Service Due to COVID-19 Impacts

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

Extra Service from Time Savings

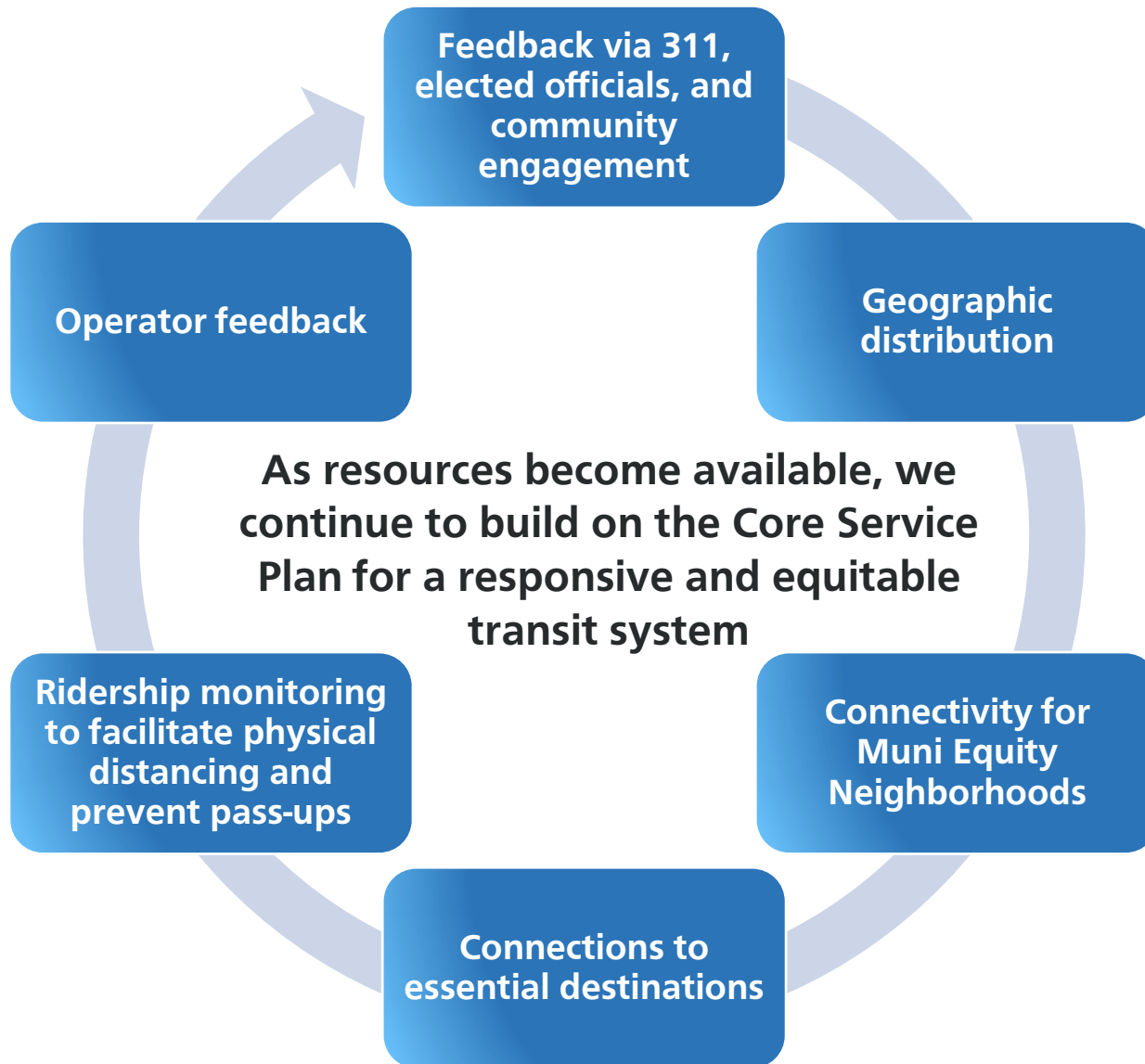
When traffic congestion returns, service frequency will be forced to drop an additional 10% if transit is not protected from delay

Pre-COVID Service Levels

2021 Projected Service Levels

2021 Equivalent Capacity

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





# VISION ZERO SF

**Quick-build Projects** are reversible, adjustable traffic safety improvements that can be installed relatively quickly. Unlike major capital projects that may take years to plan, design, bid and construct, quick-build projects are constructed within weeks or months and are intended to be evaluated and reviewed within the initial 24 months of construction.

# Elements of a Successful Quick-Build Program

SFMTA Quick-Build Program: <https://www.sfmta.com/vision-zero-quick-build-projects>

**Concurrent rather than sequential phasing**

**Funding for all phases in hand**

**Strong public and political support**

**Flexibility to fund city crews or contractors**

**Flexibility in project scope**

**CEQA cleared**



**7th Street: Before**



7th Street: After



# 8<sup>th</sup> Street

Lower Cost and Easy to Adjust if Needed; Easier to Try New Designs



**7<sup>th</sup>, 8<sup>th</sup>, Folsom:**

**Boarding Island built by Public Works crews at a cost of \$60k per island.**





**Result: Safer street with the benefit of transit travel time improvements**



# Thank you.

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