San Francisco + COVID-19
Mobility and Transportation

Presentation to the California Transportation Commission

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

**Equity Neighborhoods**

**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 Strategy Informing all Elements of Service Planning


**Equity Policy Principles**
- Relevant metrics
- Consider all hours & days of service
- Ensure same or better service outcomes

**Equity Strategy**
- Trends
- Key needs
- Recommendations

**Transit Planning**
- Service and operations decisions
- Community engagement and response
- Feedback from riders
- Capital and quick build projects
Using Data for Service Transformation:
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
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.

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

Because our vehicles can only carry a third of what they did in January, this will feel like a 70% service cut.
As resources become available, we continue to build on the Core Service Plan for a responsive and equitable transit system.
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
8th Street
Lower Cost and Easy to Adjust if Needed; Easier to Try New Designs
7th, 8th, 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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