



TRANSIT TRANSFORMATION
ACTION PLAN




Update on Transit Priority Progress

Regional Network Management Council
April 22, 2024 – Agenda Item 4a Attachment A

Investing in transit priority is important

- ▶ Increases transit reliability and reduces travel times for transit customers
- ▶ More efficient operations result in cost savings that can be reinvested in more frequent service and other service improvements for customers
 - Conversely, lower reliability and longer travel times increase transit operating costs

EXAMPLE: Cost to Provide 10-Minute Bus Frequency, 6 AM – 12 AM, daily

Travel Time	Buses Required	Annual Cost
30 minutes		\$4 million
45 minutes		\$6 million
60 minutes		\$8 million

Shorter travel time and higher service reliability reduce operating costs



Travel time and cost increase together

Assumes operating cost of \$200/hour per vehicle for example purposes only. Actual costs vary.

Muni Forward Improvements

Over **100 miles** of reliability upgrades approved or built since 2014

Toolkit of 20+ measures to improve reliability and safety, such as:

- Transit lanes
- Transit signal priority
- Transit bulbs and islands
- Updating transit stop spacing
- Turn pockets and restrictions
- Pedestrian bulbs
- Road diets

Muni Forward Transit Priority Projects

- Approved or built corridor
- Future transit priority corridor
- - - Pilot project (undergoing evaluation)



Driving Muni's Recovery

Lines where SFMTA made major transit priority investments are driving ridership recovery:

- Van Ness (49*): **131%**
- 16th Street (22/55): **102%**
- Mission (14/14R): **92%**
- Geary (38/38R): **75%**
- Haight (6/7): **75%**
- 19th Ave (28/28R): **74%**
- *Systemwide* : **65%**

Data: September 2019 vs September 2023 average weekday ridership.

**The 47 Van Ness also ran on Van Ness Avenue prior to the pandemic but is no longer in service. The ridership recovery rate is 100% when including the entire 49-line and Van Ness Avenue boardings on the 47-line before the pandemic.*



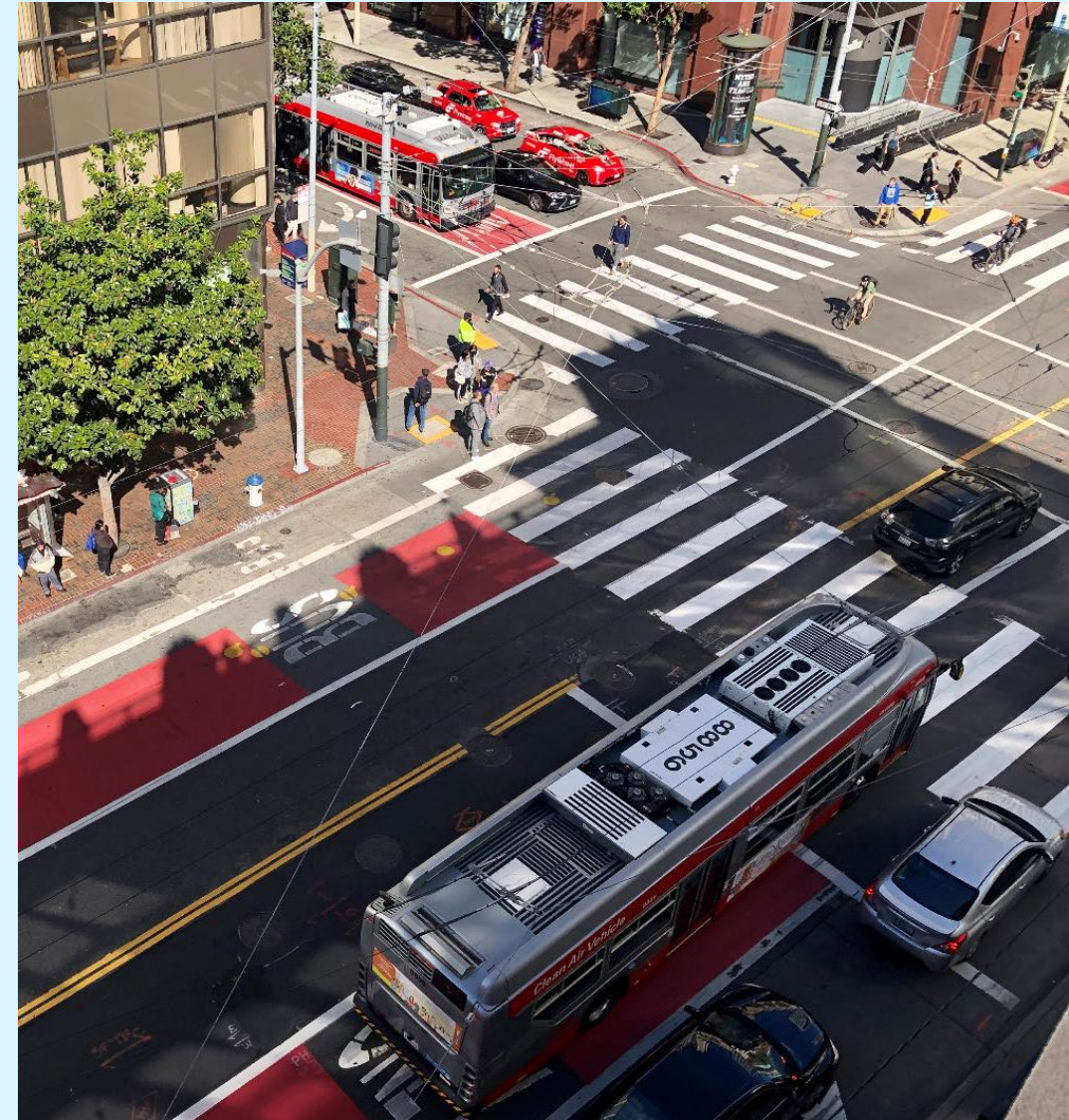
Corridor Highlight: 14R Mission Rapid

Improvements from 2016-2023

- Transit lanes, bus bulbs, signal priority, bus stop spacing changes
- Increased Rapid and local frequency
- Pedestrian safety upgrades

Results

- 92% ridership recovery compared to pre-pandemic levels (2019-2023)
- 31% travel time savings in SoMa after bus lane added in 2021
- 33% fewer pedestrian injury collisions in Inner Mission since 2016



Corridor Highlight: Geary

Improvements from 2018-2023 (ongoing)

- Transit lanes, bus bulbs, signal priority, bus stop spacing changes
- Pedestrian safety and urban design improvements

Results from Geary Rapid Project (first segment, completed 2021)

- Travel time decreased up to 18% on 38R
- Reliability improved up 37% on 38R
- Safety: 70-80% reduction in vehicles going >40 mph
- Equity: helps to reconnect the communities harmed by 1960s urban renewal by calming the Geary Expressway



Corridor Highlight: HOV Lanes Pilot

- HOV-2+ lanes added on Park Presidio (SR-1), Lombard St. (US-101)
- Three-year pilot project in partnership with Caltrans
- First urban arterial HOV lanes in state

Results

- Transit travel times reduced by up to 10%, even as traffic volumes have increased during pandemic recovery



Traffic Signal Timing & Transit Signal Priority

Benefits



Traffic: more efficient traffic flow



Environment: reduced emissions/pollution



Safety: speed regulation



Transit: shorter travel times, increased reliability

Challenges



Aging signal systems at various levels of modernization



Complicated approval processes



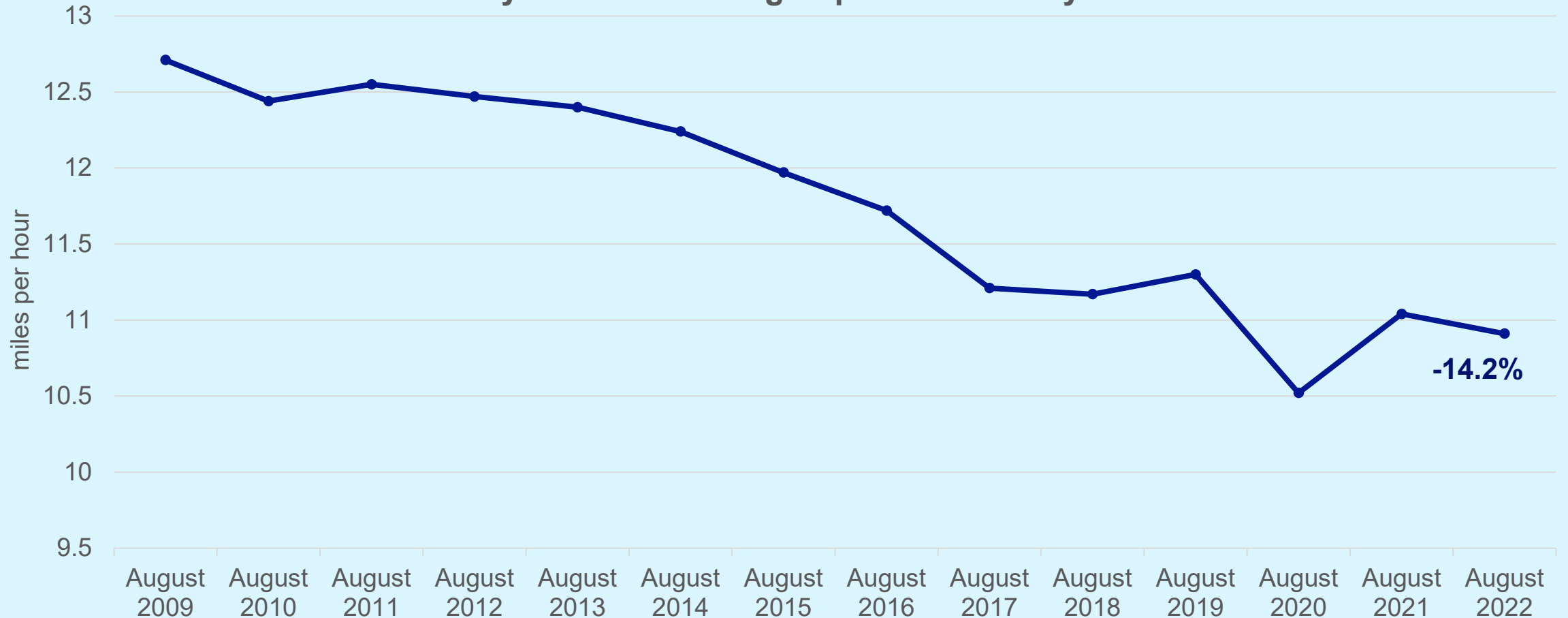
Conflicting values and policies that de-prioritize transit



Difficult data collection and analysis

Systemwide Average Fleet Speed (2009 -2022)

Systemwide Average Speed - Weekday



AC Transit's Transit Signal Priority Projects

General Information

- **550 buses** equipped with TSP
- **450 traffic signals** have TSP installed, and queue jump lanes installed at **13 signals.**

Recently Completed TSP Projects

- **Decoto Road/Dumbarton** (2023)
- **San Pablo Ave, Grand Ave, I-80** (2018/2023) – *10% travel time savings*
- **Tempo BRT** (2020)
- **Line 97 Hesperian Boulevard** (2019)
- **Line 51 Alameda-Oakland-Berkeley** (2018) – *up to 9% travel time savings*

AC Transit's Transit Signal Priority Projects

(Continued)

In Planning, Design, or Construction

- **Mission Boulevard** (Hayward, Union City)
- **Fruitvale Avenue/Park Street** (Oakland, Alameda)
- **MacDonald Avenue** (Richmond)
- **Cutting Boulevard** (Richmond)
- **Telegraph Ave** (Berkeley, Oakland)

Development by Others

- **Dumbarton Forward** TSP/queue jump, part-time bus lanes (MTC)
- **Powell Street** TSP/queue jump, bus lanes, HOV ramp (MTC-sponsored)
- **MacArthur/40th Smart City Corridor** TSP, queue jumps (Oakland-sponsored)
- **Shellmound/40th** TSP (Emeryville-sponsored)

Regional-Level Work on Transit Priority

MTC-led efforts

- Bus Accelerated Infrastructure Delivery (BusAID) Program
- Innovative Deployments to Enhance Arterials (IDEA) Program
- Transit Performance Initiative (TPI)
- Transit 2050+ (Plan Bay Area 2050)
- Forward Commute Initiatives

Caltrans-led efforts

- Director's Policy on Transit Priority & Focus (Headquarters)
- Bay Area Transit Plan (District 4)

California Department of Transportation

Director's Policy

