



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)



Transit priority projects include a toolkit of over 20 engineering improvements that enhance travel time and reliability, such as transit lanes, transit bulbs, boarding islands, traffic signals with transit priority, stop spacing changes, turn pockets, turn restrictions, and more. Learn more at [SFMTA.com/MuniForward](https://sfmta.com/MuniForward).

As of March 11, 2024

# Driving Muni's Recovery

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

- Van Ness (49\*): **131%**
- 16<sup>th</sup> Street (22/55): **102%**
- Mission (14/14R): **92%**
- Geary (38/38R): **75%**
- Haight (6/7): **75%**
- 19<sup>th</sup> 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.*



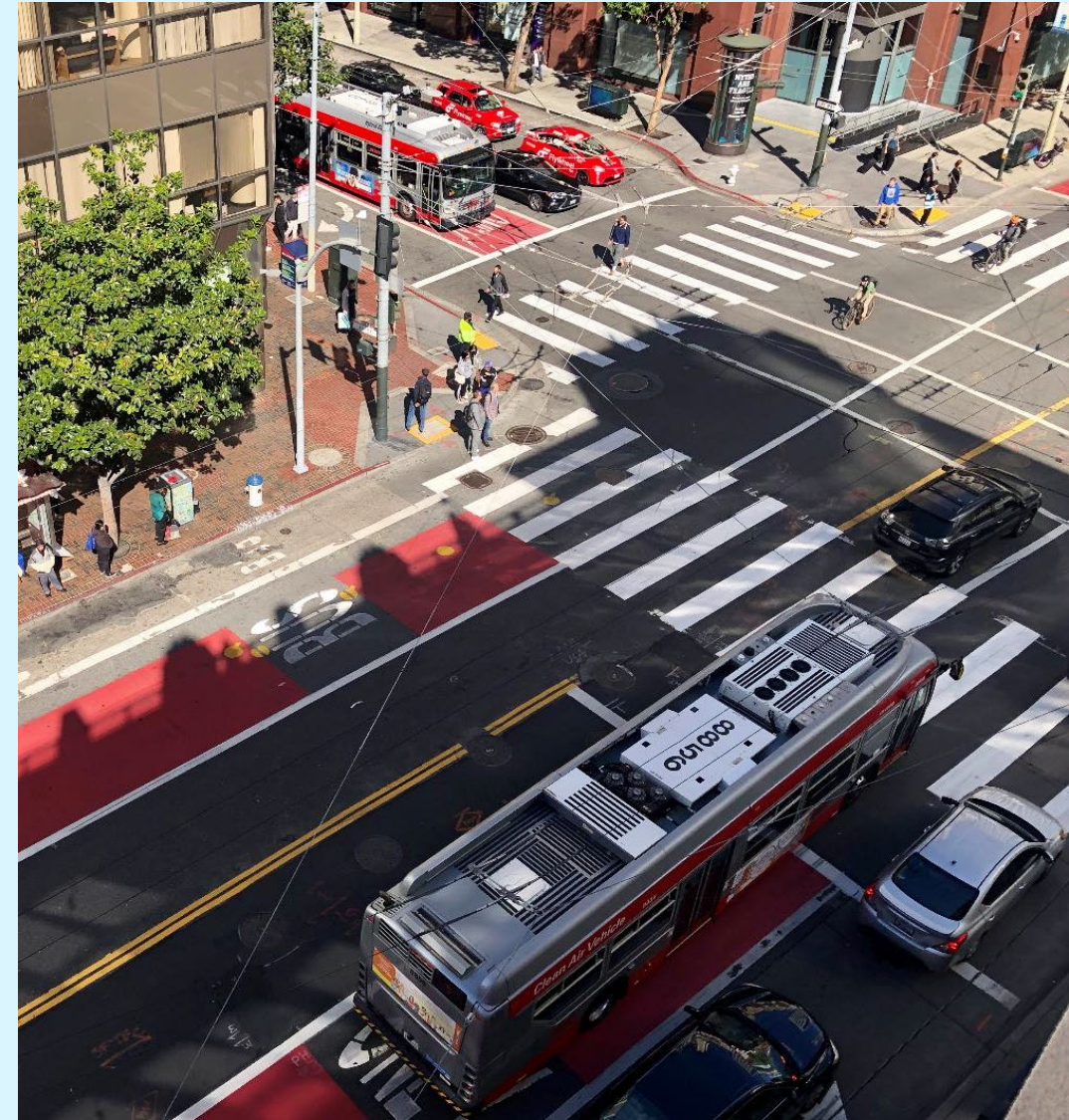
# Corridor Highlight: 14R Mission Rapid

## 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

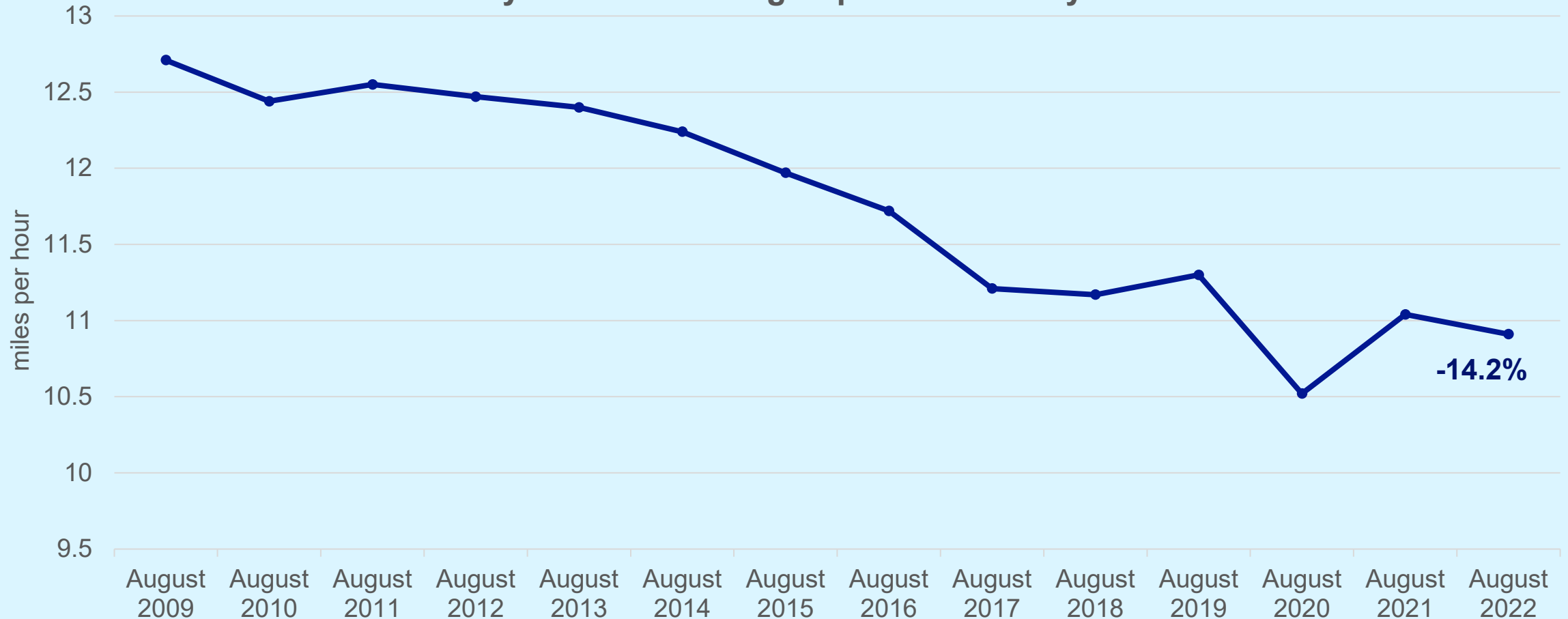


Difficult data collection and analysis



# 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/40<sup>th</sup> Smart City Corridor** TSP, queue jumps (Oakland-sponsored)
- **Shellmound/40<sup>th</sup>** 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*

