BETTER MUNI
BETTER STREETS
San Francisco’s Approach to Integrating Transit Priority Into Street Design

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NACTO’s Designing Cities Conference
Muni Overview

- Muni operates over 3 million service hours annually
- 6 distinct transit technologies (hybrid electric bus, electric trolley bus, diesel bus, cable car, light rail, historic streetcar)
- 700,000 boardings daily, 222 million annually
- 4th highest usage in the nation (passengers per capita)
Transit First City

- Safe and efficient movement of people and goods
- Promote public transit, bicycle and pedestrian travel as attractive choices
- Encourage innovative solutions to meet public transportation needs
• Slow speeds and unreliable service shift some customers to driving, which increases congestion

• Existing transit network does not meet SF’s evolving employment and housing needs
Muni’s Challenges
Muni’s Challenges
Transit Effectiveness Project

• First comprehensive review of Muni in a generation, aims to transform Muni service to better meet customer needs

• TEP objectives:
  – Improve service reliability
  – Reduce transit travel time
  – Improve customer experience
  – Deliver more efficient service

• Recommendations based on unprecedented data analysis and extensive community outreach
Customer oriented & easy to use
Easily connects communities & other modes
Everyday part of the city’s way of life
Using TEP Principles to Integrate Transit Into Streetscape Design

Make System-wide Investments

Build a Rapid Network

Integrate Transit Into Other Projects

Minimize Transit Impacts From Other Projects
System-wide Investments

Muni Opens Its Doors for Faster, More Reliable Service

Muni customers may enter through the rear doors of any bus or streetcar using the following Proof of Payment:

- Clipper® Card
- Limited Use Ticket
- Valid Paper Pass
- Valid Transfer/Fare Receipt
Customer Experience Improvements
Transit Signal Priority
Rapid Network TEP Improvements

• Lane modifications
• Traffic signal and stop sign changes
• Transit stop changes
• Parking and turn restrictions
• Pedestrian improvements
• Customer amenities
Church Street TEP Pilot
Sources of Transit Delay
TEP Pilot - Transit Only Lane
J Church and 22 Fillmore

• One transit lane and one mixed traffic lane in each direction – no parking impacts
• Transit-only 24/7 (taxis allowed)
Adding Transit Priority to Streetscape Projects

BEFORE
Divisadero Streetscape Project with Route 24
Adding Transit Priority to Streetscape Projects

AFTER
Divisadero Streetscape Project with Route 24
Adding Transit Priority to State-of-Good-Repair Projects

BEFORE
N Judah: Carl/Cole Stop
Adding Transit Priority to State-of-Good-Repair Projects

AFTER
N Judah: Carl/Cole Stop
Minimize Transit Impacts

TODAY
Second Street Project with Routes 10 and 12
Adding Transit Priority to Streetscape Projects

FUTURE
Second Street Project
with Routes 10 and 12
Questions & Discussion

Julie Kirschbaum
julie.kirschbaum@sfmta.com
415.601.0651