



**SFMTA**

San Francisco Municipal Transportation Agency

# Efficiency Improvement Options

Muni Funding Working Group

October 17, 2024

# Efficiency Improvement Options

1. Accelerated Work on Muni Forward
2. HOV lanes on State Highways
3. Automated Parking Enforcement
4. Mailed Citations



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# Muni Funding Working Group

Accelerated work on Muni Forward

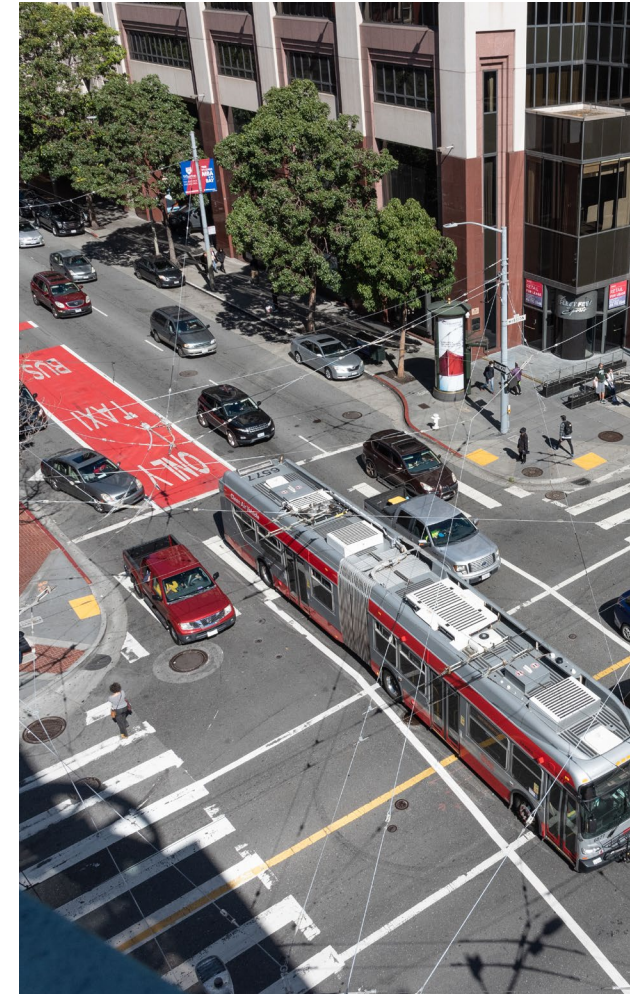
Sean Kennedy

October 15, 2024

# Accelerated work on Muni Forward

## Option description:

Accelerate implementation of Muni Forward transit priority improvements that reduce travel time and operating costs on seven heavily used routes. Remove buses from service on these routes, saving up to \$5 million per year, while preserving frequency. Implement using a quick-build, pilot approach, yielding savings at least two years earlier than traditional outreach and planning timelines.



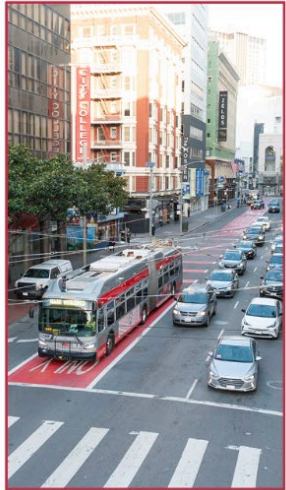
# Background: 10 years of Muni Forward

- 100 miles of transit priority improvements since 2014
- Program based on community priorities for improving Muni
- Reducing delay and improving cost-effectiveness
- Results – Ridership recovering faster in Muni Forward corridors, and Muni's highest customer service rating in more than 20 years



# Background: Muni Forward results

## Benefits to Riders and the Communities We Serve



**UP TO 35% FASTER  
TRAVEL TIMES**



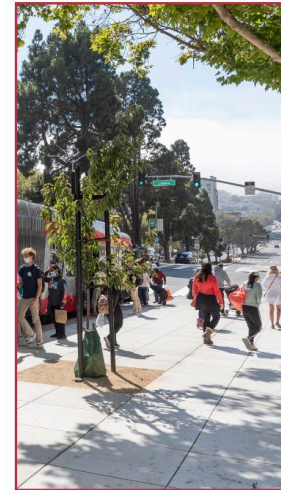
**50% OR MORE  
REDUCTION IN  
INJURY COLLISIONS  
ON MULTIPLE MUNI  
FORWARD  
CORRIDORS**



**MUNI FORWARD  
PROJECTS BENEFIT  
LINES THAT SERVE  
OVER 450,000 MUNI  
RIDERS AND 32 MUNI  
SERVICE EQUITY  
STRATEGY LINES**



**23% RIDERSHIP  
INCREASE ON RAPID  
NETWORK  
CORRIDORS BEFORE  
THE PANDEMIC  
(2015-2019)**



**FASTER RIDERSHIP  
RECOVERY ON MUNI  
FORWARD  
CORRIDORS  
SINCE 2020**  
96% on 14 Mission  
119% on 22 Fillmore  
138% on 49 Van  
Ness/Mission



**RECORD-HIGH  
RIDER SATISFACTION**

# The costs of transit delay

How much does it cost to provide Muni bus service every 10 minutes, from 6 a.m. to midnight daily?



TRAVEL TIME



BUSES REQUIRED



ANNUAL COST



# Cost savings proposal: Approach

## Routes

1 California, 22 Fillmore, 29 Sunset, 38/38R Geary (signal timing changes only), 44 O'Shaughnessy, N Judah

## Approach

- Implement changes immediately without extensive planning and outreach process, similar to the Temporary Emergency Transit Lanes program.
- More aggressive project features than past Muni Forward projects, e.g. consolidating more stops and converting all-way stop signs to two-way as well as transit only lanes on several congested commercial corridors and traffic signal timing changes that require push buttons and potentially longer pedestrian wait times. This would reduce more travel time at less cost, but comes with tradeoffs, described on following slides.





# What would it take to save a vehicle?

Route	Vehicles on route	Time savings required to save a vehicle	Vehicle savings target
1 California	19	5%	1
22 Fillmore	22	5%	1
29 Sunset	22	5%	1
38 Geary	18	6%	1
38R Geary Rapid	20	5%	1
44 O'Shaughnessy	17	6%	1
N Judah	15	7%	1



# How we'd reduce travel times

## Converting all-way stop signs to two-way stop signs to reduce transit delay.

- *Benefit:* Reduces travel times by 5-10%.
- *Considerations:* Safety measures could include flashing beacons, required right turns for intersecting streets and other traffic calming.
- *Potential locations:* Fillmore Street; 29 Sunset route east of Junipero Serra; California/Clay/Sacramento streets; Judah Street; 44 O'Shaughnessy route east of Glen Park.

## Stronger signal priority for transit.

- *Benefit:* Reduces travel times by up to 15%.
- *Considerations:* May require traffic and pedestrians on cross streets to wait much longer to cross and require pedestrians to push a button to cross the street at some intersections.
- *Potential locations:* All corridors with traffic signals -- such as Geary Street, Sunset Boulevard.

## Removing closely spaced transit stops to reduce travel time.

- *Benefit:* Reduces travel times by about 10%.
- *Considerations:* Riders at affected stops will have a longer walk to the bus or train.
- *Potential locations:* All corridors except the 38 Geary.

## Transit lanes or HOV lanes where Muni experiences significant delay.

- *Benefit:* Reduces travel times by up to 33%
- *Considerations:* Reduces the street's private vehicle capacity by 33-50%, which may increase driving travel time.
- *Potential locations:* Sunset Boulevard, Bosworth Street, Irving Street, and others with significant delay.



# Potential key changes by route

Route	Potential key changes (in addition to standard transit priority features)	Estimated time savings
1 California	Convert up to 10 all-way stop signs to two-way Remove up to 24 closely spaced stops (out of 96)	>5% (1 bus)
22 Fillmore	Convert up to 7 all-way stop signs to two-way Remove up to 14 closely spaced stops (out of 84) Traffic changes: Left turn restrictions; increased passenger loading zones; 1-2 required right turns on Fillmore	>5% (1 bus)
29 Sunset	Convert up to 15 all-way stop signs to two-way Remove up to 22 closely spaced stops (out of 89) Transit or HOV lanes on Sunset Boulevard	>5% (1 bus)
38/38R Geary	Signal timing changes only	>6% (2 buses)
44 O'Shaughnessy	Convert up to 12 all-way stop signs to two-way Remove up to 27 closely spaced stops (out of 125) Transit lanes on Bosworth, Woodside; Golden Gate Park	>6% (1 bus)
N Judah	Convert up to 12 all-way stop signs to two-way Remove up to 15 closely spaced stops (out of 46) Transit-only segment on Irving Street	>7% (1 train)

# Financial impact

## Financial impact

Source	Decreases operating expenditures
Is this scalable?	Yes
Projected annual deficit reduction	Full savings (\$5 million) realized starting in 2026
Funding	Requires up-front capital investment, but construction is largely funded through grants



# Community impact



## Communities impacted

Muni riders, equity priority communities, people who walk, bike and roll, seniors and people with disabilities, people who drive

## Magnitude of impact

Hundreds of thousands of people per day

## Alignment with SFMTA values

Supports SFMTA values of economic vitality of the city, environmental stewardship, equity, accessibility and trust

## Tradeoffs

Removal of transit stops; conversion of all-way stop signs to two-way stops with traffic calming; accelerated delivery through piloting (less time for pre-implementation outreach); potential impact to frequency if travel time savings are not achieved.

# Implementation landscape

## Implementation considerations

Benefits	Reduced operating costs; improved transit reliability; increased ridership.
Challenges	Staffing; funding; parking/traffic tradeoffs; potential impact to service frequency if travel time savings are not achieved.
Likely supporters	Transit riders; residents; business community.
Likely opponents	People experiencing localized impacts, e.g. parking removal or stop consolidation.
Political considerations	Traffic and transit stop impacts require political support.
Implementation requirements	Authorization for quick-build pilot program.
Earliest possible start date	Immediately, with full implementation over next 2 years



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# HOV Lanes on State Highways

Muni Funding Working Group

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October 17, 2024

# HOV lanes on state highways: Description

Implement additional high-occupancy vehicle (HOV) lanes on state-owned highways to reduce transit travel times and operating costs.

Remove one bus from service, saving about \$700,000 to \$1 million per year, while preserving frequency.

Implement using a quick-build, pilot approach to deliver benefits faster than a traditional approach.





# HOV lanes on state highways: How travel time savings reduce costs

For buses that come every ...



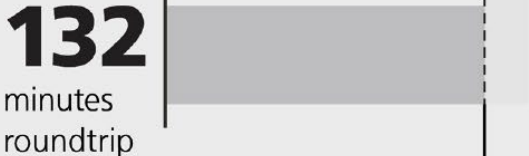
On the 49 Van Ness/Mission, which is scheduled to take ...



Muni needs to use ...



What is the effect of service that is **14 minutes faster roundtrip because of Muni Forward?**



**10%**  
shorter roundtrip scheduled time<sup>i</sup>

**2** fewer buses needed due to Muni Forward time savings

Data Note: (i) Based on weekday scheduled runtimes, 2015–2024.

# HOV lanes on state highways: How it will reduce costs

- The 28 19<sup>th</sup> Avenue currently operates with 22 vehicles on the route. To save a vehicle without affecting service, travel times need to be reduced by 4.5%.
- We could accomplish this by implementing a pilot HOV lane on 19<sup>th</sup> Avenue, as well as making existing pilot HOV lanes permanent on Park Presidio and Lombard.
- We estimate this would reduce roundtrip travel times by about 5%, enough to save one bus without reducing service frequency.



# HOV lanes on state highways: Financial impact

Financial impact	
Source	Decreases operating expenditures
Is this scalable?	No
Projected annual deficit reduction	\$700,000 to \$1 million (starting as soon as 2027)
Funding	Implementation cost is very low and can be covered with existing sources

# HOV lanes on state highways: Community Impact



## Communities impacted:

Muni riders (positive impact), people who mostly drive with a passenger (positive impact), people who mostly drive alone (small negative impact)

## Magnitude of impact

Tens of thousands of people per day

## Alignment with SFMTA values

Supports SFMTA values of economic vitality of the city, environmental stewardship and equity

# HOV lanes on state highways: Implementation landscape

Implementation considerations	
Benefits	Reduced operating costs; improved transit reliability and travel time; increased ridership.
Challenges	Caltrans approval; political support.
Likely supporters	Transit riders; residents, people who often drive with at least one passenger.
Likely opponents	Single-occupancy drivers on state highways.
Political considerations	Traffic impacts require political support
Implementation requirements	Caltrans approval required.
Earliest possible start date	Pilot and permanent approval process for Lombard and Park Presidio underway; planning for 19 <sup>th</sup> Ave anticipated in 2025



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# Automated Parking Enforcement

Muni Funding Working Group

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October 17, 2024

# Automated Parking Enforcement

State law currently requires PCOs to observe parking violations in person, then print parking citations and place them on car windshields.

Amending that law to enforce parking violations via photo or video (like with transit or bike lines) would significantly speed enforcement, allowing PCOs to cover more ground and issue more citations.



Photo from City of Calgary, Parking & Safety Compliance

# Automated Parking Enforcement: Financial Impact

Financial impact	
Source	More time patrolling the streets could result in more citation revenue
Is this scalable?	Yes: photo enforcement technology would be attached to enforcement vehicles, which travel throughout the City.
Projected annual deficit reduction	\$3.5 million - \$7.2 million annually
Other?	May require transitioning some enforcement officers to office duty to review photos/video. Better staff retention.



# Automated Parking Citations: Community Impact



## Communities impacted:

- This policy change would impact drivers who violate parking laws. The parking citation would be mailed to the registered owner's address.
- This policy could change the role of PCOs.

## Magnitude of impact

- Hundreds of drivers per day who would receive parking violations
- SFMTA PCOs

## Alignment with SFMTA values

- Supports SFMTA values of safety, mobility, and economic vitality of the city
- Could raise concerns about:
  - Equity if more parking tickets are issued, also if a driver has not updated their registered address
  - Privacy for use of license plates and photos

# Automated Parking Enforcement: Implementation landscape

Implementation considerations	
Benefits	Revenue increase due to more efficient citation issuance. Improved safety and mobility due to increased parking law compliance
Challenges	May result in reassignment of PCO staff, drivers would receive more citations
Likely supporters	Other California cities, California Mobility and Parking Association, local transit and transportation advocates
Likely opponents	Statewide equity and privacy organizations (ACLU, Western Center); labor groups
Political considerations	Equity/labor opposition; general opposition to anything that means more parking citations
Implementation requirements	State legislation, acquisition of new technology, approval by BOS for use of new technology, PCO feedback on technology
Earliest possible start date	Early 2027

# Automated Parking Enforcement: Timeline

Fall/Winter 2024

- Consult with impacted groups to gather feedback and solicit ideas for bill provisions
- Seek an author

2025

- If an author picks the bill up, the bill goes through the State legislative process

2026

- If signed, the bill becomes effective
- Planning for implementation begins
- PCO input
- Vendor input
- City approvals
- Testing of technology

Beginning of 2027

- Technology is rolled out and turned on



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# Mailed Citations

Muni Funding Working Group

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October 17, 2024

# Mailed Parking Citations

State law currently requires Parking Control Officers (PCOs) to print parking citations and place them on car windshields.

Amending that law would allow PCOs to send citations to the registered address of the vehicle, skipping the riskiest part of the job (confronting angry customers), covering more ground, and issuing more citations.



# Mailed Parking Citations: Financial Impact

Financial impact	
Source	More time patrolling the streets and potentially more citations issued
Is this scalable?	Yes: PCOs can mail citations citywide for all, or a subset, of parking violations
Projected annual deficit reduction	\$740,000 annually
Other?	Potential for better staff retention and less training costs

# Mailed Citations: Community Impact



## Communities impacted:

- This policy change would impact drivers who violate parking laws. The parking citation would be mailed to the registered owner's address instead of it being placed on their windshield.
- This policy would improve PCO safety.

## Magnitude of impact

- Hundreds of drivers per day that would receive parking violations
- SFMTA PCOs

## Alignment with SFMTA values

- Supports SFMTA values of safety, mobility, and economic vitality of the city.
- Could raise concerns about:
  - Equity if more parking tickets are issued, also if a driver has not updated their registration address
  - Privacy for use of license plate recognition technology

# Mailed Citations: Implementation landscape

## Implementation considerations

Benefits	Revenue increase due to more efficient citation issuance. Improve PCO safety.
Challenges	Possible public opposition due to surprise of receiving a citation in the mail, driver unable to confirm violation in real time, increased workload for customer service
Likely supporters	Other California cities, California Mobility and Parking Association, labor unions
Likely opponents	Statewide equity and privacy organizations (ACLU, Western Center)
Political considerations	Violators could get late penalties if they haven't updated their registration address with DMV
Implementation requirements	State legislation, acquisition of new technology and systems, approval by BOS for use of new technology, testing of new technology
Earliest possible start date	January 1, 2026



# Mailed Citations: Timeline

