Presentation Overview

• Purpose
• North Avenue Rising
• Transit Priority Initiative
• Ongoing Projects
Why Prioritize Transit?

- Climate, Racial Justice, Economic Recovery
- Local Bus accounts for 2/3 of all MTA ridership with 5-6 million riders per month (pre-pandemic)
The Bus Needs Help

Three Sources of Delay

Stop Delay
Signal Delay
General Congestion
North Avenue Rising

$27.3 Million TIGER Grant Project

- Dedicated Bus Lanes
- TSP
- Enhanced Bus Stops
- Streetscape Elements
- Bike Facilities
- Roadway Improvements
- Rail Improvements
Other Agencies

Muni Forward Transit Priority Project Status

SFMTA Transit Priority Projects
- Implemented
- Early Implementation Completed
- Approved, Construction Underway
- Approved, In Design
- Outreach Underway
- Future Project

Bus stop changes

Your Bus Stop Might Be Changing

Bus Stop Balancing

Better Buses Action Plan

Car Free Lanes for Buses and Bikes
Transit Priority Initiative

### TABLE 4: Average Travel Time for Buses Before and After Bus Lane Implementation

<table>
<thead>
<tr>
<th>Street</th>
<th>Peak Period</th>
<th>Before (minutes)</th>
<th>After (minutes)</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltimore Street</td>
<td>AM</td>
<td>4.3</td>
<td>4.1</td>
<td>-4.7%</td>
</tr>
<tr>
<td>Calvert to Fica</td>
<td>PM</td>
<td>5.7</td>
<td>5.3</td>
<td>-7.0%</td>
</tr>
<tr>
<td>Charles Street</td>
<td>AM</td>
<td>5.6</td>
<td>5.3</td>
<td>-5.3%</td>
</tr>
<tr>
<td>Mt. Vernon Place to Preston</td>
<td>PM</td>
<td>2.6</td>
<td>2.2</td>
<td>-23.1%</td>
</tr>
<tr>
<td>Fayette Street&lt;sup&gt;1&lt;/sup&gt;</td>
<td>AM</td>
<td>7.5</td>
<td>5.8</td>
<td>-18.1%</td>
</tr>
<tr>
<td>Calvert to Greene</td>
<td>PM</td>
<td>7.3</td>
<td>6.9</td>
<td>-5.5%</td>
</tr>
<tr>
<td>Gay Street</td>
<td>AM</td>
<td>3.2</td>
<td>3.5</td>
<td>-9.4%</td>
</tr>
<tr>
<td>Fayette to Fleet Ave</td>
<td>PM</td>
<td>3.0</td>
<td>2.6</td>
<td>-13.3%</td>
</tr>
<tr>
<td>Hilton Street/Guifford Avenue</td>
<td>AM</td>
<td>4.0</td>
<td>3.3</td>
<td>-21.7%</td>
</tr>
<tr>
<td>East to Saratoga</td>
<td>PM</td>
<td>4.1</td>
<td>3.8</td>
<td>-21.7%</td>
</tr>
<tr>
<td>Lombard Street&lt;sup&gt;1&lt;/sup&gt;</td>
<td>AM</td>
<td>5.5</td>
<td>5.8</td>
<td>5.5%</td>
</tr>
<tr>
<td>Market to Howard</td>
<td>PM</td>
<td>6.0</td>
<td>6.0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Lombard Street</td>
<td>AM</td>
<td>5.8</td>
<td>5.7</td>
<td>-1.7%</td>
</tr>
<tr>
<td>President to Market/Greene</td>
<td>PM</td>
<td>5.5</td>
<td>5.5</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pratt Street</td>
<td>AM</td>
<td>5.4</td>
<td>6.1</td>
<td>13.6%</td>
</tr>
<tr>
<td>Greene to Howard</td>
<td>PM</td>
<td>9.4</td>
<td>8.6</td>
<td>-8.5%</td>
</tr>
<tr>
<td>Pratt Street&lt;sup&gt;2&lt;/sup&gt;</td>
<td>AM</td>
<td>5.5</td>
<td>5.2</td>
<td>-5.3%</td>
</tr>
<tr>
<td>Howard to Market</td>
<td>PM</td>
<td>2.5</td>
<td>2.0</td>
<td>-20.0%</td>
</tr>
<tr>
<td>St. Paul Street&lt;sup&gt;2&lt;/sup&gt;</td>
<td>AM</td>
<td>8.6</td>
<td>7.2</td>
<td>-16.3%</td>
</tr>
<tr>
<td>Chase to Bedwood</td>
<td>PM</td>
<td>7.2</td>
<td>6.2</td>
<td>-13.8%</td>
</tr>
</tbody>
</table>

1. Analyze section terminates at Gay Street.
2. Before and after data for these segments, of Lombard and Pratt Streets are from 2016 and 2017.
3. Due to extreme outliers, results shown for St. Paul Street are median results.
TPI – Data & BaltimoreLink

BaltimoreLink – Bus Lanes & TSP in Downtown & along CityLink Routes

Transit Priority Initiative (TPI) – A look at the entire FTN to identify areas of need
- Bus Speeds/Travel Speeds
- Dwell Times/Rider
- Ridership
- Travel Times & Reliability
Map & Toolkit – Where & How
Transit Priority Toolkit

Brief, simple language
‘Minimize stop time’

Connect to common transit requests
‘Add parking space’
‘Extra sidewalk space’

Easy to understand photos and renderings
How to Prioritize Transit

Engineering is easy – Building support and consensus is challenging
Low Cost Materials Allow for Changes

Baltimore Street
MTA Buses in the Public ROW

We own the buses but not the road

BCDOT, the Counties & SHA can complete their own projects or we can partner on efforts

We have to work together!
Outreach & Coordination

- Traditional weeknight public meeting with maps and clear info
- Talk to the experts (bus operators)
- Put info on the street and go door-to-door
- Meet people where they are
- COVID means online community meetings
Outreach & Coordination

- Animated GIFs as educational tools
- Show how to act in typical situations
- On the website and pull them up in online community meetings
Outreach & Coordination

- Animated GIFs as educational tools
- Show how to act in typical situations
- On the website and pull them up in online community meetings
Outreach & Coordination

- Animated GIFs as educational tools
- Show how to act in typical situations
- On the website and pull them up in online community meetings
Outreach & Coordination

- Animated GIFs as educational tools
- Show how to act in typical situations
- On the website and pull them up in online community meetings
Ongoing Corridor Projects & Grant Apps

6 Corridors with Completed Efforts

6 Corridors with Design Funding or Grant Applications

8 Corridors with Concept Plans

6 Corridors that don’t have Concept Plans yet
Ongoing Corridor Projects & Grant Apps

- 4 Completed Corridors
- 3 Corridors Studied
- 4 Remaining Corridors
- SHA & County ROW
Ongoing Corridor Projects & Grant Apps

York/Greenmount TAP Application

E-W Corridor RAISE Application
Infrastructure + Service Changes

How does this help the system overall?

- Add TPI Infrastructure
- Faster Travel Times
- Faster Trips with same buses + operators = more service
- Better OTP & Faster Trips
- Schedules are adjusted
Questions?