

A grayscale background image showing a transit station. In the foreground, a bus is partially visible, with the license plate number 'CA 49819' on its side. The bus is stopped at a station platform. In the background, there is a large, modern building with a series of columns, likely a transit hub or government building. The overall scene is in grayscale, with the text overlaid in white.

Transit Only Lane Enforcement Program Overview

Overview of Current Transit Only Lane Enforcement Program (TOLE)

- Bus mounted video cameras used to capture parking violations in dedicated bus lanes
- State legislation in 2007 established pilot through 2011; pilot extended through 2015 under recently enacted law (AB 1041-Ma)
- Muni has 30 buses equipped with TOLE cameras
- Two experienced Parking Control Officers review the collected video, identifying the license plates of illegally parked vehicles, write citations and then preserve a photographic record of the infraction

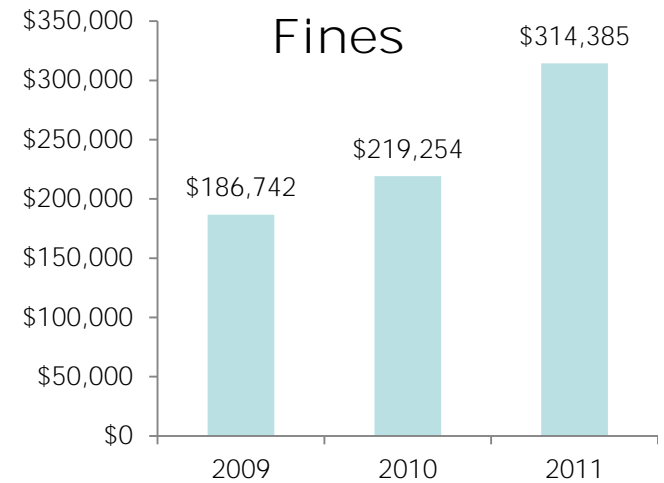
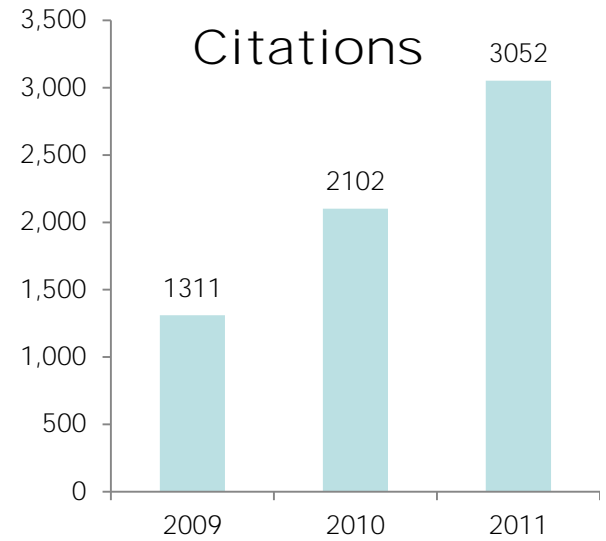
The Current TOLE Network

- Approximately 15 miles of bus/transit lanes
- Concentrated in the Financial District and in Chinatown



Citations Issued has been the Main Success Measure

Citations issued from the TOLE program are annotated to indicate to the violator that the citation was based on video collected by a Transit Lane Camera Vehicle (TLCV)



Citation Summary

	Number of Citations	Revenue
2009	1,311	\$186,742
2010	2,102	\$219,254
2011	3,052	\$314,385

Limitations of Current Program

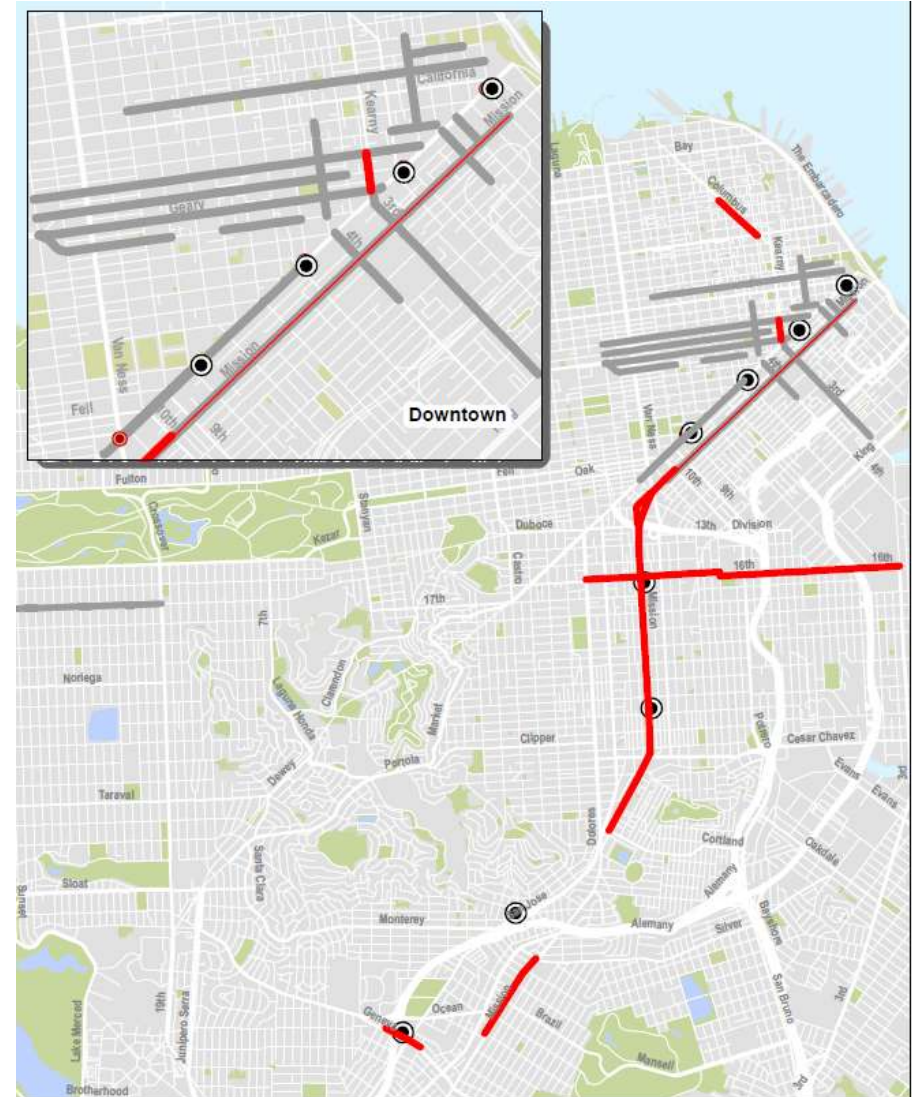
- Network is limited and concentrated
Downtown
- Transit-only lanes are generally for short distances limiting their impact on travel time
- Cameras are only on 30 buses out of fleet of over 1,000 vehicles
- Inconsistent enforcement of transit-only lanes

TOLE is Critical for Achieving Travel Time Savings

- Investment in transit-only lanes and their enforcement provides great benefit to passengers through shorter travel times
- Supports TEP and Strategic Plan goals
- **Supports City's Transit First** policy
- Proposed lanes on future bus rapid transit projects
- Must maintain, enforce, and expand current network

Transit Effectiveness Project Proposals

- Environmental review underway and scheduled for final approval in 2013
- Implementation beginning in 2014
- Expansions shown in red
- Major expansions proposed along Mission and 16th Streets



Recommendations

- Standardize evaluation criteria of TOLE Program
- Actively market the TOLE Program to discourage violations
- Work with law enforcement to visibly and consistently enforce network
- Purchase and install cameras on entire fleet
 - Funding secured for Phase 1 (300 vehicles)
 - Installation expected to begin in Summer 2013
- Install TOLE stickers on entire fleet
- Implement TEP proposals

Recommended Evaluation Metrics

- Transit travel time reliability improvements
- Reduced transit delays
- Improved safety for all street users
- Reduction of double parking
- Reduction in number of repeat offenders
- Reduction of parking violations
- Number of citations per segment
- Impacts on privacy (per AB 1041)

Timeline & Next Steps

Target Date	Action Item	Details
June 2012	Create Multi-Divisional Team to Lead Project	Operations Maintenance Electronics Shop Transit Engineering Enforcement Safety
July 2012	Define Program Objectives and Measurements	Citations (Frequency, Repeat Offenders) Congestion Relief (Central Control Log) Transit Service Running Times (NextMuni/APC) Safety Improvements
Fall 2012- Summer 2013	Purchase and install cameras on fleet	Contract award expected in Fall 2012 Phase 1 Installation on 300 buses to begin in Spring/Summer 2013
Winter 2012/13	Develop Marketing Program	Marketing to develop a program to increase awareness of TOLE program
2014	Begin implementation of TEP recommendations	TEP recommends expanding transit only lane network

Questions or Comments