



SFMTA

Muni Update

Citizens' Advisory Council

October 6, 2022

Overview

- Fix It! Week success
- L Taraval Improvement Project Update
- E-Bus Update
- LRV4 Deployment
- Line Management
- Train Control Upgrade Project Update
- Central Subway Launch
- Ridership Trends

August Fix It! Week

Muni Subway Closes Early for Critical Maintenance

- New quarterly effort provides SFMTA workers the extended work window
- Metro system maintenance launched in April 2022, and again August 18-27. Next Fix It! Week tentatively scheduled for January 2023
- An entire month of work performed in 10 days when subway service is substituted with buses
- The maintenance initiatives aimed at making subway operations more reliable and preventing feature breakdowns
- Maintenance covers overhead lines, tracks, signals and Automated Train Control System





Fix It! Week

08/19/2022 08:51



Fix It! Week

08/19/2022 10:33



Fix It! Week

08/19/2022 23:09



Fix It! Week

08/20/2022 00:05



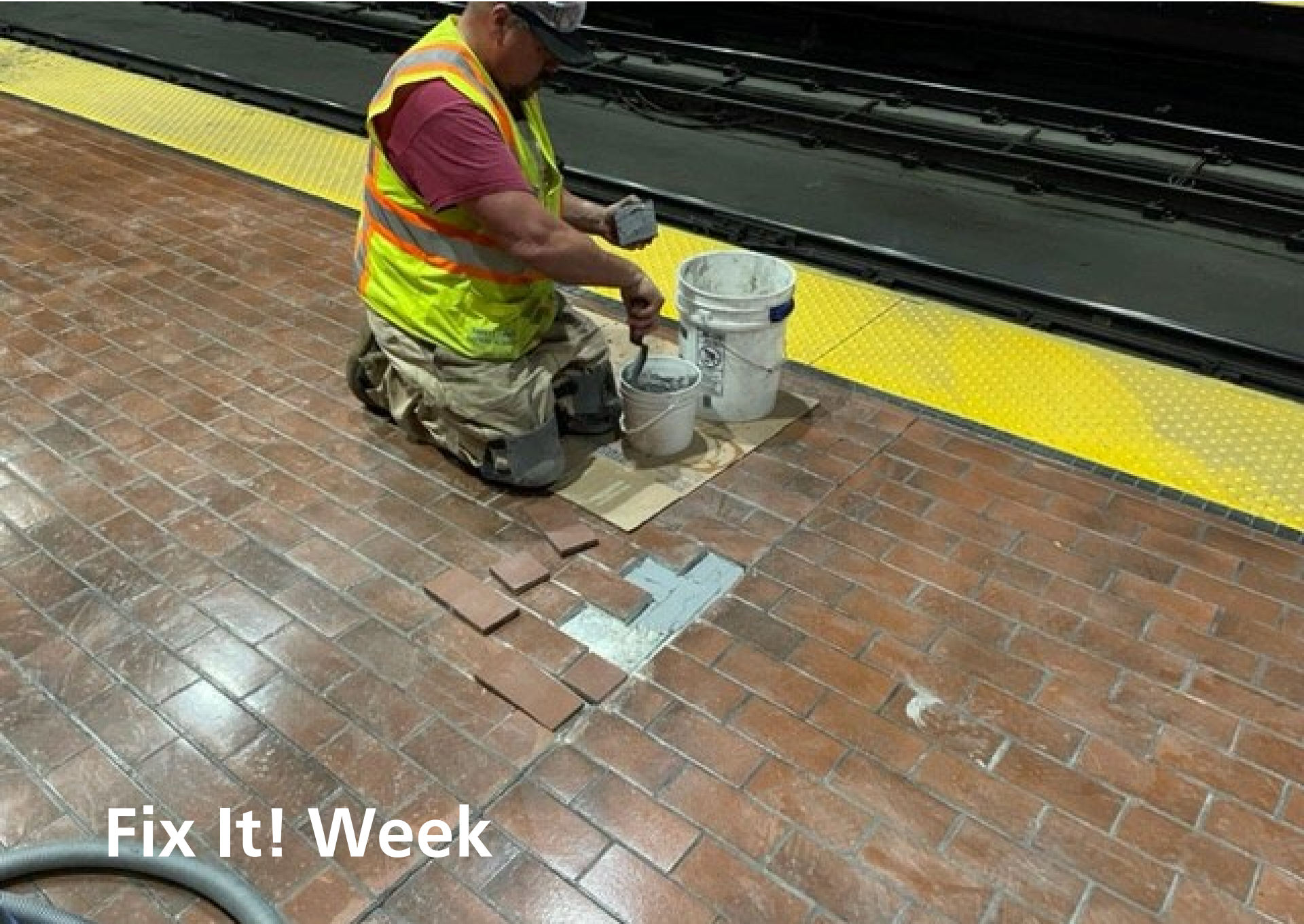
Fix It! Week

08/20/2022 02:02



Fix It! Week

08/21/2022



Fix It! Week



Fix It! Week



Fix It! Week



Fix It! Week



Fix It! Week



Fix It! Week

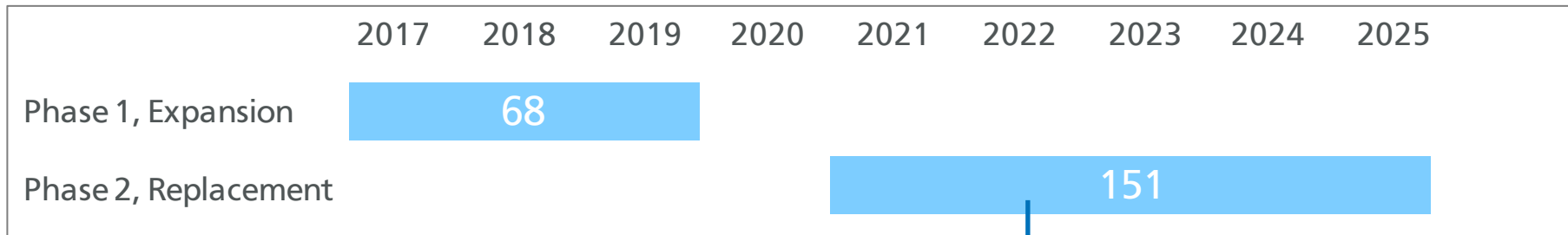
Electric Bus Update



LRV4 Update



Current LRV4 Fleet



- 82 LRV4s Tested, accepted & now in service
- 94 LRV4s Delivered to date
- Car #2094 delivered Thursday, September 29
- Car #2101 scheduled by December 2022
- 32 Breda cars already retired



Interior Upgrades

New vehicles arriving with updated interiors, and retrofits underway on Phase 1 cars

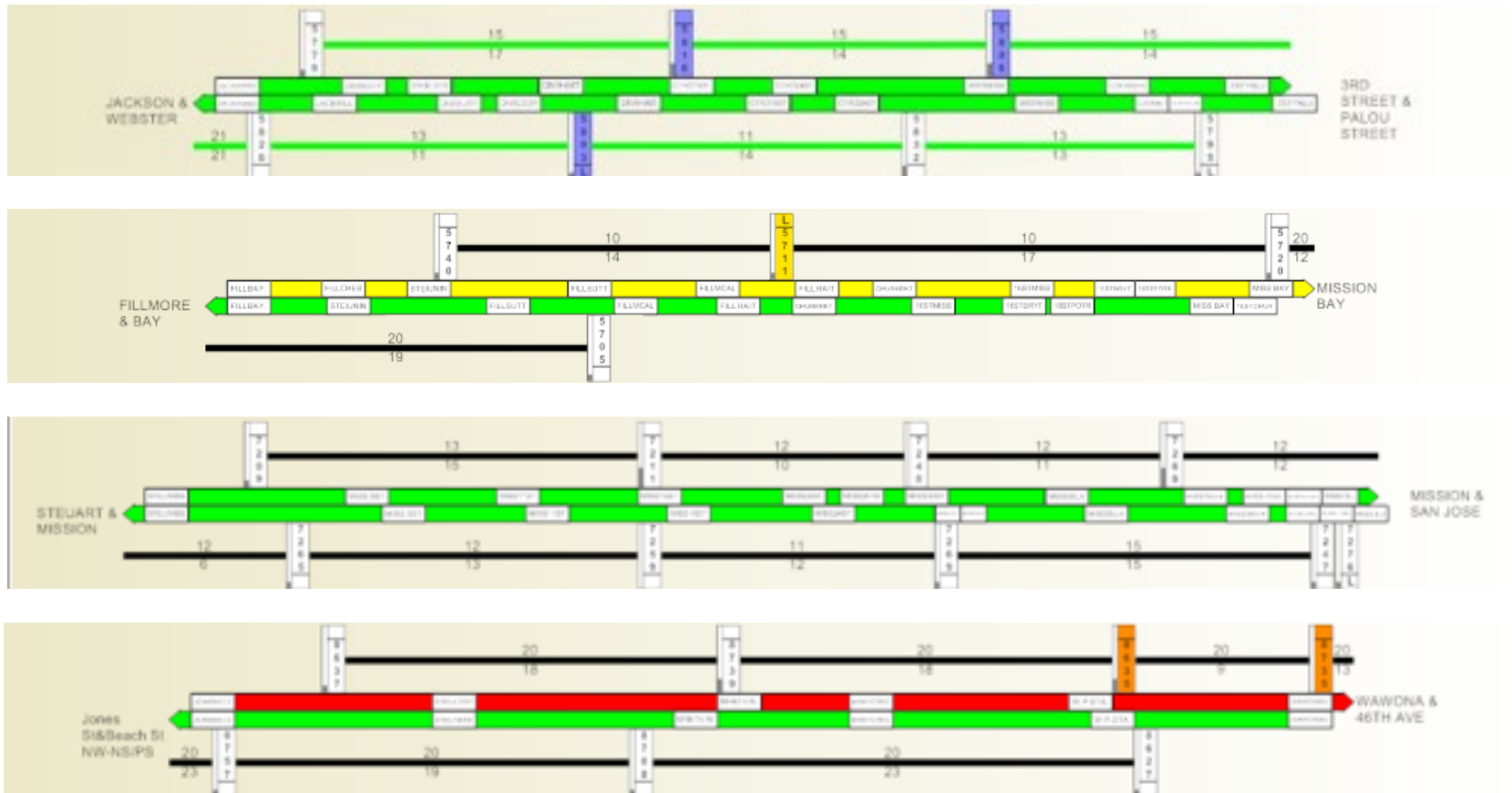


New larger side-view monitors in response to operator feedback

Line Management



Headway Management Tool



TMC controllers are reviewing line spacing on a continuous basis using OrbCAD tools like the headway management tool shown above.

L Taraval Improvement Project



Aims to improve safety, accessibility and improve transit reliability

Segment A - SF Zoo to Sunset: completed on time and on budget
July 21, 2021

Segment B - Sunset to West Portal Station: started January 2022;
Expected completion fall 2024

Taraval Segment B

Construction work along Taraval and Ulloa streets and 15th Avenue

- Replacing sewer and water lines along the north and south sides of the corridor
- Relocating staging along the corridor as construction moves block-by-block for access to materials.
- Disconnecting overhead wires work is complete. Work is now focused on foundations.



L Bus Service Changes

L Taraval Bus activated from SF Zoo to West Portal at start of L Taraval Improvement Project (pre-pandemic)

During pandemic, L Bus extended to downtown as an emergency response

Returned to its pre-pandemic routing July 9:

- Frequency increased: weekdays 10 to 8 min, weekends 10 to 12 min
- Weekends 7-8 a.m. L Bus goes downtown before Muni Metro opens at 8 a.m.
- S Shuttle added to manage gaps and increase subway capacity

Working with Supervisor Mar's office to address concerns about this service change





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Central Subway: Almost here!

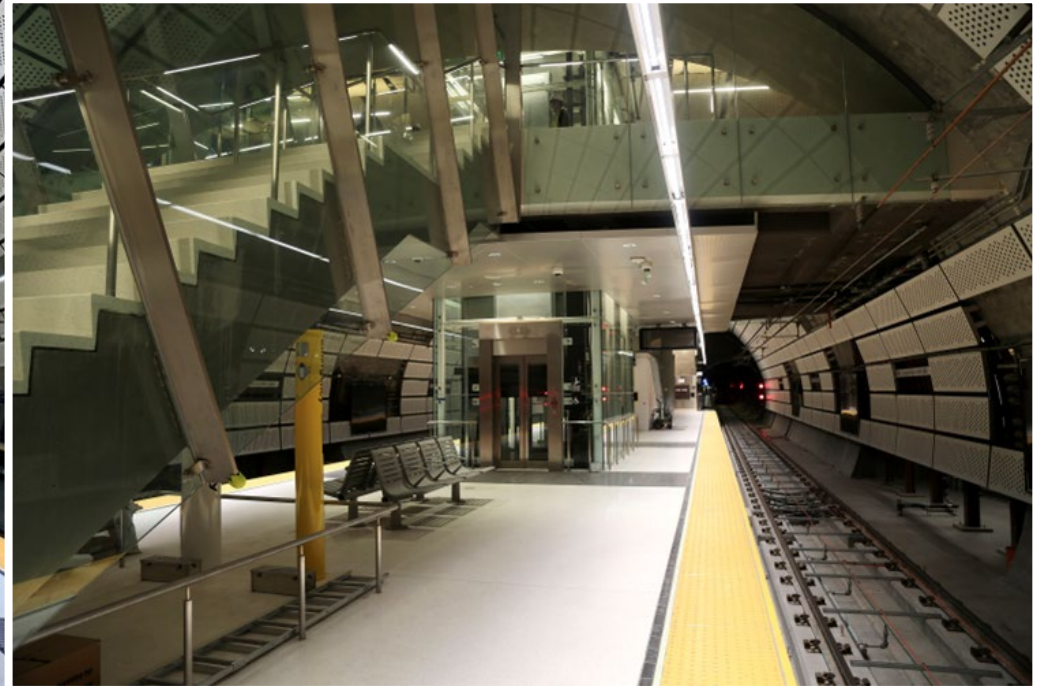
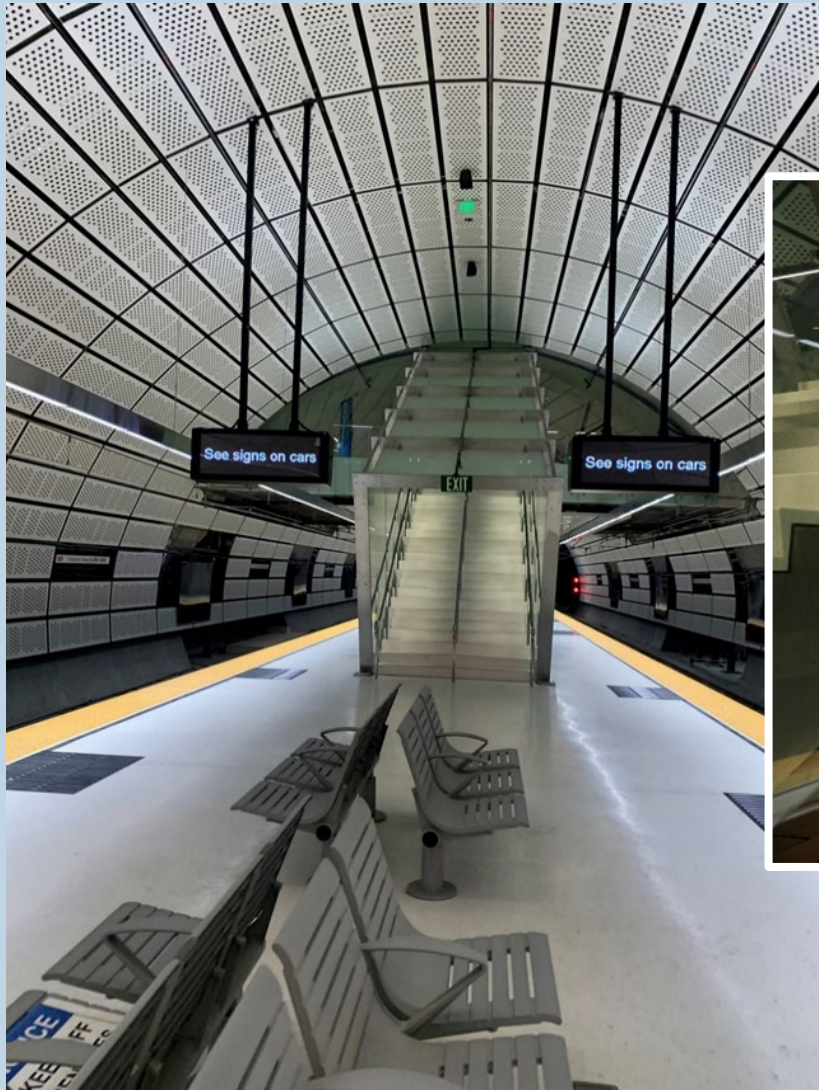
Top of Cavern – 50' Below Stockton Street



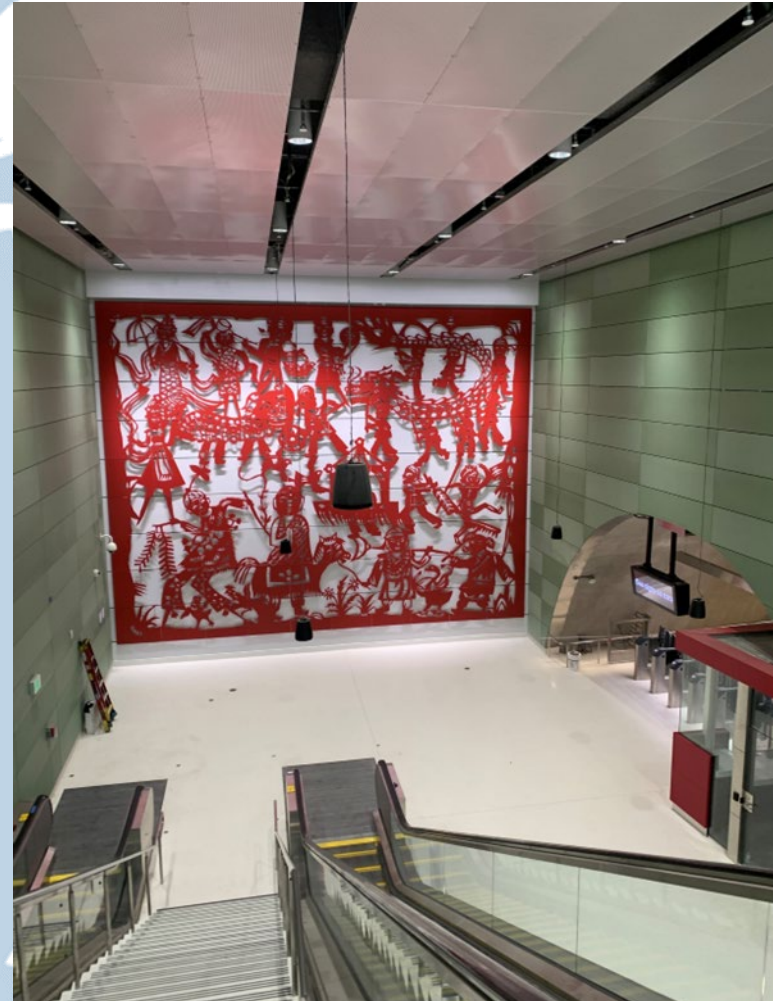
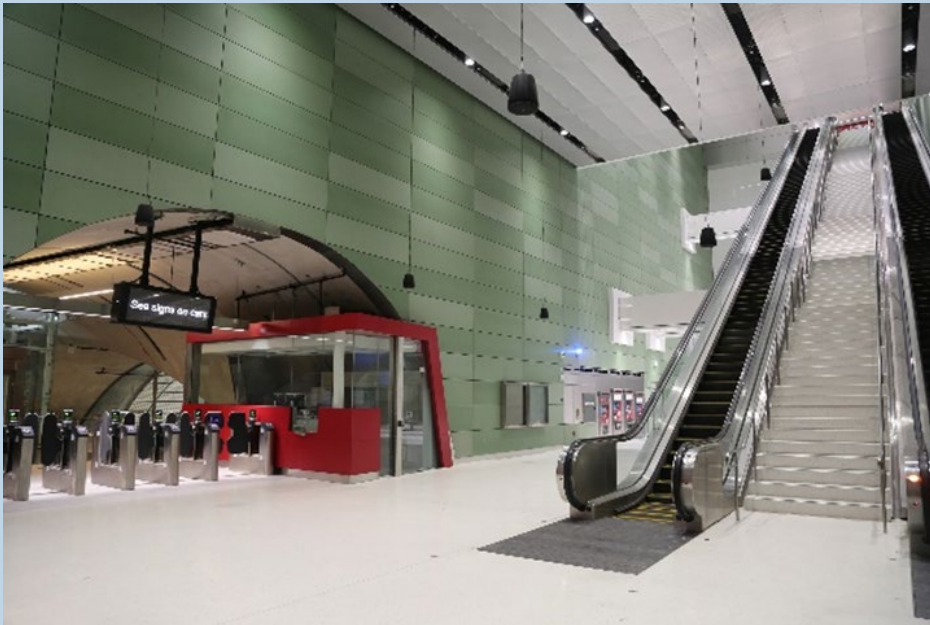
Train Crossover Tracks



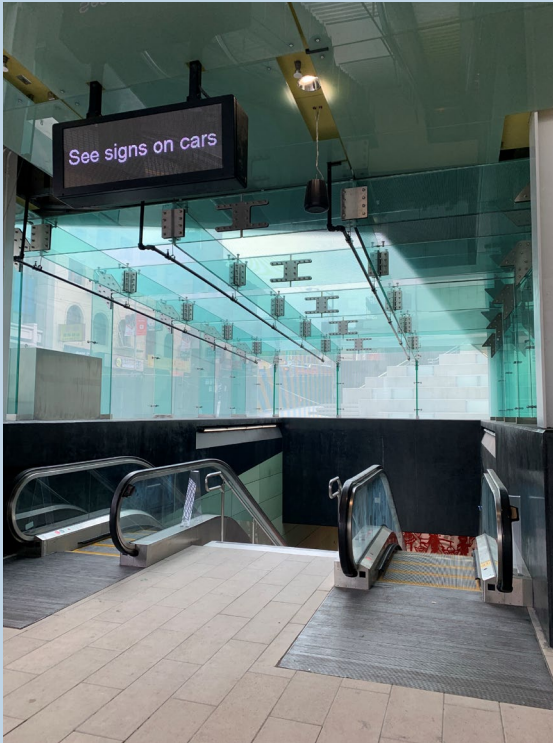
Train Platform



Ticketing Hall



Surface/Mezzanine Levels



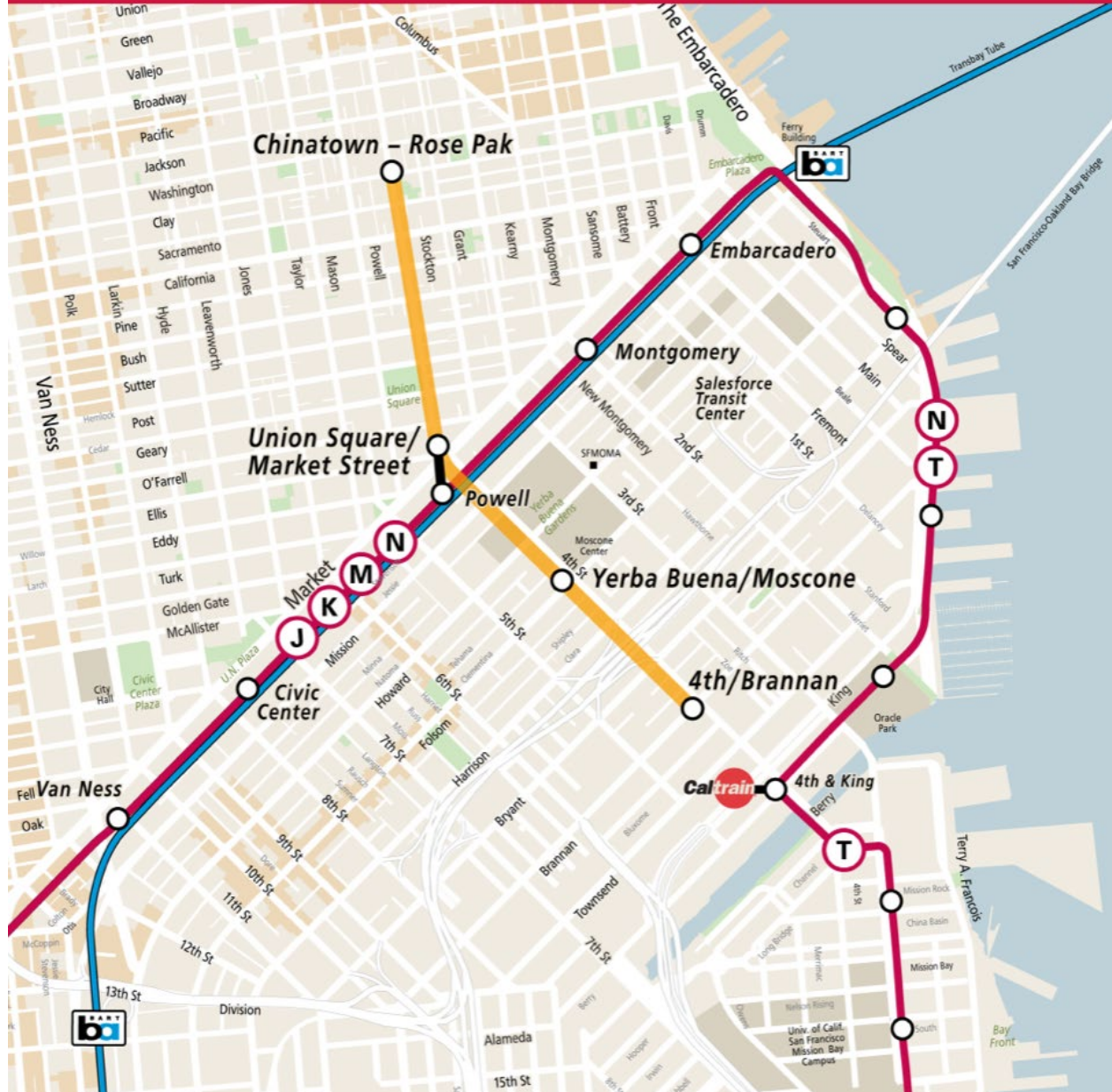






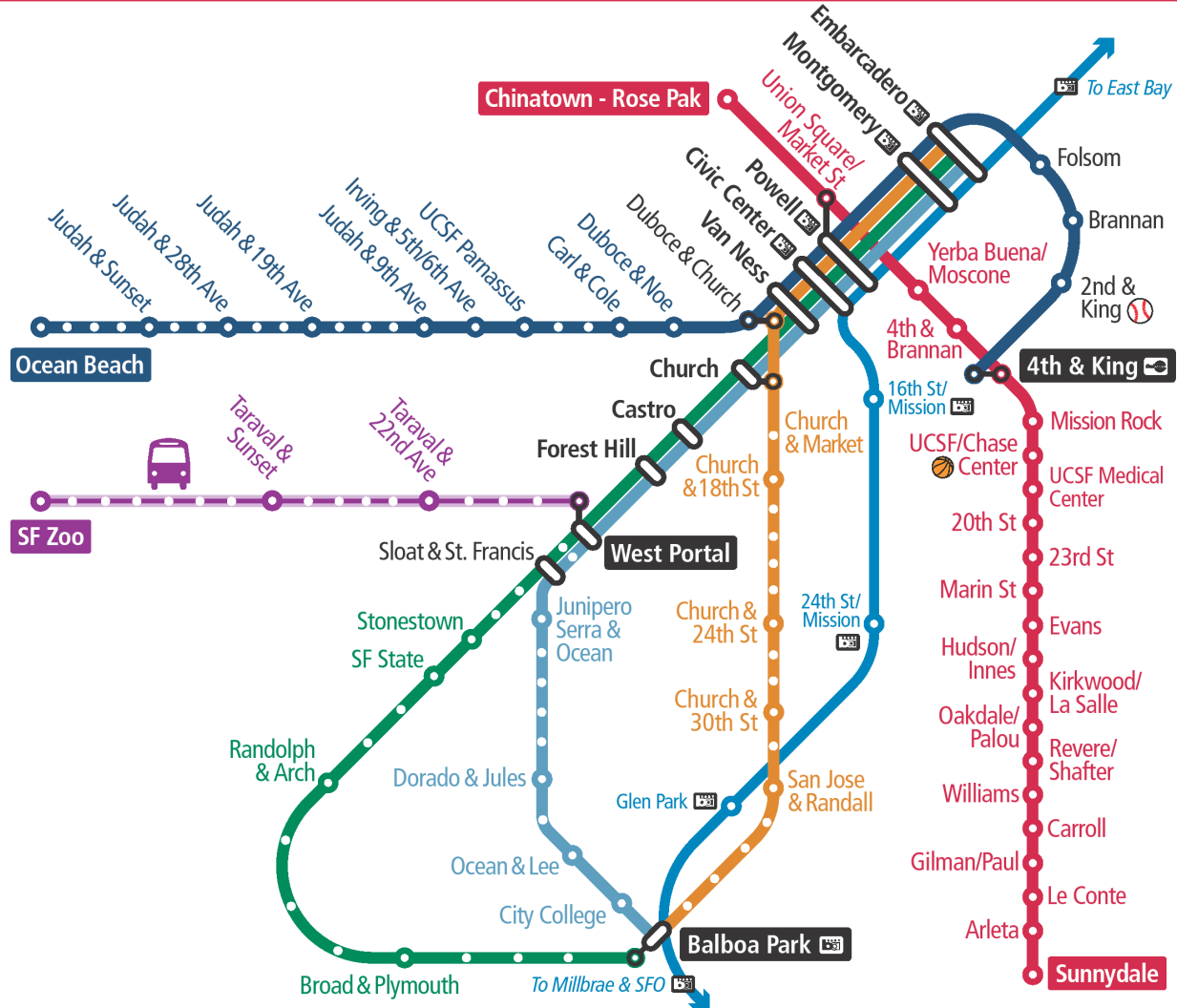
NOVEMBER 2022

Central Subway Weekend Rail Shuttle



Training





J Church
K Ingleside
L Taraval BUS SHUTTLE
M Ocean View
N Judah
T Third St
BART REGIONAL PARTNER

⚙️ Shared Station
🚶 Stop
🚶 Other Stop
🚇 BART Station & Line
🚆 Caltrain Depot
🚧 Under Construction
🏟️ Ball Park & Arena
Map last updated 11.02.22

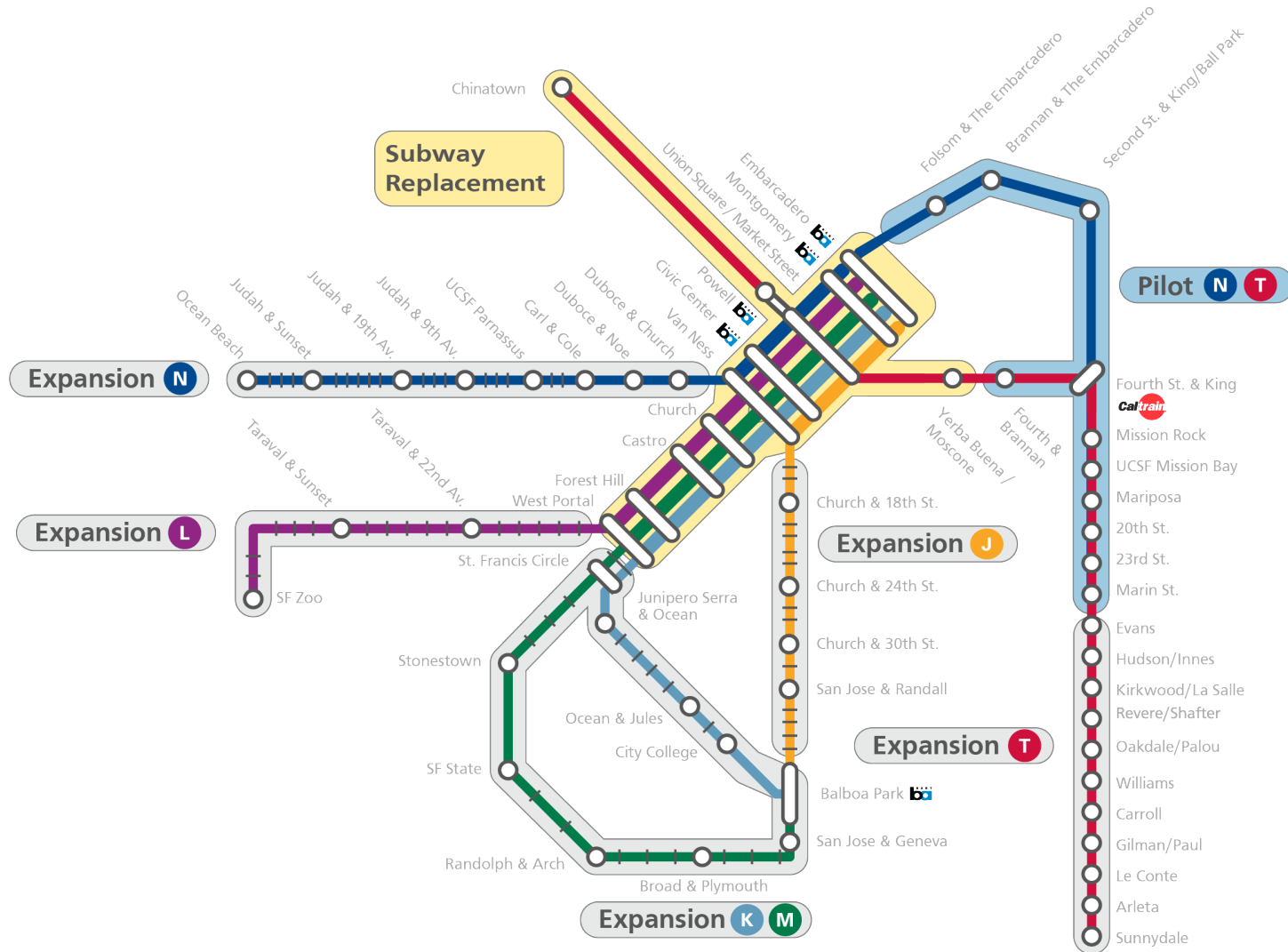


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Train Control Upgrade Project



Multi-year new surface and subway upgrade communications-based train control (CBTC) to improve Muni light rail service.



Reduced delays: Customers no longer “stuck” on trains in-between stations due to subway congestion or slow-moving trains with a communication failure

Reduced travel times: Trips on Muni will be faster as trains will not have to wait for traffic lights on the surface – the train control system will talk to the signals and let them know a train is coming

Improved reliability: More consistent wait times that match the advertised frequency of trains, which makes trip-planning more reliable

Better service: the new system will give train controllers more flexibility to manage bunching and gaps

Lessons Learned

SFMTA drawing from multiple sources of lessons learned to set up Train Control for success including:



Major SFMTA capital projects like Central Subway and Van Ness BRT



Current ATCS system



Past SFMTA technology projects



Peer agencies – North America and Europe

Applying Lessons Learned

Procurement Method

Ensure selection based on quality of supplier's product and expected long-term performance, not short-term construction issues

Harness Opportunities

Negotiate support terms while supplier is in competition with its peers

Supplier Partnership & Performance Incentives

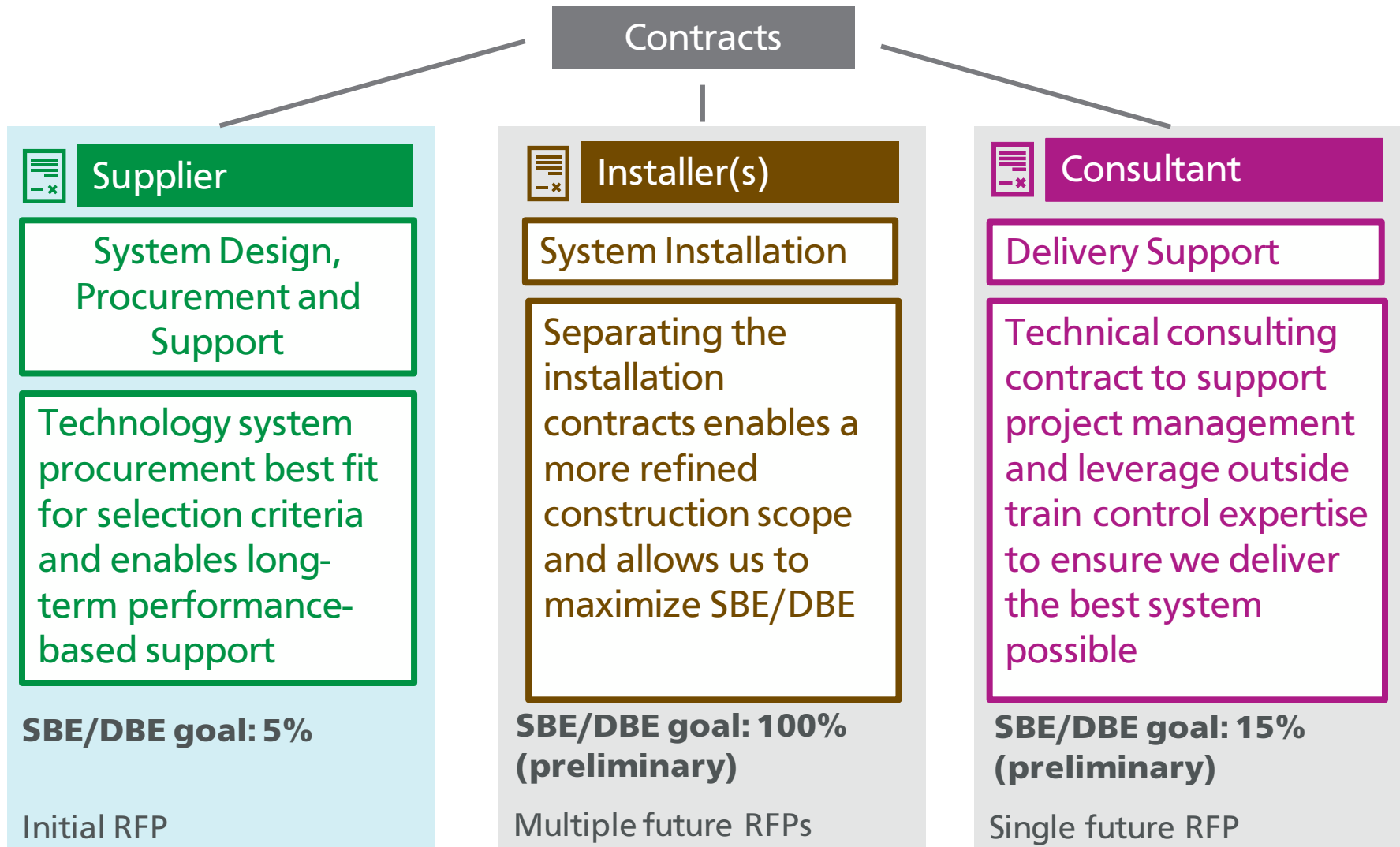
Create contractual incentives for supplier to partner in the success of the system

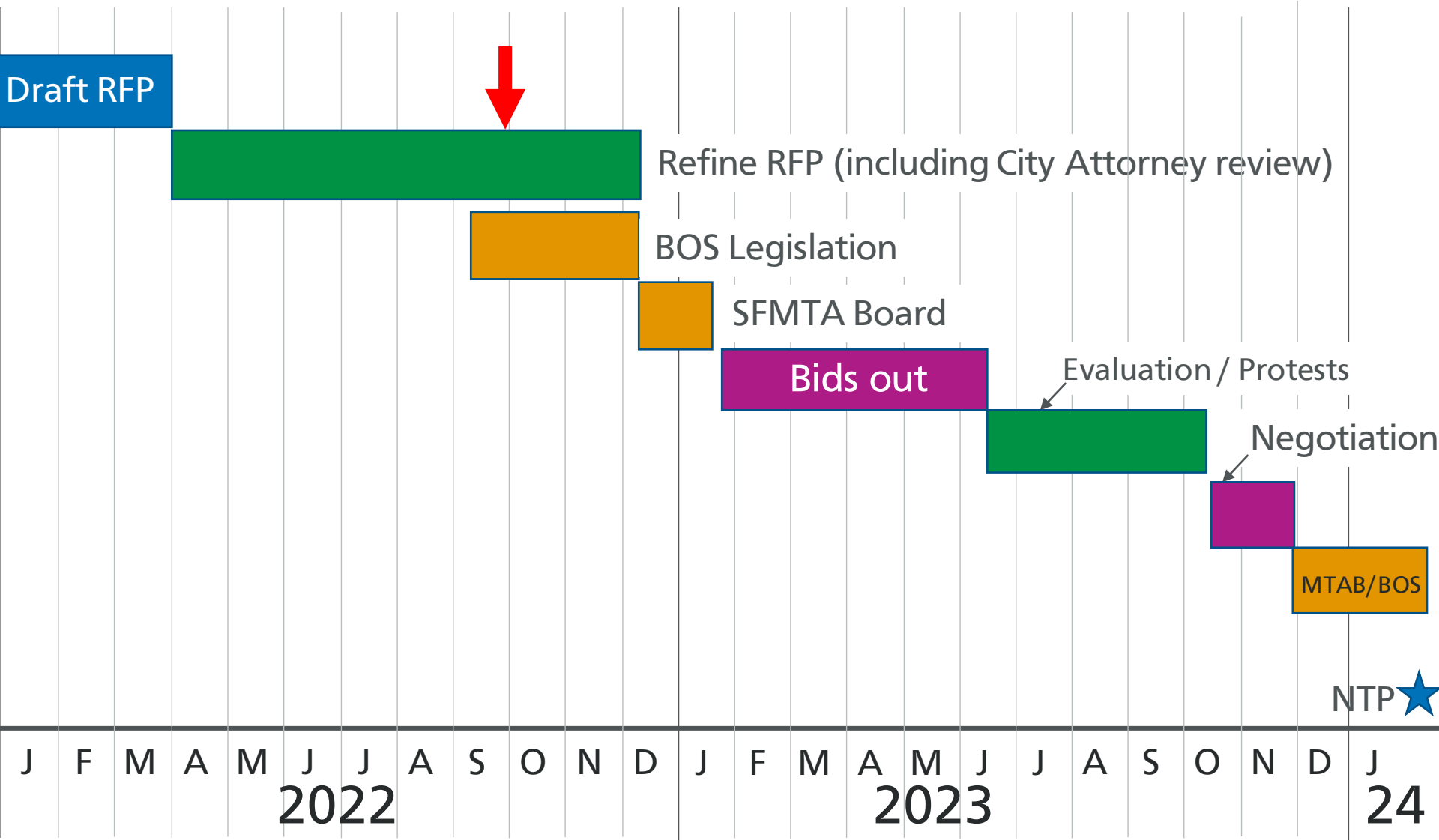
Support-Focused/ Lifecycle Management

Treat the system as a technology product, hardware and software kept up-to-date

Risk Assessment

Anticipate risk points ahead of time with a comprehensive risk assessment process





Benefits of including support contract with design RFP

Improves price and terms because firms are in competition with peers

Key elements linked to strategic goals:

- Performance-based support fee creates contractual elements for supplier to build reliability into initial design
- Vendor-Managed Spares Inventory designed to incentivize reduced parts replacement
- Regular software updates keeps hardware and software up to date



Travel Patterns and Trends

San Franciscans told us their priorities are



**Equity in
service
delivery**



**Transit speed,
reliability &
accessibility**



**Personal
safety on
transit and
streets**

Free Muni for Youth



Equity



- Continuing Free Muni for All Youth
- No fare increases (pause fare indexing) for next two years
- Piloting new fare programs such as the 10-trip card
- More Muni service, especially for neighborhoods identified by the Muni Service Equity Strategy



Reliability



- Current service is quicker and more reliable than pre-pandemic – *for example bottleneck removed on T line at 4th Street Bridge and downtown Mission routes up to 30% faster*
- Pilots/experimentation allowed for the largest expansion in transit only lanes in the Agency's history
- Although downtown express services have not been restored, transit only lanes on Mission, Van Ness and Geary providing express-like service



Safety on Muni

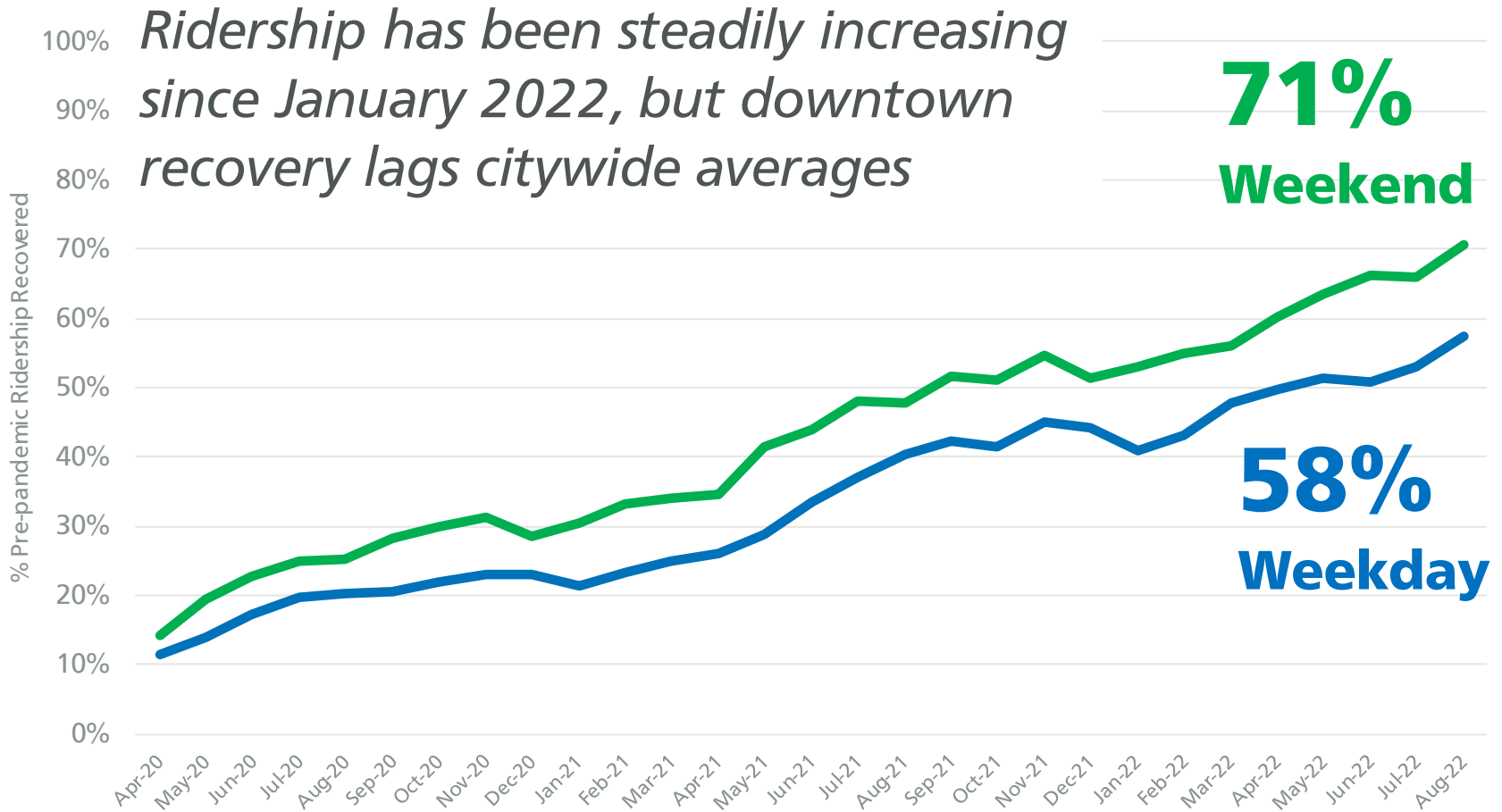


- 20 new Muni Transit Ambassadors on vehicles and at bus stops
- More staff in our Security Intelligence Center
- Safety Equity Initiative planned to reduce gender-based harassment on Muni



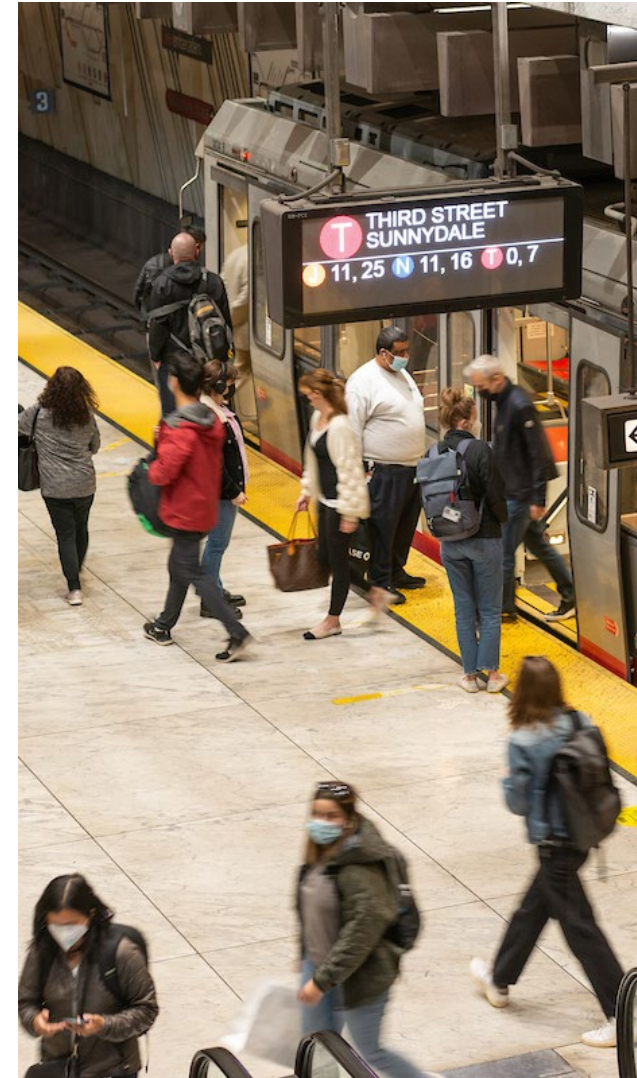


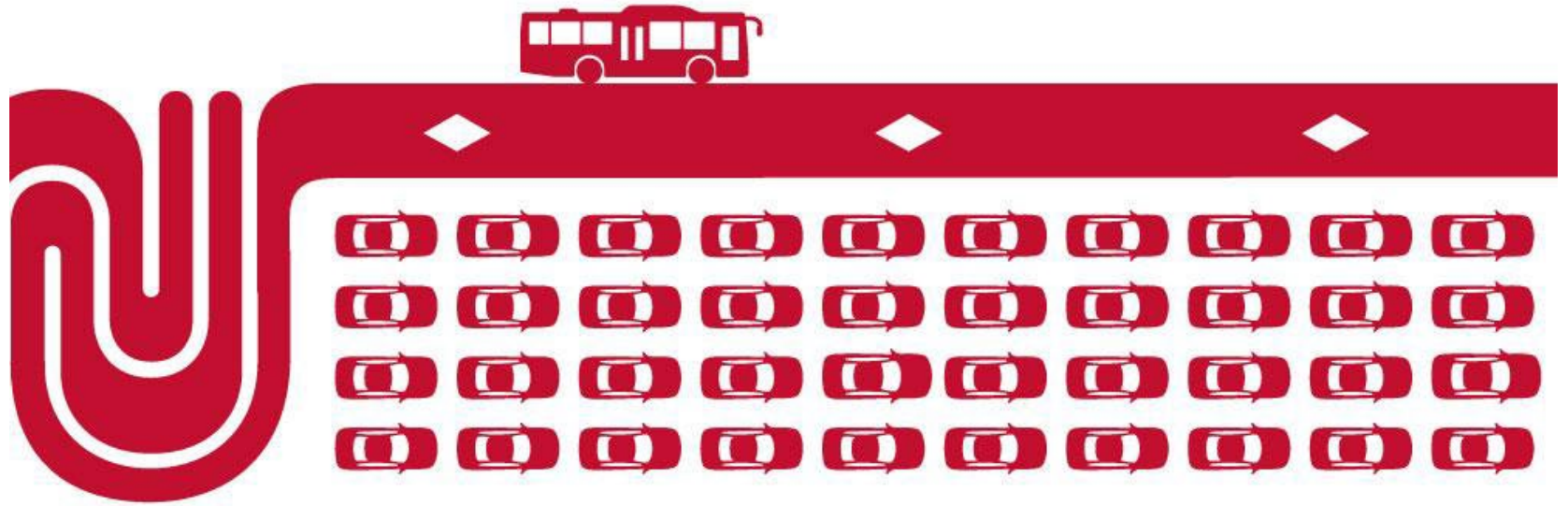
Bus and LRV Ridership Trends: Weekend and Weekday



Downtown Ridership Trends

- Embarcadero and Montgomery station fare gates are 28% of pre-pandemic ridership on weekdays and about 50% on the weekend
- Systemwide ridership is >55% on weekdays and >70% on weekends, with some rubber tire routes at 80-90%+ of pre-pandemic levels
- Local and Regional marketing campaigns underway to help increase ridership and promote service investments





Red lanes, not red lights.

Our transit-only lanes and priority signals mean you sail through traffic.

Over 14 miles of transit lanes to get you there faster than ever.

Learn more. [SFMTA.com/MuniMovesYou](https://www.sfmta.com/MuniMovesYou)



The SFMTA is committed attracting riders and providing quality service:

Faster and more reliable buses through Muni Forward improvements

New routes that travel downtown

A more reliable Muni Metro

Restoring transit service across the city

Service improvements for Cable Cars

Launch of Central Subway



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Thank you!