Commuter Shuttle Hub Study

November 15, 2016

SFMTA Board of Directors

Background

- In November, 2015 the SFMTA Board approved the current Commuter Shuttle Program
- In February 2016, Board of Supervisors identified interest in studying a “hub” model that has fewer designated shuttle zones
- SFMTA & SFCTA agreed to study an alternative model

Study Purpose

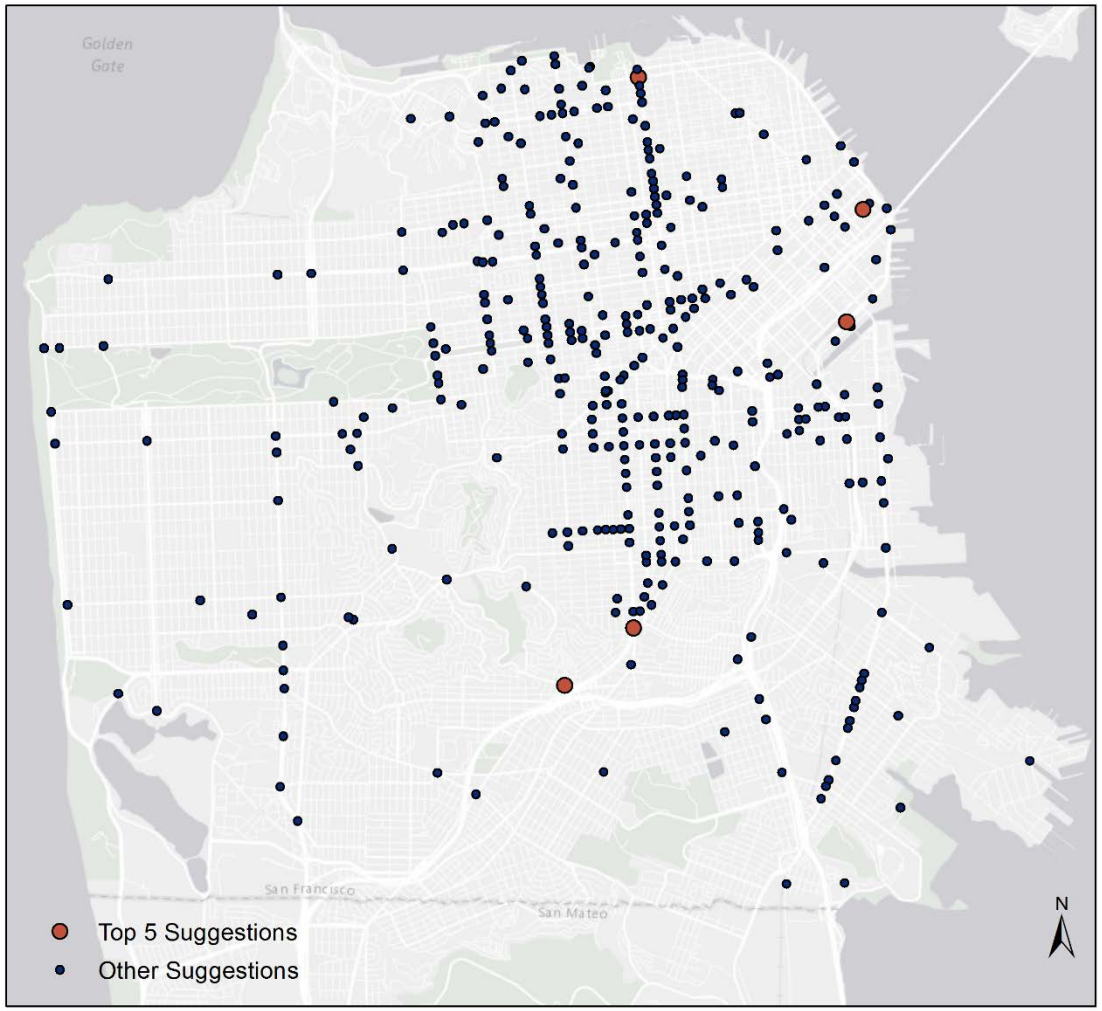
- Evaluate alternative approach
  - Limited shuttle locations
- Does a “hub” better meet the goals of a commuter shuttle program?

Hub Model Goals

- Improve quality of life in San Francisco
- Reduce the footprint of a commuter shuttle system.

Location Suggestions

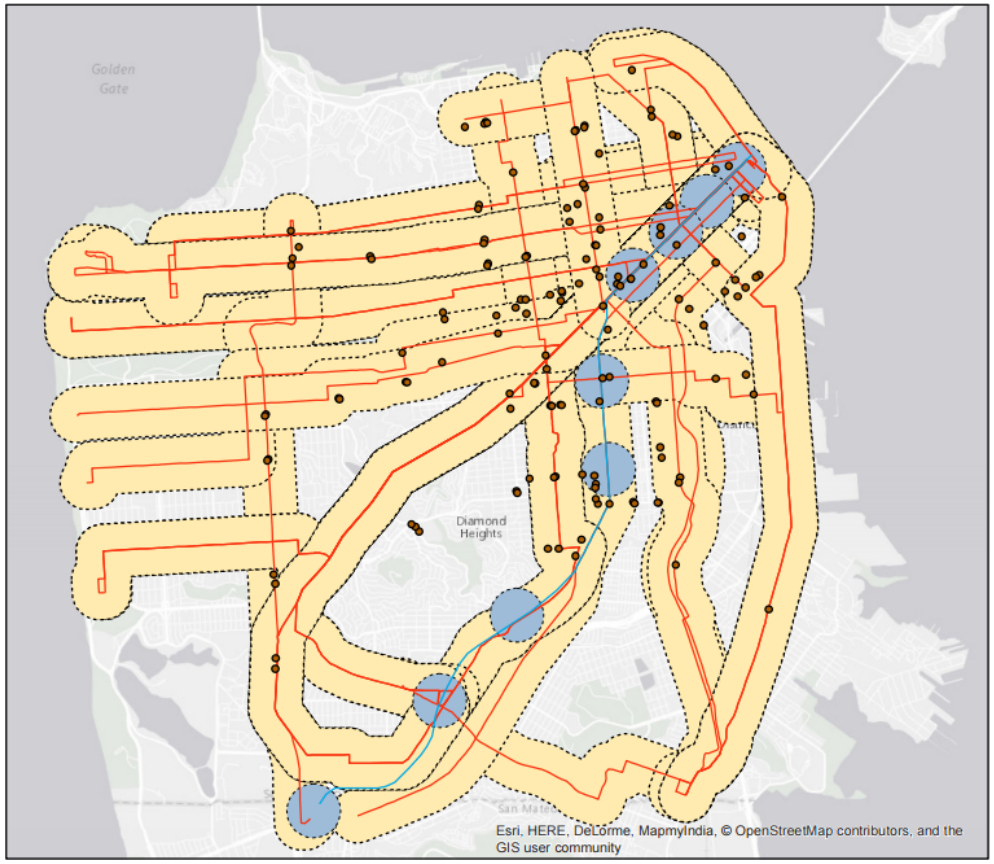
- 1,605 responses
- 378 unique locations in city limits



Location Screening

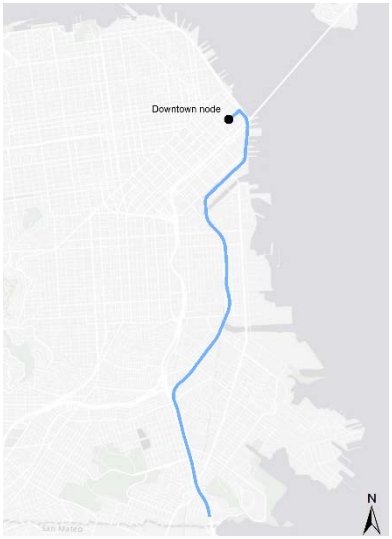
Criteria

- Physical Space
- Time of Day
- Frequent transit access
- Direct transit access
- Highway access



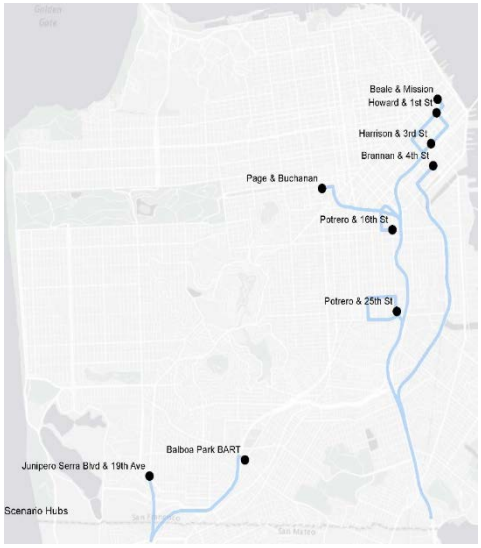
Hub locations w/in ¼ mile of frequent transit

Four Scenarios

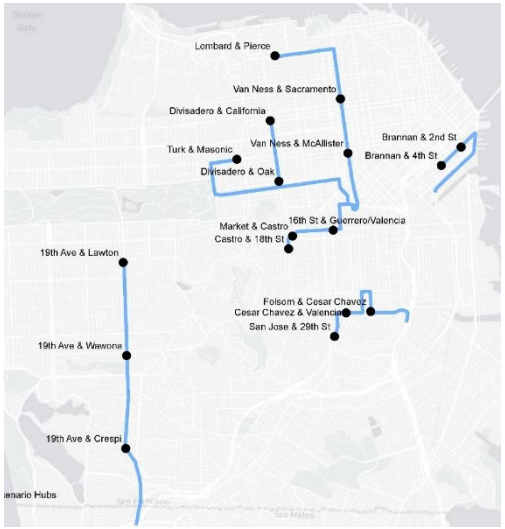


Single Hub

BART Oriented

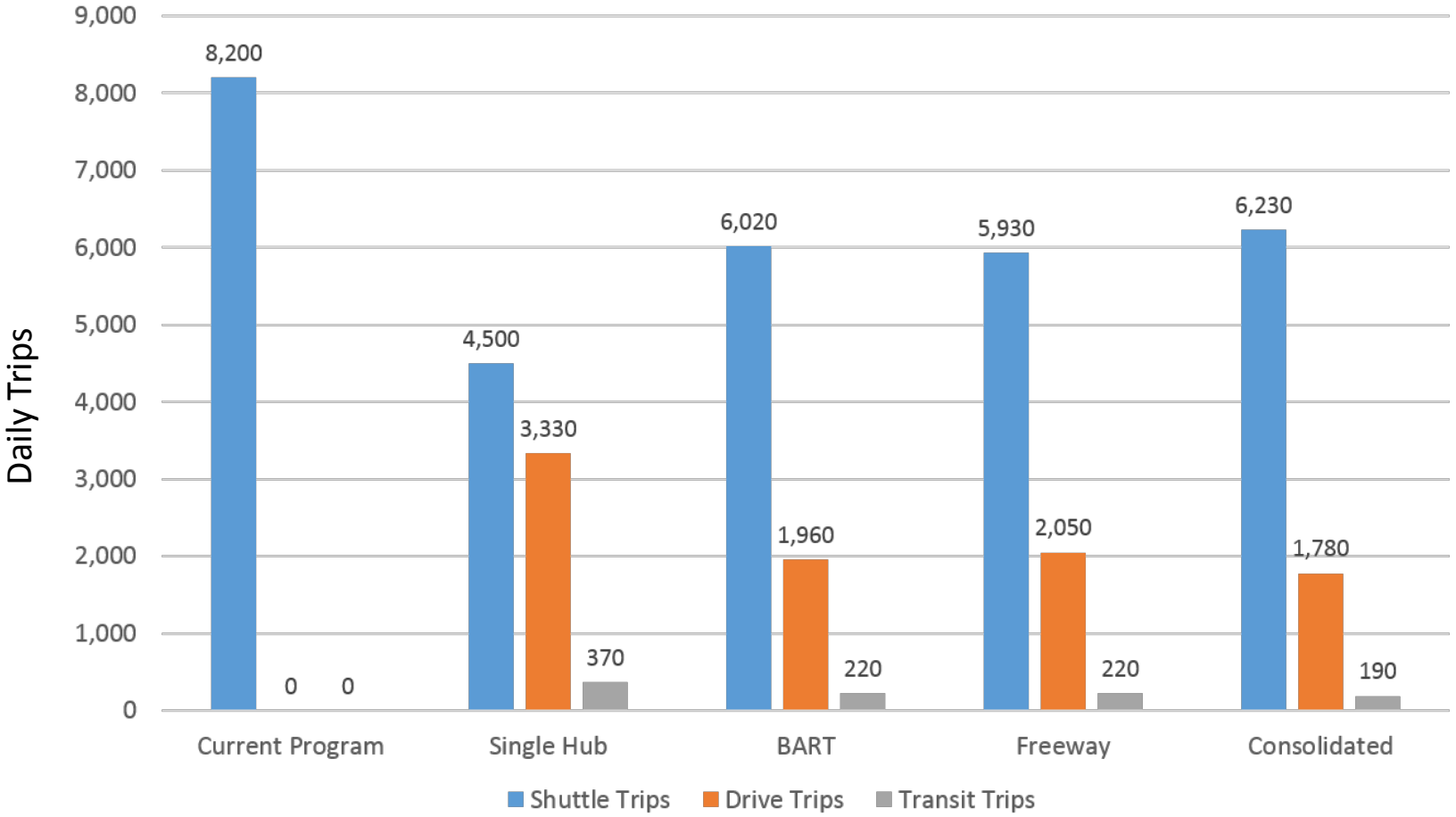


Freeway



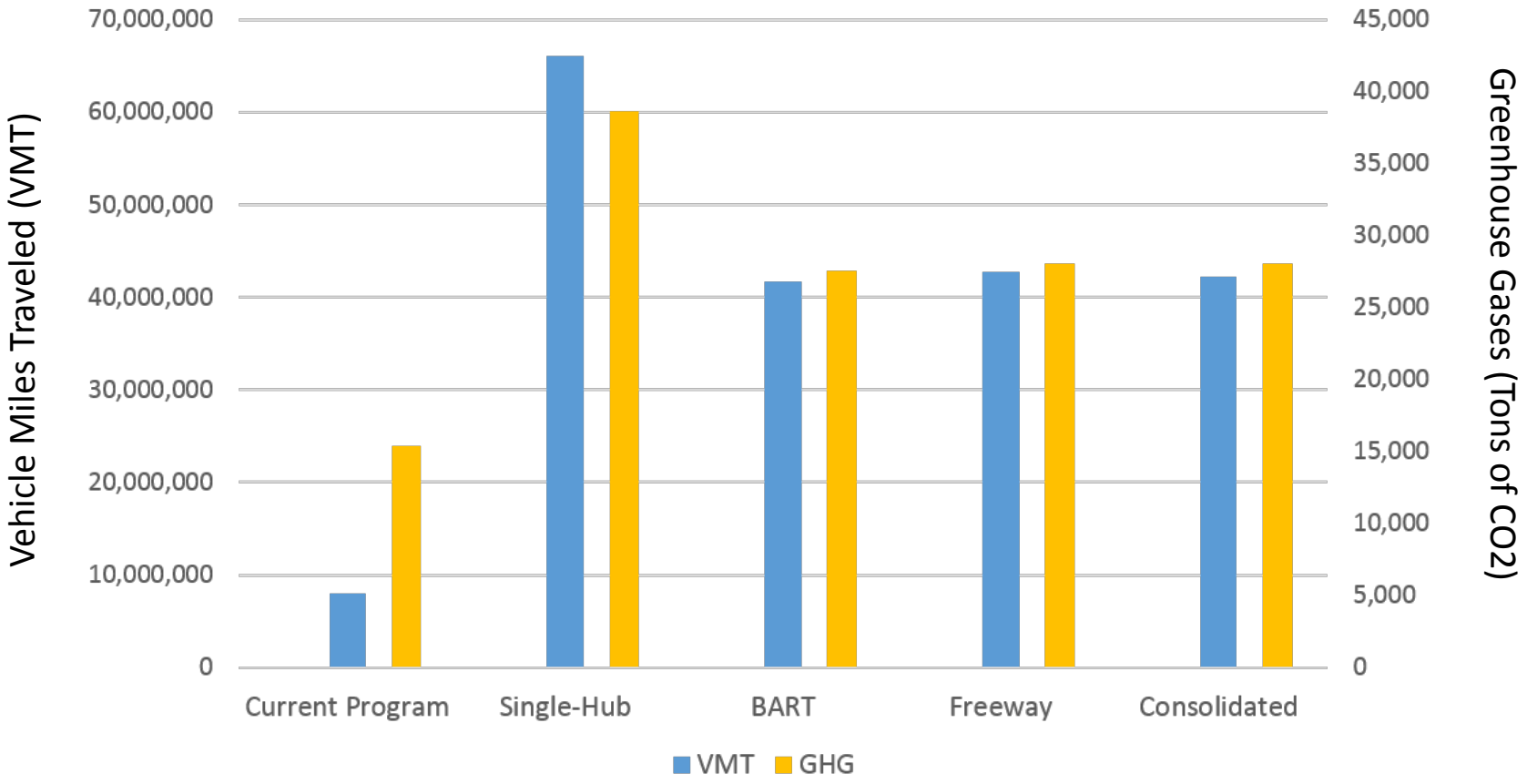
Consolidated Network

Mode Shift



- Shuttle ridership predicted to drop 24% to 54%
- 1,780-3,300 more cars on the road

Annual VMT and GHG Emissions



- 50% to 85% reduction in shuttle VMT on surface streets
- 5x-8x increase in automobile VMT due to ridership decrease

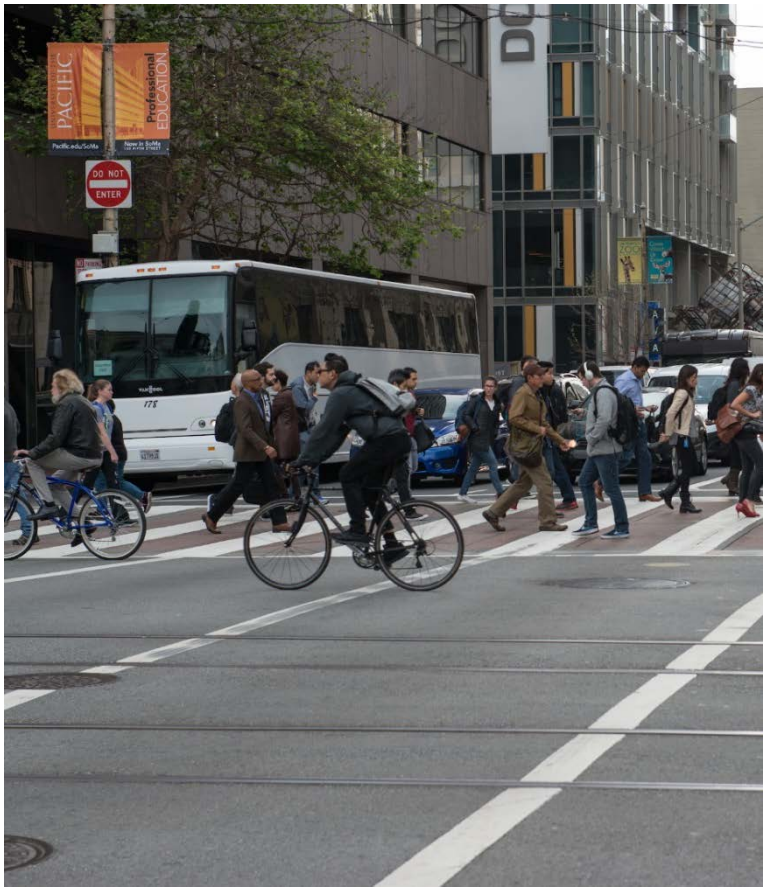
Safety & Impacts on Muni

Safety

- Increase in VMT is an indicator of increased risk of collisions
- The single-hub has the largest increase in VMT

Impacts on Muni

- All scenarios would result in fewer conflicts with between shuttles and Muni



Additional Impacts

Shuttle Travel on Non-Arterials

- All scenarios: *reduced* travel on non-arterial streets

Area Parking Impacts

- All scenarios: *more* competition for parking
- Most scenarios would require *significant removal* of parking

Unauthorized Shuttle Stops & Program Enforcement

- All scenarios: likely to result in *more* unauthorized stops
- All scenarios: require *more* enforcement