



SFMTA
Municipal
Transportation
Agency

Transit Effectiveness Project

March 21, 2014

SFMTA Policy and Governance Committee

Upcoming TEP Milestones

- Possible FEIR certification by Planning Commission March 27
- Possible SFMTA Board of Directors action March 28 at 8 am:
 - Approve project and CEQA findings
 - Legislate majority of the route changes
 - Legislate parking and traffic changes associated with the fast track capital projects
- Outreach on transit priority projects ongoing based on capital delivery timeline

Stakeholder Outreach

- Since the beginning of the TEP, the SFMTA has obtained an unprecedented amount of data and feedback
- The TEP process has involved extensive staff input, CBO outreach, customer engagement, targeted stop and merchant canvassing, and partnering with other key agencies
- TEP proposals have been shaped through more than 100+ community meetings throughout the City





- Beginning in January 2014, SFMTA initiated its latest round of TEP neighborhood meetings, focused on Muni network and route changes
- Hundreds of residents provided feedback at more than 15 public meetings and through the online tool at www.TellMuni.com
- Includes a workshop at every operator division to get employee input

Key Elements of the TEP

- **Policy Framework** including Rapid Network
- **Service and Route Changes**: Increase service up to 10% and restructure routes to better reflect current travel patterns
- **Capital Investments**: Improve reliability and reduce travel time on key corridors by up to 20% through transit priority capital projects.

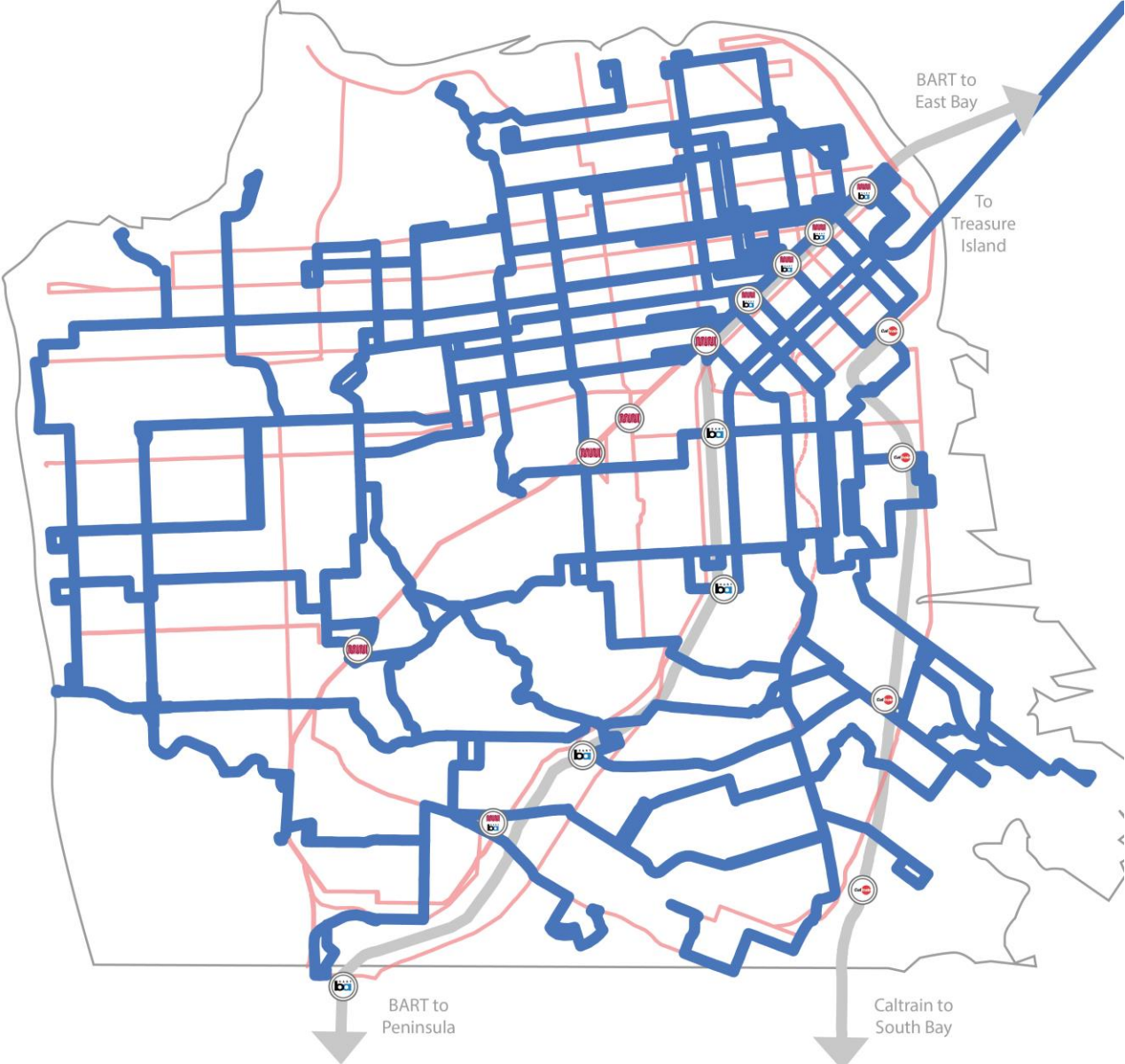
Service Policy Framework

- All residential areas within $\frac{1}{4}$ mile of transit service
- TEP maintains access 18 hours per day while focusing investments on highest ridership corridors
 - 24 Hour system with Owl service every 30 min
- Defines four major categories of service: Rapid, Grid (Local), Connector (Community) and Specialized
- Stop spacing between $\frac{1}{8}$ and $\frac{1}{4}$ mile with closer stop spacing based on grades, key land uses, etc.
 - 97% of stops remain in TEP proposals

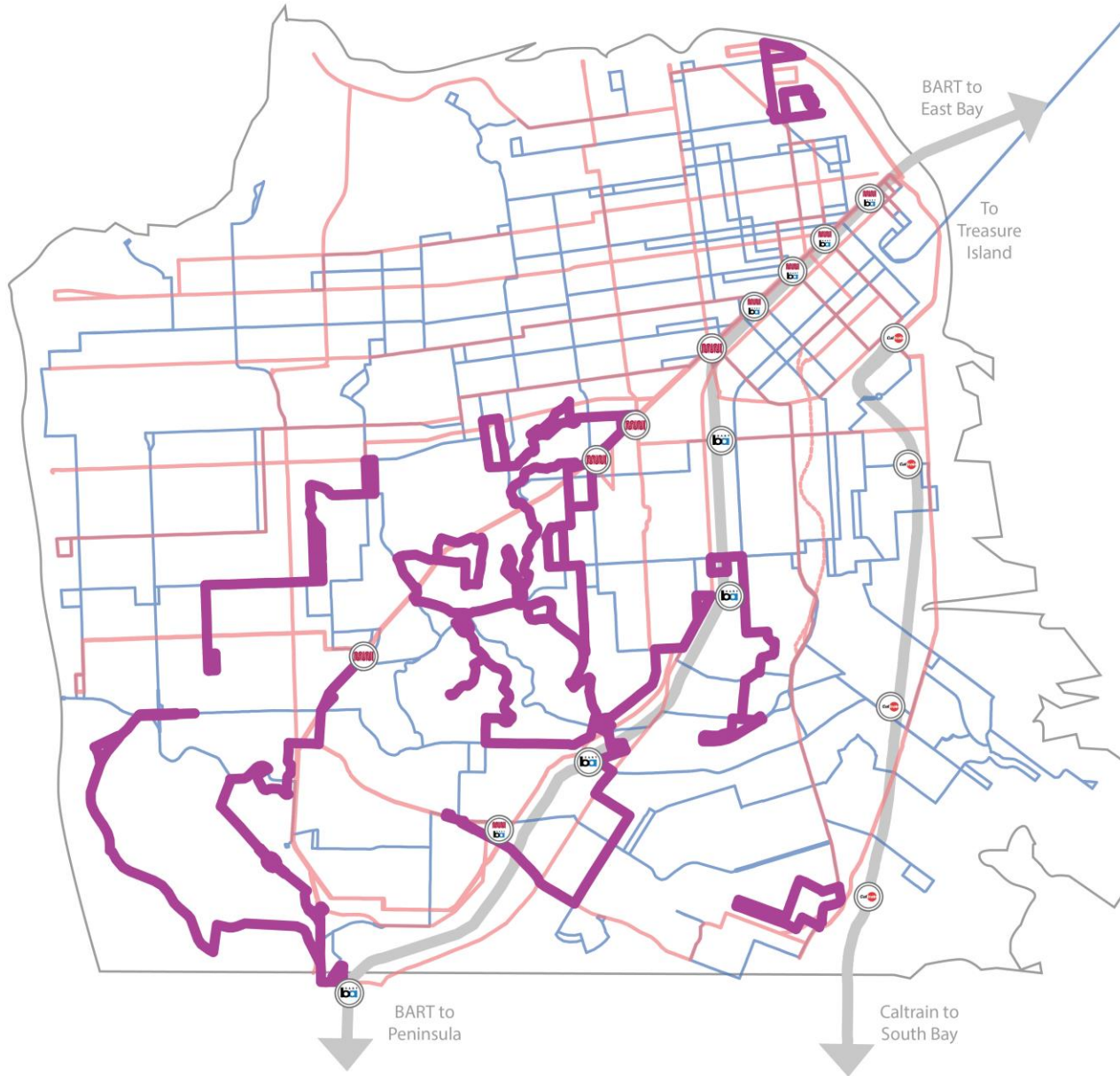
Rapid Network



Grid Network



Community Network



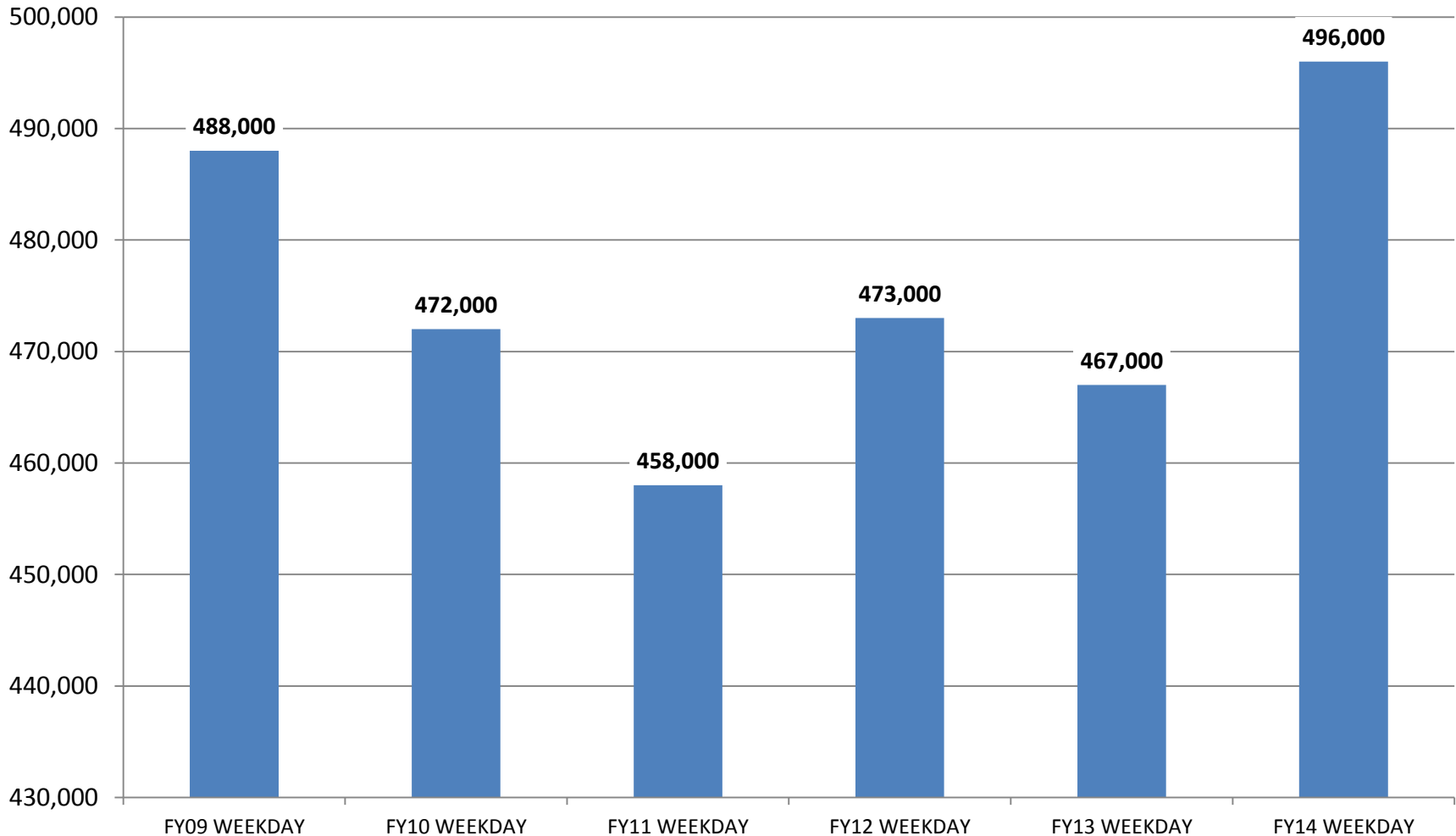
Service Changes

- Increase overall transit service by 10%
- Redesign routes to streamline travel and improve efficiency
- Enhance neighborhood connections
- Increase frequency on popular routes
- Reduce crowding
- Modify or discontinue low-ridership routes/segments
- Expand limited-stop service

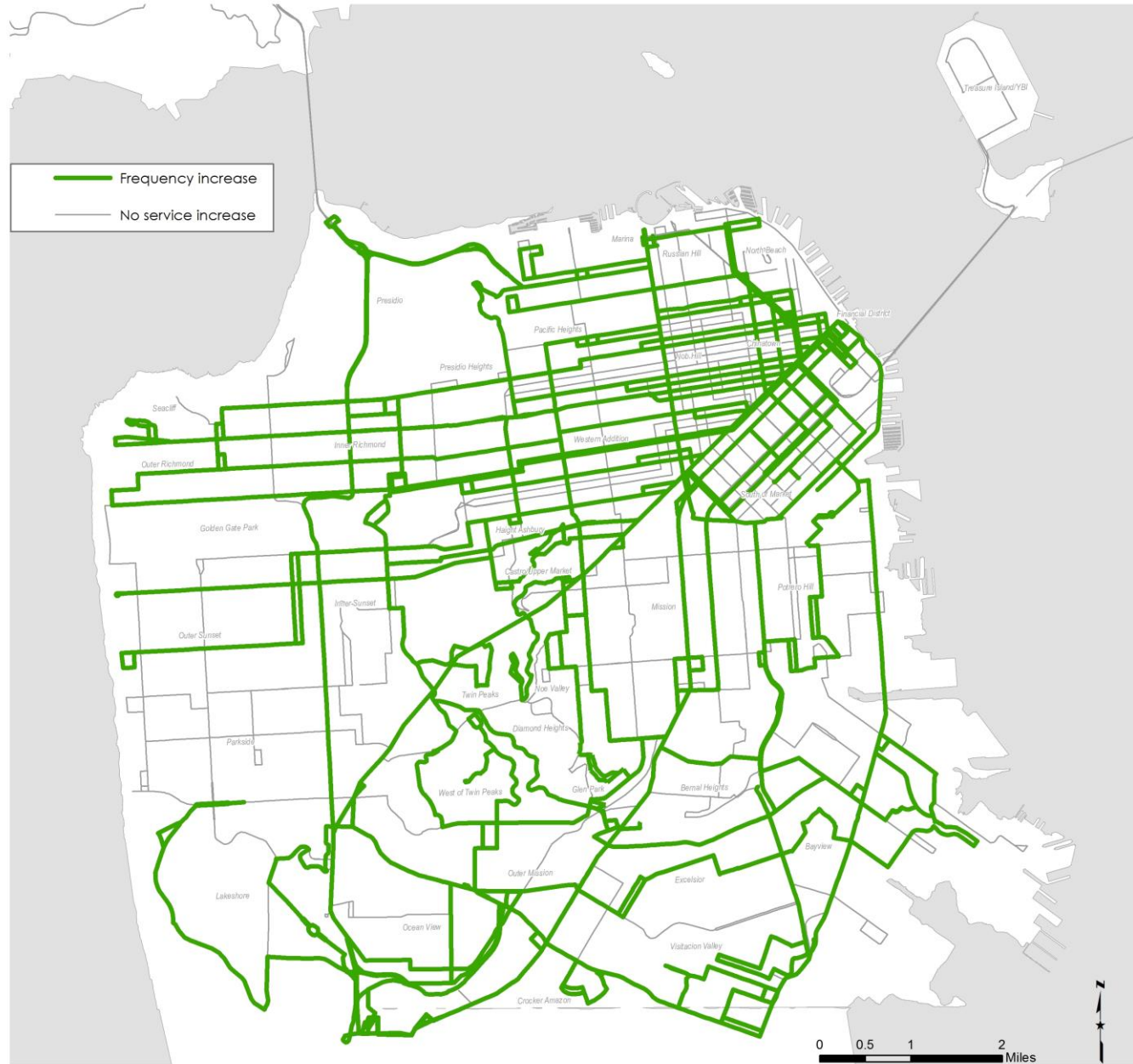


Bus Ridership at 5 Year High

January Average Weekday Bus Ridership FY 09 to FY 14



Frequency Improvements Recommended by TEP



Service Proposals

ON HOLD to allow time for additional community outreach

- 19/48/58 restructuring
- 19 Polk rerouting in the Tenderloin/Little Saigon neighborhood
- 23 Monterey segment elimination near Produce District
- 49 conversion to 49L limited-stop route
- 54 Felton route restructuring

Service Proposals

New Route

- E Embarcadero
- 11 Downtown Connector

Expanded Hours of Operation

- 2 Clement between Downtown and Presidio
- 10 Townsend

Expanded Limited-Stop Service

- 5L Fulton Limited
- 14L Mission Limited expanded hours and all day service to Daly City BART (currently peak only)
- All day 28L 19th Avenue Limited
- 38L Geary Limited on Sundays
- All day 71L Haight-Noriega Lmt

Service Proposals

Route Elimination

- 12 Folsom (all segments covered)

Route Modification (may include segment elimination and/or new segments)

- 2 Clement (includes electrification)
- 6 Parnassus
- 8X Bayshore Express (*revised proposal*)
- 10 Sansome
- 17 Parkmerced (*revised proposal*)
- 18 46th Avenue
- 22 Fillmore
- 27 Folsom (*revised proposal*)
- 28/28L 19th Avenue (*revised proposal*)
- 29 Sunset
- 33 Stanyan
- 35 Eureka (*revised proposal*)

Route Modification (continued)

- 36 Teresita
- 43 Masonic (*revised proposal*)
- 47 Van Ness
- 48 Quintara-24th Street
- 52 Excelsior
- 56 Rutland

Route Extension

- 14L Mission Limited to Daly City BART all day
- 16X Noriega Express to Financial District
- 28 19th Avenue to Van Ness/North Point
- 48 Quintara/24th Street to Ocean Beach all day

Other

- New stop at Van Ness Avenue for 1AX/BX, 31AX/BX, 38AX/BX
- 76X Marin Headlands Express

Service Proposals

Frequency Increase Peaks

- 1 (PM), 2 (east of Presidio), 5/5L, 8X/AX/BX, 9/9L, 10, 14L, 14X, 17, 21, 22 (AM), 24, 28/28L, 29 (AM), 30 (AM), 30X, 31 (PM), 35 (AM), 36, 37 (PM), 38/38L, 41, 43, 44, 47, 54, 56, 71/71L, F (PM), J (AM), K, L (AM), M, N, T

Frequency Increase Midday

- 2, 5, 8X (south of Broadway), 10, 17, 22, 28/28L, 35, 36, 38/38L, 52, 56, 71L

Frequency Increase Evening

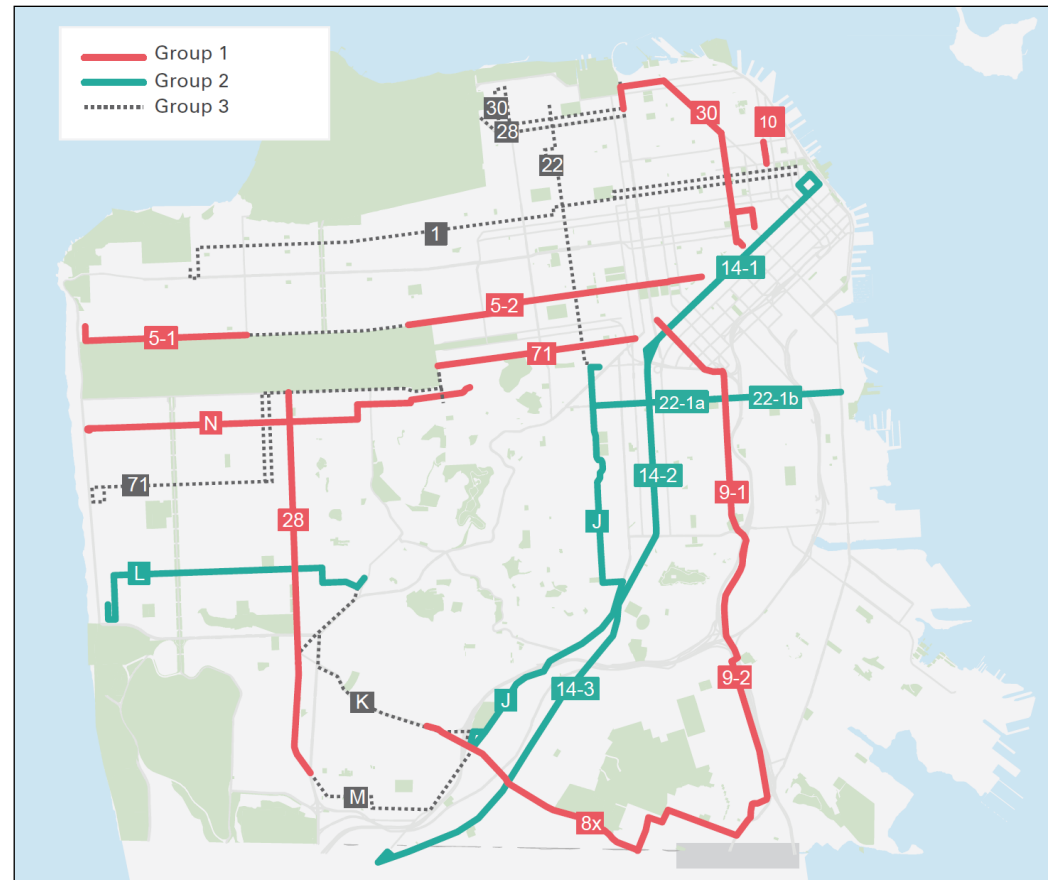
- 2 (east of Presidio), 8X (south of Broadway), 10, 14L, 17, 28, 29, 30, 38/38L, 44, 45, 54, 56, 71

Frequency Decrease

- F (AM peak only with introduction of E line), 2 (west of Presidio during peaks), 3, 8X (midday north of Broadway), 48 (west of Diamond and east of Connecticut with introduction of 58 line)

Capital Investments

- Reduce travel time on key corridors up to 20%
- Capital investments on 40 miles of the City's busiest routes to maximize benefits to overall system
- Reconfiguring the streets to be Transit First and improve pedestrian safety
- Move more people by reinvesting in service



Transit Priority Toolkit

- Lane modifications
- Traffic signal and stop sign changes
- Transit stop changes
- Parking and turn restrictions
- Pedestrian improvements

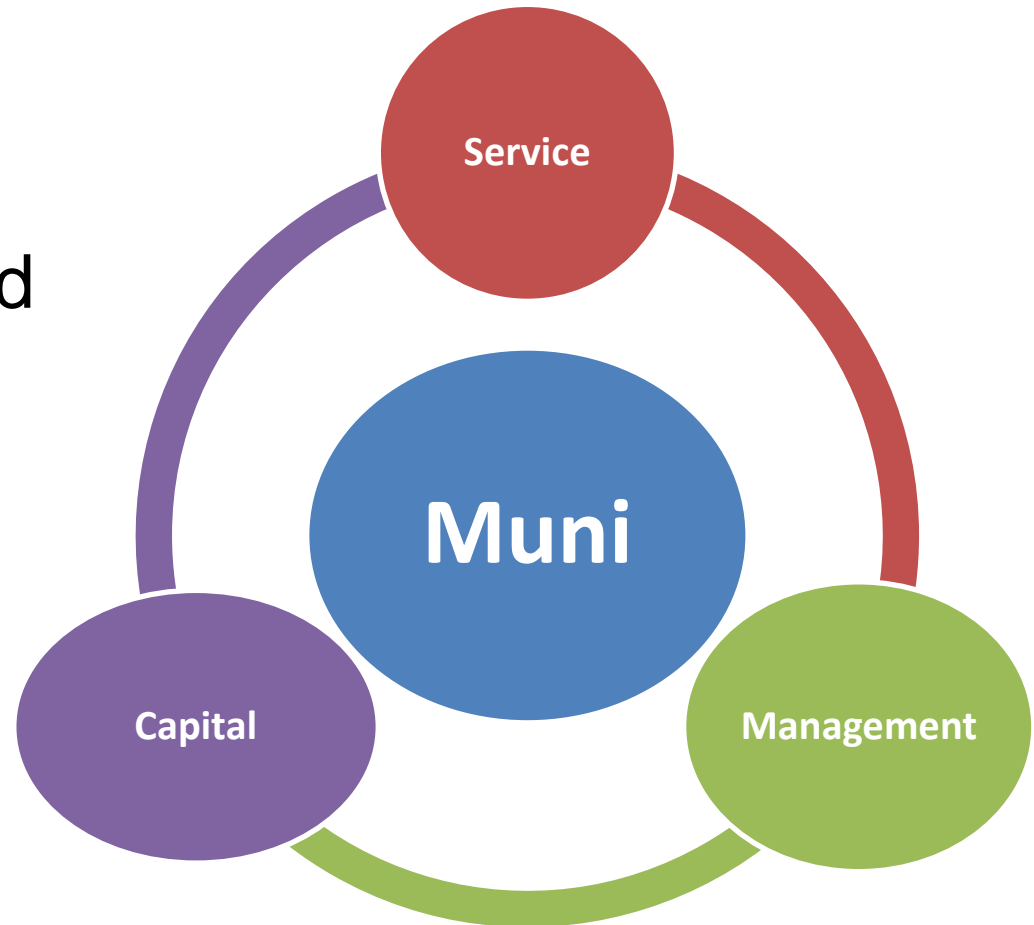


Fast Track Capital Projects

- N Judah - Irving St between Arguello Blvd and 9th Ave: Four transit bulbs, three pedestrian bulbs, stop changes, and new signal
- N Judah - Judah Street at 28th Ave: Two wheelchair accessible platforms
- 5 Fulton - Fulton St between 46th and 25th Ave: 13 bus bulbs, two signals
- 5 Fulton - McAllister St at Fillmore St and at Divisadero St: Four bus bulbs, two right-turn pockets
- 9 San Bruno - Potrero Ave, from Division to Cesar Chavez: Streetscape project including dedicated transit lane, sidewalk widening and bulbs
- 14 Mission – Mission St at Silver Ave: Two bus bulbs and a left-turn pocket
- 30 Stockton - Columbus Ave between Powell and Stockton : Three transit bulbs
- 71 Haight-Noriega – Haight St between Fillmore and Lyon : Three pedestrian bulbs and four transit bulbs

Implementation Approach

- Combine analysis, community input and best practices
- Learn from pilots
- Approach projects comprehensively



Learning From Pilots

76X Marin
Headlands
Express



5L Fulton
Limited



Church and
Duboce Red
Carpet



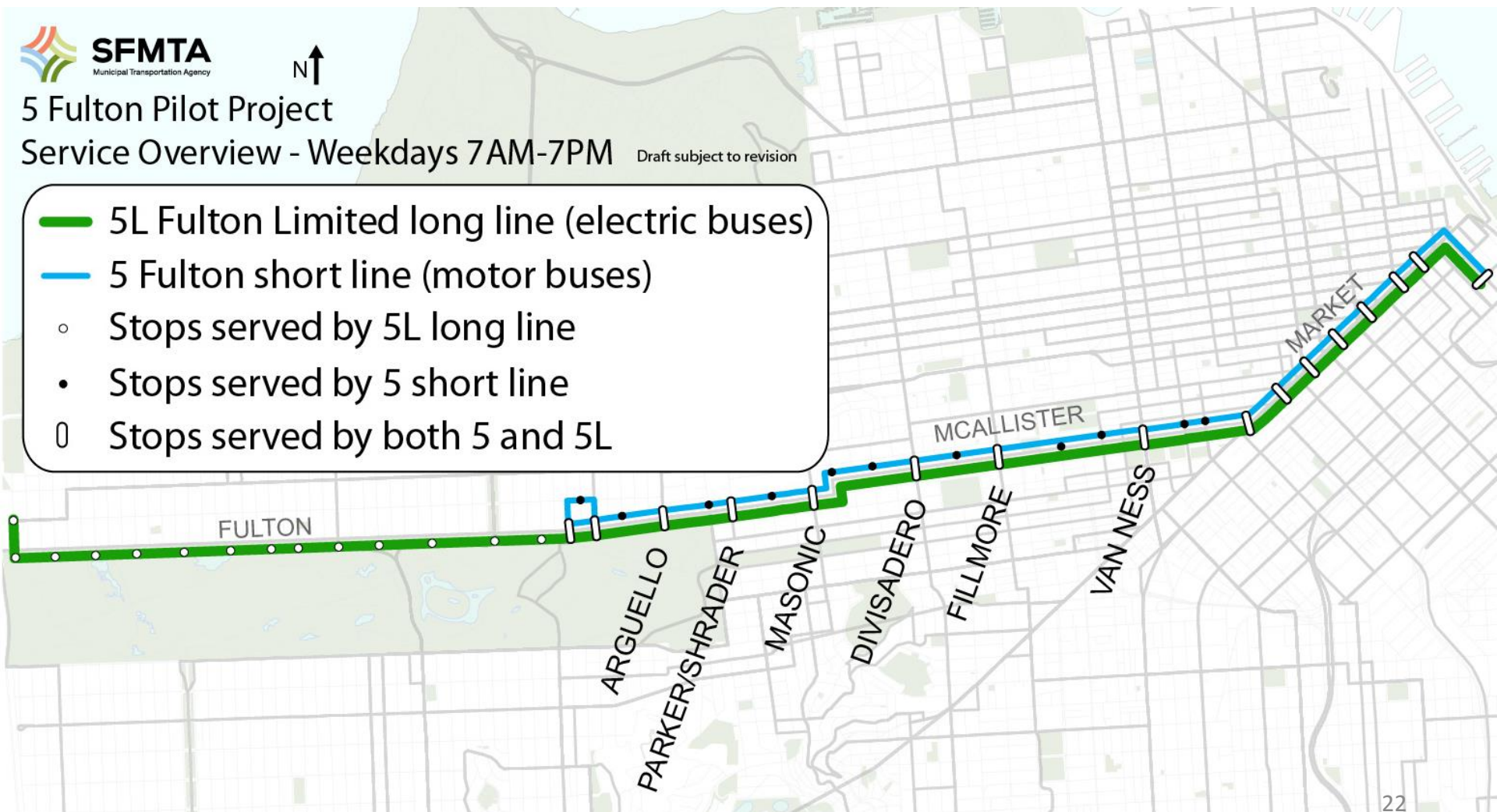
5/5L Pilot Service Proposal (30% increase in service hours)



5 Fulton Pilot Project

Service Overview - Weekdays 7AM-7PM Draft subject to revision

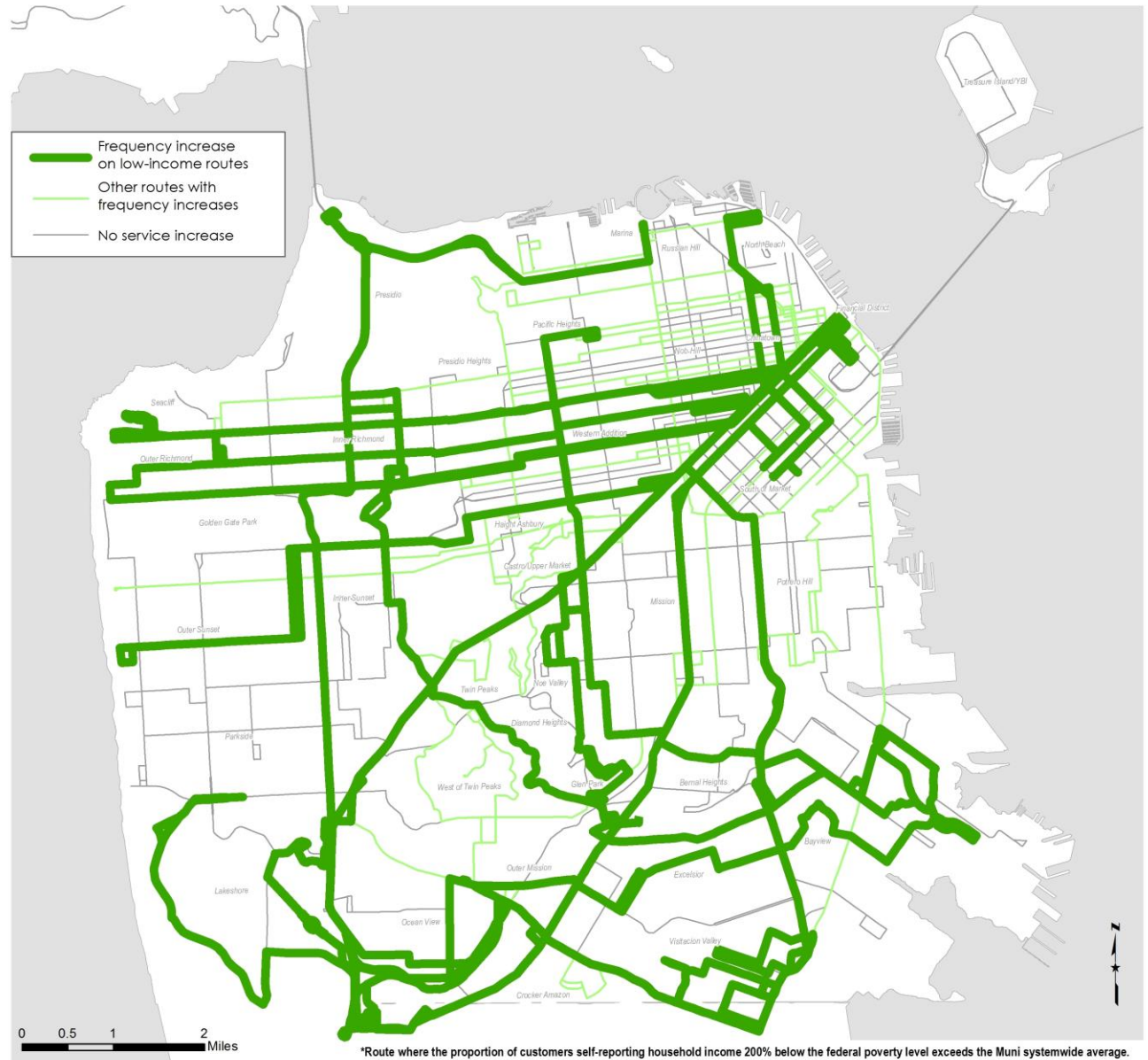
- 5L Fulton Limited long line (electric buses)
- 5 Fulton short line (motor buses)
- Stops served by 5L long line
- Stops served by 5 short line
- ◻ Stops served by both 5 and 5L



Balancing Benefits/Tradeoffs

- More frequent service, direct connections, less crowding
 - Benefits distributed citywide, emphasizing connections between neighborhoods
- Proposals focus on communities with the greatest needs
 - Over 60% of customers come from households with incomes below City's Average Median Income (~\$71K)
 - Over half of our customers do not have access to a vehicle
- Per Title VI analysis
 - More than half of all frequency and travel time benefits directed to minority and low income routes
 - Service increases and reductions do not disproportionately impact minority or low income customers

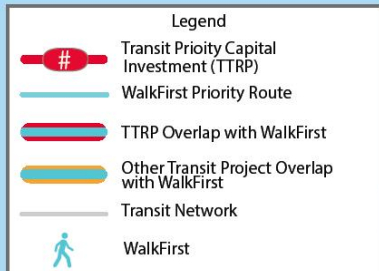
Low Income Routes with Service Increases



Balancing Benefits/Tradeoffs

- Improved reliability and up to 20% travel time reduction
- Reduced transit collisions and enhanced pedestrian safety on high injury corridors identified by WalkFirst
- Tradeoffs minimized in transit priority investments:
 - 97% of stops retained; removals only considered on Rapid network
 - Alternatives developed where significant parking removal is proposed (e.g., Mission Street)

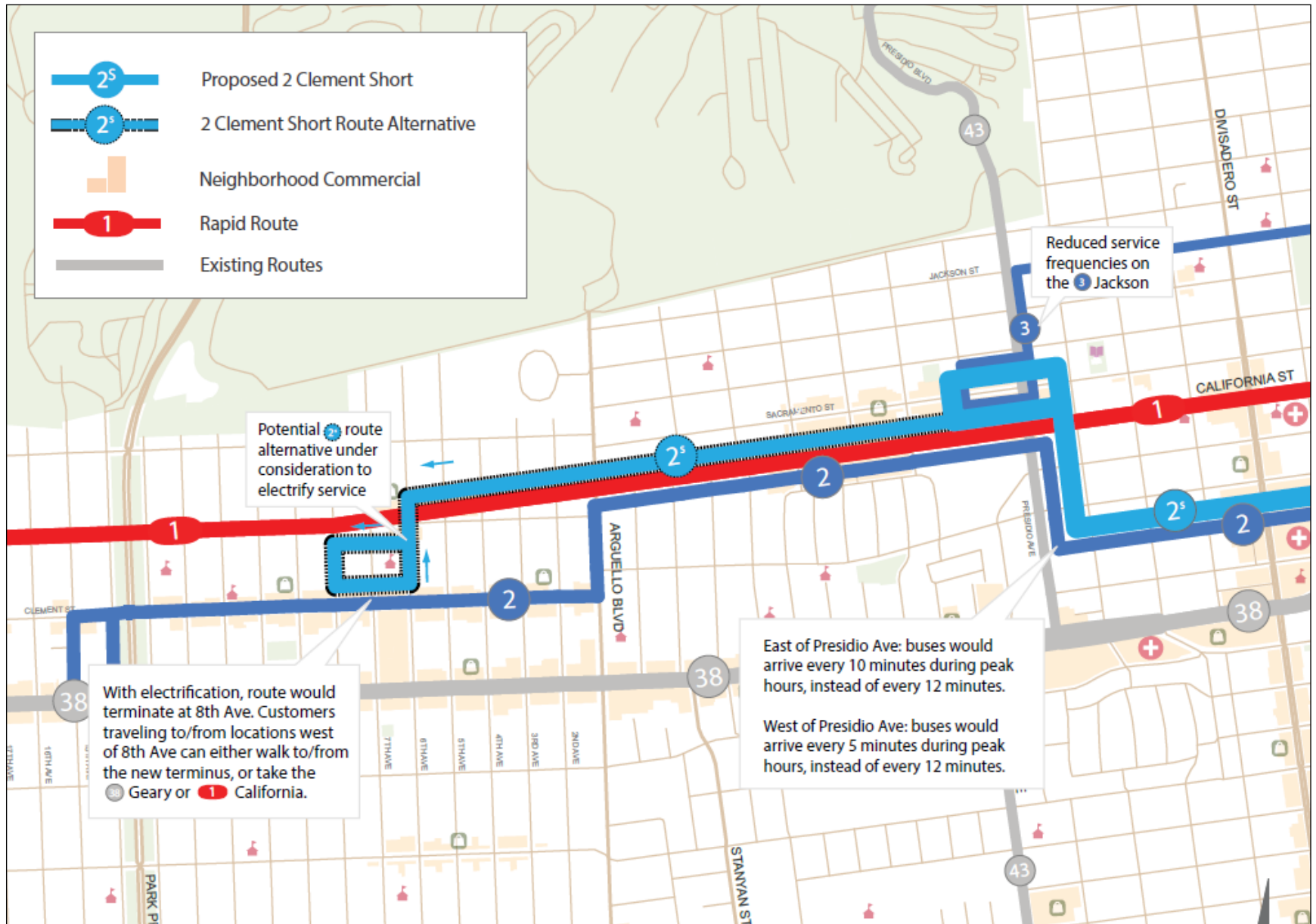
TEP/Walk First Synergies



Stakeholder Feedback to be Reviewed with PAG

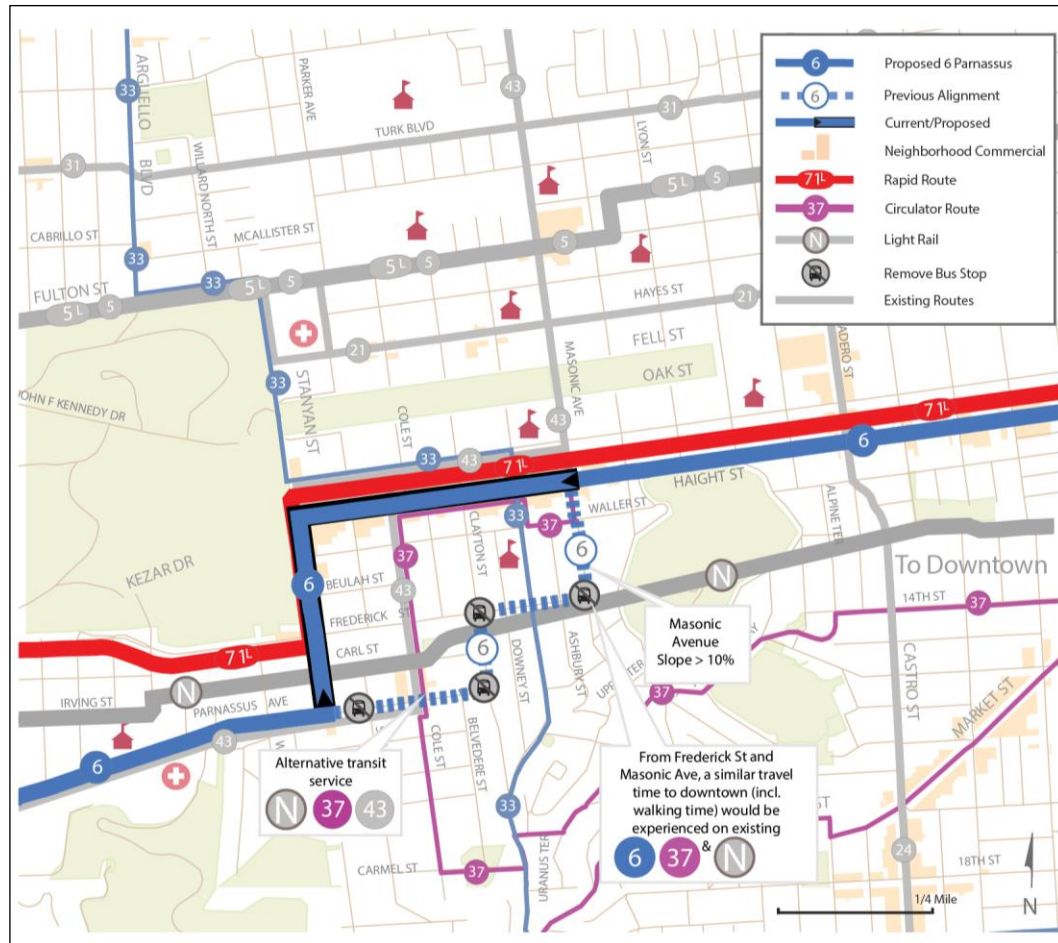
- 2 Clement
- 6 Parnassus
- 10 Townsend
- 22 Fillmore/
33 Stanyan
- 27 Bryant
(extension to Vallejo)
- 36 Teresita
- 47 Van Ness
- 48 Quintara/24th St
- 56 Rutland

2 Clement



6 Parnassus

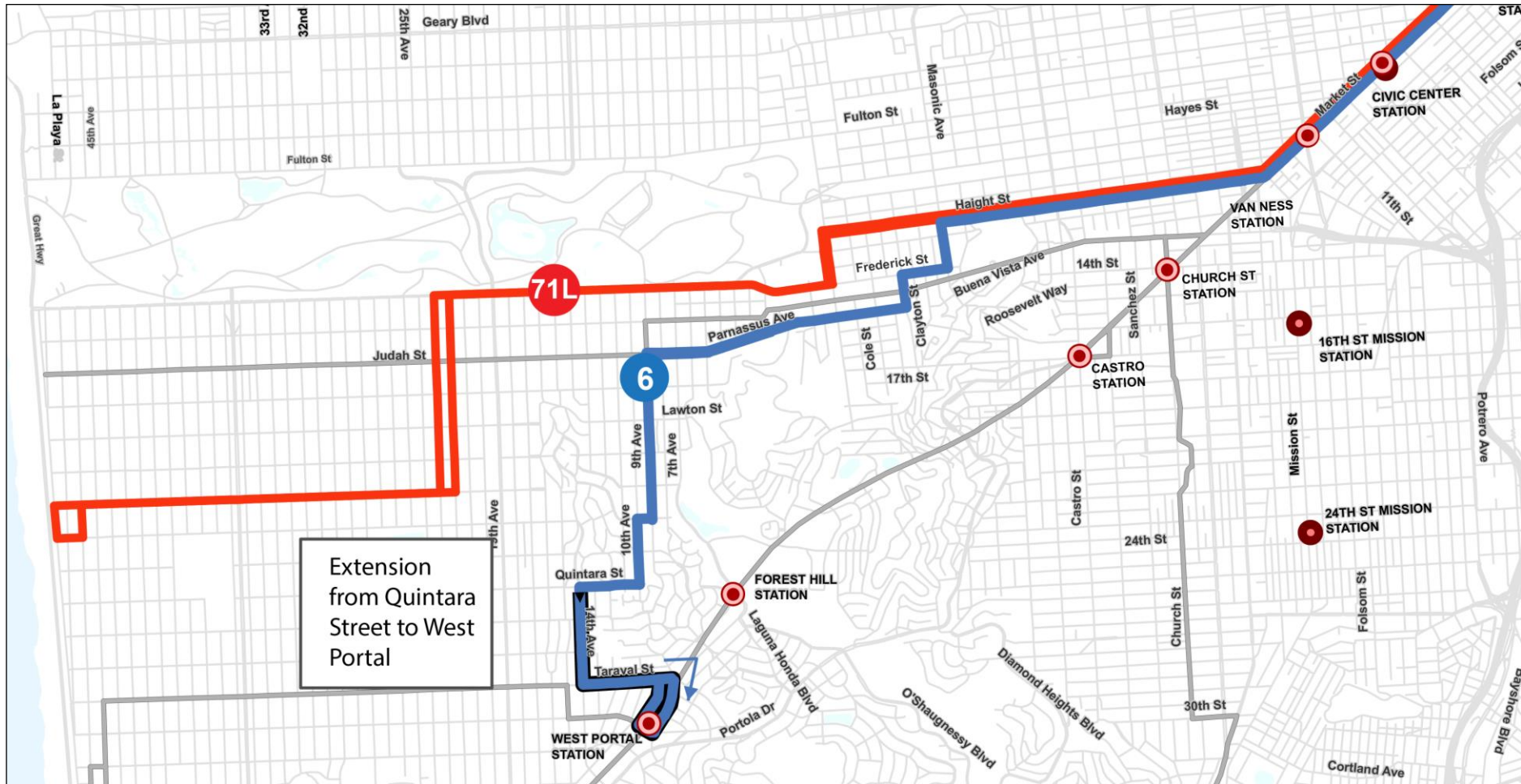
Initial Proposal



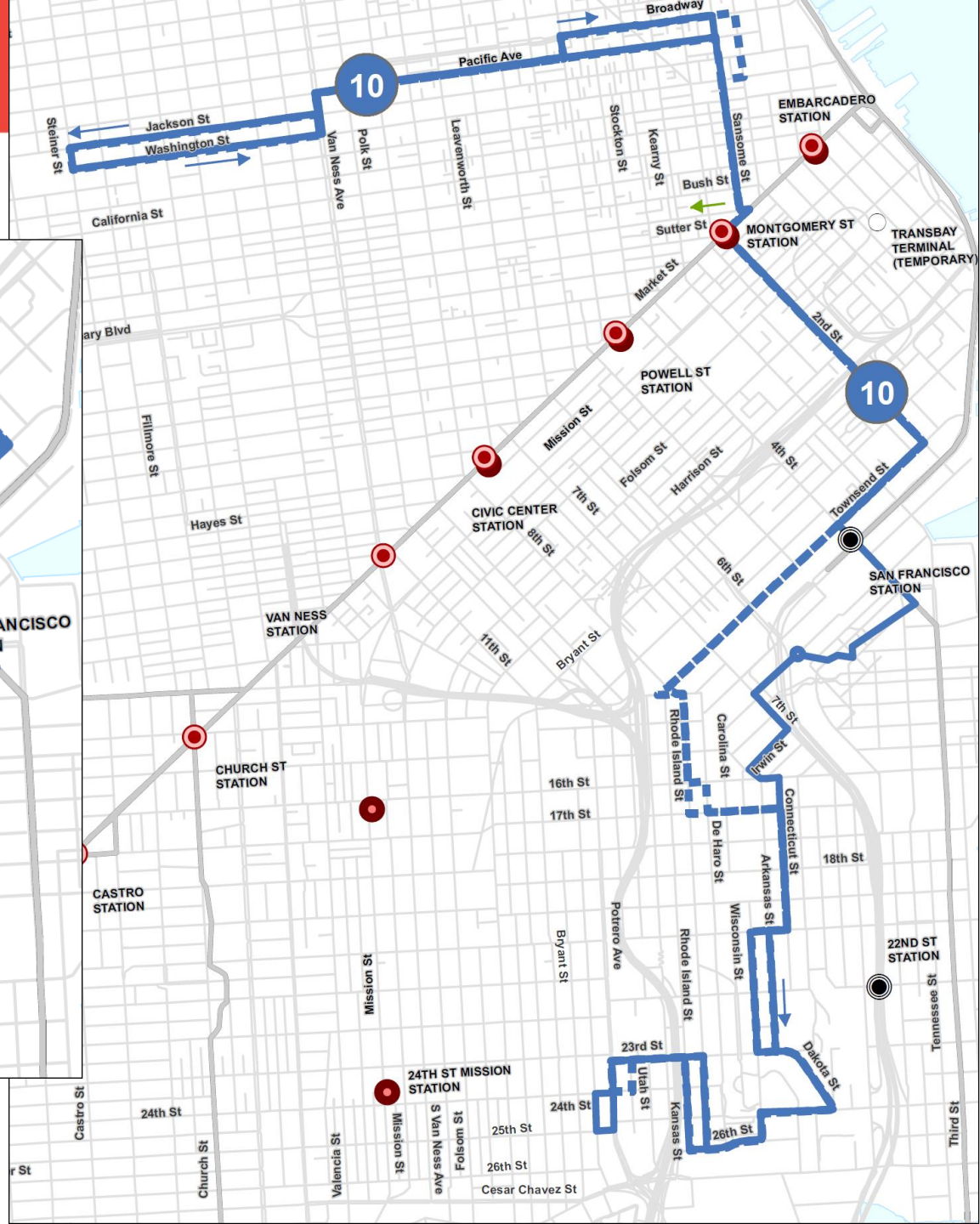
Possible Revisions

- Reroute 37 or 43 to serve eliminated 6 Parnassus stops
- Do not modify Route 6, but increase 71L frequency and decrease 6 Parnassus frequency
- Do not modify Route 6, reintroduce 7 Haight

6 Parnassus/71L Haight-Noriega Limited

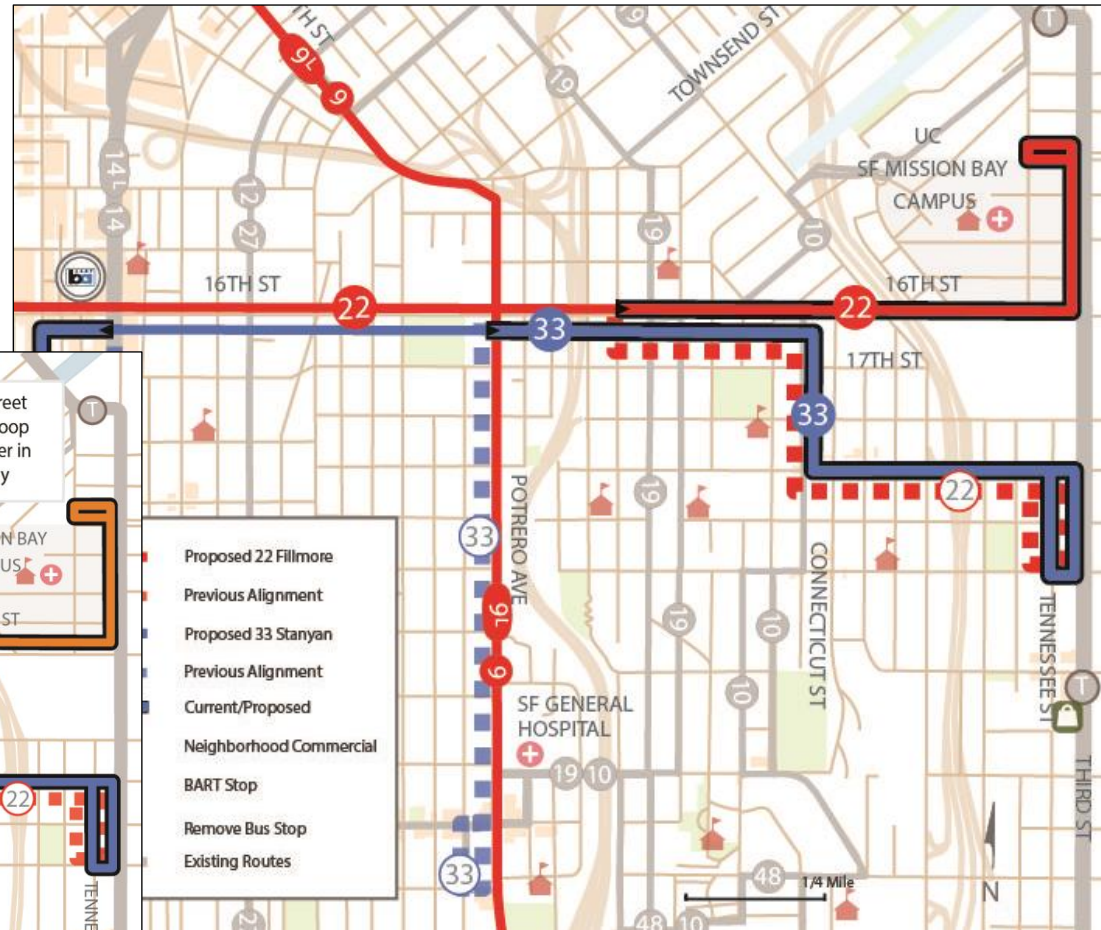
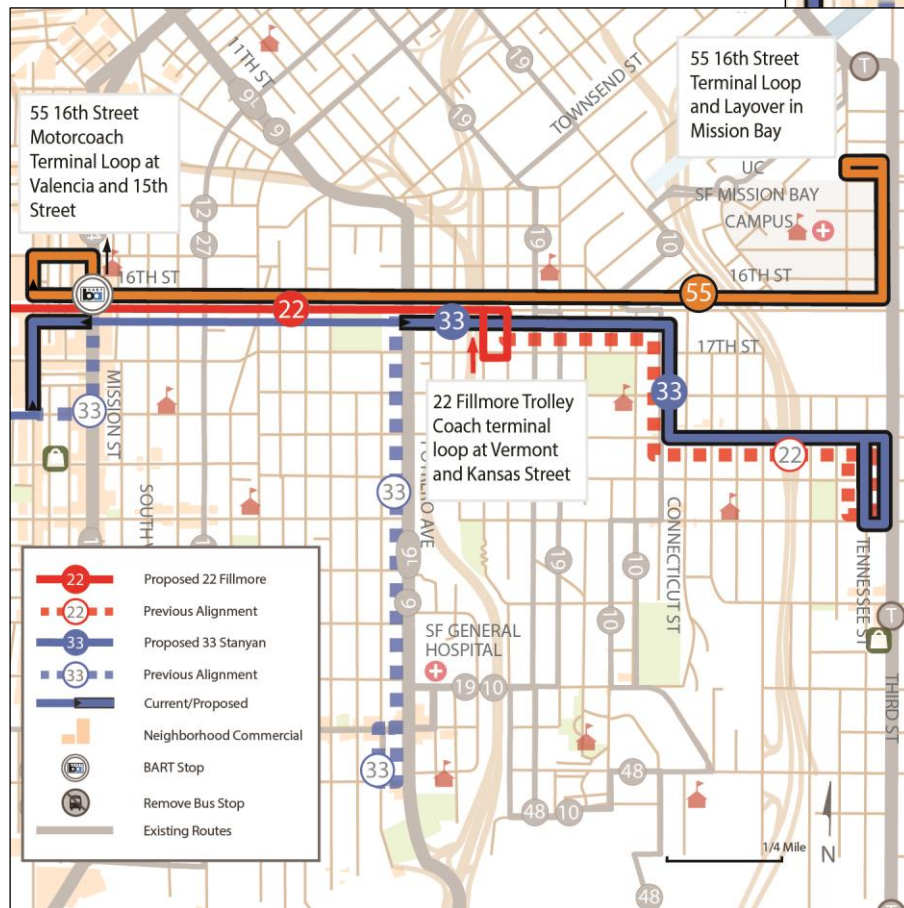


10 Townsend



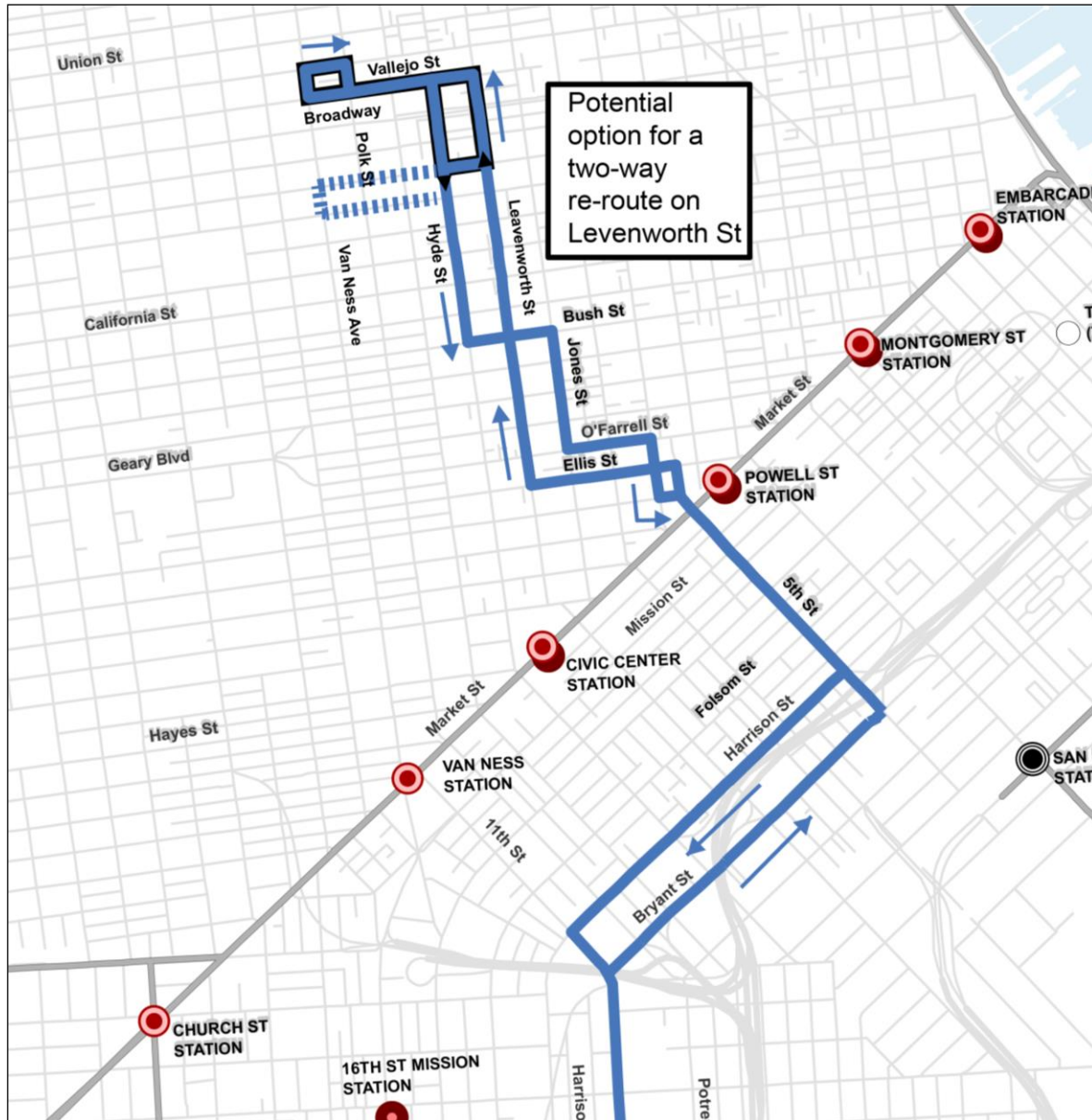
22 Fillmore and 33 Stanyan

Interim Hybrid Bus Connection

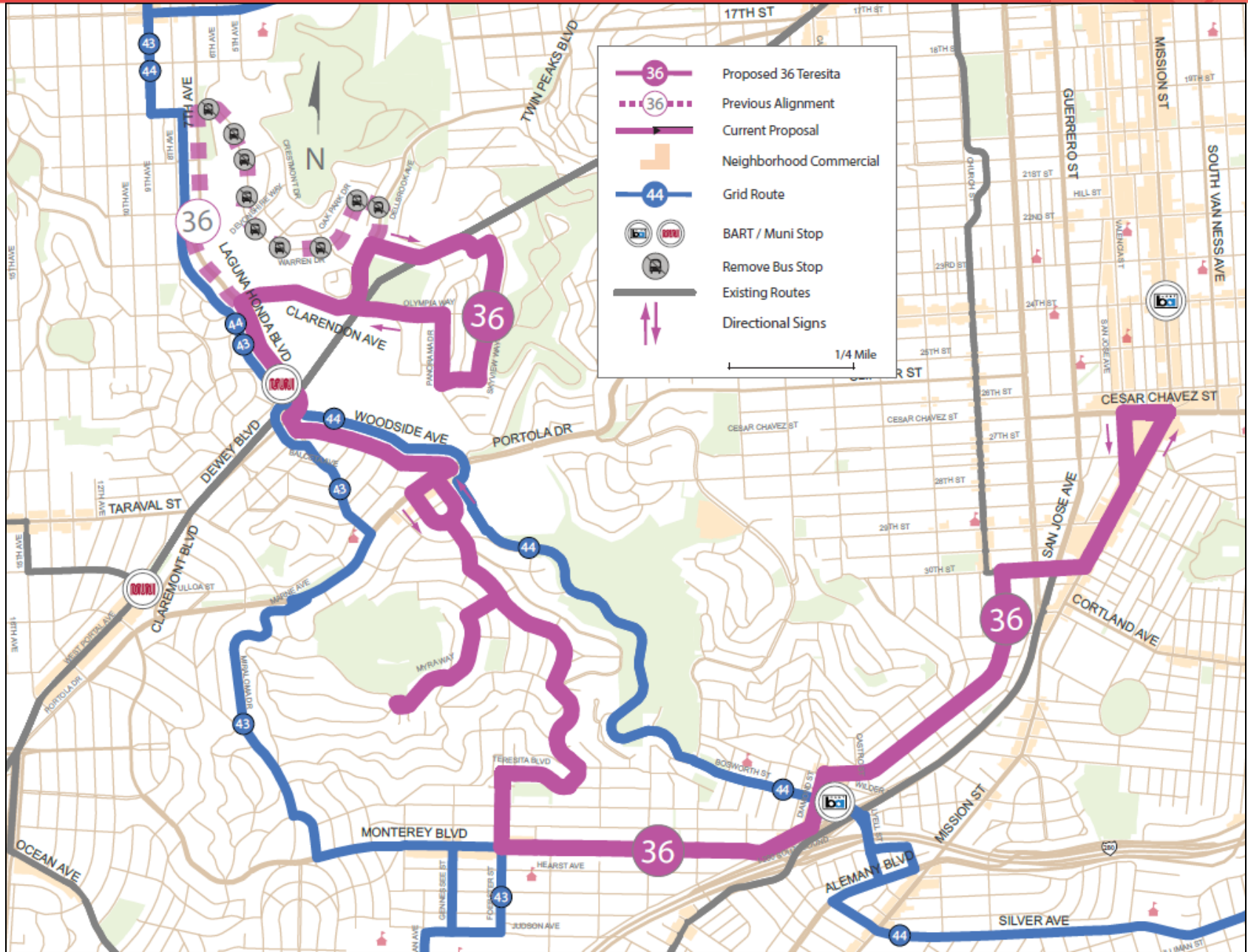


Permanent extension of 22 Fillmore into Mission Bay

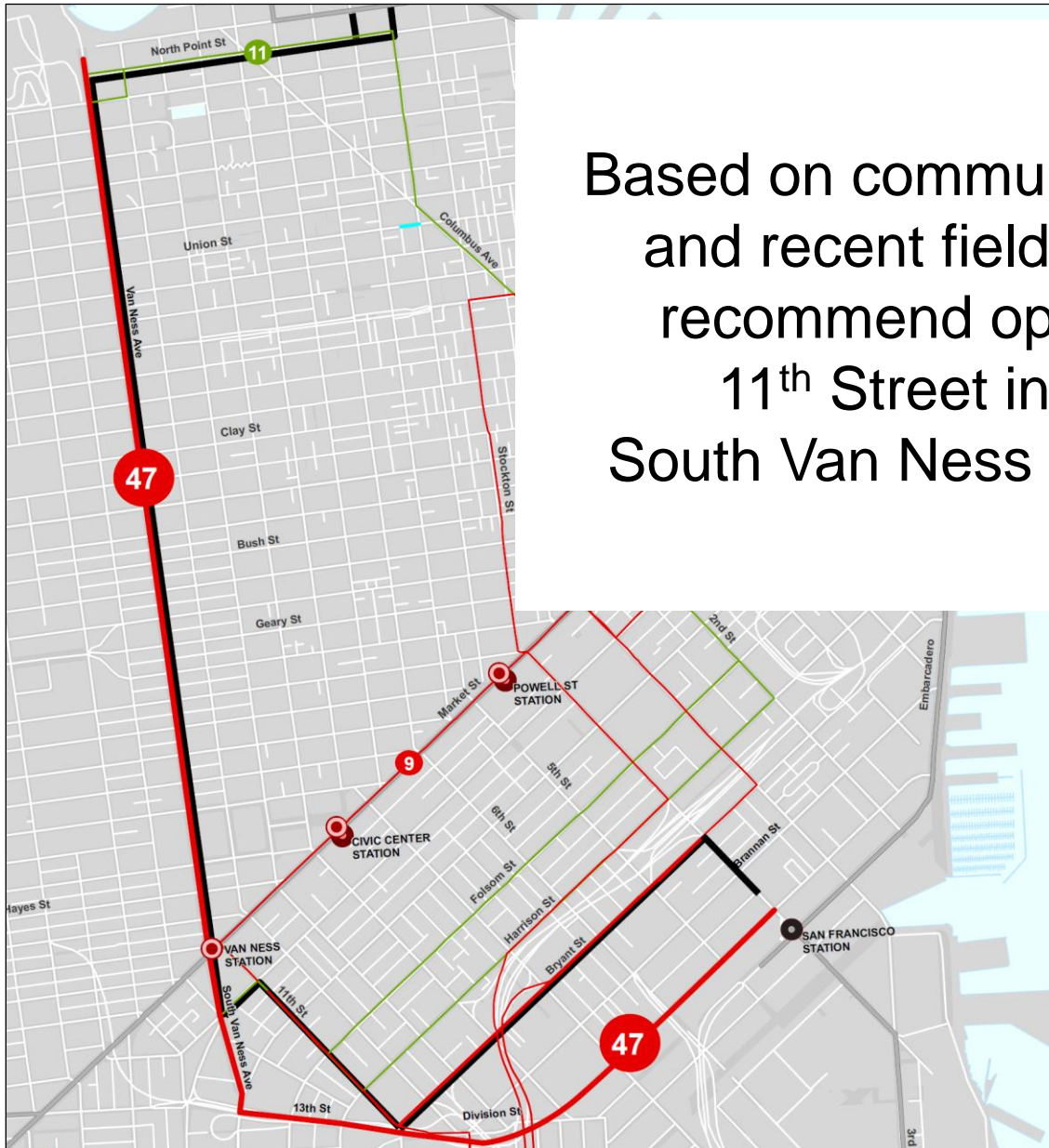
27 Bryant – Extension to Vallejo



36 Teresita

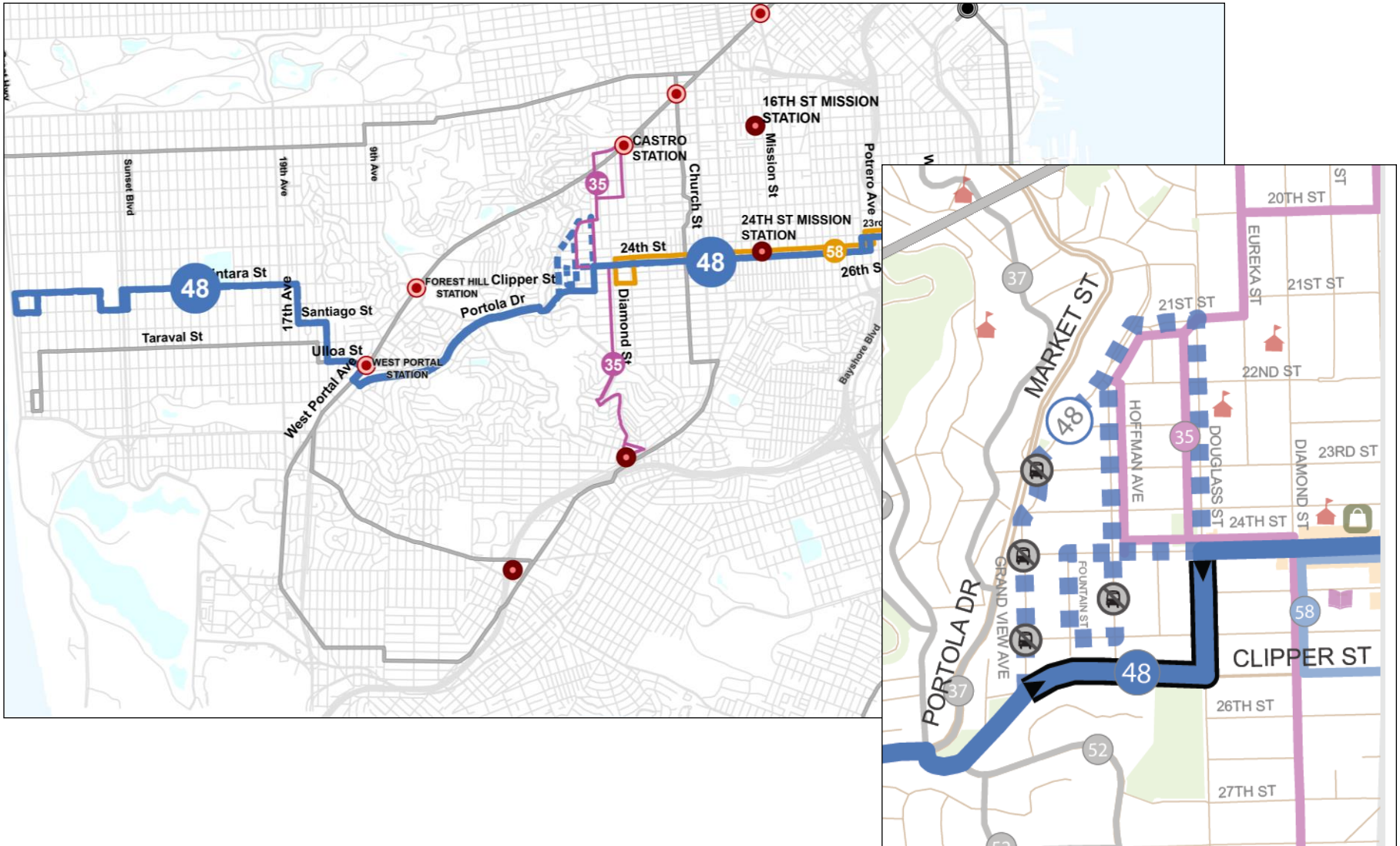


47 Van Ness

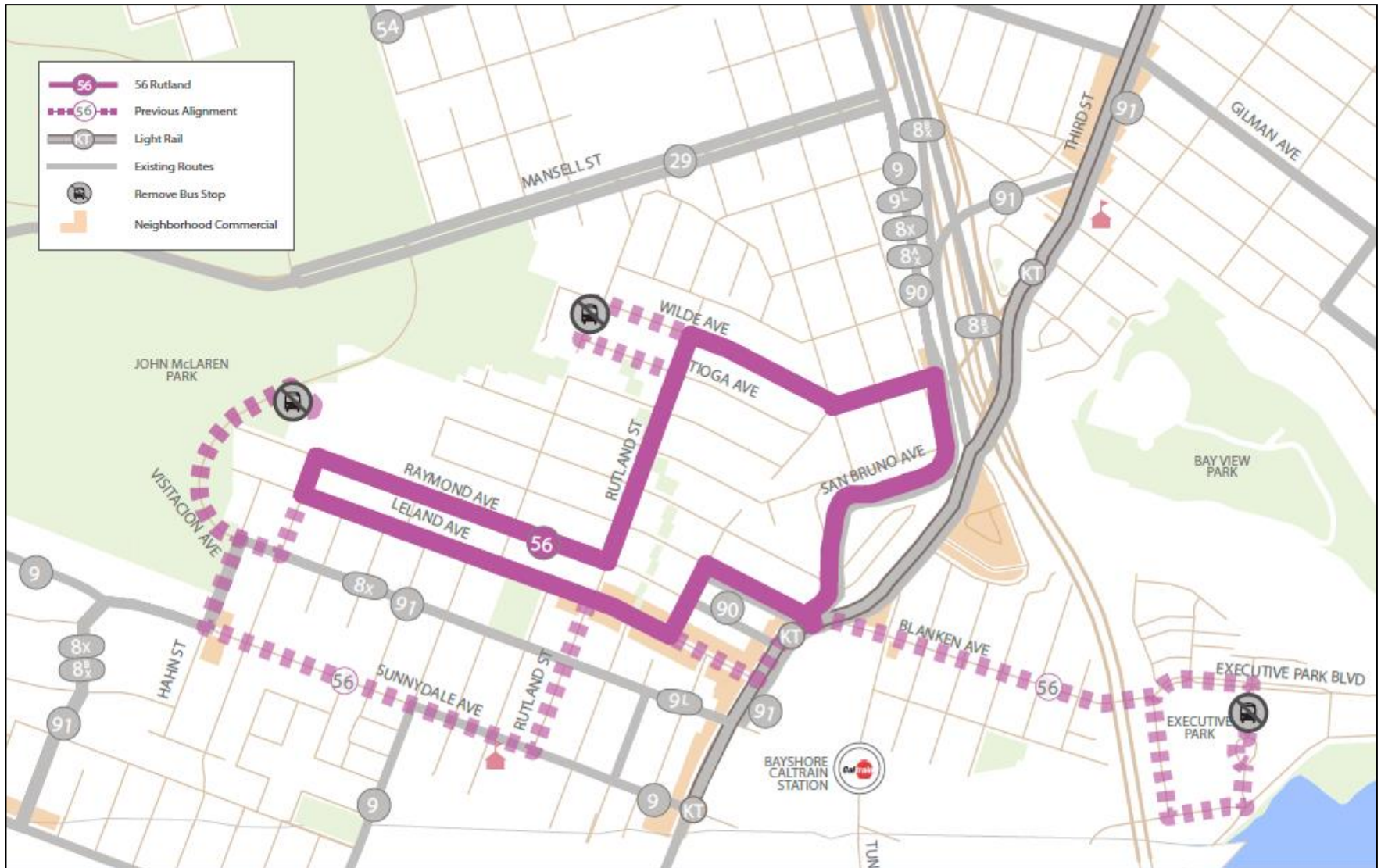


Based on community feedback and recent field work, staff recommend operating on 11th Street instead of South Van Ness and Division

48 Quintara/24th St



56 Rutland



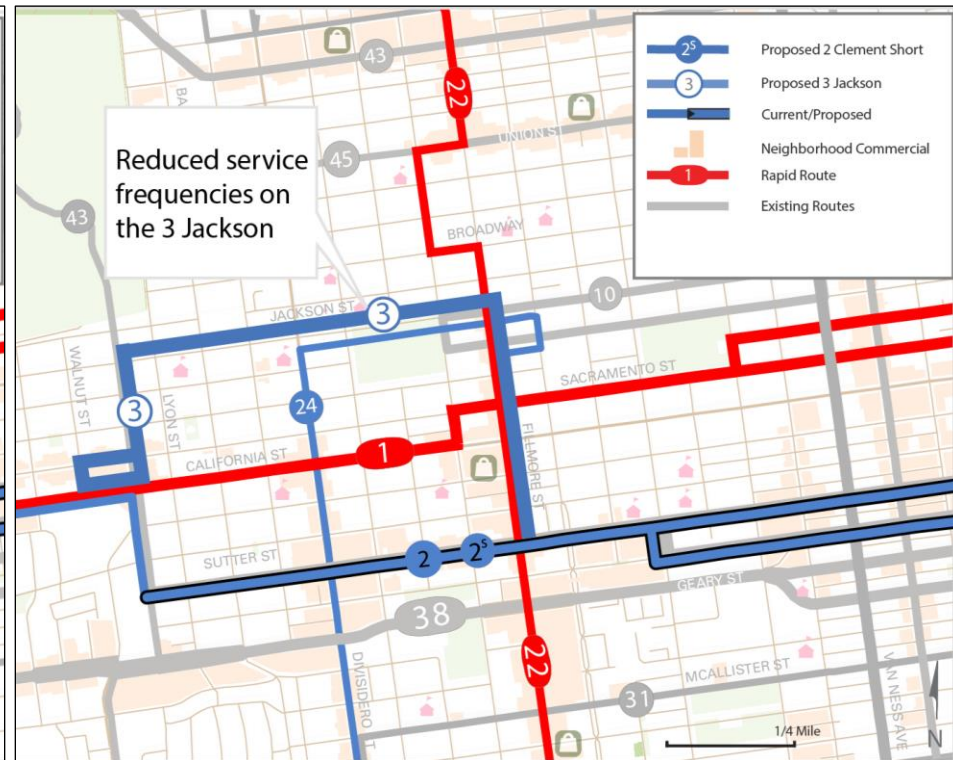
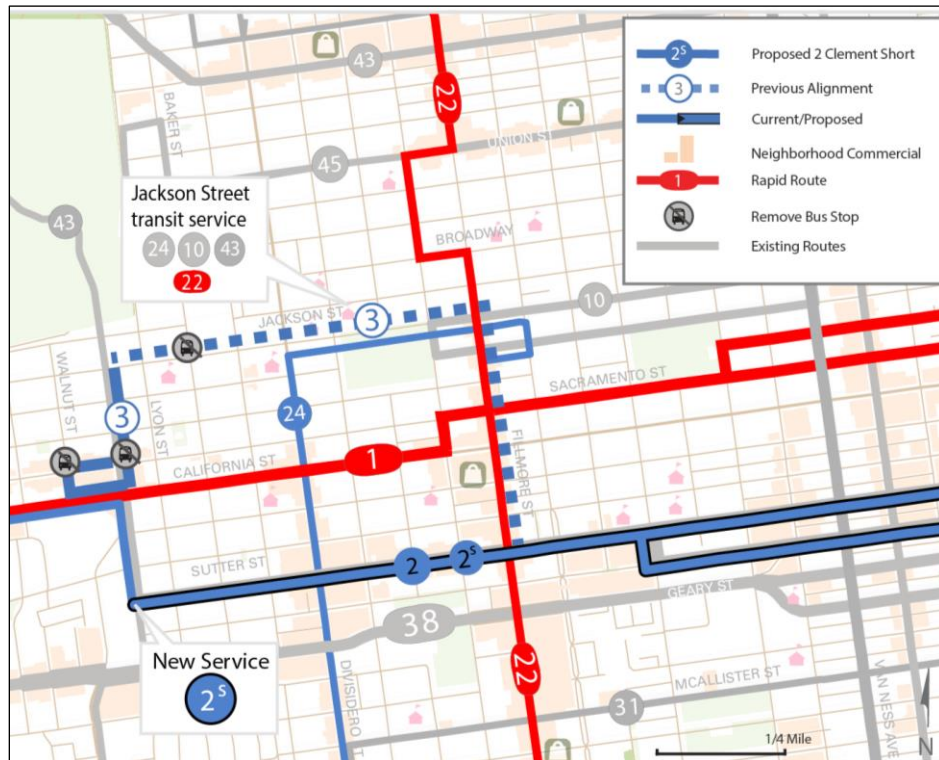
Routes Modified based on Stakeholder Feedback

- 3 Jackson
- 8x Bayshore
- 17 Parkmerced/
18 46th Avenue
- 27 Bryant (south of Market)
- 28/28L 19th Ave
- 35 Eureka
- 43 Masonic

3 Jackson

Initial Proposal

Modified Proposal



8X Bayshore Express

Initial Proposal



Modified Proposal



17 Park Merced and 18 46th Street

Initial Proposal

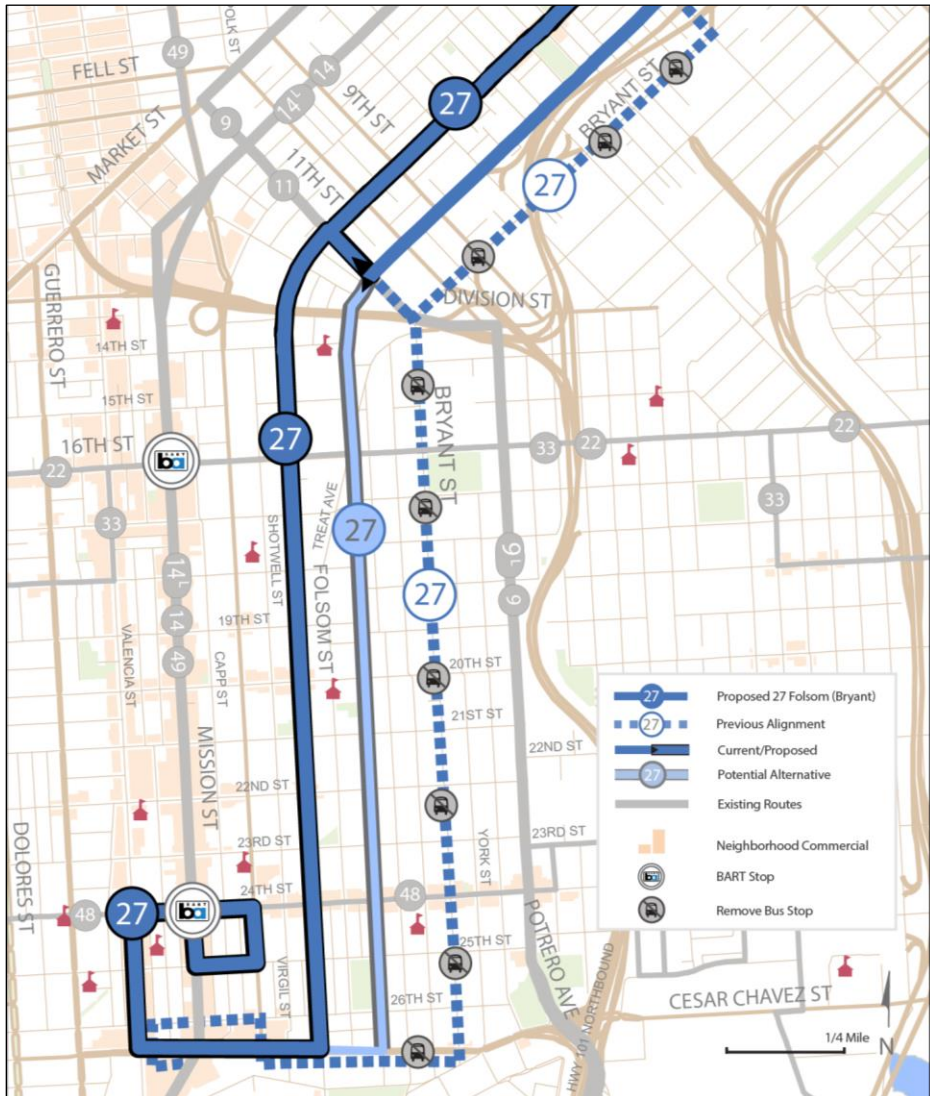


Modified Proposal

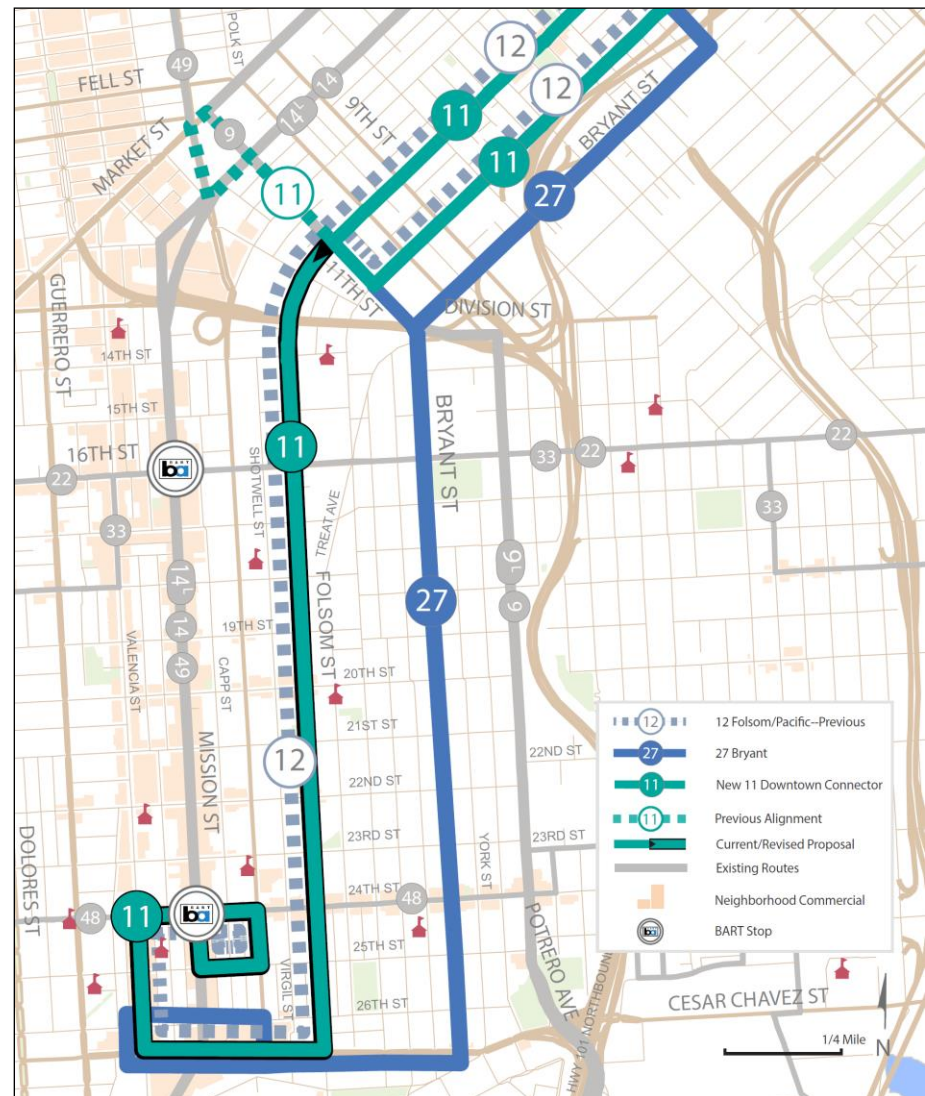


27 Bryant

Initial Proposal

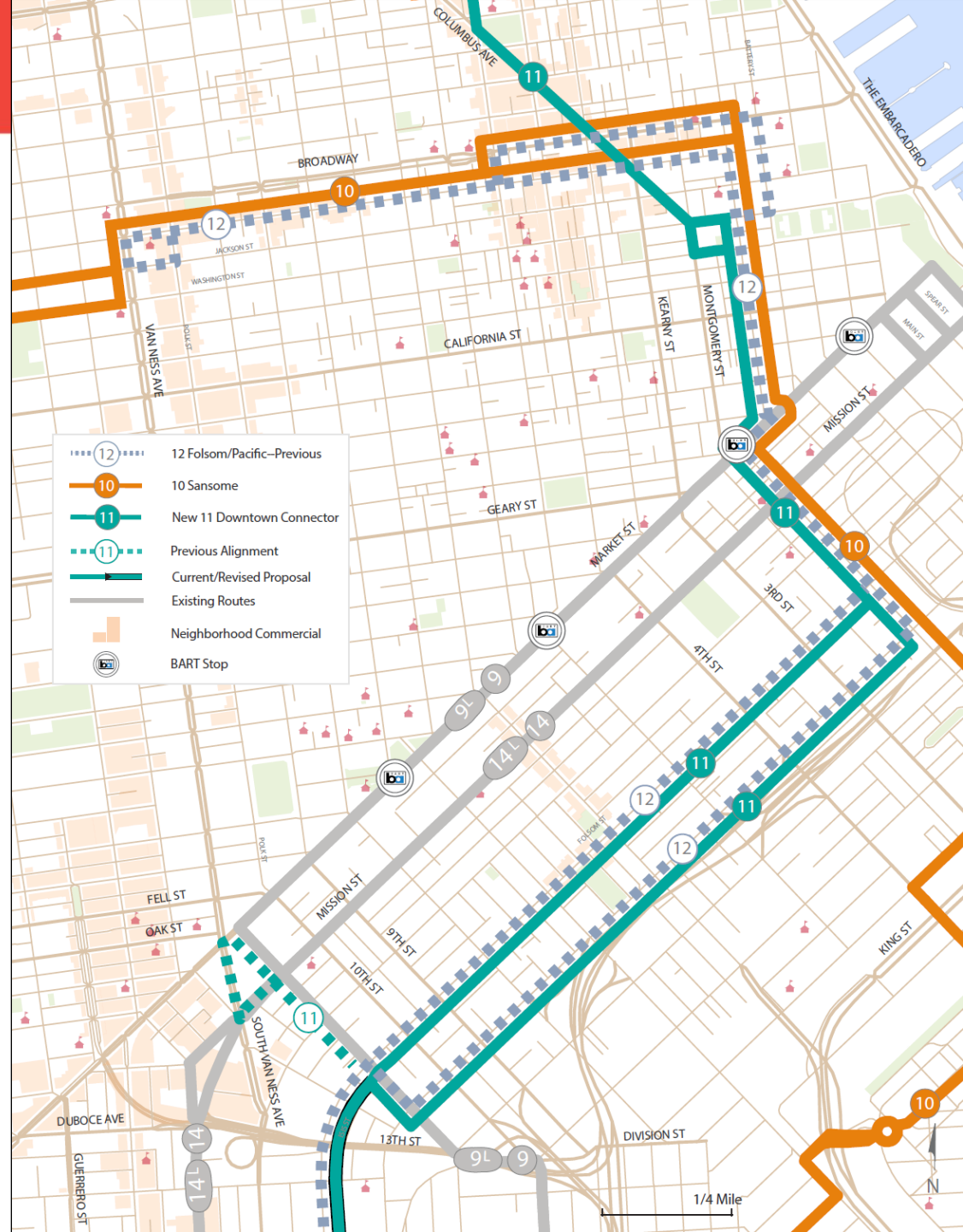


Modified Proposal

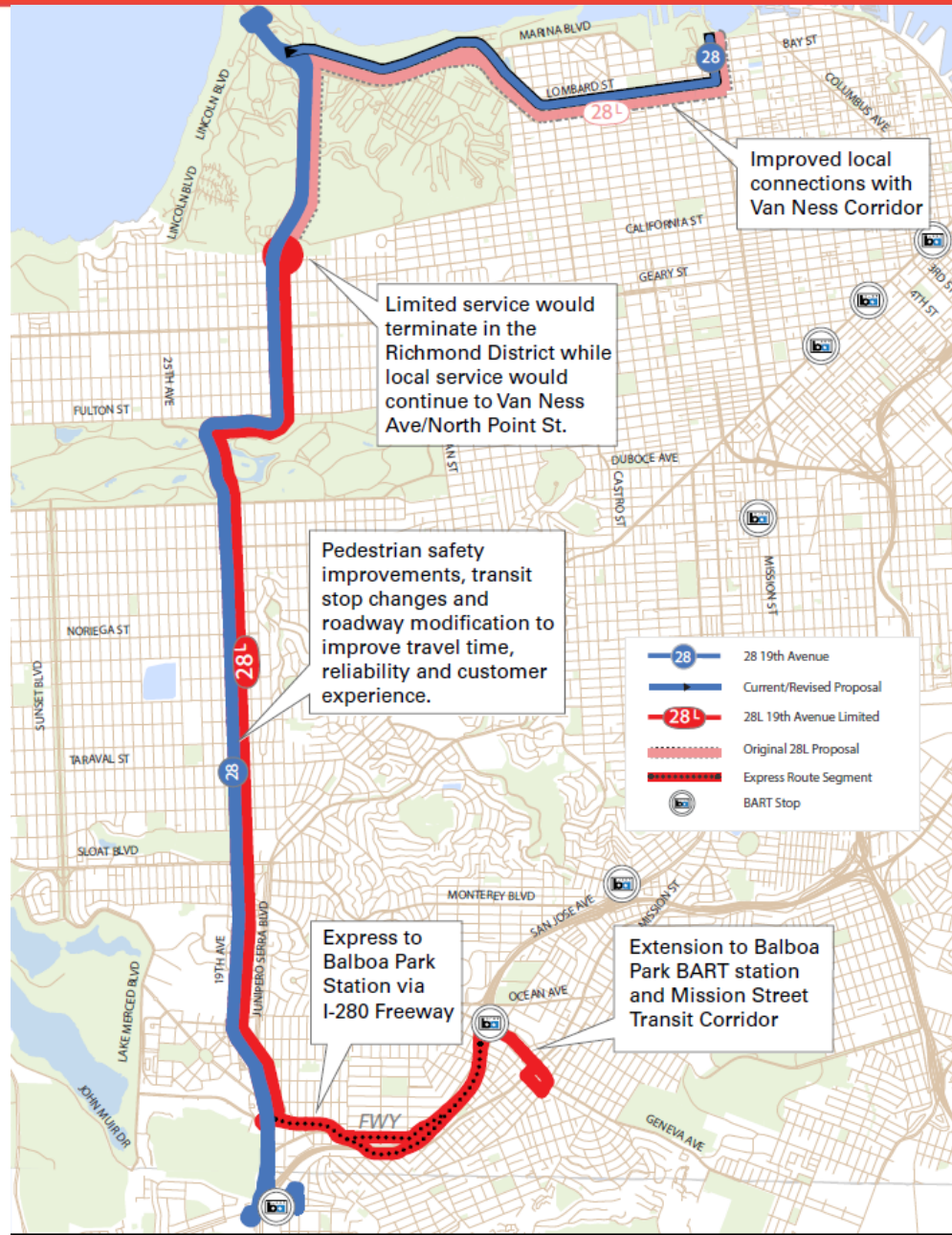


12 Folsom

12 Route would be eliminated with all segments covered by the 10 Townsend and Revised 11 Downtown Connector

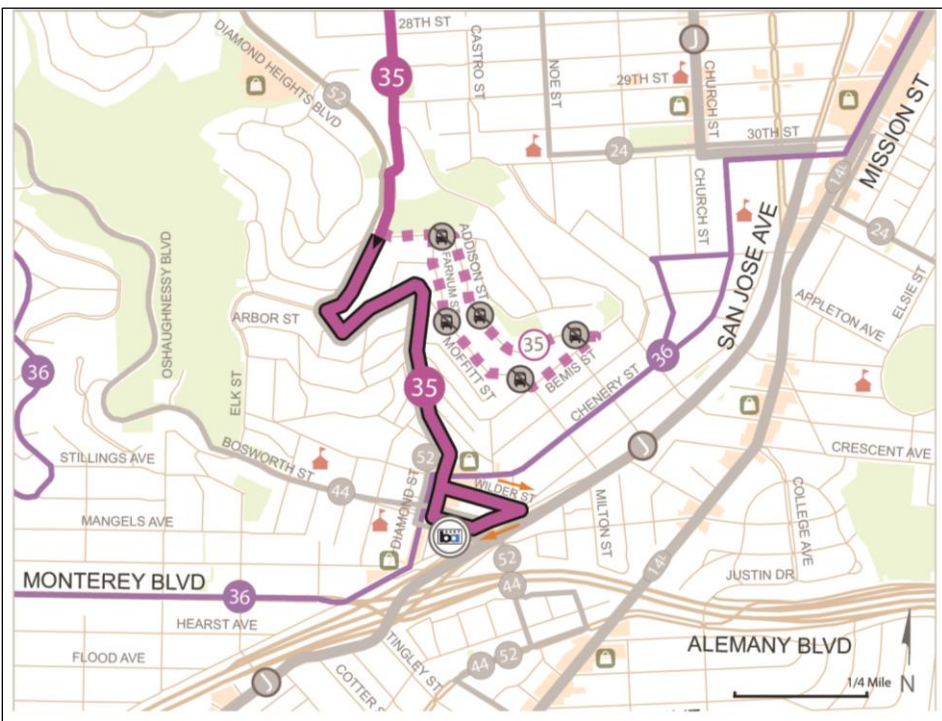


28/28L 19th Avenue Limited

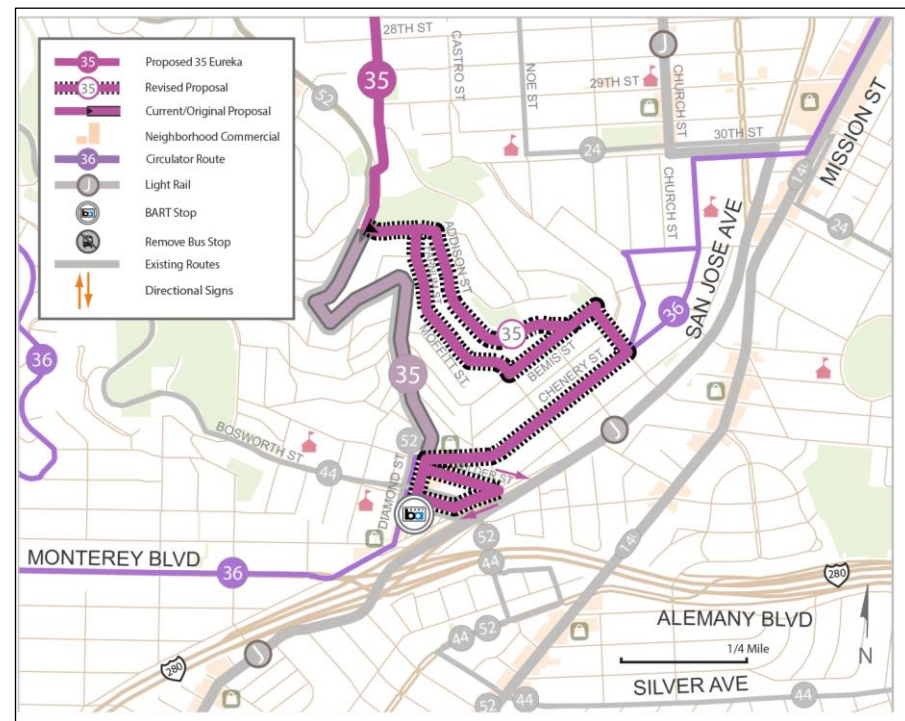


35 Eureka

Initial Proposal

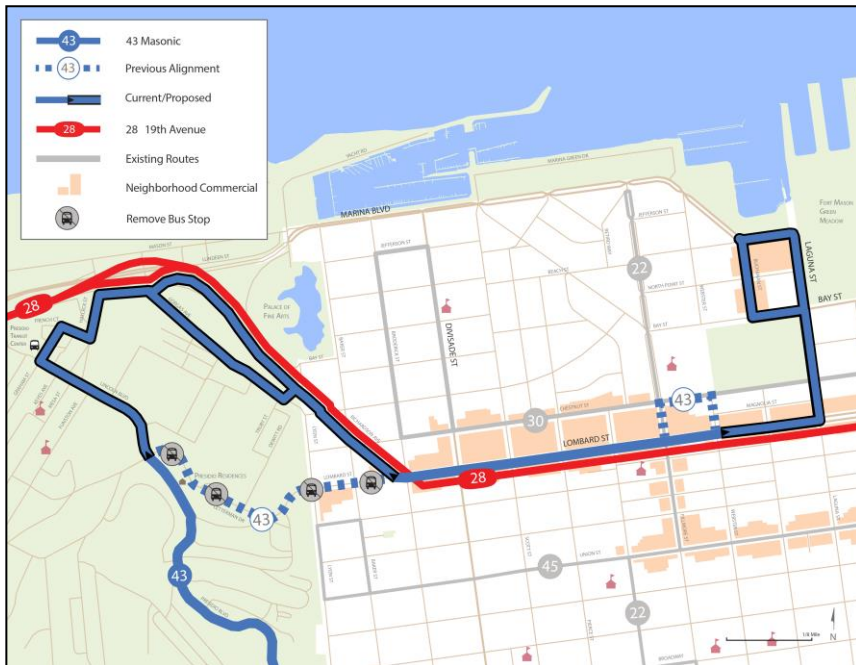


Modified Proposal

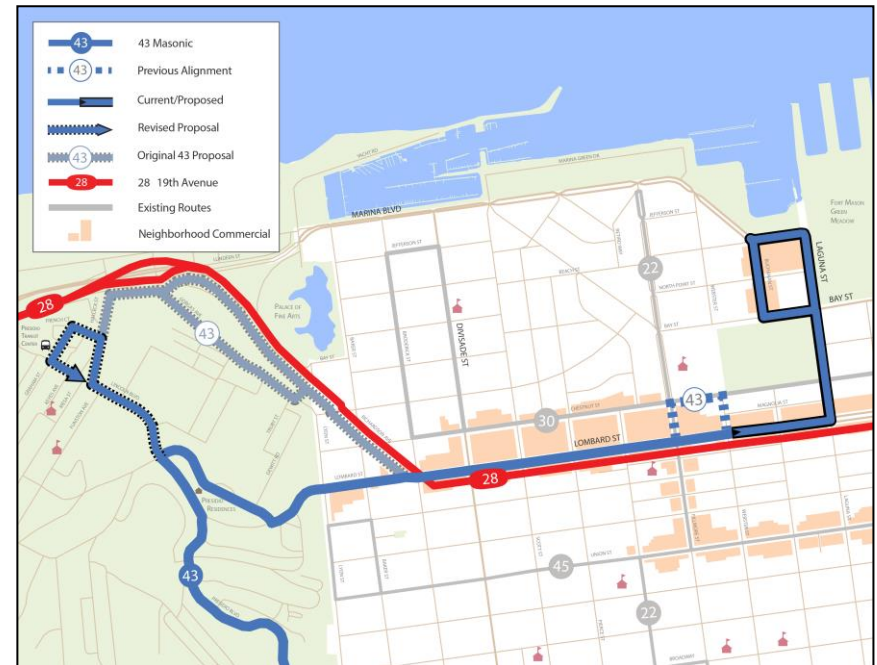


43 Masonic

Initial Proposal

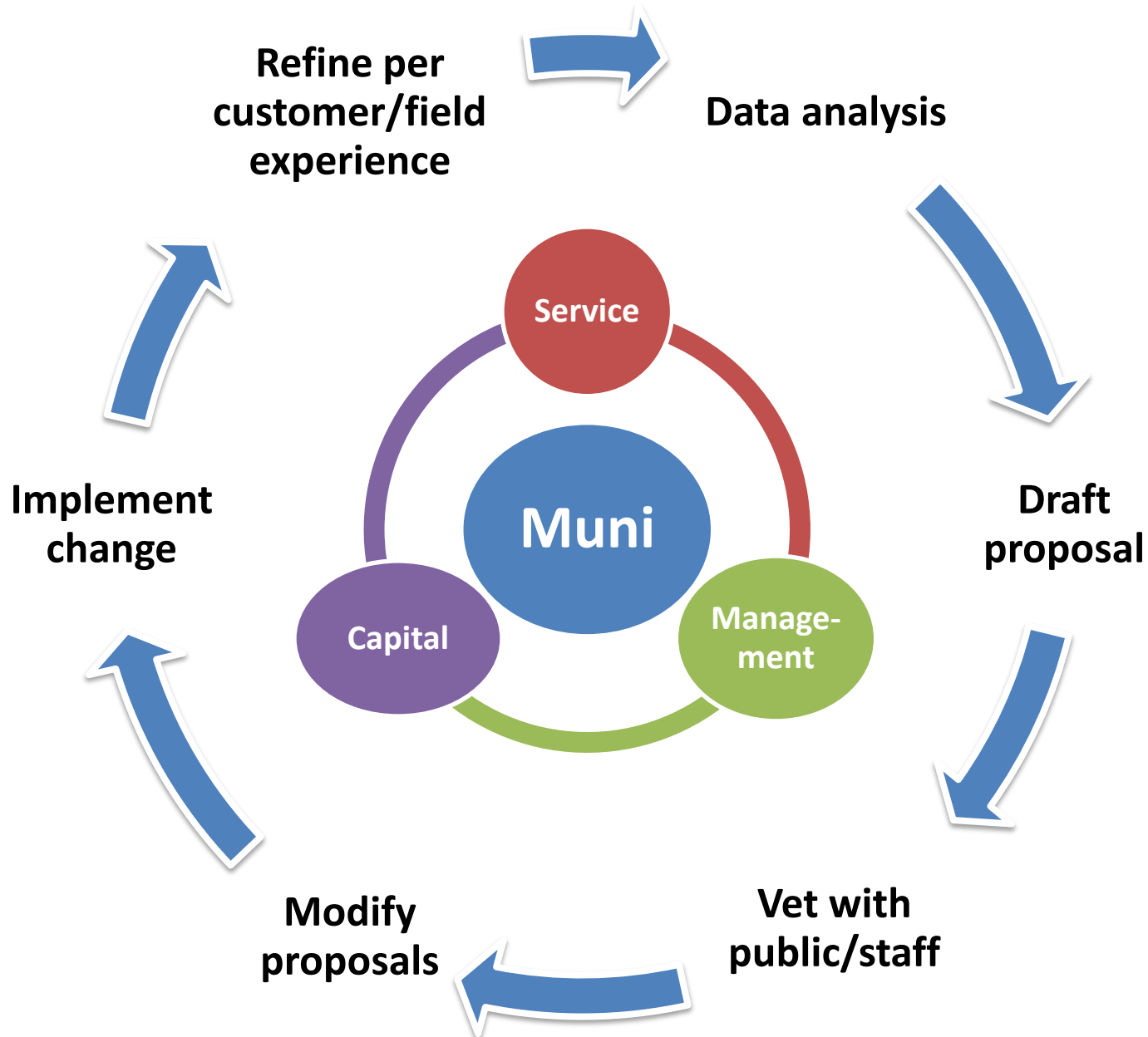


Revised Proposal



Note: all existing stops would be served.

Continuous Improvements



Tell Us What You Think...

www.sfmta.com/tep

tep@SFMTA.com
or www.tellmuni.com

415.701.4599

Call 311 for language assistance