



SFMTA
Municipal
Transportation
Agency

Transit Effectiveness Project

March 28, 2014

SFMTA's Board of Directors

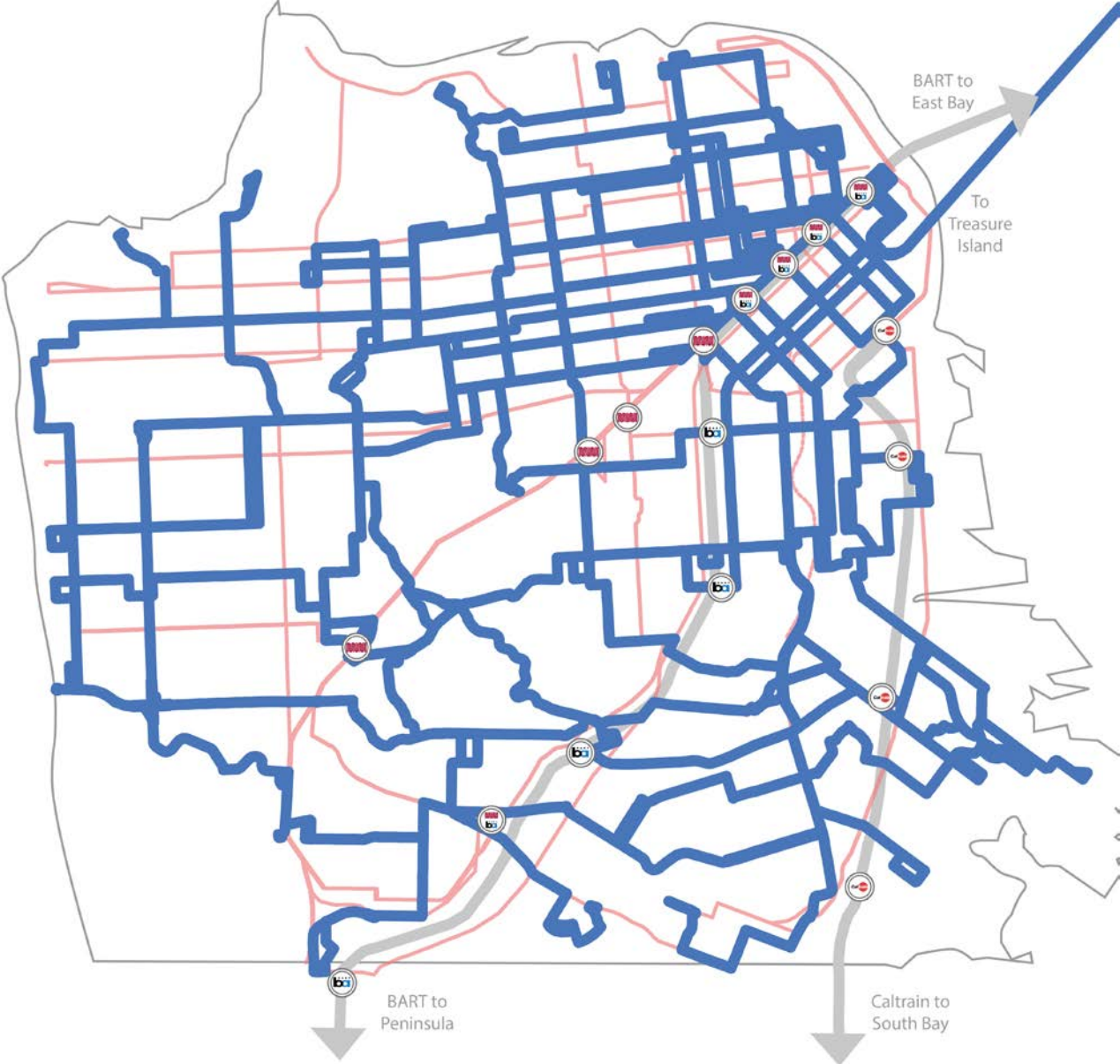
Possible SFMTAB Actions

- Approval of the TEP Project, CEQA Findings and Mitigation Monitoring and Reporting Program
- Legislation for Fast-track Capital Projects
- Legislation for Majority of Service Changes

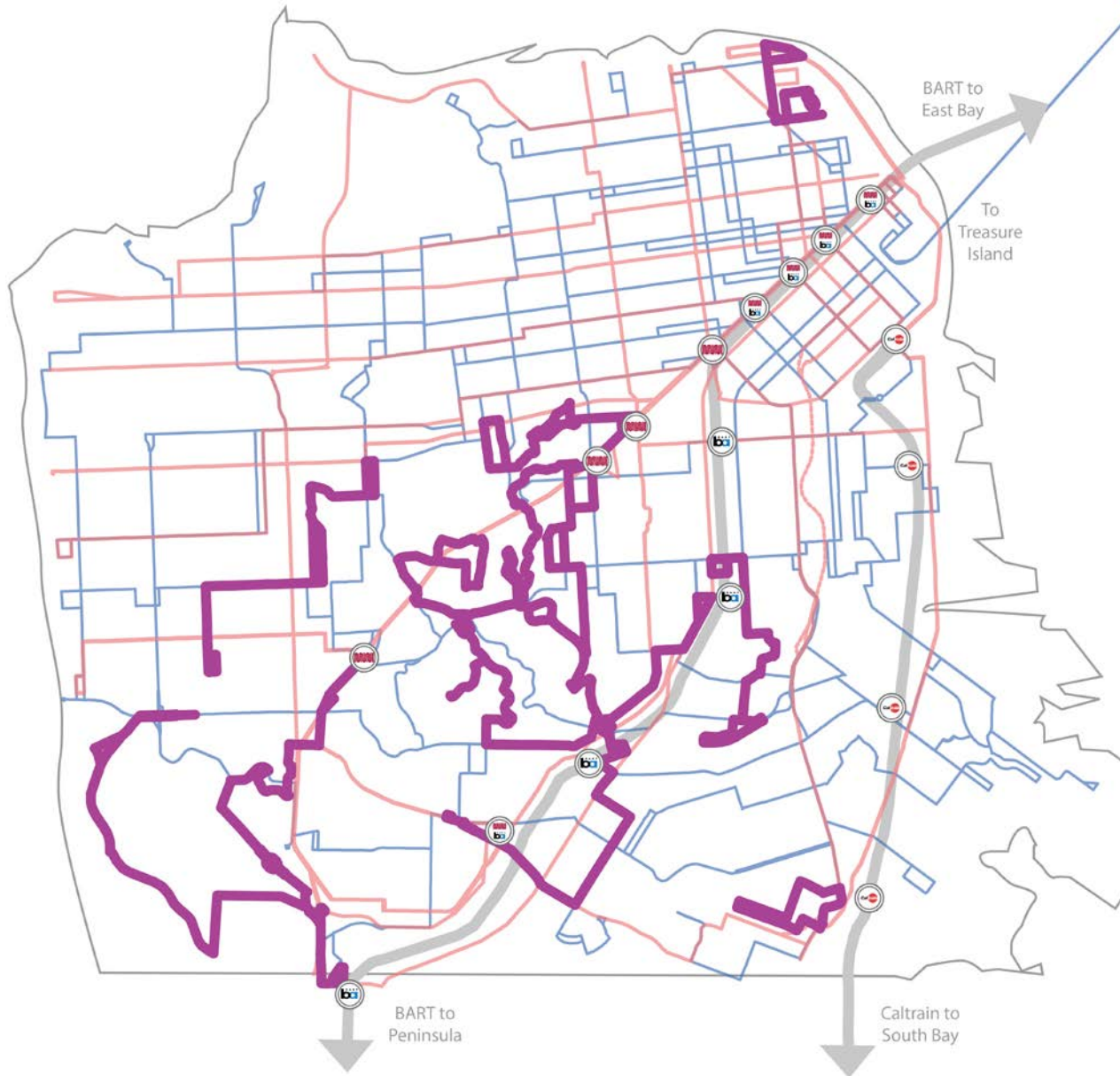
Key Elements of the TEP

- **Policy Framework** including Rapid Network
- **Service and Route Changes**: Increase service up to 12% 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.

Grid Network



Circulator Network

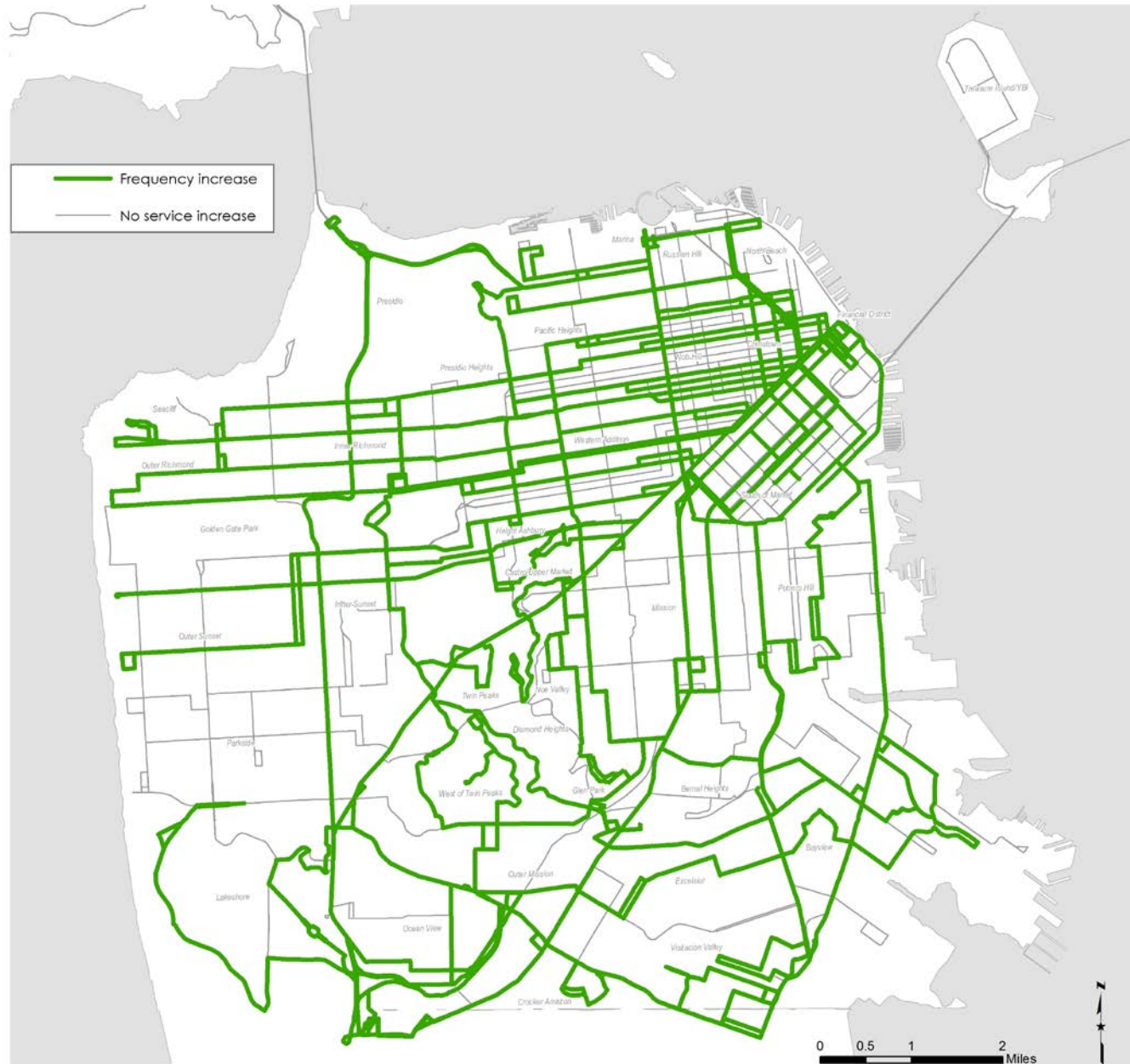


Service Changes

- Increase overall transit service by 12%
- 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

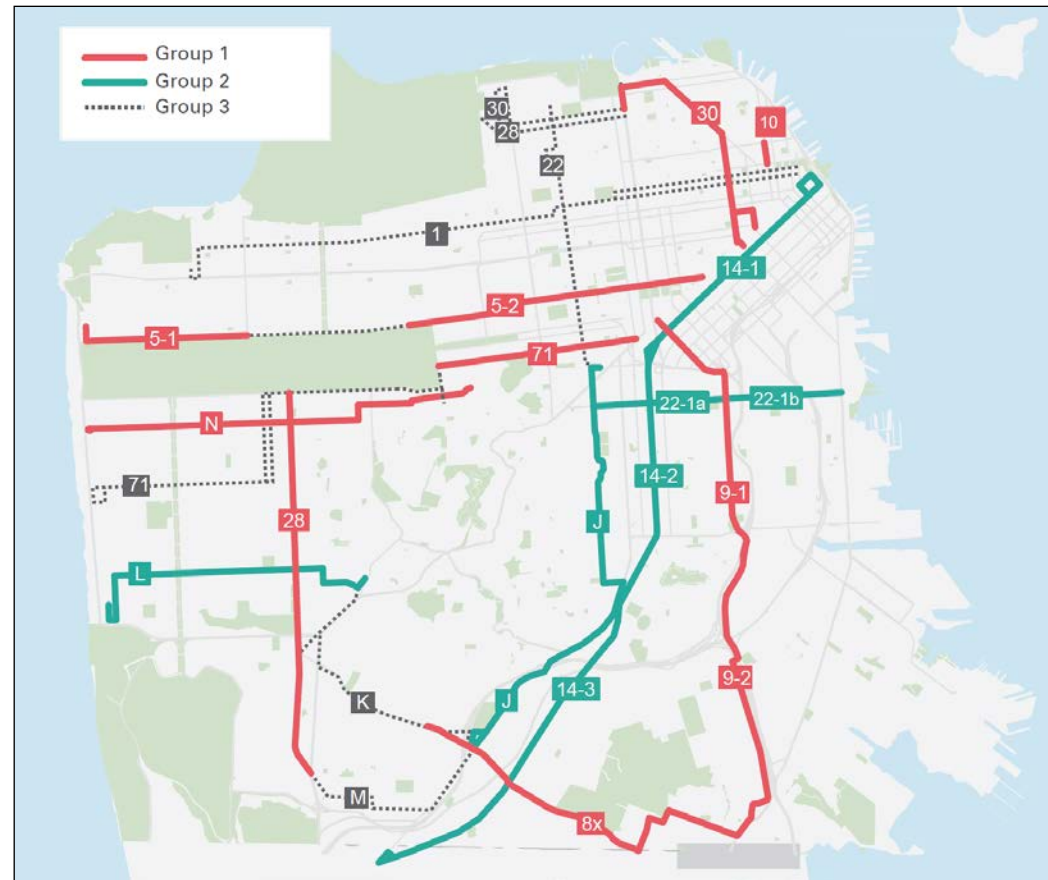


Frequency Improvements Recommended by TEP



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

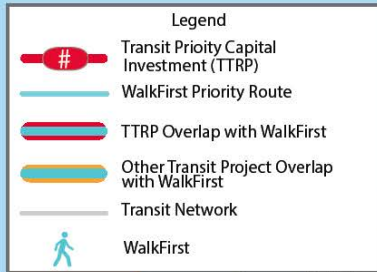


Transit Priority Toolkit

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



TEP/Walk First Synergies



1/2 miles

TEP Cost Estimate

TEP Service Increases (not in base budget)

- 3% in FY2015 \$9.2M
- 10% in FY2016 \$35.5M (phased in)
- Remaining 2% would be considered in next two-year budget cycle

TEP Capital Program

- Approximately \$200M in CIP for TEP capital projects with project level clearance in EIR
 - \$150M contingent on voter approval of GO bond
- Approximately \$300M for full EIR scope

Project Description

Project Elements

- Service Policy Framework
- Service Improvements
- Service-Related Capital Improvements (SCI)
- Transit Time Reduction Proposals (TTRPs)

Programmatic Clearance

- Policy framework
- Transit Preferential Service (TPS) Toolkit
- Future Transit Travel Time Reduction Proposals

Project Clearance

- 17 Transit Travel Time Reduction Proposals (40 miles)
- Service Improvements and Service-Related Capital

Alternatives Approach

Project-level analysis includes a Moderate Alternative and an Expanded Alternative for the travel time reduction proposals (TTRP)

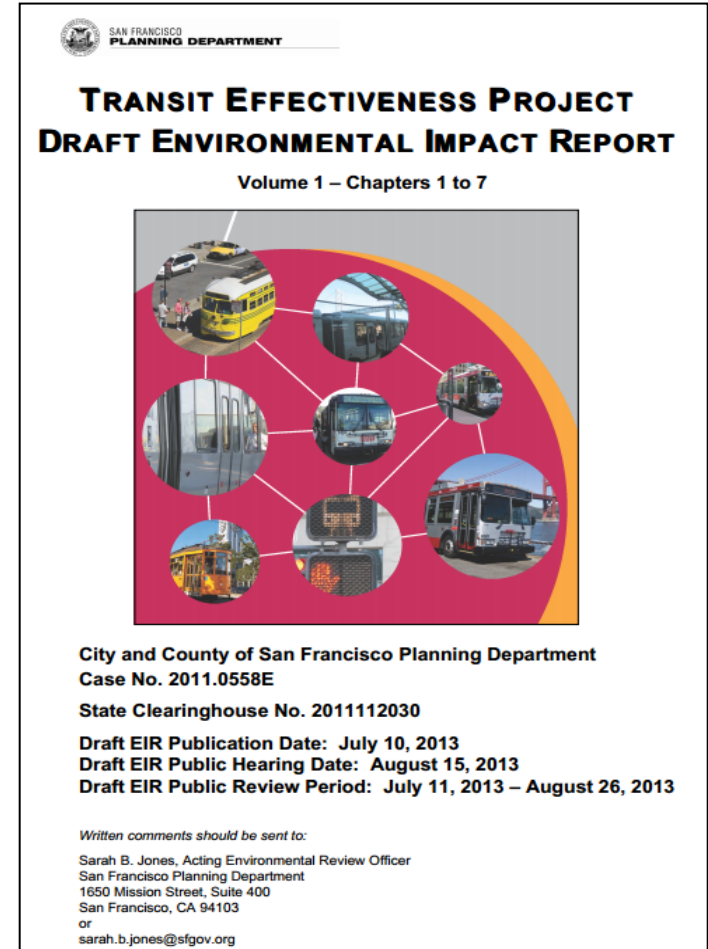
- Expanded proposals have greater effects on the capacity of our roadways
- Major project difference is inclusion of transit-only lanes, which involve reducing private auto capacity

TEP Initial Study

- Initial Study published in January 2013
- Based on the analysis, a focused Draft EIR was determined to be the appropriate environmental document
- Identified mitigation measures for Archaeological and Paleontological Resources, as well as for Hazards and Hazardous Materials

TEP CEQA – Final EIR

- **Noise** – no significant and unavoidable impacts identified
- **Air Quality** – no significant and unavoidable impacts identified
- **Transportation** – significant and unavoidable impacts identified for transit capacity, loading and parking
 - Identified mitigation measures for Transportation



Significant and Unavoidable Impacts

- **Transit Capacity** - Mission and Fulton/Hayes Screenline Corridors in 2035 Cumulative Conditions
- **Loading Impacts** – portions of 16th St and Stockton St, as well as some TPS toolkit elements that may have significant and unavoidable loading impacts when implemented in the future on TTRP corridors
- **Parking Impacts** – a 2035 cumulative significant and unavoidable parking impact on Mission, 16th and Stockton streets

Significant and Unavoidable Traffic Impacts

Expanded Alternative would result in traffic impacts at some intersections under existing and cumulative conditions:

- **16th Street @ Mission, Bryant, Potrero, 4th 7th, & Owens**
- **Columbus Avenue @ Green Street and Stockton Street**
- **Market Street @ Church Street and 14th Street**
- **Fulton Street @ Masonic Avenue**
- **Geneva Ave @ Carter and Moscow Streets**
- **4th Street @ Mission Street**
- **Randall Street @ San Jose Ave**

Response to Comments (RTC)

- Project level design and analysis for 3 DEIR program-level TTRPs (9, 71 and L) and minor changes (5 and N)
 - *No new significant impacts identified*
- Community' Comments and Concerns about Environmental Impacts addressed
- Supplemental Memo of Additional Service Variants



CEQA Findings and Statement of Overriding Considerations

- CEQA requires that a public agency consider the environmental impacts of a project before a project is approved and make specific findings
- SFMTA presents a Findings and Facts in Support of Findings (Findings) and Statement of Overriding Considerations (SOC)
- SFMTAB to Consider Approval of Findings and SOC

Fast Track Capital Projects

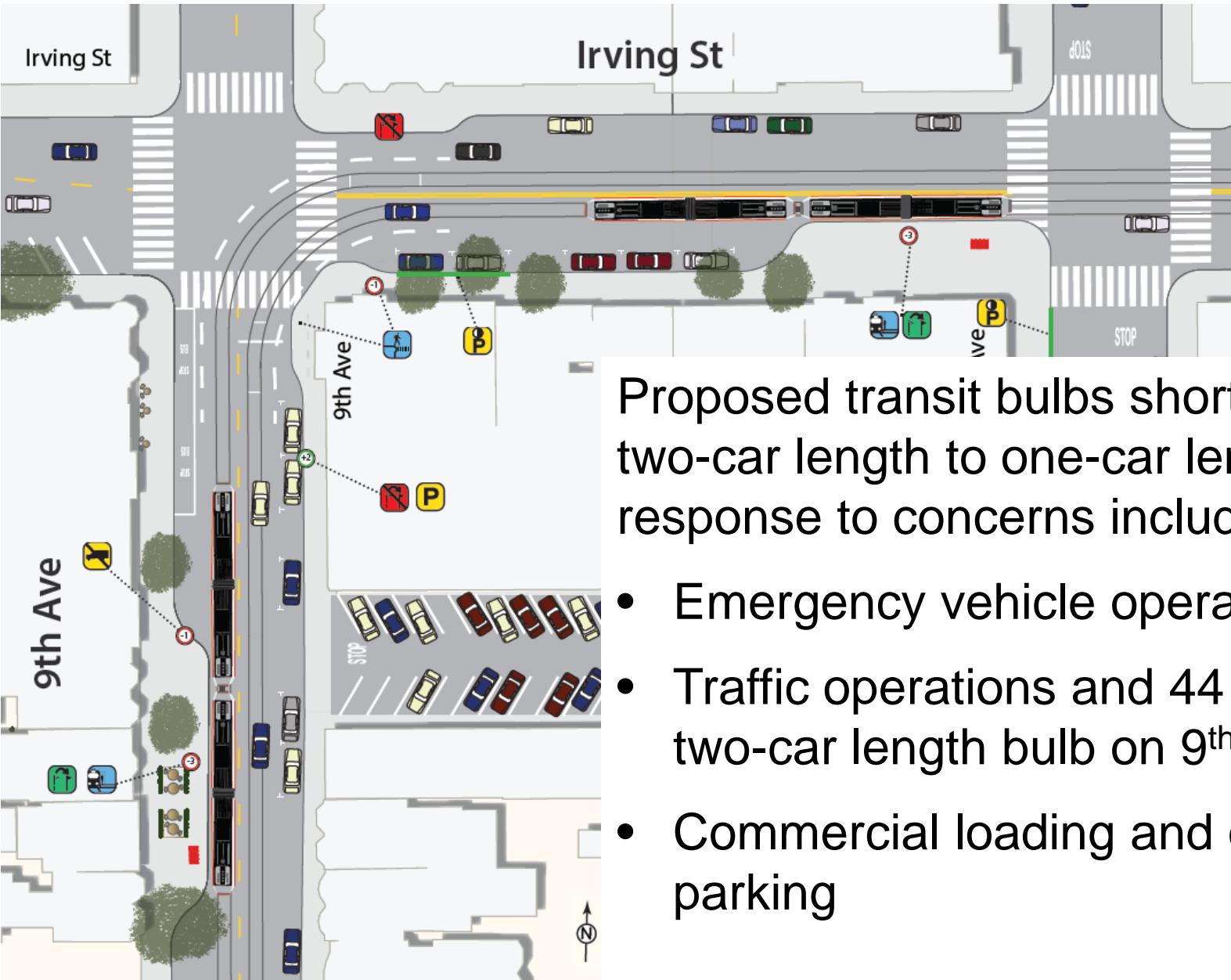
- **N Judah Irving St between Arguello Blvd and 9th Ave:** Four transit bulbs, three pedestrian bulbs, stop changes, and new signal
- **N Judah Judah Street at 28th Ave:** Two wheelchair accessible platforms
- **5 Fulton Fulton St between 46th and 25th Ave:** 13 bus bulbs, two signals
- **5 Fulton McAllister St at Fillmore St and at Divisadero St:** Four bus bulbs, two right-turn pockets
- **9/9L 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 btw Powell & Stockton:** Three transit bulbs
- **71L Haight-Noriega Haight St between Fillmore and Lyon:** Three pedestrian bulbs and four transit bulbs

N Judah - Irving from Arguello to 9th Ave

- Four transit bulbs, three pedestrian bulbs, transit stop consolidation and a new traffic signal
- Jan 30 Open House; subsequent meetings with residents and merchants to refine proposals; 500+ survey responses
- Coordination with repaving planned in spring 2015



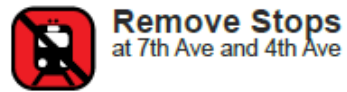
N Judah – Irving from Arguello to 9th Ave



Proposed transit bulbs shortened from two-car length to one-car length in response to concerns including:

- Emergency vehicle operations
- Traffic operations and 44 bus at two-car length bulb on 9th Avenue
- Commercial loading and on-street parking

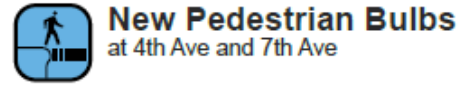
N Judah – Irving from 4th to 7th Ave



Remove Stops
at 7th Ave and 4th Ave



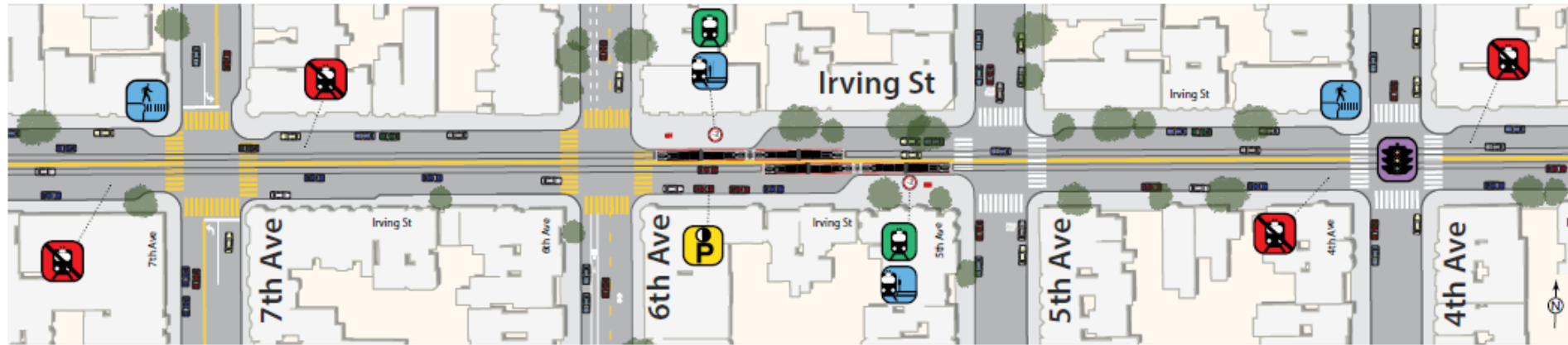
New Stops
between 5th and 6th Ave



New Pedestrian Bulbs
at 4th Ave and 7th Ave

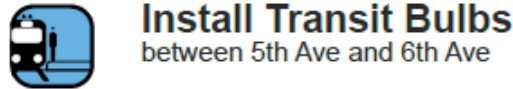


New Traffic Signal
at Irving St and 4th Ave

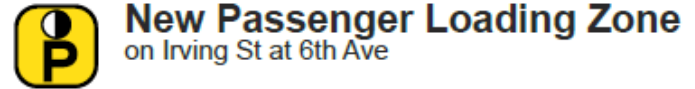


West to Ocean Beach

East to Downtown



Install Transit Bulbs
between 5th Ave and 6th Ave



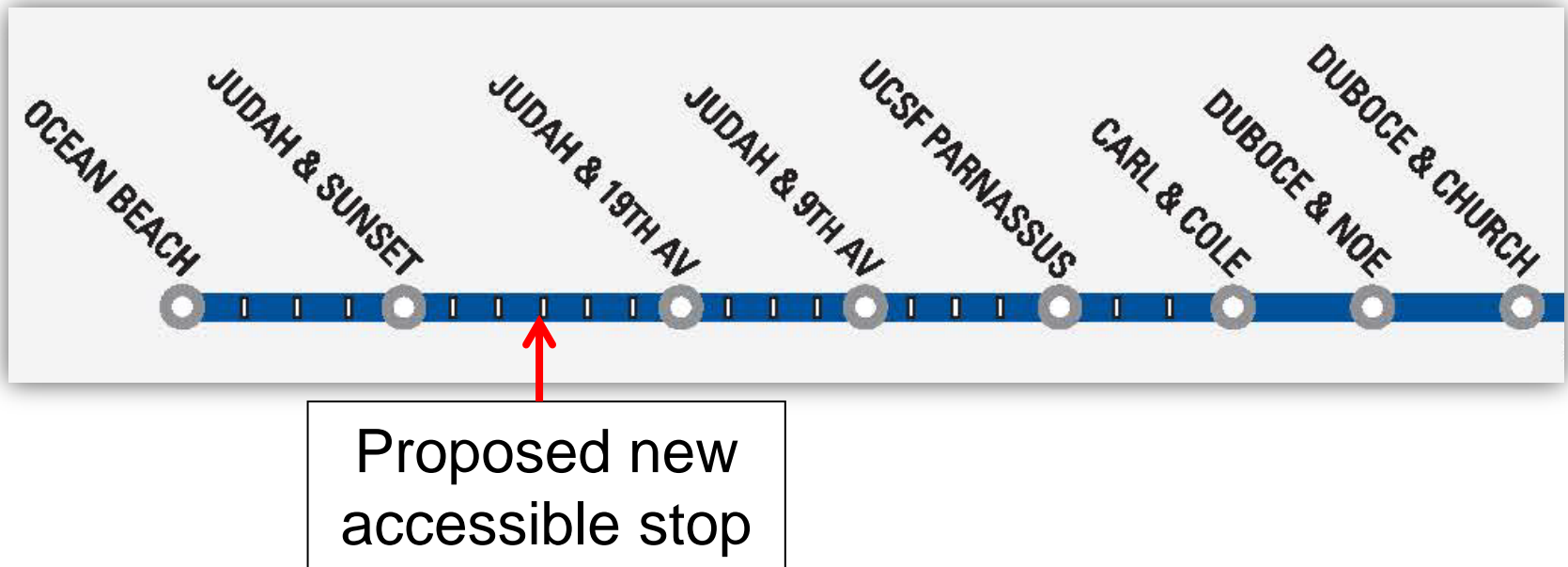
New Passenger Loading Zone
on Irving St at 6th Ave

Streetscape Amenity Options



N Judah – Judah at 28th

- Upgrade existing boarding islands to two-car train length boarding islands with accessible boarding platforms
- Enhances safety for customers and closes largest gap (> 1 mile) between accessible stops
- Coordination with Sunset Tunnel construction project in summer 2014



5 Fulton – Fulton and McAllister streets

- 17 bus bulbs on Fulton St (between 25th and 46th); McAllister St (Divisadero and Fillmore)
- Complements ongoing 5/5L pilot project; part of overall plan to provide bus bulbs at most 5L stops
- Coordination with repaving planned in summer 2014



9 San Bruno – Potrero Avenue

- Five community meetings March-November 2013
- Project revised to reduce parking removed from 105 to 60 spaces while meeting project goals
- Coordination with repaving planned in fall 2014



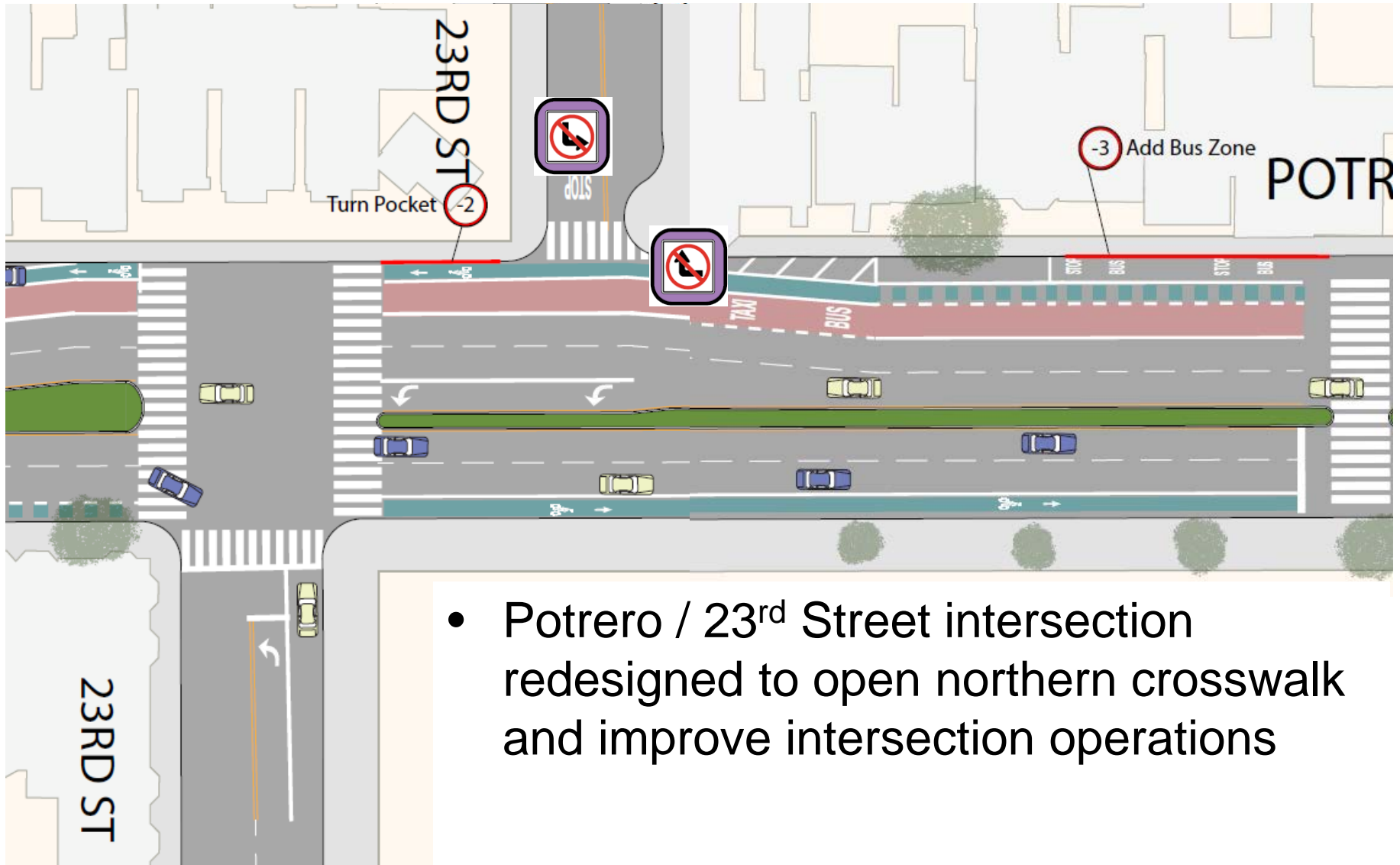
Widened sidewalk
(east side, 22nd to 24th)

Landscaped Median
(21st to 25th)

Southbound
transit only lane
(18th to 24th)

Median refuge
islands

9 San Bruno – Potrero Avenue



- Potrero / 23rd Street intersection redesigned to open northern crosswalk and improve intersection operations

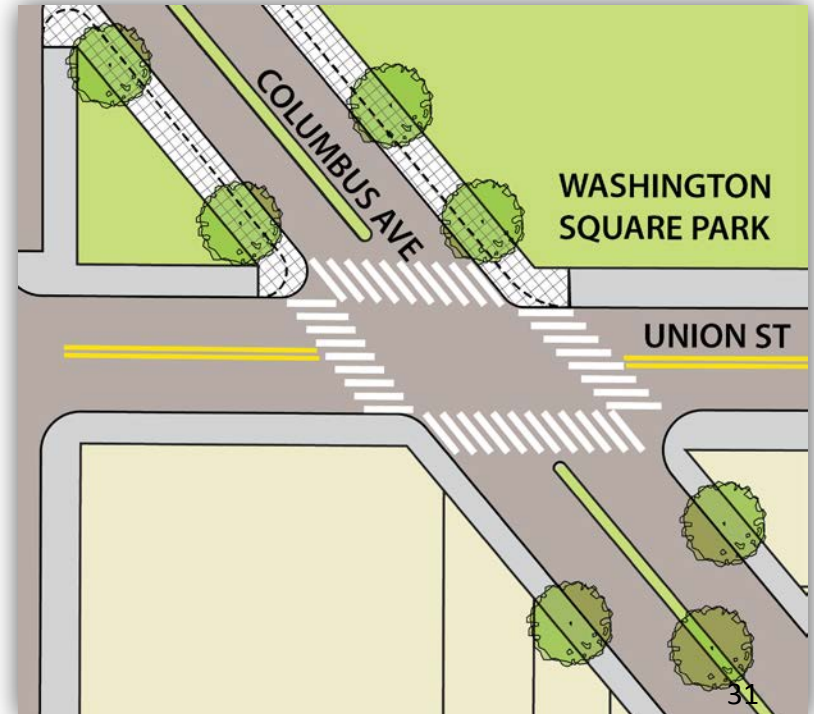
14 Mission – Mission at Silver

- Two bus bulbs to reduce dwell times, provide more space at crowded transit stops, and improve pedestrian safety
- Coordination with repaving planned in spring 2014



30 Stockton – Columbus (Powell to Stockton)

- Widened sidewalks on Columbus between Powell and Union in coordination with Central Subway related construction in spring 2014
- Northbound transit bulb on Stockton at Columbus in coordination with repaving planned in winter 2015



71 Haight-Noriega – Haight (Fillmore to Lyon)

- Four transit bulbs at Fillmore and at Divisadero
- Three pedestrian bulbs at Lyon & Baker/Buena Vista East
- Coordination with the repaving planned in summer 2014



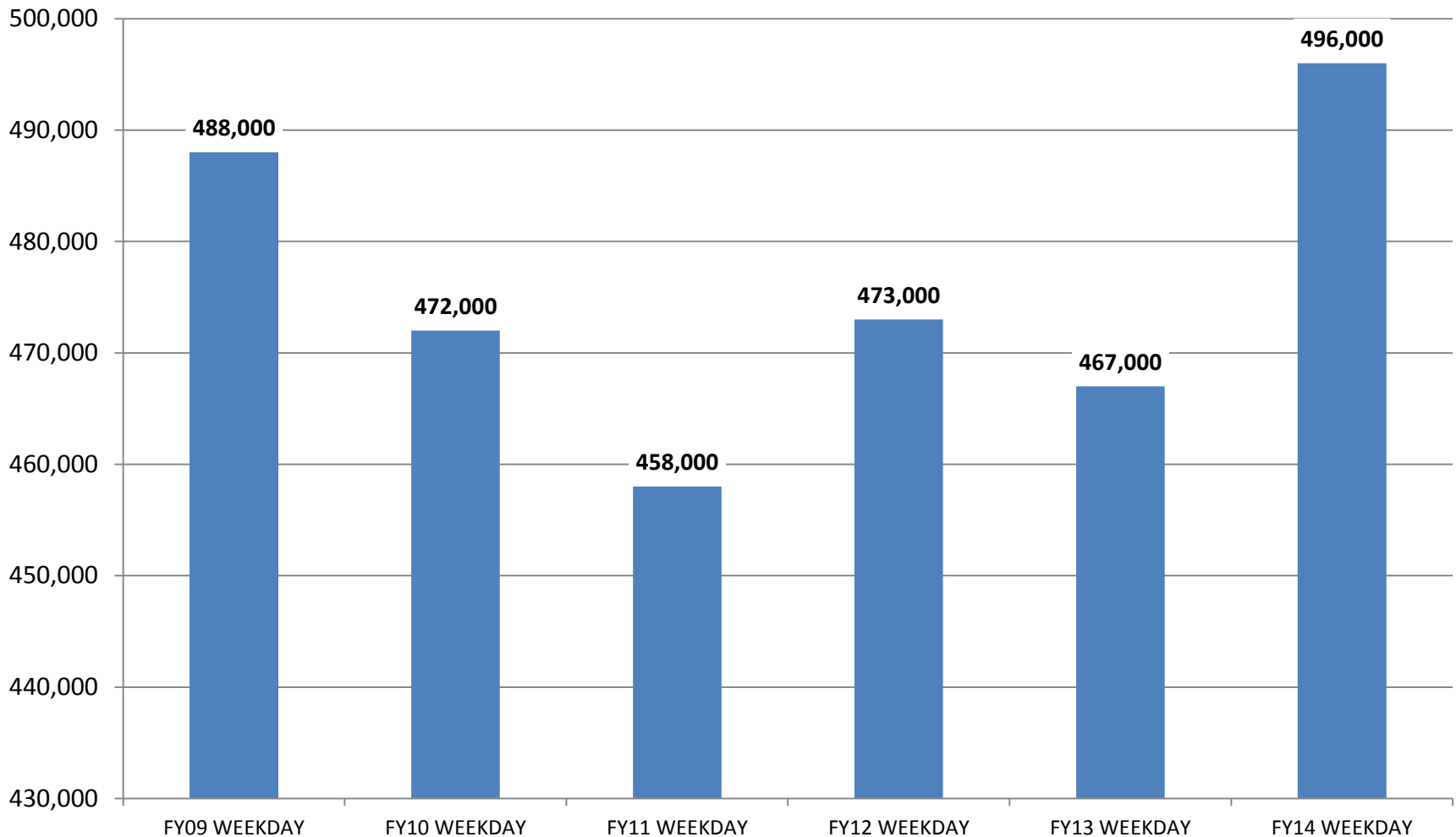
Service Improvements

- Increase overall transit service by 12%
- 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**





- 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 35

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 Ltd

Service Proposals

Route Elimination

- 12 Folsom (all segments covered)

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

- 1BX California Express
- 2 Clement (includes electrification)
- ~~6 Parnassus~~ (*keep existing routing*)
- 8X Bayshore Express (*revised proposal*)
- 10 Sansome
- 17 Parkmerced (*revised proposal*)
- 18 46th Avenue
- 22 Fillmore
- ~~27 Folsom~~ (*keep existing routing*)
- 28/28L 19th Avenue (*revised proposal*)
- 29 Sunset
- 33 Stanyan
- 35 Eureka (*revised proposal*)

Route Modification (continued)

- ~~36 Teresita~~ (*keep existing routing*)
- 43 Masonic (*revised proposal*)
- 47 Van Ness
- 48 Quintara-24th Street (*will revise Route 58*)
- 52 Excelsior
- ~~56 Rutland~~ (*keep existing routing*)

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
- 28L 19th Avenue Limited to Mission/Geneva
- 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), 33, 35 (AM), 37 (PM), 38/38L, 41, 43, 44, 47, 54, 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, 38/38L, 52, 71L

Frequency Increase Evening

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

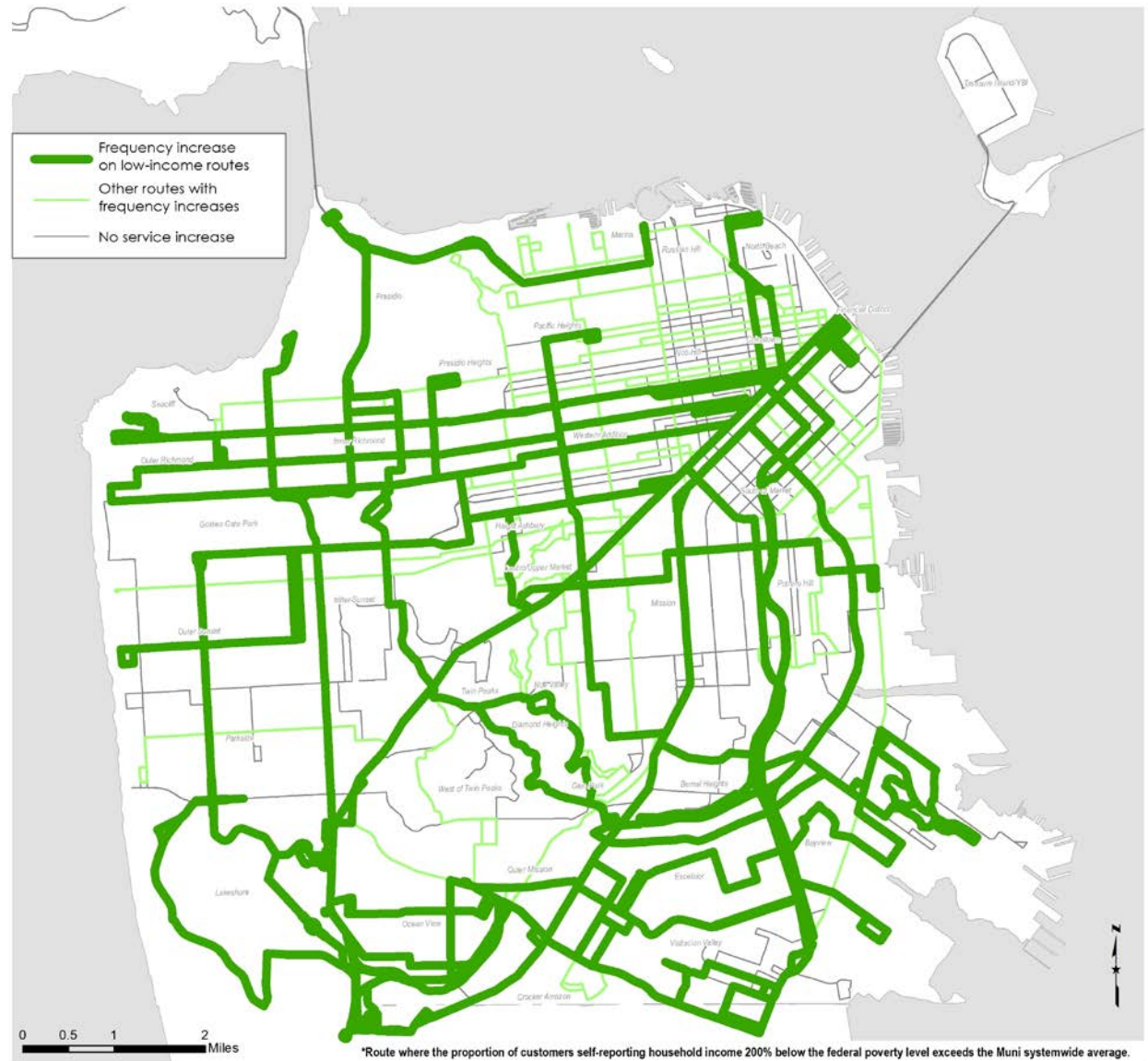
Frequency Decrease

- F (AM peak only with introduction of E line), 2 (west of Presidio during peaks), 3, 6, 8X (midday north of Broadway), 48 (west of Diamond and east of Connecticut with introduction of 58 line)

Title VI Summary

- Service and route change increases and reductions do not disparately impact minority customers and do not disproportionately burden low income customers
- Multilingual outreach conducted, including outreach to people with limited English proficiency.
 - Routes affecting minority and low income populations modified based on stakeholder feedback.
- More than half of all frequency and travel time benefits directed to minority and low income routes

Low Income Routes with Service Increases



Minority/Low Income Equity Analysis of TEP Capital Projects

Although not legally required, in response to community concerns, the SFMTA performed an equity analysis of TEP capital projects

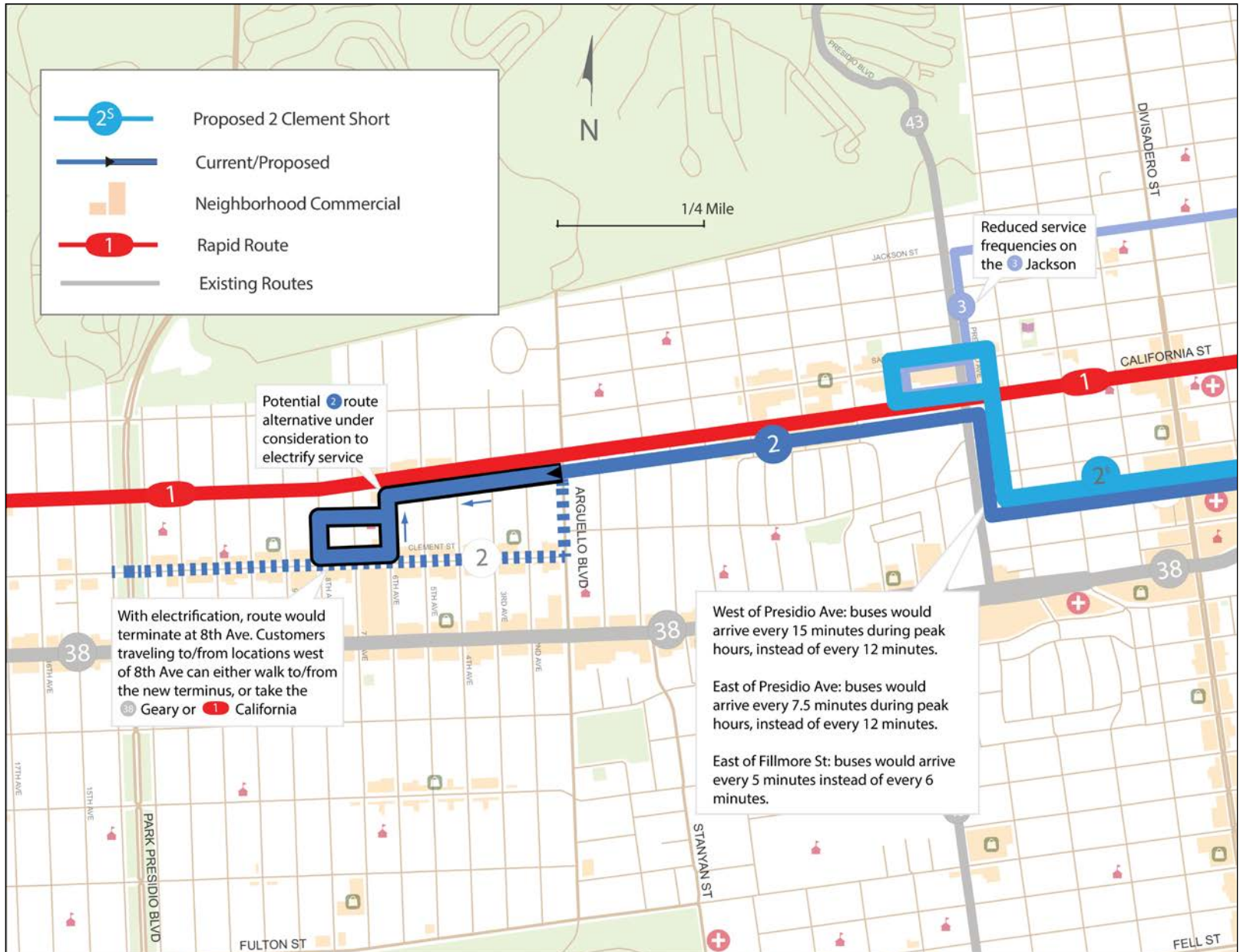
Results:

- More than half of travel time improvements will be experienced by minority and low income customers
- Over half of the miles of capital improvements are focused in primarily minority neighborhoods
- Stop spacing in minority and low income neighborhoods is approximately the same as non-minority and non low income neighborhoods under stop consolidation proposals

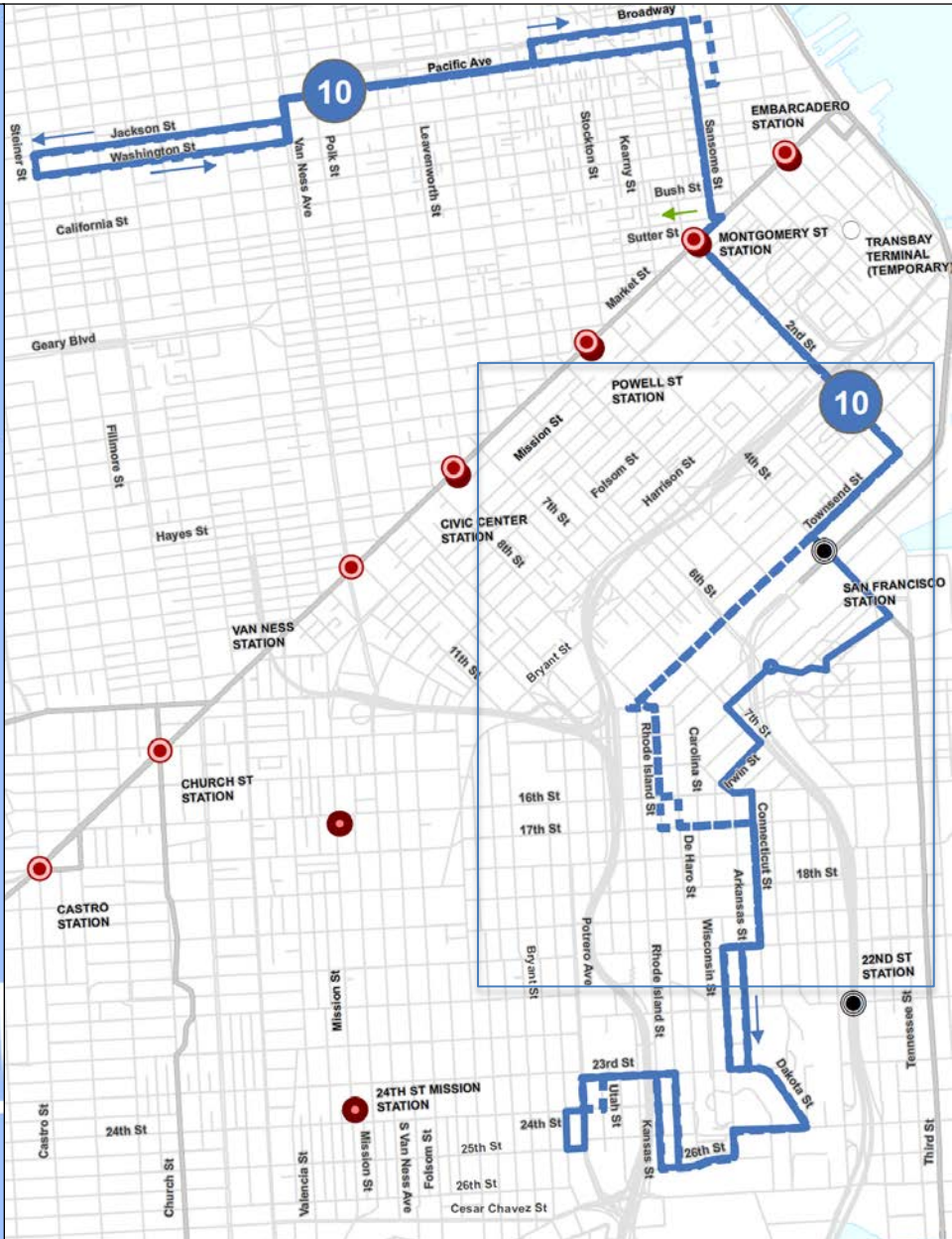
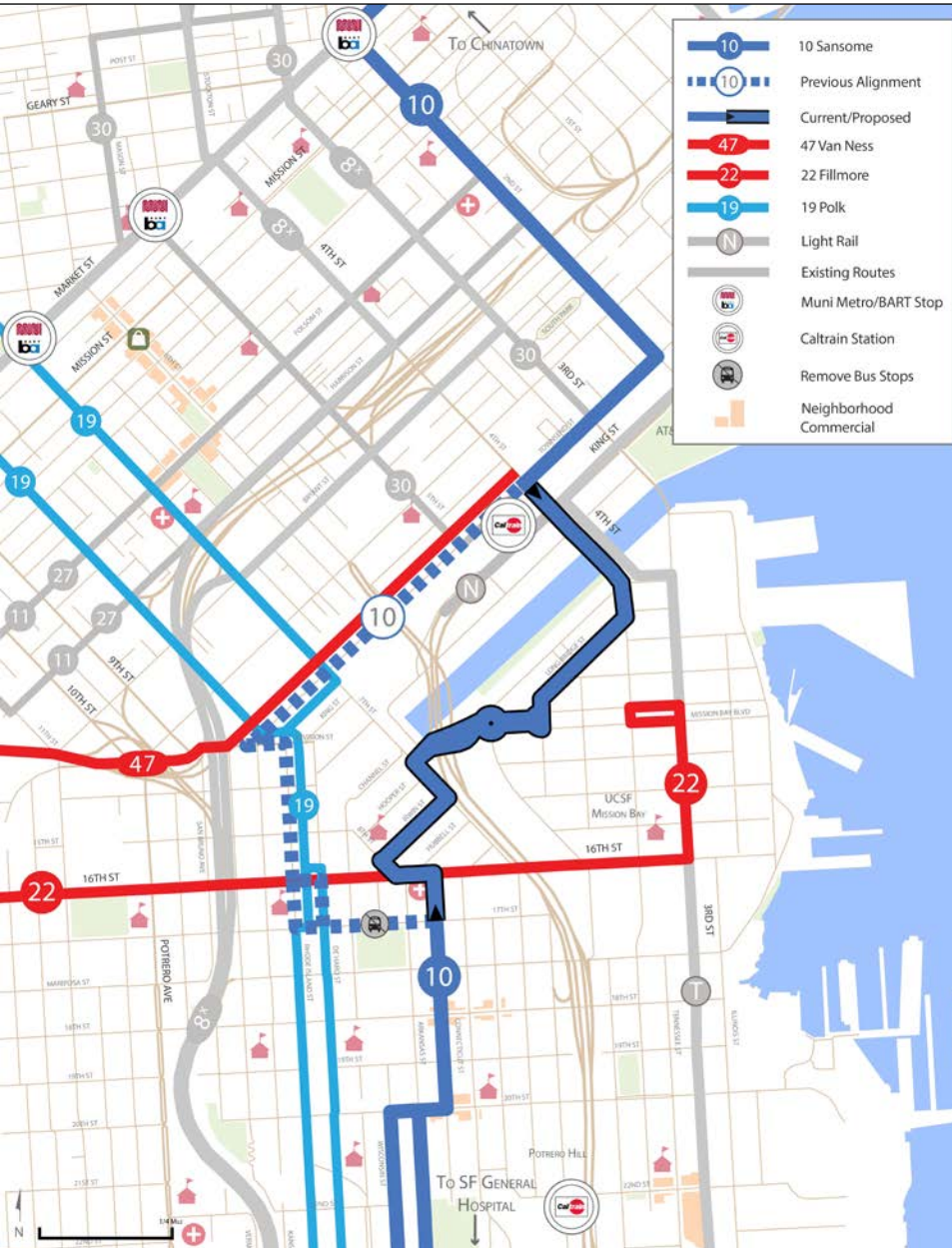
Summary of PAG Feedback

- Supported staff recommendation: 2, 10, 17 (modified proposal), 47
- Recommended not to pursue: 27 (extension to Vallejo), 36, 56
- Modified: 6/71L, 22/33, 48/58

2 Clement



10 Townsend



17 Parkmerced and 18 46th Street

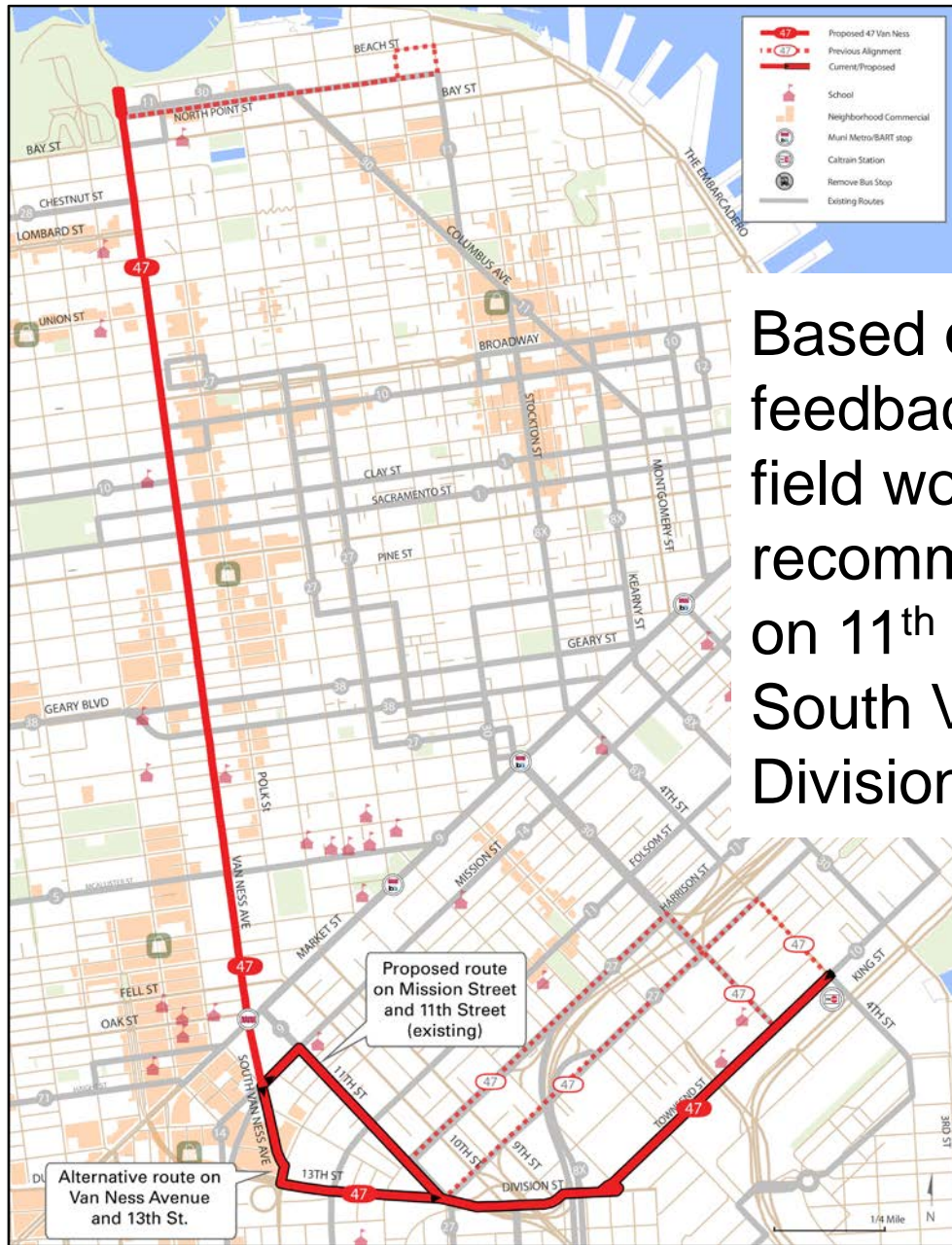
Initial Proposal



Modified Proposal



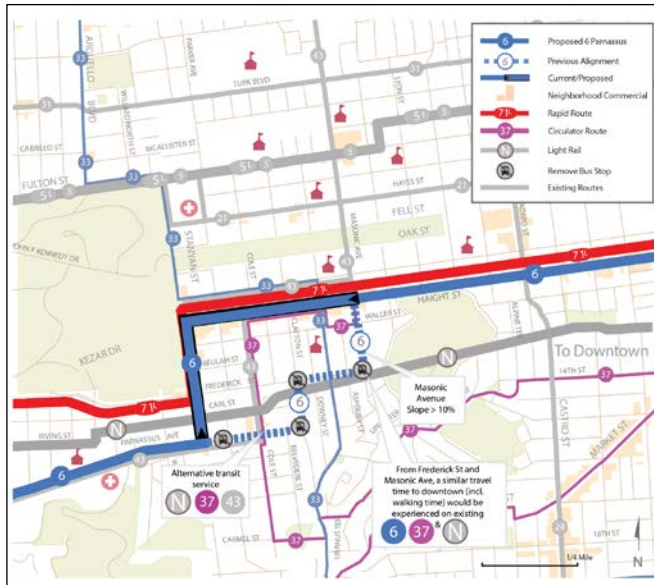
47 Van Ness



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

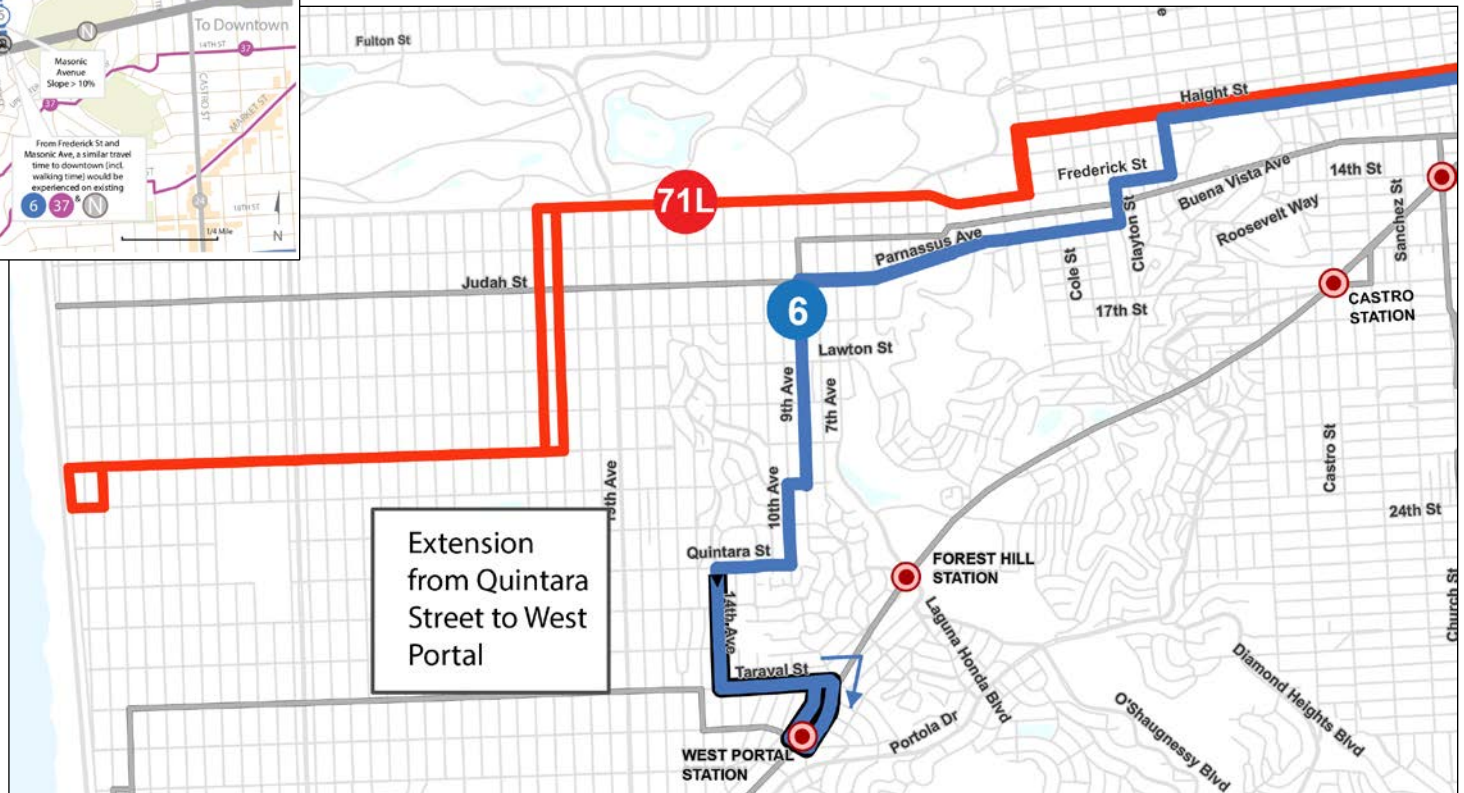
6 Parnassus/71L Haight-Noriega Limited

Initial Proposal



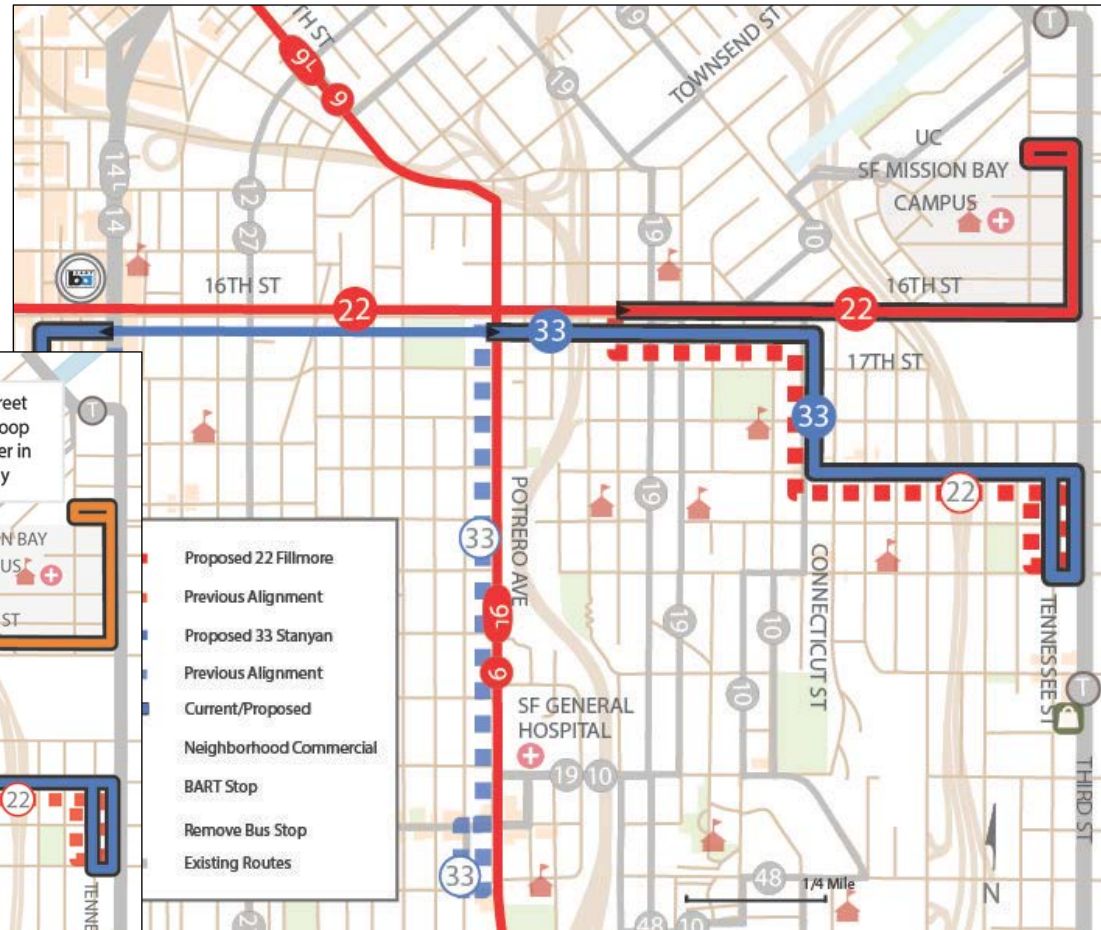
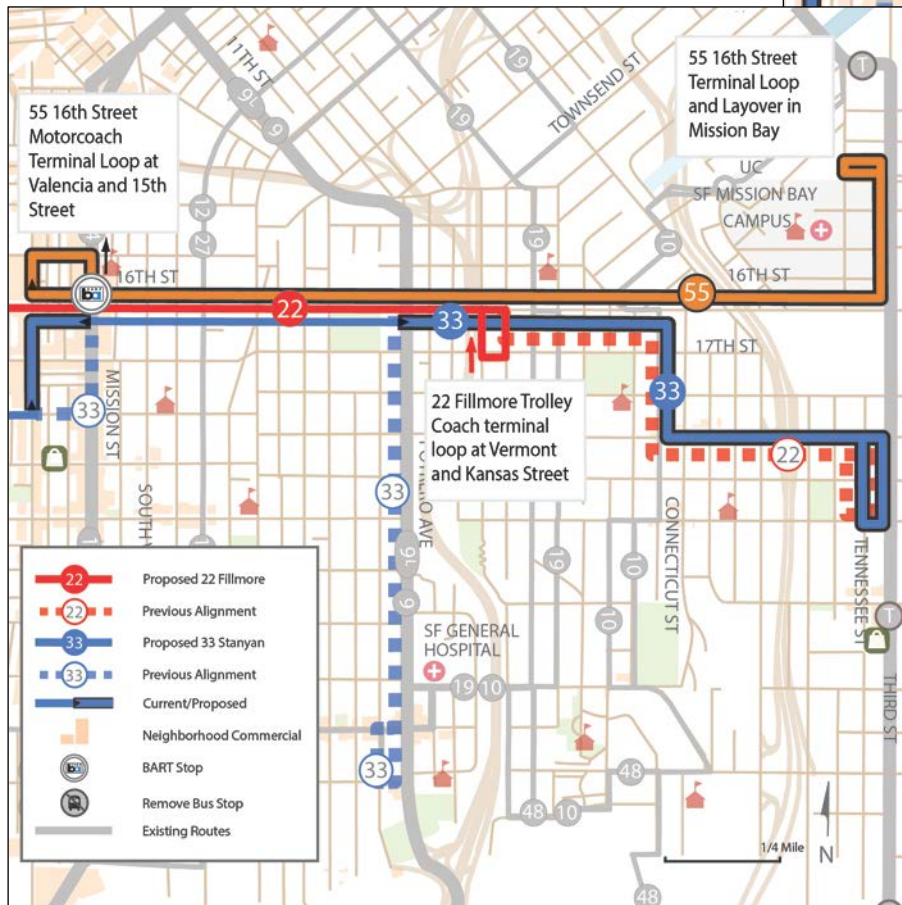
Revised Proposal

- No reroute – 6 Parnassus continues to operate in Ashbury Heights
- Decrease frequency on 6, increase frequency on 71L



22 Fillmore and 33 Stanyan

Interim Hybrid Bus Connection



Permanent extension of 22 Fillmore into Mission Bay

22 Fillmore and 33 Stanyan

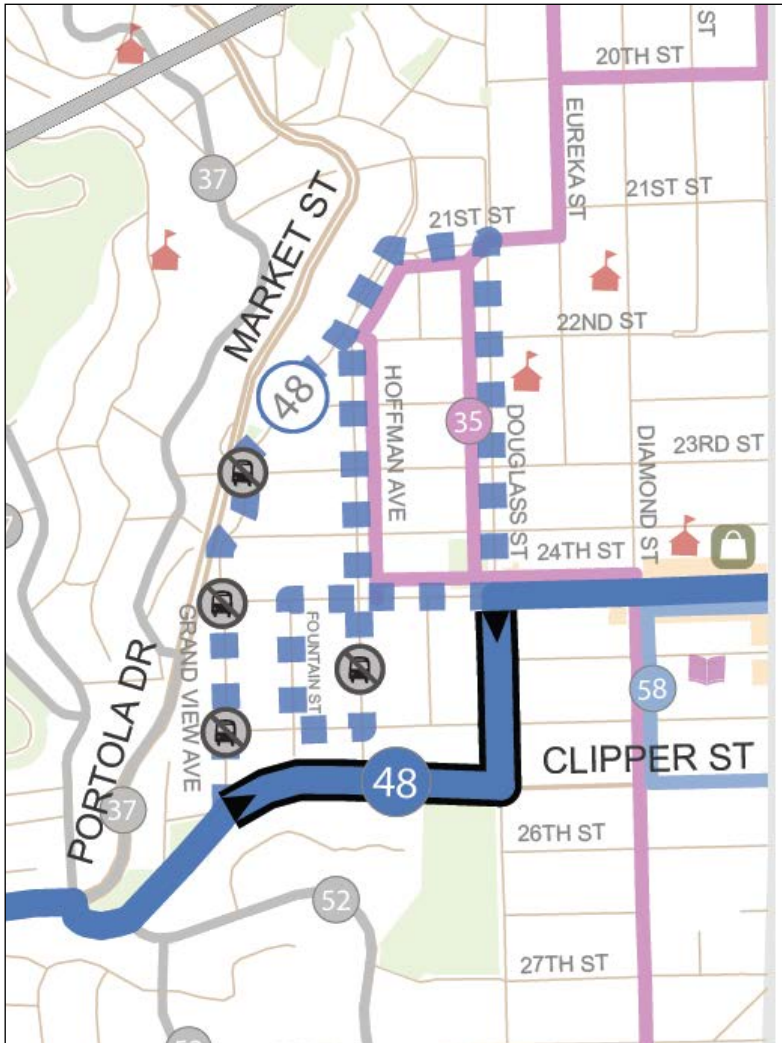
Supporting recommendations

- Increase frequency on 33 Stanyan (12 min all day)
- Address reliability and crowding concerns on 9/9L San Bruno
 - Transit priority street changes (fast tracked)
 - Service management
 - 20% frequency increase

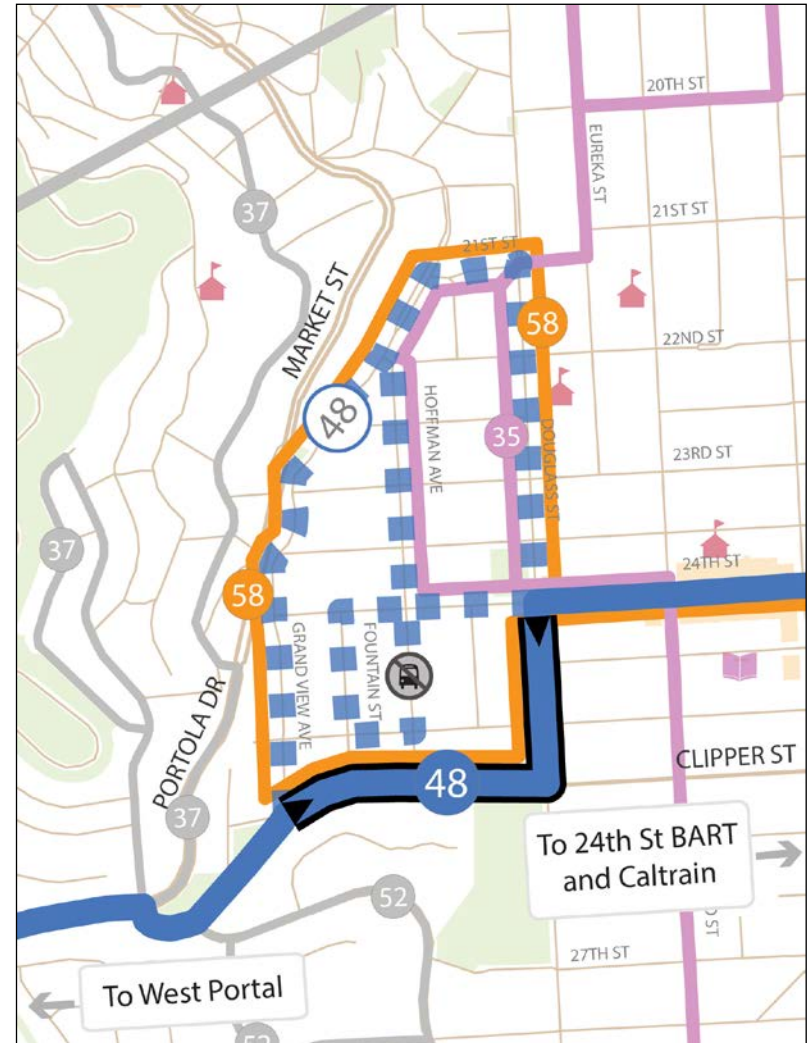


48/58 24th Street

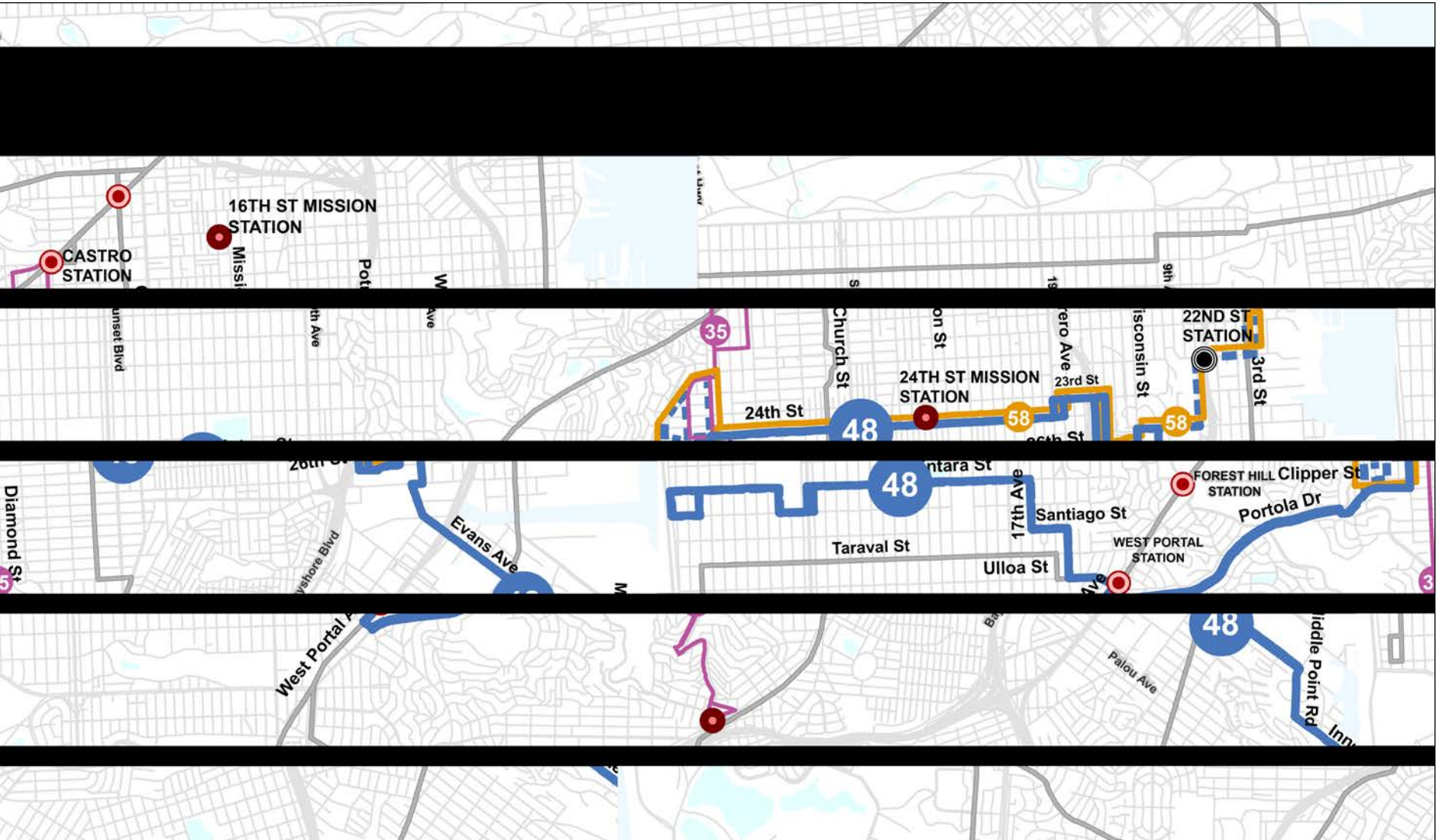
Initial Proposal



Modified Proposal



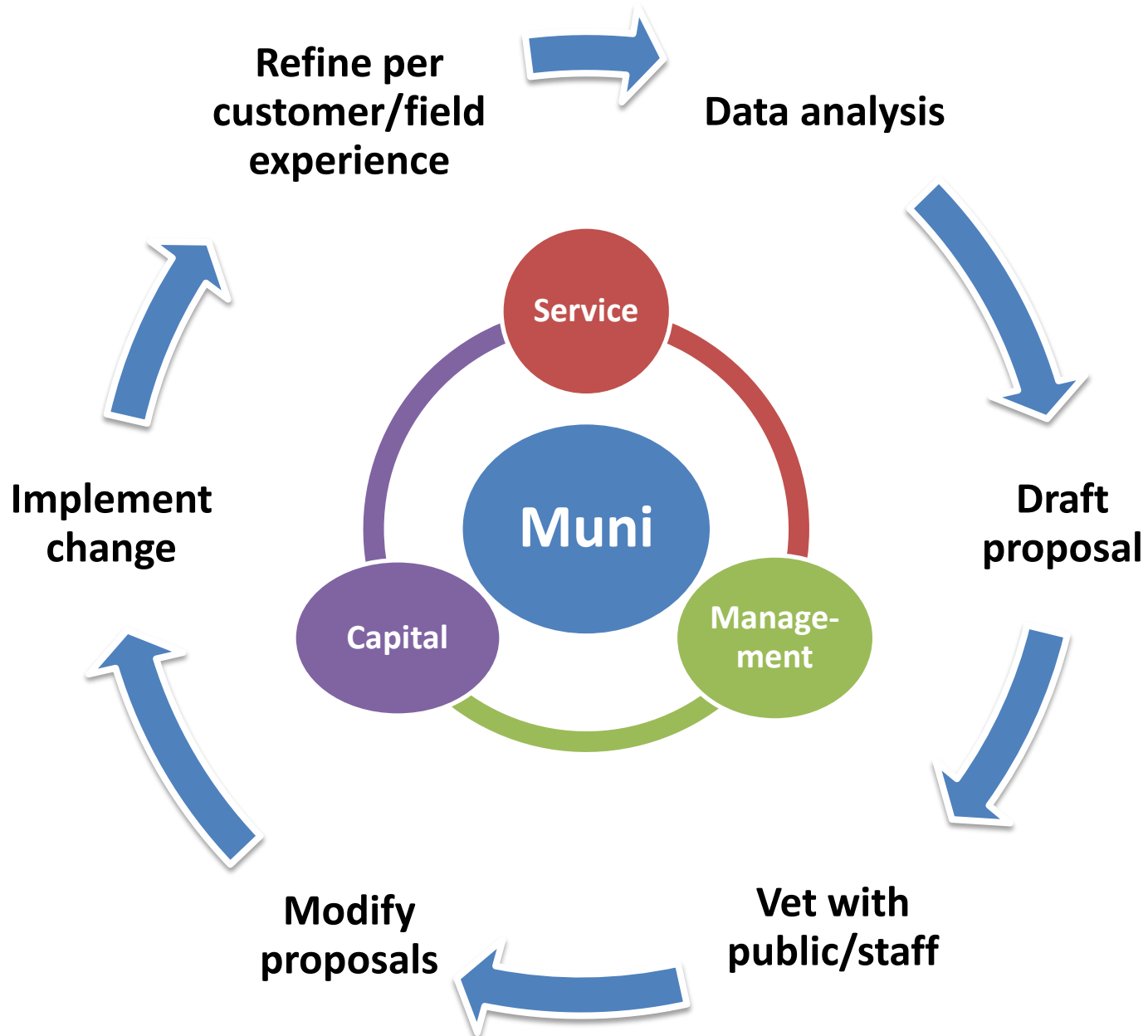
48 Quintara/24th St



Modified Prior to March 14

- Recommended not to pursue:
32/37, 27 (South of Market/Inner Mission)
- Modified: 2/3, 8X, 11, 17, 28/28L, 35, 43

Continuous Improvements



Questions & Discussion



TRANSIT EFFECTIVENESS PROJECT