

# MUNI SERVICE EQUITY STRATEGY

## MAKING MUNI ACCESSIBLE TO ALL

### Background

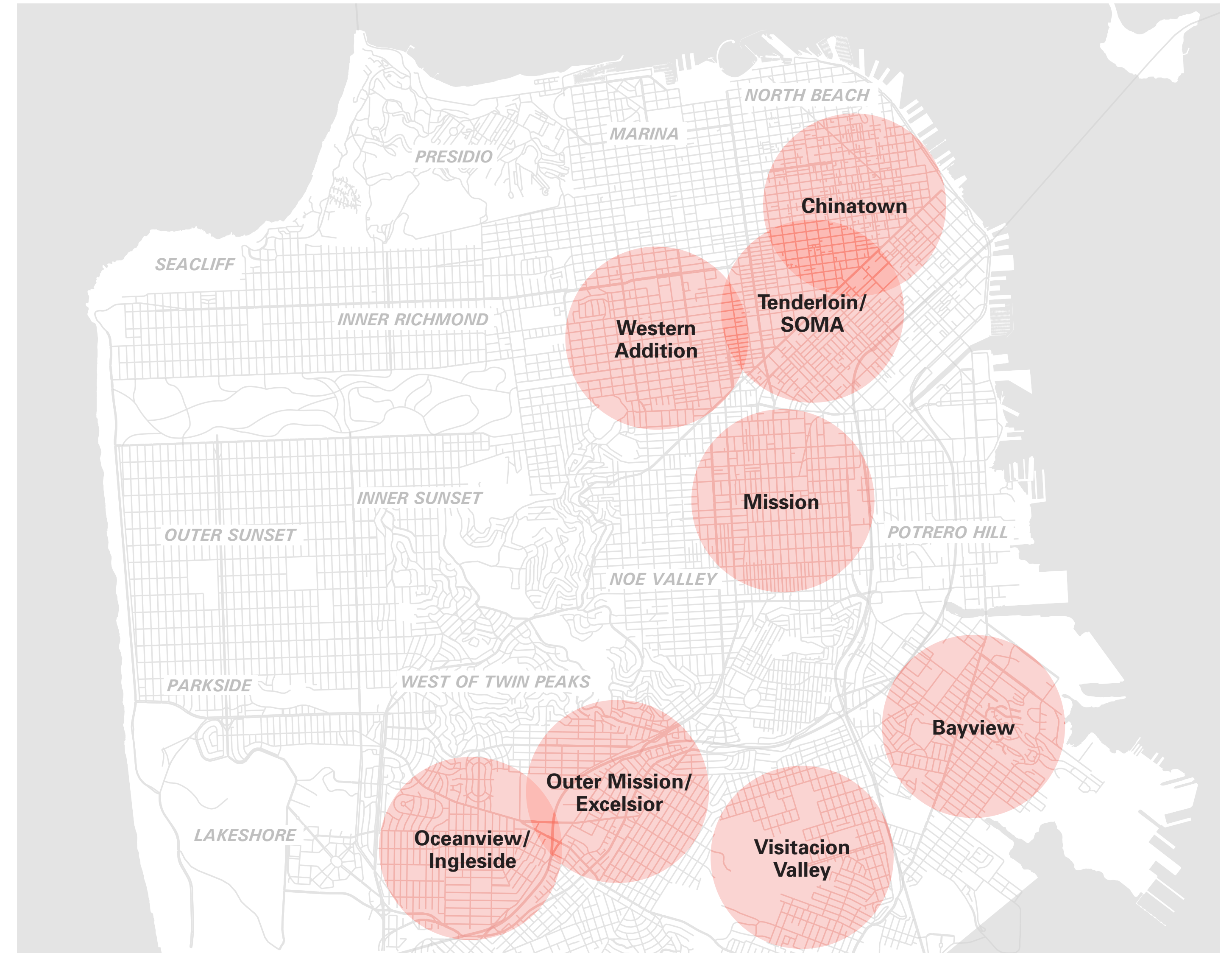
The SFMTA Board adopted the Muni Service Equity Policy in 2014. The Muni Service Equity Strategy implements this policy and focuses on improving routes in San Francisco neighborhoods that rely heavily on transit service. The neighborhoods were selected based on the percentage of households with low incomes, private vehicle ownership and race and ethnicity demographics. The Strategy was developed jointly with transportation equity and affordable housing advocates, who continue to advise SFMTA.

### Overview

The Equity Strategy is one component of the agency's commitment to make transit accessible and affordable to all of our customers.

The Equity Strategy will:

- Benefit eight selected Equity Service neighborhoods, seniors and people with disabilities, by implementing quick service treatments while delivering improvements to access to key destinations, reliability, frequency and crowding.
- Establish a performance baseline for Muni routes serving each Equity Strategy neighborhood.
- Provide ongoing analysis that informs our planning and prioritization of service improvements.



The last Equity Strategy Report (released in 2016) evaluated routes in 7 Equity Neighborhoods, and routes that are heavily used by seniors and people with disabilities. The Equity Strategy Report that will be released this year has included Oceanview/Ingleside and a greater focus on rider input.



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# OUTREACH SNAPSHOT

Stakeholder interviews and community events across Equity Neighborhoods

Developing recommendations based on community input we've heard

SFMTA Board reviews and potentially adopts 2018 Muni Service Equity Strategy

SPRING

2017

WINTER

2018

SPRING

2018

Extensive in-person and online outreach in Equity Neighborhoods, as well as Muni operator focus groups

Share preliminary Equity Strategy recommendations and continue collecting community input

Recommendations incorporated in upcoming SFMTA budget

\*The Equity Strategy will be presented to the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors before the development of the fiscal years 2019 and 2020 capital and operating budget.



6

Focus groups with Muni operators



500+

Organizations reached in 8 Equity Neighborhoods, as well as organizations serving youth, seniors, and people with disabilities

3,000+

Survey responses collected through online surveys and rider outreach along 16 equity lines in five languages



65,300+

People reached

through 30 Facebook ads in Equity Neighborhoods with over 200 comments in five languages (i.e. Chinese, English, Filipino, Spanish, and Vietnamese)



39+

Community led events & meetings attended

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# REACHING RIDERS WHERE THEY ARE

## BUILDING ON AFFORDABILITY AND ACCESS

Muni is dedicated to serving all of San Francisco. All residents are already within ¼ mile of a transit stop. Over the last few years, we've made system-wide improvements, including a 10% service increase. We are committed to building on the foundation of our affordable service and access.

**68,000+**

Sign-ups for  
Free Muni for Low/Moderate  
Income Youth, Seniors and  
People with Disabilities

**19,500+**

Sign-ups for  
Lifeline Pass



Image from a recent community conversation for the Equity Strategy.

## EQUITY STRATEGY PRINCIPLES

The Muni Equity Strategy evaluates service at all times of day to accommodate a range of jobs and other trip patterns. We are focusing on 2-3 key needs per neighborhood. Narrowing down to 2-3 key needs ensures that we're focusing on what really matters and our solutions can effectively target these needs. Our solutions will be delivered in a 1-2-year timeline so that riders can see a difference quickly.

## OUTREACH OVERVIEW

Over the last year, SFMTA has done extensive outreach in Equity neighborhoods to hear from riders. Outreach for the Muni Equity Strategy includes:

Rider outreach at bus stops and on bus routes in Chinese, English, Filipino, Spanish, and Vietnamese.

Multiple online surveys and a text-based survey that were advertised on our website, through community organizations, on bus shelters, and on social media.

Working directly with community organizations to host conversations with riders in their neighborhood.

Outreach is ongoing, as SFMTA staff continue to talk with riders about their needs at churches, community events, backpack giveaways, soup kitchens, and more. Overall, the SFMTA has reached tens of thousands of riders across different demographics, seniors and people with disabilities, and youth.

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# IMPROVEMENTS UNDERWAY OR COMPLETED

## CHINATOWN

A series of improvements are already underway in this neighborhood to address some of the challenges we've heard from riders.

Key Need	Improvements Underway or Completed
<b>1 California</b> Address travel time and crowding issues on the 1 California	Upgraded existing transit-only lanes with red coloration on parts of Clay Street downtown to address congestion delay Increased service frequency in 2016 to reduce crowding
<b>8/8AX/8BX Bayshore</b> Address crowding and occasional service gaps on the 8/8AX/8BX Bayshore to improve connection to Chinatown and northeast parts of the city	Muni Forward project on San Bruno Avenue to improve reliability: <ul style="list-style-type: none"> <li>• New bus bulbs to speed boarding</li> <li>• Traffic signals</li> <li>• Transit stop changes</li> <li>• Parking/loading improvements to reduce double-parking</li> </ul>
<b>10 Townsend</b> Address service gaps that lead to crowding on the 10 Townsend	Increased service frequency in 2016 to reduce crowding Sansome Street "contraflow lane" implemented to improve travel time Townsend Corridor Improvement Project to reduce travel time and delays New low-floor buses to improve ease of loading
<b>12 Folsom</b> Address service gaps and occasional crowding on the 12 Folsom	Increased service frequency in 2016 to reduce crowding
<b>30 Stockton and 45 Union/Stockton</b> Reduce crowding and improve travel time on the 30 Stockton and 45 Union/Stockton	Muni Forward projects on Chestnut Street and at North Point/Polk to improve travel time and reliability on the entire line, including bus stop improvements and wider stop spacing on Chestnut and North Point



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# PRELIMINARY EQUITY STRATEGY RECOMMENDATIONS

## CHINATOWN

Based on feedback we've heard from riders about their challenges, we've developed some new preliminary recommendations. Will the recommendations listed address the need? Tell us what you think below.

Key Need	New Preliminary Recommendations	
<b>1 California</b> Address travel time and crowding issues on the 1 California	Long term, explore Muni Forward improvements on the entire route to improve reliability and address crowding	
<b>8/8AX/8BX Bayshore</b> Address crowding and occasional service gaps on the 8/8AX/8BX Bayshore to improve connection to Chinatown and northeast parts of the city	Increase service frequency to reduce crowding  Explore transit reliability improvements on the rest of the 8 line (e.g. Visitacion Valley and 3rd Street in SoMa)  Explore adding NextMuni to more stops to provide real-time arrival information	
<b>10 Townsend</b> Address service gaps that lead to crowding on the 10 Townsend	Focus on active line management to address gaps in service in peak periods	
<b>12 Folsom</b> Address service gaps and occasional crowding on the 12 Folsom	Increase service to reduce gaps  Vet a more direct route to 24th Street BART Station  Explore transit-only lanes on Folsom Street in SoMa to improve reliability	
<b>30 Stockton and 45 Union/Stockton</b> Reduce crowding and improve travel time on the 30 Stockton and 45 Union/Stockton	Switch all buses on the 30 Stockton from 40' to 60' to increase capacity  Explore further travel time and reliability improvements along the 30 and 45 in SoMa	