



SFMTA
Municipal
Transportation
Agency

Transit Effectiveness Project

March 14, 2014

SFMTA Board of Directors

TEP Project Update

- Final EIR published March 12
- TEP identified as high priority investment by Mayor's Transportation Task Force
- Capital delivery approach solidified
- Subset of TEP capital projects put on fast track to integrate with related capital projects (e.g., street repaving)
- Final community outreach conducted for TEP Service Change Proposals

Why Do We Need the TEP?

- Muni faces many operational challenges
 - Overcrowding
 - Traffic Congestion
 - Lack of Reliability



Why Do We Need the TEP?

- Muni ridership is at a five-year high and is expected to grow.
- Muni provides service to every neighborhood in San Francisco and is especially critical to low income residents



Keys 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.

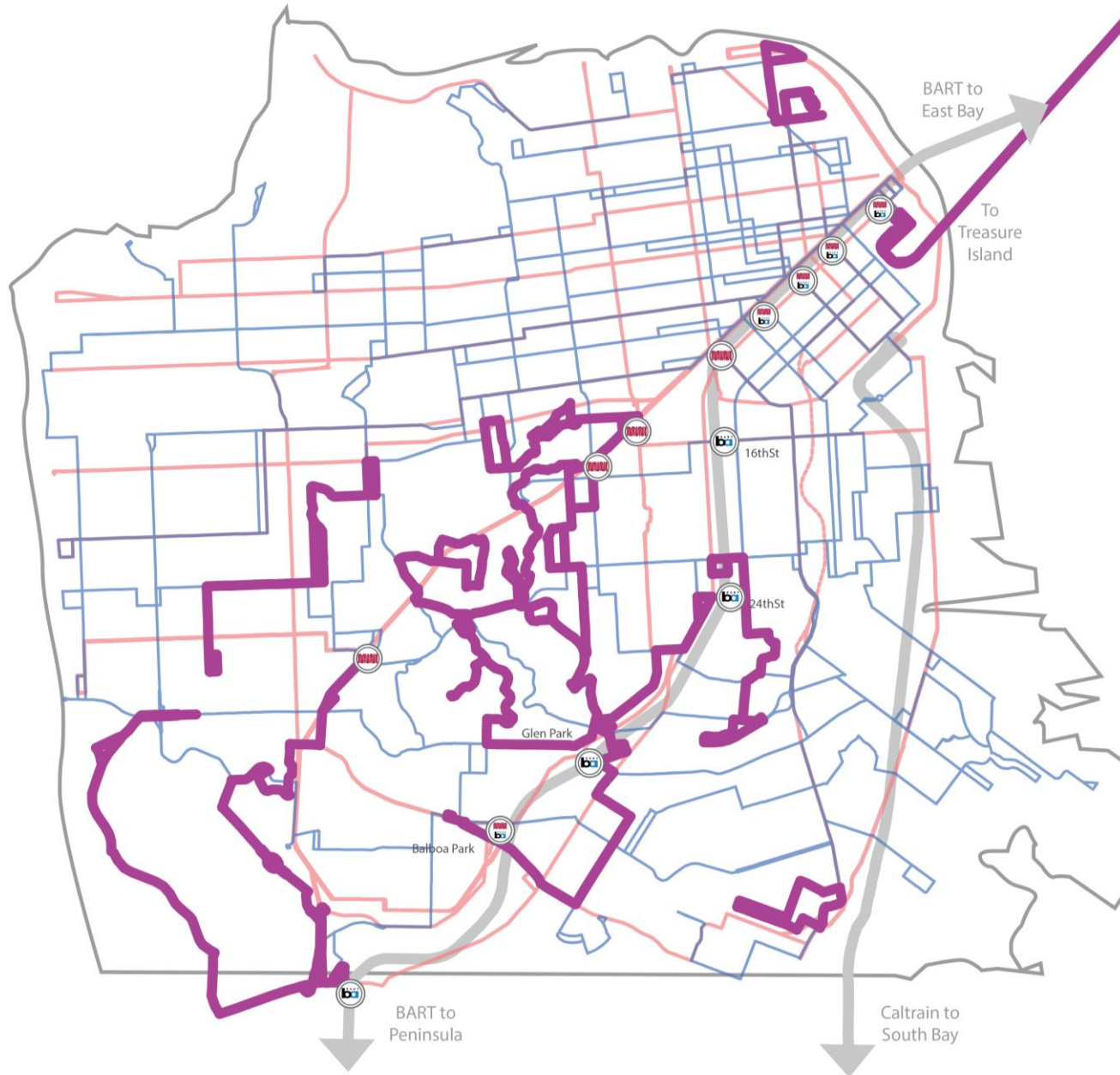
Service Policy Framework

- 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

Grid Network



Circulator Network

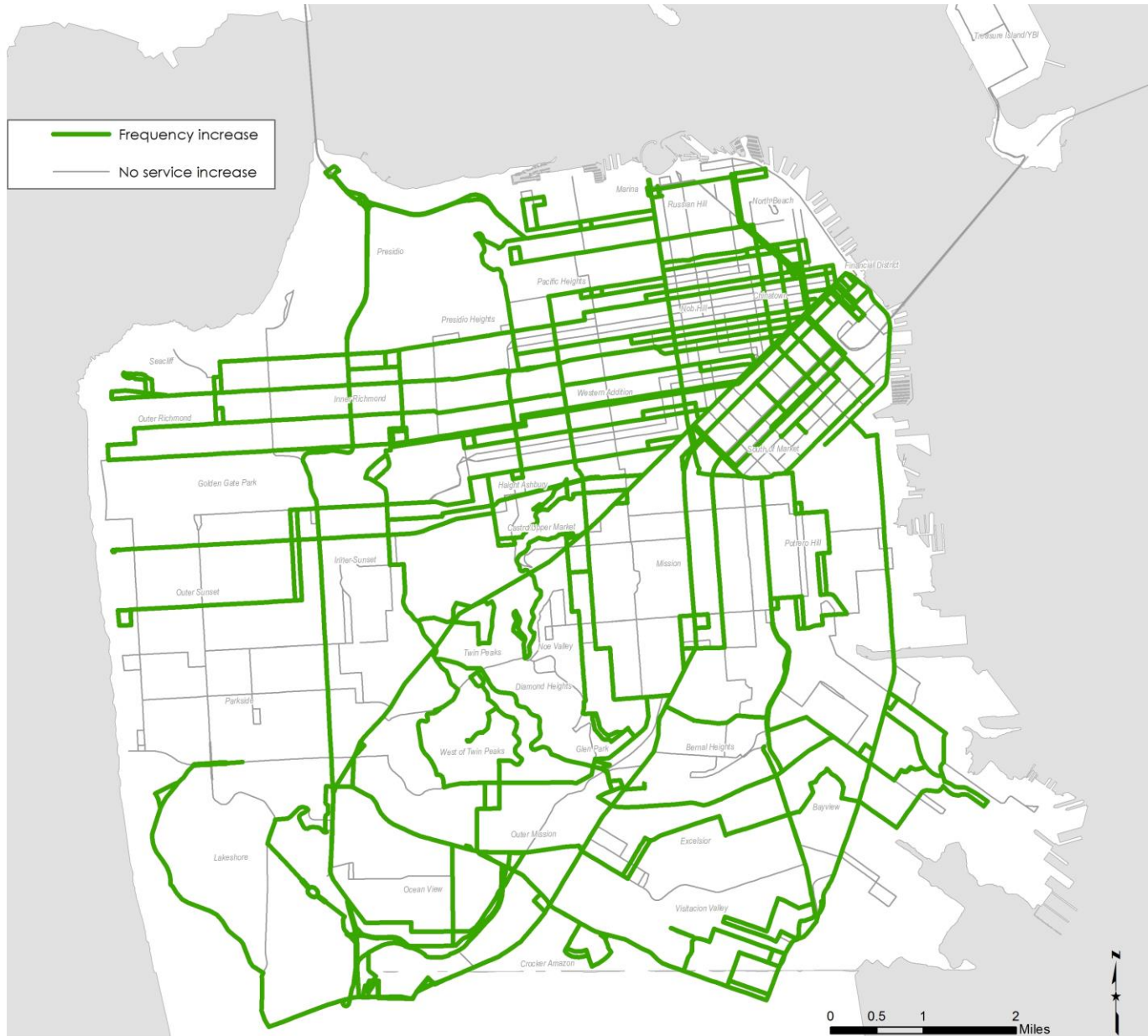


Service and Route Changes

- 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



Frequency Improvements Recommended by TEP



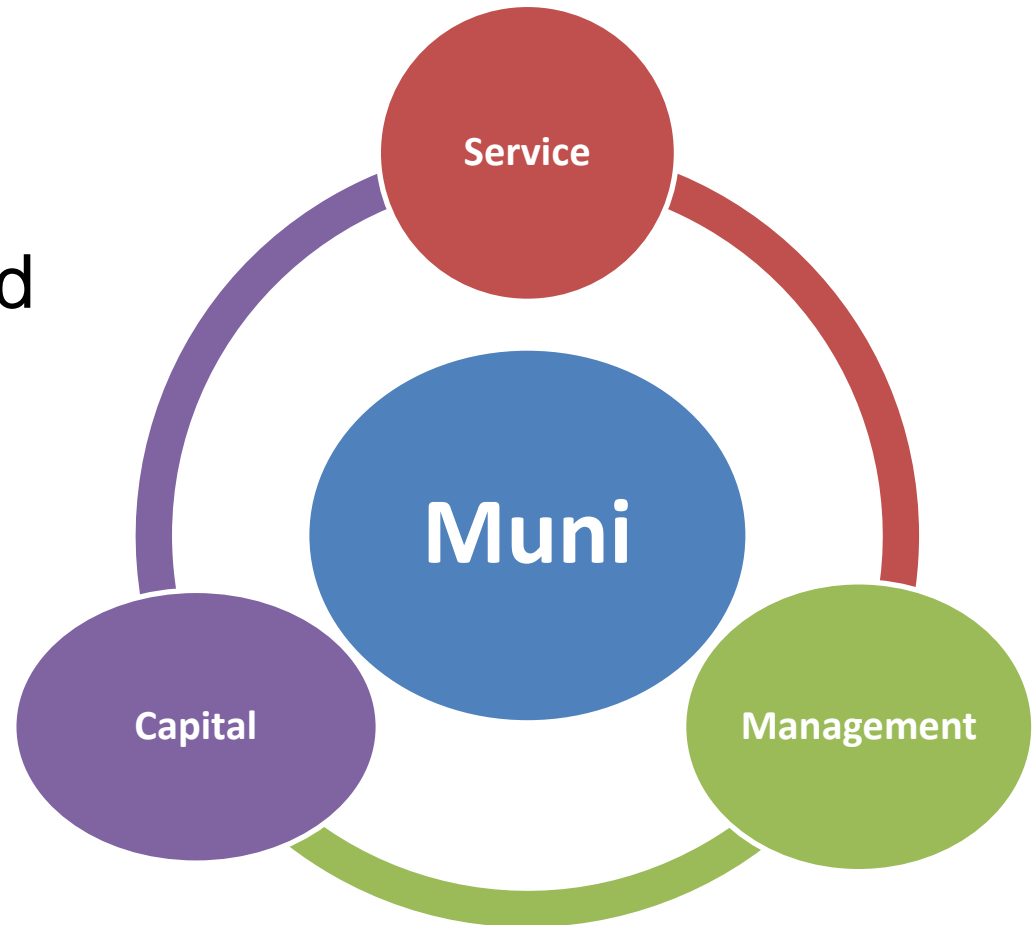
Capital Investments

- 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



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



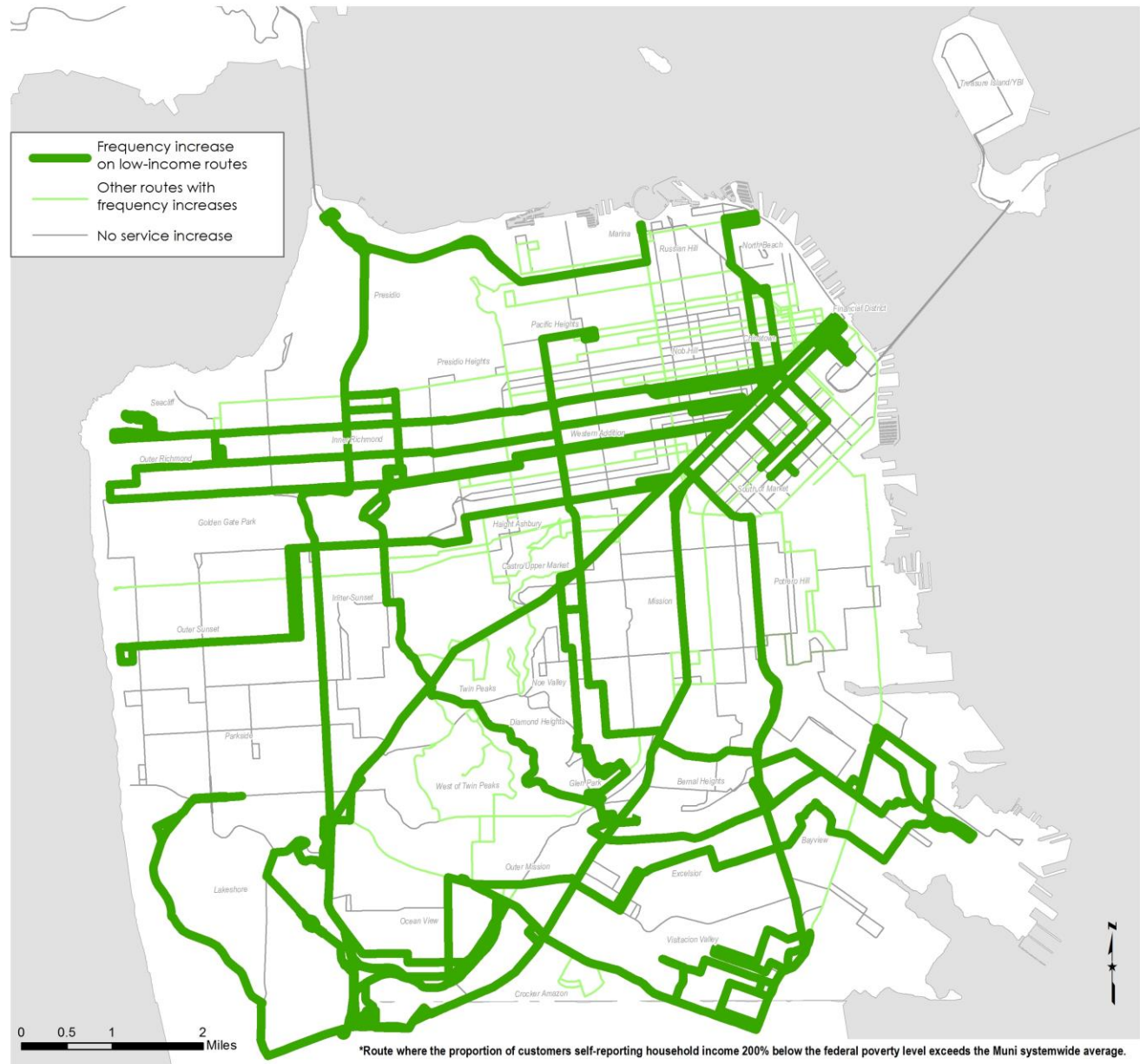
Church and
Duboce Red
Carpet



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

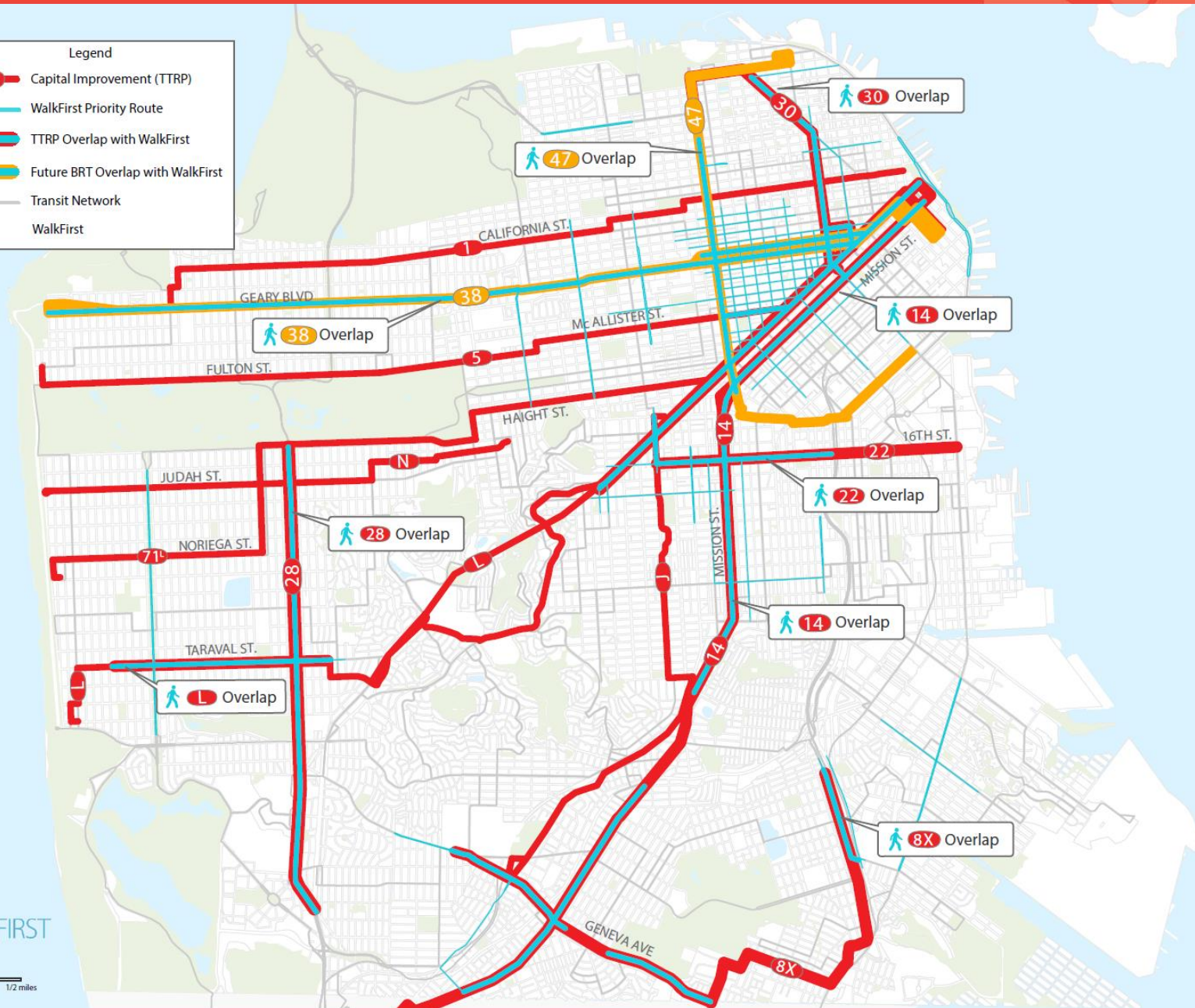
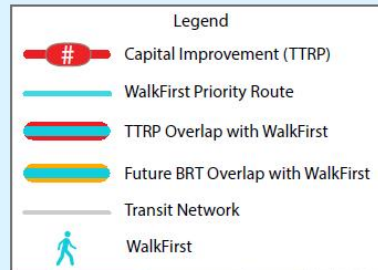
Low Income Routes with Service Increases



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 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










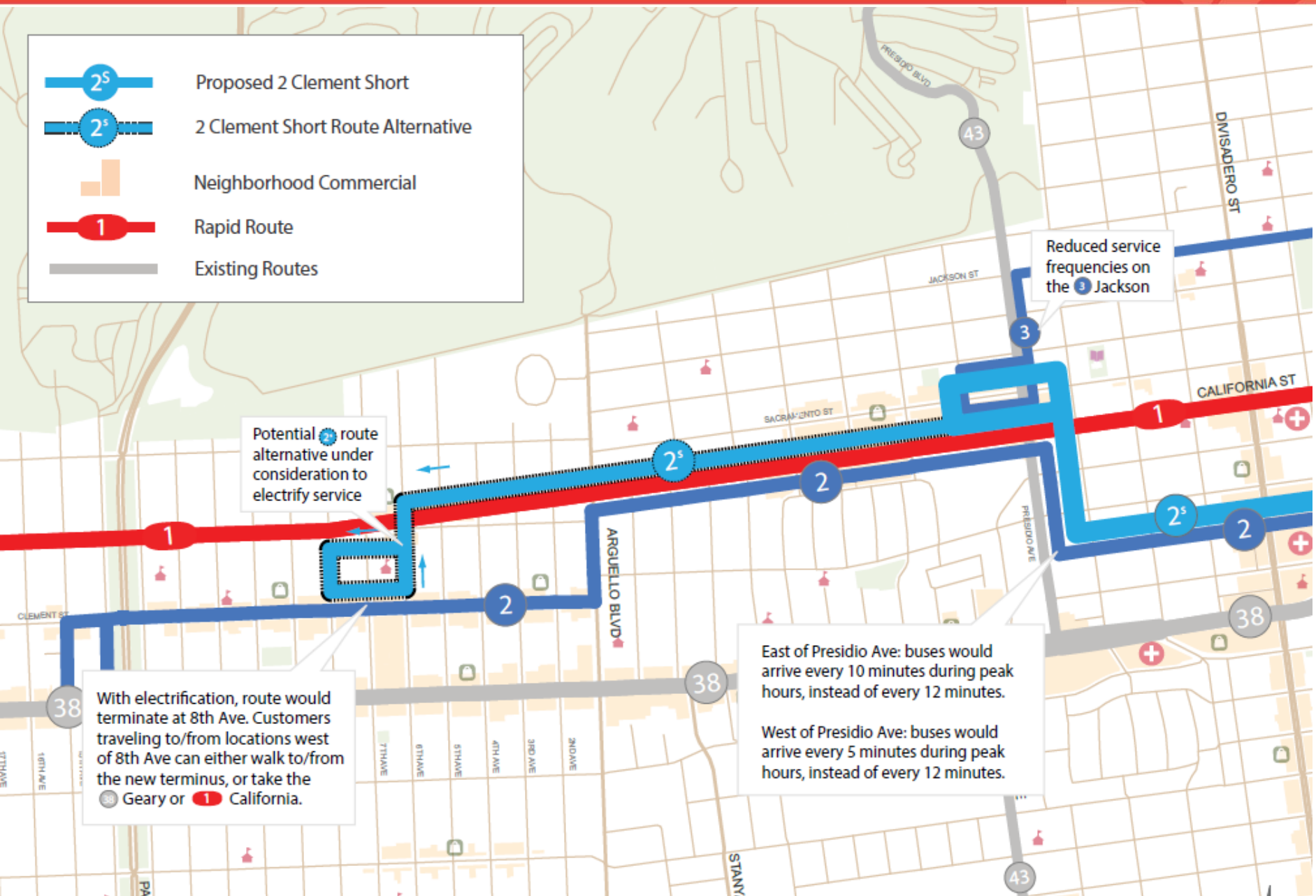
- Beginning in January 2014, SFMTA initiated its latest round of TEP neighborhood meetings, focused on Muni network and route changes
- Hundreds of residents are providing feedback at more than 15 public meetings and through the online tool at www.TellMuni.com
- Includes a workshop at every operator division to get employee input 20

Proposed Route Changes Receiving Most Input

- 2 Clement
- 3 Jackson
- 6 Parnassus
- 8x Bayshore
- 12 Folsom
- 17 Parkmerced
- 27 Bryant
- 28/28L 19th Ave
- 33 Stanyan
- 35 Eureka
- 36 Teresita
- 48 Quintara/24th St

2 Clement

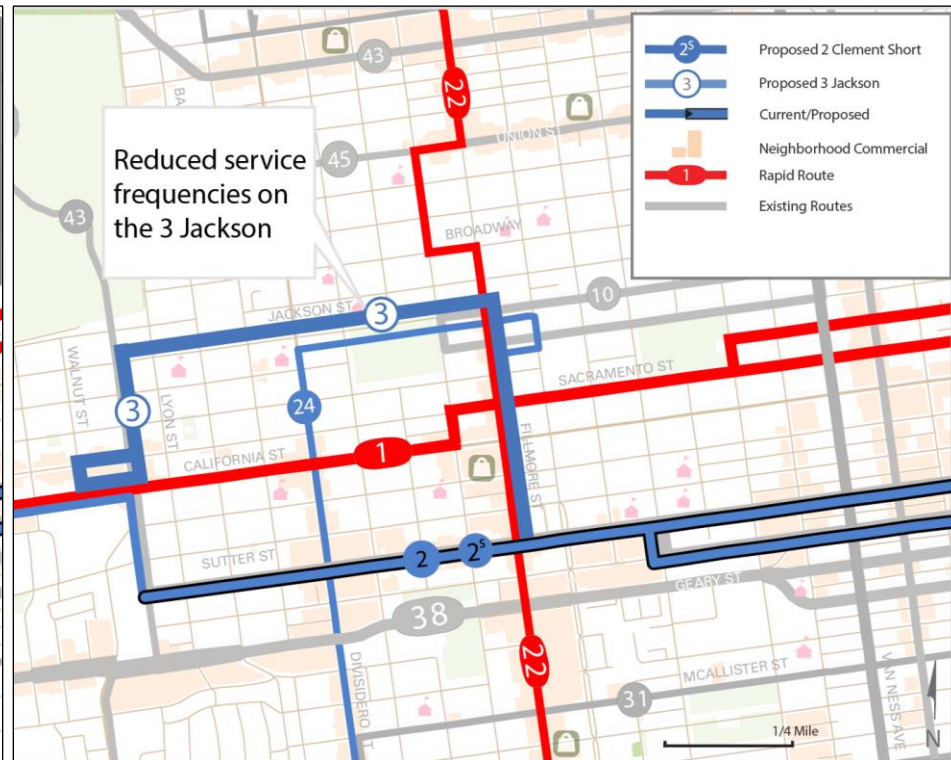
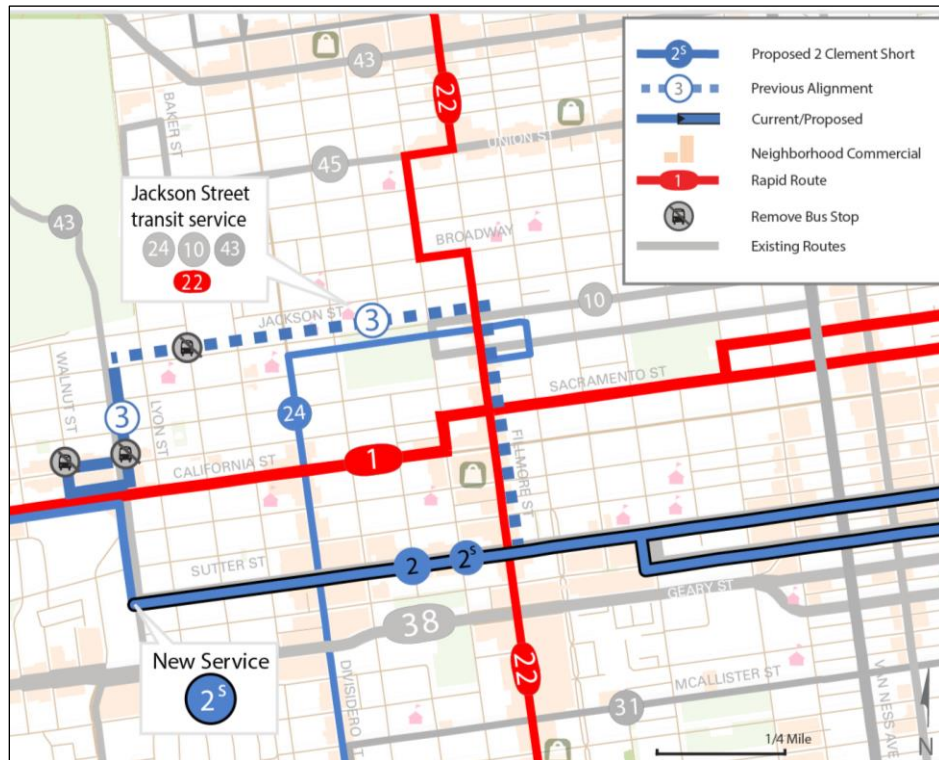
-  Proposed 2 Clement Short
-  2 Clement Short Route Alternative
-  Neighborhood Commercial
-  Rapid Route
-  Existing Routes



3 Jackson

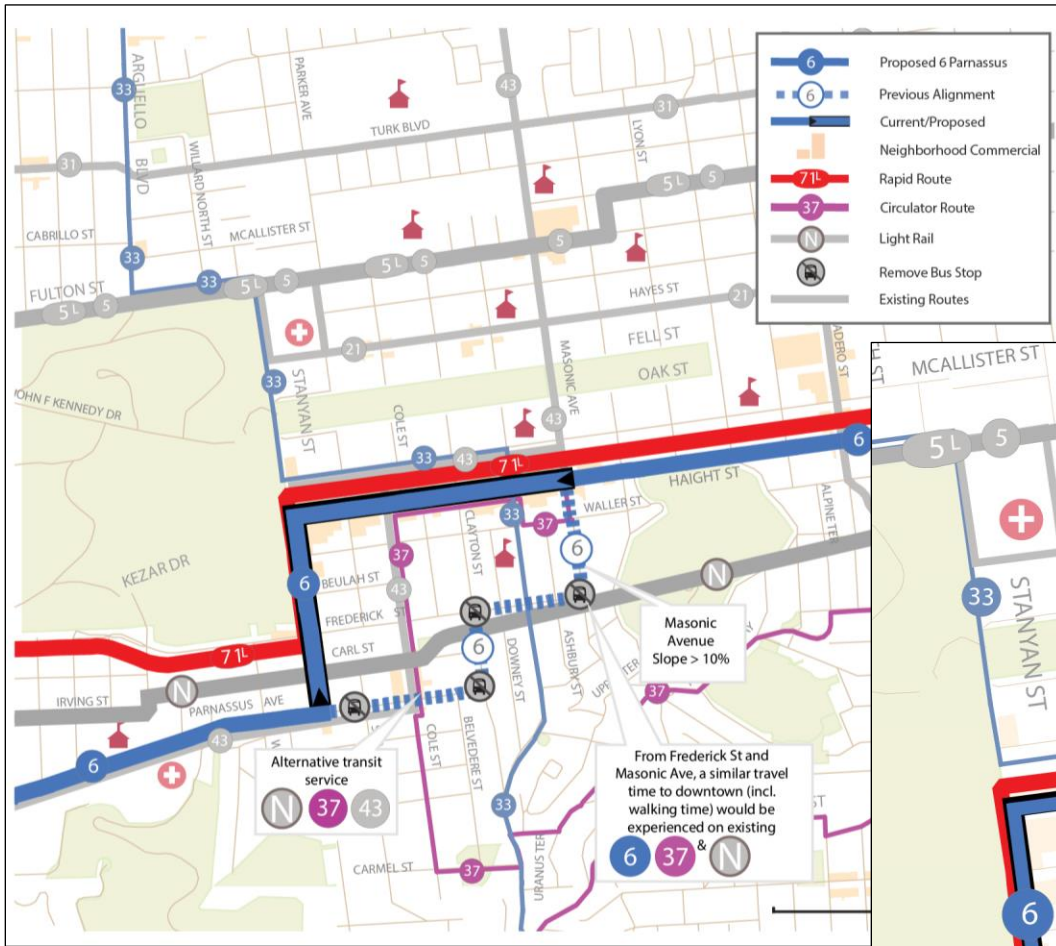
Initial Proposal

Modified Proposal

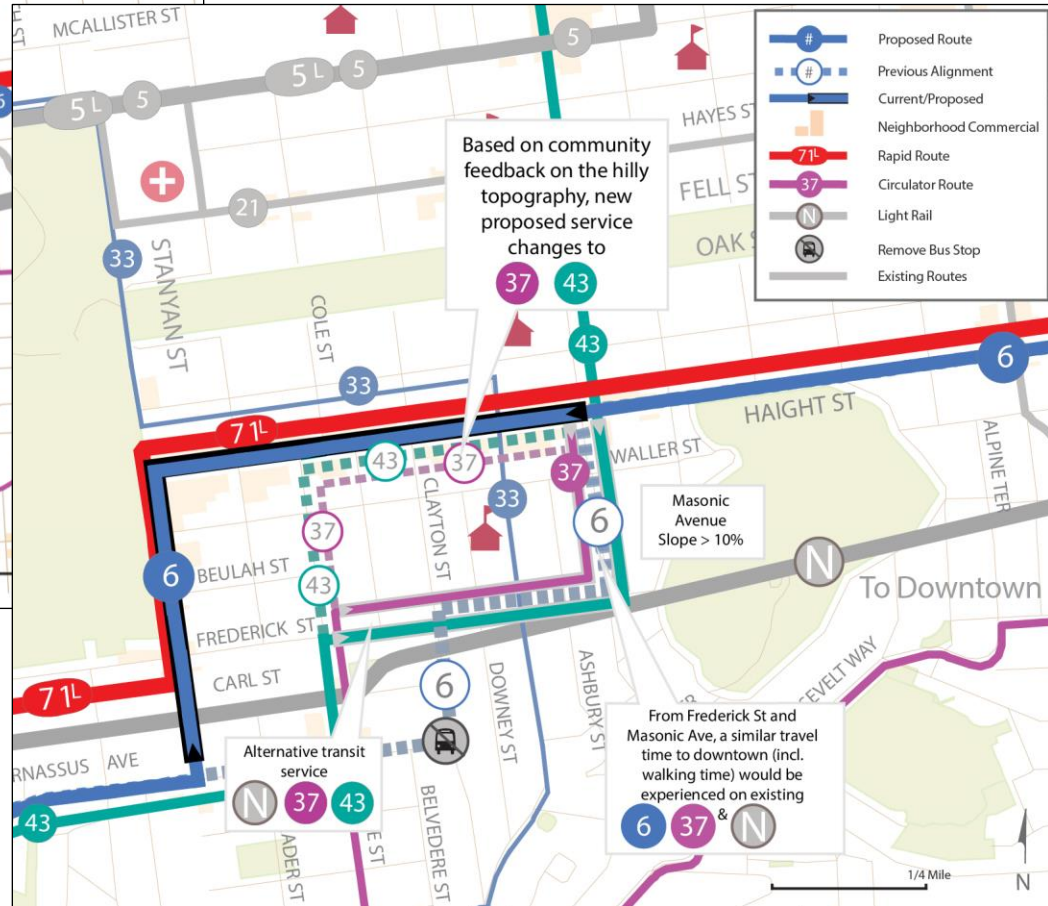


6 Parnassus

Modified Proposal (37 or 43)

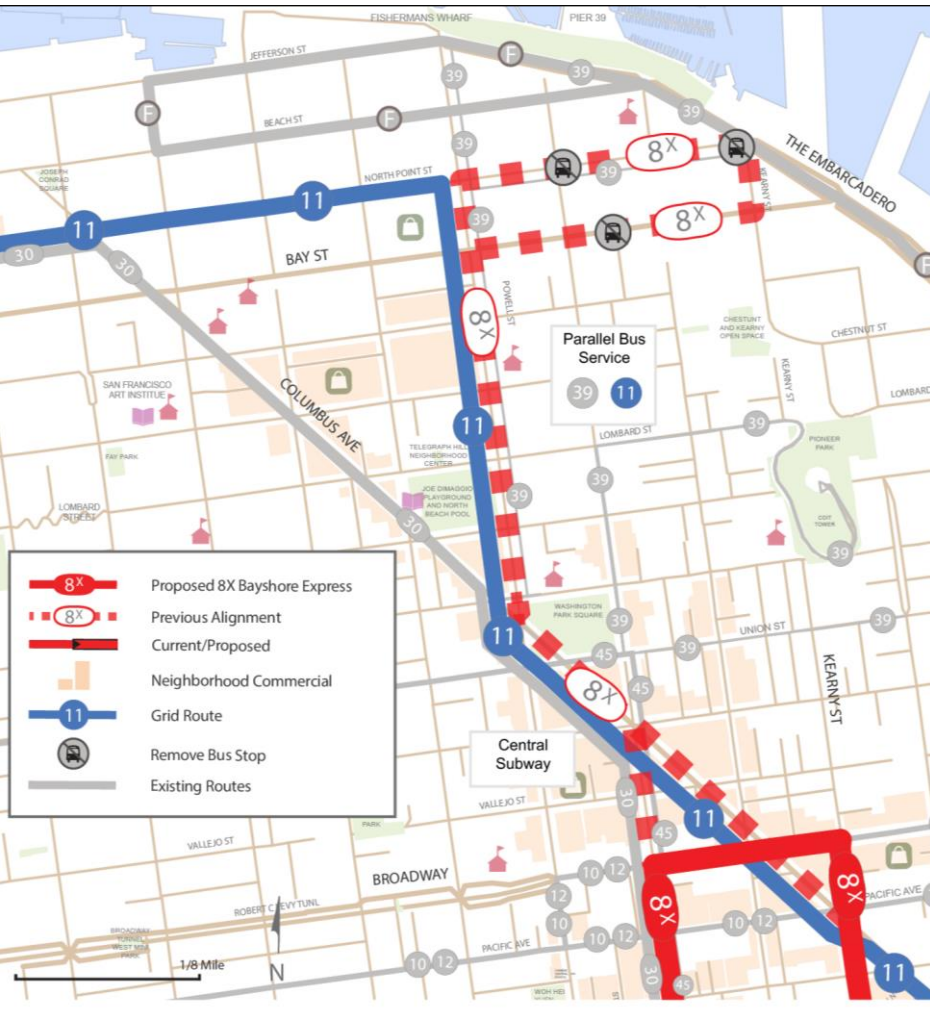


Initial Proposal



8X Bayshore Express

Initial Proposal



Modified Proposal



17 Park Merced and 18 46th Street

Initial Proposal

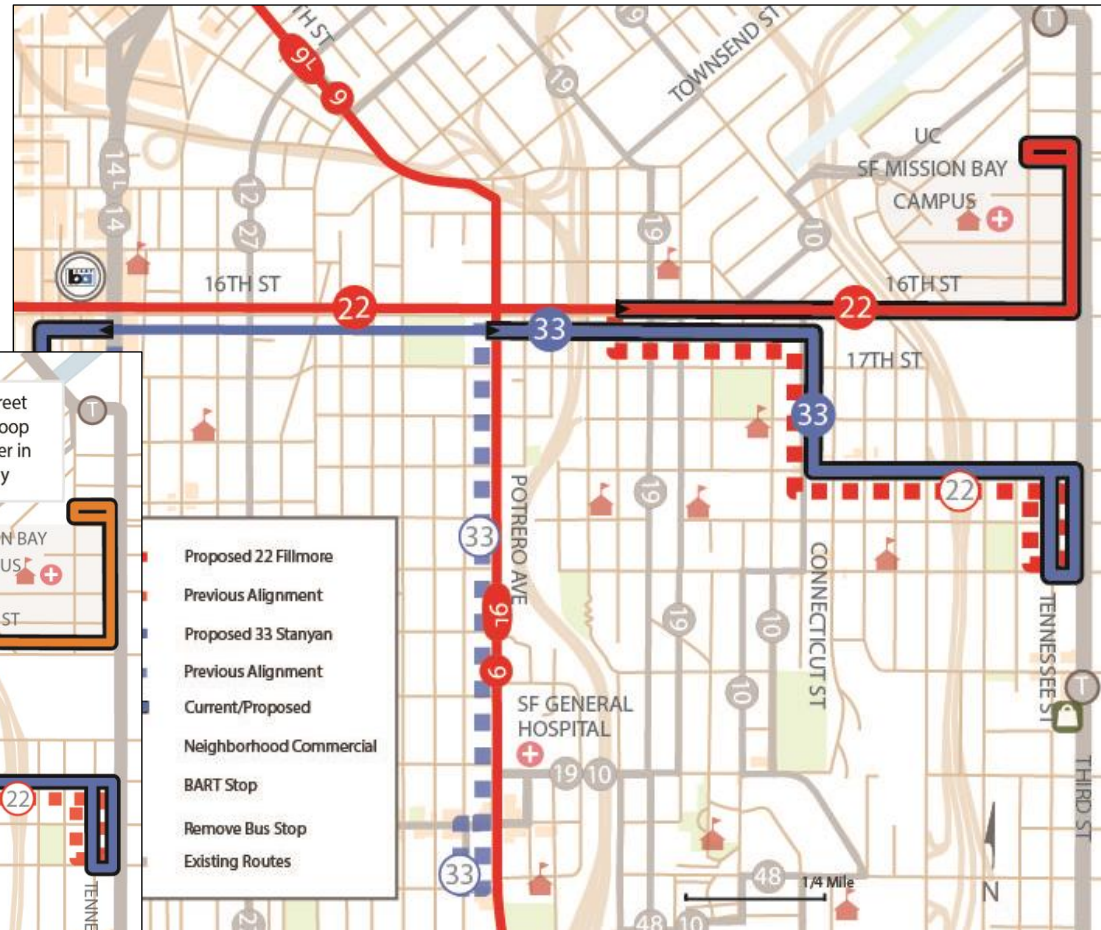
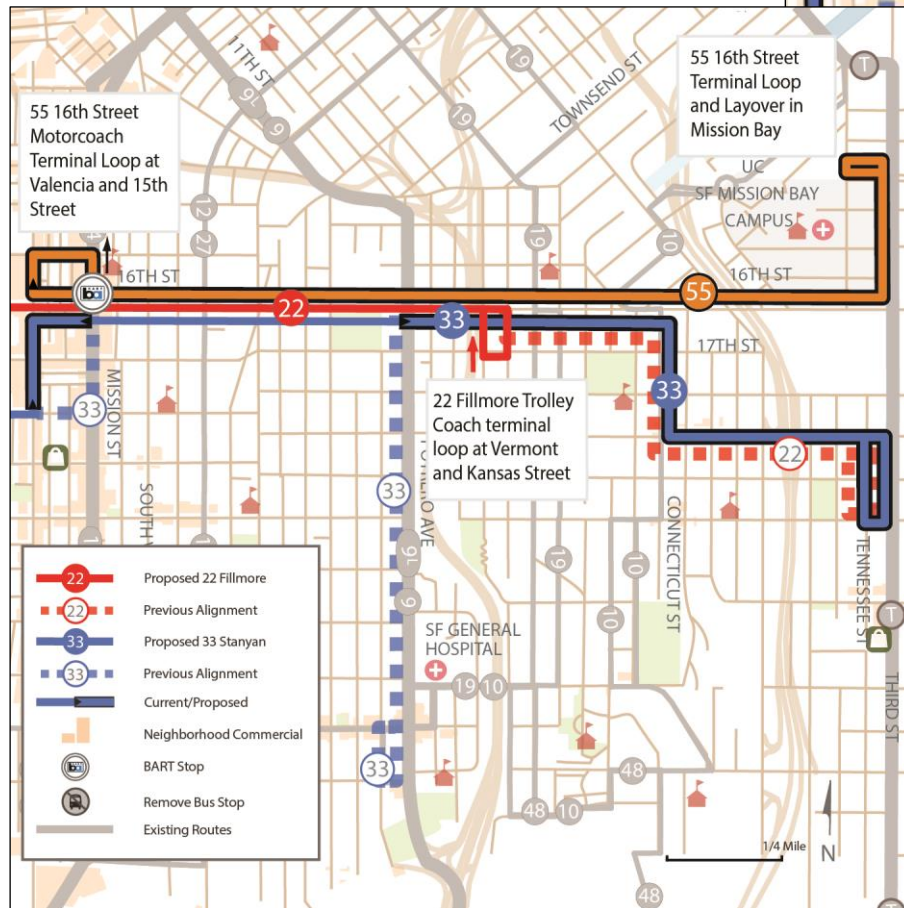


Modified Proposal



22 Fillmore and 33 Stanyan

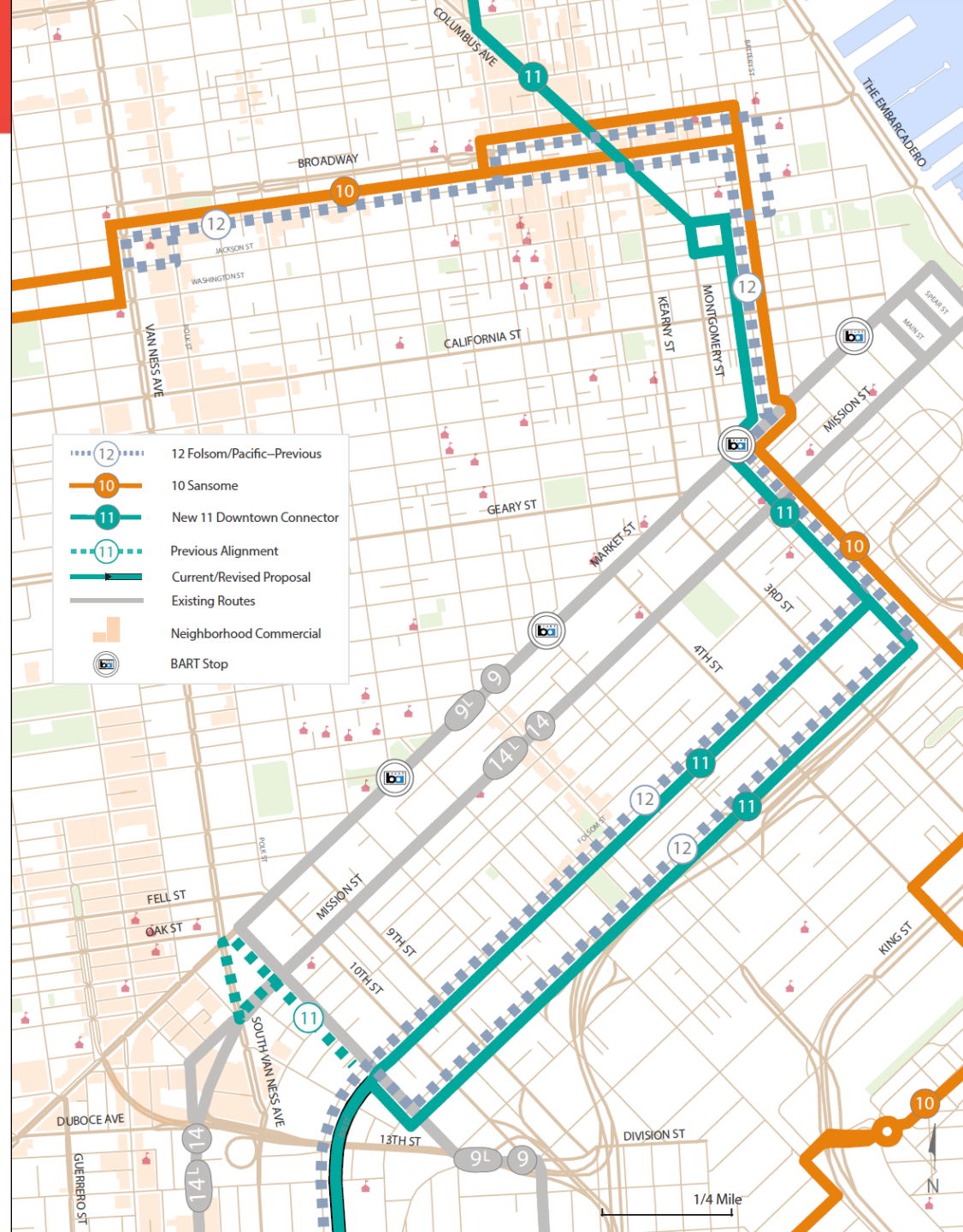
Interim Motorcoach Connection



Permanent extension of 22 Fillmore into Mission Bay

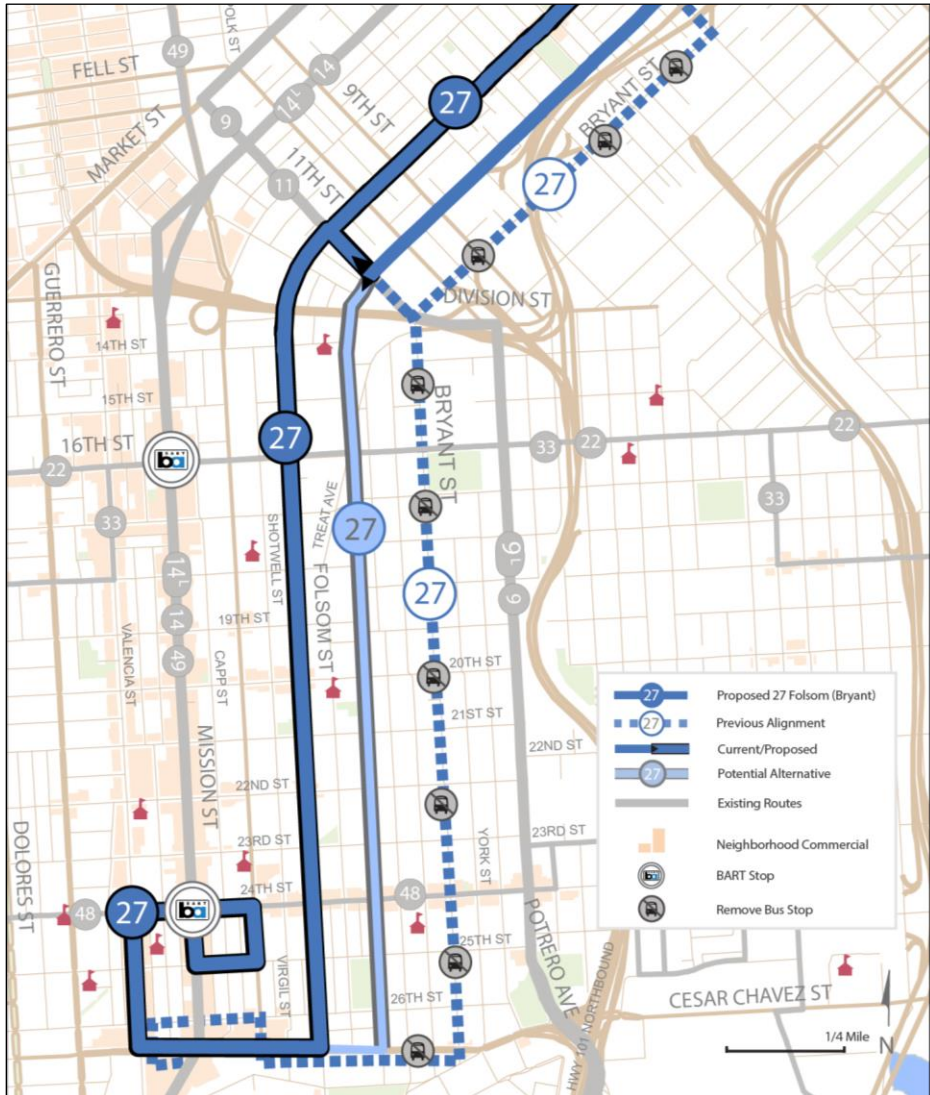
12 Folsom

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

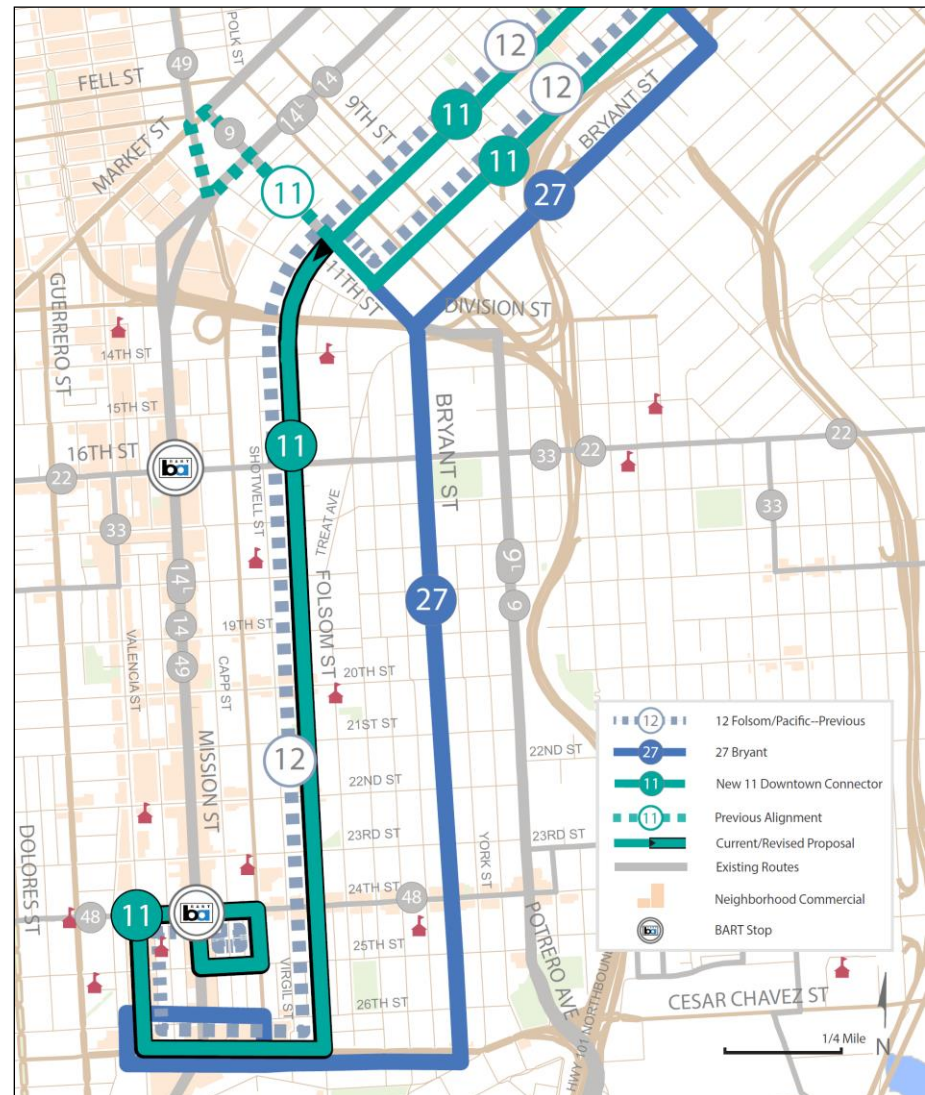


27 Bryant

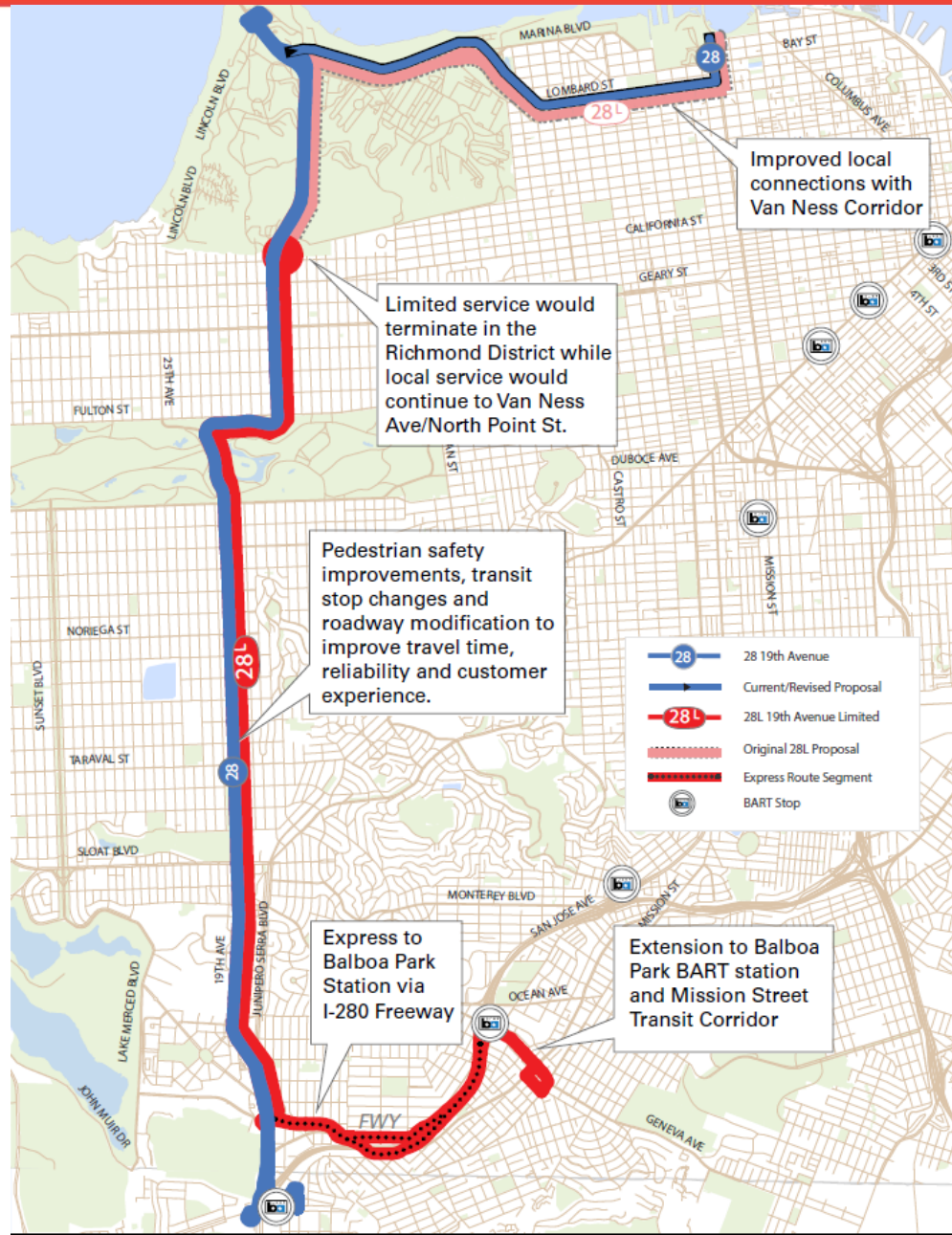
Initial Proposal



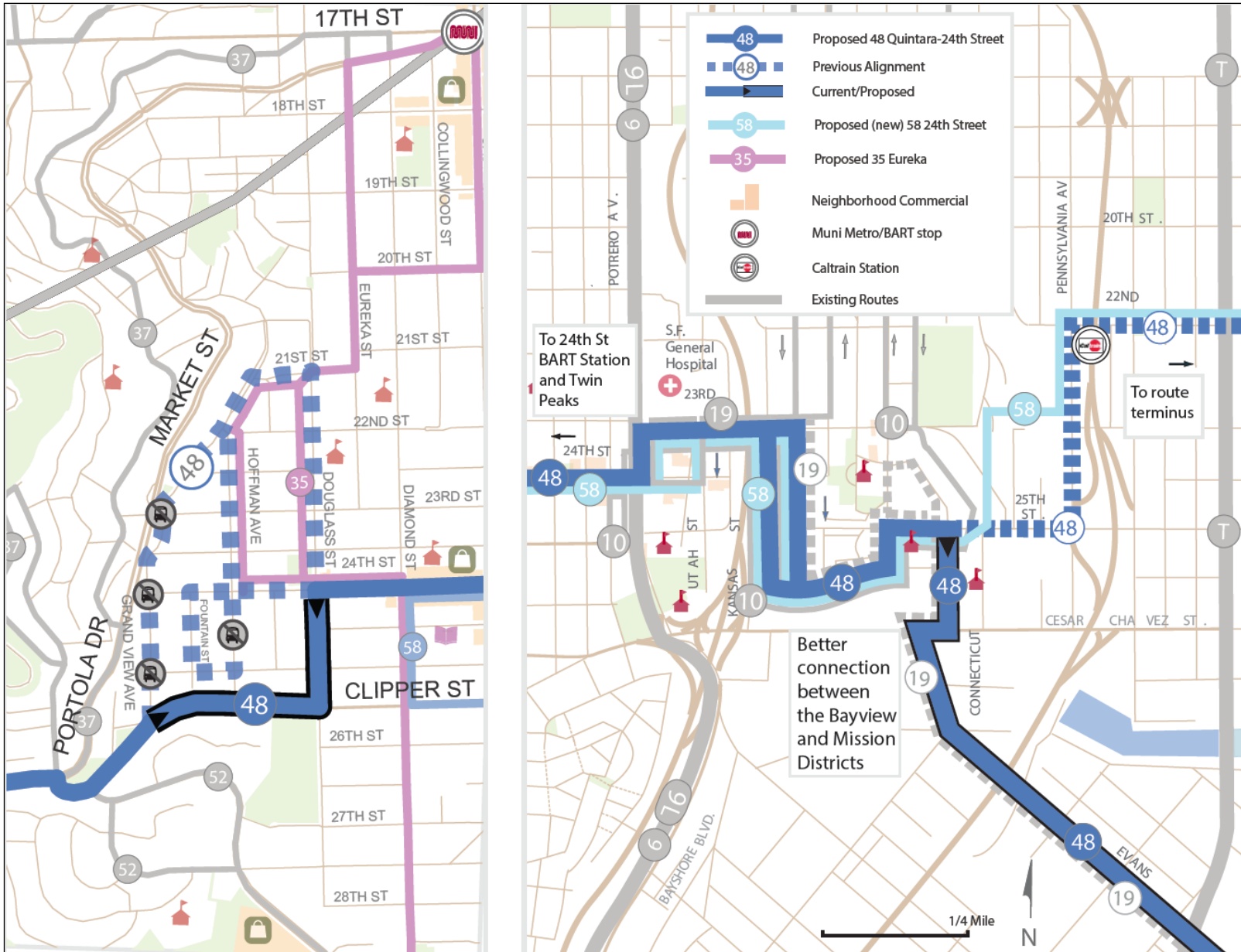
Modified Proposal



28/28L 19th Avenue Limited

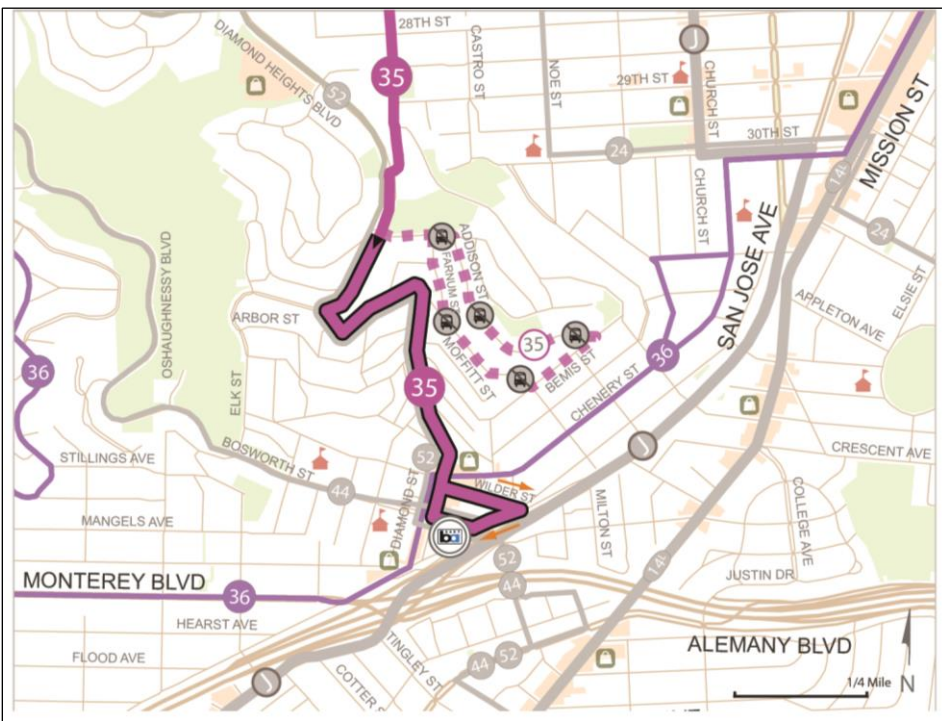


35 Eureka, 48 Quintara/24th St

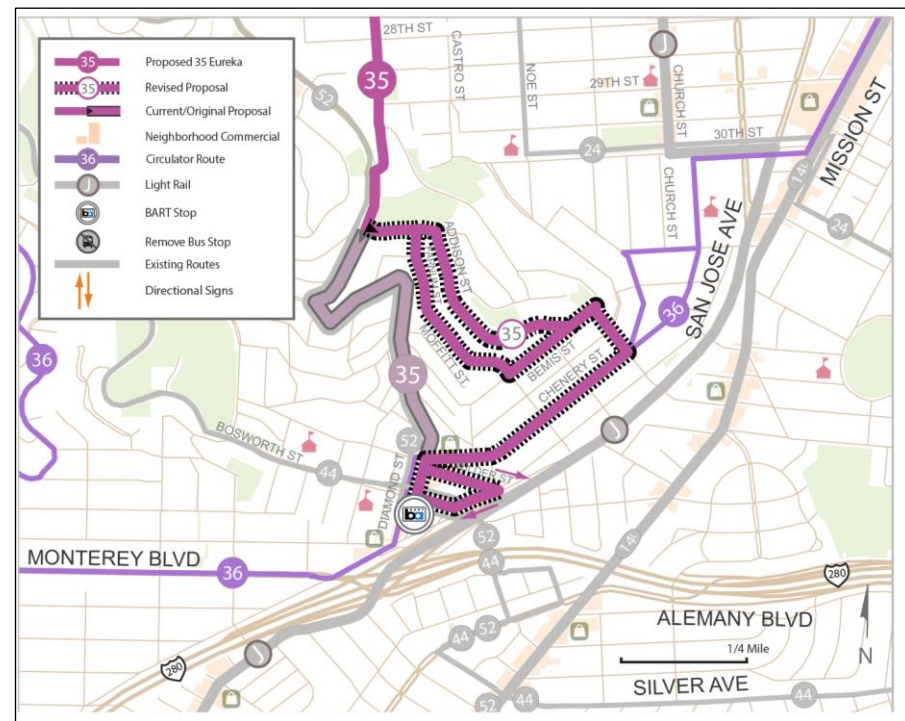


35 Eureka

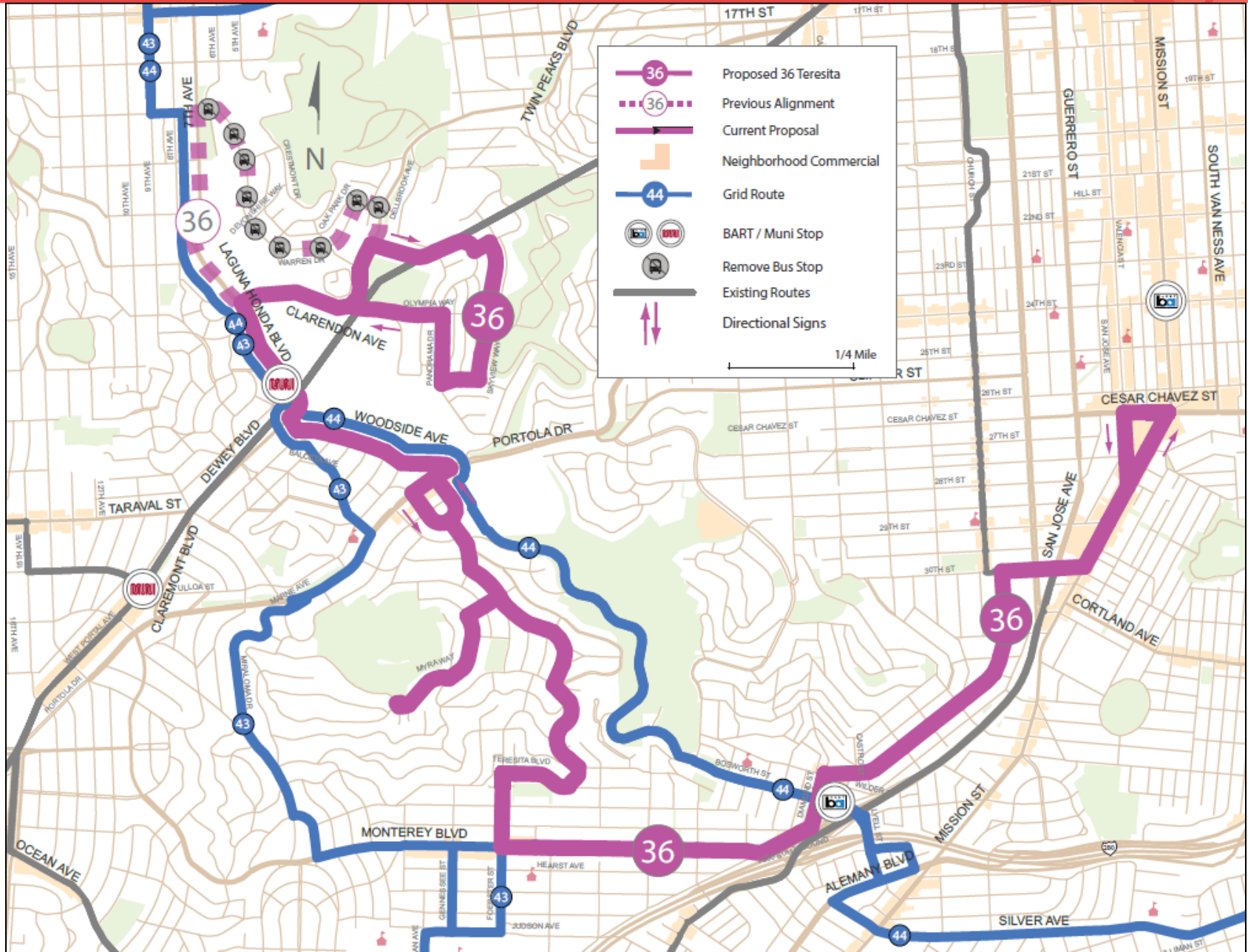
Initial Proposal



Modified Proposal

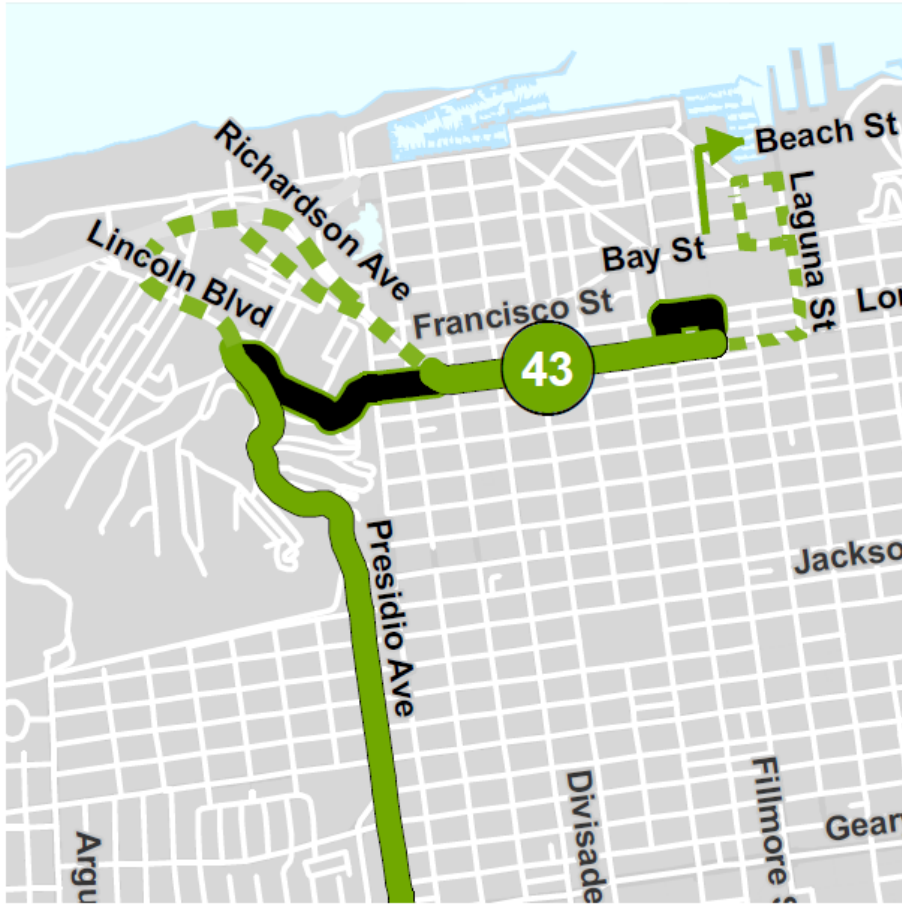


36 Teresita

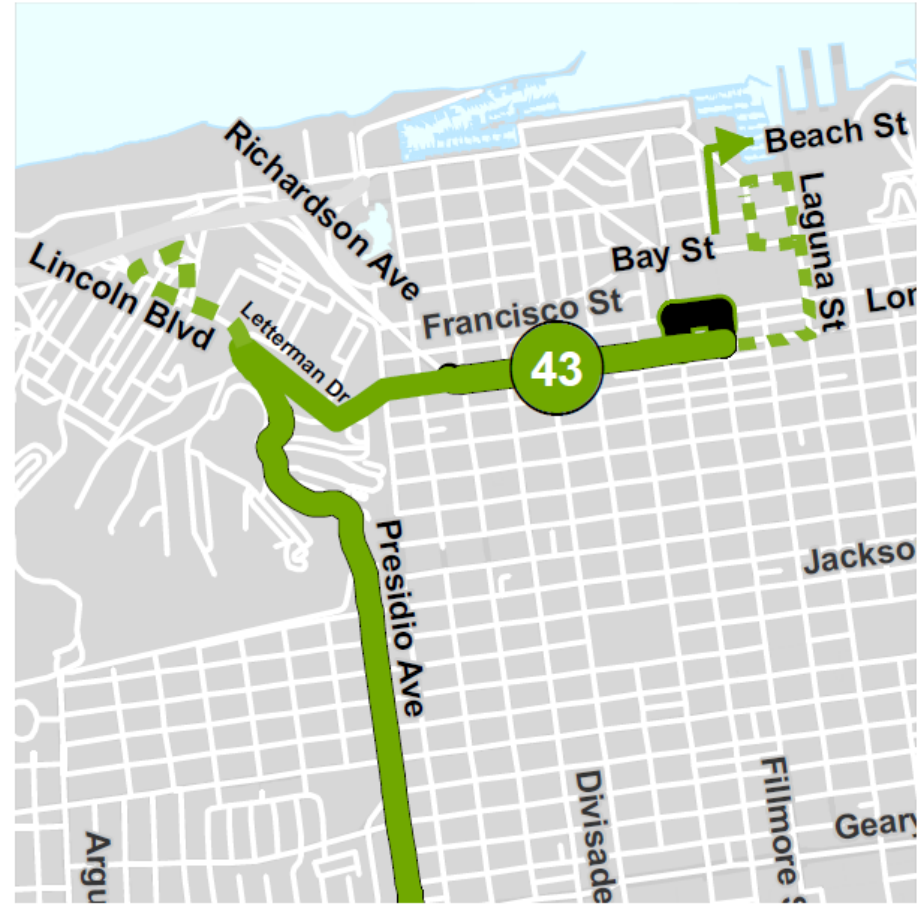


43 Masonic

ORIGINAL PROPOSAL

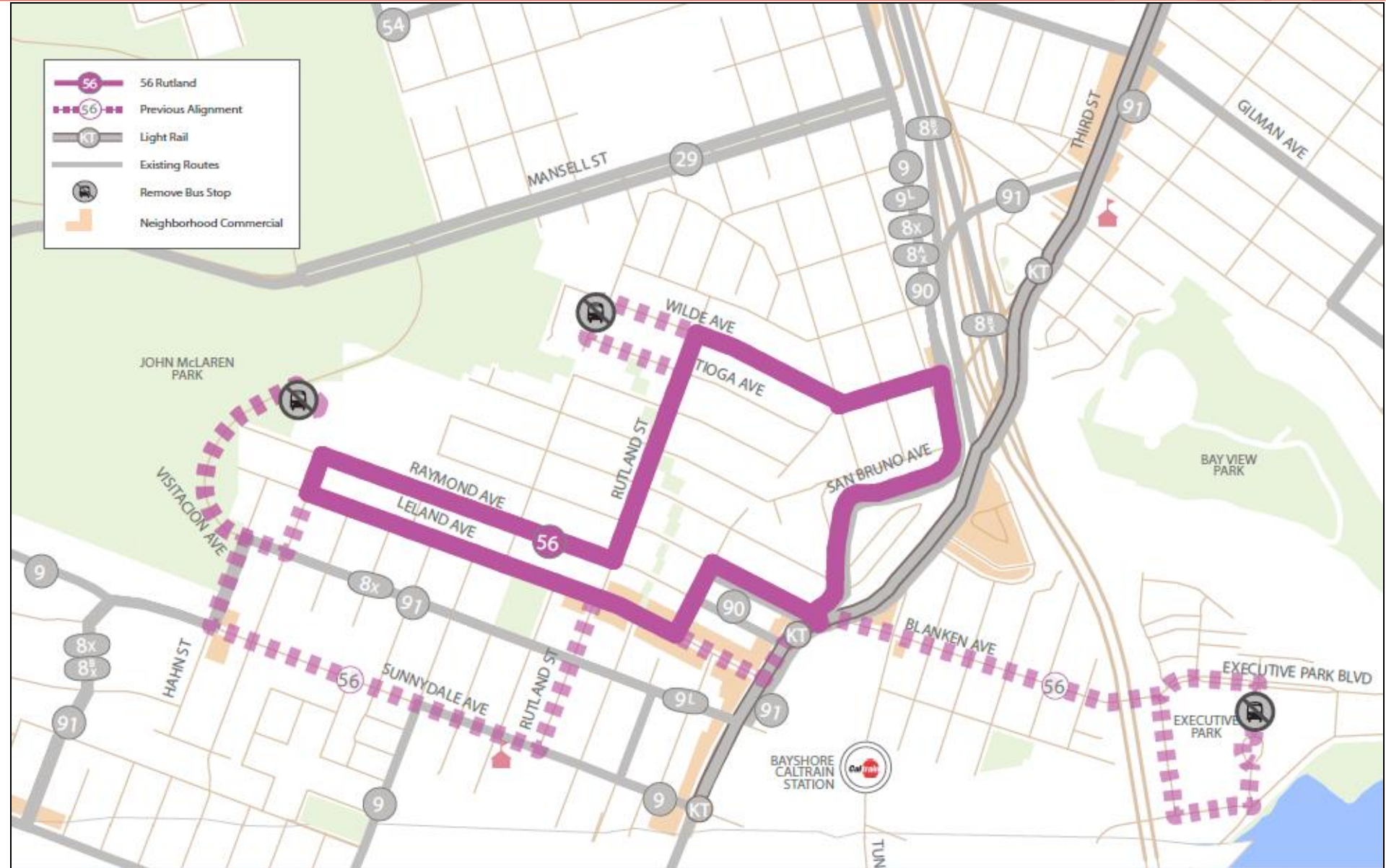


ALTERNATE PROPOSAL



56 Rutland

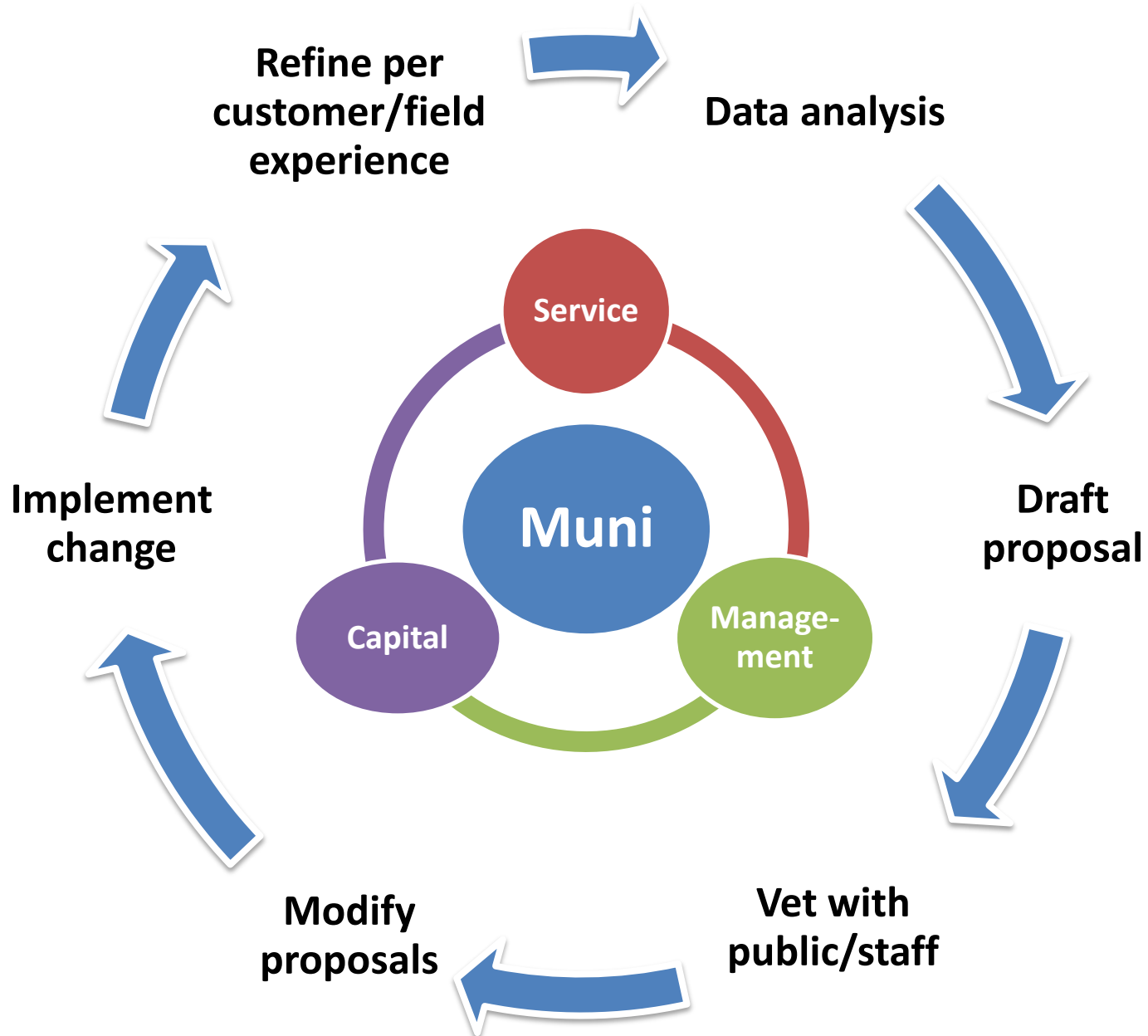
-  56 Rutland
-  Previous Alignment
-  Light Rail
-  Existing Routes
-  Remove Bus Stop
-  Neighborhood Commercial



Next Steps

- Possible FEIR certification by Planning Commission March 27
- Possible SFMTA Board of Directors action March 28 at 8 am:
 - Approve CEQA findings and FEIR policy framework
 - Approve majority of the route changes, as well as the fast track capital projects
- Outreach on transit priority projects ongoing based on capital delivery timeline

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