



SFMTA

# What should Muni service be in Winter 2022?

SFMTA Board Informational Item

September 21, 2021

# Winter 2022 Network Plan

- Provides three alternatives with same level of resources
- Reallocates resources within corridors/neighborhoods
- Resource-constrained plan for early 2022
- To be followed by expanded plan assuming additional revenue in winter/spring 2022

# Today's Muni

- Only 7 all-day lines no longer operating
- Now at ~75% of pre-COVID hours
- Busy hiring & training staff & will engage public on next round of service restoration
- At same time, pursuing long-term funding

# Today's Muni

In March 2020, Muni reduced service, creating a Muni Core Service Network. Since then, we...

- Restored Muni service that previously existed
- Added service in busy corridors (e.g., Mission & Potrero)
- Created new Muni lines (e.g., 15 & 58)
- Modified existing lines
- Focused improvements in neighborhoods identified by the Muni Service Equity Strategy



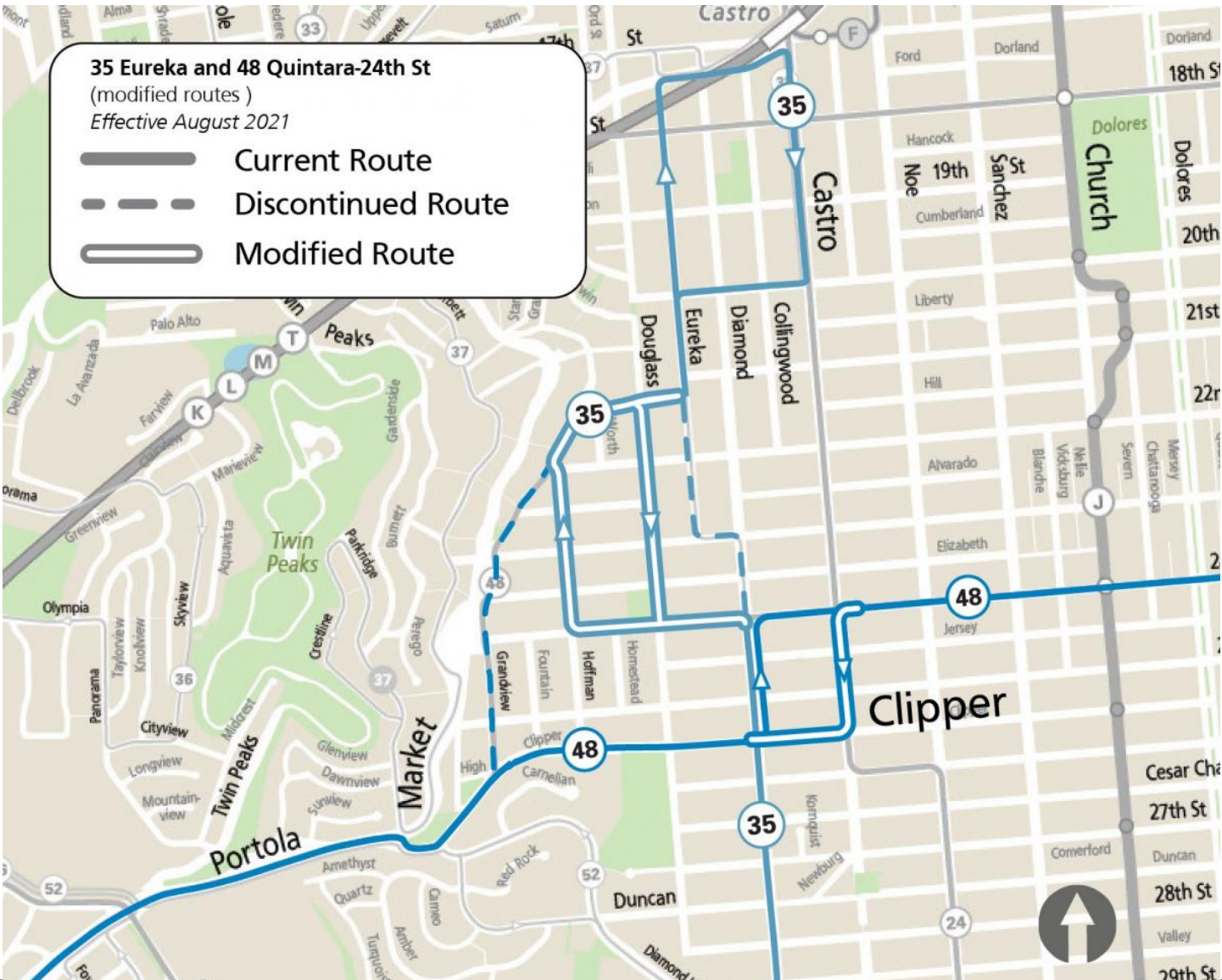
# Modified Lines

- During COVID, we made some changes to existing routes:
  - J Church
  - 23 Monterey, 57 Parkmerced
  - 31 Balboa
  - 35 Eureka, 48 Quintara/24<sup>th</sup> Street
  - 43 Masonic
  - 52 Excelsior, 66 Quintara

# 23 Monterey, 57 Parkmerced



# 35 Eureka, 48 Quintara/24<sup>th</sup> St



# J Church





# Muni Service as of August 2021

- Only 7 all-day lines no longer operating
- Now at ~75% of pre-COVID hours
- Busy hiring & training staff & will engage public on next round of service restoration
- At same time, pursuing long-term funding

## SFMTA Map



# 3 Alternatives for Muni Service

## Familiar scenario

All-day pre-pandemic Muni routes restored

## Frequent scenario

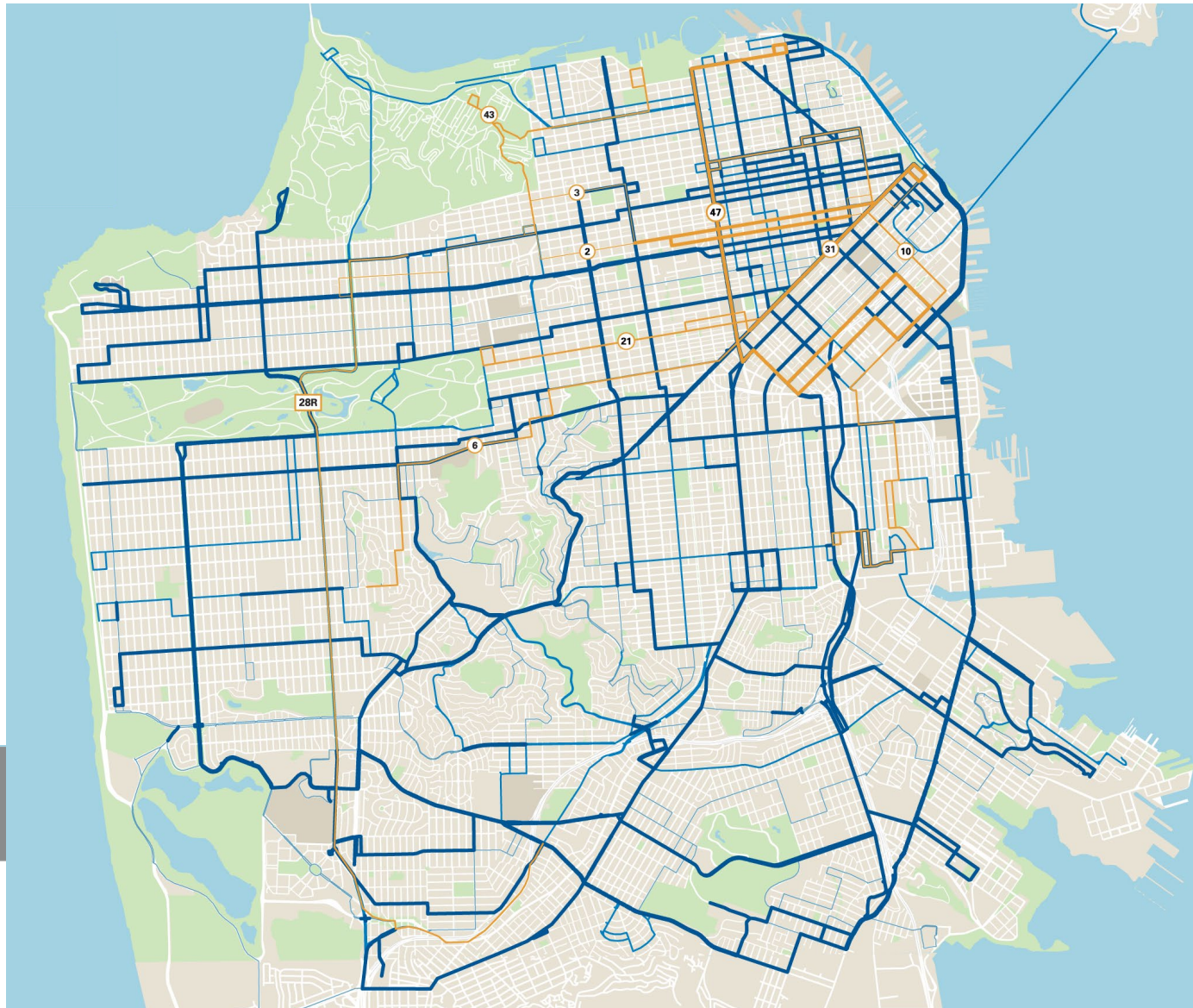
Service increased on high ridership Muni lines, decreasing wait times and crowding, and not restoring five of the seven routes.

## Hybrid scenario

Aims to balance the Familiar and Frequent, and does not restore two of the seven routes that have not been yet.

All-day bus routes & route segments not yet restored

- Existing network  
(line width indicates frequency)
- 2019 service not yet restored



# 2022 Muni Service Network

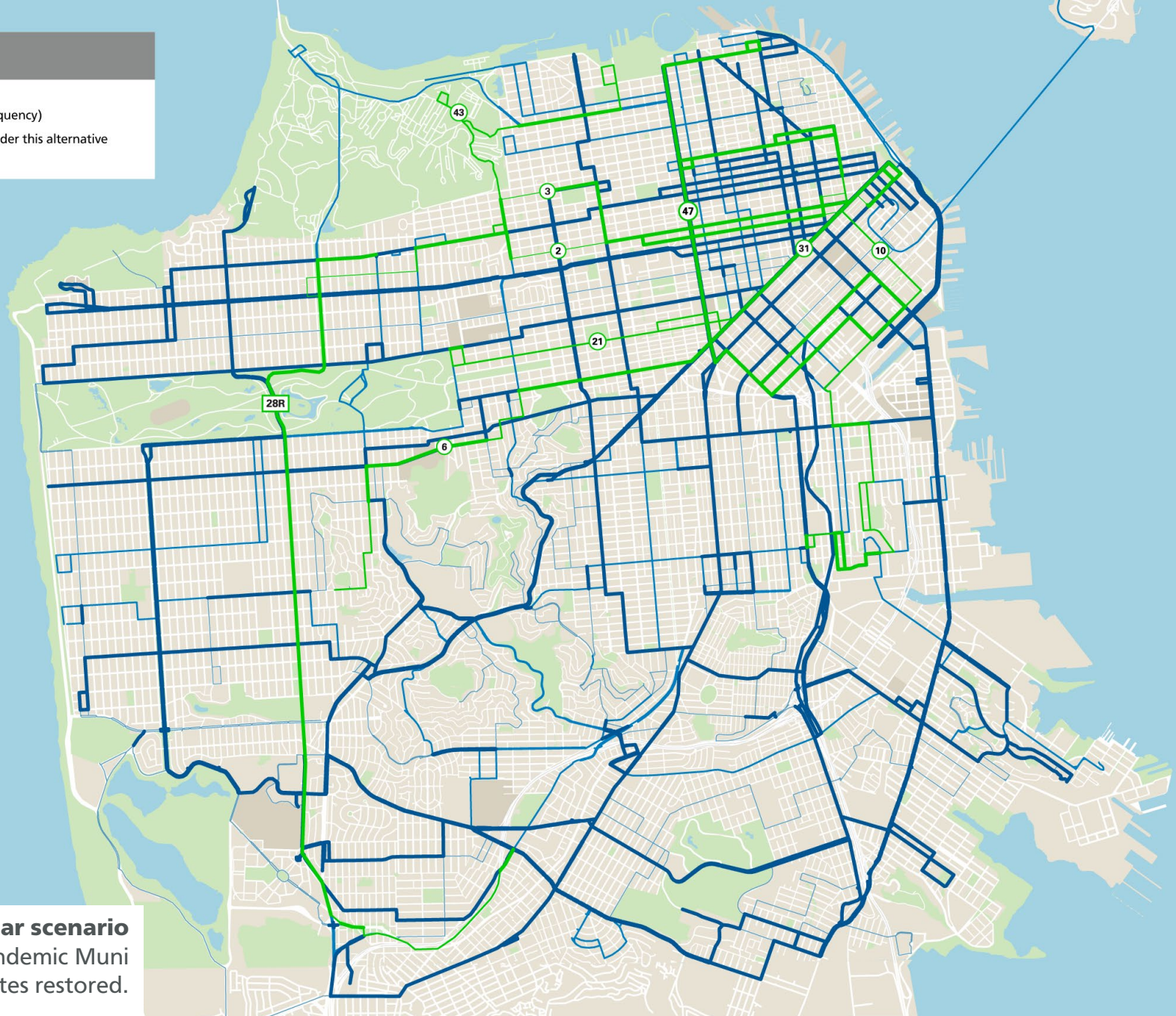
All 3 scenarios will...

- **Retain all-day service within two to three blocks of all Muni stops** that had all-day service before the pandemic.
- Bring back the **28R 19th Avenue Rapid** every 10 minutes.
- **Extend the 43 Masonic** with different options for where it goes.
- **Bring Back the 10 Townsend**, with different options for where it goes downtown.



## Familiar Alternative

- Existing network  
(line width indicates frequency)
- 2019 service restored under this alternative



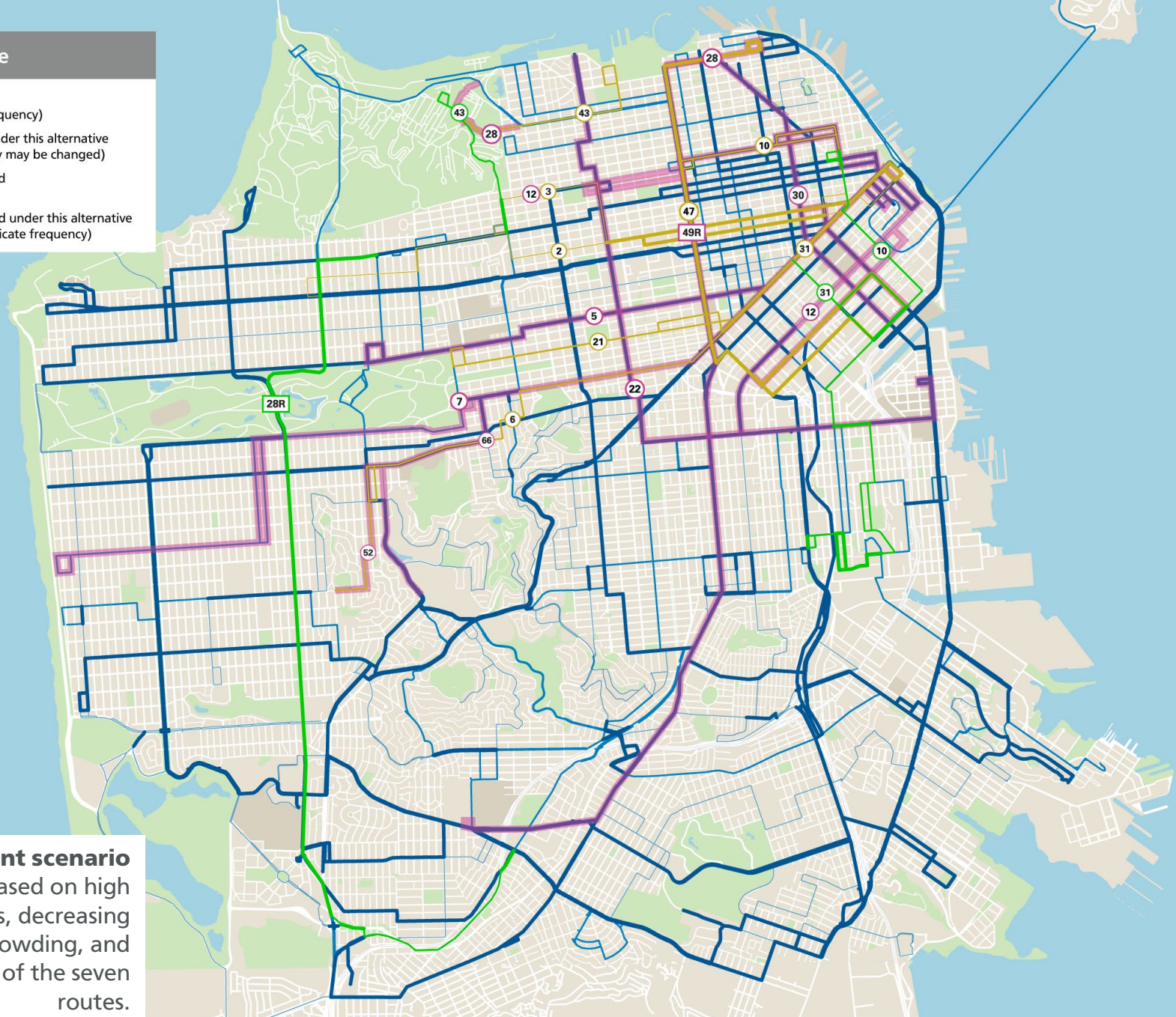
### Familiar scenario

All-day pre-pandemic Muni routes restored.



## Frequent Alternative

- Existing network  
(line width indicates frequency)
- 2019 service restored under this alternative  
(route and/or frequency may be changed)
- 2019 service not restored  
under this alternative
- Existing service improved under this alternative  
(line width does not indicate frequency)

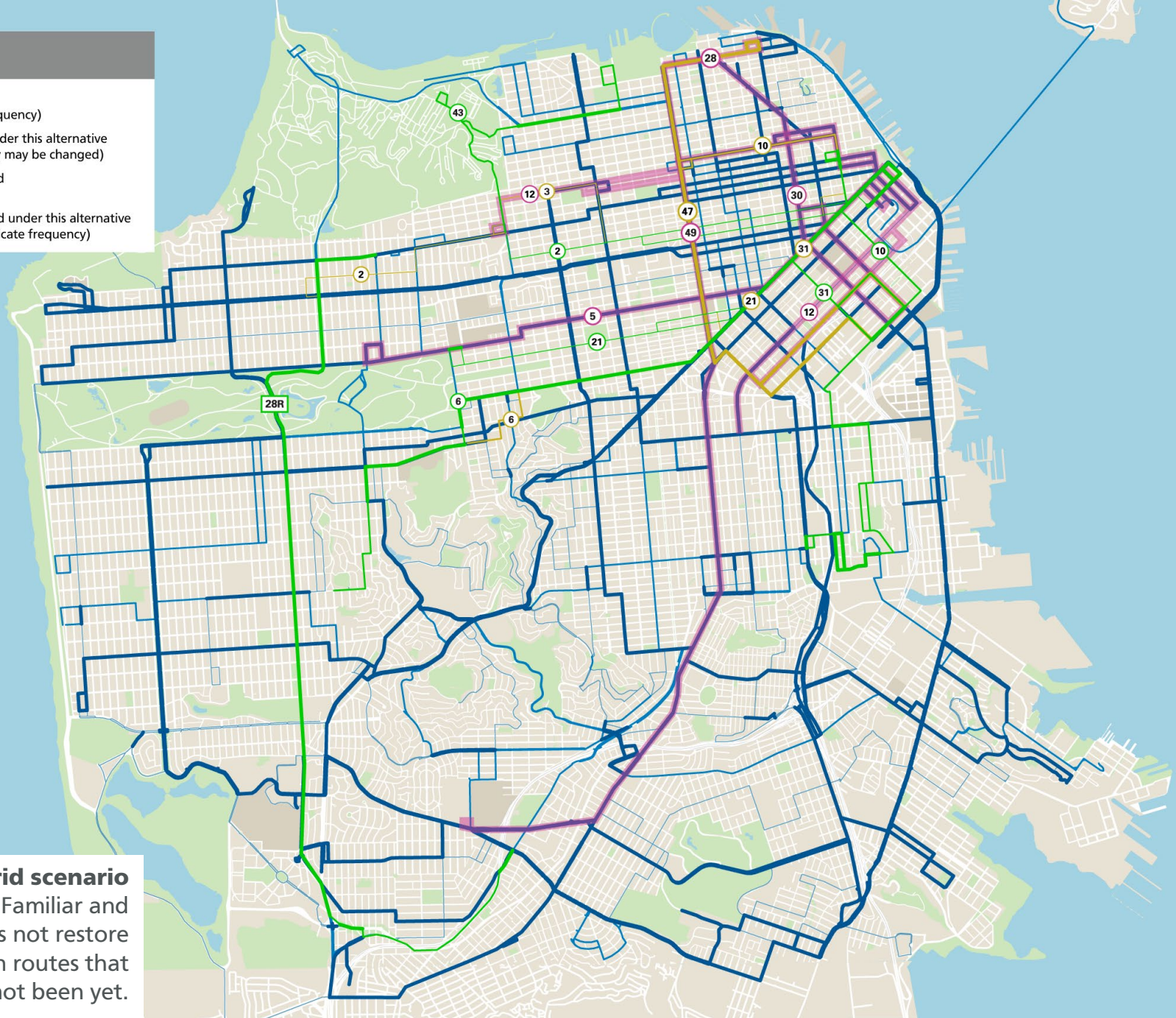


### Frequent scenario

Service increased on high ridership Muni lines, decreasing wait times and crowding, and not restoring five of the seven routes.

## Hybrid Alternative

- Existing network  
(line width indicates frequency)
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### Hybrid scenario

Aims to balance the Familiar and Frequent, and does not restore two of the seven routes that have not been yet.



# Why the Winter 2022 Plan Process?

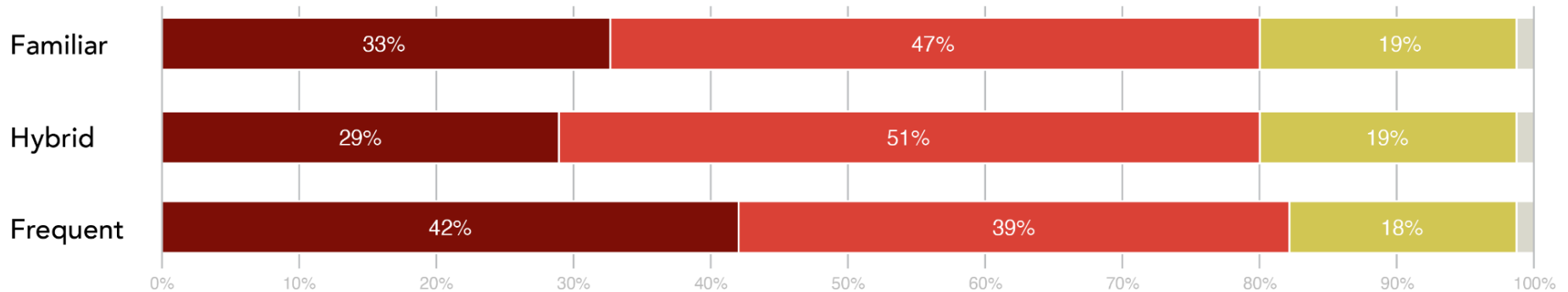
- Riders care most about three things:
  - Reliability of service
  - Frequency
  - Access to destinations
- **Reliability** being addressed through the Muni Forward program, but ...
- This process is designed to identify a Winter 2022 service network focused on **frequency** and **access** to destinations, with constrained resources

# Access to Frequent Transit

## Residents near Transit

Percentage of residents in San Francisco within 1/4 mi of a bus or rail stop with service every...

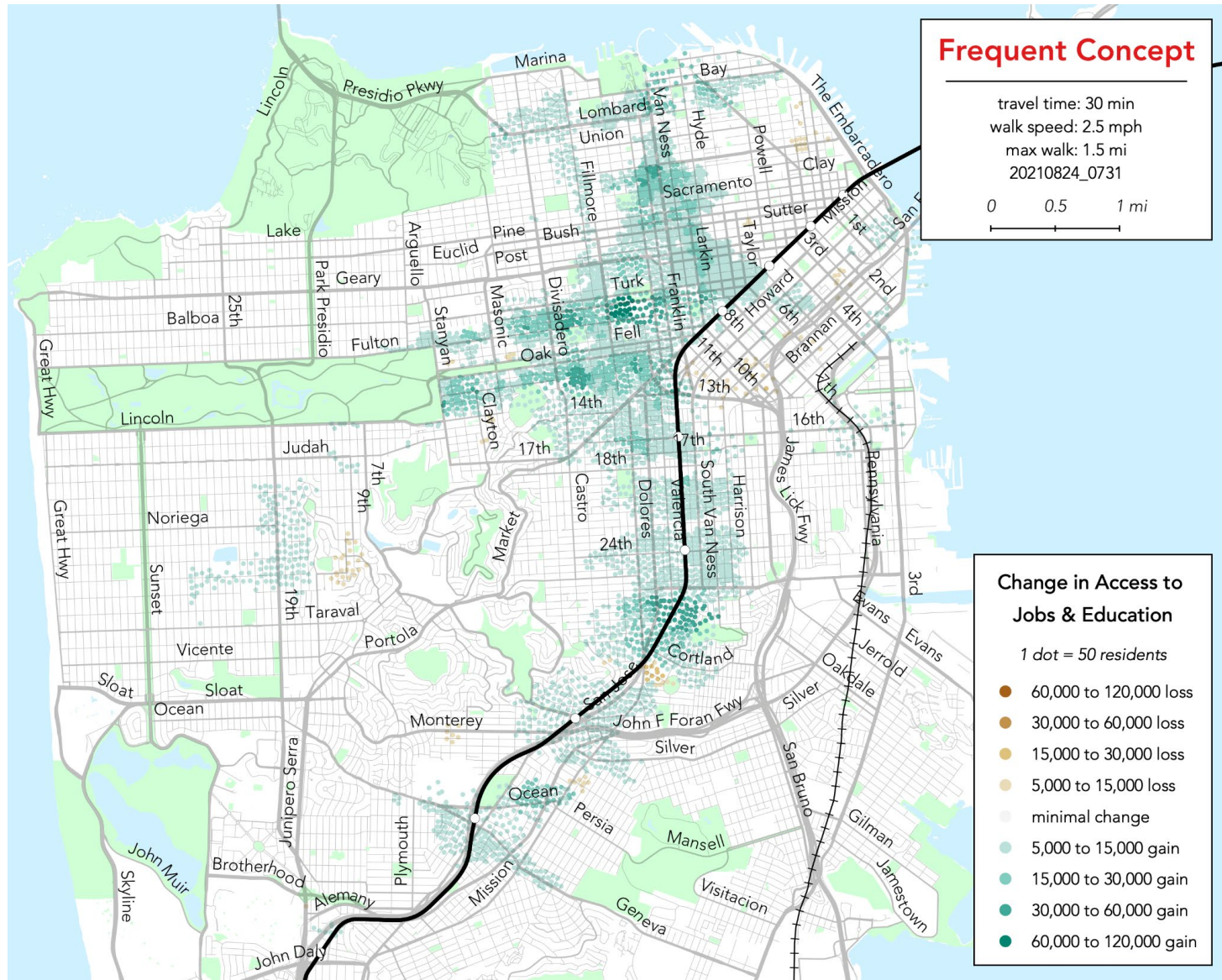
■ 5 Minutes or better   ■ 6-10 minutes   ■ Any Service   ■ Not within 1/4 mi of all-day service



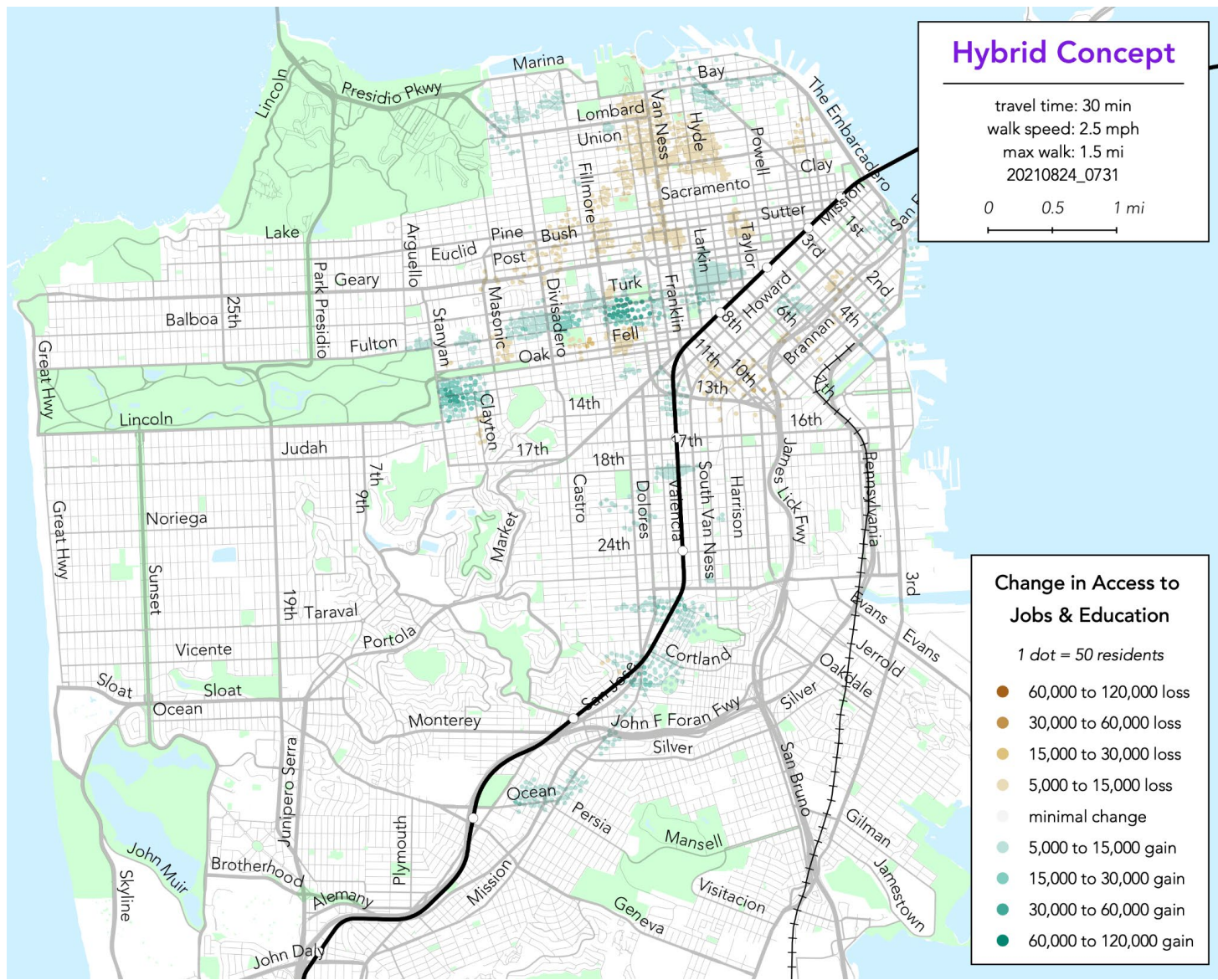
Note: Proximity is measured as being located within 1/4 mile walk of a bus or rail stop.



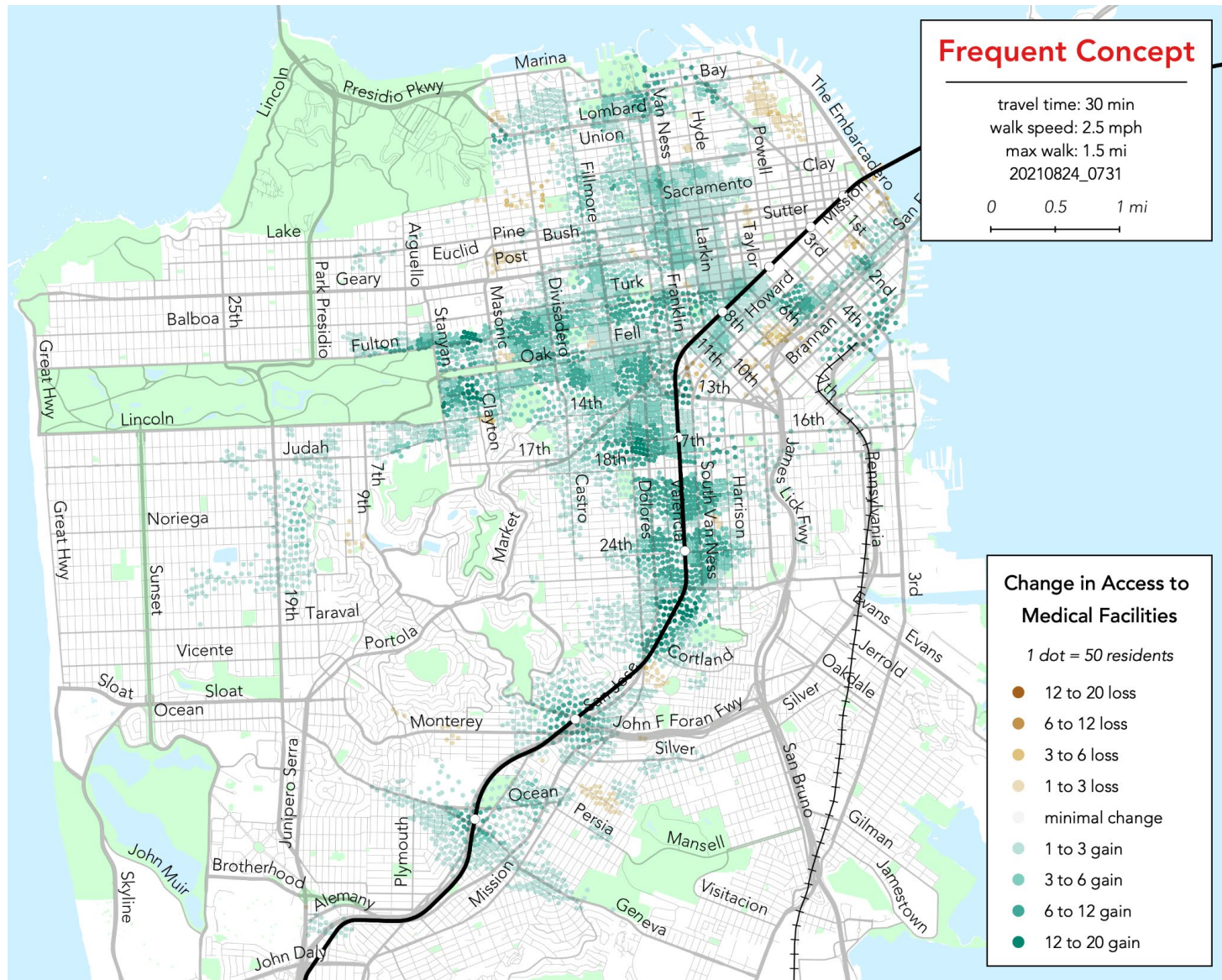
# Connections to Jobs and Education



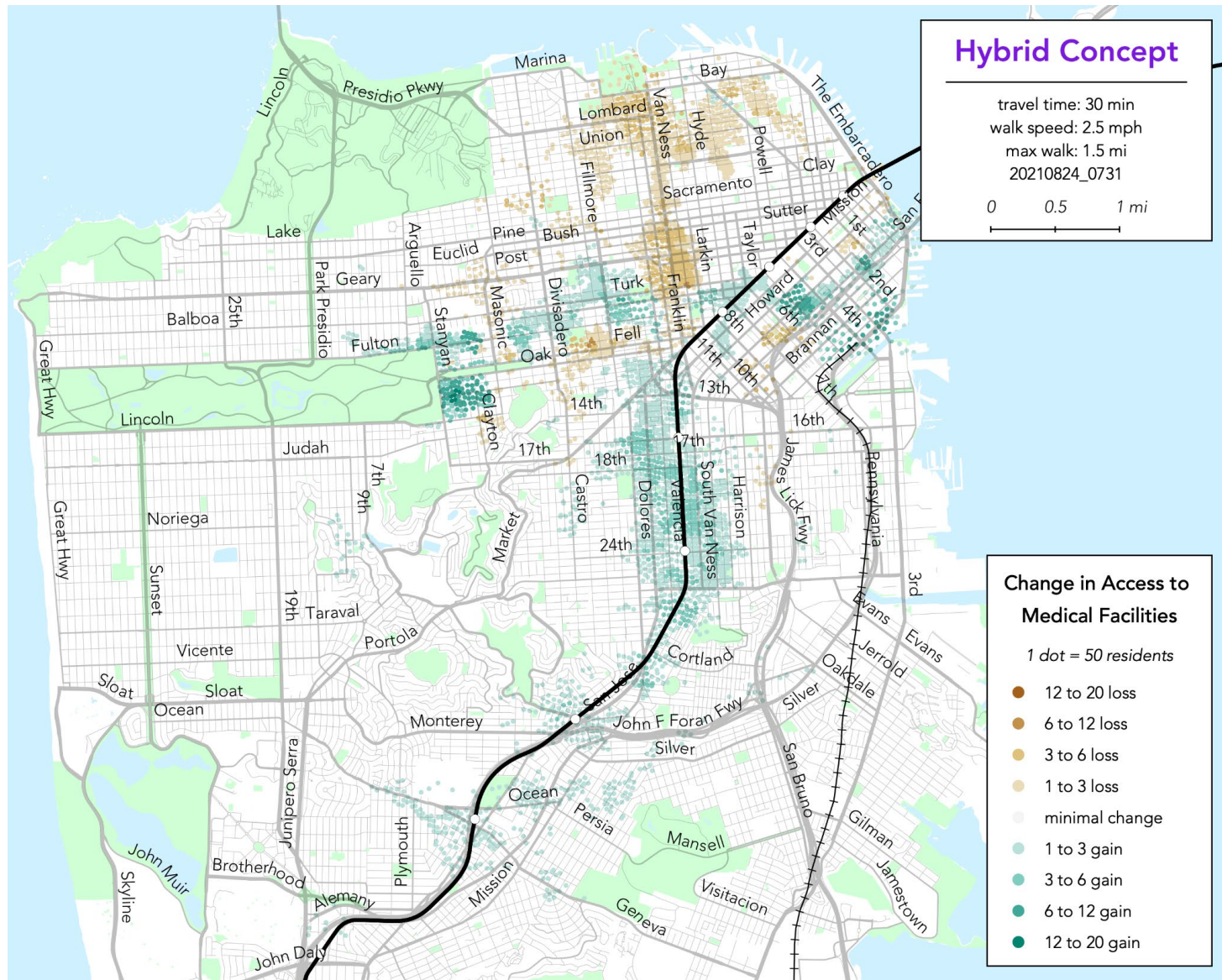
# Connections to Jobs and Education



# Connections to Medical Facilities



# Connections to Medical Facilities



# Community Outreach

- SFMTA.com/2022Network
- Virtual open house and office hours series in September and October (interpreters available)
- Multilingual online StoryMap, including multichannel survey to collect feedback
- Briefings with key stakeholders, neighborhood associations and community-based organizations
- Multilingual posters at key locations across the city
- Multilingual media outreach
- Emails to stakeholders
- Blog and social media postings



# Community Outreach

- As of Sept. 15 ...
  - 1,600 responses to survey (launched Sept. 3)
  - More than 30 stakeholder meetings anticipated (17 completed to date)
  - 650 posters at stops across city
  - Surveys and info distributed at three neighborhood festivals
  - Thousands of email and text notices sent

# Outreach Timeline

## July – August

Initiate Stakeholder Engagement

Three network-wide scenarios are finalized and presented to the public for feedback

Involve stakeholders in identifying challenges and concerns, refine scenarios

## September – October

Involve stakeholders to determine which scenario best suits San Francisco's needs

Feedback collected and incorporated

Outreach on specific corridors (as needed)

Feedback gathered, paired with transit data, used to develop proposal for 2022 Muni Service Network

## October – November

A proposal for the 2022 Muni Service Network is presented and provides details about how public feedback influenced the proposal

The proposal is refined through consultation with stakeholders

## November-December

Proposal presented to SFMTA Board to consider for approval. (With public's input)

Approved schedule finalized and put through service change process

# Next Steps

- Implement Winter 2022 Service Plan
  - Continue outreach through the Fall
  - Return to SFMTA Board December 7, 2021 for approval action on the Winter 2022 plan
  - Expected implementation in February
  - For more information, see *[sfmta.com/2022network](http://sfmta.com/2022network)*
- Next phase of service expansion/restoration
  - Conduct outreach and plan
  - Seek additional funding

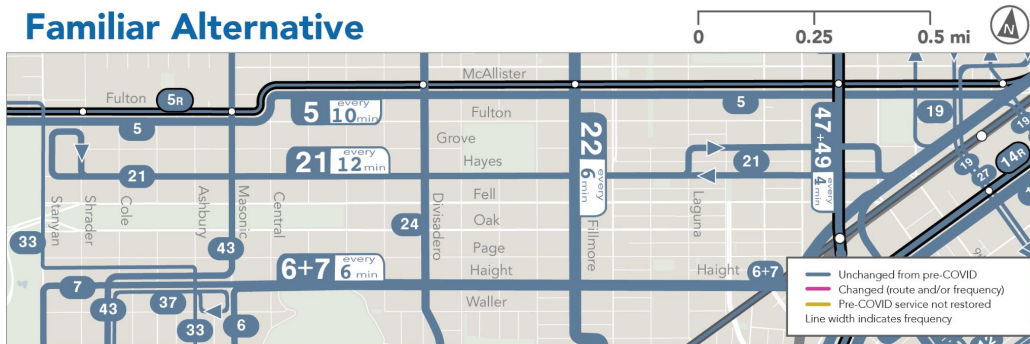


# Appendix

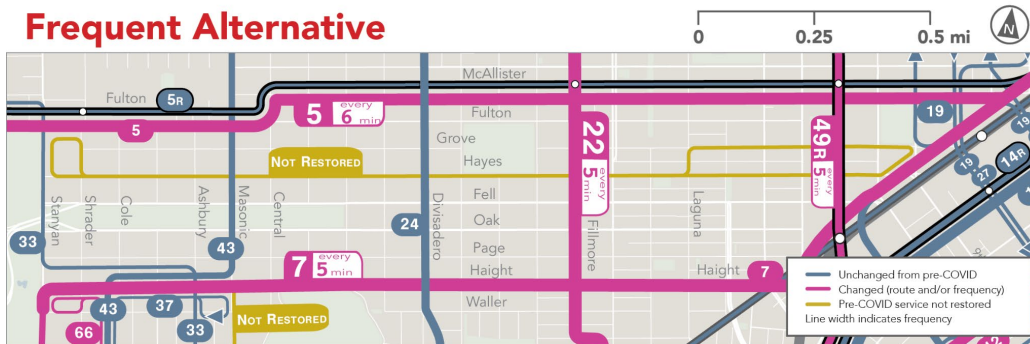
# Hayes Valley and Western Addition

5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

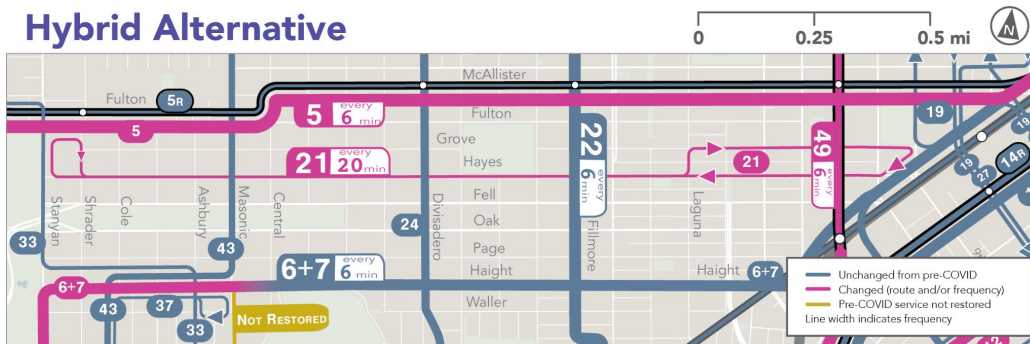
## Familiar Alternative



## Frequent Alternative



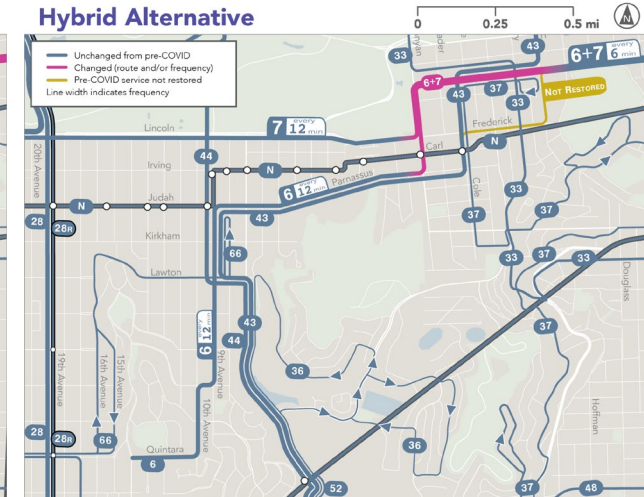
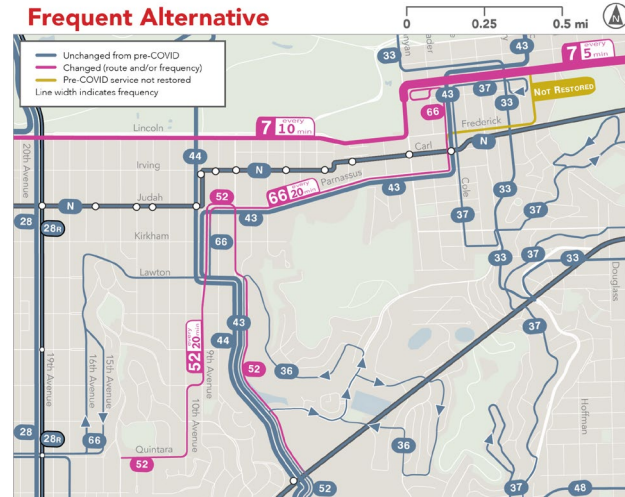
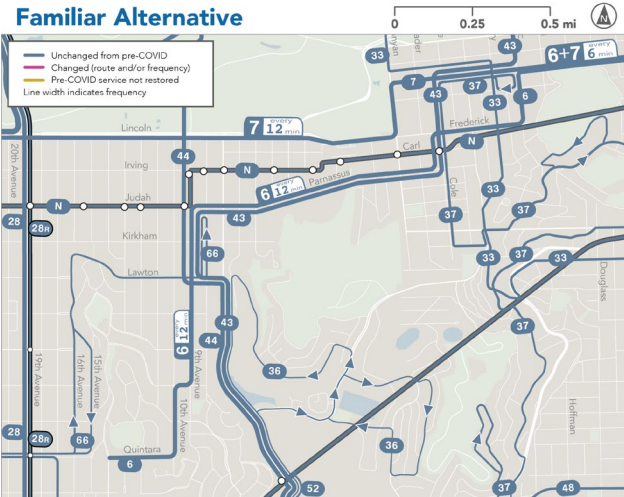
## Hybrid Alternative



- 21 Hayes is 2-3 blocks from frequent service on Haight and McAllister streets
- By reducing or eliminating 21 Hayes, we can improve waiting times and crowding on the 5 Fulton and 7 Haight/Noriega.
- If the 21 Hayes is eliminated, and you're on Hayes Street, it's a hilly 3-4 block walk to the 5 Fulton or 7 Haight.

# The Haight, Parnassus, Golden Gate Heights

## 6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara



The 6 Haight/Parnassus is busy along Haight Street, around UCSF and at 9th and Irving. It is 1 block from frequent service at UCSF and in Cole Valley.

Demand along Haight Street is very high, so it's important to have frequent service there.

Ashbury Heights is served by the 33 Stanyan with connections to upper Market and the Mission.

Continue to cover Golden Gate Heights with the current 52 Excelsior, connects to Muni Metro at 9th and Judah and at Forest Hill.

# Post, Sutter, Clement, and Jackson Streets

## 2 Clement, 3 Jackson, 10 Townsend

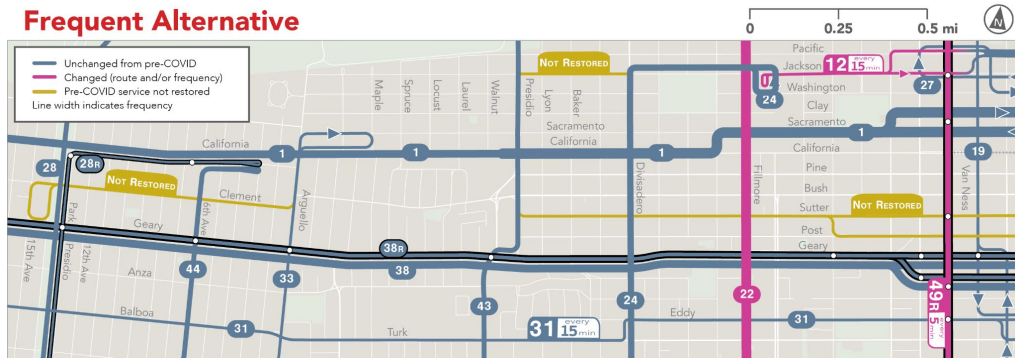
### Familiar Alternative



In the Richmond District, do we need Muni service on Clement Street, just an eighth mile from service on both California Street and Geary Boulevard?

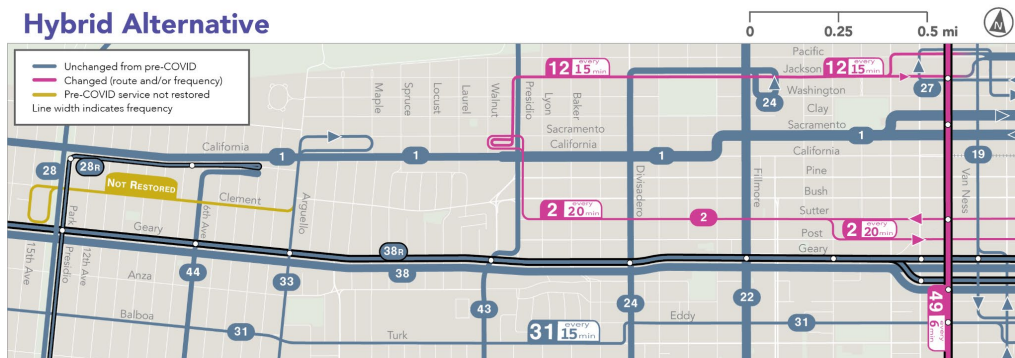
In Pacific Heights, could we serve the low-ridership 3 Jackson along Jackson Street differently?

### Frequent Alternative



How much service does Sutter Street need? It's 2-4 blocks from service on Geary and California streets.

### Hybrid Alternative

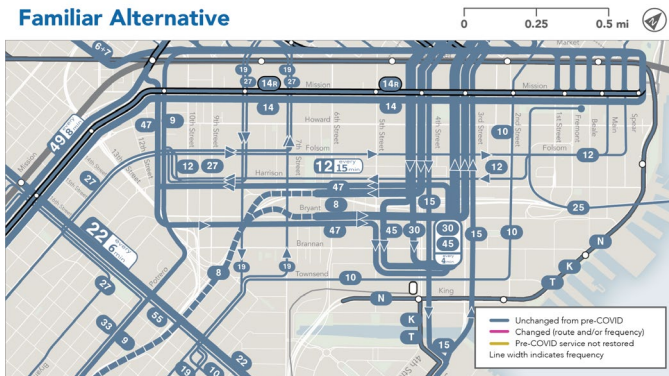


Would it be better to have lines a little further apart so that we can build up frequencies on routes to reduce waiting times and crowding?

# South of Market, Market Street, Financial District

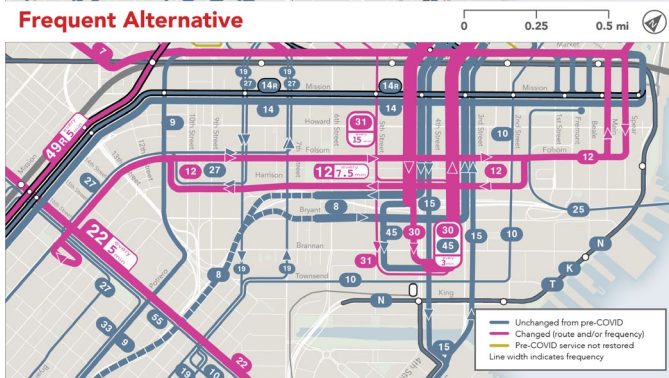
10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative



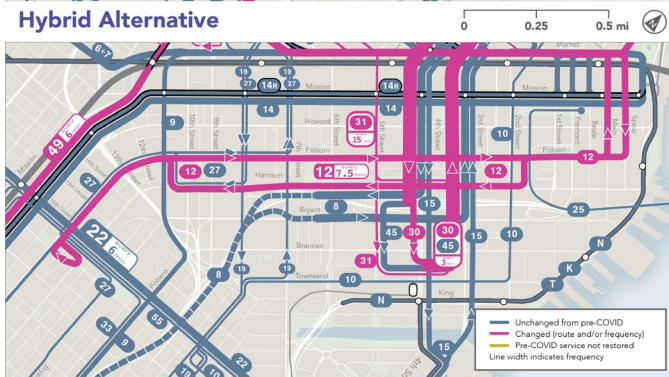
The 47 Van Ness, ran the length of Van Ness Avenue, and then continued across the South of Market to Caltrain

Frequent Alternative



Would it be better if there were more frequency on 49 Van Ness/Mission to reduce waiting and crowding there?

Hybrid Alternative



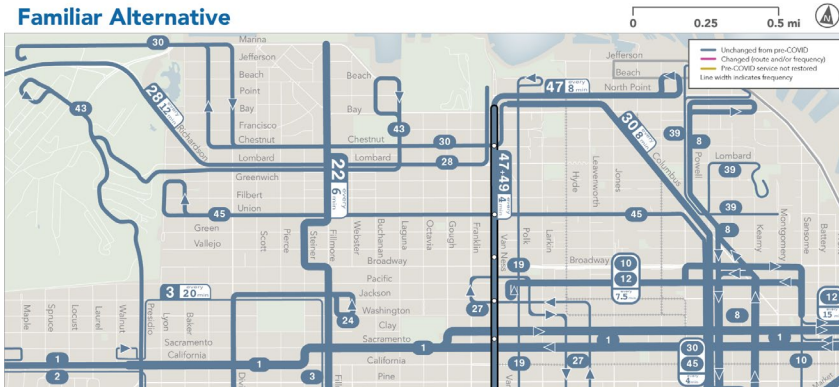
Are there ways to organize Muni's 10 Townsend and 12 Folsom to provide more useful service to Folsom and Harrison streets, and Chinatown and Rincon Hill?

Should Muni's 31 Balboa continue to go to the foot of Market Street, or would it be more useful if it turned down 5th Street to end at Caltrain?

# The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

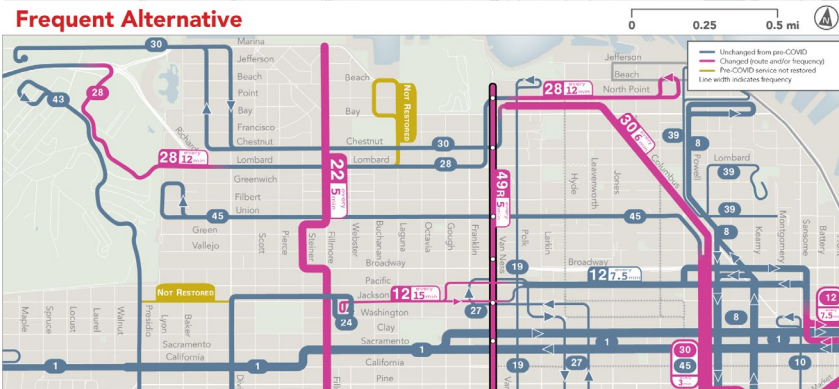
## Familiar Alternative



The 49 Van Ness/Mission currently ends at Powell and North Point streets at Fisherman's Wharf.

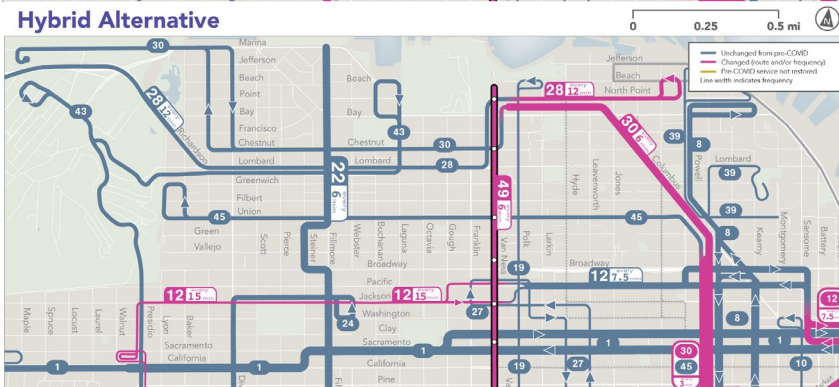
Rather than the 49 Van Ness/Mission, the 28 19th Avenue could continue to the Wharf, providing continuous east-west service along the north edge of the city, from the Richmond across the Presidio and Marina.

## Frequent Alternative



The 43 Masonic runs north-south across the city to California Street. Instead of restoring the segment continuing north through the Presidio and then east through the Marina to Fort Mason, the 28 19th Avenue could connect the eastern part of the Presidio, making it easier to get from the Sunset and Richmond to the Presidio, and connecting the Presidio to Fisherman's Wharf.

## Hybrid Alternative



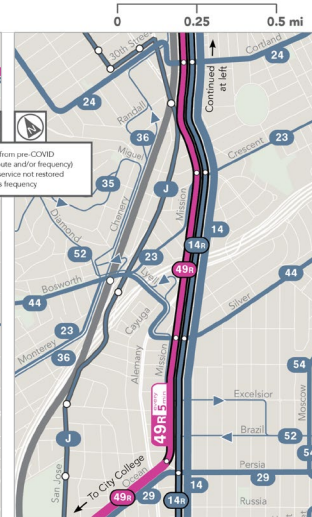
Finally, we are looking at increasing frequency on the 30 Stockton through Chinatown. These additional trips would extend from Caltrain to Van Ness Avenue and North Point Street.

# The Mission, Excelsior, City College 22 Fillmore, 49 Van Ness/Mission

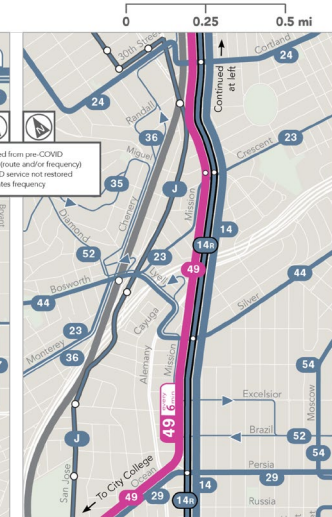
Familiar Alternative



Frequent Alternative



Hybrid Alternative



If we run all Van Ness Avenue Muni service with the 49 Van Ness/Mission, it would improve access into the Mission and to City College at every six minutes instead of every eight minutes.

We could replace the 49 Van Ness/Mission with a 49R Van Ness/Mission Rapid, making all stops on Van Ness Avenue, at the new BRT stations. Along Mission Street, it would stop only at the current 14R Mission Rapid stops.

We could also improve frequencies on the 22 Fillmore and 12 Folsom to reduce wait times and crowding.