



**SFMTA**  
Municipal Transportation Agency

A photograph of a San Francisco cable car at Pier 39, overlaid with a semi-transparent red filter. The cable car is white with dark accents and has 'PIER 39' and 'ENTER AT REAR' visible on its side. The background shows a street scene with buildings and other vehicles.

# Implementing the Transit Effectiveness Project 5 Fulton Pilot Project

10 | 15 | 2013

SAN FRANCISCO, CALIFORNIA



# Transit Effectiveness Project

- First comprehensive review of Muni in a generation, aims to transform Muni service to better meet customer needs
- TEP objectives:
  - Improve service reliability
  - Reduce transit travel time
  - Improve customer experience
  - Deliver more efficient service
- Recommendations based on unprecedented data analysis and extensive community outreach
- Bond measure planned for November 2014



# TEP Recommendations

## Improve Customer Experience

- Establish a tiered service network to guide service delivery and capital investments
- Restructure service and increase service hours up to 10 percent
- Reduce travel time on key corridors by up to 20 percent



## TEP CEQA Milestones

- Initial Study published Jan 23, 2013
- DEIR Released July 10, 2013  
(<http://tepeir.sfplanning.org>)
- EIR Certification Anticipated Spring 2014



# TEP Pilots: Building on Small Successes

76X Marin  
Headlands  
Express  
(ongoing)



5L Fulton Limited  
(planned)



Church Street  
Red Carpet  
(ongoing)







## 5 Fulton Existing Overview

- Daily ridership ~ 19,500
- Average speed ~ 9 mph (systemwide = 8.1 mph)
- Average travel time ~ 50 minutes each way
- 48 stops in each direction



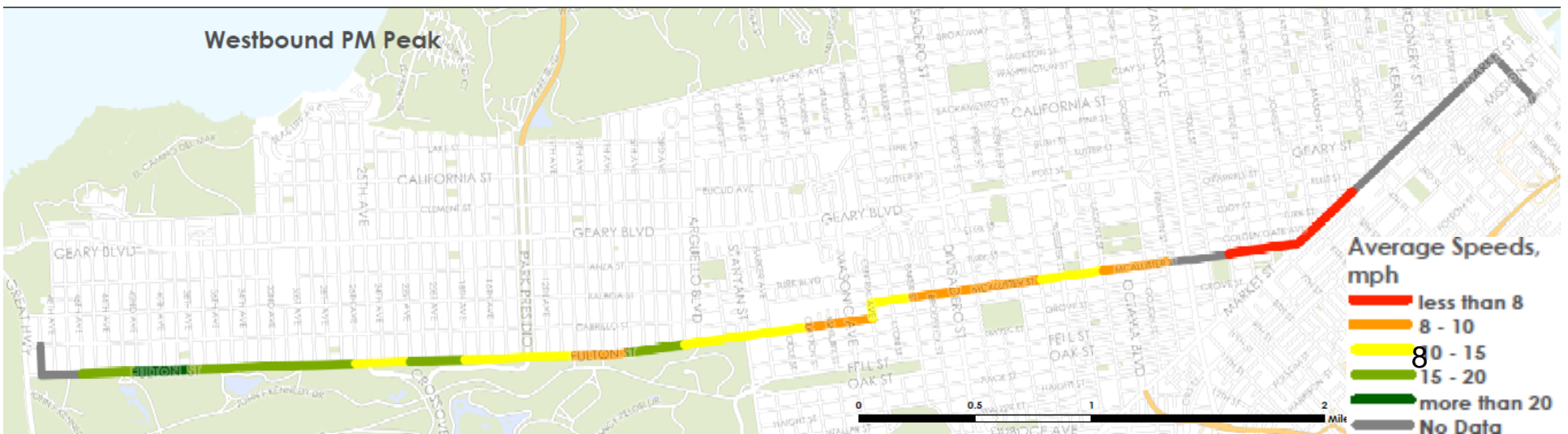
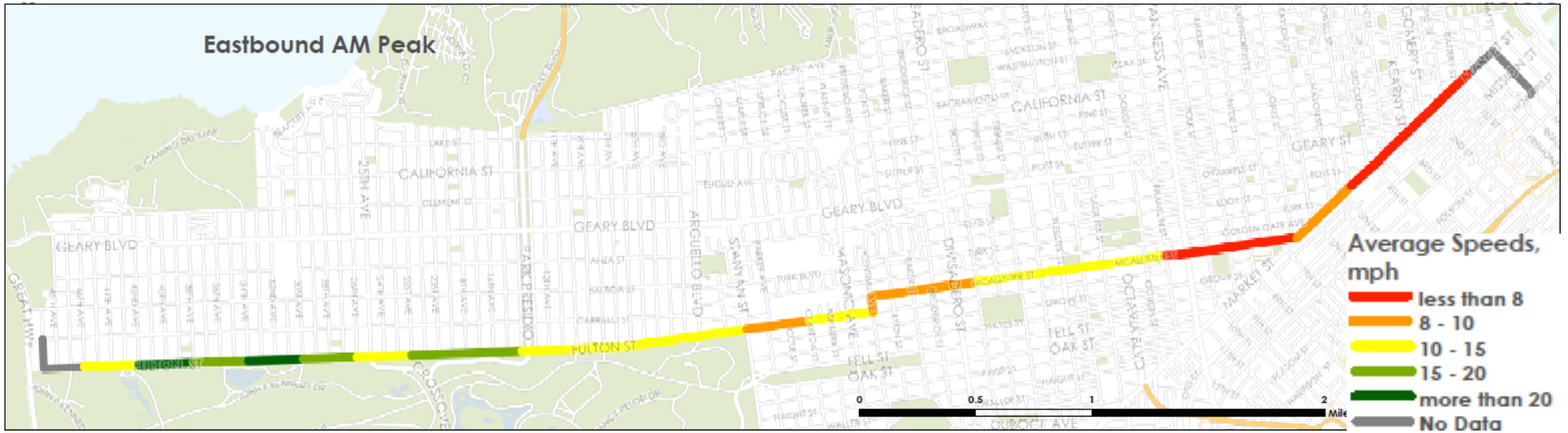


## 5 Fulton Existing Performance

- 2013 on-time performance similar to system average
  - 5 Fulton = 63%
  - System Average = 60%
  - Rapid Network = 60%
- Approximately 20% of peak period, peak direction trips in September 2013 were over capacity
- Approximately 10% of mid-day trips in September 2013 were over capacity



# 5 Fulton Existing Speed







## **5/5L Pilot Project Overview**

- New limited-stop service to reduce travel time
- Increased frequency in the inner part of the route to reduce crowding
- Low-cost capital improvements to further reduce travel time and improve safety
- Mirrors TEP proposal, but without major investments such as bus bulbs, traffic signal changes, or overhead bypass wires



## **5/5L Pilot Project Outreach**

- SFMTA Citizens Advisory Committee and Multimodal Accessibility Advisory Committee  
July, 2013
- Held two public meetings (Richmond and Western Addition) in August, 2013
- Held public hearing September, 2013
- TEP list serve, web site, USF and neighborhood associations



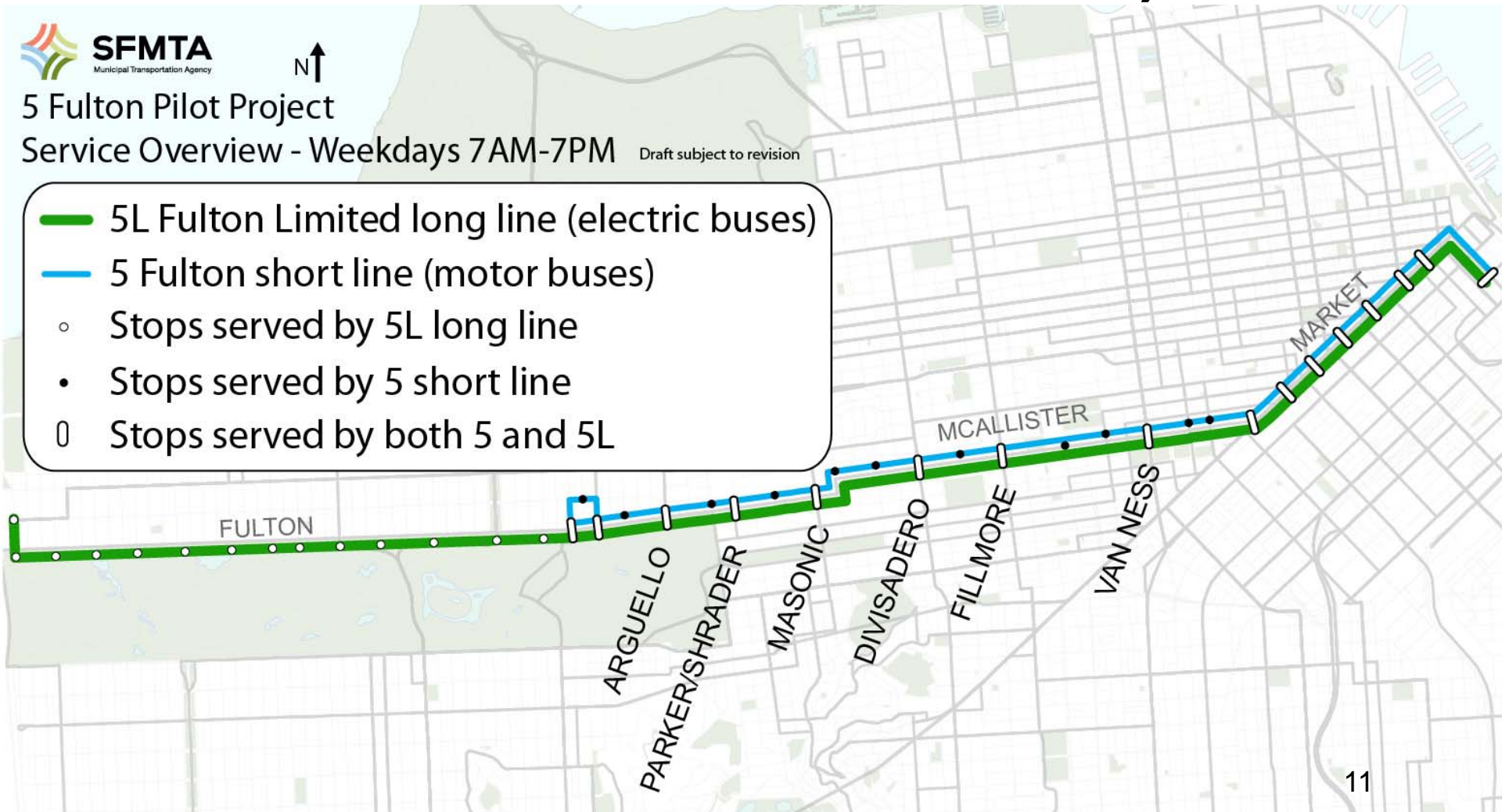
# 5/5L Pilot Service Proposal (30% increase in service hours)



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





## 5/5L Pilot Benefits

- Reduced crowding east of 6<sup>th</sup> Avenue
- 6% time savings for 5 Local
- 10% time savings for 5L Limited
  - **15% savings between 6<sup>th</sup> Avenue and Market Street**
- Improved transit and pedestrian safety with longer bus zones
- Improved safety for all modes with road diet



## 5/5L Pilot Tradeoffs

- Customers west of 6<sup>th</sup> Avenue need to transfer to access local stops east of 6<sup>th</sup> Avenue
- ~9% of customers would need to walk to a different bus stop
- Net parking removal ~20 spaces over 7 mile corridor

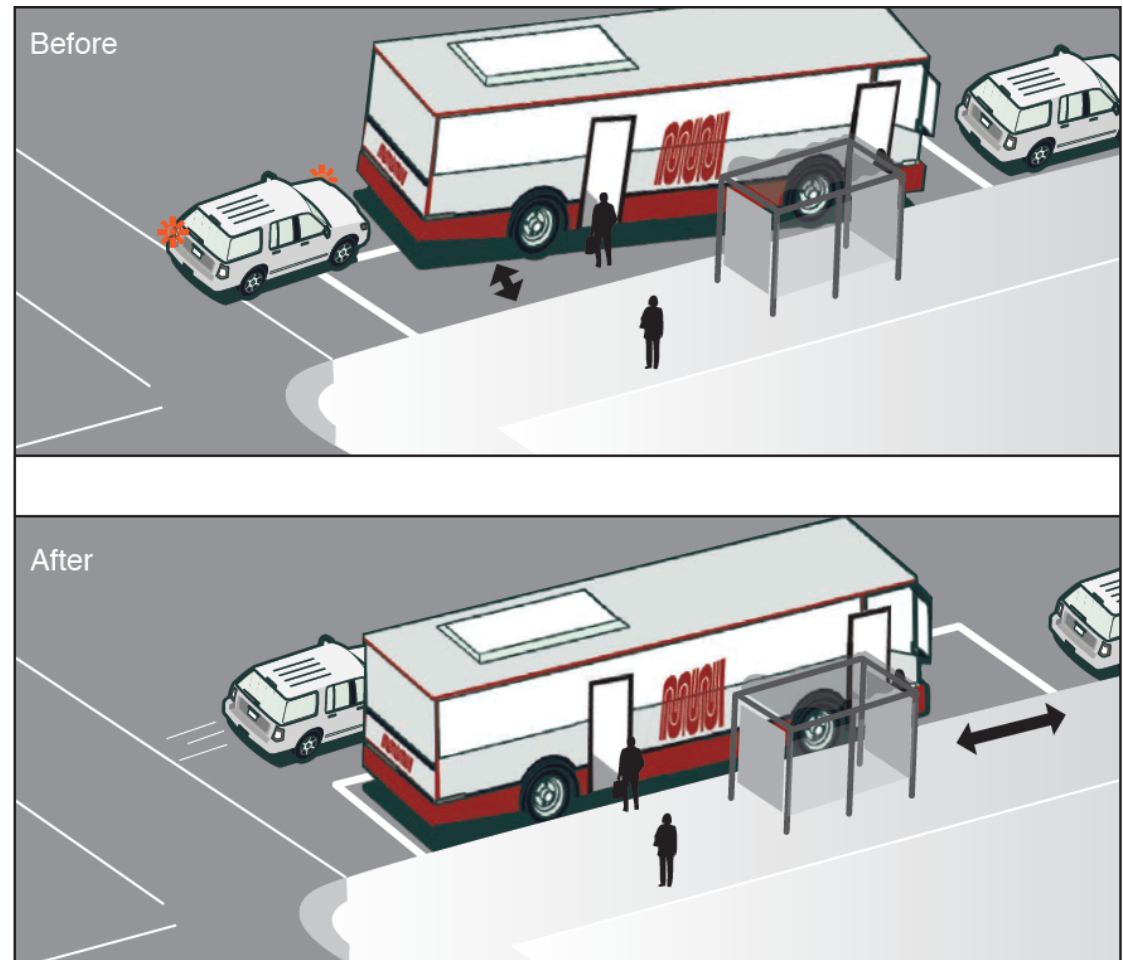






## 23 Bus Zone Extensions

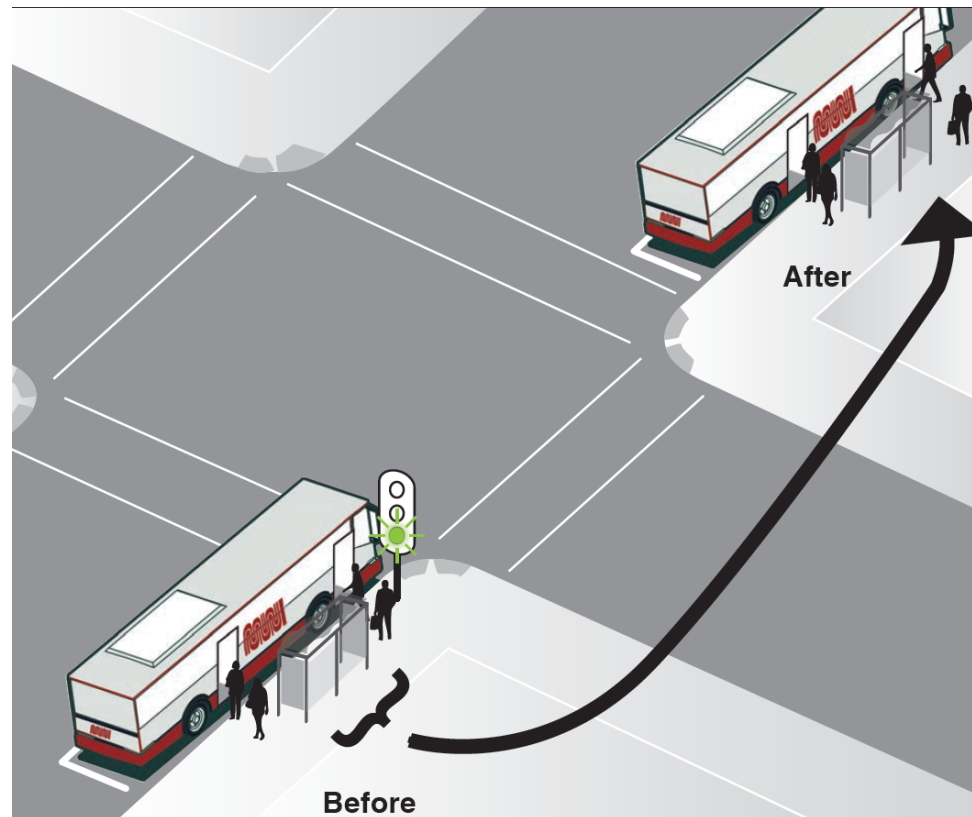
- Improves customer boarding experience when buses can pull to curb and reduces boarding time
- Allows both 5 and 5L to arrive at limited stops at same time
- Allows 5L to pass 5 at local stops





## 8 Bus Stop Optimizations

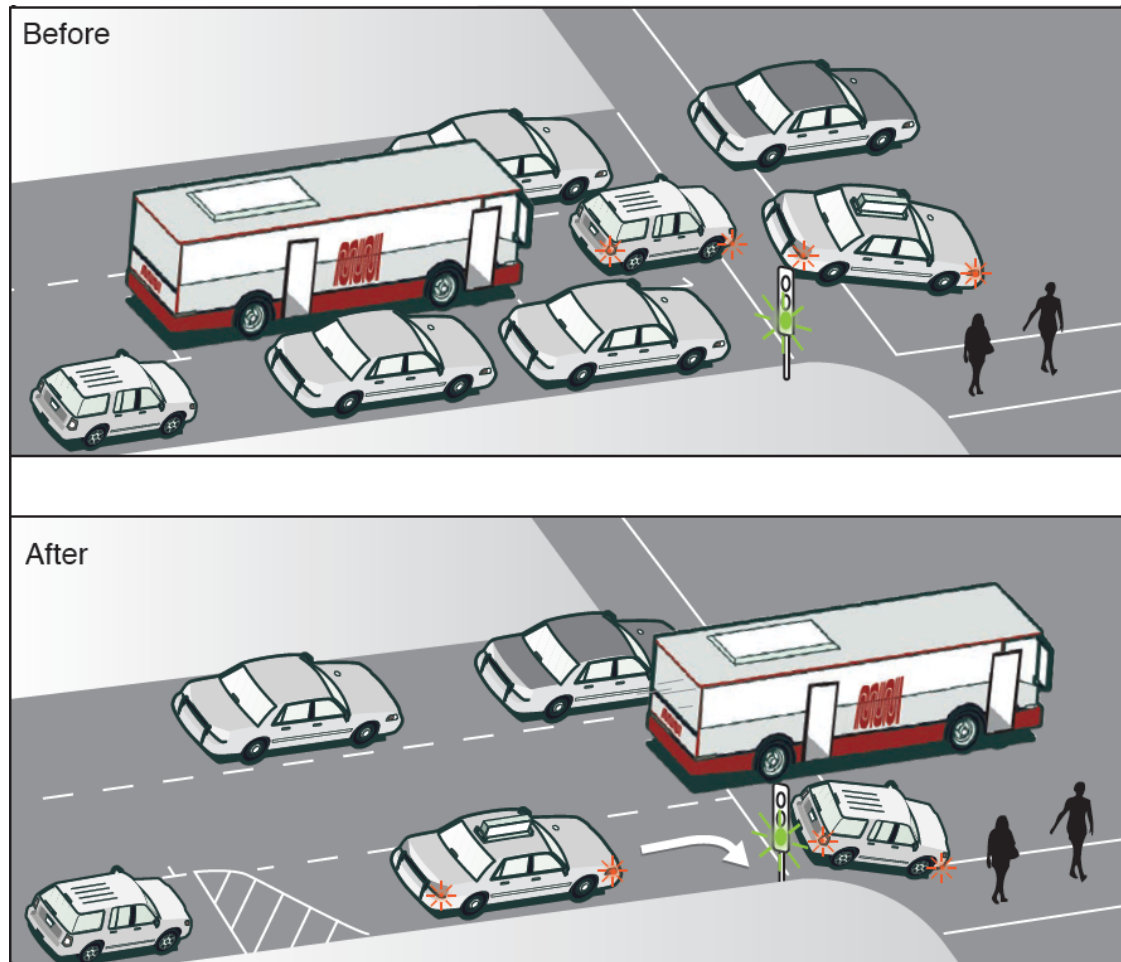
- Reduces the number of times a bus must stop
- Improves pedestrian safety at uncontrolled intersections





# 3 Right-Turn Pockets

- Helps buses bypass congestion





# Net Removal of 18 Bus Stops



- Stop Spacing between La Playa and Arguello
  - Existing = 2.3 blocks (710')
  - Proposed = 3 blocks (930')
- Stop Spacing between Arguello and Market
  - Existing = 1.5 blocks (720')
  - Proposed = 2 blocks (960')





# Proposed Tow-Away on Central 7A-5P

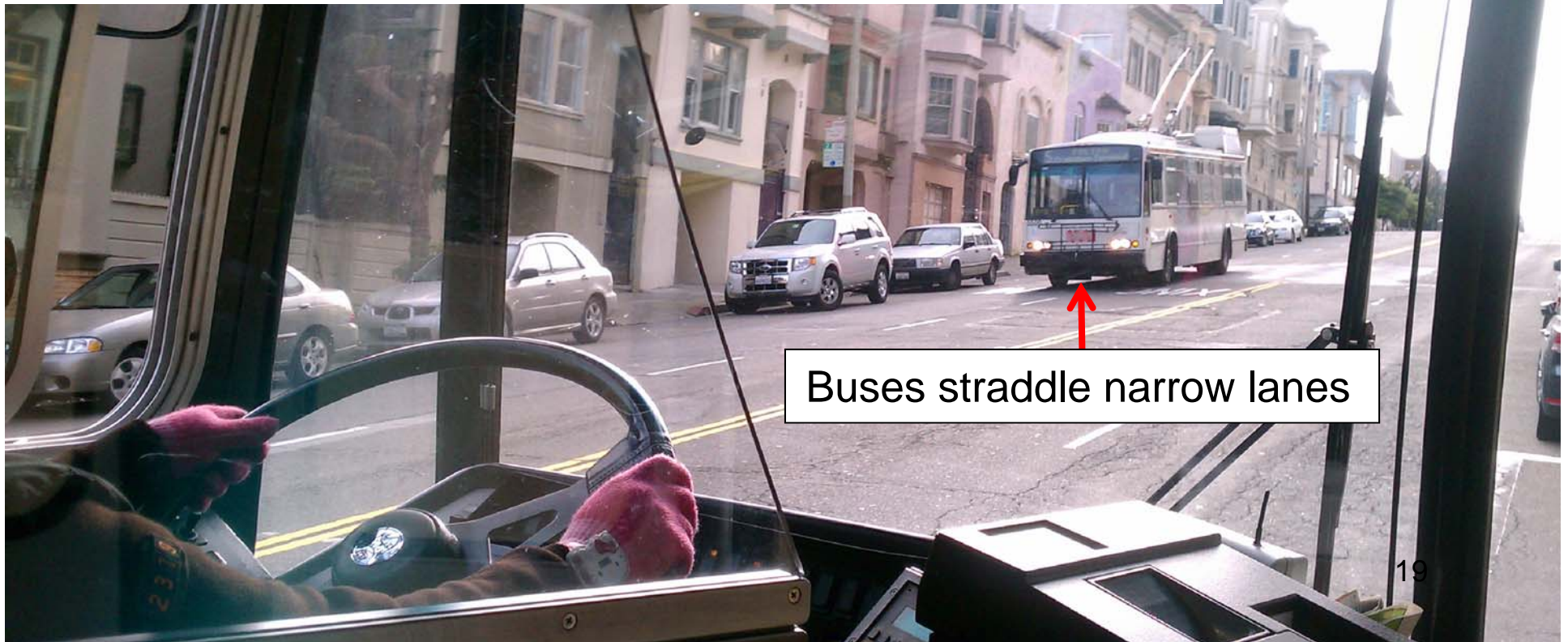






# Fulton Road Diet /Lane Widening

- Redesign roadway between Baker and Stanyan
- Provide traffic calming adjacent to USF
- Address collision history for Muni and other modes
- 70% of 51 Muni collisions in past 5 years were sideswipes

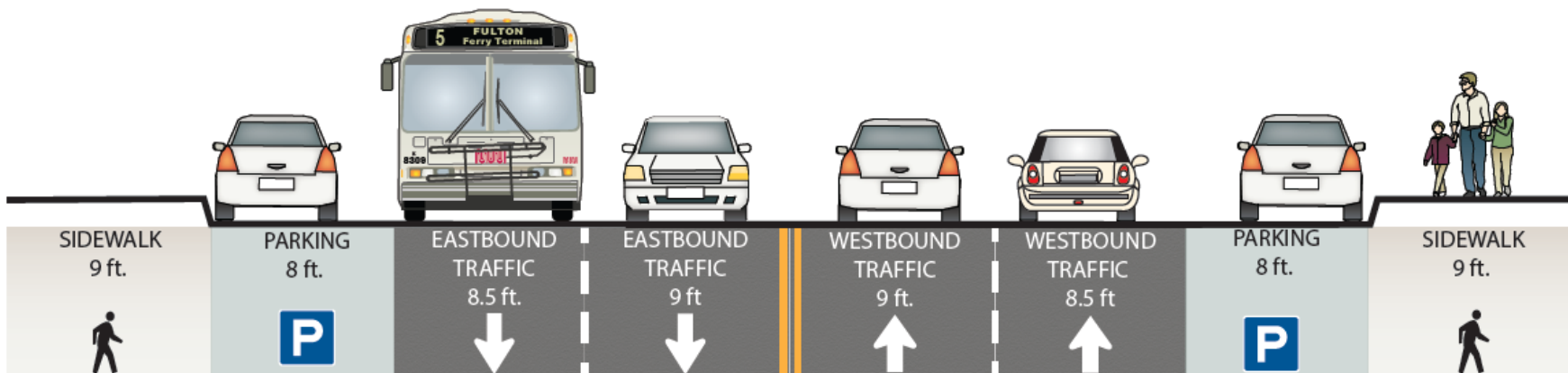


Buses straddle narrow lanes

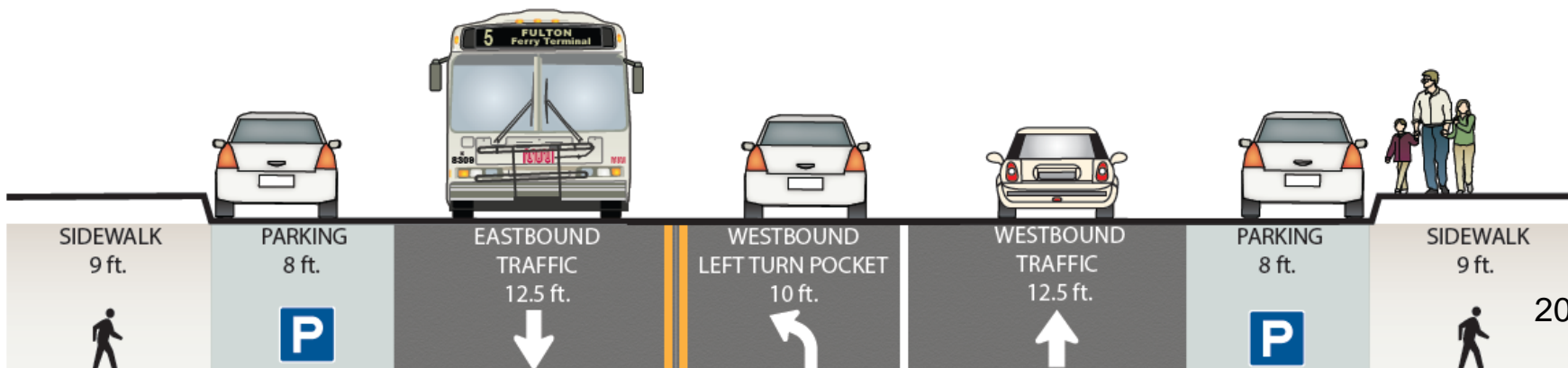


# Fulton Road Diet/Lane Widening

Existing, facing west



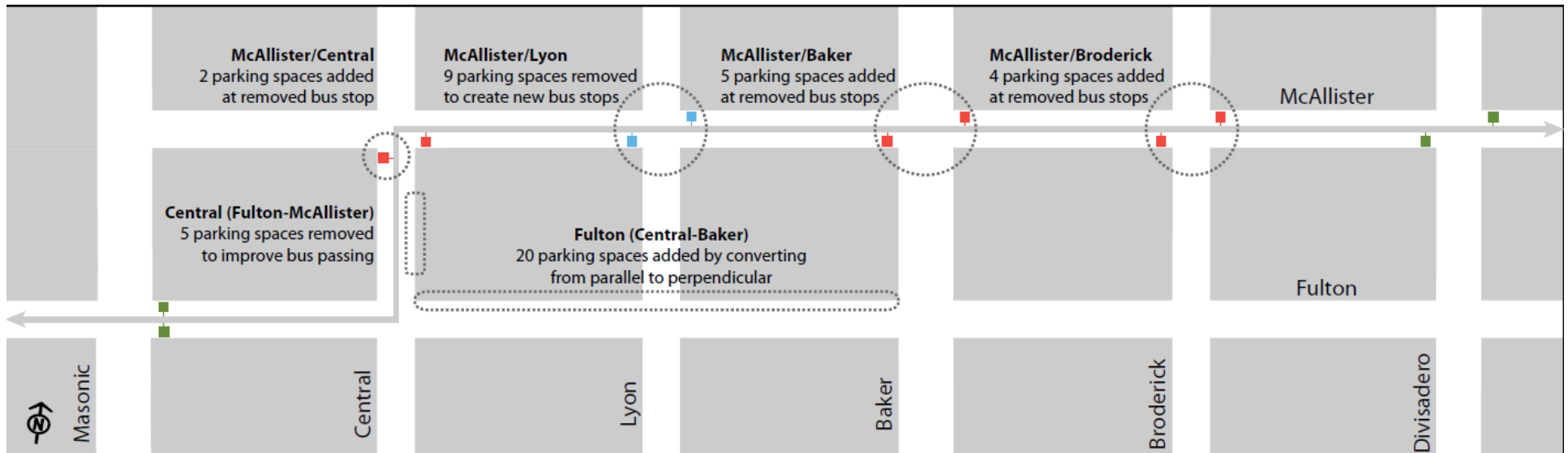
Proposed, facing west





# Central Avenue/McAllister Street

- Road Diet Adding app 20 spaces between Central and Baker
- Removing 5 spaces on Central
- Adding transit stop at Lyon





## **5/5L Pilot Next Steps**

- Implement bus stop, parking and traffic changes
- Customer outreach
- Operator training
- Launch service changes
- 6-month evaluation
- 12-month evaluation