



SFMTA
Municipal Transportation Agency

Transit Effectiveness Project (TEP) and Related Transit Initiatives

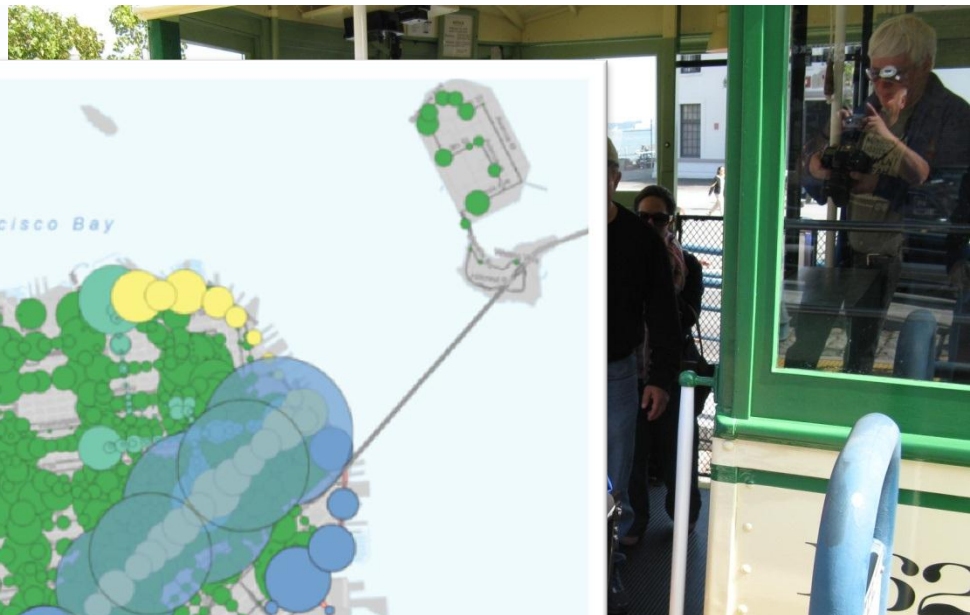
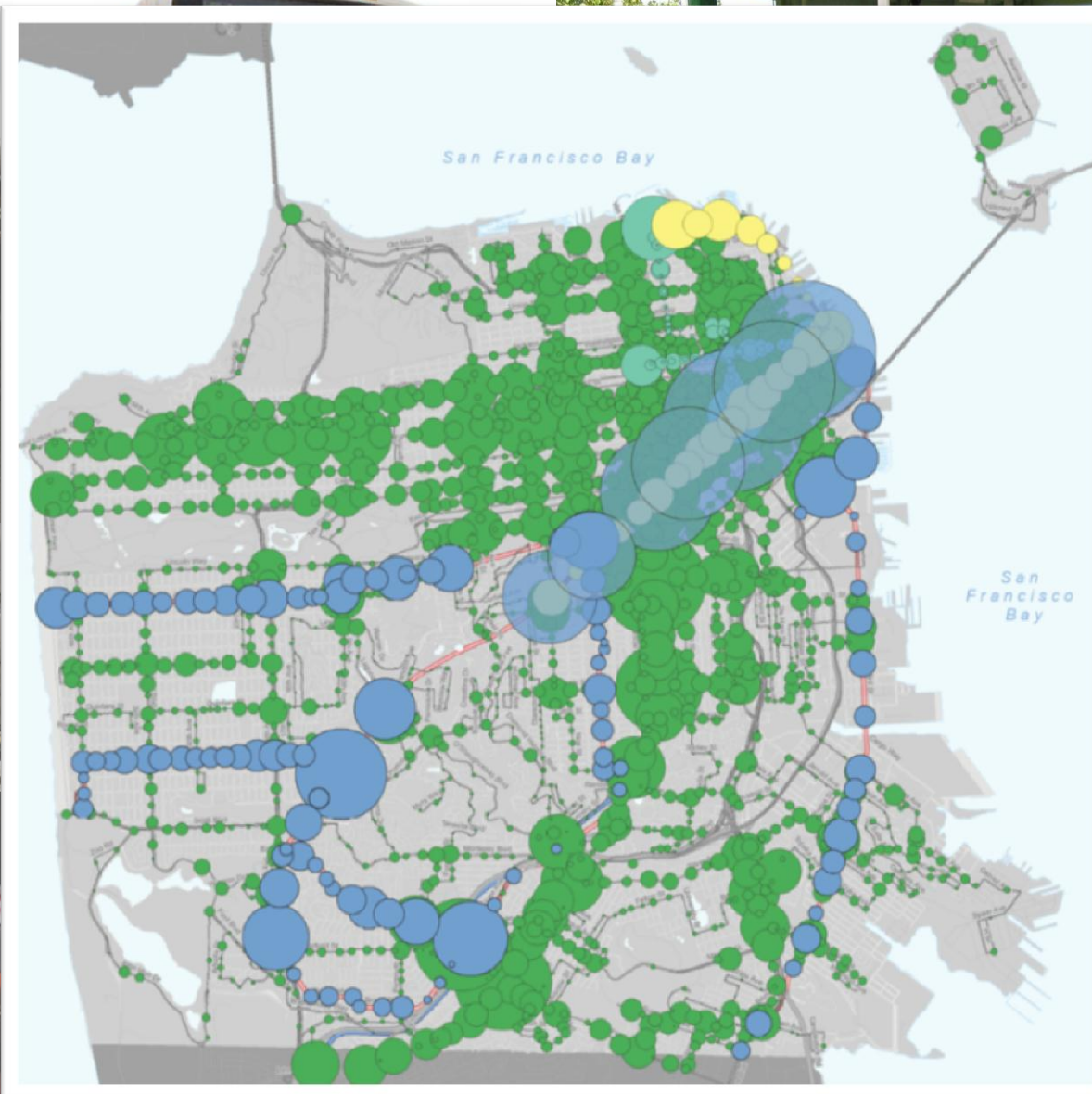
SPUR Lunch Forum

02 | 12 | 2013



Presentation Overview

- Review of Muni Opportunities & Challenges
- Muni Reliability Initiatives
 - System wide improvements
 - Customer Amenities
- TEP Update
 - Project Overview
 - CEQA Update
 - TEP Pilots
 - Cost Estimates and Funding Needs

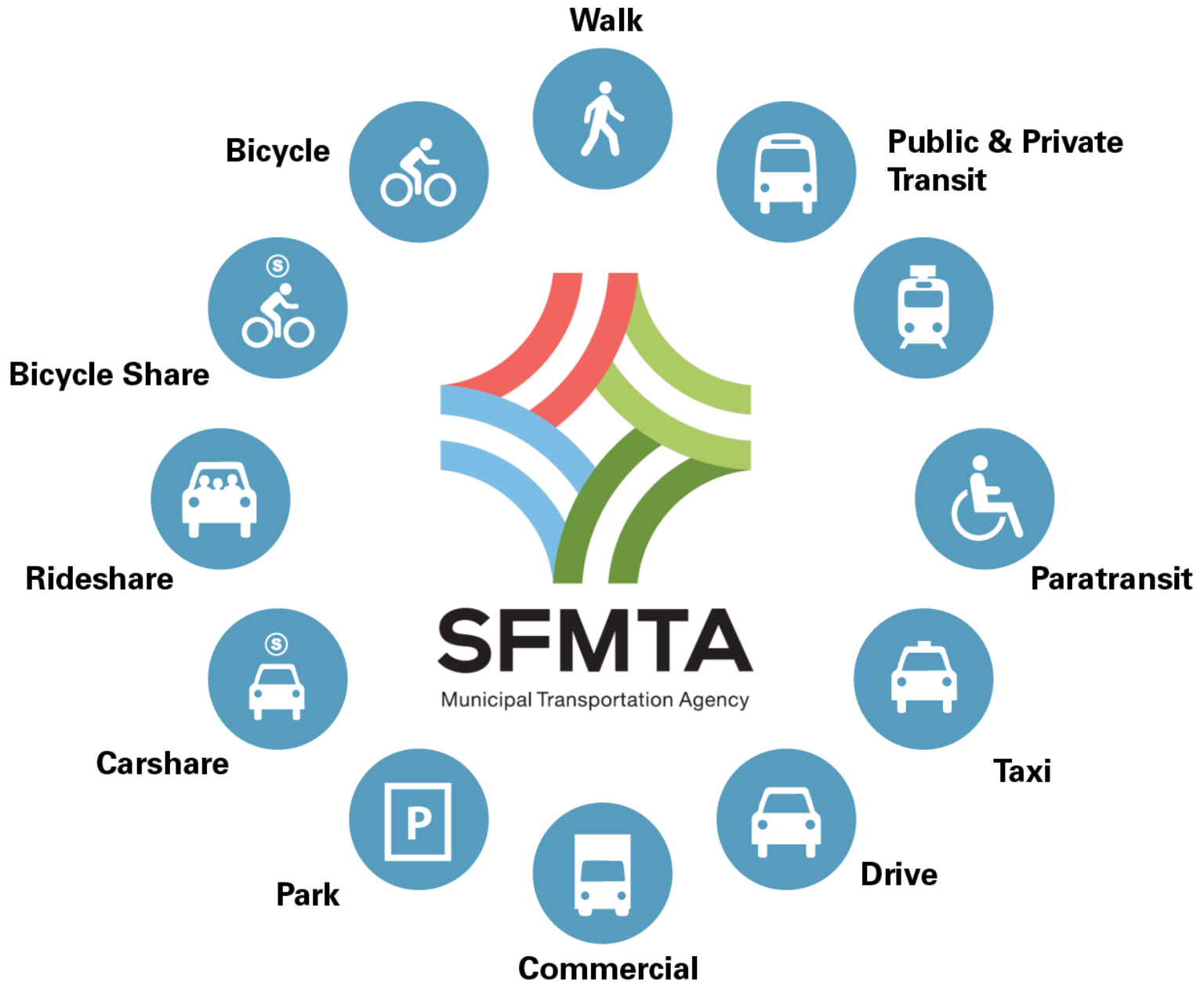


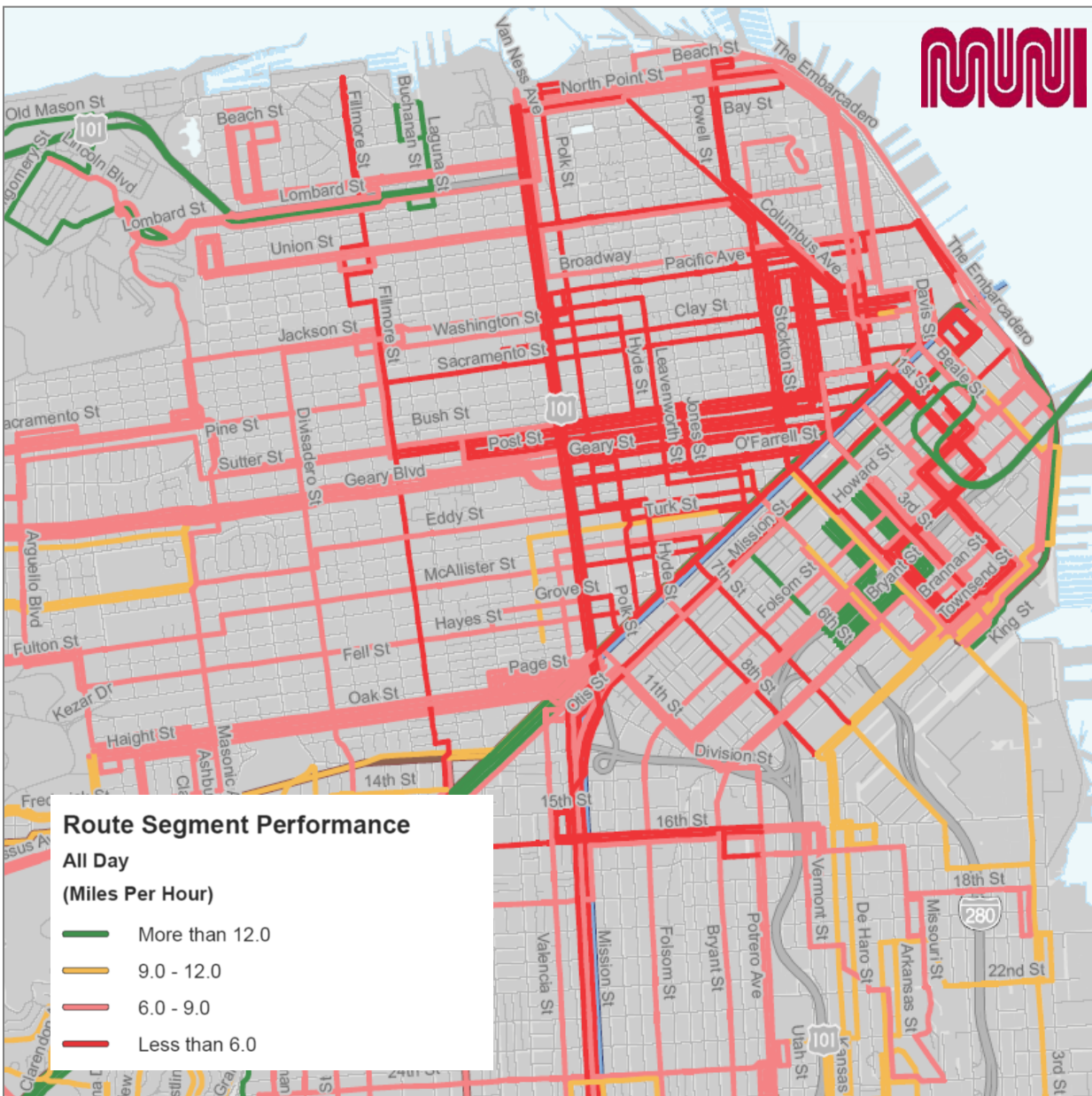


Transit First City

- Safe and efficient movement of people and goods
- Promote public transit, bicycle and pedestrian travel as attractive choices
- Encourage innovative solutions to meet public transportation needs







- Slow speeds and unreliable service shift some customers to driving, which increases congestion
- Existing transit network does not meet SF's evolving employment and housing needs



Muni's Challenges

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Muni's Challenges

- Missing 3-5% of scheduled service daily or 250-500 daily trips
- Systemwide on-time performance is 60%
- Aging fleet and infrastructure
- Aging workforce and lack of work rule flexibility
- Increasing demand and development but limited funding



Muni's Challenges

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Systemwide Improvements

- All door boarding
- Vehicle replacement and rehabilitation
- Real-time supervision
- Route performance audits
- Scheduling efficiencies

Customer Amenities

- Clipper
- New shelters
- NextMuni
- Customer First grants

TEP Proposals

- Establish Rapid Network
- Route restructuring and increased service on crowded routes
- Travel time reduction proposals on Rapid Network

All Door Boarding

- First in the nation!
- Half of passengers now boarding through the rear doors at busy stops
- Dwell times down
- Comprehensive evaluation underway



Replacement & Rehabilitation

- Rail replacement & switch completed at numerous locations
- Twin Peaks and Sunset Tunnel projects advancing
- Radio replacement and new Central Control Center projects underway



- New hybrid buses by summer 2013
- Rehabilitation underway on bus and rail fleet
- New maintenance staff started this month



Dynamic Supervision

- Centralized real-time monitoring of transit service
- Staff concentrating on OTP, reducing bunches and gaps



- Systemwide on-time performance is improving
- Leveraging technology to support a modern, dynamic operation



Scheduling Efficiencies



- Implemented modified holiday schedules between Christmas and New Year's Day
- Assessing service level adjustments for March sign-up
- All new hires are part-time



Customer Experience Improvements

NextBus : 38-Geary, Outbound to 48th Avenue...

www.nextmuni.com/wi...

NEXTbus

Agency: **SF Muni**
Route: **38-Geary**
Direction: **Outbound to 48th Avenue & Pa Lobos Ave**
Stop: **Market St & Front St (#15671)**

**Board 38 at
Stop Island on
Fremont/Market
Until event clear**

Tracked vehicle in:

14 min* (Outbound to V A Hospital)
24 min* (Outbound to 48th Avenue & Pa Lobos Ave)
34 min* (Outbound to 32nd Ave & Balboa St)





Customer-First Grants (8X, N, 14/14L, 49)

\$28M grants awarded for customer and travel time improvements to be delivered by 2014





Customer First Grant Features

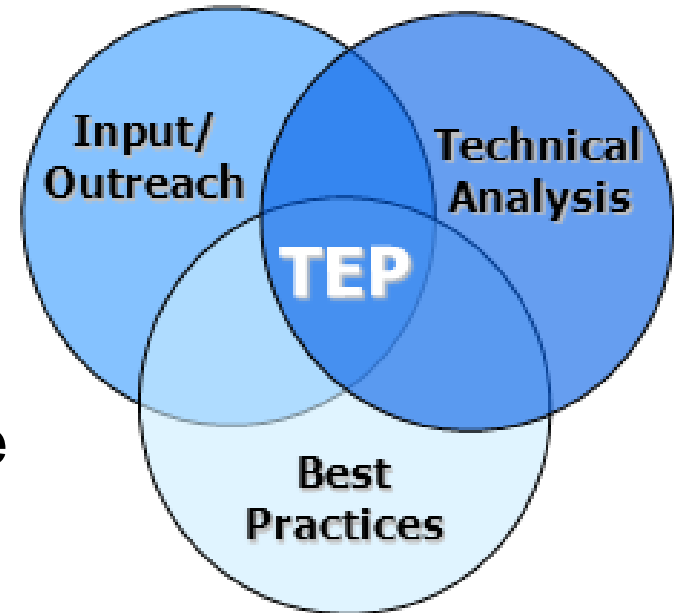
- Colorized Transit Lanes
- Transit Signal Priority
- Stop Enhancements including NextMuni
- Vehicle Branding
- Transit-Only Lane Enforcement (TOLE) Cameras





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





TEP Vision for the Muni System

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Customer oriented & easy to use
Easily connects communities & other modes
Everyday part of the city's way of life





Service Improvements

- Increase total service up to 10% to better meet existing and near-term demand
- Redesign routes to better match travel patterns
- Modify or discontinuing low ridership routes or segments of routes
- Increase service frequency on busy routes
- Expand limited-stop service
- Decrease service frequency on some routes with low passenger volumes



Rapid Network TEP Improvements

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





Legend:

- Project-Level Travel Time Reduction Corridors
- Program-Level Travel Time Reduction Corridors
- Remaining Rapid Network Corridors

Map Labels:

Neighborhoods and Streets: Presidio, Marina, Lombard, Chestnut, Van Ness, North Point, Columbus, North Beach, Embarcadero, Russian Hill, Nob Hill, Clay, Chinatown, Financial District, Sacramento, Stockton, Mission, 4th, 11th, 16th, Potrero, Potrero Hill, Bernal Heights, San Jose, Geneva, Visitacion, San Bruno, Bayview, 3rd, Excelsior, Visitacion Valley, Crocker Amazon, Ocean View, Randolph, Broad, Lakeshore, Parkside, Taraval, Noriega, Judah, Fulton, Outer Richmond, Seacliff, Golden Gate Park, Inner Richmond, Haight Ashbury, Haight, Castro/Upper Market, Twin Peaks, Noe Valley, Diamond Heights, West of Twin Peaks, Outer Mission, Glen Park.



TEP CEQA Initial Study Just Released

- Initial Study published Jan 23 (<http://tepeir.sfplanning.org>)
 - Discloses potential impacts across 18 environmental review topics
 - Most topics do not have potentially significant impacts
 - Mitigations consistent with City's existing construction practices established for archeology, paleontology and hazardous materials
- Next steps - release focused EIR Summer 2013 and Final EIR Winter 2014
 - Controls in place to prevent further schedule setbacks



TEP Pilots

- Church St. Transit Only Lane
 - Implementation Spring 2013
 - 18 month trial
 - Expected to improve reliability and travel time

Red Carpet Ride on Church Street



Golden Gate Getaway on the 76X



- 76 Marin Headlands
 - Route change, stop consolidation and schedule adjustments
 - Saturday service
 - Implemented Fall 2013
 - OTP up 40 percent

Church Street TEP Pilot

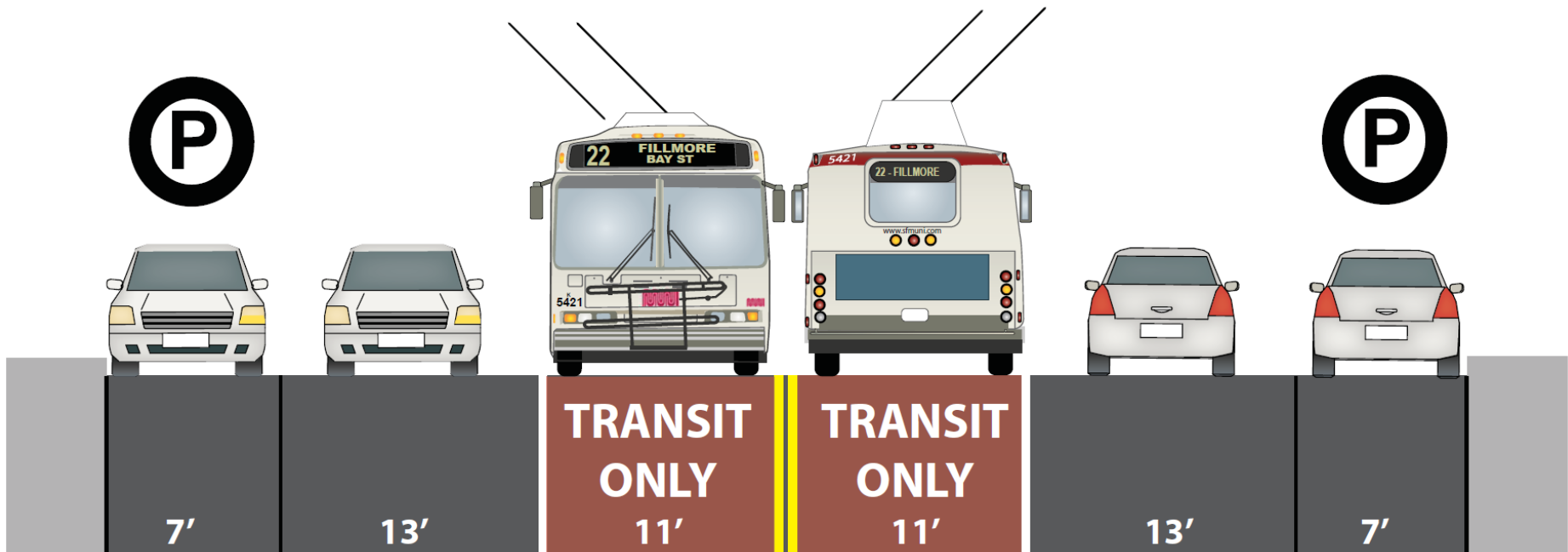
Sources of Transit Delay





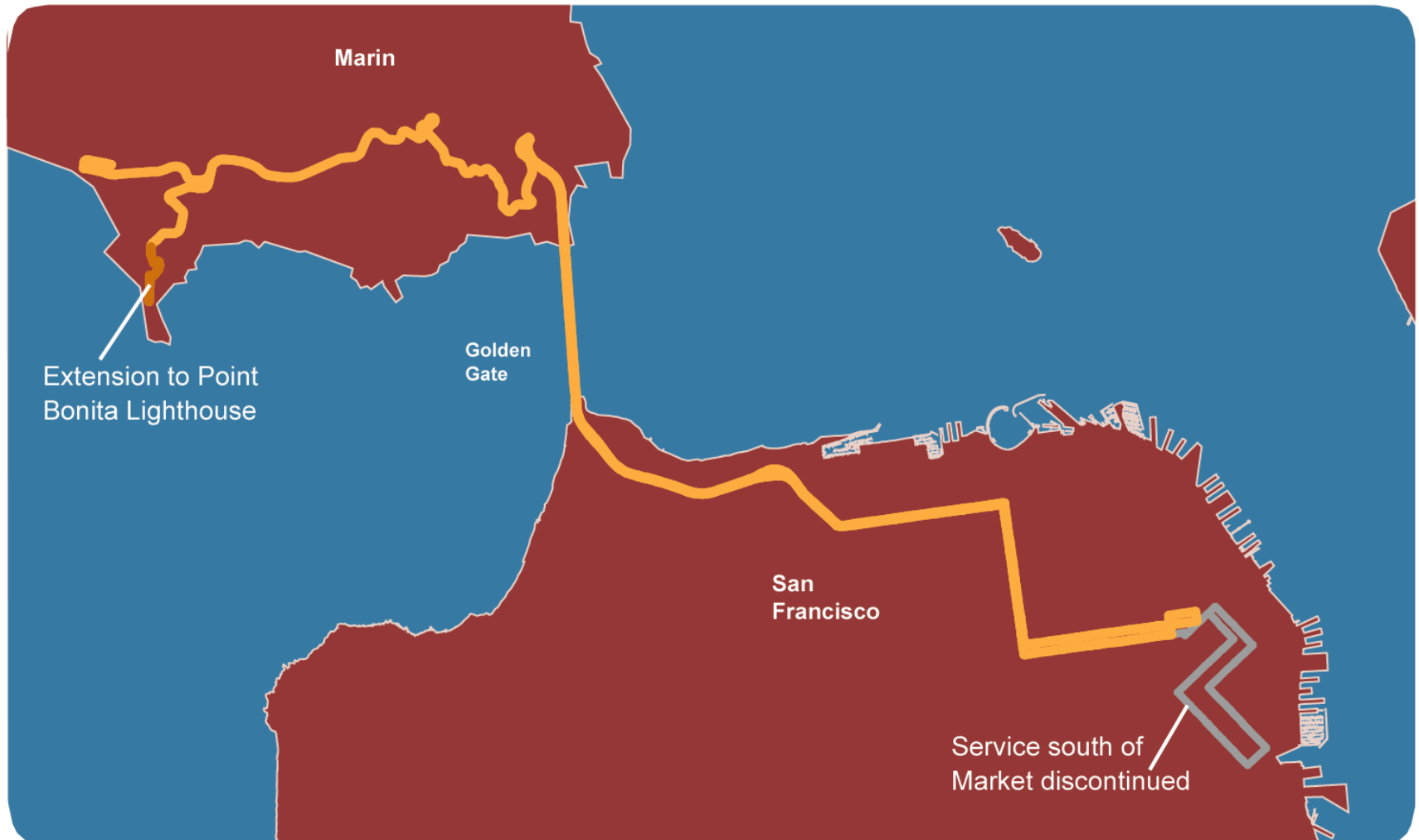
TEP Pilot - Transit Only Lane J Church and 22 Fillmore

- One transit lane and one mixed traffic lane in each direction – no parking impacts
- Transit-only 24/7 (taxis allowed)





76X Marin Headlands Express





TEP Success Requires Large Investment

- Success hinges on fully operating current service levels plus expanding service to meet demand
- 5 Year CIP Investment includes:
 - \$175M in TEP-related capital costs
 - \$100M for Transit Signal Priority and other Customer First Investments
- Future work beyond 5 Year CIP (~\$200M)
- Funding strategy to focus on “shovel ready” projects and pursue General Obligation Bond



Next Steps

- Continue near-term reliability initiatives
- Implement Church Street red lane pilot in Spring 2013
- Draft EIR expected in Summer 2013 and Final EIR in January 2014
- Begin dialogue about service as part of FY2015 budget discussions Fall 2013
- Implement Customer First projects by July 2014



Questions & Discussion



TRANSIT EFFECTIVENESS PROJECT