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SFMTA
Municipal
Transportation
Agency

SFMTA Rail Capacity Strategy

July 19, 2016

SPUR Lunchtime Forum

- Rail Capacity Strategy
 - Purpose & Need
 - Scope
- Methodology
- System-wide Investments
- Near-Term Investments
- Workshops & Outreach
- Medium/Long-Term Investments
- Next Steps & Discussion



SFMTA
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Agency



- Prioritized over next two CIP cycles (0-10 year)
 - Specific projects (scope, schedule, budget) that leverage SOGR opportunities and can be added to CIP
- Prioritized Mid & Long Term (10-20+ year)
Capacity Improvement and Expansion Corridor Concepts
 - Order of Magnitude/Unit Cost Based Cost Estimates



Assess

- Identify capacity constraints of existing system
- Quantify capacity shortfall at most crowded points

Develop

- Brainstorm potential capacity enhancing solutions
- Develop concept descriptions

Screen

- Screen concepts for high level feasibility
- Group concepts into tiers for further analysis

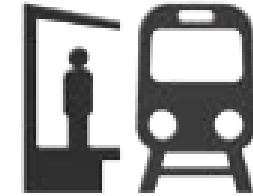
System-wide Investments



Vetag switches/crossovers



Terminal/Tail track



Station/Platform
Enhancement



Switches/crossovers



Transit "Red Carpet"/
Raised Trackway



Transit Signal Priority

System-wide Investments



NAME / PROJECT DESCRIPTION	BENEFITS	TIMELINE	COST
West Portal Conflict Reduction: <ul style="list-style-type: none"> Restrict conflicting turn movements Replace magnetized rail segments 	<ul style="list-style-type: none"> Improved Reliability Improved Travel Time 	<3 Years	\$1.5m
Muni Metro Extension Turnback Track: <ul style="list-style-type: none"> Construct pocket track east of Harrison Street 	<ul style="list-style-type: none"> Improve Passenger Comfort Improve Reliability Improve Travel Time 	4–5 Years	\$10.1m
Muni Metro Extension Surface Train Control System: <ul style="list-style-type: none"> Upgrade existing Transit Signal Priority along Embarcadero from Ferry Portal to 4th and King and south along 3rd Street to 16th Street 	<ul style="list-style-type: none"> Improved Passenger Comfort Improved Reliability Improved Travel Time 	3–5 Years	\$11.3m
Church & Duboce Portal Conflict Reduction: <ul style="list-style-type: none"> Analyze vehicle or turn prohibition and improved pedestrian and bicycle circulation 	<ul style="list-style-type: none"> Improved Reliability Improved Travel Time 	2–5 Years	\$0.5m (Planning only)

Systemwide & Near-term Investments

RAIL CAPACITY STRATEGY

- West Portal Conflict Reduction
- Muni Metro Extension Turnback Track
- Muni Metro Extension Transit Signal Enhancements/Embarcadero Tramways
- Church and Duboce Portal Conflict Reduction

\$20M

MUNI FORWARD

- 22 Filmore: 16th St Transit Priority Project
- 14 Mission: Downtown Mission Transit Priority Project
- L Taraval: Transit and Streetscape Enhancements
- See Muni Forward Implementation Plan for additional projects

\$225M

MAJOR CORRIDORS

- Van Ness Bus Rapid Transit
- Geary Bus Rapid Transit
- Better Market Street
- M-Line/19th Avenue Core Capacity Project

\$475M

SPOT IMPROVEMENTS

- Transit Spot Improvements & Red Lanes
- Overhead Catenary System

\$115M

Total Need: \$835M

Funding Gap:
\$144M

Estimated Revenue: \$691M








FY 2022-2026



FY 2017-2021



Current Rail System

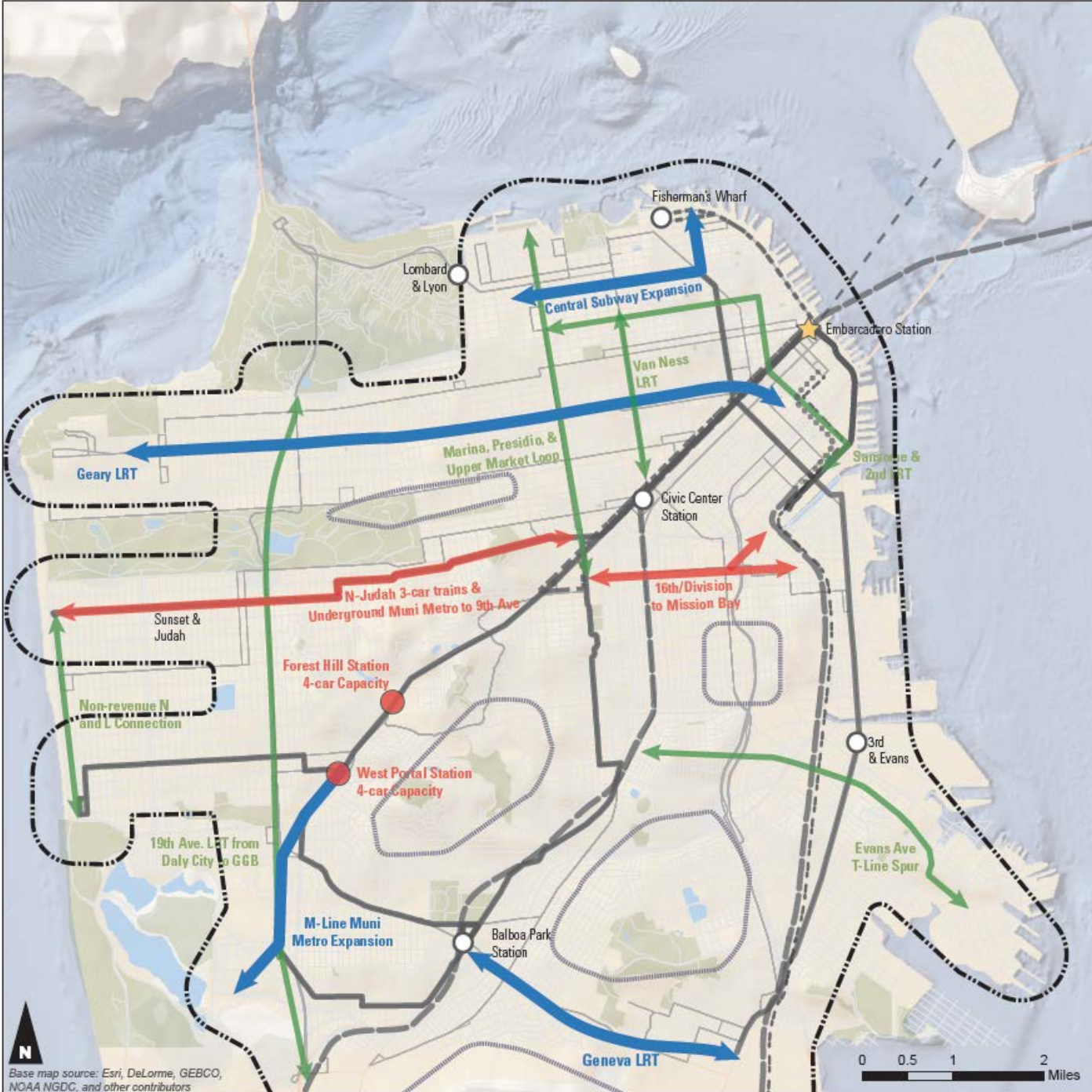
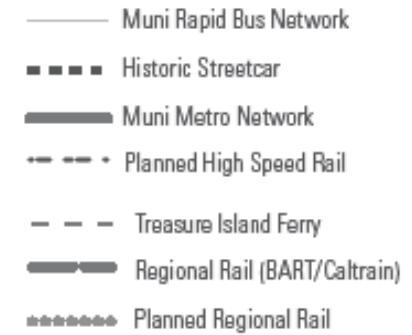
-  Existing SFMTA Rail Network
-  Caltrain
-  BART
-  Less Frequently Recommended Concept
-  More Frequently Recommended Concept



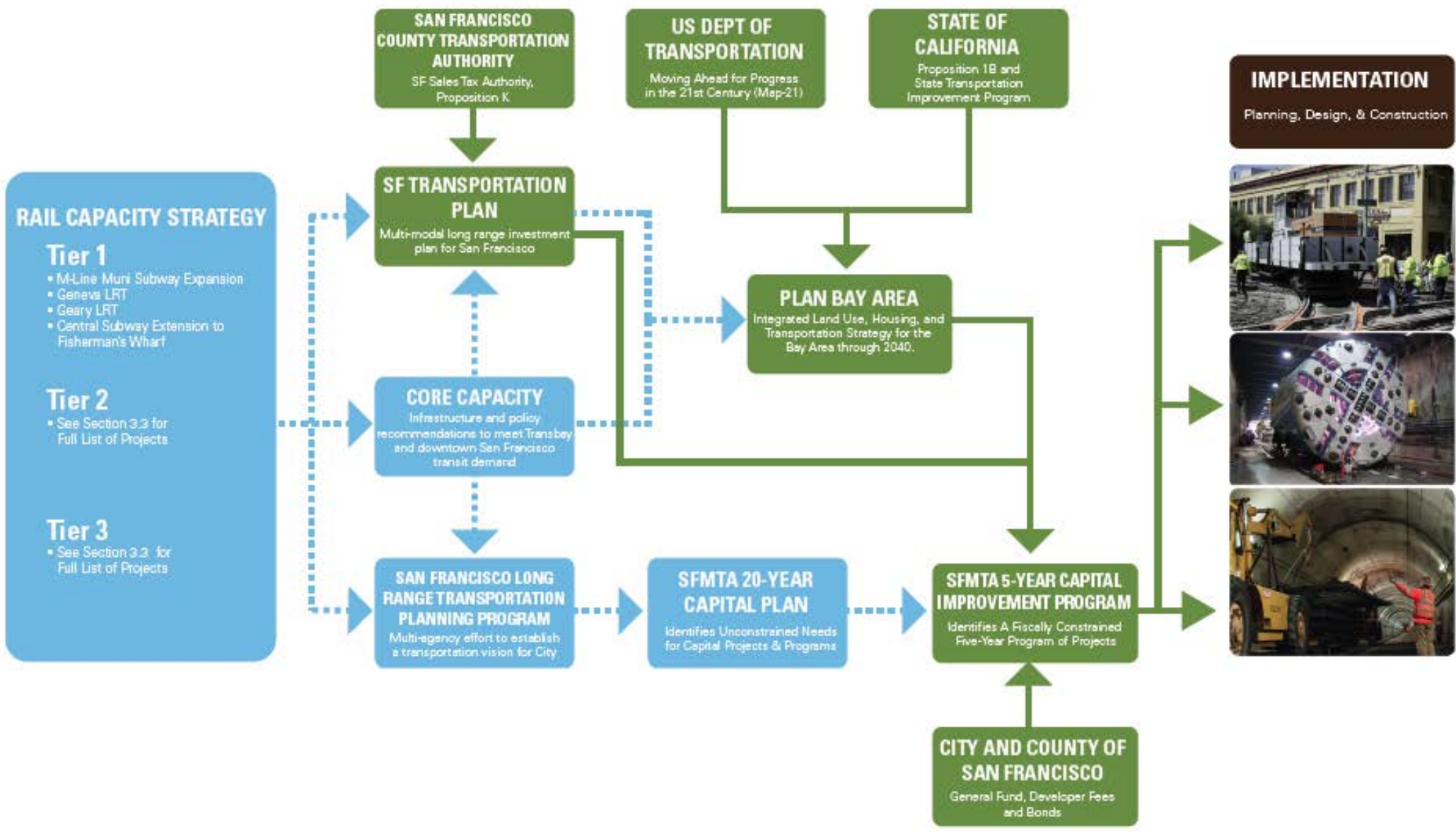
Long-Term Investments

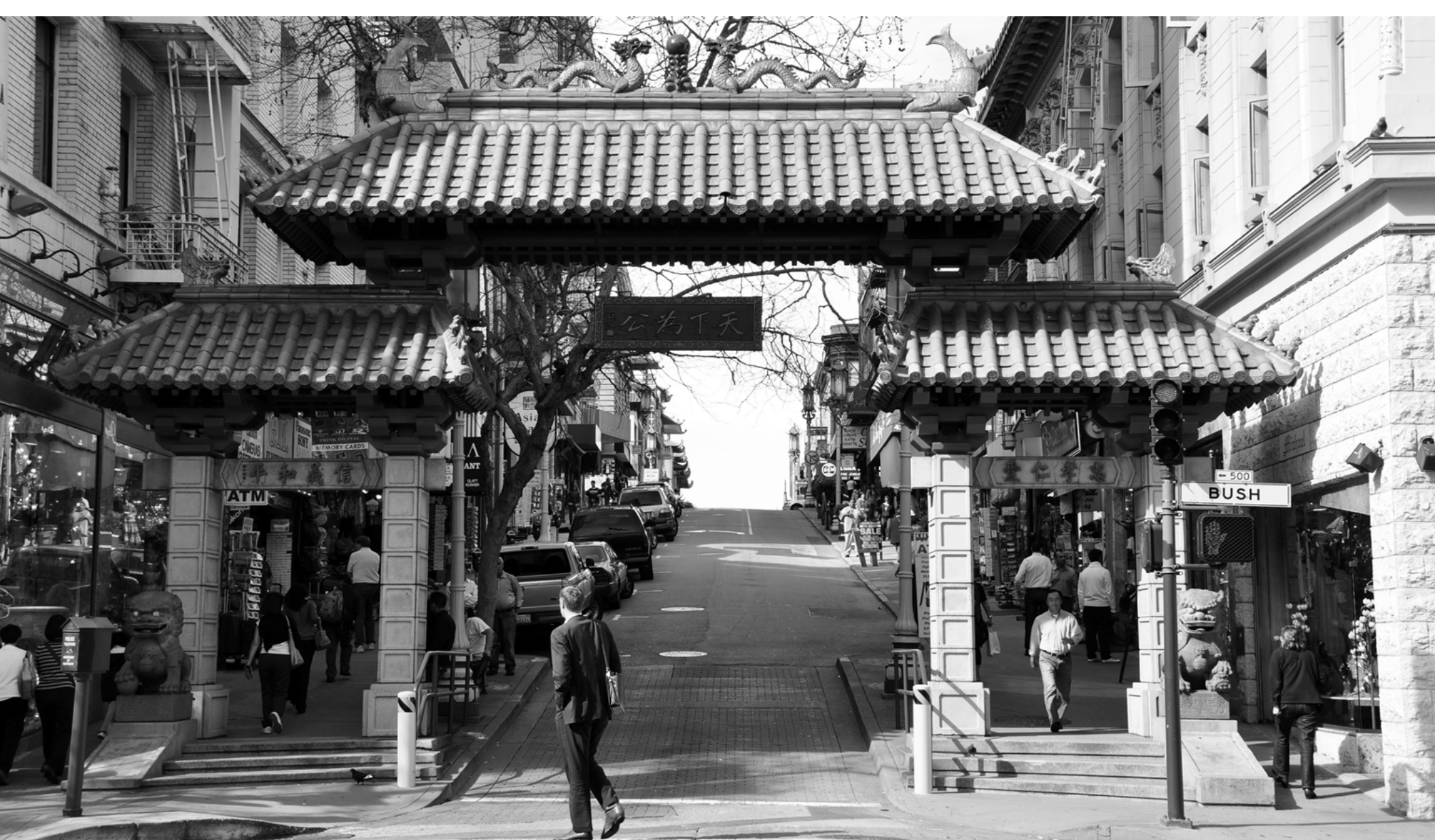


Current and Planned Transit System



Long-Term Implementation Roadmap





SFMTA Muni Equity Strategy

SPUR Lunchtime Forum

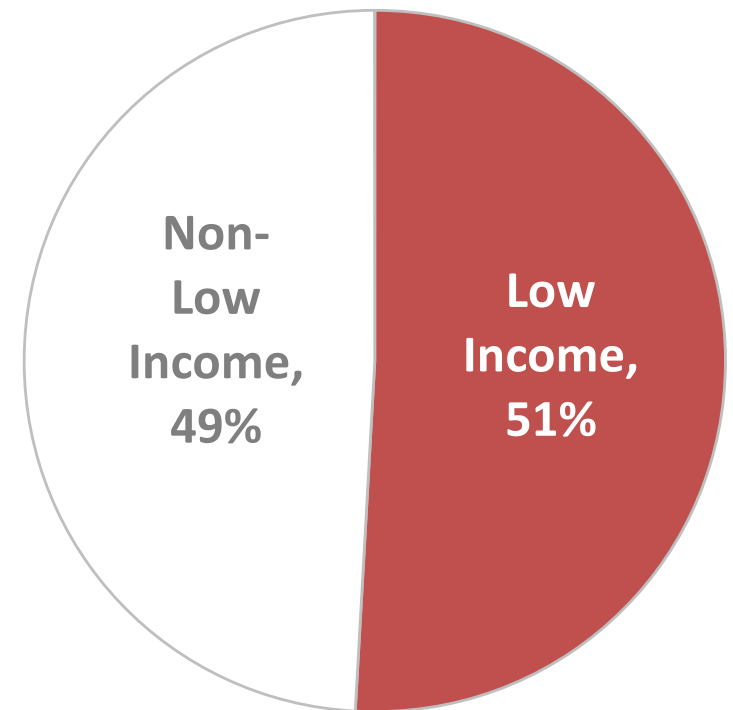
July 18, 2016

Our Customers



- Half of Muni customers (51%) live in low income households, a much higher proportion than the City average (31%)
- 58% of our customers self-identify as a minority
- 53% of our customers do not own or have access to a vehicle

Customer Income



Building on Affordability and Access

- All San Francisco residents within ¼ mile of a transit stop
- Systemwide Improvements
 - 10% service increase
 - New buses and trains
 - New service management tools
- Affordable Service
 - 80,000 people signed up for Free Muni for Low/Moderate Income Youth, Seniors and People with Disabilities
 - 20,000 people signed up for Lifeline Pass
- Muni Equity Strategy



MUNI SERVICE EQUITY STRATEGY REPORT

San Francisco Municipal Transportation Agency
Fiscal Year 2016-17 and 2017-18

April 2016



Systemwide Investments Underway

- Replacing fleet – all new buses, expansion trains
- Implemented 10% service increase
- Launched Transportation Management Center and installing new radio system
- Implemented Transit signal priority at 350 intersections, more rolling out each month
- Building 40 miles of transit priority streets
- Investing in mid- to long-range land use/planning initiatives



Background

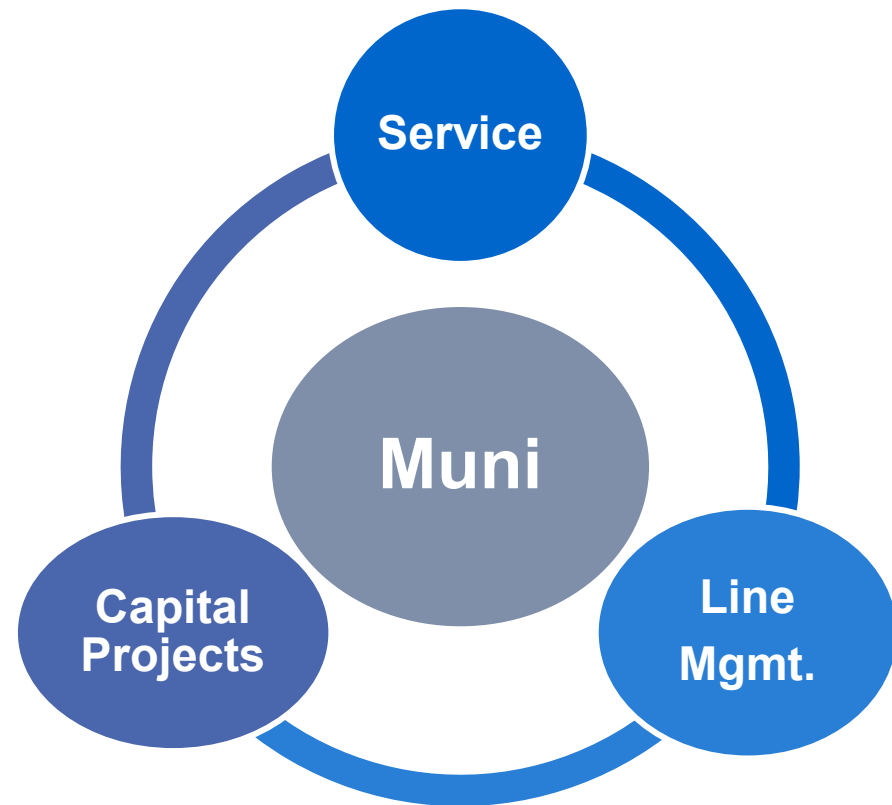
Muni Equity Strategy

- SFMTA Board adopted the Muni Equity Policy in May 2014
- Builds on (but does not replace) existing Title VI annual monitoring
- Uses a neighborhood based approach to improving routes most critical to low-income/ minority communities
- Was developed jointly with transportation equity and affordable housing advocates



Equity Strategy Principles

- **Create transparency about service conditions** by establishing a 2014 baseline and then reporting annually
- **Evaluate service at all times of day**, to accommodate a range of jobs and other trip patterns
- **Distill large datasets** down to 2-3 Key Needs; ground-truth key needs through collaborative outreach
- Pursue recommendations that are **deliverable in a 1-2 year timeline** on routes in focus neighborhoods, as well as routes heavily used by seniors and people with disabilities



TRANSIT LINES

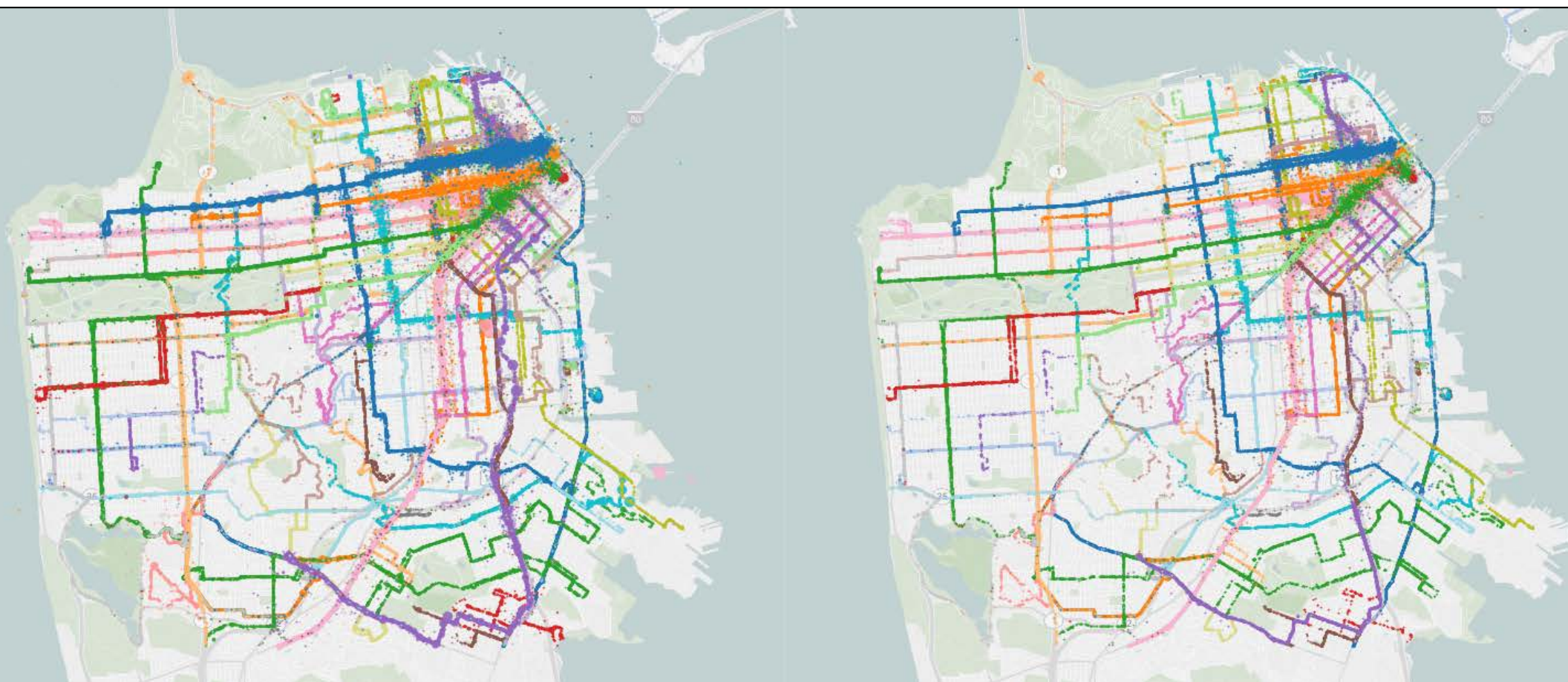
Accessibility	Bayview	Chinatown	Excelsior/ Outer Mission	Inner Mission	Tenderloin/SOMA	Visitacion Valley	Western Addition
8 Bayshore	19 Polk	1 California	8/8AX/8BX Bayshore Express	9 San Bruno	12 Folsom	8/8AX/8BX Bayshore Express	5 Fulton
9 San Bruno	23 Monterrey	8/8AX/8BX Bayshore	14 Mission	12 Folsom	14 Mission	9 San Bruno	5R Fulton Rapid
9R San Bruno	29 Sunset	10 Townsend	14R Mission Rapid	14 Mission	19 Polk	9R San Bruno	6 Parnassus
14 Mission	24 Divisadero	12 Folsom	14X Mission Express	14R Mission Rapid	27 Bryant	56 Rutland	7 Haight/Noriega
14R Mission Rapid	44 O'Shaughnessy	30 Stockton	29 Sunset	22 Fillmore	31 Balboa	T-Third	21 Hayes
30 Stockton	54 Felton	45 Union/Stockton	43 Masonic	27 Bryant	38 Geary	90 Owl	22 Fillmore
31 Balboa	T-Third	91 Owl	49 Mission/Van Ness	33 Stanyan	38R Geary	91 Owl	24 Divisadero
38 Geary	91 Owl		52 Excelsior	48 Quintara	49 Van Ness Mission		31 Balboa
38R Geary Rapid			91 Owl	49 Mission/Van Ness	47 Van Ness		
49 Mission/Van Ness				55 Mission Bay			

ACCESSIBILITY

Transit Patterns by Seniors & People with Disabilities

Senior Clipper
Card Tags

RTC Clipper Card Tags by
People with Disabilities



TENDERLOIN / SOMA

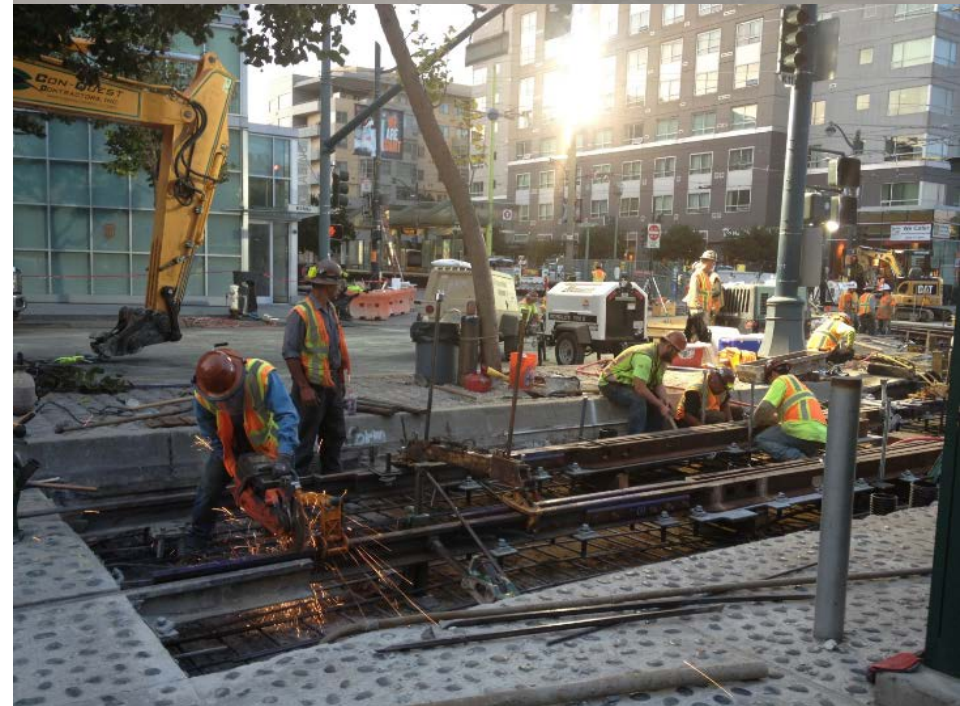
Key Need	Improvements Underway or <i>Completed</i>	Preliminary FY17-18 Recommendations
<p>Improve service reliability on the 19 Polk, 27 Bryant, 31 Balboa, and 47 Van Ness</p>	<ul style="list-style-type: none"> ▪ <i>Permanent reroute for 27 to avoid SoMa freeway, Apr 2015</i> ▪ <i>Schedule adjustment for 27 implemented, Apr 2015</i> ▪ Bus bulbs and signal priority added to Polk Street complete streets project 	<ul style="list-style-type: none"> ▪ Adjust schedule for the 19 Polk (to address congestion variability through Tenderloin) ▪ Shorten 19 Polk at SFGH proposed to reduce crowding and improve OTP, part of proposed 19/48 reroute (outreach planned Winter 2016) ▪ Add bus bulbs on 31 Balboa in Tenderloin as part of DPW curb ramp project ▪ Rebuild 47 schedule and run on Townsend instead of Harrison and Bryant ▪ Implement travel time and reliability toolkit north of Market Street where 27 Bryant travel time is slowest
<p>Reduce crowding on 38R Geary Rapid in the PM peak</p>	<ul style="list-style-type: none"> ▪ <i>Service increase for 38R, Apr 2015</i> ▪ <i>Transit signal priority added to the 38 Geary</i> 	<ul style="list-style-type: none"> ▪ Reinvest travel time savings from Phase 1 of Geary BRT into increased peak period service

VISITACION VALLEY

Key Need	Improvements Underway or <i>Completed</i>	Preliminary FY17-18 Recommendations
<p>Improve reliability on the 8 Bayshore routes, and reduce crowding on 8AX inbound</p>	<ul style="list-style-type: none"> ▪ <i>Increased service and adjusted schedule on 8/8AX/8BX, Apr 2015</i> ▪ <i>Signal priority along 8 Bayshore corridor, Fall 2013</i> 	<ul style="list-style-type: none"> ▪ Begin increased use of non-freeway route in AM Peak after Potrero construction is completed ▪ Develop capital project to improve transit and walking conditions on Kearny ▪ Increase service again on the 8AX Bayshore Express
<p>Improve service reliability on 9/9R San Bruno Rapid</p>	<ul style="list-style-type: none"> ▪ <i>9/9R San Bruno restructuring and service increase, Fall 2015</i> ▪ Construct Muni Forward project on Potrero (underway), 11th St, Bayshore ▪ Construct Muni Forward transit and pedestrian project on San Bruno (outreach underway) 	<ul style="list-style-type: none"> ▪ Pending the effectiveness of improvements underway and completed, no additional recommendations

SFMTA Board Approved Recommendations

- Almost \$3 billion in capital investments underway that will benefit Equity Strategy focus populations
- An additional \$21M in investments incorporated into two-year capital budget
- Service increases and route extensions to be implemented through reinvesting travel time savings and through other service efficiencies





Partnering With Community Leaders to Ensure Continued Success!

- Partner with community-based organizations to conduct future outreach
- Engage Operators who live/grew up in Equity neighborhoods to solicit feedback
- Evaluate service improvements annually
- Update Strategy every two years as part of the SFMTA budget process

Questions/Discussion?



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