

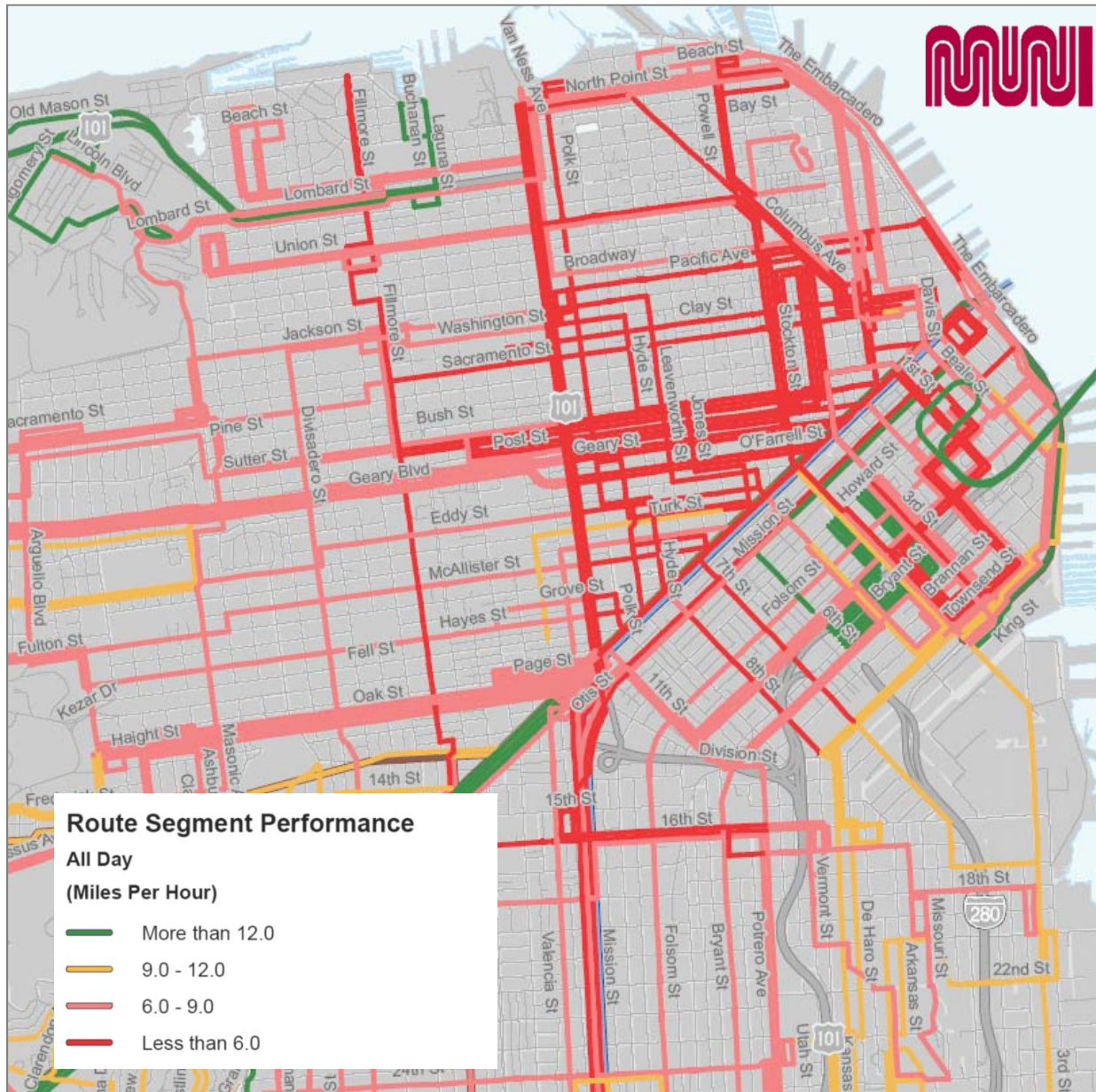


SFMTA
Municipal Transportation Agency

Implementing the Transit Effectiveness Project 5/5L Pilot

08 | 07 | 2013

SAN FRANCISCO, CALIFORNIA



- 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

SFMTA
Municipal Transportation Agency





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

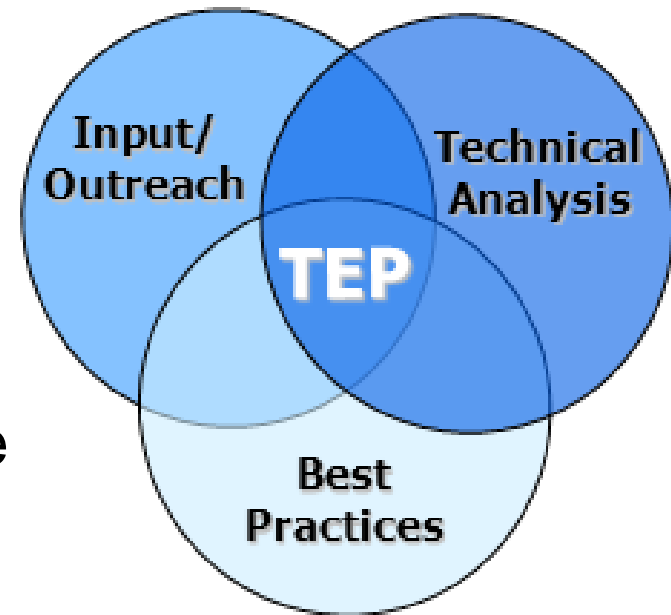
TEP Proposals

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



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 Recommendations

Improve Customer Experience and Grow Ridership

- 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

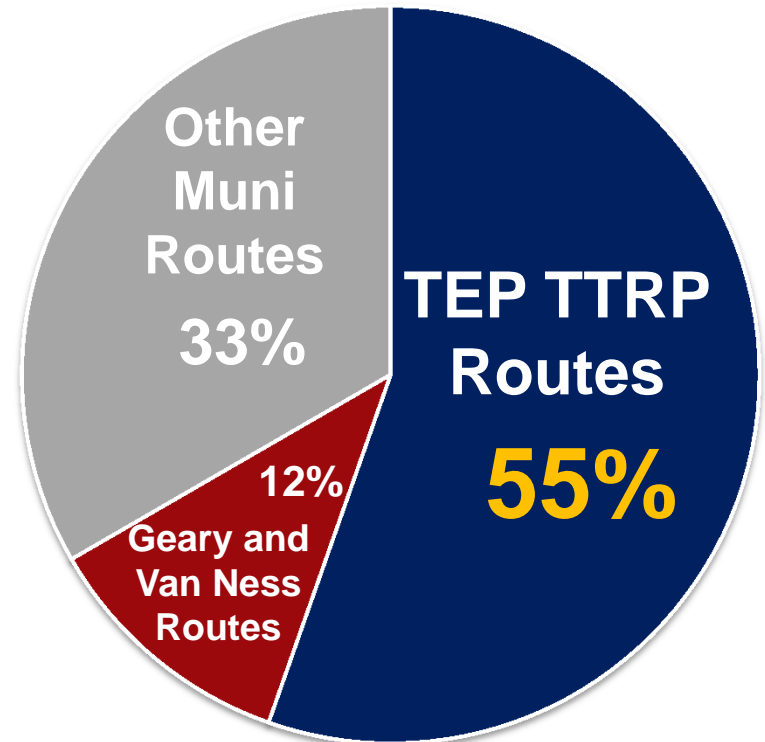


Key TEP Anticipated Outcomes

The Travel Time improvement proposals for 16 corridors (20 routes) **will improve travel time by up to 20% for more than 50% of Muni Riders**

Based on current pilots and analysis of existing corridor issues, **reliability, safety and crowding would significantly improve along the corridors.**

Church and Duboce Pilot: Transit experienced a significant improvement on reliability.





TEP Service Improvements

- Increase total transit 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





TEP Pilots: Building on Small Successes

76X Marin
Headlands
Express
(on-going)



5L Fulton Limited
(planned)



Church Street
Red Carpet
(on-going)



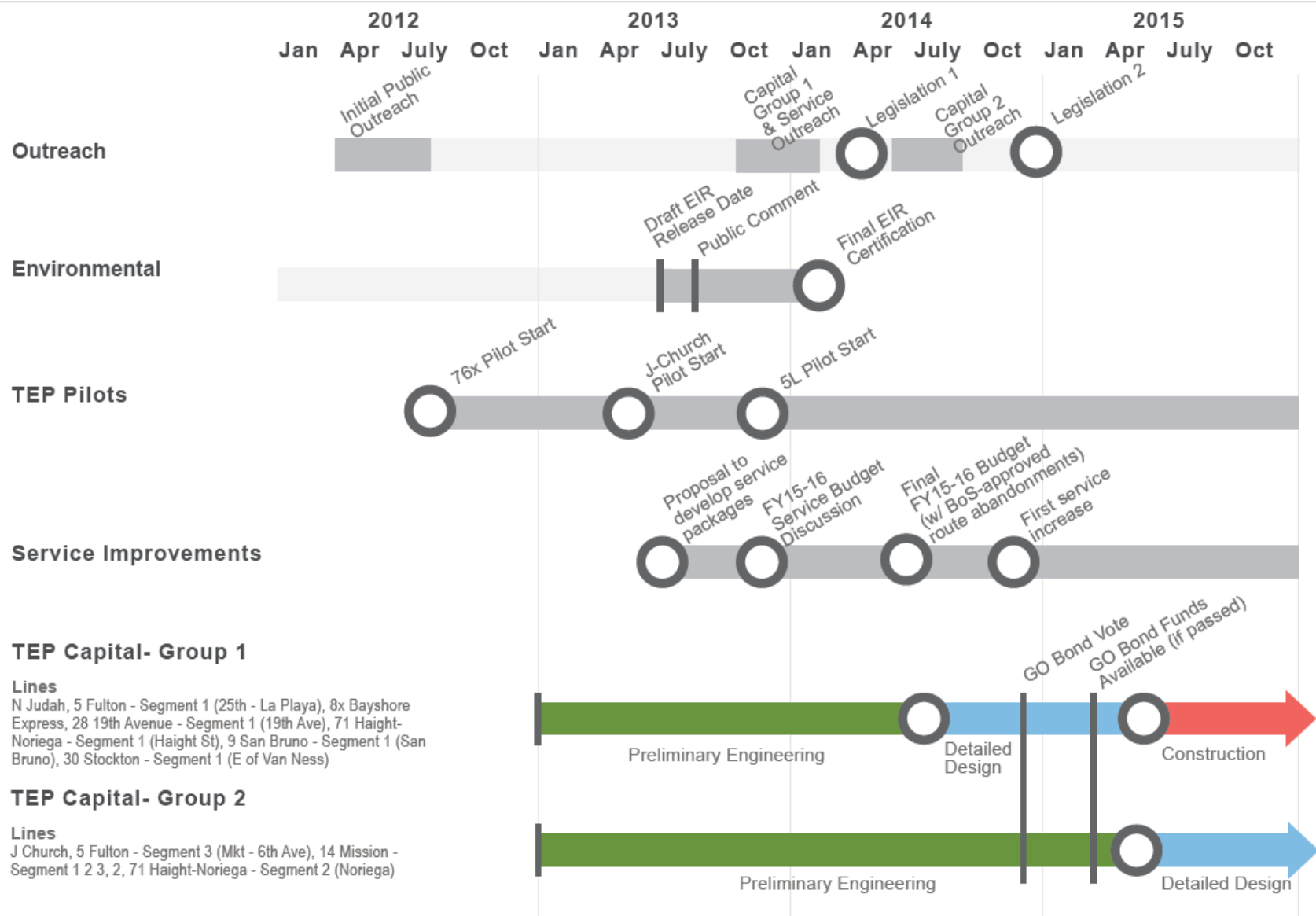


TEP CEQA Milestones

- Initial Study published Jan 23, 2013
 - Discloses potential impacts across 18 environmental review categories
- DEIR Released July 10, 2013 (<http://tepeir.sfplanning.org>)
 - Reports **impacts** on air quality, noise and transportation (NOT a decision document)
 - No Significant and Unavoidable Impacts were found related to Air Quality and Noise.



Planning & Implementation Timeline





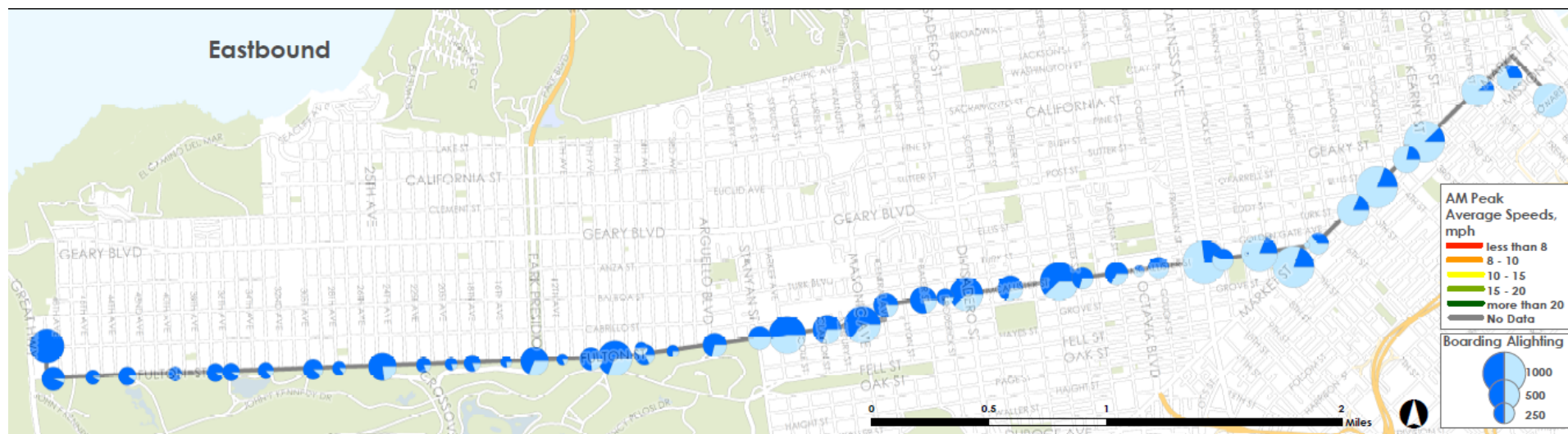
5 Fulton Existing Overview

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



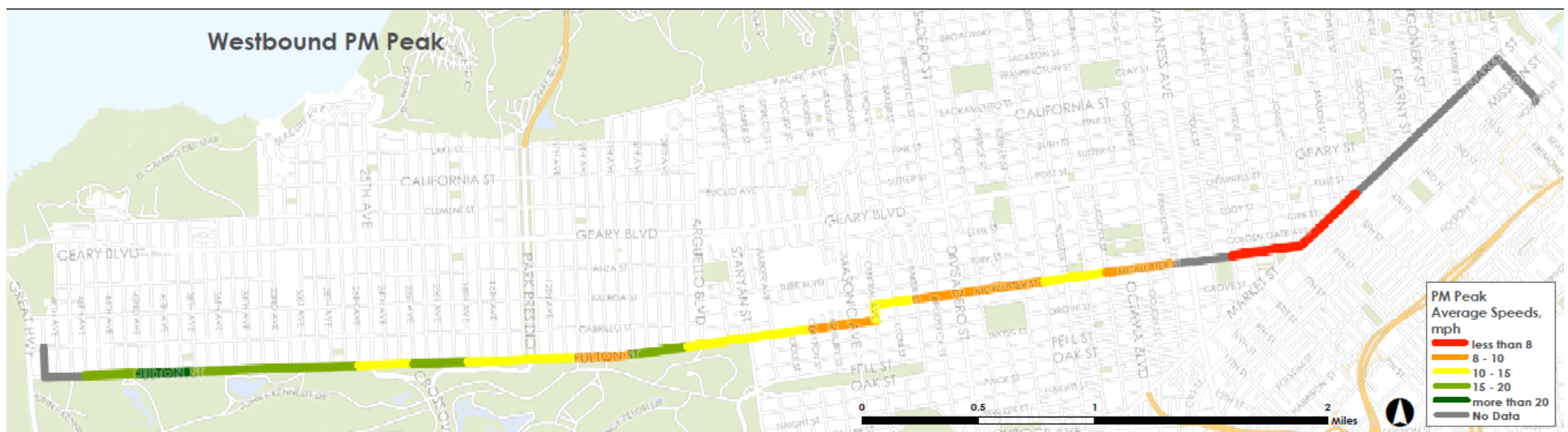
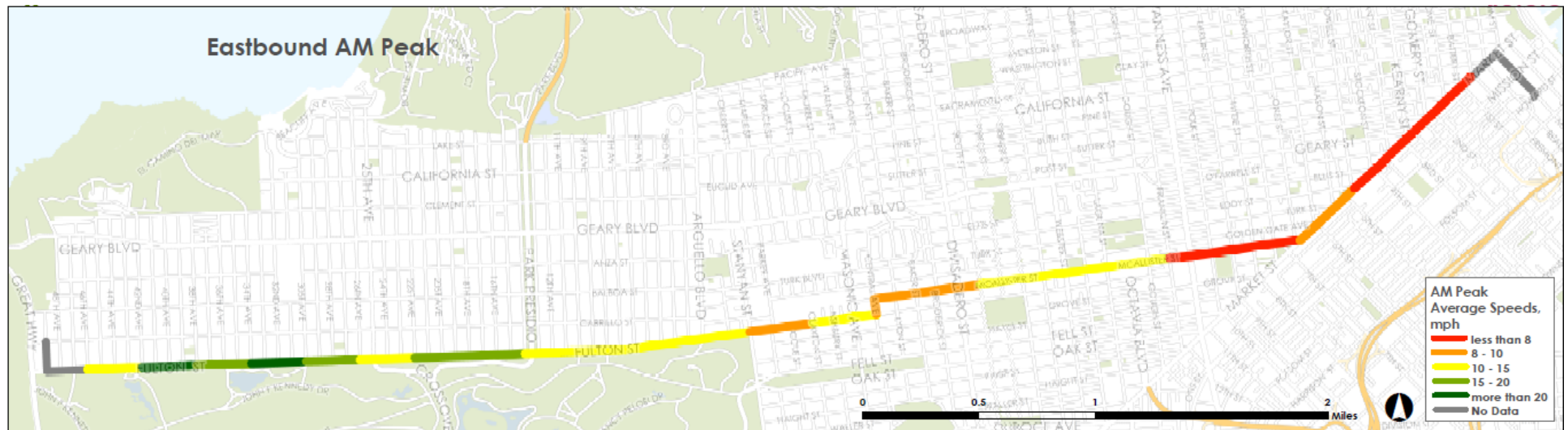


5 Fulton Existing Ridership





5 Fulton Existing Speed



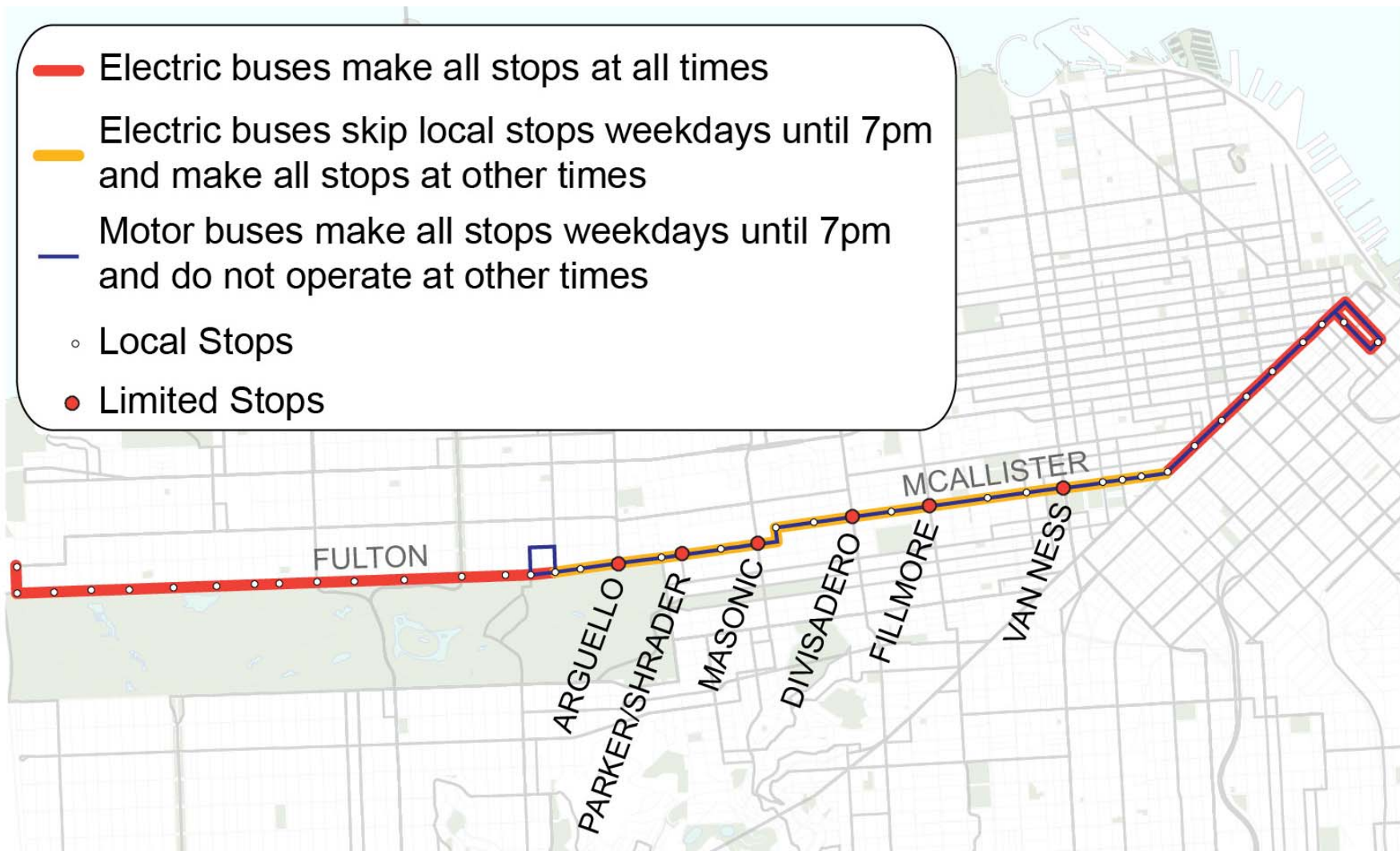


5/5L Pilot Project Overview

- 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



5/5L Pilot Service Proposal





5/5L Pilot Service Increase – Headways

Beach to 6th Avenue

	Existing	Proposed
AM Peak	5-8 min	6 min
Midday	8 min	10 min
PM Peak	4.5-9 min	7.5 min

6th Avenue to Downtown

	Existing	Proposed
AM Peak	4-5 min	3 min
Midday	8 min	5 min
PM Peak	4.5 min	4 min



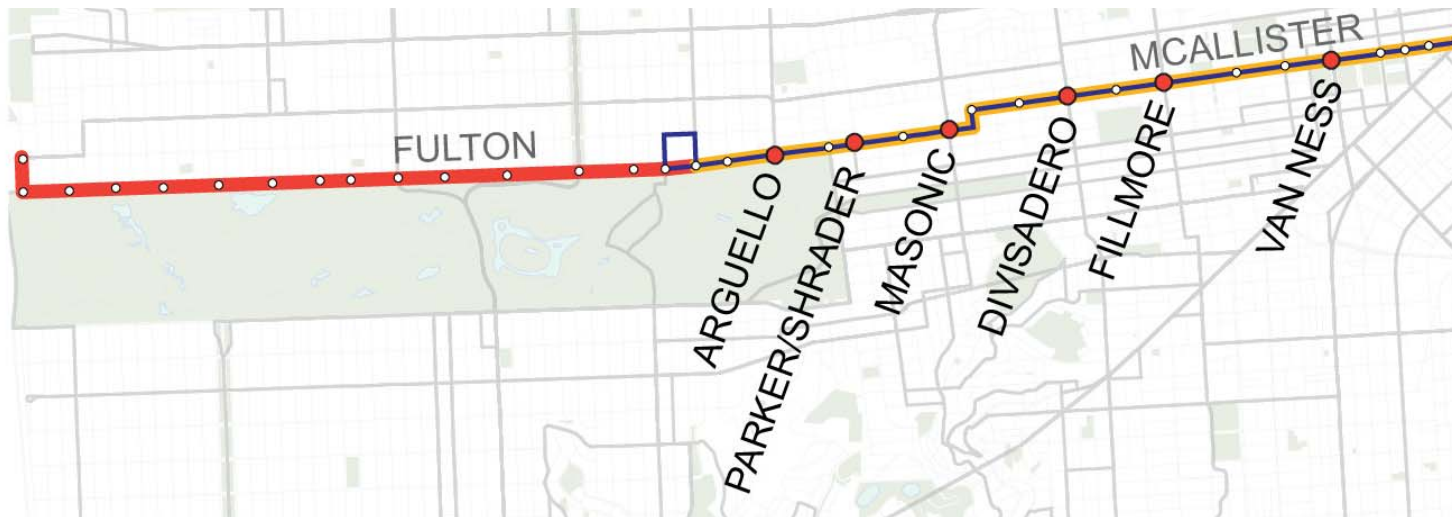
5/5L Pilot Benefits

- Reduced crowding east of 6th Avenue
- 7% time savings for 5 Local
- 11% time savings for 5L Limited
 - **17% savings between 6th 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

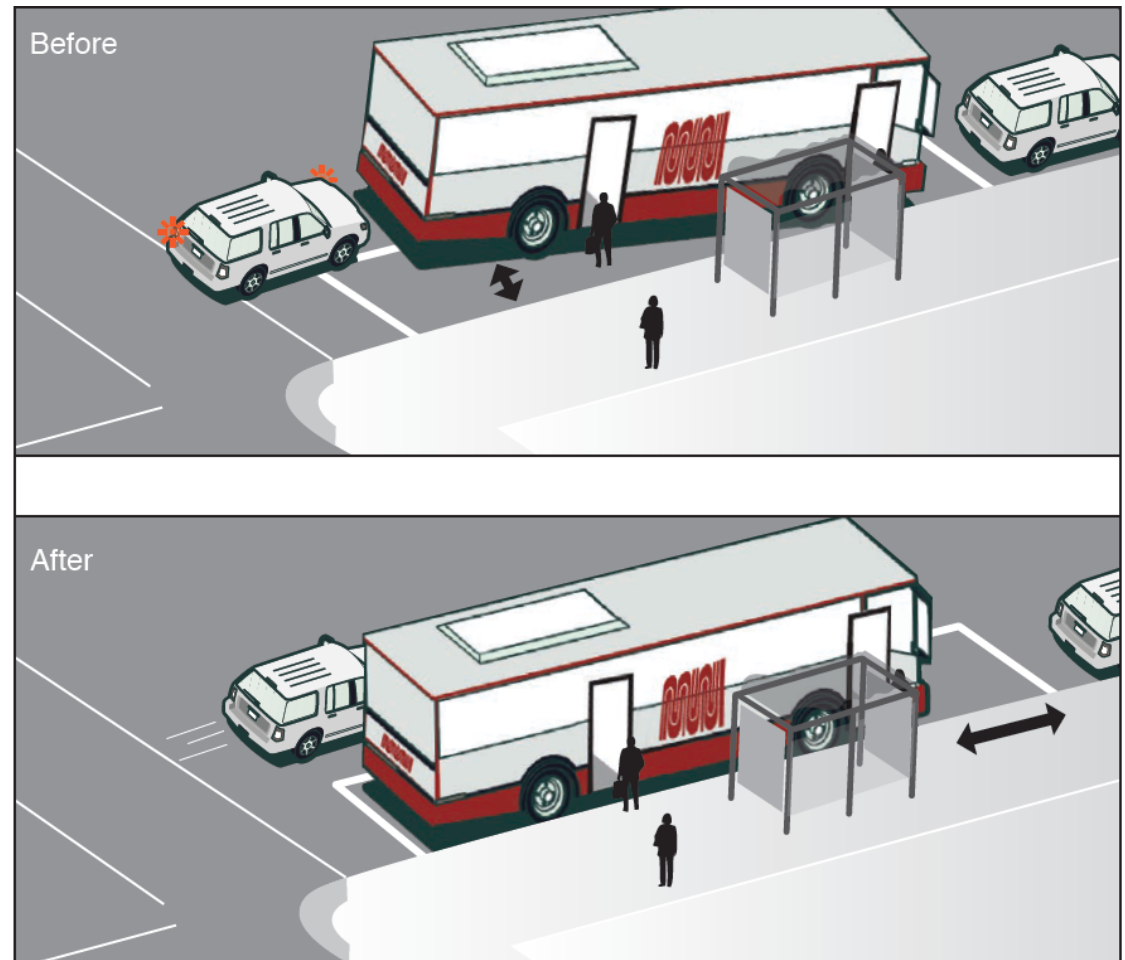
- Customers west of 6th Avenue need to transfer to access local stops east of 6th Avenue
- ~9% of customers would need to walk to a different bus stop
- Net parking removal ~30 spaces





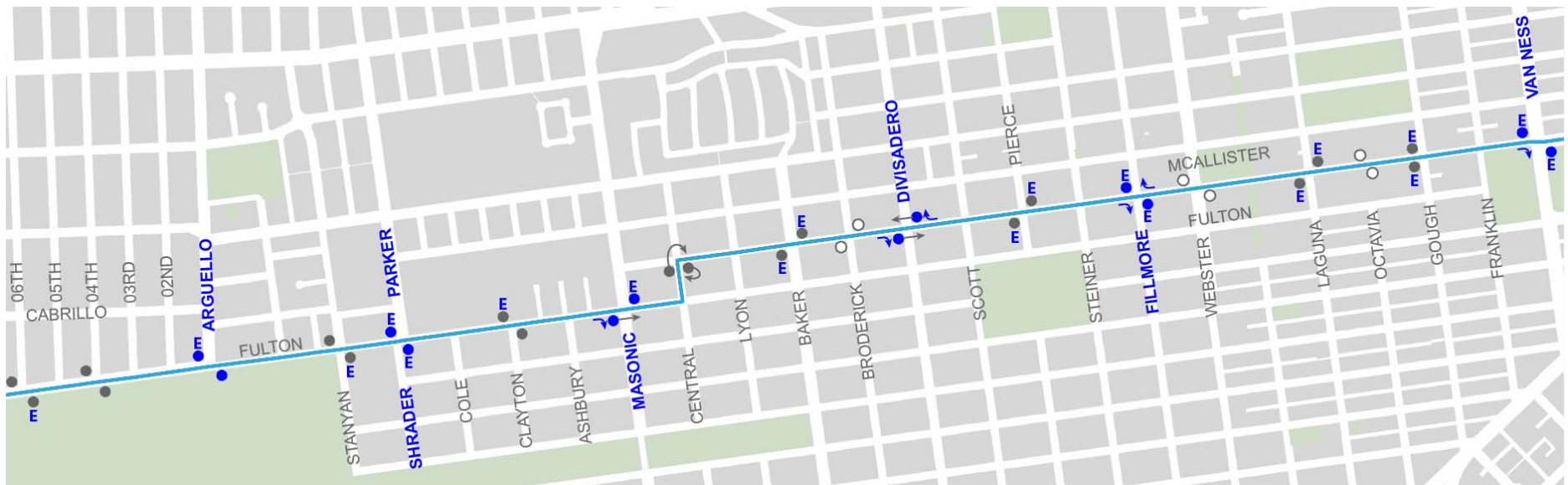
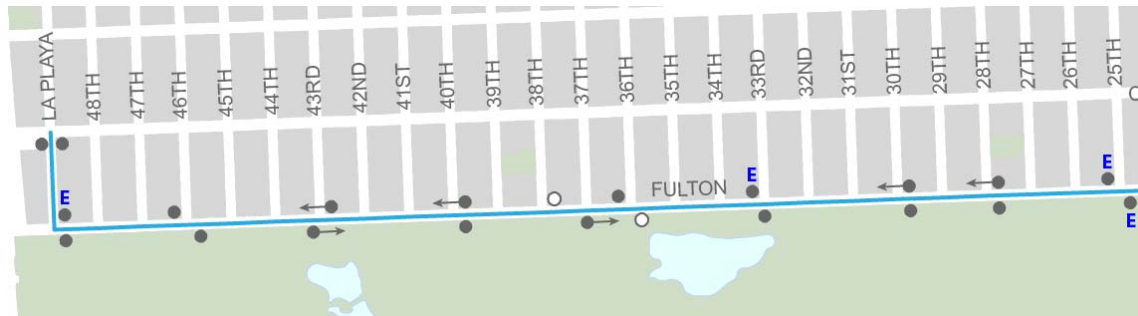
TOOLKIT - Bus Zone Extensions

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





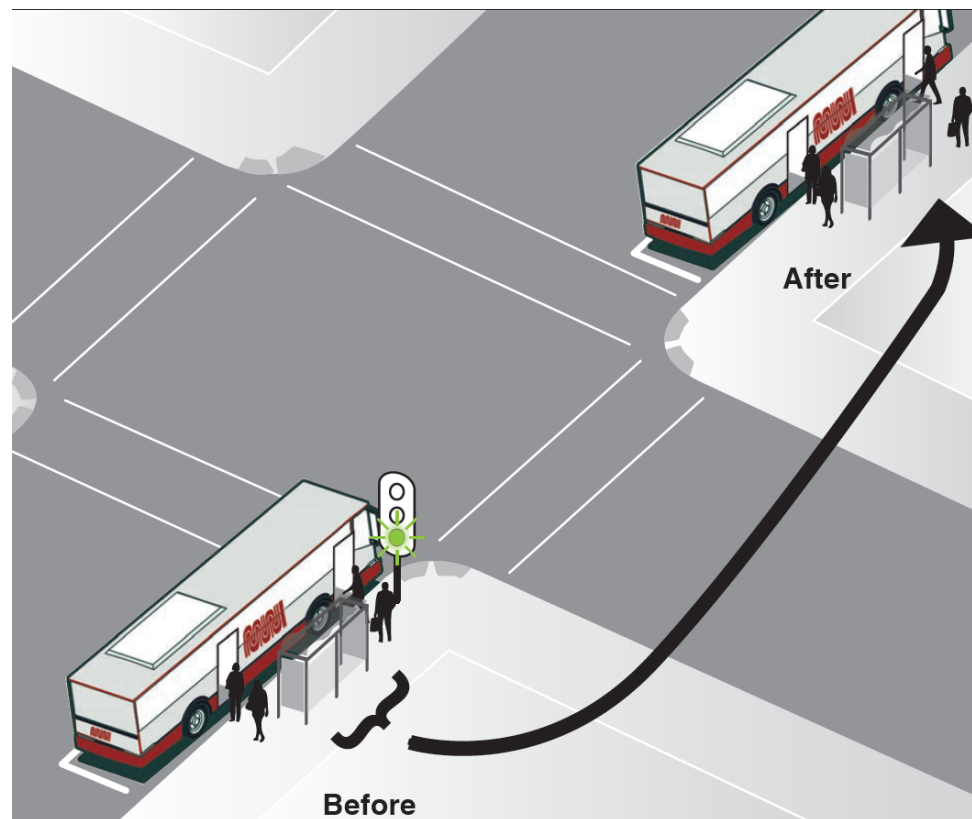
23 Proposed Bus Zone Extensions





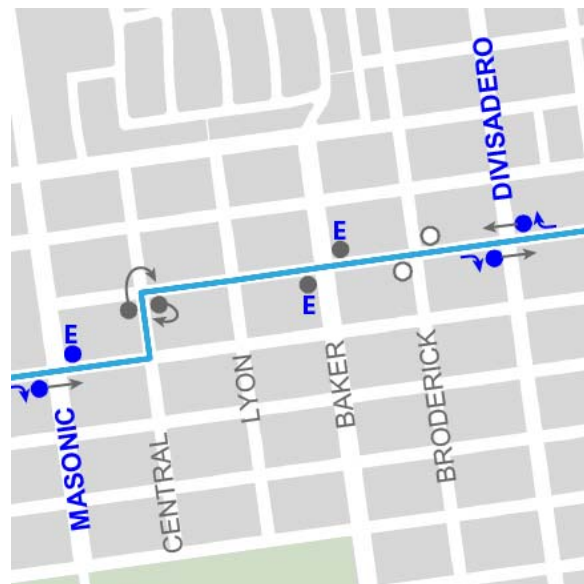
TOOLKIT - Bus Stop Optimizations

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





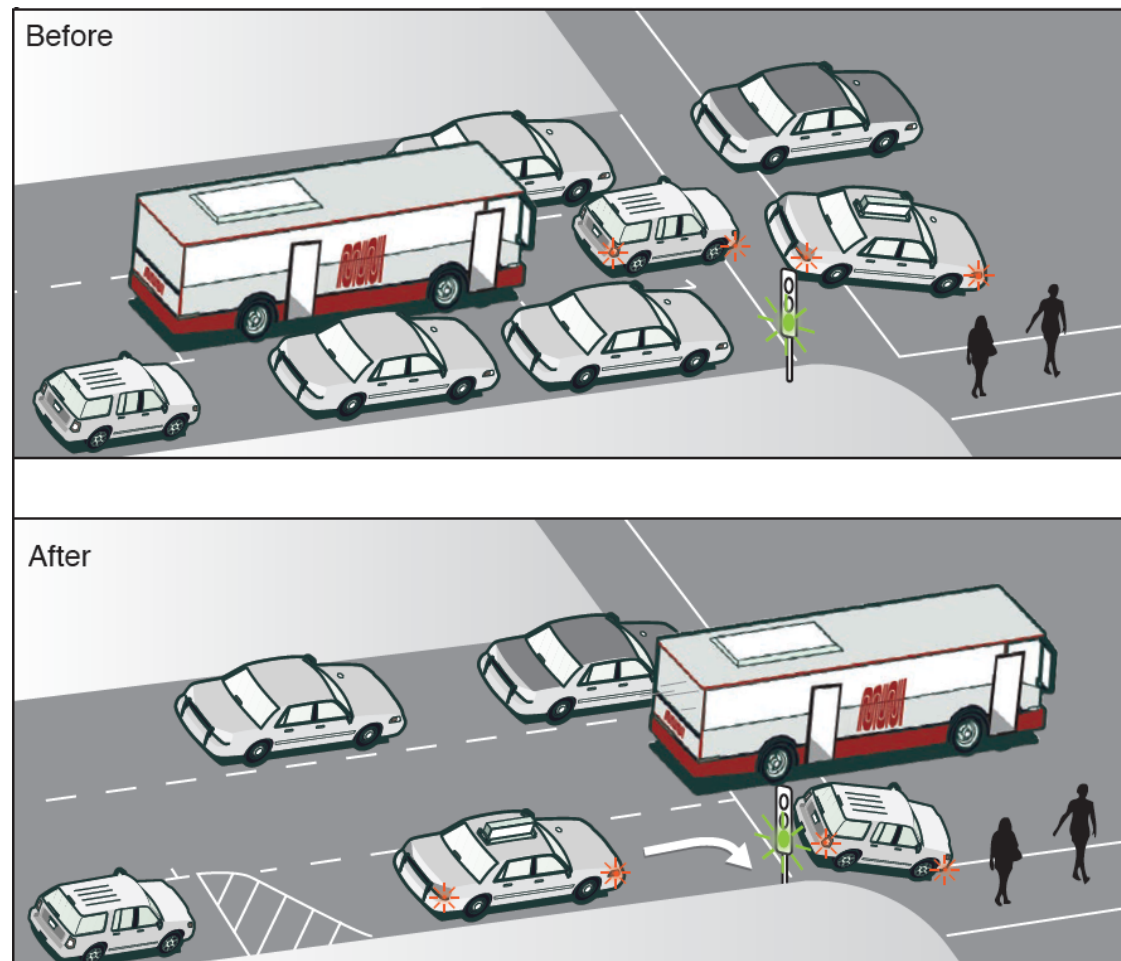
13 Proposed Bus Zone Optimizations





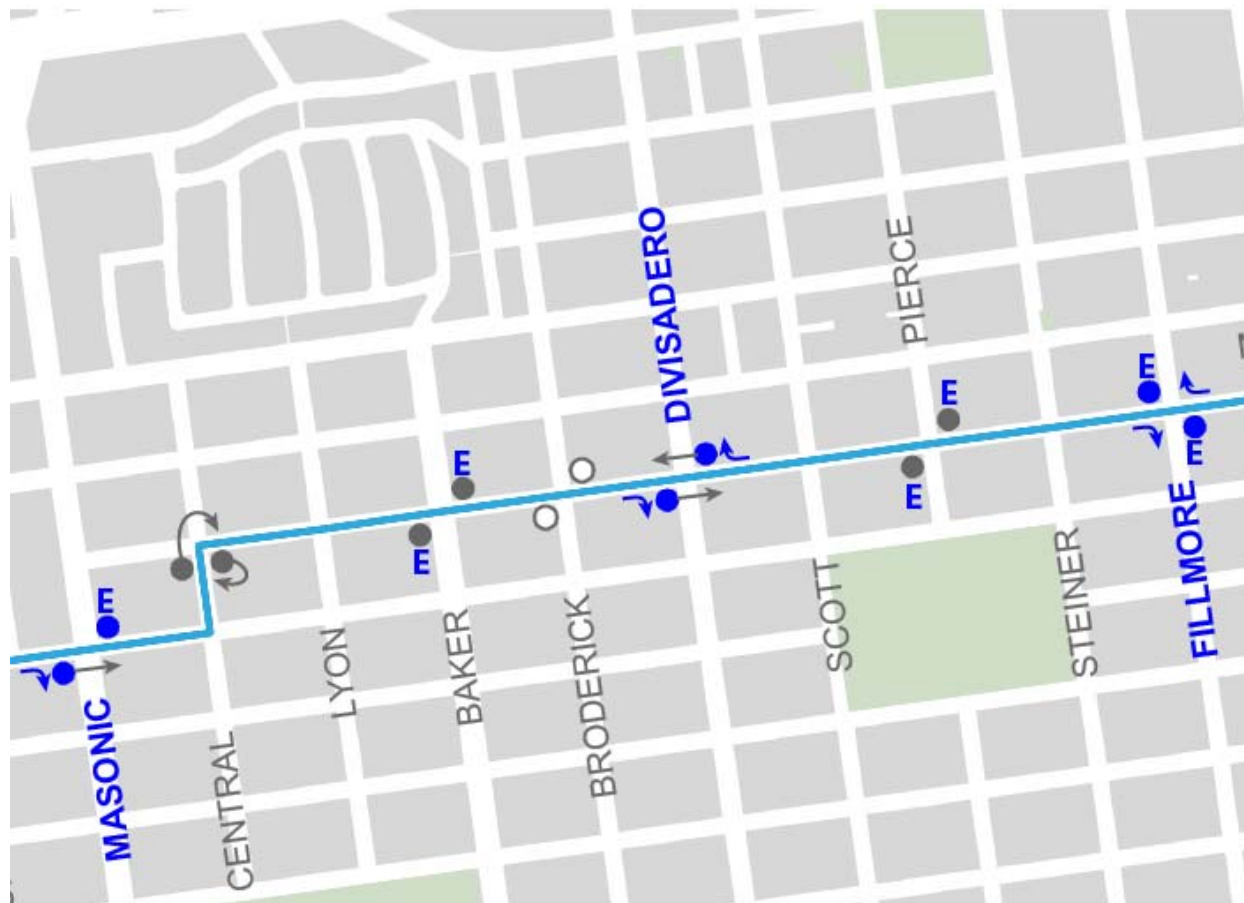
TOOLKIT - Right-Turn Pockets

- Helps buses bypass congestion





5 Proposed Right-Turn Pockets



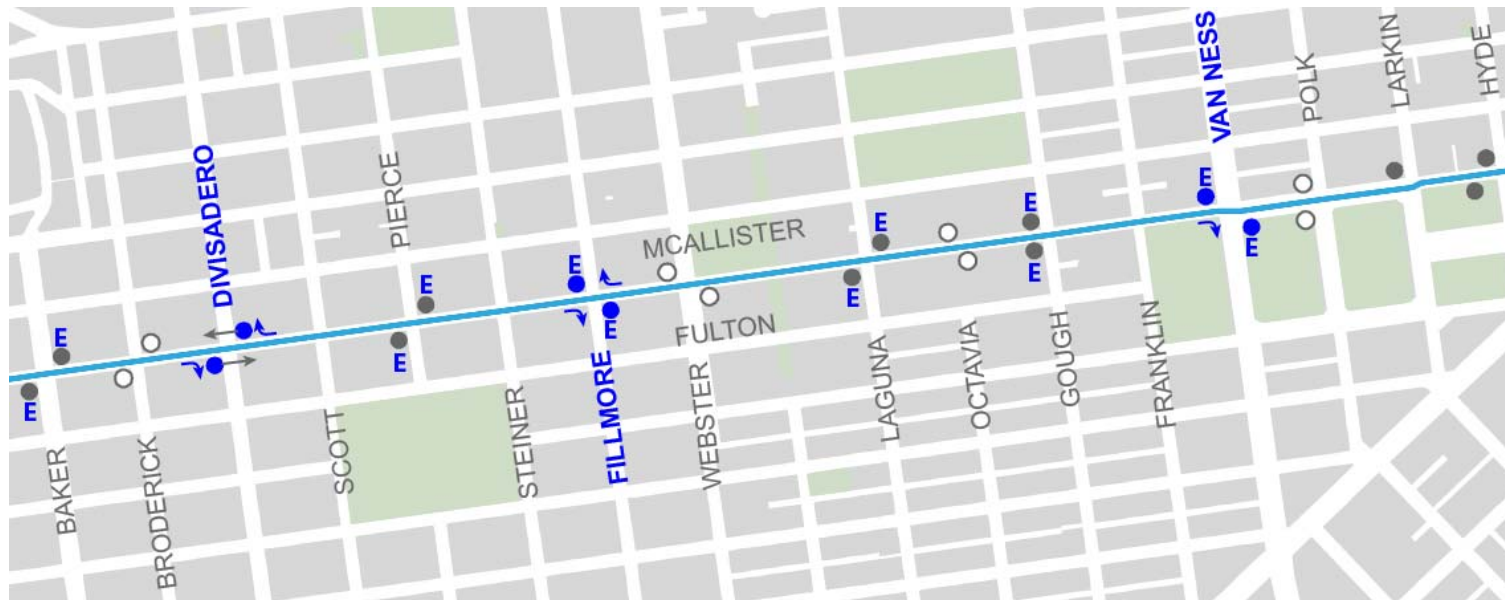


TOOLKIT - Bus Stop Removals

- Proposed removal of 8 stops in each direction
- 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')
- ~9% of customers impacted by stop removals



16 Proposed Bus Stop Removals





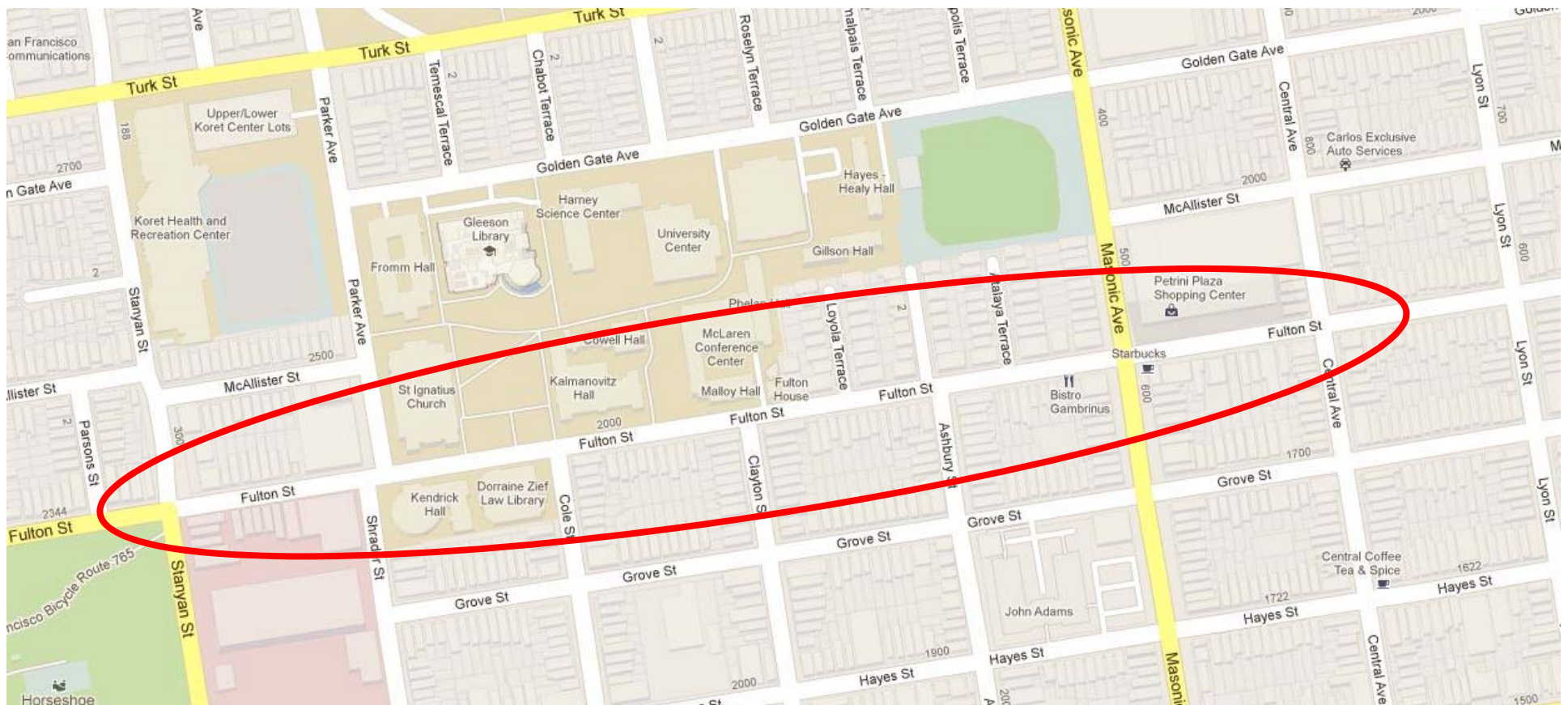
Proposed Tow-Away on Central





Proposed Fulton Road Diet

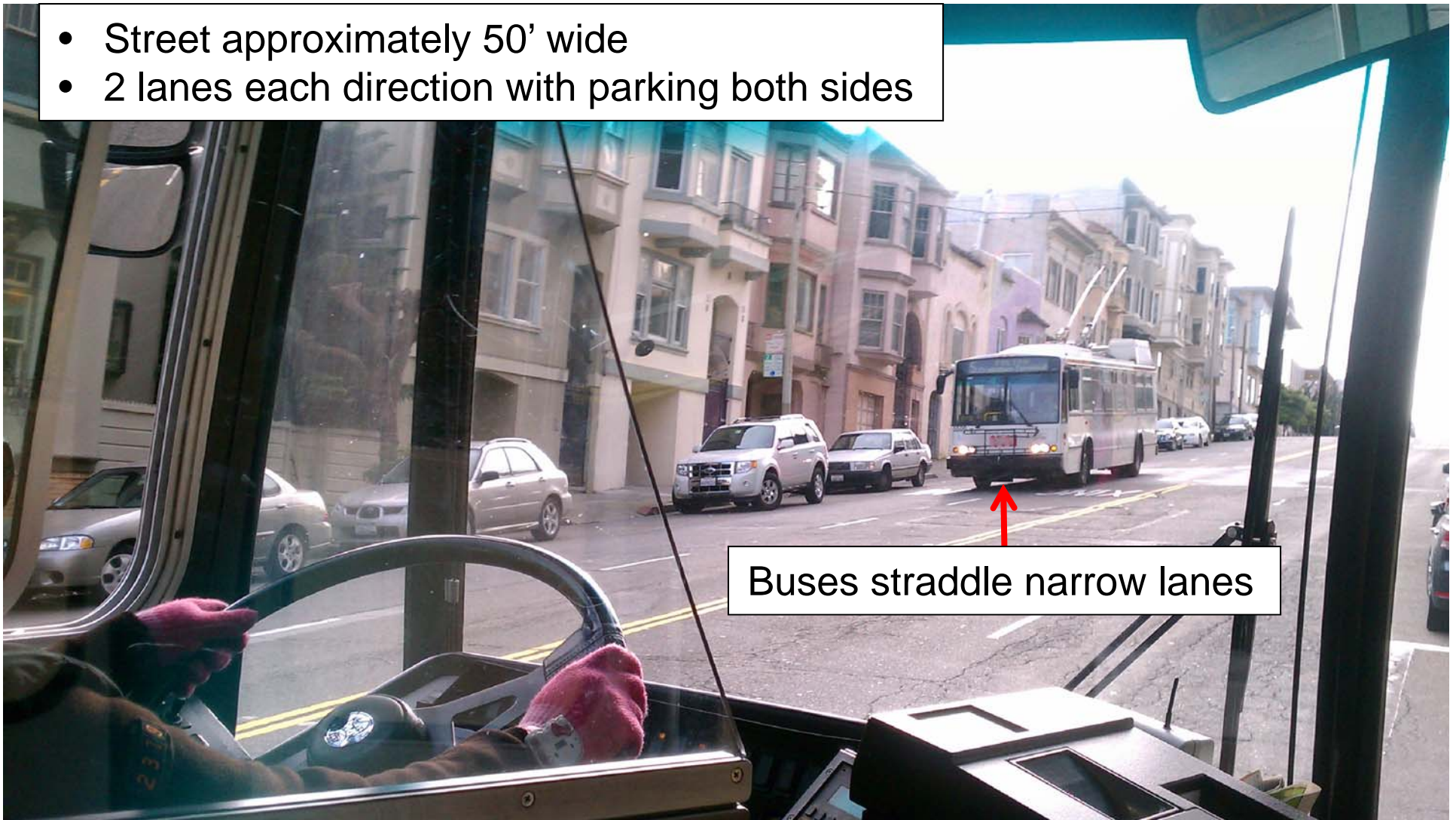
- Redesign roadway between Central and Stanyan
- Provide traffic calming adjacent to USF
- Address collision history for Muni and other modes





Fulton Road Diet

- Street approximately 50' wide
- 2 lanes each direction with parking both sides

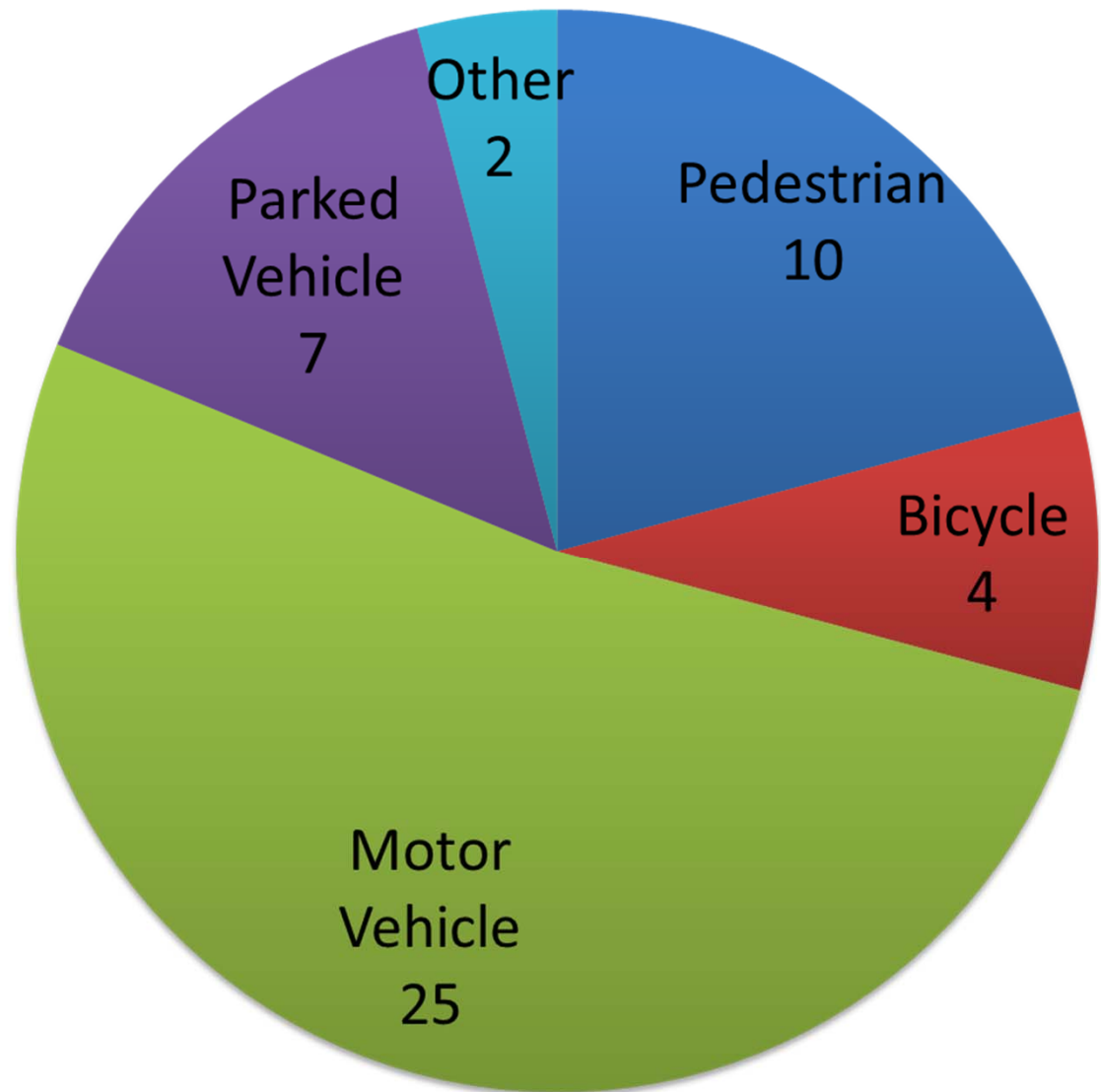


Buses straddle narrow lanes



2008-12 Collision History

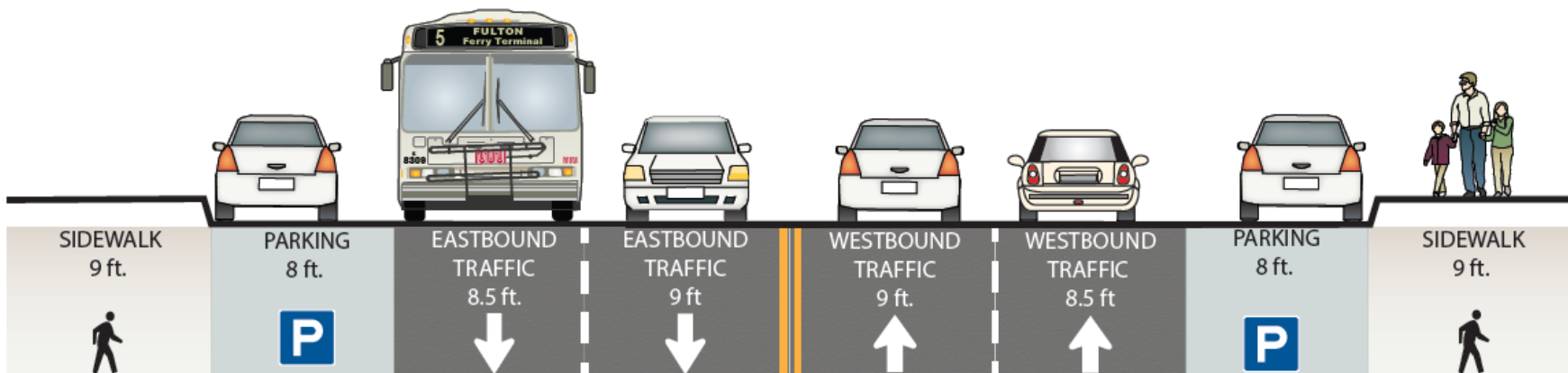
- 70% of 51 Muni collisions in past 5 years were sideswipes



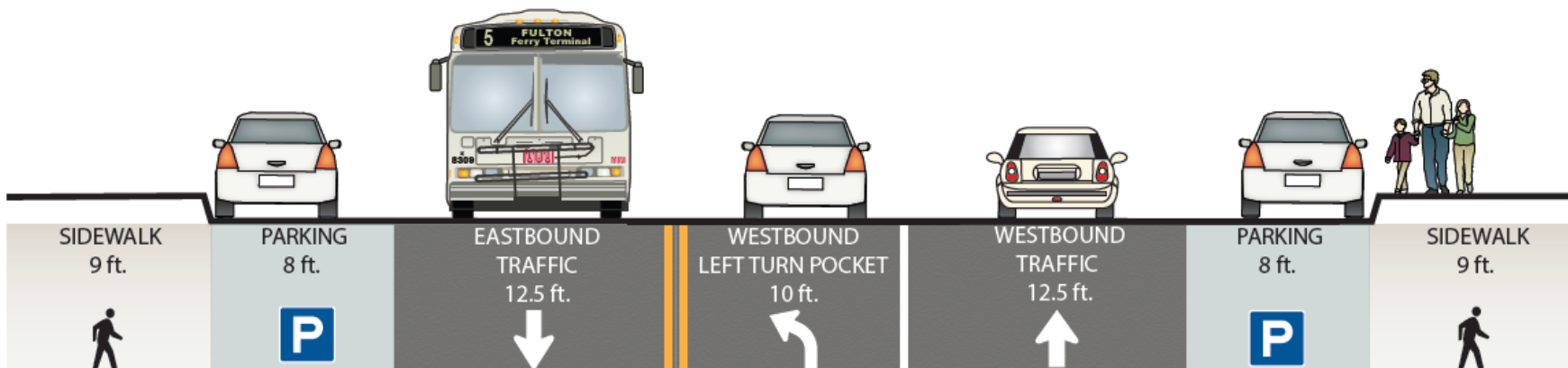


Fulton Road Diet

Existing, facing west



Proposed, facing west





Proposed Bus Bulbs and Traffic Signals

- Proposed with 2014 paving project west of 25th Avenue
- Bus bulbs proposed at 7 intersections
- Traffic signals proposed at 2 intersections with stop signs

