

Connections

Working together to make a better Muni



SPRING
2013

TEP Planning Manager's Message



Sean Kennedy,
TEP Planning Manager

Overview of project

The SFMTA embarked on the TEP in a partnership with the City's Controller's Office to create a more reliable, convenient and safer Muni.

The project's primary objectives are to improve service reliability and transit travel time, enhance the customer experience and deliver more efficient service. To advance these goals, the TEP uses two tools: 1) service restructuring to reduce crowding and improve connectivity and 2) constructing transit priority capital projects that give buses and trains more priority on our City streets.

Specific proposals

1) **Travel Time Reduction Proposals**

The Travel Time Reduction Proposals (TTRP) are designed to reduce delays on bus and rail routes that constitute SFMTA's proposed Muni Rapid Network, which is depicted here: www.sfmta.com/cms/mtep/images/TTRP_Overview_Map.png. These changes include:

- Adding sidewalk extensions and boarding islands
- Replacing stop signs with traffic signals
- Transit stop changes including moving stops, eliminating stops, and adding new stops
- Traffic engineering changes such as adding turn lanes, turn restrictions, and transit-only lanes
- Pedestrian improvements such as curb extensions

2) **Service Proposals**

The Service Change proposals will increase service by approximately 10%. Proposals were designed to direct resources where they are needed most and therefore reduce crowding and improve connections to regional transit. These changes include:

- Redesign routes to better match travel patterns
- Modify or discontinuing low ridership routes or segments of routes
- Increase service frequency of busy routes
- Expand limited-stop service
- Decrease service frequency on some routes with low passenger volumes

3) **Capital Improvements Proposals**

Some capital improvements needed for route restructuring include:

- Overhead wire expansion for trolley service
- Terminal & transfer point improvements for pedestrians & layovers
- Development of a contraflow transit lane & accessible rail platforms

Opportunities for participation

For meeting locations and progress updates please visit www.sfmta.com/tep.

Upcoming Milestones

Fall 2012/Spring 2013—Pilots

Summer 2013 — Draft Environmental Impact Report (EIR)

Winter 2014 — Final EIR publication and certification

Spring 2015—Start transit travel time improvement construction on segments of 14, 5, 8x and N



Golden Gate Getaway on 76X

Muni began the 76X Marin Headlands Express pilot on November 17, 2012, as part of a TEP pilot to test:

- 1) **Ridership demand for expanded service.** Route 76 previously ran on Sundays and holidays only, hourly, from 9:30 a.m. to 6:30 p.m. As part of the pilot, service has been expanded to Saturdays through a grant from the Golden Gate National Recreation Area (GGNRA).
- 2) **Service changes to improve travel time and reliability.** On-Time performance was one of the worst in the system. To improve travel time and reliability, the low ridership segment south of Market Street was eliminated and a new terminal was created near the Montgomery BART station. Additionally, remaining stops within the City of San Francisco were more widely spaced (all connections to major Muni transfer points remain) so the bus can make less frequent stops. All of the discontinued stops are served by other Muni routes.



During the 24 month pilot period, the new service is renamed the 76X Marin Headlands Express. SFMTA staff will collect data about the route's reliability, ridership, and customer satisfaction to assess benefits of the change.

76X Service details

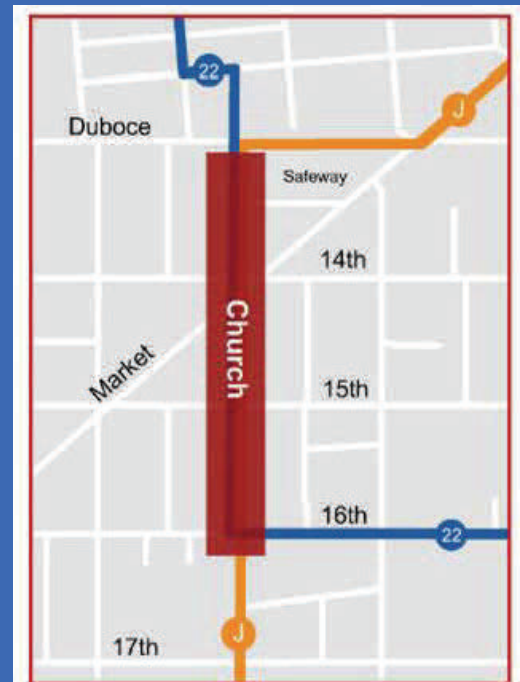
The first trip of the day leaves Sutter and Sansome (Montgomery BART) at 9:30 a.m. on Saturdays and Sundays. Buses depart this terminal at 30 minutes past the hour until 5:30 p.m., with the last bus returning from the Marin Headlands at 6:30 p.m.

Red Carpet Ride on Church Street

The Church Street pilot project will test Muni and taxi only lanes along three blocks of Church Street between 16th Street and Duboce Avenue.

This proposal aims to reduce delays and improve service reliability for Muni's J Church trains and 22 Fillmore buses by allowing Muni vehicles to bypass traffic congestion and access transit stops more quickly. Left turns will be restricted from Church Street at 15th and 16th streets during weekday daytime hours (7 a.m. to 7 p.m.)

We plan to do this work in Spring 2013. In order to implement there can be no precipitation and temperatures must remain above 55 degrees for at least 72 hours.



Highlights

Major Environmental Review Milestone

The Planning Department published an Initial Study (IS) on January 23 regarding the potential environmental effects of the TEP. This is a very important milestone in advancing implementation of the TEP and can be downloaded at <http://tepeir.sfplanning.org>. The Planning Department is accepting public comment until February 22 at 5 pm.

The IS represents the first major step in the environmental review process under the California Environmental Quality Act (CEQA). Disclosing potential impacts across 18 environmental review topics, the IS determined that Transportation, Air Quality, and Noise impacts require further study and will constitute the three sections that make up the majority of the EIR analysis, scheduled for release in the Summer 2013.

Provide Feedback on the TEP

In Person: Attend an upcoming workshop or request one for your community group.

Phone: Call the San Francisco 311 Customer Service Center

Online: <http://www.sfmta.com/tep>

Mail: TEP Planning Manager
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Connections

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Related Initiatives

All Door Boarding

The all door boarding program is the first in the nation and is currently undergoing a comprehensive evaluation. Initial analysis shows that approximately half of passengers at busy stops now board through the rear door, decreasing dwell times and reduce crowding at the front of the bus.

Replacement and Rehabilitation

Planning underway for rail replacement projects in the Twin Peaks (Castro to West Portal Station) and Sunset (Duboce Park to Cole Valley) Tunnels and near Embarcadero Station. Additionally, 62 new hybrid buses will arrive by Summer 2013 and rehabilitation is underway on another 80 buses. 30% of the LRV fleet has been rehabilitated.

Scheduling Efficiencies

Muni implemented modified holiday schedules between Christmas and New Year's Day to better align service levels with reduced demand. These types of smart changes allow for future reinvestments in the service.



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Environmental Notices: Contact Debra Dwyer at the San Francisco Planning Department by phone at 415.575.9031 or by email at Debra.Dwyer@sfgov.org.