

Transit Effectiveness Project: Travel Time Reduction Proposal

Corridor: 19th Avenue between Lincoln Way and Junipero Serra Boulevard (28 19th Avenue, 28L 19th Avenue Limited and M Ocean View)

Transit Effectiveness Project

The Transit Effectiveness Project is an on-going program that aims to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. As part of the Muni Rapid vision, and in conjunction with other on-going SFMTA programs, the TEP will be the blueprint for making Muni a great transportation choice for our residents and visitors.

Environmental Impact Report

The TEP proposes to restructure routes, change service levels and make roadway and bus stop changes to improve transit travel time and reliability. A notice of preparation was issued on November 9, 2011 and is available on the Planning Department's website at <http://tepeir.sfplanning.org>. Scoping meetings were held on December 6 and December 7, 2011. Next steps for the TEP EIR are an anticipated publication of an Initial Study in summer 2012.

Corridor Overview

Muni's 28 19th Avenue and 28L 19th Avenue Limited bus routes together carry about 17,500 daily customers on an average weekday. Approximately 8,600 of these customers board at stops located within the proposed Travel Time Reduction Project study area, located along 3.4 miles of 19th Avenue between Lincoln Way and Junipero Serra Boulevard. The M Ocean View line carries about 28,400 daily customers on an average weekday, with approximately 5,400 customers boarding at the stops located along 19th Avenue at Holloway Avenue and Winston Drive.

Within the study area, the 28 19th Avenue local service operates at an average speed of 9.9 miles per hour during peak periods. There are 22 bus stops in each direction. The average bus stop spacing between Lincoln Way and Wawona Street is 680 feet, with stops located at every intersection. Due to the irregular block pattern south of Wawona Street, the average bus stop spacing between Wawona Street and Junipero Serra Boulevard is 1,240 feet.



Travel Time Reduction Proposal Overview

In order to reduce transit travel times and improve reliability, the SFMTA proposes a toolkit of measures within the study area. These treatments would benefit Routes 28 and 28L, as well as portions of the M Ocean View.

- **Increasing bus stop spacing from one block to two blocks.** Currently, the 28 19th Avenue local service stops at every block between Lincoln Way and Eucalyptus Drive. This proposal moves toward a two-block spacing for most stops. By stopping fewer times, the bus would take less time to move through the corridor.
- **Optimizing bus stop locations at five intersections.** Relocating bus stops from the near-side to the far-side of intersections allows buses to take advantage of planned transit signal priority improvements.
- **Adding transit bulbs at 14 intersections.** Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic. Transit bulbs enhance the ability of buses to take advantage of planned all-door boarding. Transit bulbs provide space for transit shelters and other customer amenities. Transit bulbs also improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets.

- **Adding right-turn pockets at up to 19 intersections.** Right-turn pockets would reduce Muni delays associated with buses waiting behind right-turning motorists by providing a dedicated space for turning vehicles to queue.
- **Adding pedestrian bulbs at 11 intersections.** Pedestrian bulbs are sidewalk extensions at intersection corners that improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets. Reducing pedestrian crossing distances can provide flexibility in traffic signal timing that can reduce Muni delays.
- **Removing one left-turn lane on northbound 19th Avenue at Winston Drive.** Restricting left-turns to one lane would reduce delays for inbound M Ocean View trains which currently must wait for the left turn queue to dissipate before proceeding through the intersection. The remaining left-turn lane would be extended to accommodate left turns into Stonestown Mall and to avoid congestion for through traffic on 19th Avenue.

Summary

Together, the proposed changes are anticipated to reduce the travel time of the 28 19th Avenue local service within the study area by about 11 minutes (26% reduction), resulting in an average operating speed of 13.3 miles per hour and improving service reliability. The travel time savings would also reduce operating costs on the line and allow for service to be cost-effectively increased.

Next Steps and More Information

At a series of community workshops and online at www.sfmta.com/tep, the SFMTA will present proposals for eight heavily-used Rapid bus routes and rail lines, including the 30 Stockton, to improve reliability and travel time for transit customers. These workshops will provide an opportunity to hear more about the Rapid corridor proposals, discuss proposal elements, give feedback to Muni staff, and learn more about programs to help improve Muni.

To learn more about the workshops or to view the proposals online, visit the SFMTA website at www.sfmta.com/tep. To comment, call 311, visit www.sf311.org, or send a tweet to @MuniRapid.

These proposals represent the first step towards reducing delays on Muni and community feedback is vital to helping shape the final proposals.