

THIS PRINT COVERS CALENDAR ITEM NO. : _____

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Muni Service Delivery and Operations

BRIEF DESCRIPTION:

On September 16th, the SFMTA Board of Directors will hear public comment on the Transit Effectiveness Project's staff recommendations. On September 30th, staff will present a resolution asking the SFMTA Board of Directors to endorse the recommendations for the purpose of initiating any required environmental assessment.

SUMMARY:

- The Transit Effectiveness Project (TEP) completed a comprehensive review of the Muni system, which included rigorous technical analysis, extensive stakeholder input and research of best practices from other cities. The TEP aims to strengthen Muni's ability to respond to current travel needs, provide a blueprint for future service, apply best practices to service delivery and promote the system's long-term financial stability.
- The TEP developed staff recommendations, which include three key initiatives that will transform Muni so people can get where they want to go, when they want to get there, reliably and safely.
- At the September 30th meeting, staff will ask the Board of Directors to endorse the recommendations for the purpose of initiating any required environmental assessment.

ENCLOSURES:

1. Updated set of route proposals
2. Frequency table
3. Enhanced plan overview

APPROVALS:

DATE

DIRECTOR OF DIVISION
PREPARING ITEM _____

FINANCE _____

EXECUTIVE DIRECTOR/CEO _____

SECRETARY _____

ADOPTED RESOLUTION
BE RETURNED TO N/A

ASSIGNED SFMTAB CALENDAR DATE: _____

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PURPOSE

Launched in May 2006, the Transit Effectiveness Project (TEP) is a joint effort by the San Francisco Municipal Transportation Agency (SFMTA) and the City Controller's Office to comprehensively review and evaluate Muni's transit system. The study was designed to strengthen Muni's ability to respond to current travel needs, provide a blueprint for future service, apply best practices to service delivery and promote the system's long-term financial stability. The project budget of approximately \$3 million is funded jointly through the Controller's City Services Auditor and SFMTA¹.

The TEP process prioritizes transparency and balances rigorous technical analysis, extensive stakeholder input and research of best practices from other cities. TEP objectives include:

- Making Muni service more reliable, convenient and attractive to our customers;
- Contributing to SFMTA's long-term financial stability; and
- Developing a five-year roadmap to transform Muni service and better meet customer and employee needs.

On September 16th, the Board will hear a brief presentation and public comment on the TEP's key initiatives. TEP staff will return on September 30th to request that the Board of Directors endorse the staff recommendations for the purpose of initiating any required environmental assessment of the.

GOAL

The TEP specifically addresses four of the SFMTA's Strategic Plan goals:

- Goal 1: To provide safe, accessible, clean, environmentally sustainable service and encourage the use of auto-alternative modes through the Transit First Policy;
- Goal 2: To get customers where they want to go, when they want to be there;
- Goal 3: Community Relations - To improve the customer experience, community value, and enhance the image of the SFMTA, as well as ensure SFMTA is a leader in the industry; and
- Goal 4: To ensure financial stability and effective resource utilization.

¹ A November 2003 ballot measure (Proposition C) established created the City Services Auditor (CSA) within the Controller's Office. CSA is funded by roughly two-tenths of one percent (0.2%) of the City's overall budget (including SFMTA's) to conduct Audits, City Projects, and Performance Management functions.

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DESCRIPTION

Overview of Staff Recommendations

Over the past two years, the project team gathered an unprecedented level of ridership data, studied best practices from other transit systems and conducted extensive stakeholder outreach. As a result of this work, the following three key initiatives emerged that aim to transform Muni so people can get where they want to go more quickly, reliably and safely: (1) reliability initiatives, (2) travel time improvement initiatives, and (3) Muni route updates.

1) Reliability Initiatives. These initiatives are intended to stabilize existing Muni service and build customer confidence before implementing the Muni route updates. Muni's reliability challenges require a variety of solutions to achieve the kinds of improvements our customers demand. The TEP will focus on these five areas to make Muni service more reliable:

- More realistic schedules;
- Less missed service;
- Improved vehicle and infrastructure reliability;
- Improved service delivery management; and
- Improved congestion management.

2) Travel Time Improvement Initiatives. By reducing travel time, Muni will be able to reinvest savings into more service on the highest-demand routes, thereby making service more attractive to customers. The TEP has a goal of five percent to 30 percent reductions in travel times based on the type of route. As a pilot project, Muni selected four segments of busy routes to study potential delay reductions. These segments are:

- Mission Street (11th Street to 24th Street);
- San Bruno Avenue (Silver Avenue to Arleta Avenue);
- N-Judah (Judah Street/Sunset Boulevard to Carl/Cole Streets); and
- Market Street (Castro Street to 1st Street).

This Fall and Winter, the Department of Parking and Traffic will hire a team of traffic engineers and planners to systematically evaluate every major Muni corridor to make recommendations on how to reduce unnecessary travel delays. This team will work with Muni operators, supervisors and other frontline staff to identify and implement low cost and more capital intensive strategies.

3) Muni Route Updates. The TEP developed a comprehensive package of route change proposals to get people where they want to go more quickly and efficiently. Draft Proposals were released in February 2008 and vetted through dozens of meetings with external and internal stakeholders. The staff recommendations presented in the attached document were revised based on the extensive stakeholder feedback.

The attached route maps and frequency table present budget-neutral route proposals. Staff developed budget-neutral proposals to ensure that the route improvements could be implemented with existing resources. In addition, the project team developed a set of enhanced proposals,

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which would require additional operating dollars, and that are designed to set a longer term roadmap for the SFMTA to grow Muni service.

Both sets of recommendations are based on a service policy framework that identifies four route categories: Rapid, Local, Community Connector and Specialized Service. The highest level of investment would go into the Rapid Network, which the majority of Muni customers use regularly. These four categories are defined below:

- Rapid Network (service at least every 5 to 10 minutes): These frequent, heavily used lines make up the backbone of the Muni system and would be prioritized for premium service and improved customer amenities.
- Local Network (service every 10 to 15 minutes): These somewhat less utilized but still essential routes complement and connect to the Rapid Network, allowing customers to get to most destinations in San Francisco with no more than one transfer.
- Community Connectors (service every 15 to 30 minutes): This category includes lightly-used bus routes that circulate through San Francisco's hillier neighborhoods, filling gaps in coverage and connecting users to key transit hubs.
- Specialized Services: These routes are tailored to serve a particular market at limited times of day, and include express lines, commuter feeders to BART and Caltrain stations, and ballgame routes.

Route Recommendations – Budget-Neutral Scenario

The budget-neutral route proposals ensure that the route improvements can be implemented with existing resources. Highlights include:

- Establishing a Rapid Network that prioritizes high-ridership bus and rail corridors for frequency and customer amenity improvements.
- Restructuring routes to prioritize transit service in high-ridership areas, eliminating unproductive or duplicative service.
- Expanding limited-stop service on high frequency bus routes to offer time-sensitive travelers a more competitive alternative to the automobile.
- Adding a cleaner, more neighborhood-friendly fleet of vans designed to carry lighter ridership routes and serve some of San Francisco's narrower neighborhood streets. TEP staff are researching vehicle options that can accommodate approximately 20 to 25 passengers and prioritize low emissions and accessibility to all Muni customers.
- Improving cross-regional travel by providing better connections between neighborhoods and regional transit hubs.

Route Recommendations – Enhancements Requiring Additional Funding

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In addition to developing a set of budget-neutral route proposals, the TEP project team also developed a set of enhanced proposals as a roadmap for the SFMTA to grow Muni service. The enhanced plan includes four components that would strategically bolster Muni by increasing service, adding key extensions and further improving regional connections. Each component could be implemented separately or as a package of improvements. To implement the enhanced plan, the SFMTA Board of Directors would need to identify additional funding sources; new capital investments would be needed as well, including new overhead wire and rail tracks, new vehicles, and new operations and maintenance facilities. The four elements of the enhanced plan are listed below and described in the attached enhanced plan summary:

- More Rapid and Express services;
- New network connections;
- More Local and Community Connector services; and
- More robust evening service.

Next Steps

In anticipation of the project's implementation phase, the TEP team has been moved to the Muni Service Delivery and Operations Division. Additionally, to streamline upcoming work the team has been expanded to include Muni Service Planning. One of the team's upcoming tasks will be developing recommendations for consolidating bus stops.

Each priority initiative will have its own implementation-critical path. Work is well underway to stabilize the reliability of the existing service. Key initiatives include hiring more operators to reduce missed runs and initiating a program to reduce early terminal departures. The Department of Parking and Traffic is currently forming a dedicated team to implement travel time improvement initiatives. This team will work with Muni operators and frontline managers to systematically evaluate every major Muni corridor and recommend delay reduction strategies.

The recommendations for Muni route updates, as well as other proposals of the TEP, will be reviewed by the Planning Department, Major Environmental Analysis, for purposes of compliance with the California Environmental Quality Act (CEQA). The Planning Department, under CEQA and Chapter 31 of the Administrative Code, will determine which recommendations may result in a project (or projects) requiring further environmental review. TEP staff will also conduct a Title 6 environmental justice assessment, as required by the Federal government, to document that the proposed route updates do not discriminate against low income communities.

Updating Muni routes systemwide will require a phased approach. The attached route proposals reflect the TEP's vision for the Muni system five years after implementation begins, but more work is needed to determine the timeline for changes to each individual route. SFMTA is in the process of hiring a consulting firm to assist with this phasing. Consultants will work with staff to create a master implementation schedule that considers a variety of factors, including agency capacity and the timing of new capital investments (e.g. new overhead wires).

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The staff recommendations for Muni route updates are based on unprecedented ridership and performance data. Moving forward, staff will analyze updated data and evaluate the routes on an ongoing basis. Staff is currently developing a set of service performance guidelines to codify this fact-based analysis and ensure that improvements prioritize the placement of resources where they are most effective.

The City Attorney has reviewed this report.

ALTERNATIVES CONSIDERED

The staff recommendations for Muni route updates evolved through a comprehensive process that considered alternatives and included extensive stakeholder input:

- The Service Policy Framework was drafted during late Summer 2007 and shared with stakeholders, including members of the TEP's Advisory Committees and the public through a series of community workshops held in October 2007. The Framework received strong stakeholder and community support and was finalized and presented to the SFMTA Board of Directors in January 2008.
- Using the Framework as a foundation, the Draft Proposals were developed and released in February 2008. Staff conducted extensive outreach regarding the Draft Proposals to inform stakeholders about the draft changes in routes and service levels. The outreach included multiple sessions with the TEP Advisory Committees, a series of 11 public workshops, and over 50 briefings to community and other civic groups.
- Finally, the Draft Proposals were modified to incorporate the feedback from stakeholders, resulting in the staff recommendations.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Not applicable for information item.

RECOMMENDATION

No recommendation. This is a hearing to consider public comment on the draft TEP recommendations.

Frequency Guide - Existing Service and TEP Staff Budget-Neutral Proposals

Ex. = Existing Service

Prop. = Budget-Neutral Proposals

Approx. = Approximate

	Ex. AM	Prop. AM	Ex. Mid-Day	Prop Mid-Day	Ex. PM	Prop PM	Ex. Eve	Prop. Eve	Ex. 1st Trip	Prop. 1st Trip	Ex. Last Trip	Prop. Last Trip
Rapid Corridor Served by Multiple Routes – Combined Frequencies	AM Peak Hour (in peak load direction)		Mid-Day		PM Peak Hour (in peak load direction)		Evening		Approx. First Trip		Approx. Last Trip	
Mission Street (14, 14L, 49L: Ocean to South Van Ness)	3.3	2.5	3.3	3	3.3	2.5	6.7	3.8	Owl	Owl	Owl	Owl
Van Ness Avenue (47,49L)	3.8	3.8	4.5	5	3.8	3.8	10	7.5	Owl	Owl	Owl	Owl
Geary Street / Boulevard (Limited/Local: east of 33rd Ave)	3.5	3	3.8	3	3.2	3	10	5	Owl	Owl	Owl	Owl
Stockton Street (30,45: south of Columbus)	3.2	2.7	3	3.3	3	2.7	6.7	7.5	Owl	Owl	Owl	Owl
San Bruno Avenue (9, 9L, 9X or 9AX)	4.3	4.3	5	4.3	4.3	4.3	7.5	7.5	Owl	Owl	Owl	Owl
Haight Street (6, 7, 71/71L)	3.8	5	6	5	3.8	5	10	10	Owl	Owl	Owl	Owl
Fulton Street (5, east of Sixth Ave)	4.3	3.8	8	7.5	5	3.8	20	15	Owl	Owl	Owl	Owl
Potrero Ave (9/9L, 33-existing only)	5	5	6	5	5	5	15	15	Owl	Owl	Owl	Owl
Market Street Surface (First-Fifth)	0.8	0.7	1.1	0.9	0.8	0.7	2.3	1.6	Owl	Owl	Owl	Owl
19th Avenue/Park Presidio (Local/Limited)	4.6	5	12	5	10	5	20	8.5	Owl	Owl	Owl	Owl

	Ex. AM	Prop. AM	Ex. Mid-Day	Prop Mid-Day	Ex. PM	Prop PM	Ex. Eve	Prop. Eve	Ex. 1st Trip	Prop. 1st Trip	Ex. Last Trip	Prop. Last Trip
RAPID ROUTES	AM Peak Hour (in peak load direction)		Mid-Day		PM Peak Hour (in peak load direction)		Evening		Approx. First Trip		Approx. Last Trip	
E - Embarcadero	--	15	--	15	--	15	--	20	--	7:00a	--	9.40p
F - Market & Wharves	6	7.5	8	7	5.5	5	15	15	5:47a	5:30a	12:38a	12.45a
J-Church	8.5	6.5	10	10	7.5	6	15	15	5:09a	5:00a	12:16a	12:40a
K-Ingleside	8.5	8.5	10	10	8.5	8.5	15	20	Owl	Owl	Owl	Owl
L-Taraval	6.5	5	10	10	6	5	15	15	Owl	Owl	Owl	Owl
M-Ocean View	8.5	10	10	10	8.5	10	15	15	5:42a	5:30a	12:10a	12:40a
N-Judah	6.5	5	10	10	6.5	5	12	10	Owl	Owl	Owl	Owl
T-Third	8.5	8.5	10	10	8.5	8.5	20	20	Owl	Owl	Owl	Owl
1-California (East of Presidio)	3.0	3	6	6	2.5	3	15	15	5:22a	5:30a	1:25a	12:40a
1-California (West of Presidio)	7.5	6	6	6	5.5	6	15	15	5:22a	5:30a	1:25a	12:40a
5/5L-Fulton (East of 6th Ave)	4.3	3.8	8	7.5	5	3.8	20	15	Owl	Owl	Owl	Owl
5-Fulton (West of 6th Ave)	4.6	7.5	8	7.5	5	7.5	20	15	Owl	Owl	Owl	Owl
9/9L-San Bruno (North of 24th St)	7.5	5	10	5	7.5	5	15	15	Owl	Owl	Owl	Owl
9/9L-San Bruno (South of 24th St)	7.5	10	10	10	7.5	10	15	15	Owl	Owl	Owl	Owl
9X-Bayshore Express (Includes 9AX/9BX peaks)	10/10	7.5/7.5	10	7.5	10/1 0	7.5/7. 5	15	15	5:26a	5:30a	12:40a	12:40a
14L-Mission Limited	-	7.5	20	10	-	7.5	--	15	8:40a	6:00a	3:51p	10:45p
22-Fillmore	7.5	6	8	7.5	6.5	6	15	15	Owl	Owl	Owl	Owl
28L-19th Avenue Limited	10	10	--	10	--	10	--	15	7:20a	6:00a	3.35p	8:45p
30-Stockton (East of Van Ness & N. Point)	4.6	3.8	4.5	5	4.6	3.8	12	15	Owl	Owl	Owl	Owl

	Ex. AM	Prop. AM	Ex. Mid-Day	Prop Mid-Day	Ex. PM	Prop PM	Ex. Eve	Prop. Eve	Ex. 1st Trip	Prop. 1st Trip	Ex. Last Trip	Prop. Last Trip
30-Stockton (West of Van Ness & N. Point)	8.5	10	9	12	8.5	10	12	15	5:30a	5:30a	1:09a	12:40a
38L-Geary Limited	6.5	5	7	5	7	5	--	10	6:00a	5:00a	6:42p	10:50p
47-Van Ness	7.5	7.5	9	10	7.5	7.5	20	15	6:00a	Owl	Owl	Owl
49L-Van Ness - Mission Limited	7.5	7.5	9	10	7.5	7.5	20	15	5:40a	5:30a	1:12a	12:45a
71/71L-Haight - Noriega Limited	10	10	12	10	10	10	20	20	6:42a	6:00a	12:23a	12:30a
LOCAL ROUTES	AM Peak Hour (in peak load direction)		Mid-Day		PM Peak Hour (in peak load direction)		Evening		Approx. First Trip		Approx. Last Trip	
Cable Car - Powell-Mason	10	10	8	8	8	8	8	8	6:33a	6:33a	12:33a	12:33a
Cable Car - Powell-Hyde	10	10	8	8	8	8	8	8	6:09a	6:09a	12:20a	12:20a
Cable Car - California St	6	6	8	8	8	8	12	12	6:23a	6:23a	12:32a	12:32a
2, 3, 4 - on Sutter/Post (East of Fillmore)	3.5	4	10	10	3.75	4	10	10	5:32a	5:00a	1:05a	12:30a
2 - Clement	8.5	12	20	20	10	12	--	--	5:17a	5:15a	7:18p	7:40p
3 - Jackson	10	--	20	--	10	--	20	--	7:06a	--	1:05a	--
4 - Sutter	15	6	--	20	15	6	--	20	5:00a	--	7:22p	12:30a
6 - Parnassus	10	10	12	10	10	10	20	20	6:20a	6:00a	12:22a	12:30a
10 - Townsend	10	--	15	--	10	--	--	--	5:47a	--	7:02p	--
11 - Downtown Connector	n/a	10	n/a	12	n/a	10	n/a	15	--	6:00a	--	12:30a
12 - Pacific (Fillmore - Van Ness)	20	15	20	15	20	15	20	20	6:00a	5:00a	12:30a	12:30a
12 - Pacific (Exist: VN - Mission; proposed: VN - Market)	10	7.5	10	7.5	10	7.5	30	20	5:54a	5:00a	12:30a	12:30a

	Ex. AM	Prop. AM	Ex. Mid-Day	Prop Mid-Day	Ex. PM	Prop PM	Ex. Eve	Prop. Eve	Ex. 1st Trip	Prop. 1st Trip	Ex. Last Trip	Prop. Last Trip
12 - Pacific (Exist: Folsom; proposed: Mission Bay, Potrero Hill)	10	15	20	15	10	15	30	20	6:00a	5:00a	12:30a	12:30a
14 - Mission	6	7.5	8	7.5	6	7.5	10	15	Owl	Owl	Owl	Owl
18 - 46th Avenue	15	15	20	20	15	15	20	20	5:34a	6:00a	12:21a	12:00a
19 - Polk (north of Townsend)	10	10	12	15	10	10	20	20	5:21a	5:30a	1:23a	12:30a
19 - Polk (south of Townsend)	10	10	24	15	10	10	20	20	5:21a	5:30a	1:23a	12:30a
20 - Columbus	10	--	15	--	-	--	--	--	7:00a	--	4:07p	--
21 - Hayes	7	6	12	12	7	6	20	15	5:36a	5:30a	12:52a	12:30a
23 - Monterey	15	15	20	20	15	15	30	20	5:44a	6:00a	12:11a	12:30a
24 - Divisadero	8.5	7.5	10	10	10	7.5	20	15	Owl	Owl	Owl	Owl
26 - Valencia	20	--	20	--	20	--	30	--	6:07a	--	12:38a	--
27 - Bryant	12	10	12	15	12	10	20	20	5:47a	5:30a	12.57a	12.30a
28 - 19th Avenue	8.5	7.5	12	12	10	10	20	20	5:23a	Owl	Owl	Owl
29 - Sunset (Third St.- California)	10	10	15	12	10	10	20	20	6:02a	5:30a	12.19a	12.30a
29 - Sunset (California - Letterman Center)	20	--	30	--	20	--	--	--	6:44a	--	5.42p	--
31 - Balboa	10	10	15	15	10	10	20	20	5:25a	5:30a	12.39a	12.30a
33 - Stanyan	15	15	15	15	15	15	20	20	6:00a	5:30a	12.10a	12.30a
38 - Geary (East of 33rd)	7.5	7.5	7.5	7.5	6	6	10	10	Owl	Owl	Owl	Owl
38- Geary (West of 33rd - Ft Miley branch/Pt Lobos after 11p)	15	15	15	15	12	12	20	20	5:14a	Owl	12.05a	Owl
38- Geary (West of 33rd - Ocean Beach branch)	15	--	15	--	12	--	20	--	Owl	--	Owl	--
43 - Masonic	8.5	8.5	12	12	10	10	20	20	5:20a	5:00a	12:28a	12.30a
44 - O'Shaughnessy	6	5	15	12	7.5	6.5	20	20	5:55a	5:30a	12.30a	12.30a
45 - Union-Stockton	9	10	9	12	9	10	15	15	6:10a	5:30a	1.03a	12.40a

	Ex. AM	Prop. AM	Ex. Mid-Day	Prop Mid-Day	Ex. PM	Prop PM	Ex. Eve	Prop. Eve	Ex. 1st Trip	Prop. 1st Trip	Ex. Last Trip	Prop. Last Trip
48, 58 on 24th Street (combined service)	n/a	7.5	n/a	7.5	n/a	7.5	n/a	20	--	5:30 AM	--	12.30a
48 - Quintara/24th St. (West of West Portal Station)	12	15	--	15	12	15	--	20	5:20a	5:30a	12.20a	12.30a
48 - Quintara/24th St. (East of West Portal Station)*	12	15	20	15	12	15	20	20	5:20a	5:30a	12.20a	12.30a
*note: the complexities of existing Route 48 service are not captured east of General Hospital (through Potrero Hill neighborhood)												
58 - 24th St.	n/a	15	n/a	15	n/a	15	n/a	20	--	6:00a	--	7:00p
54 - Felton	20	20	20	20	20	20	30	30	5:50a	5:30a	12:45a	12.30a
108 - Treasure Island	10	10	20	20	15	15	20	20	Owl	Owl	Owl	Owl
COMMUNITY CONNECTION	AM Peak Hour (in peak load direction)		Mid-Day		PM Peak Hour (in peak load direction)		Evening		Approx. First Trip		Approx. Last Trip	
17 - ParkMerced	20	20	30	30	20	20	30	30	6:15a	6:00a	12.04a	9.40p
32 - Roosevelt (existing service via Route 37)	15	20	30	20	15	20	30	30	6:15a	6:00a	12:30a	8:30p
35 - Eureka	20	15	30	20	20	15	20	20	5:27a	6:00a	1.00a	8:30p
36 - Teresita	20	30	30	30	20	30	30	30	6:30a	6:00a	12:25a	8.30p
37 - Corbett	15	15	15	15	15	15	20	20	6:15a	6:00a	12:30a	11:40p
39 - Coit	30	30	20	30	20	30	30	30	7:20a	6:00a	7.46p	8:30p
52 - Excelsior (Excelsior - Glen Park)	15	15	30	20	20	15	30	20	6:20a	6:00a	12.28a	12:30a
52 - Excelsior (Glen Park - Forest Hill)	15	15	30	20	10	15	30	20	6:20a	6:00a	12.28a	12:30a
53 - Southern Heights	30	--	30	--	30	--	--	--	6:45a	--	7.15p	--
56 - Rutland	30	20	30	20	30	20	30	20	6:17a	6:00a	9.04p	8:40p
66 - Quintara	20	30	20	30	20	30	30	30	5:11a	6:00a	11.42p	8:30p

	Ex. AM	Prop. AM	Ex. Mid-Day	Prop Mid-Day	Ex. PM	Prop PM	Ex. Eve	Prop. Eve	Ex. 1st Trip	Prop. 1st Trip	Ex. Last Trip	Prop. Last Trip
67 - Bernal Heights	20	20	20	20	20	20	20	20	6:10a	6:00a	12.10a	11.40p
SPECIAL SERVICES	AM Peak Hour (in peak load direction)		Mid-Day		PM Peak Hour (in peak load direction)		Evening		Approx. First Trip		Approx. Last Trip	
1AX - California A Express	10	10	--	--	15	12	--	--	6:45a	6:45a	6:00p	6:00p
1BX - California B Express	5.5	6	--	--	10	12	--	--	6:44a	6:45a	6:05p	6:15p
7 - Haight	15	--	--	--	15	--	--	--	6:44a	--	7:07p	--
14X - Mission Express	8.5	7.5	--	--	8.5	7.5	--	--	6:27a	6:30a	6:02p	6:00p
16AX - Noriega A Express	8.5	10	--	--	11	10	--	--	6:26a	6:30a	6:10p	6:00p
16BX - Noriega B Express	10	10	--	--	10	10	--	--	6:30a	6:30a	6:05p	6:00p
30X - Marina Express	5	4.5	--	--	8	7.5	--	--	6:05a	6:00a	6:17p	6:20p
31AX - Balboa A Express	7.5	7.5	--	--	10	10	--	--	6:50a	6:45a	6:02p	6:00p
31BX - Balboa B Express	10	10	--	--	10	10	--	--	6:47a	6:45a	6:05p	6:00p
38AX - Geary A Express	10	10	--	--	15	15	--	--	6:51a	6:45a	6:55p	6:45p
38BX - Geary B Express	7.5	10	--	--	12	15	--	--	6:46a	6:45a	6:50p	6:54p
41 - Union	4.6	4	--	--	7.5	7	--	--	5:00a	5:30a	7:15p	7:00p
76-Marin (weekend only)	--	--	--	--	--	--	--	--	--	--	--	--
80X - Gateway Express	2 trips	2 trips	--	--	--	--	--	--	7:05a	7:05a	9:05a	9:05a
81X - Caltrain Express	6 trips	6 trips	--	--	--	--	--	--	6:45a	6:45a	8:45a	8:45a
82X - Levi Plaza Express	6 trips	6 trips	--	--	--	--	--	--	6:04a	6:04a	6:34p	6:34p
88 - BART Shuttle	8	7.5	--	--	10	7.5	--	--	6:30a	6:30a	6:30p	6:30p
89 - Laguna Honda	3 trips	15	15	15	--	15	--	15	7:04a	6:00a	3.00p	8:30p

Recommendations for Growing Muni Service Transit Effectiveness Project Enhanced Plan

With release of the staff recommendations for the Transit Effectiveness Project (TEP), the San Francisco Municipal Transportation Agency (SFMTA) has set forth a comprehensive strategy for growing with and meeting transit market demand in a dynamic city committed to a *Transit First* policy and sustainability for future generations. The recommendations focus on service factors aimed at increasing customer convenience: improved reliability, reduced travel time, more frequent service and updated Muni bus routes and rail lines that track with current travel patterns.

The TEP recommendations include new routes and route extensions, more service on busy routes and elimination or consolidation of certain routes or route segments with low ridership. By investing in delay reduction techniques and shifting resources to crowded routes, these recommendations will deliver more service to Muni customers without increasing Muni's operating budget; accordingly, the system will be more efficient, effective, and customer friendly.

In addition to developing a set of budget-neutral proposals, the SFMTA also crafted a set of enhanced proposals to serve as a roadmap for the SFMTA to grow Muni service. This plan responds to national and regional trends showing record growth in transit ridership triggered by escalating gasoline prices, a revitalization of urban areas and a growing concern for environmental sustainability. The enhanced plan includes four components that would strategically bolster Muni by increasing service, adding key extensions and improving regional connections. Each component could be implemented separately or as a package of improvements.

To implement the enhanced plan, the SFMTA Board would need to identify additional funding sources; new capital investments would be needed as well, including new overhead wire and rail tracks, new vehicles and storage facilities.

More Rapid and Express Services

Annual Operating Cost: \$77.0 Million

- Rapid rail: \$30 Million
- Rapid bus: \$42 Million
- Express: \$5 Million

Increasing capacity and reducing wait time on the Rapid Network would attract and accommodate new customers, while better serving existing ones.

The first component of the enhanced plan calls for investing more resources in rail and rapid bus corridors, increasing peak and midday capacity by approximately 20 percent beyond the budget-neutral plan. Express services also would increase, with all services running every seven minutes in the morning and every 10 minutes in the evening peak

periods. Expanding rapid service would require purchasing additional vehicles, building new maintenance facilities and addressing challenges such as capacity constraints in the Muni Metro tunnel.

More frequent service would mean less crowding and shorter wait times on these premium Muni lines. It is an empirical reality that transit ridership in San Francisco is growing. Moreover, economic trends indicate that The City will continue to attract new jobs and residents, as well as sustain a vibrant tourist industry. Increasing frequency on the Muni Rapid Network ensures that the system can accommodate more commerce and residents.

New Network Connections

Annual Operating Cost: \$12.3 Million

Extending routes would give people more connections to vital transfer points and offer more choices for reaching key San Francisco destinations.

The second component of the enhanced plan calls for new network connections beyond what is proposed in the budget-neutral plan. Some initiatives are already being pursued by the SFMTA, while others would be new priorities. Most require additional vehicles and some entail requisite capital investments in trolley wire or rail track.

New rail connections would include:

- Extending the beloved Historic Streetcar service to Fort Mason, benefiting both residents and visitors alike.
- Extending the T Line to make planned connection with the Caltrain Bayshore Station.
- Running the J Line beyond SFSU to Stonestown, providing residents increased access to shopping and other destinations.
- Extending the M Line beyond SFSU to Daly City BART to make key regional transit connections.

New bus connections would include:

- Extending Route 28 to Visitación Valley via Geneva, creating faster connections to the T Line and Bayshore Caltrain Station.
- Adding a new express bus route to connect Hunters Point and downtown, serving current residents and preparing for new residents in Hunters Point.

New trolleybus connections would include:

- Connecting Route 24 to the Marina using existing Route 22 Fillmore overhead wires. Building new overhead trolley wires to extend the Route 30 Stockton to the Presidio Transit Center, improving connection to the Presidio and Crissy Field.

- Installing additional trolley infrastructure on parts of Mission Street to allow both local and limited routes to use zero-emissions trolleycoaches and pass one another.¹

See the attached map for a complete picture of how these projects enhance transit connections throughout The City.

More Local and Community Connector Services

Annual Operating Cost: \$37.3 Million

Increasing frequency on local and community lines would extend the system's capabilities, bringing all routes up to recommended TEP minimum standards.

The third component of the enhanced plan focuses on increasing service on Local Routes and Community Connectors, shortening waiting times across the city. Midday weekday frequencies on local Muni routes 18, 23 and 54 would improve from every 20 minutes to every 15 minutes, bringing all lines up to the recommended TEP framework's minimum service guidelines. Community routes like the 35, 52 and 67 would benefit from frequencies improving from 30 minutes to 20 minutes. Like the expansion of the Rapid Network, additional local service would require purchasing additional vehicles and building new maintenance facilities.

Enhance Evening Network

Annual Operating Cost: \$21.1 Million

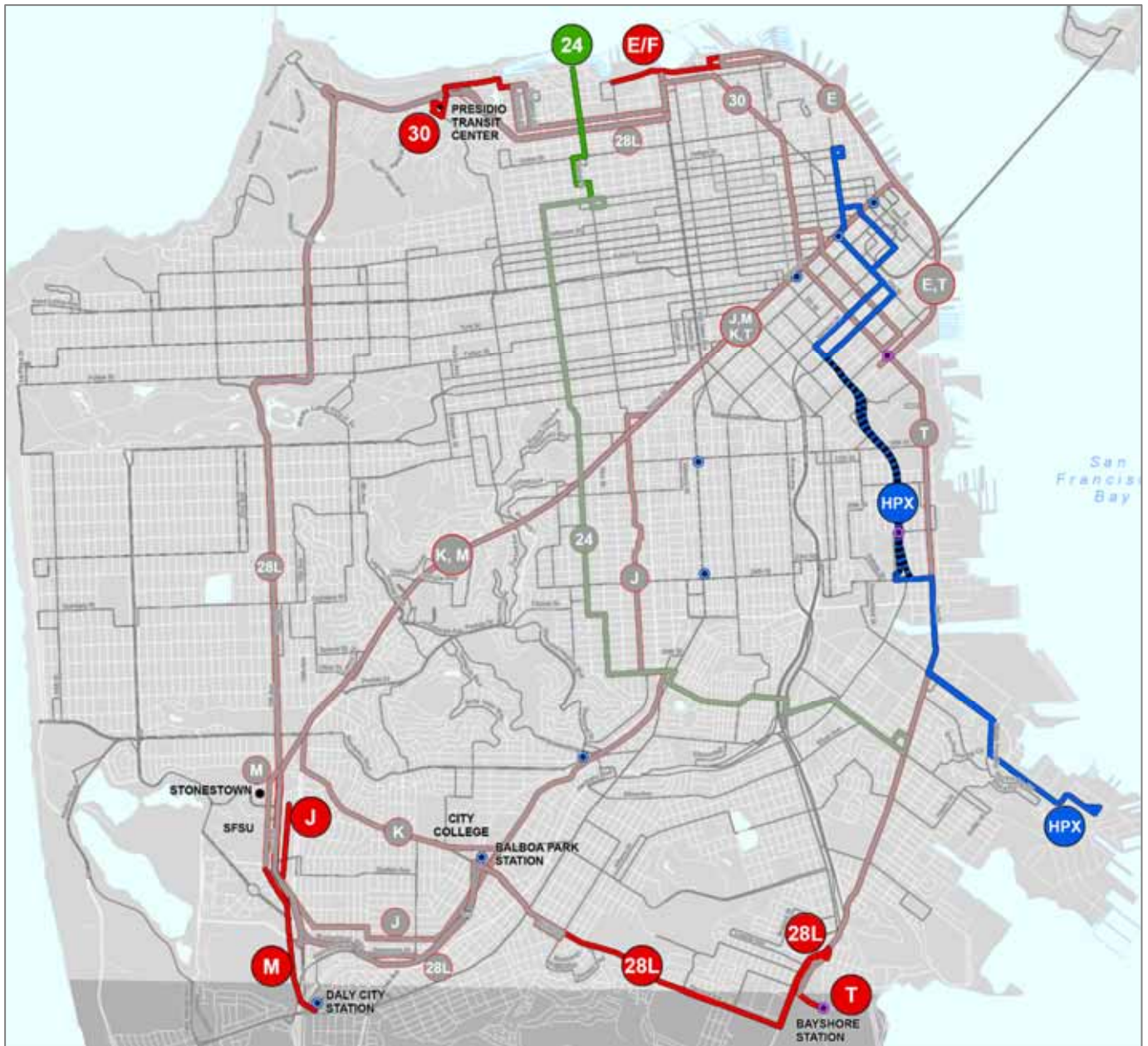
More frequent service at night would improve the quality of life for those waiting for and riding Muni after dark.

While there are fewer customers in the evening hours, more frequent service would be greatly valued by those San Franciscans who ride Muni after the PM peak period. This initiative would implement 10-minute frequencies on the Rapid Network and 15-minute frequencies on the Local Network until 9 p.m. After 9 pm, Rapid routes would arrive every 15 minutes, and local routes would arrive every 20 minutes, until the close of the service day. Community Connectors would see improvements as well. This enhancement would not require significant additional capital investment because it would utilize Muni's existing vehicle fleet for more service hours each day.

¹ Installing additional infrastructure on Mission Street is a capital project that is currently identified in the enhanced plan, but could also be implemented as part of the budget neutral recommendations. During the next phase of work staff will analyze this issue to better understand funding and other capacity constraints before making a final recommendation.

New Network Connections

Operating Cost – \$12.3M; Capital Cost - TBD



- Historic Street Car Extension to Fort Mason
- T to Bayshore Caltrain
- J to Stonestown
- M to Daly City BART
- 28L to Visitación Valley
- New Express – Hunters Point to Downtown
- 24 to Marina (via 22-Fillmore)
- 30 to Presidio Transit Center