



SFMTA
Municipal
Transportation
Agency

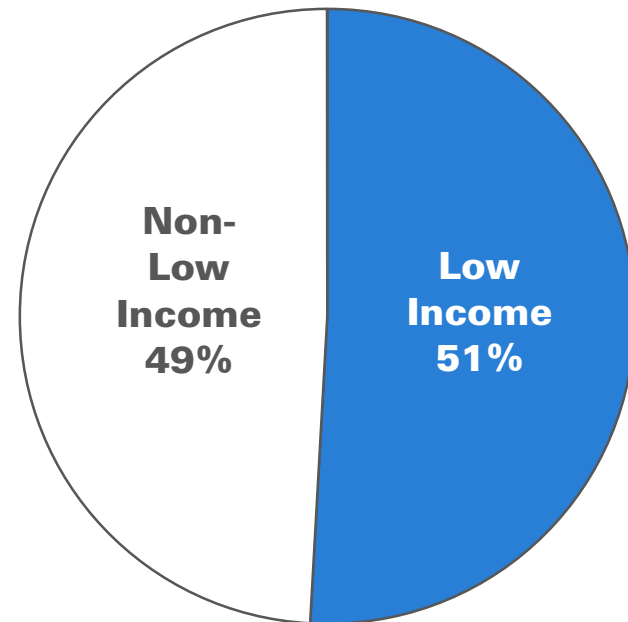
Muni Service Equity Strategy

Presentation to
SFCTA Board of Commissioners
February 23, 2016

In May 2014, SFMTA Board of Directors adopted the Muni Service Equity Policy, calling for a biennial Service Equity Strategy in concurrence with the SFMTA budget process

The Equity Strategy builds on the SFMTA's strong foundation in service equity, which is evident in a number of policies and programs:

- Fare policy with free and subsidized passes for residents with low income
- Title VI Program
- Muni Forward

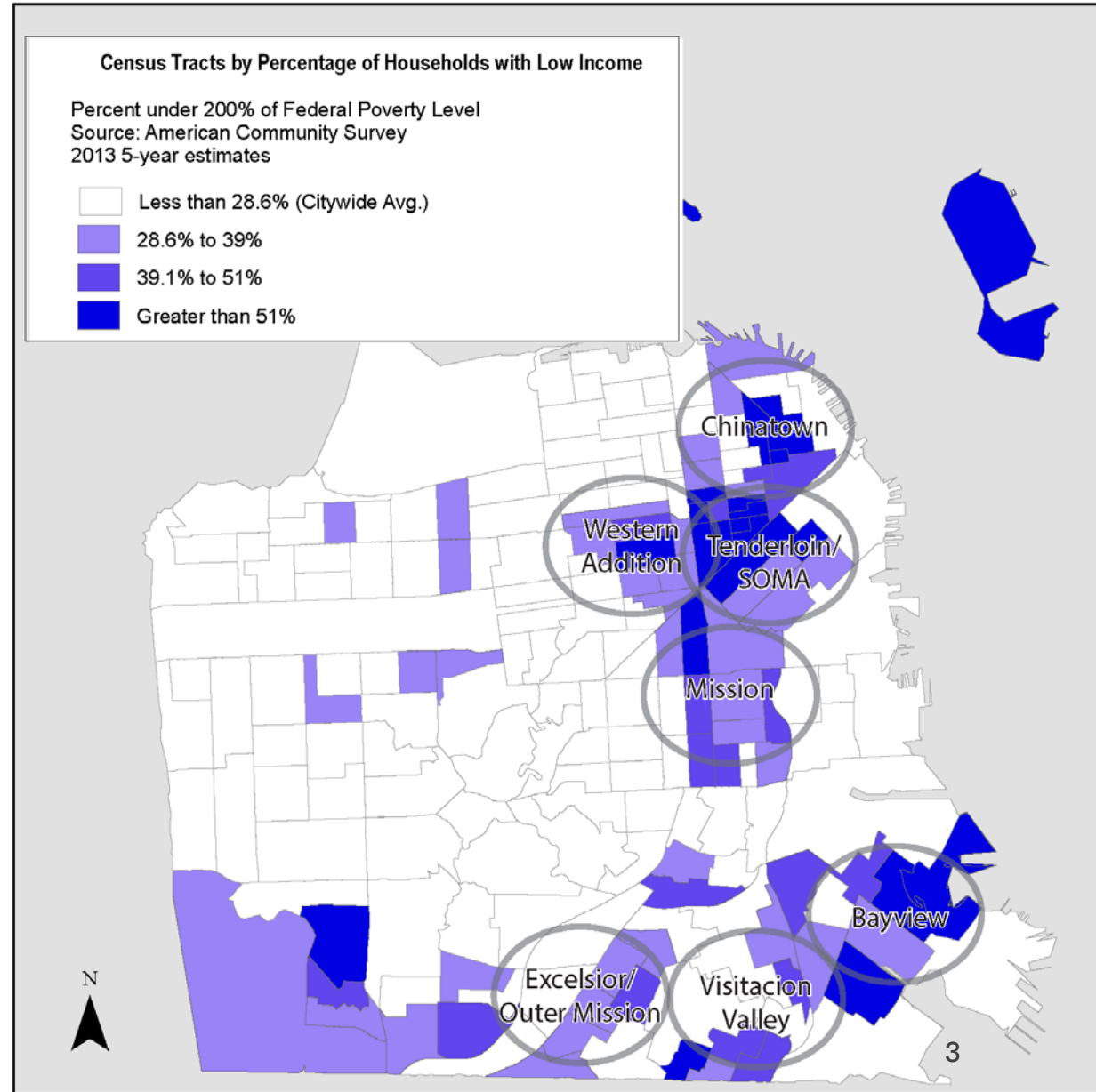


Half of Muni customers (51%) live households with that qualify as low income, a much higher proportion than the City average (31%)²

In collaboration with community advocates, SFMTA staff identified **seven equity strategy neighborhoods** based on a number of demographic factors, including:

- Concentration of households with low income
- Concentration of people of color
- Household density
- Vehicle ownership

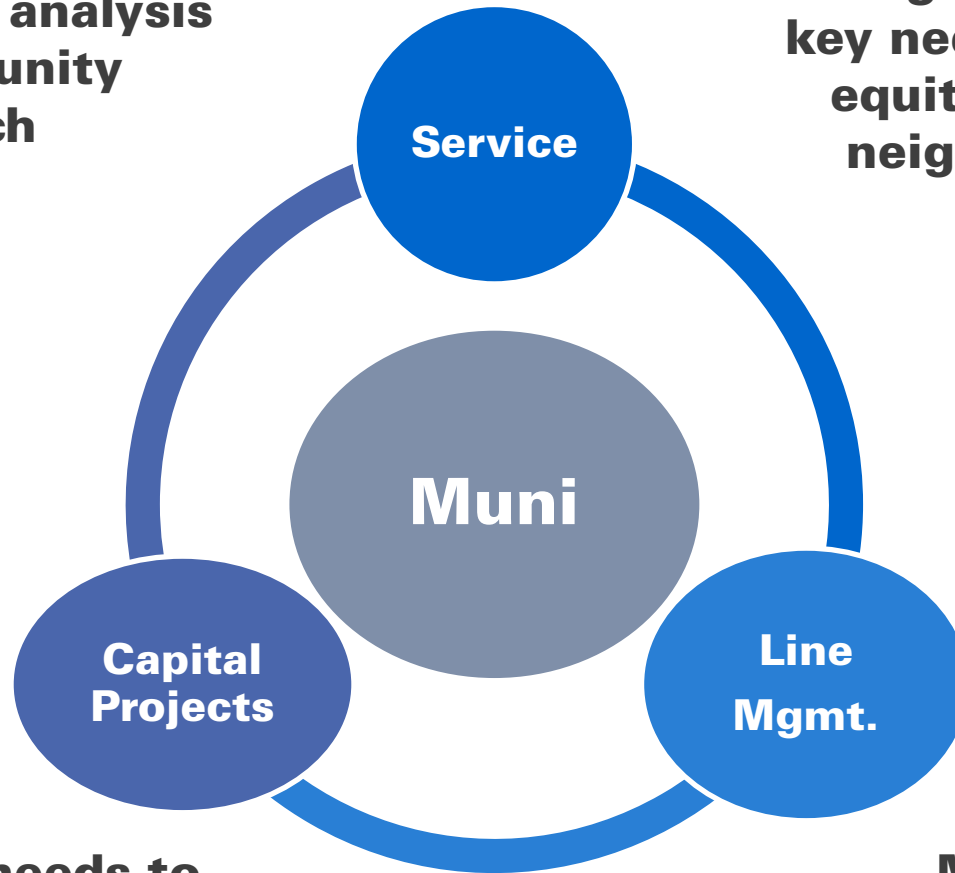
Citywide accessibility also addressed for seniors and people with disabilities



Methodology

1 Identify top 2-3 needs per neighborhood based on data analysis and community outreach

2 Develop tailored strategies to address key needs for each equity strategy neighborhood



3 Identify funding needs to inform operating/capital two-year budget

4 Monitor year-over-year progress with annual report on performance

Muni Service Equity Strategy Two Year Cycle

Spring/Summer 2015:
Establish baseline, identify problems, propose strategies

Summer/Fall 2015:
Begin community outreach, refine strategies

January 2016:
Present year-over-year progress and new proposals to SFMTA/ SFCTA Boards

Spring 2016:
Adopt Equity Strategy to inform SFMTA two-year budget

Summer/Fall 2016:
Continue Outreach and monitor performance against baseline

Winter 2017:
Report progress to SFMTA/ SFCTA Boards

Equity Strategy Principles

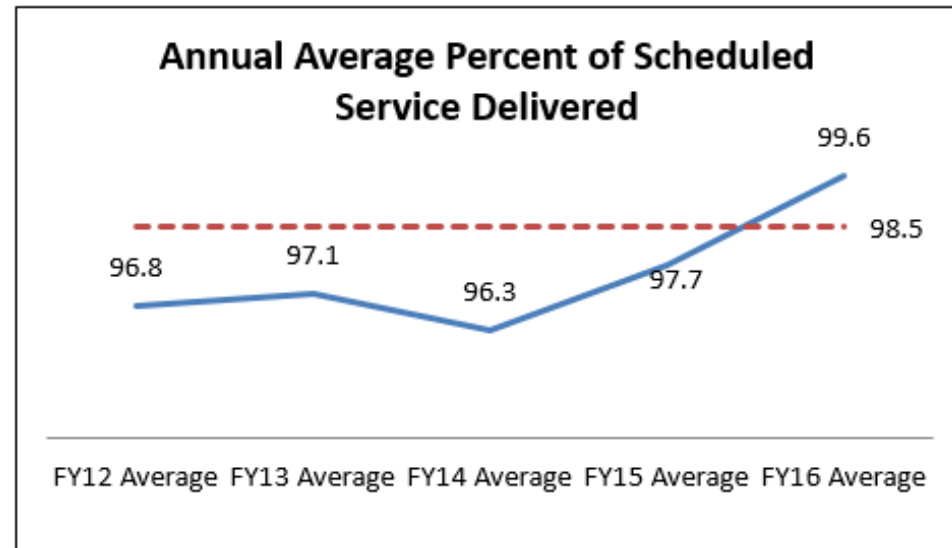
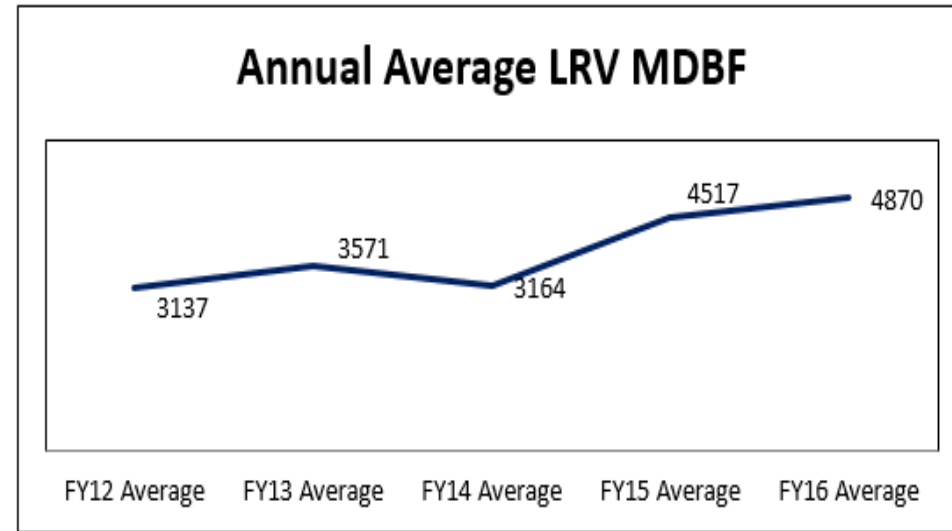
- **Create transparency about service conditions** by establishing a 2014 baseline and then reporting annually on changes in conditions
- **Evaluate service at all times of day**, to highlight the importance of providing high quality service to accommodate a diversity of jobs and other trip patterns
- **Distill large datasets** down to 2-3 Key Needs; ground-truth key needs through collaborative outreach process
- Pursue Citywide and neighborhood-specific recommendations that are **deliverable in a 1-2 year timeline and will lead to measureable improvements** on routes in the focus neighborhoods, as well as routes that are heavily used by seniors and people with disabilities

Service Improved Citywide and in the focus neighborhoods between 2014 and 2015

- On time performance increased 7% in the past 12 months
- In-service vehicle breakdowns reduced by 10%

Other Citywide Findings

- Lines whose routes include traveling on highways are vulnerable to high rates of variability in travel times
- Use of Muni lines by seniors and people with disabilities is distributed throughout the entire system
- Construction is impacting Muni's performance, sometimes muting

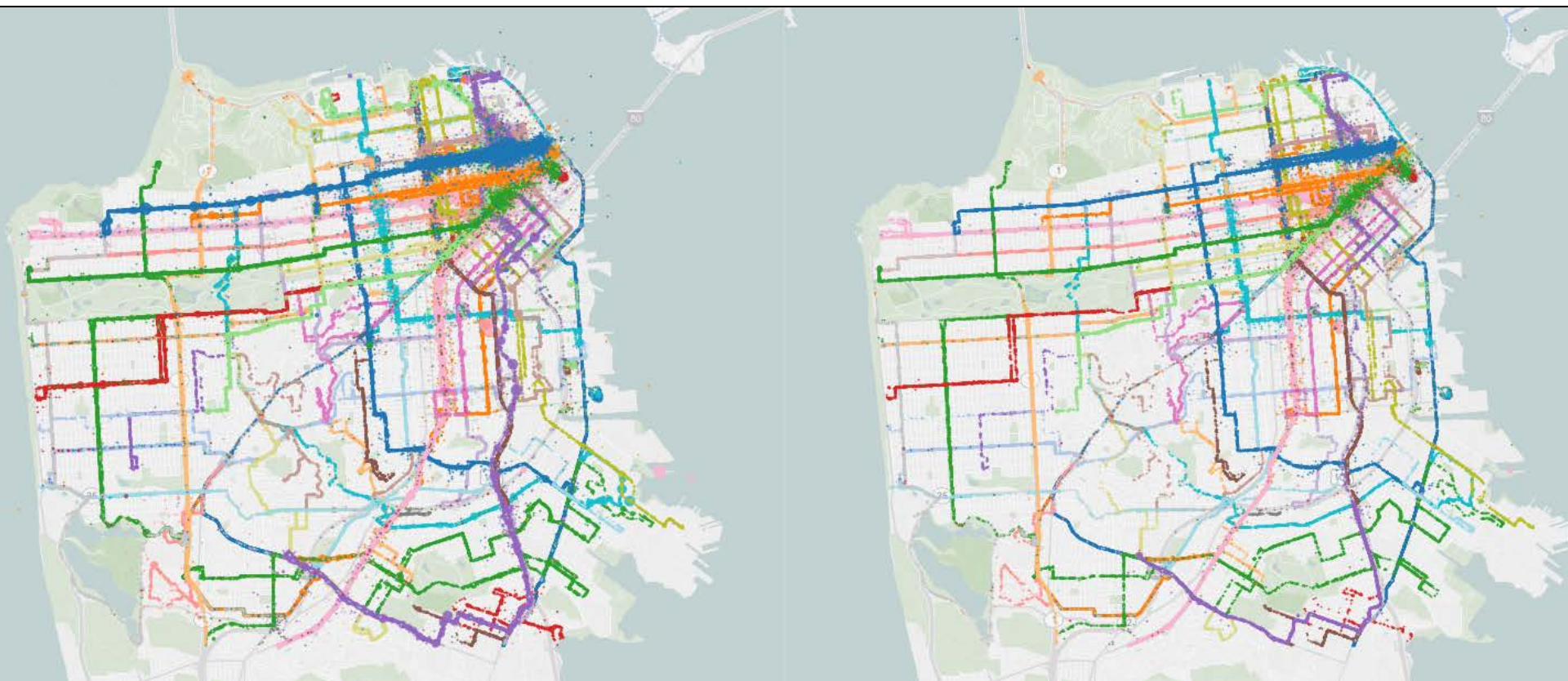


ACCESSIBILITY

Transit Patterns by Seniors & People with Disabilities

Senior Clipper
Card Tags

RTC Clipper Card Tags by
People with Disabilities

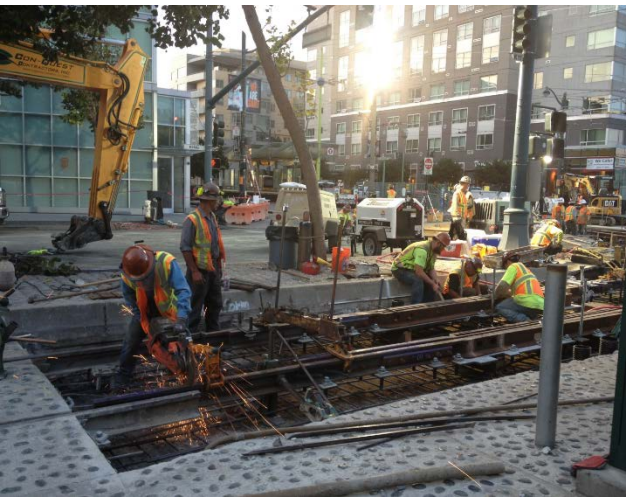


Actions Taken to Drive Up On-Time

- New vehicles & Maintenance Investments – 140 new vehicles in service and more on the way; investments in better maintenance paying off
- Operator Availability – We have enough operators! Exceeding Proposition E goal and delivery is near 100%
- Muni Forward Service – 10% service increase, benefitting hundreds of thousands of customers
- Schedule Updates – In the cycle of constantly reviewing and refining schedules on a 3-4 month basis now
- First new LRV arrives in October!

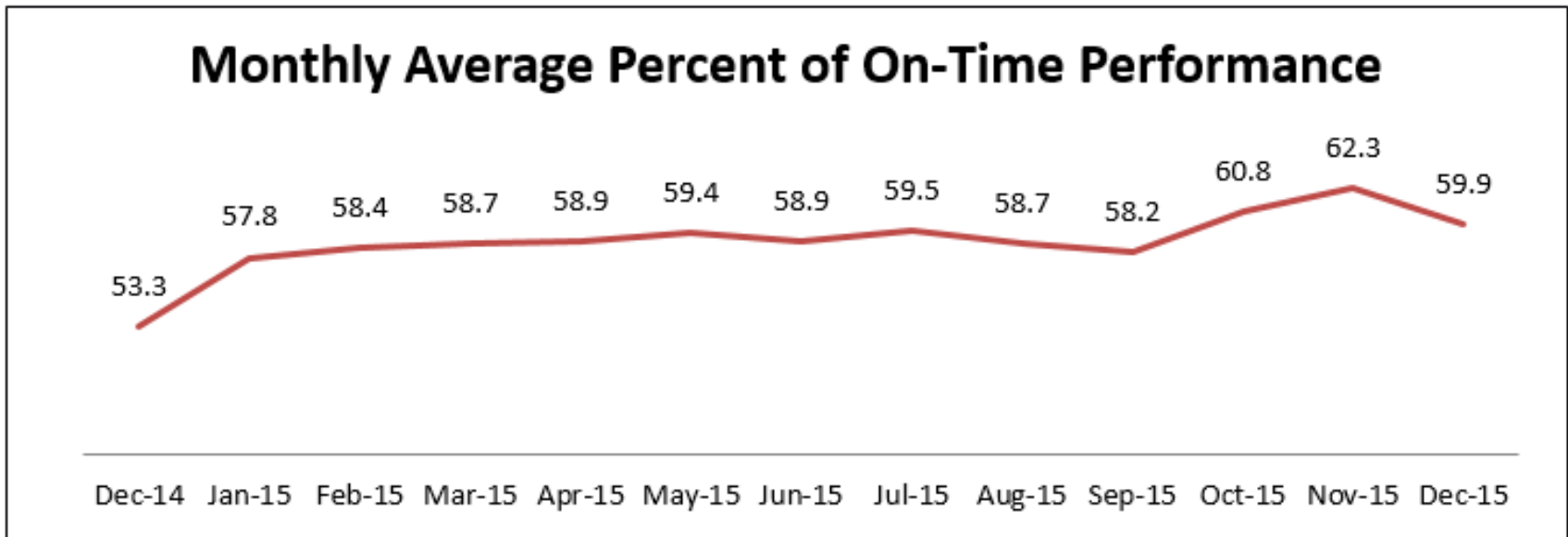
Upgrading Infrastructure

- Establishing Transportation Management Center
- Implementing Signal Standardization
- Upgrading Power Distribution Network
- Advancing Automatic Train Control System Projects
- Establishing Transit Signal Priority and Transit-Only Lanes



On Time Performance Improvements

Our On-Time Performance (OTP) has improved 7% in the past 12 months and is at least at a 3 year high!



All Muni vehicles are tracked in real-time 24 hours a day

Systemwide 2016 Investments

Goal of 65-68% OTP by the end of 2016

We aim to achieve this with the following actions:

- Continue to improve maintenance and reduce vehicle delays on the street
- Better and faster deployment of supervision resources through opening and coordination of TMC
- Operator training program and technology improvements for operators (e.g., with the new radio, Operators will have a screen telling them how on time they are)
- Better traffic management through dedicated PCOs and better coordination through TMC

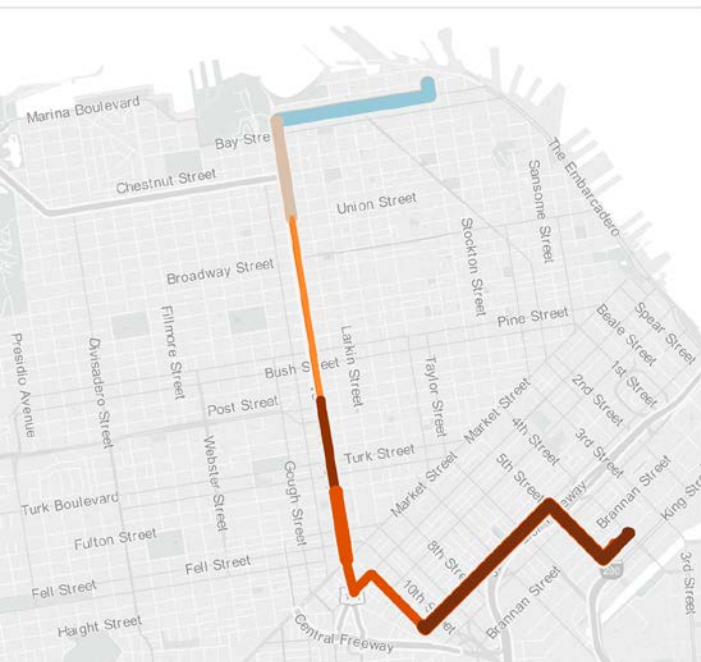
Neighborhood Findings

- Routes identified for each neighborhood
- Performance evaluated at all times of day for each neighborhood's routes (OTP, service gaps, travel time, crowding)
- 2-3 Key Needs identified
- Many Key Needs already being addressed by systemwide investments and/or service improvements already underway
- New recommendations identified where needed for the FY17, FY18 budget

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 |

Travel Speed Map



Route: 47

Pattern Type: Full Length (F)

Hour of Departure: (Multiple values)

Service Type: Weekday

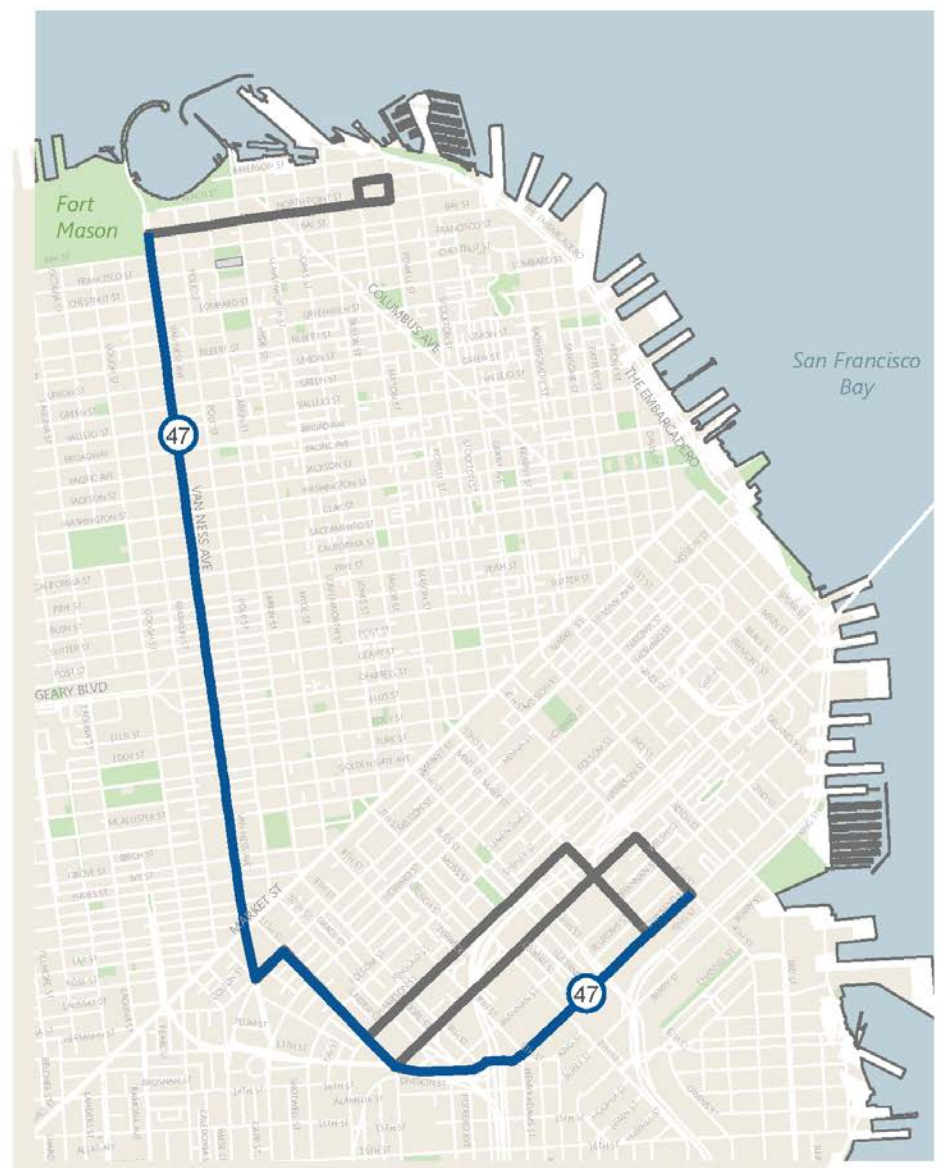
Direction: Inbound

Date: 4/23/2015 to 6/26/2015

Days Excluded: (None)

Speed (mi/hr): 4.6 to 8.4

47 Van Ness

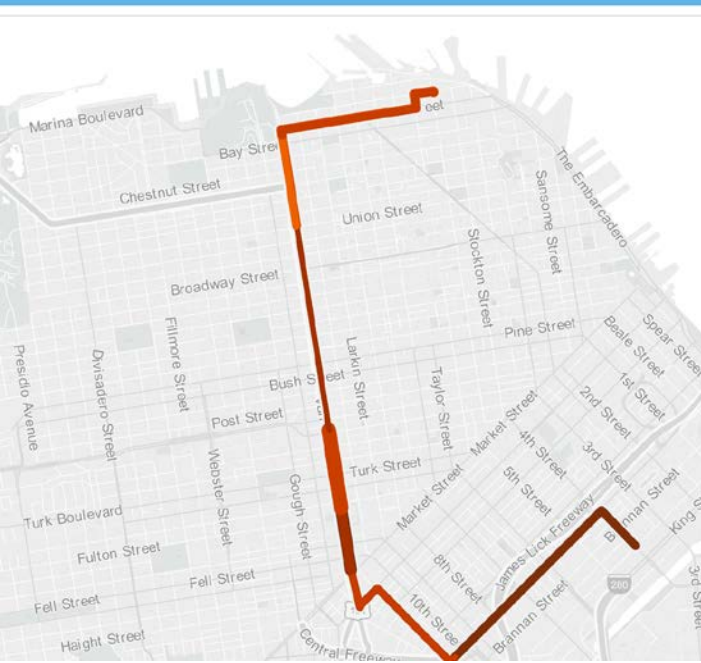


- Frequent Local**
- Recommended Route
 - Segment Proposed for Elimination

Feature Summary

RA HC

Travel Speed Map



Route: 47

Pattern Type: Full Length (F)

Hour of Departure: (Multiple values)

Service Type: Weekday

Direction: Outbound

Date: 4/23/2015 to 6/26/2015

Days Excluded: (None)

Speed (mi/hr): 5.2 to 8.0

Equity-Related Capital Investments in CIP

- Bus Fleet Replacement
- LRV Vehicle Expansion
- Central Subway
- Muni Forward Projects:
 - San Bruno, Geneva avenues (8)
 - Potrero Avenue, Bayshore, 11th Street (9/9R)
 - 16th Street (22)
 - Stockton, North Point (8, 30, 45)
 - Mission St (14/14R, 49)
- Citywide Transit Signal Priority
- Geary BRT Phase 1 (Arguello to Downtown)

FY17-18 NEW CAPITAL RECOMMENDATIONS

| Key Need | Neighborhood/Target | Line | Recommendation for FY 17-18 |
|--|--|-------------|--|
| Improve service reliability on 31 Balboa | Citywide Accessibility, Tenderloin/SOMA | 31 | Add bus bulbs on 31 Balboa in Tenderloin as part of DPW curb ramp project |
| Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend | Tenderloin/SOMA | 27 | Implement travel time and reliability toolkit north of Market St where travel time is slowest along 27 route |
| Improve reliability for 27 Bryant | Inner Mission | 27 | Implement travel time and reliability toolkit north of Market Street and on 5th Street where travel time is slowest along 27 route |
| Faster transit times to key destinations, such as SFGH and City College | Western Addition | 9/9R and 22 | Add transit signal priority on Fillmore St. |
| Improve service reliability in the outbound direction for the 14 Mission, 14X, and 49 Van Ness-Mission | Excelsior/Outer Mission | 14X | Longer-term SFMTA is partnering with MTC and SFCTA to evaluate freeway managed lanes project (14X) |
| Improve service reliability on 8 Bayshore | Citywide Accessibility, Chinatown, Visitacion Valley | 8, 8AX, 8BX | Create transit/pedestrian street on lower Stockton |
| Improve service reliability on 8 Bayshore | Citywide Accessibility, Chinatown, Visitacion Valley | 8, 8AX, 8BX | Develop capital project to improve transit and walking conditions on Kearny |

FY17-18 Equity Strategy

Preliminary Service Recommendations

- Service recommendations designed to address key needs in Equity Strategy neighborhoods and for Citywide accessibility
- Service recommendations consistent with the remaining Muni Forward proposals and are a combination of route changes, running time adjustments & frequency increases
- Service increases and route extensions could be implemented through increased service or shifting service from under-utilized routes

FY17-18 NEW SERVICE RECOMMENDATIONS

| Key Need | Neighborhood/Target | Line | Recommendation for FY 17-18 |
|---|--|-------------|---|
| Address schedule delays that are impacting reliability on the 23 Monterey toward Bayview | Bayview | 23 | Run on Industrial and Palou instead of deviating to Produce Market; reinvest travel time to improve on-time performance |
| Improve service reliability and reduce crowding on the 29 Sunset | Bayview, Excelsior/Outer Mission | 29 | Increase peak period service in FY17 on the 29 Sunset |
| Improve reliability for 12 Folsom Pacific | Inner Mission | 12 | Implement Rincon Hill Recommendations to reroute the 12 Folsom |
| Improve reliability for 12 Folsom Pacific | Inner Mission | 12 | Vet a more direct route to 24th Street BART Station |
| Improve Reliability on KT from Downtown toward Bayview | Bayview | KT | Redesign rail schedule, including running time adjustments |
| Improve service reliability on 8 Bayshore | Citywide Accessibility, Chinatown, Visitacion Valley | 8, 8AX, 8BX | Begin increased use of non-freeway route in AM Peak after Potrero construction is completed |
| Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend | Tenderloin/SOMA | 19, 27, 47 | Schedule adjustments for 19 Polk (to address congestion variability through Tenderloin) |
| Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend | Tenderloin/SOMA | 19, 27, 47 | Rebuild 47 schedule and run on Townsend instead of Harrison and Bryant |
| Improve service reliability on the 19 Polk, 27 Bryant, and 47 Townsend | Tenderloin/SOMA | 19, 27, 47 | Shorten 19 Polk at SFGH to reduce crowding & improve OTP, part of proposed 19/48 reroute |
| Improve service reliability on the 7R Haight-Noriega and 5 Fulton local in PM peak period | Western Addition | 7R and 5 | All day rapid service and service increases recommended for 7R Haight-Noriega in 2017 |
| Address crowding on 8AX | Visitacion Valley | 8AX | Increase peak period service in FY17 on the 8AX Bayshore Express |
| Reduce crowding on 38R Geary Rapid in the PM peak | Tenderloin/SOMA | 38R | Reinvest travel time savings from Phase 1 of Geary BRT into increased peak period service |
| Improve service reliability on the 7R Haight-Noriega and 5 Fulton local in PM peak period | Western Addition | 7R and 5 | All day rapid service and service increases recommended for 7R Haight-Noriega in 2017 |

Questions/Discussion?





Appendix 1: Muni Service Equity Policy

Appendix 2: Findings and Recommendations for Each Neighborhood, plus Citywide Accessibility

Muni Service Equity Policy

Pursuant to SFMTA's core value of social equity and access, the SFMTA shall adopt a Service Equity Strategy every two years on the same cycle as SFMTA's biannual budget to assess Muni service performance in select low income and minority neighborhoods, identify major Muni transit-related challenges impacting selected neighborhoods with community stakeholder outreach, and develop strategies to address the major challenges. The Service Equity Strategy will complement, but will not replace, the annual service monitoring program that SFMTA conducts as part of the SFMTA Title VI program.

SFMTA shall develop performance targets for each strategy based on peer Muni route performance and track progress compared to baseline conditions, performance targets, and year-over-year progress. Performance metrics will include:

- On-Time Performance
- Service Gaps
- Crowding (also serves as a proxy for pass-ups)
- Capacity Utilization
- Travel Times to/from key destinations such as the nearest grocery store, nearest medical facility, City College, downtown, and nearest major park
- Customer satisfaction information

Metrics will include data by time of day (including midday and late evening). Where available, data will be evaluated for conditions within the neighborhood, as well as the route as a whole.

The Service Equity Strategy shall be presented to the SFMTA Board of Directors before the two-year budget request and the two-year budget request shall include, if needed, budget allocation requests to implement the Service Equity Strategy to the extent resources are available.¹ In difficult financial times, the Service Equity Strategy may not recommend increased funding levels, but will focus on more effectively using available resources. If service reductions need to be considered, the Equity Strategy will also guide how to consider the needs of low-income and minority neighborhoods. The Service Equity Strategy shall also be adopted by the SFMTA Board of Directors and presented for input to the San Francisco County Transportation Authority (SFCTA). The performance of routes and impacts of the strategies on performance included in the Service Equity Strategy shall be reported annually to the SFMTA Board of Directors and the SFCTA Board.

Beginning in spring 2014, staff will select neighborhoods based on percentage of low income households, private vehicle availability, race/ethnicity demographics, and disability status and

¹ In addition to equity needs, it is anticipated that other service objectives will also inform the budget development including ridership growth, overall system performance and conditions on the Rapid network.

establish a performance baseline. Subsequently, the Service Equity Strategy Policy requires the following steps as part of the Two Year Budget Cycle:

- Re-evaluate census data to determine if demographic changes warrant additional or fewer neighborhoods be evaluated. Summer/Fall Year 1
- Analyze performance data for key transit routes in each focus neighborhood and outline the top two-to-three Muni challenges and strategies to improve service performance. Document year-over-year progress against the baseline. Summer/Fall Year 1
- Conduct outreach to community stakeholders to confirm key Muni service issues in each neighborhood and adjust as needed. This may include community groups, community based organizations, stakeholder interviews, and community meetings. Fall Year 1
- Refine key issues on community input and finalize Service Equity Strategy. Winter Year 1
- SFMTA Board of Directors reviews and approves Service Equity Strategy. Winter Year 1
- SFMTA prioritizes resources to implement strategies as needed in conjunction with two year budget cycle. Spring Year 1
- Implement Service Equity Strategy and track results compared to baseline conditions and performance targets. Summer Year 1
- Adjust strategies as needed to meet goal. Summer Year 1 – Summer Year 2
- Report back to the SFMTA Board and SFCTA Board on results Fall/Winter Year 2
- Start process again in Summer/Fall Year 3

TRANSIT LINES

| Citywide 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 | | | |

BAYVIEW

| Key Need | Improvements Underway or <i>Completed</i> | Preliminary FY17-18 Recommendations |
|---|--|--|
| Improve service reliability on the K-T line from Downtown towards The Bayview | <ul style="list-style-type: none"> ▪ <i>AM/PM peak service increases for T line, Fall 2015</i> ▪ St. Francis Circle signal reliability improvements ▪ Improve signal priority and transit safety on 3rd Street | <ul style="list-style-type: none"> ▪ Redesign weekday rail schedule, with running time adjustments ▪ Address train congestion at West Portal through train signal and traffic management investments |
| Address schedule delays that are impacting reliability on the 23 Monterey toward Bayview | <ul style="list-style-type: none"> ▪ <i>Minor schedule adjustment, Apr 2015</i> ▪ St. Francis Circle signal reliability improvements | <ul style="list-style-type: none"> ▪ Run on Industrial and Palou instead of deviating to Produce Market; reinvest travel time to improve on-time performance |
| Improve service reliability and reduce crowding on the 29 Sunset | <ul style="list-style-type: none"> ▪ <i>AM service added, Jan 2015</i> ▪ <i>Midday service increases, Apr 2015</i> | <ul style="list-style-type: none"> ▪ Increase peak period service in FY17 on the 29 Sunset |

CHINATOWN

| Key Need | Improvements Underway or <i>Completed</i> | Preliminary FY17-18 Recommendations |
|--|---|---|
| Reduce crowding on Routes 1, 30, and 45 | <ul style="list-style-type: none"> ▪ Assign 60 ft buses to 30 Stockton short line between Van Ness/North Point and Caltrain, Apr 2016 ▪ Add more peak service on the 1 California peak periods, Apr 2016 ▪ Construct Muni Forward project on Stockton and Columbus | <ul style="list-style-type: none"> ▪ Assign 60ft buses to 30 Stockton long line between Marina and Caltrain |
| Improve service reliability on 8 Bayshore | <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 ▪ Create transit/pedestrian street on lower Stockton ▪ Longer-term SFMTA is partnering with MTC and SFCTA on freeway managed lanes project |

EXCELSIOR/OUTER MISSION

| Key Need | Improvements Underway or <i>Completed</i> | Preliminary FY17-18 Recommendations |
|--|---|--|
| <p>Improve service reliability in the outbound direction for the 14 Mission, 14X, and 49 Van Ness-Mission (14R OTP is strong)</p> | <ul style="list-style-type: none"> ▪ <i>Oldest vehicles retired, Jan 2015</i> ▪ Phase out 40ft trolley buses on Mission Street as new 60ft trolley buses arrive ▪ Construct 14 Mission Muni Forward Project for Inner and Outer Mission Corridor; Inner Mission project completion expected Apr 2016 | <ul style="list-style-type: none"> ▪ Pending the effectiveness of improvements underway and completed, no additional recommendations ▪ Longer-term SFMTA is partnering with MTC and SFCTA on freeway managed lanes project (14X) |
| <p>Improve service reliability and reduce crowding on the 29 Sunset</p> | <ul style="list-style-type: none"> ▪ <i>AM trippers added, Jan 2015</i> ▪ <i>Midday service increases, Apr 2015</i> | <ul style="list-style-type: none"> ▪ Increase peak period service in FY17 on the 29 Sunset |

INNER MISSION

| Key Need | Improvements Underway or <i>Completed</i> | Preliminary FY17-18 Recommendations |
|--|--|---|
| Improve reliability of 9/9R San Bruno | <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 and Bayshore | <ul style="list-style-type: none"> ▪ Pending the effectiveness of improvements underway and completed, no additional recommendations |
| Improve reliability for 27 Bryant | <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> | <ul style="list-style-type: none"> ▪ Implement travel time and reliability toolkit north of Market Street where 27 Bryant travel time is slowest |
| Improve reliability for 12 Folsom Pacific | <ul style="list-style-type: none"> ▪ <i>Folsom Pedestrian and Transit Improvements (Inner Mission)</i> ▪ Signal Priority on 2nd St. and Sansome ▪ Extend Sansome contraflow lane to Broadway | <ul style="list-style-type: none"> ▪ Implement Rincon Hill Recommendations to reroute the 12 Folsom ▪ Vet a more direct route to 24th Street BART Station ²⁸ |

TENDERLOIN / SOMA

| Key Need | Improvements Underway or Completed | 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 |

WESTERN ADDITION

| Key Need | Improvements Underway or <i>Completed</i> | Preliminary FY17-18 Recommendations |
|---|---|---|
| <p>Improve service reliability on the 7R Haight-Noriega and 5 Fulton local in PM peak period</p> | <ul style="list-style-type: none"> ▪ <i>5R Fulton Rapid implementation</i> ▪ <i>Red carpet lane on Haight from Buchanan to Market, Oct 2014</i> ▪ <i>Schedule adjustment on 7/7R Haight-Noriega, Sept 2015</i> ▪ 7 Haight-Noriega Muni Forward Project on Haight St. (under construction) | <ul style="list-style-type: none"> ▪ All day rapid service and service increases recommended for 7R Haight-Noriega in 2017 ▪ Gap management for 7R Outbound ▪ Implement 5 Fulton Muni Forward Project on McAllister, Central, Fulton |
| <p>Faster transit times to key destinations, such as SFGH and City College</p> | <ul style="list-style-type: none"> ▪ <i>9/9R San Bruno restructuring and service increase, Fall 2015</i> ▪ <i>22 Fillmore service increase, Fall 2015</i> ▪ Implement 9R San Bruno and 22 Fillmore Muni Forward Project on 16th and Potrero streets, including dedicated transit lanes | <ul style="list-style-type: none"> ▪ Add transit signal priority on Fillmore Street |

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 |

CITY WIDE ACCESSIBILITY

| Key Need | Improvements Underway or <i>Completed</i> | Preliminary FY17-18 Recommendations |
|--|---|---|
| Improve reliability of 31 Balboa Outbound | <ul style="list-style-type: none"> ▪ Service increase and schedule adjustment on 31 Balboa during PM Peak, Apr 2016 | <ul style="list-style-type: none"> ▪ Add bus bulbs on 31 Balboa in Tenderloin as part of DPW curb ramp project |
| Improve service reliability on 9/9R San Bruno Rapid | <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, and 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 |

CITY WIDE ACCESSIBILITY

| Key Need | Improvements Underway or <i>Completed</i> | Preliminary FY17-18 Recommendations |
|--|---|---|
| <p>Improve reliability and increase capacity on 14 and 14R to address pass-ups and lack of priority seating</p> | <ul style="list-style-type: none"> ▪ <i>Oldest vehicles retired, Jan 2015</i> ▪ Phase out 40ft trolley buses on Mission Street as new 60ft trolley buses arrive ▪ Construct 14 Mission Muni Forward Project for Inner and Outer Mission Corridor; Inner Mission project completion expected Apr 2016 | <ul style="list-style-type: none"> ▪ Pending the effectiveness of improvements underway and completed, no additional recommendations |
| <p>Improve reliability and capacity on 38 and 38R to address pass-ups and lack of priority seating</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 |