



Transit Effectiveness Project (TEP) Overview

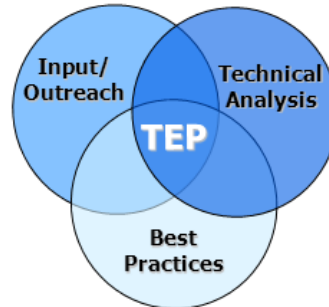
January 14, 2014
SFCTA Plans & Programs Committee

Current Situation



Transit Effectiveness Project

- First comprehensive review of Muni in a generation, aims to transform public transit to better meet customer needs and adapt to growing demand
- TEP objectives:
 - Improve service reliability
 - Improve transit travel time
 - Improve customer experience
- Initial recommendations based on unprecedented data analysis, rider surveys and 100+ community meetings



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Key Project Benefits

- Reduces travel time on key corridors by up to **20%**
 - Focuses on highest ridership corridors (these corridors represent 60% of system ridership)
 - Creates a more reliable experience for all customers
 - 63% of riders in these corridors are minority and 53% low income (systemwide ridership is 58% minority and 48% low income)
- Restructure service and **increase service hours up to 10%**
 - Increasing neighborhood connections
 - Reducing crowding
 - Reconfiguring routes to better match travel patterns
 - No frequency reductions to evening and Owl network

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Current Prop K Request

- Prop K funds will be utilized for staff engineering and design work of capital improvement projects – not Muni network changes.
- Staff time is necessary to inform further public input and incorporate feedback into detailed design.
- The upcoming outreach will determine what TEP projects move forward into implementation.
- These funds are important so we can be ready to implement the capital projects following EIR certification, legislation, and securing of funding.

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Current Prop K Request

Group 1	Task	Budget (\$ millions)
Preliminary Engineering	Planning	0.8
	Materials	0.3
	Outreach	1.1
	Engineering	1.2
	sub total	3.4
Detailed Design	Materials	0.8
	Engineering	7.1
	sub total	7.9
Group 1 total		11.3
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Group 2		
Preliminary Engineering	Planning	0.3
	Materials	0.1
	Outreach	0.6
	Engineering	0.8
Group 2 total		1.8
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Total Prop K Request		13.1

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Public Outreach

- Beginning in January 2014, SFMTA will initiate extensive community outreach process to capture public input on capital improvement projects and Muni network changes.
- Outreach will include stakeholder meetings, workshops, surveys, and other methods to incorporate feedback.
- SFMTA will **return to** SFCTA Plans & Programs within 6 months to update committee on outreach process.



Initial Public Outreach Phase – Capturing Feedback

Group 1:

January – June: SFMTA will perform neighborhood outreach to finalize proposals and move into detail design:

- 8x (Visitation Valley)
- 30 Stockton (east of Van Ness)
- 5 Fulton (LaPlaya to 25th and Market to 6th)
- N Judah
- 71 Haight (on Haight)
- 14 Mission (inner)
- 9 San Bruno

Group 2:

June – November: SFMTA will perform neighborhood outreach to finalize proposals and move into detail design:

- 28 19th Avenue (19th Avenue)
- 22 Fillmore (Church to Bryant)
- J Church
- L Taraval
- 14 Mission (Downtown and outer)

In-Reach:

Ongoing: Feedback from operators and other frontline staff will be incorporated throughout the TEP planning and implementation process.

The Multiple Phases of Project Development

- Initiate Planning Phase
 - Gather technical, community and best practice inputs to inform preliminary recommendations
- Finalize Recommendations prior to Environmental Review
 - Gather community input and finalize recommendations
 - SFMTA Board approve for Environmental Review
- Conduct Environmental Review **(WE ARE HERE)**
 - Evaluate potential impacts of recommendations (ie, evaluate the bookends of project defination)
- Complete Detailed Design
 - Gather specific community input for final refinements to recommended changes. Transit planners develop detailed design plans.
- Implement Changes
 - All of the proposals studied in the EIR will not be implemented.

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5L Case Study

May – August, 2012 – SFMTA conducted meetings to introduce proposals

September, 2012 – August, 2013 – Preliminary Design

- Outreach meeting in outer Richmond
- Outreach meeting in Western Addition

August, 2013 – October, 2013 – Detail Design

- Public hearing
- Public hearing at MTA Board
- Briefings with all of 5/5L bus operators
- Ambassadors pre and post implementation

Ongoing – evaluate and refine project based on performance data and employee and public input

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How We Incorporated Input for the 5L

Service Changes

- Added 5L stop locations at Jones (OB) and Leavenworth (IB) for BART connectivity
- Dropped right-turn pocket eastbound McAllister/Van Ness and far side stop at Fulton/Park Presidio to preserve disabled parking spaces
- Dropped proposal to move bus stops from far side to nearside at McAllister/Central (removed stops instead)
- Reinstated bus stops at McAllister/Baker
- Kept stop at 37th/Fulton for senior center

Parking

- Extended lane widening to Baker – allowing for 20 additional parking spaces

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Next Steps

- January 2014: Extensive community engagement on Group 1 proposals begins
- Spring 2014: Anticipated FEIR Certification
- Summer 2014: SFMTA updates SFCTA Board on community outreach process
- Summer 2014: Group 1 SFMTA Staff recommendations to MTA Board for legislation based on community input
- Summer 2014: Extensive community engagement on Group 2 proposals begins
- Spring 2015: Group 1 projects designed and ready for implementation pending funding availability
- Spring 2015: Group 2 SFMTA Staff recommendations to MTA Board for legislation based on community input

Follow updates and meeting information at www.sftep.com

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