



# Municipal Transportation Agency

## Transit Effectiveness Project

**MTA Board Meeting  
February 21, 2006**

Prepared by the MTA in partnership with  
the San Francisco Controller's Office

# Today's Presentation

- Current System Overview
- Project Rationale
- Project Description
- Roles and Responsibilities
- Project Team



# CURRENT SYSTEM OVERVIEW

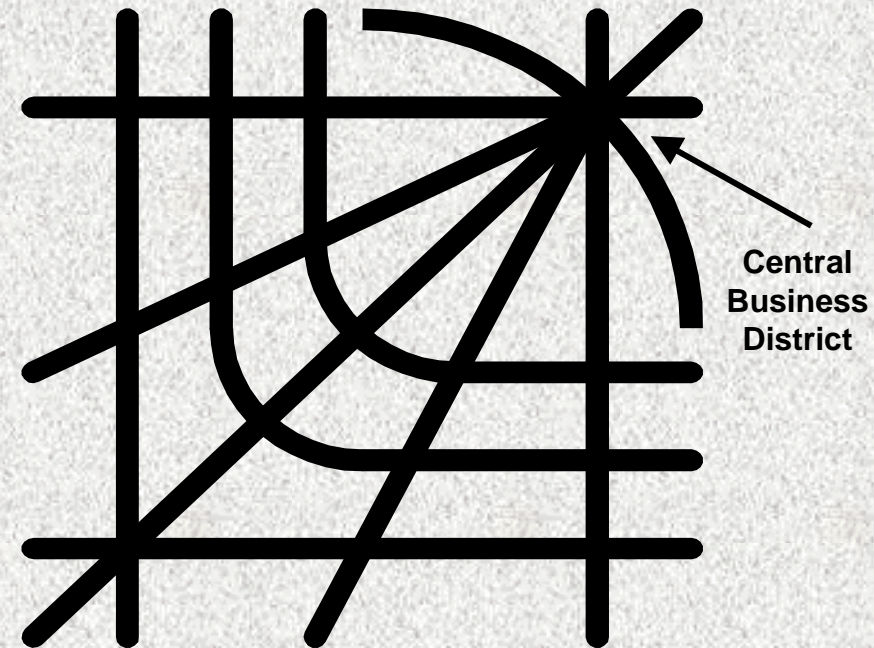
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# The System



# The current network was designed in 1979.

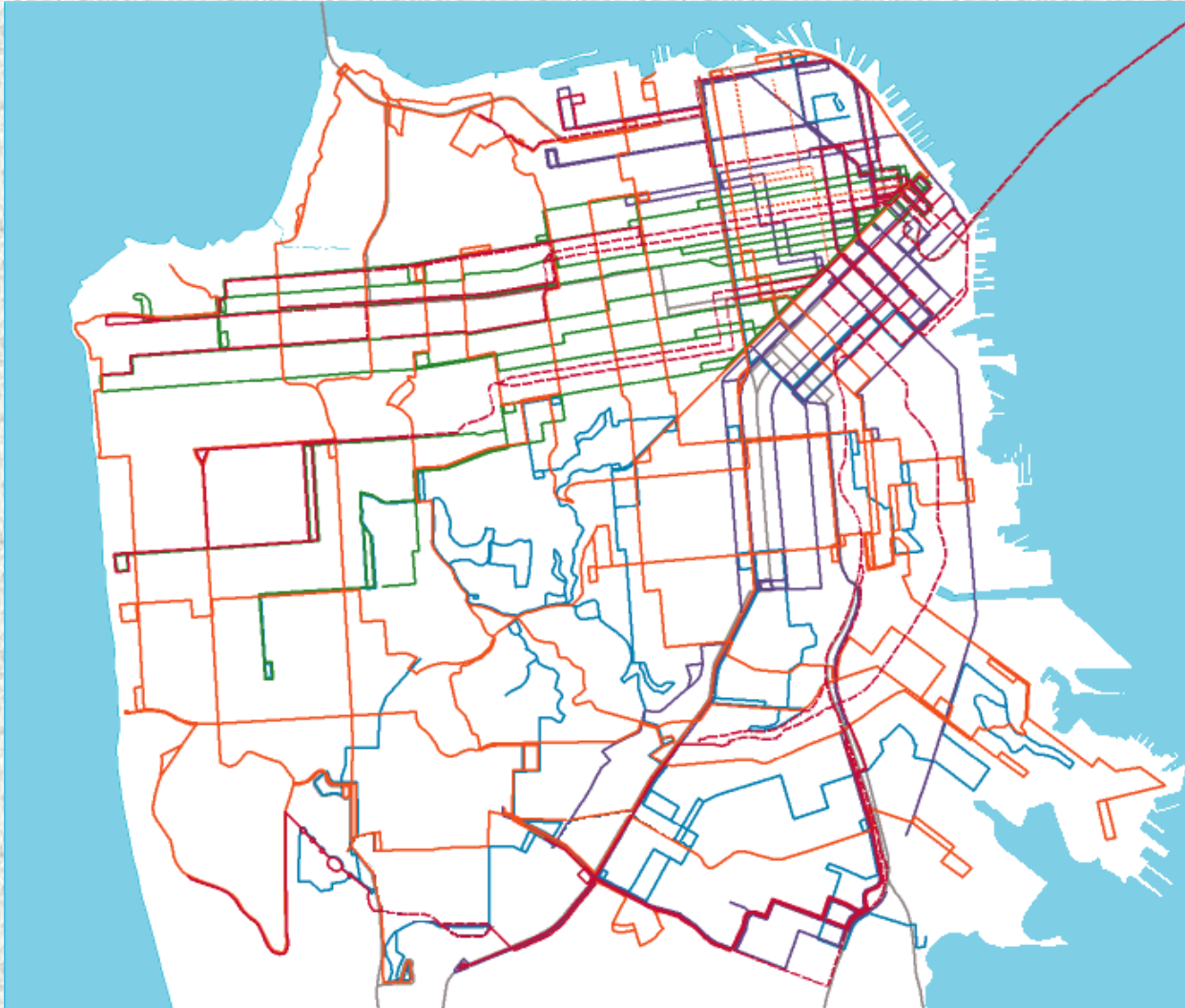
- Modified grid pattern
- Downtown-focused radials intersected by circumferential crosstown lines
- Travel with no more than one transfer



# Service Design Policies

- Lines spaced  $\frac{1}{2}$  mile apart
- All residential locations within  $\frac{1}{4}$ -mile of a route
- Peak frequencies:
  - 10 minutes for radial express lines
  - 15 minutes for crosstown lines
  - 20 minutes for feeder lines
- Stop spacing:
  - 800 to 1,000 feet on bus lines
  - 1,000 to 1,200 feet for light rail surface lines
- Stops spacing on streets with grades:
  - > 10% 500-600 feet
  - > 15% as close as 300-400 feet

**Access to most locations within the city,  
19 hours/day, 365 days/year**





# PROJECT RATIONALE

# Changing Transit Trends

- ***Declining Market Share.*** Only 30% of city residents use transit to commute to work, down from 35% in 1970.
- ***Changing Commute Patterns.*** 1 in 5 city residents commutes to other counties, up from 1 in 10 in 1970.
- ***Business and Residential Development.*** Growth of new job and housing areas (SOMA, Mission Bay, Rincon Hill).
- ***Rising Car Ownership.*** Share of zero-vehicle households in the city declined from 39.6% in 1970 to 28.6% in 2000.
- ***Increasing Congestion.*** 24% of all roadways monitored in 2004 rated “F”, up from 4% in 1992.

# Costs of Providing Service

- Costs rising in health care, benefits, wages, fuel and initiation of new service.
- Revenues either flat or decreasing.
- Structural budget imbalance persists; operating deficits ranged from \$15 to \$60 million over past five years.
- Multi-million-dollar shortfall is projected for FY2007.
- Continued shortfalls projected through FY2025.

# Modest System Performance (Prop E)

- Ridership has remained relatively flat over past 15 years, falling short of agency's goal to increase annually by 1.5%.
- On-time performance averages 70%, below the 85% target.
- Headway adherence averages 67%, below the 85% target.

A photograph of a light rail train on tracks, with the text "PROJECT DESCRIPTION" overlaid in large, bold, black letters. The train is grey with a red stripe and is stopped at a station. The background shows a city street with buildings and trees. The text is centered horizontally and has a thin black line underneath it.

# PROJECT DESCRIPTION

# Transit Effectiveness Project (TEP)

- 18-month effort to comprehensively review and evaluate existing Muni transit system.
- Outcome will be a set of recommended changes that can result in higher ridership at lower operating cost.
- Extensive public outreach and hearings will take place before recommendations are presented for the Board's consideration.

# Long-Term Goals

- Improve overall performance and promote long-term financial stability of MTA.
- Provide faster, more convenient travel that reflects current travel patterns and functions in a cost-effective manner.
- Develop a multi-year action plan for MTA that clearly articulates goals, strategies and resources, and provides a road map for the MTA Board and management.

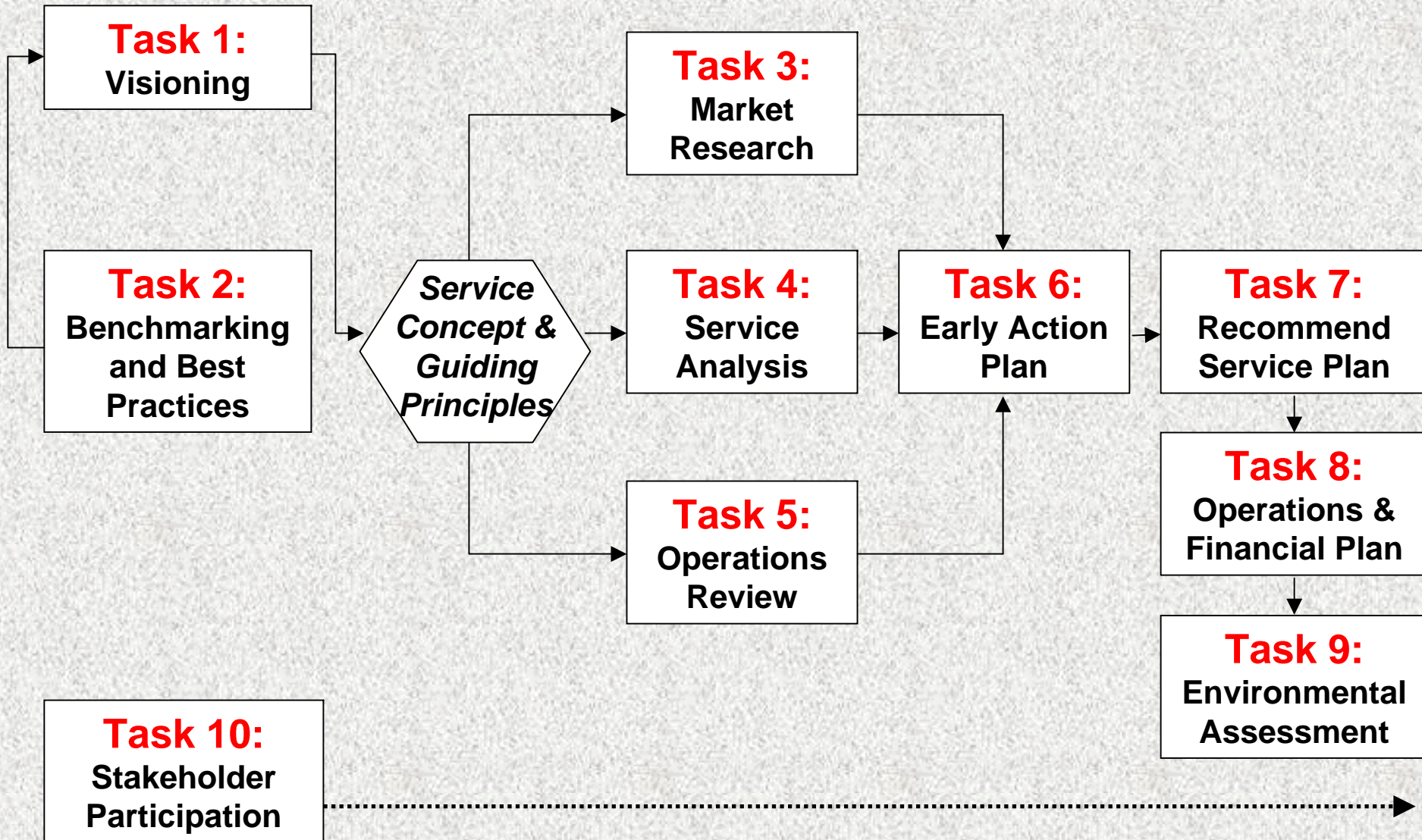
# **The scope of work has been reviewed and modified based on input from the following:**

- MTA Budget and Finance
- MTA Operations
- MTA Communications
- County Transportation Authority

# Major Tasks

- Define our vision for public transit in San Francisco.
- Revisit service design policies to ensure alignment with current/projected realities.
- Evaluate our market (e.g., travel patterns) to reconnect with riders and identify new users.
- Review our performance trends and explore best transit planning practices in comparable areas.
- Review operating practices to identify opportunities for improvement.
- Develop a cost allocation model and financial plan.
- Develop recommendations and a road map for management and staff.

# Work Flow



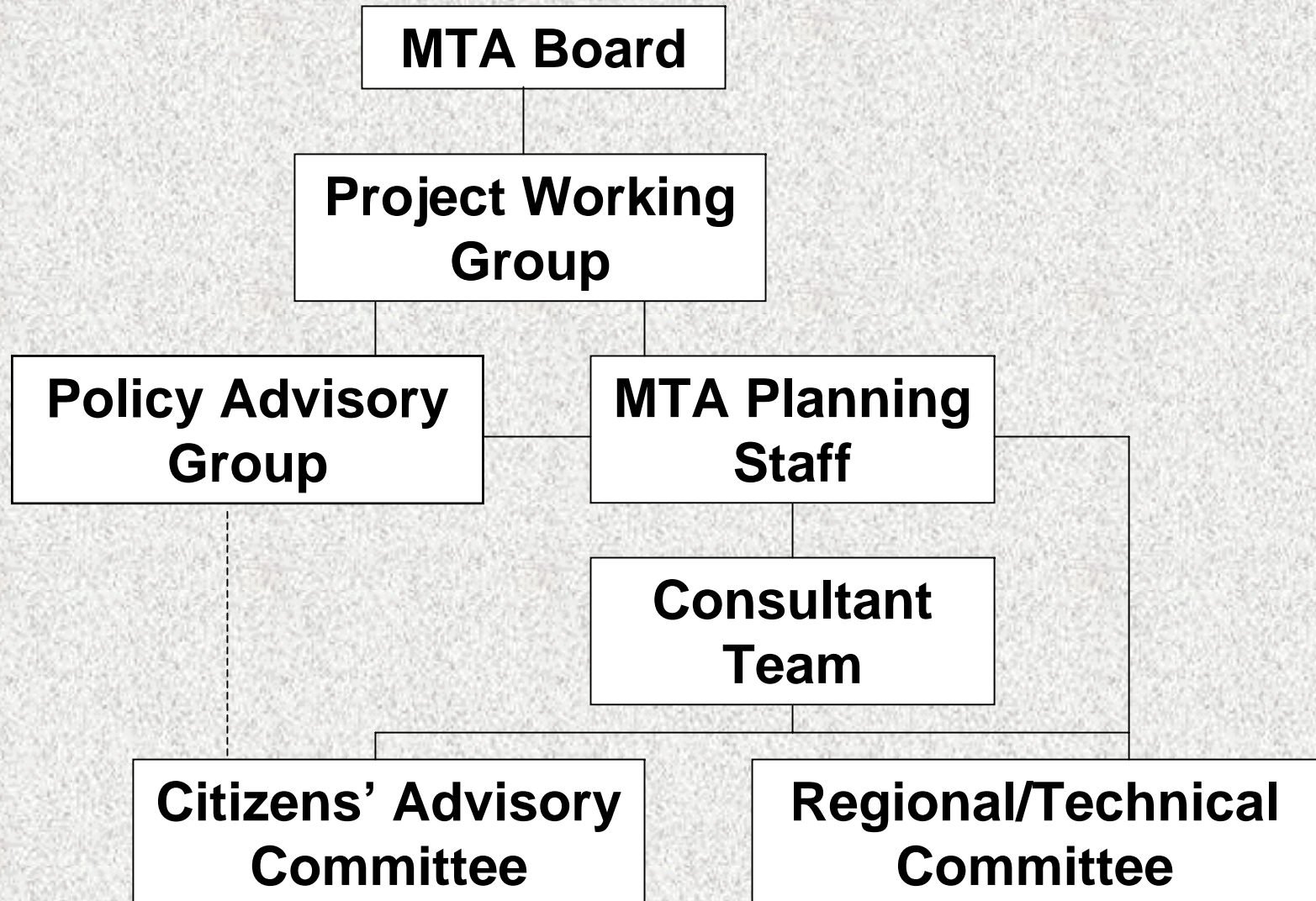
# Project Budget

<b>Task</b>	<b>Amount</b>
Task 1 - Visioning, Goal Setting, and Policy Framework	\$64,161
Task 2 - Benchmarking and Best Practices	\$61,959
Task 3 - Market Assessment	\$404,142
Task 4 - Service Evaluation	\$198,739
Task 5 - Operational Efficiency Review	\$398,377
Task 6 - Early Action Plan	\$88,567
Task 7 - Recommended Service Plan	\$194,281
Task 8 - Operations & Financial Plan	\$464,404
Task 9 - Environmental Assessment	\$89,824
Task 10 - Stakeholder Participation	\$267,716
Project Management	\$118,687
<b>Grand Total</b>	<b>\$2,350,857</b>

A photograph of a cable car on a city street. The cable car is brown and yellow, with the text "SAN FRANCISCO CABLE CAR" and "& Market Streets" visible on its front. Several people are standing on the cable car. The background shows a city street with buildings and a street sign that says "ELECTRONS". The text "ROLES & RESPONSIBILITIES" is overlaid in large, bold, black letters across the center of the image.

# ROLES & RESPONSIBILITIES

# Key Players





# PROJECT TEAM

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# Project Team

- Transportation Management & Design, Inc. (TMD)
- AECOM Consulting
- Cambridge Systematics
- CHS Consulting Group
- CirclePoint
- EIP Associates
- Jungle Communications
- Nelson/Nygaard

# TMD Project Team

- **Experienced team prepared for all aspects of TEP with proven project history:**
  - Strategic vision development and stakeholder participation (NN/CirclePoint/TMD)
  - Reconnection with existing markets and reaching out to new customers (CS/TMD/NN)
  - Improving the effectiveness of the transit network and individual services (TMD/CHS/NN)
  - Increasing service and operating efficiency (TMD/CHS/AECOM)