

Muni Equity Strategy

Building on Affordability and Access

- All San Francisco residents within ¼ mile of a transit stop
- Systemwide Improvements
 - 10% service increase
 - New buses and trains
 - 40 miles of transit priority streets
- Affordable Service
 - 80,000 people signed up for Free Muni for Low/Moderate Income Youth, Seniors and People with Disabilities
 - 20,000 people signed up for Lifeline Pass
- Muni Equity Strategy



MUNI SERVICE EQUITY STRATEGY REPORT

San Francisco Municipal Transportation Agency Fiscal Year 2016-17 and 2017-18



April 2016

Equity Strategy Neighborhoods

Muni Equity Strategy

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



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

Data

- Web-based dashboards developed
- Filters for neighborhood, date, direction, day of week
- Data presented for all time periods to capture peak, midday and late night travel

🐑 🗱 https://stats.sfmta.com/#/views/NeighborhoodEquityAnalysis/TransitEquity?:iid=1 🛛 🔎 🛩 🔒 🤅	🖒 🖒 InsideSFMTA Home Inside MTA 🚺 Search
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Transtat

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my changes

			Transit Equity Analysis	s By Community
Choose Neighborhood:	Choose Direction:	Choose Day	Start Date	End Uete
Chinatown *	Outbound v	Weekday	* 2/2/2014	2/30/2015

leighbo	rhood Route On-T	Time Arriva	als (-1 to 4	min of sci	hedule)							Neighbor	hood Route Gaps (sc	heduled hea	dway + 5 m	n)
		Early	AM Prak	Midday	Atamosa	PN Peak	Late PM		Late	B	Grand Total			Early Morni	AM Peak	Mid
		Morning	AM PEAK	Medday.	Attempos	PW POIR	Peak	Evening	Evening	Night Owl	uning rosa	1	Rapid & Frequent	12.9%	7.2%	
1	Rapid & Frequ.											XAB	Commute Only			
8AX 🛛	Commute Only				60.8%	51.8%	42.5%	40.7%			47.4%	3BX	Commute Only			
3BX	Commute Only				64.8%		44.2%	43.4%			46.9%	8X	Rapid & Frequent	6.8%	11.1%	1
3X	Rapid & Frequ.											01	Rapid & Frequent	15.6%	8.0%	
01	Rapid & Frequ											08AX	Commute Only			
08AX	Commute Only											08BX	Commute Only			
08BX	Commute Only											08X	Rapid & Frequent	11.7%	15.3%	1
08X	Rapid & Frequ.										59.8%	10	Grid	11.3%	26.7%	2
10	Grid											12	Grid	4.8%	14.2%	2
12	Grid										55.2%	30	Rapid & Frequent	13.4%	13.0%	
30	Rapid & Fregu.											45	Grid	16.8%	13.6%	1

		Early Morning	AM Peak	Midday	Afterno.	PM Posk	Lata: PIN Peek	Evening	Late Evening	Night Owl	Grand Total
1	Sacramento St&Powell St NE-NS/BZ	82.9%	83.1%	76.5%	76.3%	70.3%	46.3%	73.8%	68.8%	36.7%	73.2%
3BX	Columbus Ave⋃ St NW-NS/BZ				55.3%	56.5%	64.5%	0.0%			58.6%
XB	Columbus Ave⋃ St NW-NS/BZ	66.7%	78.3%	68.9%	71.1%	0.0%	42.9%	82.7%	69.7%		72.2%
01	Sacramento St&Powell St NE-NS/BZ	88.7%	81.4%	72.8%	76.0%	71.8%	61.8%	74.0%	71.9%	86.4%	73.6%
08BX	Columbus Ave⋃ St NW-NS/BZ				61.5%	56.2%	56.9%	0.0%			56.6%
X80	Columbus Ave⋃ St NW-NS/BZ	71.5%	72.3%	73.5%	69.7%	0.0%	59.2%	73.3%	66.9%		71.8%
10	Pacific Ave&Powell St SW-NS/PS	76.6%	73.8%	68.4%	63.5%	53.1%	46.8%	62.4%	66.8%		65.1%
12	Pacific Ave&Powell St SW-NS/PS	83.6%	81.6%	72.1%	65.7%	56.5%	47.6%	60.5%	72.8%		68.6%
30	Stockton St&Sutter St NE-FS/BB	73.9%	64.3%	61.8%	41.8%	36.5%	38.8%	56.2%	58.4%	47.5%	54.0%
	Union St&Columbus Ave NE-NS/BZ	78.2%	64.2%	57.4%	41.9%	37.7%	36.5%	56.3%	60.9%	52.4%	52.1%
45	Stockton St&Sutter St NE-FS/BB	77.2%	68.0%	61.5%	41.7%	39.4%	36.9%	56.3%	53.8%	69.4%	54.9%
	Union StRColumbus Ava. NE-N9/87	74 9%	65.8%	48.3%	59 DS	46.8%	41.78	61.9%	67.0%	69.0%	53.4%

Systemwide	On-Time	Arrivals	(-1	to 4	min of	schedule)	
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	Early Morning	AM Peak	Midday	Affermoon	PM Peek	Late PM Peak	Evening	Late Evening	Night Owl	Grand Total
Community Circulators	81.2%	42.2%	44.9%	48.5%	49.0%	45.2%	59.1%	56.1%		49.4%
Commute Only	64.9%	59.2%		62.8%			36.5%			51.4%
Grid	72.1%	61.7%	59.8%	57.7%	52.1%		57.2%	62.2%	59.7%	58.8%
Rall (Metro)	58.1%	54.4%	51.0%	49,4%		36.7%	37.0%	40.7%	43.7%	
Rapid & Frequent	69.9%	66.3%	62.2%	59.9%	56.2%	51.5%	54.9%	59.9%	64.8%	60.6%
Grand Total	69.9%	63.5%	60.6%	58.6%	53.9%	49.2%	54.8%	59.7%	62.8%	59.1%

8X	Rapid & Frequent	6.8%	11.1%	14.2%	17.9%	25.3%		20.4%	22.6%	18.8%	15.6%	
01	Rapid & Frequent	15.6%	8.0%	8.5%	9.7%	8.9%	9.1%	13.1%	14.6%	22.5%	9.8%	
08AX	Commute Only				9.8%	31.7%	28.7%	30.4%			30.2%	
08BX	Commute Only				13.9%	24.1%	28.2%	24.7%			24.5%	
08X	Rapid & Frequent	11.7%	15.3%	14.8%	21.9%	34.8%	100.0%	24.5%	24.5%	28.5%	18.2%	
10	Grid	11.3%	26.7%	20.6%	21.9%	38.4%	42.2%	33.3%	15.6%		26.1%	
12	Grid	4.8%	14.2%	20.2%	25.1%	34.9%	33.3%	24.6%	11.9%		22.2%	
30	Rapid & Frequent	13.4%	13.0%	8.9%	8.6%	11.0%	13.2%	17.3%	18.9%	13.9%	11.3%	
45	Grid	16.8%	13.6%	15.8%	12.1%	15.6%	14.4%	14.3%	16.6%	37.1%	14.9%	~

Rapid & Frequent 12.9% 7.2% 7.7% 9.5% 9.3% 10.7% 11.6% 11.8% 13.8%

14.0% 23.5% 21.9% 20.9%

15.0%

47.8% 45.7% 49.2%

44.3% 39.2% 40.8%

37.4% 34.9% 48,4%

51.8% 53.7% 53.2% 54.15

49.6% 50.2% 48.1% 49.15

11.7% 20.5% 20.4%

9.1%

22.4%

19.3%

Velghborhood	Timepoint Trips	(scheduled	headway +	+ 5 min)	

Early Morni. AM Peek Middey

		Morning	AM Peak	Midday	Afternoon	PM Peak	Peak Peak	Evening	Evening	Night Owl	Total	
1	Sacramento St&Powell St NE-NS/BZ	4.1%	4.2%	5.5%	7.7%	5.9%	7.3%	8.5%	7.8%	6.7%	6.2%	
XBB	Columbus Ave⋃ St NW-NS/BZ				5.5%	20.1%	13.4%	100.0%			16.7%	1
XB	Columbus Ave⋃ St NW-NS/BZ	3.4%	7.9%	7.9%	12.0%	100.0%		17.5%	23.7%		10.7%	
01	Sacramento St&Powell St NE-NS/BZ	6.0%	5.2%	6.5%	7.5%	6.4%	6.1%	10.4%	11.7%	6.8%	7.0%	
08BX	Columbus Are⋃ St NW-NS/BZ				8.8%	22.3%	25.8%	80.8%			22.4%	
X80	Columbus Ave⋃ St NW-NS/BZ	9.4%	10.2%	11.3%	18.8%	100.0%		21.0%	23.2%		14.2%	
10	Pacific Ave&Powell St SW-NS/PS	6.6%	22.0%	18.4%	18.3%	34.2%	44.2%	27.3%	8.3%		22.7%	
12	Pacific Ave&Powell St SW-NS/PS	2.7%	11.0%	16.3%	19.4%	30.1%	31.1%	20.2%	7.5%		17.7%	
30	Stockton St&Sutter St NE-FS/BB	7.5%	10.5%	7.1%	7.3%	9.5%	12.7%	15.7%	16.4%	7.5%	9.2%	
	Union St&Columbus Ave NE-NS/BZ	9.6%	12.8%	8.8%	7.5%	9.5%	13.3%	16.5%	17.5%	9.5%	10.4%	
45	Stockton St&Sutter St NE-FS/BB	6.0%	11.0%	13.1%	10.3%	15.5%	13.9%	11.9%	15.2%	44.9%	12.7%	~
	Union St&Columbus Ave NE-NS/BZ	7.5%	13.4%	16.2%	12.1%	17.2%	14.0%	13.5%	16.8%	18.3%	14.7%	

Systemwide Gaps (scheduled headway + 5 min)

	Early Morning	AM Peak	Midday	Affermoon	PM Peek	Late PM Peak	Evening	Late Evening	Night Owl	Grand Total
Community Circulators	0.3%	20.9%	15.8%	12.0%	15.2%	18.4%	8.6%	9.2%		14.2%
Commute Only	9.8%	18.9%	21.5%	8.7%	25.4%		25.2%			21.8%
Grid	13.3%	18.0%	17.5%	19.4%	24.0%	24.8%	22.7%	15.4%	16.9%	19.2%
Hall (Metro)	28.5%	21.3%	21.3%	24.3%		24.9%	31.6%	29.5%	20.4%	24.1%
Rapid & Frequent	14.9%	14.7%	15.1%	17.0%	18.8%	20.2%	22.2%	18.1%	20.3%	17.1%
Grand Total	14.6%	16.4%	16.2%	18.1%	21.0%	22.3%	22.7%	17.6%	19.6%	18.2%

ekday Ride	ership (b	Bus)						Speed														
				1	1.1.1.1		N 14								2014							2015
	Mar 14	Apr 14	May 14	Jun 14	Jul 14	Aug 14	Nov 14			Feb 2014 N	/ar.2014./	Apr 2014 N	fay 2014 J	un 2014 -	Jul 2014 A	lug 2014 S	Sep 2014 (Oct 2014 N	iov 2014 E	lec 2014	Jan 2015 P	eb 20
1 2	25,311	25,147	25,903	25,647	25,180	24,886	22,818	1	Out	7.827	7.780	7.967	7.896	8.000				7.954	7.894	7.754	7.645	7.8
AX	5,115	5,064	5,236	4,717	4,434	4,338	4,354	10	Out	7.276	7.321	7.342	7.353	7.391	7.338	7.419	7.263	7.319	7.413	7.414	7.443	7.5
BX	6,113	5,965	6,310	5,231	5,259	5,144	6,227	12	Out	7.438	7.472	7.444	7.464	7.399	7.237	7.489	7.352	7.401	7.106	7.312	7.304	7.0
X 2	24,481	23,667	24,629	22,269	21,387	20,676	22,423	30	Out	6.137	5.999	6.090	6.035	6.147	6.265	6.667		6.842	6.085	5.965	6.035	5.9
	5,843	5,590	6,033	5,501	5,665	5,475	6,582	45	Out	7.056	6.839	6.857	6.854	6.963	6.440	7.648	7.714	6.966	6.758	6.769	6.849	6.8
	5,388	5,225	5,409	5,765	5,838	5,496	4,983	91	Out	15.806	15.708	15.443	15.457	15.040	14.922	15.516	15.683	15.296	15.583	15.351	15.203	15.11
1 2	25,297	25,006	25,789	28,719	25,450	25,309	23,088	8X	Out	9.605	9.607	9.626	9.744	9.694					10.054		7.208	10.1
1	11.647	11.635	11.584	12,181	11,897	11,628	11,774			<									_			3

W	eekda	/ Pe	rcentage o	of Trips O	ver Capaci	Ity by Hou	r								A	ven	age Actu	al Capaci	ity Filled	1							
								2014															2014				
			Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan				Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	
1	0	ut	4.5%	4.4%	4.5%	4.4%	5.7%				2.3%	3.2%	2.4%	3.1	. 1	1	Out	52.9%	51.8%	52.7%	53.9%	53.1%			_	51.2%	1
1	0 C	ut	3.9%	7.6%	4.9%	4.7%	7.4%	3.5%	4.8%	1.8%	4.8%	1.6%	2.5%	2.1	1	10	Out	55.1%	57.5%	54.3%	52.5%	53.7%	52.9%	51.6%	49.7%	55.1%	
1	2 C	ut 🛛		0.0%	1.0%	1.4%				1.1%			0.0%	0.	1.1	12	Out	40.5%	39.8%	39.4%	4Z.5%	42.5%	46.9%	39.0%	44.3%	39.3%	
3	0 C	ut	3.0%	3.0%	4.3%	3.7%	4.3%		0.0%		2.9%	3.2%	3.2%	2.		10	Out	51.7%	53.0%	55.1%	55.3%	50.0%	39.9%	44.4%		50.1%	
4	5 C	ut	3.7%	6.4%	5.0%	4.7%	2.1%			0.0%	6.8%	4.2%	3.7%	1.	4	45	Out	52.0%	53.2%	53.4%	52.3%	50.6%	18.1%	34.0%	44.7%	50.0%	
9	1 C	w.	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.1	v 5	91	Out	26.0%	27.2%	27.6%	29.1%	25.6%	26.2%	28.8%	25.0%	26.1%	
8	X C	ut II	2.4%	4.3%	3.6%	7.9%	4.8%					0.0%		0.0		14	0.4	ER 194	62.8%	63.744	83.644	80.154			_	_	1
			<											>				<									

Trend Analysis

Service Improved Citywide and in focus neighborhoods between 2014 and 2015

- On time performance increased 7% in the past 12 months
- In-service vehicle breakdowns reduced by 10%
- New buses coming every day, new LRVs arrive this fall





Route Level Findings

 Routes identified for each neighborhood and for routes heavily used by seniors and people with disabilities



- Performance evaluated at all times of day (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
Improve service reliability on the 19 Polk, 27 Bryant, 31 Balboa, and 47 Van Ness	 Permanent reroute for 27 to avoid SoMa freeway, Apr 2015 Schedule adjustment for 27 implemented, Apr 2015 Bus bulbs and signal priority added to Polk Street complete streets project 	 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
Reduce crowding on 38R Geary Rapid in the PM peak	 Service increase for 38R, Apr 2015 Transit signal priority added to the 38 Geary 	 Reinvest travel time savings from Phase 1 of Geary BRT into increased peak period service

Equity-Related Capital Investments in CIP

- Almost \$3 billion in capital investments underway that will benefit Equity Strategy focus populations
 - New buses and LRVs
 - Muni Forward corridor projects (e.g., San Bruno Ave)
 - Citywide Transit Signal Priority
 - Central Subway
 - Geary BRT Phase 1
- An additional \$21M in investments incorporated into two-year capital budget

FY17-18 NEW CAPITAL PROJECTS

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 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 to be implemented through reinvesting travel time savings and through other service efficiences

FY17-18 NEW SERVICE IMPROVEMENTS

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	кт	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

Muni Service Equity Strategy Two Year Cycle



Questions/Discussion?

