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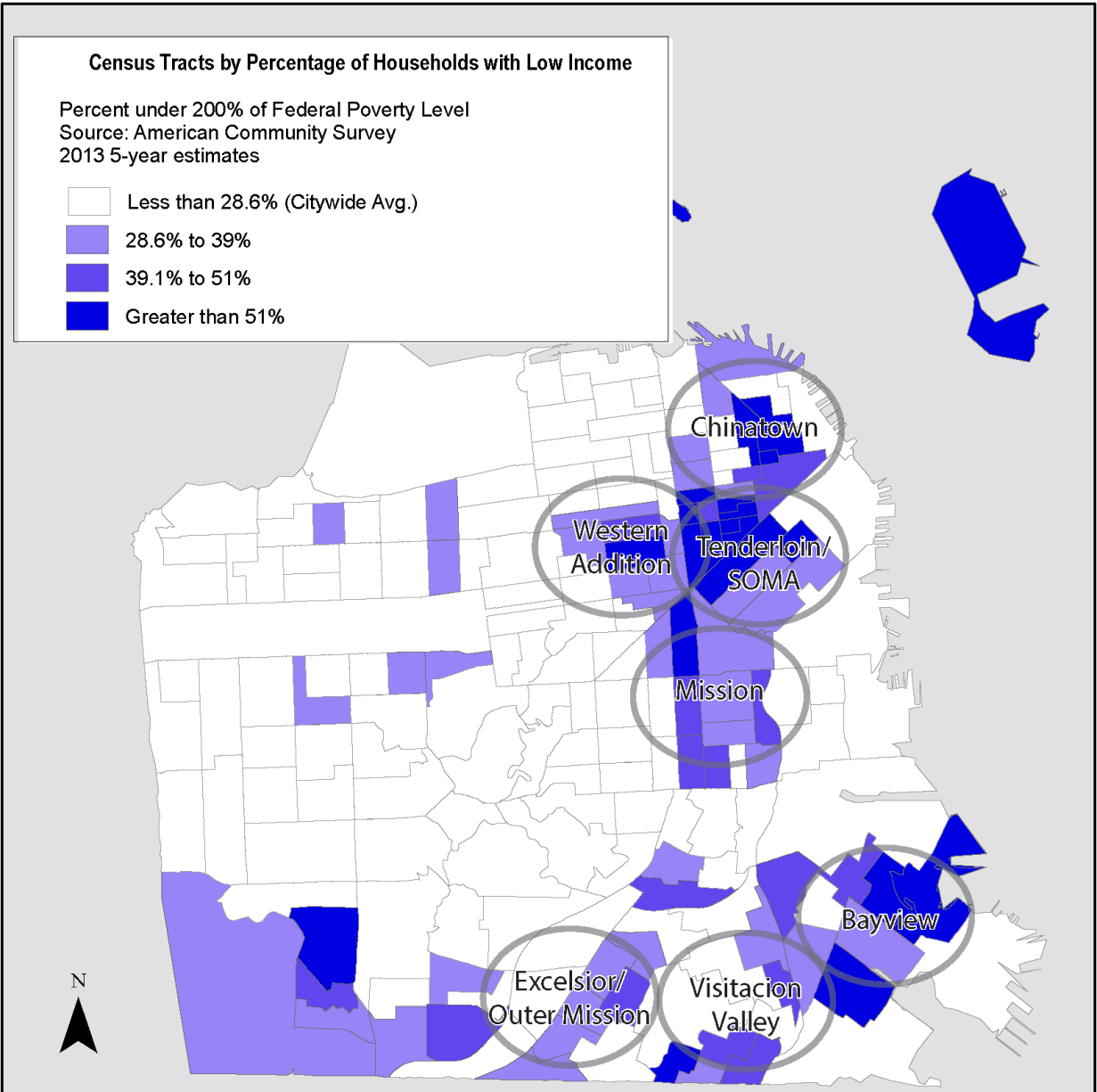San Francisco Municipal Transportation Agency
Fiscal Year 2016-17 and 2017-18

April 2016

SFMTA
Municipal
Transportation
Agency

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

Census Tracts by Percentage of Households with Low Income

Percent under 200% of Federal Poverty Level
Source: American Community Survey
2013 5-year estimates

- Less than 28.6% (Citywide Avg.)
- 28.6% to 39%
- 39.1% to 51%
- Greater than 51%

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

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

Annual Average LRV MDBF

FY12 Average	FY13 Average	FY14 Average	FY15 Average	FY16 Average
3137	3571	3164	4517	4870
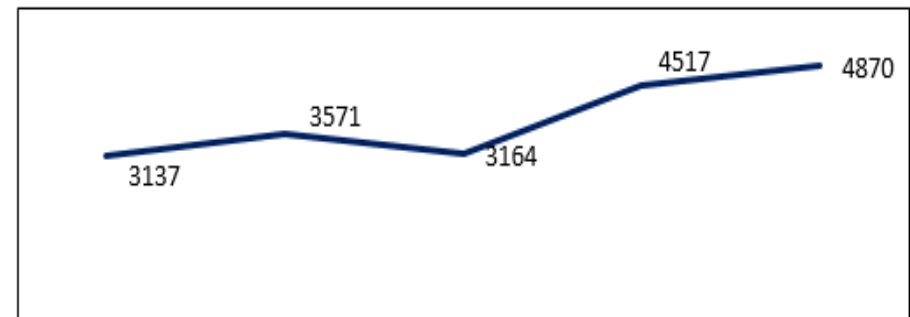
Annual Average Percent of Scheduled Service Delivered

FY12 Average	FY13 Average	FY14 Average	FY15 Average	FY16 Average
96.8	97.1	96.3	97.7	99.6

98.5
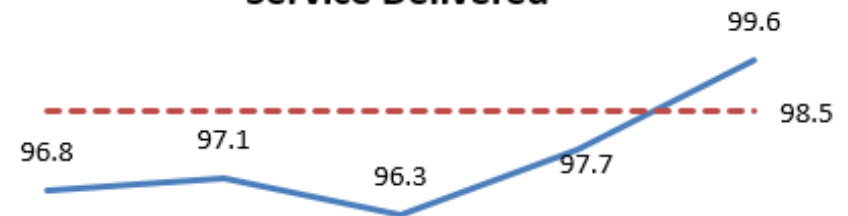
Route Level Findings

- 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
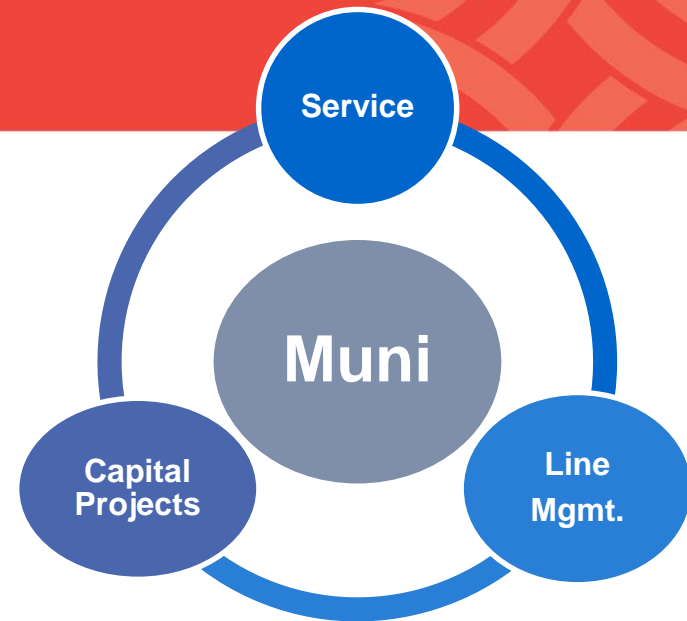
TENDERLOIN / SOMA

Key Need	Improvements Underway or *Completed*	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	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

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