



SFMTA
Municipal
Transportation
Agency

Short Range Transit Plan FY 2017 - 2030

SFMTA Citizens' Advisory Council (CAC)
May 2017

Purpose of the Short Range Transit Plan

- Meets regional funding and planning requirements
- Describes the capital and operating budgets, transit service, and the capital improvement program
- Informs Metropolitan Transportation Commission (MTC) regarding projects and programs of regional significance
- Serves as a basis for MTC's Triennial Performance Audit

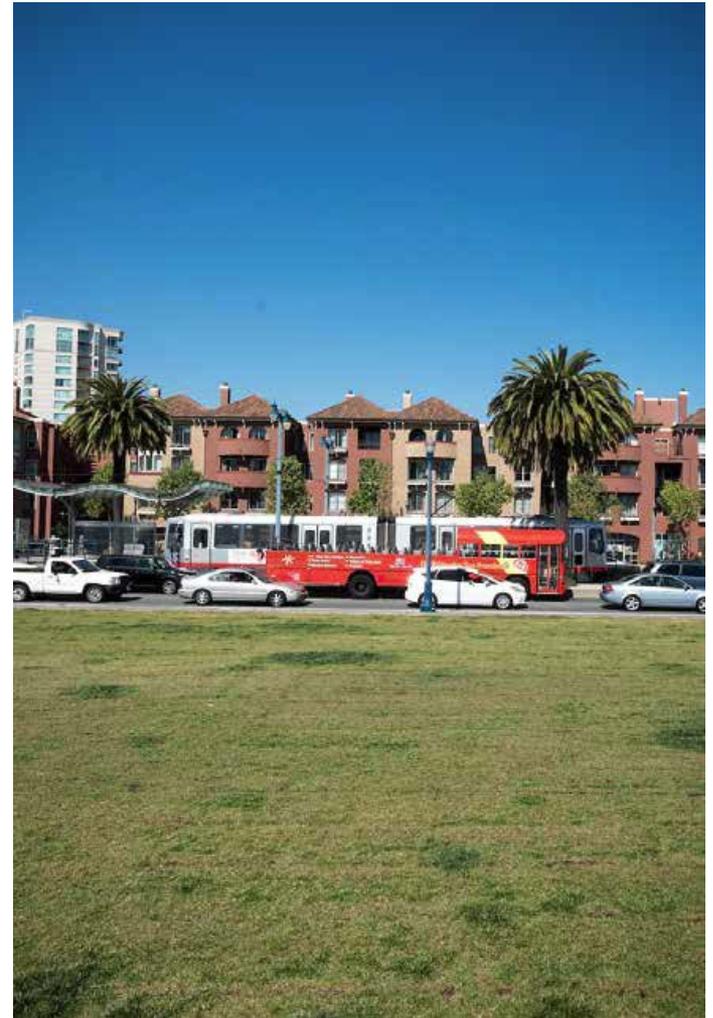


Timeline

- August 2016 – Draft submitted to MTC
- September 2016 – Draft report presented to CAC
- December 2016 – MTC provides comments
- April 2017 – Executive Team reviews final draft
- May 2017 – Revisions presented to CAC
- May/June 2017 – Board adopts final SRTP

Summary of Substantive Changes

- Format
- Additions from CAC
- Input from MTC
- Updates from Transit
- Feedback from Executive Team
- Other



Format Changes

- Draft document developed in Word; now prepared for printing as InDesign book
- New color scheme, updated photos
- Outline and layout mirrors that of FY 2015 SRTTP

Table 1. Budgeted Positions by Division

SFMTA DIVISION	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Board Of Directors	6	4	4	4	4
Capital Programs & Construction	169	156	159	200	214
Communications	18	23	26	43	44
Executive Director	5	7	7	5	5
Finance & Information Technology	325	358	367	396	398
Government Affairs	3	5	5	5	6
Human Resources	125	76	155	168	189
System Safety	22	11	14	19	25
Sustainable Streets	773	687	699	708	700
Traffic	3,343	3,554	3,801	4,091	4,100
Taxis & Accessible Services	25	27	29	31	31
GRAND TOTAL*	4,854	5,008	5,356	5,670	5,700

* NOTE: Excludes unfunded positions FY 2015 and FY 2016 53 FTEs

Table 1 provides a breakdown of the number of employees in each SFMTA Division, including grant-funded positions, budgeted for FY 2014 - FY 2018. The largest groups of employees at SFMTA are in

the Transit and Sustainable Streets Divisions, as they include the transit operators and enforcement personnel, respectively.



CONTRACTED TRANSPORTATION SERVICES

The SFMTA Transit Division operates all fixed route Muni transit service in San Francisco. The SFMTA also currently provides SF Paratransit Services through a contract with Transdev, formerly called Veolia Transportation, and subcontractors (Centro Latino, Self Help for the Elderly, and Kimodhi) to operate the following paratransit services through the end of 2022:

- **SF Access** - Americans with Disabilities Act (ADA)-mandated, door-to-door, shared ride van service where riders must schedule trips one to seven days in advance.
- **Group Van** - Specialized van service that picks up and drops off groups of individuals who will be going to the same agency/center. Trips are scheduled with the agency/center and riders must be ADA eligible.
- **Shop-a-Round** - A grocery shopping shuttle service that transports seniors and people with disabilities to grocery stores.
- **Van Gogh** - a shuttle service for seniors and people with disabilities to social and cultural events in San Francisco. This service aims to reduce social isolation of seniors and people with disabilities.

In addition to these contracted services, all taxi companies in San Francisco are required to participate in the SF Paratransit program by City ordinance. A use-aside subsidy is provided to Paratransit clients, who are issued a debit card to pay for their paratransit taxi trips.

CAC Recommendations

- Major policies were missing explanations in body
- Now there are new call-out boxes for “Guiding Policies”
- Box dedicated to Vision Zero and Transit First policies

- **Increasing maintenance needs** – In order to reduce mechanical breakdowns and improve system reliability, the SFMTA is focusing on increased bus maintenance, rail maintenance and maintenance-of-way activities. Investing in maintenance support increases unit operating costs but is necessary to improve reliability beyond the five-year TSP timeframe.

ACTION: *Performing the recommend maintenance in a timely manner will help keep the fleet on the road and reduce the likelihood of costly breakdowns. Also, the planned capital investment in replacing the Muni fleet should lead to an overall reduction in operating costs as maintenance needs are reduced.*

- **Funding Sources** – Voters in 2016 supported transportation improvements (Proposition J) but rejected the sales tax that would have provided the funding (Proposition K).

ACTION: *The Mayor has reconvened a transportation task force to evaluate options for transportation funding for a potential 2018 ballot measure.*

- **Labor Contract Negotiations** – Employee wages and benefits are a major factor in determining operating costs. Impact to labor contracts will have a significant impact on the extent to which the SFMTA will be able to achieve these targets.

ACTION: *The SFMTA will continue to negotiate and enter into labor contracts that are fair to all parties involved.*

GUIDING POLICY: VISION ZERO

Vision Zero is San Francisco's policy commitment to eliminate all traffic-related fatalities by 2024.

On average, 30 people are killed and 500 more are hospitalized in traffic crashes each year in San Francisco.

San Francisco believes all traffic fatalities are preventable, and by working to protect our most vulnerable road users, we will build a safer transportation system with safe streets, safe people and safe vehicles.

Read more about Vision Zero at <http://visionzerosf.org>

The State of Good Repair Report provides a comprehensive analysis of the agency's rehabilitation and replacement needs and investments: <http://www.sfmta.com/about/sfmta/reports/state-good-repair-report-february-2015>

GUIDING POLICY: TRANSIT FIRST

In 1973, the San Francisco Board of Supervisors adopted a Transit-First Policy, later amended in 2007. It can be found in the City and County of San Francisco Charter, and reads as follows:

SEC. 8A.115. TRANSIT-FIRST POLICY.

(a) The following principles shall constitute the City and County's transit-first policy and shall be incorporated into the General Plan of the City and County. All officers, boards, commissions, and departments shall implement these principles in conducting the City and County's affairs:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

MTC Input

- Asked for consolidation of KPI data, goals with results
- Adjustments to Operations Budget
- More clarity about plans for funding & fleet

Table 12. Additional Transit Performance Indicators, Targets and Results - unaudited average annual data, FY 2014 – FY 2016

METRIC	FY 13-14 Target	FY 15-16 Target	FY 2014	FY 2015	FY 2016
Goal 1: Create a safer transportation experience for everyone					
SFPD-reported transit system related crimes (i.e. assaults, thefts, etc.)/100,000 miles ¹	3.4	3.1	9.4	8.2	6.4
Workplace injuries/200,000 hours (100 FTEs) ¹	14.6	13.1	12.0	11.0	12.8
Muni collisions/100,000 miles	4.5	4.1	5.9	6.4	6.4
Muni falls on board/100,000 miles	-	-	4.3	4.2	4.3
Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the most attractive and preferred means of travel					
Customer rating: Overall customer satisfaction; Scale of 1 (low) to 5 (high)	-	3.5	3.0	3.1	3.2
Percentage of transit trips with <2 minute bunching on Rapid Network ¹	2.9%	2.1%	4.0%	4.8%	5.3%
Percentage of transit trips with +5 minute gaps on Rapid Network ¹	14.6%	10.7%	18.6%	17.2%	16.9%
Percentage of on-time performance for non-Rapid Network routes	85.0%	85.0%	59.6%	57.4%	60.5%
Percentage of scheduled trips delivered	98.5%	98.5%	96.3%	97.7%	98.9%
Percentage of on-time departures from terminals	85.0%	85.0%	73.9%	72.2%	75.3%
Percentage of on-time performance	85.0%	85.0%	58.9%	57.0%	59.8%
Percentage of bus trips over capacity during AM peak (8:00 am - 8:59 am, inbound) at max load points	-	-	7.4%	4.7%	3.5%
Percentage of bus trips over capacity during PM peak (5:00 pm - 5:59 pm, outbound) at max load points	-	-	8.3%	5.6%	4.1%

fiscal years, there are planned investments in facilities related projects which will help sustain the agency's average above the \$250 million annual target.

- **Fleet** – The SFMTA is currently in the process of modernizing its entire rubber tire and light rail vehicle fleet. In the meantime, it continues operating older vehicles, which impacts maintenance and operating costs.

ACTION: By mid-2019 the SFMTA will replace the entire rubber tire fleet and begin to put new LRVs into service. This investment in the transit fleet will improve transit reliability and reduce unit maintenance and operating costs.

- **Limited System and Vehicle Capacity** – Increasing ridership can lower unit costs if there is sufficient capacity on vehicles to absorb new customers. However, the Muni rail system is already at capacity at certain times of the day and Muni buses are some of the most crowded in the nation. To reduce crowding, the SFMTA has been adding service. From a performance accounting perspective, crowding reduction results in lower customer loads per vehicle, which increases Operating Costs per Passenger Mile of per

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- **Labor Contract Negotiations** – Employee wages

Other Changes

- Consolidated CIP programs into “Streets”
- Refreshed “Facilities” to align with Facilities Framework
- Made projects current with latest reporting



STREETS

San Francisco is a national leader in complete streets design that accommodates all transportation modes and prioritizes safety for vulnerable users. In order to streamline the capital funding process for this work, the SFMTA chose to unify the former Pedestrian, Bicycle, Traffic Calming, and School capital programs into a more integrated and diverse Streets Program that will invest in capital projects to make our streets safe, vibrant and enjoyable places to walk and bike.

Bicycle

The Bicycle Program is designed to create a cohesive, city-wide network of safe bicycle routes. The agency's overall goal is to more than double the current number of trips taken by bicycles on our city streets by 2018. Bicycle Program funds are used for the planning, design and construction of capital projects to enhance the safety and comfort of San Francisco's bicycle infrastructure, including: new bicycle lanes and separated cycletracks, safety and spot improvements, and secure bicycle

More information on Vision Zero, WalkFirst and other pedestrian-focused planning and projects is available on the SFMTA website: sfmta.org/zero



parking. The SFMTA Bicycle Strategy identified key corridors that have a high rate of bicycle travel, high population density, and frequent collisions with cars. Concentrating infrastructure improvements in these corridors helps to eliminate the most dangerous bicycling conditions and improve the safety of San Francisco for bicyclists citywide.

The Bicycle Program in the CIP also supports events such as Bike to Work Day and bicycle education and safety programs in local elementary schools.

Pedestrian

Making the city's streets safe, vibrant and enjoyable places to walk is integral to SFMTA's goal of a Transit First city. Whether people are walking to a bus stop, a car, or all the way to their destination, almost every trip is in part a pedestrian trip – and 25 percent of all trips in San Francisco are made by walking alone (Source: 2015 Travel Decision Survey). The Pedestrian Program covers planning, design, and implementation of capital projects such as refuge islands, speed tables, and corner bulb-outs. Such projects help protect people walking from car traffic, turning neighborhood roads into Complete Streets and making busy intersections more people-friendly.



SFMTA is a key partner in city-wide task forces such as WalkFirst, Vision Zero, and the Pedestrian Safety Advisory Committee to conduct rigorous, data-driven studies and community outreach. Only 12 percent of San Francisco streets account for 70 percent of severe or fatal pedestrian injuries. By focusing on these high-injury corridors and intersections, capital projects can vastly improve the safety of San Francisco as a whole.

More information on Vision Zero, WalkFirst and other pedestrian-focused planning and projects is available on the SFMTA website: www.visionzero.sfmta.org

School

Providing San Francisco children with safe and direct routes to school is a critical objective of the SFMTA. The Streets Program provides funding for capital projects and programs that help to make active modes of transportation safer and more accessible for children, including those with disabilities. Funded projects include street redesigns, bicycle infrastructure, removal of pedestrian barriers, and programs such as Walk to School Day and pedestrian safety classes in elementary schools.

EQUIPMENT & FACILITIES

In 2013, the SFMTA Board of Directors accepted the findings and recommendations of the SFMTA Real Estate and Facilities Vision for the 21st Century Report (Vision Report).

In 2015, based on the recommendations in the Vision Report, the SFMTA formed a Facilities Task Force, which generated recommendations to address the issues identified in the Vision Report. This included the development of a Facilities Capital Program, a specific program of projects to address immediate transit fleet growth needs and a Facilities Condition Assessment, to identify the state of good repair needs to the SFMTA's existing facilities campus.

In 2017, the SFMTA drafted a Facilities Framework, a flexible and dynamic tool that provides alternatives to address SFMTA's facility needs through 2040. The Facilities Framework provides the SFMTA various different scenarios to pursue based on fleet storage and transit operational and maintenance needs, and considering market conditions for potential joint development after transit priorities are accommodated on the sites.

MTC COMMUNITY-BASED TRANSPORTATION PLANNING PROGRAM

Involvement in the Metropolitan Transportation Commission's (MTC's) Community-based Transportation Planning Program (CBTP) for the City and County of San Francisco has traditionally been led by the San Francisco County Transportation Authority (SFCTA). With funding from Proposition K, SFCTA planned and completed CBTPs in the following communities: Mission-Geneva (April 2007), Bayview Hunters Point (June 2010), Western South of Market (March 2012), and Broadway-Chinatown (October 2014).

In late 2014, the SFMTA began leading the CBTP effort in Western Addition neighborhood. The existing conditions study revealed that the Western Addition continues to be defined as a Community of Concern (COC) with a high concentration of low-income housing and large population of minority residents struggling with city's high cost of living. The neighborhood is also challenged with high vehicle speeds, cut through traffic, and has been identified

by the City's Vision Zero policy and WalkFirst program as a high-injury area. With this knowledge, SFMTA initiated the planning process with a focus on neighborhood-level transportation safety improvements with an emphasis on enhancing the community's walking, biking, and transit experience. After initial outreach, the project team refined the project to not only focus on transportation safety, but also crime prevention through environmental design (CPTED).

During the preliminary planning and throughout the project, the SFMTA has worked closely with District 5 Supervisor Breed, the San Francisco County Transportation Authority (SFCTA), the project's Technical Advisory Committee (TAC) and contracted community based organization (CBO), MoMAGIC. In August 2015, the three-phased community outreach process began and was completed in May 2016, hosting a total of 11 events. Based on community feedback, the project team developed and presented street design options, where the community assessed designs using a scorcard exercise. After analyzing the community's feedback, the project team refined conceptual designs and produced final recommendations. Near term recommendations consist of low-cost, quick and effective treatment, like continental crosswalks and daylighting, to address immediate pedestrian safety concerns at 41 intersections. Mid-term improvements include corridor treatments on Golden Gate Avenue and Turk Street as well as signal enhancements in the form of pedestrian countdown signals and rectangular rapid flashing beacons. Long-term improvements include Community Connections projects, which are capital projects to enhance safety and access to community recreational assets like Buchanan Street Mall. Long-term improvements also include a pedestrian lighting network called the Walkable Western Addition, which



Outreach for Western Addition Community Based Transportation Plan