



# What should Muni service be in Winter 2022?

Mayor's Disability Council

September 15, 2021

# Winter 2022 Network Options

- Provides three alternatives that use same level of resources
- Reallocates resources within corridors/neighborhoods
- Resource-constrained plan for early 2022
- To be followed by expanded plan assuming additional revenue in winter/spring 2022

# Today's Muni

In March 2020, Muni reduced service, creating a Muni Core Service Network. Since then, we...

- Restored Muni service that previously existed
- Added service in busy corridors (e.g., Mission & Potrero)
- Created new Muni lines (e.g., 15 & 58)
- Modified existing lines
- Focused improvements in neighborhoods identified by the Muni Service Equity Strategy



# Modified Lines

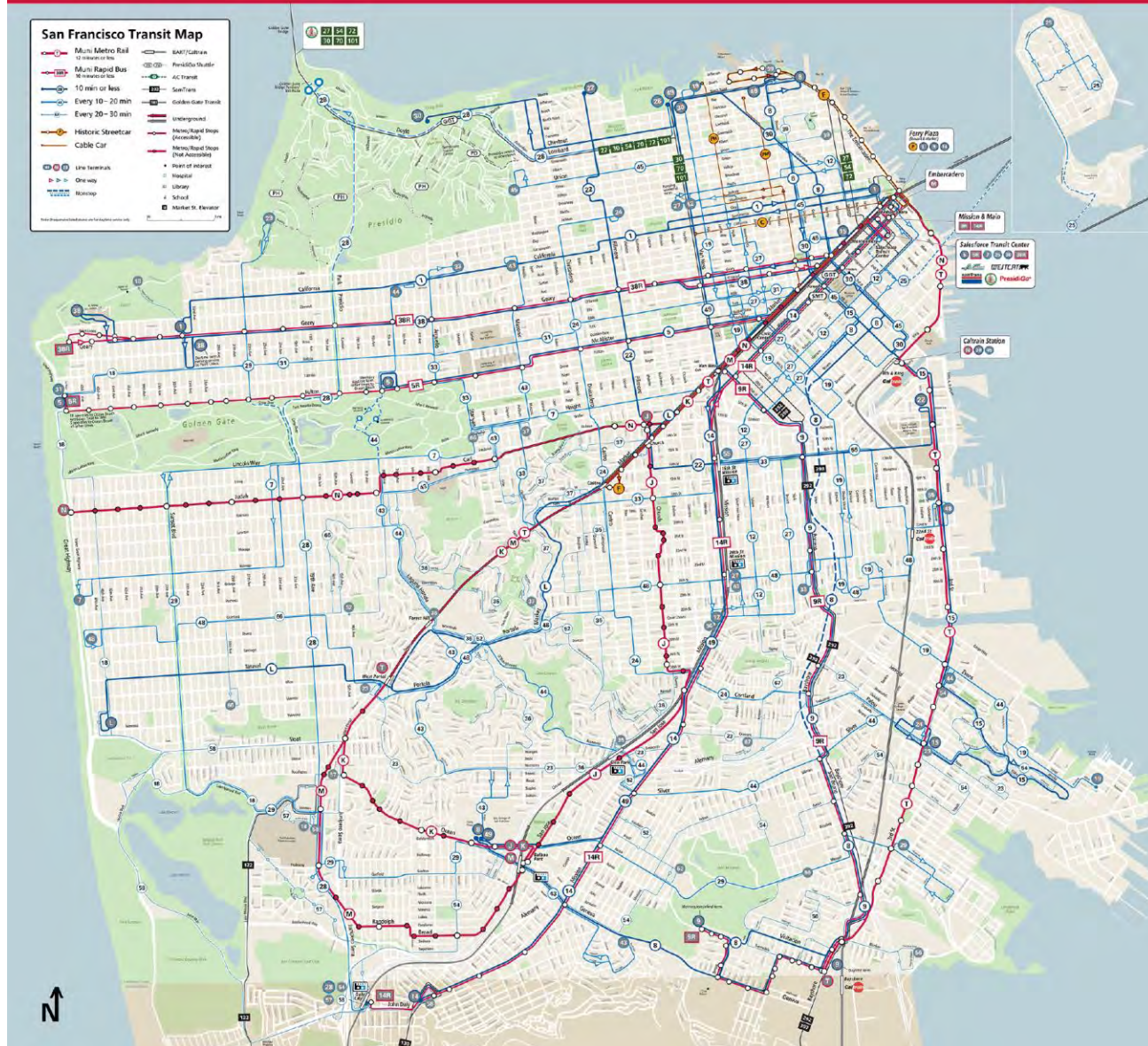
During COVID, we made some changes to existing routes:

- J Church
- 23 Monterey, 57 Parkmerced
- 31 Balboa
- 35 Eureka, 48 Quintara/24<sup>th</sup> Street
- 43 Masonic
- 52 Excelsior, 66 Quintara

# Muni Service as of August 2021

- Only 7 all-day lines no longer operating
- Now at ~75% of pre-COVID hours
- Busy hiring & training staff & will engage public on next round of service restoration
- At same time, pursuing long-term funding

## Muni Map



# 3 Alternatives for Muni Service

## Familiar scenario

All-day pre-pandemic Muni routes restored

## Frequent scenario

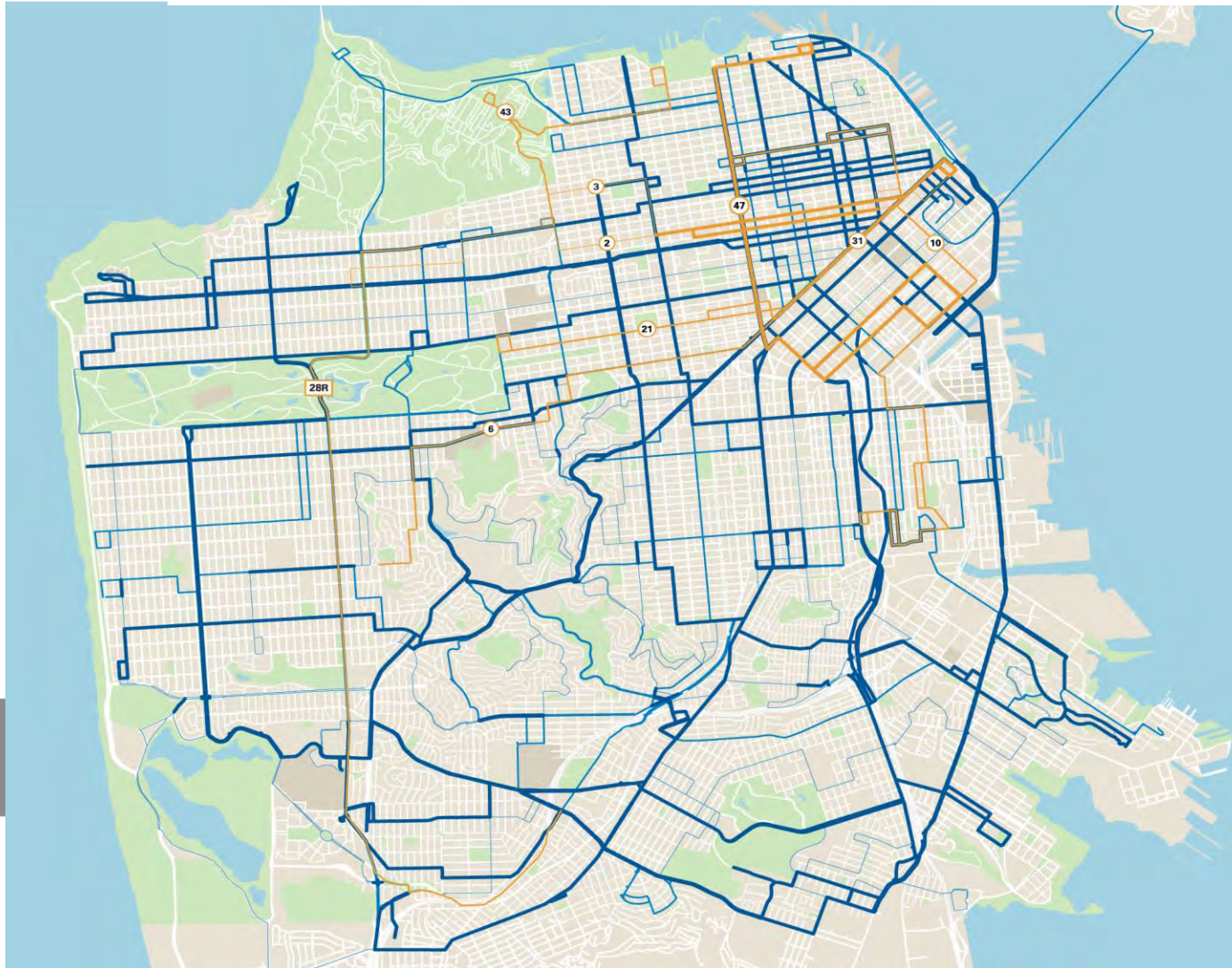
Service increased on high ridership Muni lines, decreasing wait times and crowding, and not restoring five of the seven routes.

## Hybrid scenario

Aims to balance the Familiar and Frequent and does not restore two of the seven routes that have not been yet.

All-day bus routes & route segments not yet restored

- Existing network  
(line width indicates frequency)
- 2019 service not yet restored



# 2022 Muni Service Network

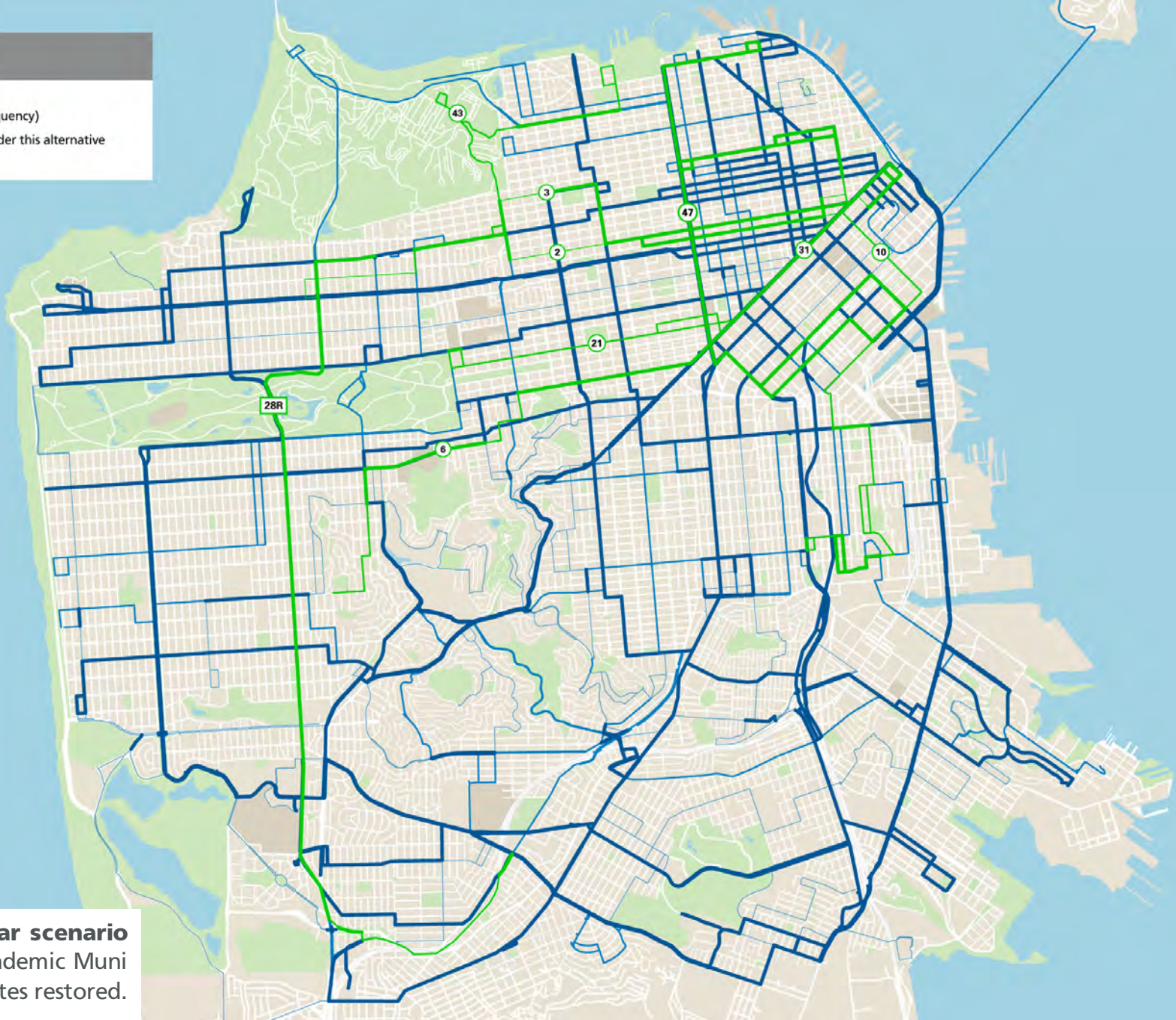
All 3 scenarios will...

- **Increase Muni service by the same amount**
- **Cost the same amount of money and use the same amount of resources**
- **Retain all-day service within two to three blocks of all Muni stops** that had all-day service before the pandemic.
- Bring back the **28R 19th Avenue Rapid** every 10 minutes.
- **Extend the 43 Masonic** with different options for where it goes.
- **Bring Back the 10 Townsend**, with different options for where it goes downtown.
- Balance **frequency** and **access** in different ways



## Familiar Alternative

- Existing network  
(line width indicates frequency)
- 2019 service restored under this alternative



### Familiar scenario

All-day pre-pandemic Muni routes restored.

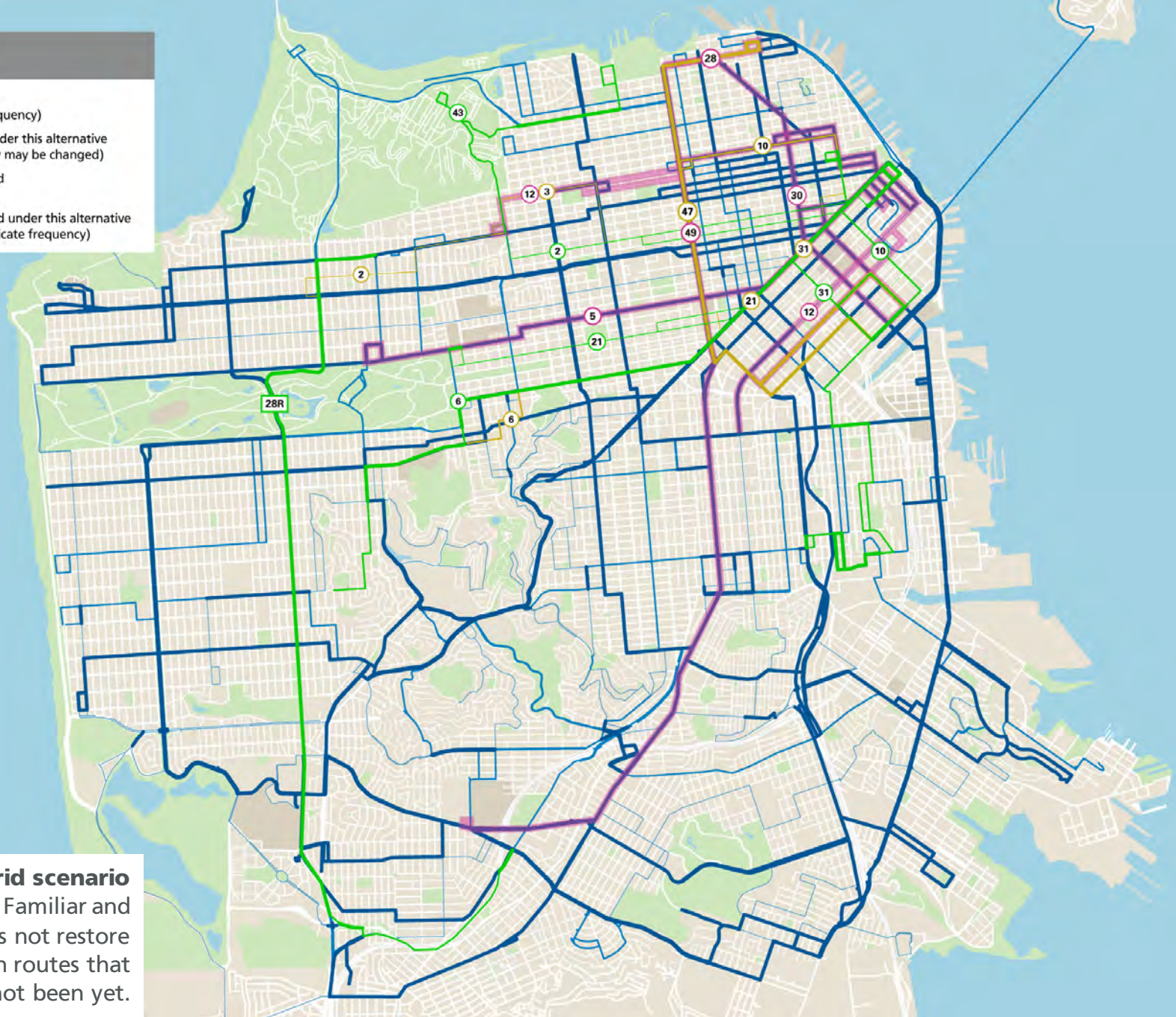






## Hybrid Alternative

- Existing network  
(line width indicates frequency)
- 2019 service restored under this alternative  
(route and/or frequency may be changed)
- 2019 service not restored  
under this alternative
- Existing service improved under this alternative  
(line width does not indicate frequency)



### Hybrid scenario

Aims to balance the Familiar and Frequent, and does not restore two of the seven routes that have not been yet.



# Why the Winter 2022 Plan Process?

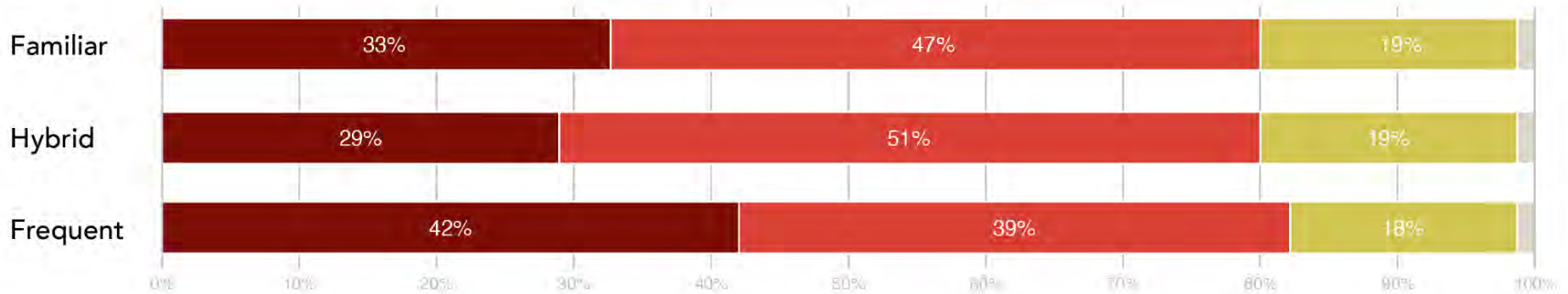
- Three areas of importance to riders:
  - Reliability of service
  - Access to destinations
  - Frequency
- **Reliability** being addressed through the Muni Forward program, but ...
- This process is designed to identify a Winter 2022 service network focused on **access** to destinations and **frequency**, with constrained resources

# Access to Frequent Transit

## Residents near Transit

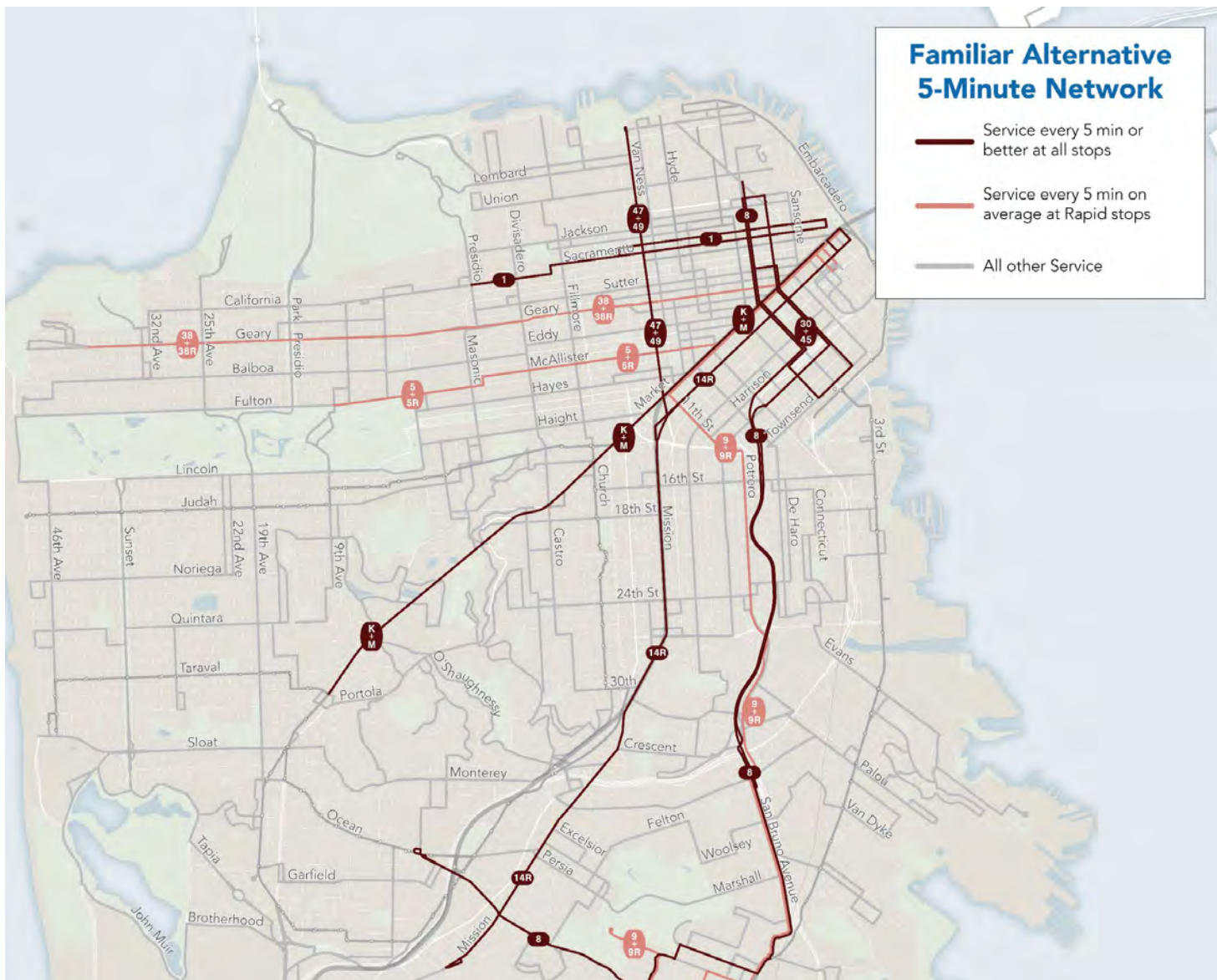
Percentage of residents in San Francisco within 1/4 mi of a bus or rail stop with service every...

5 Minutes or better    6-10 minutes    Any Service    Not within 1/4 mi of all-day service



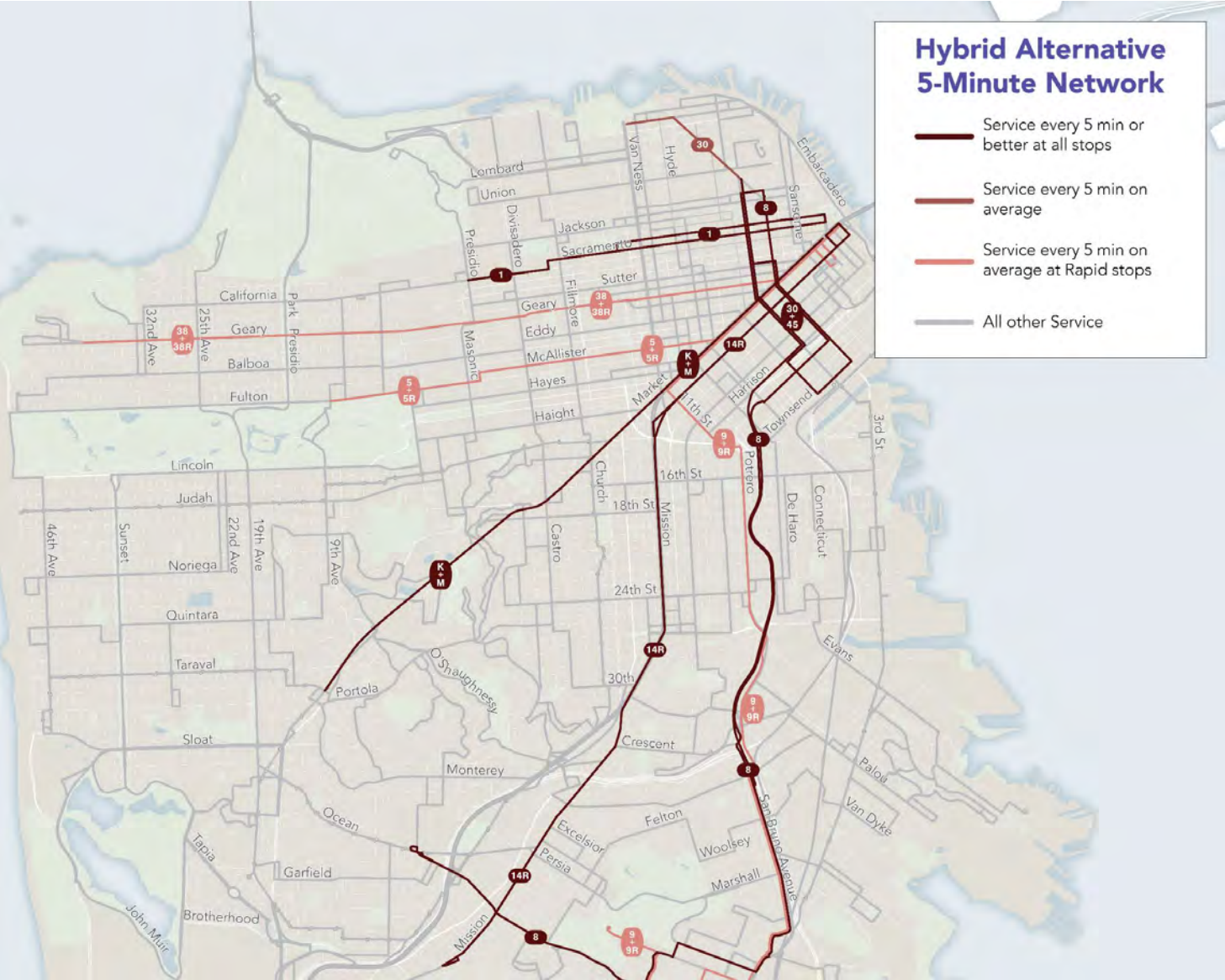
Note: Proximity is measured as being located within 1/4 mile walk of a bus or rail stop.

# What a 5-Minute Network would look like





# What a 5-Minute Network would look like



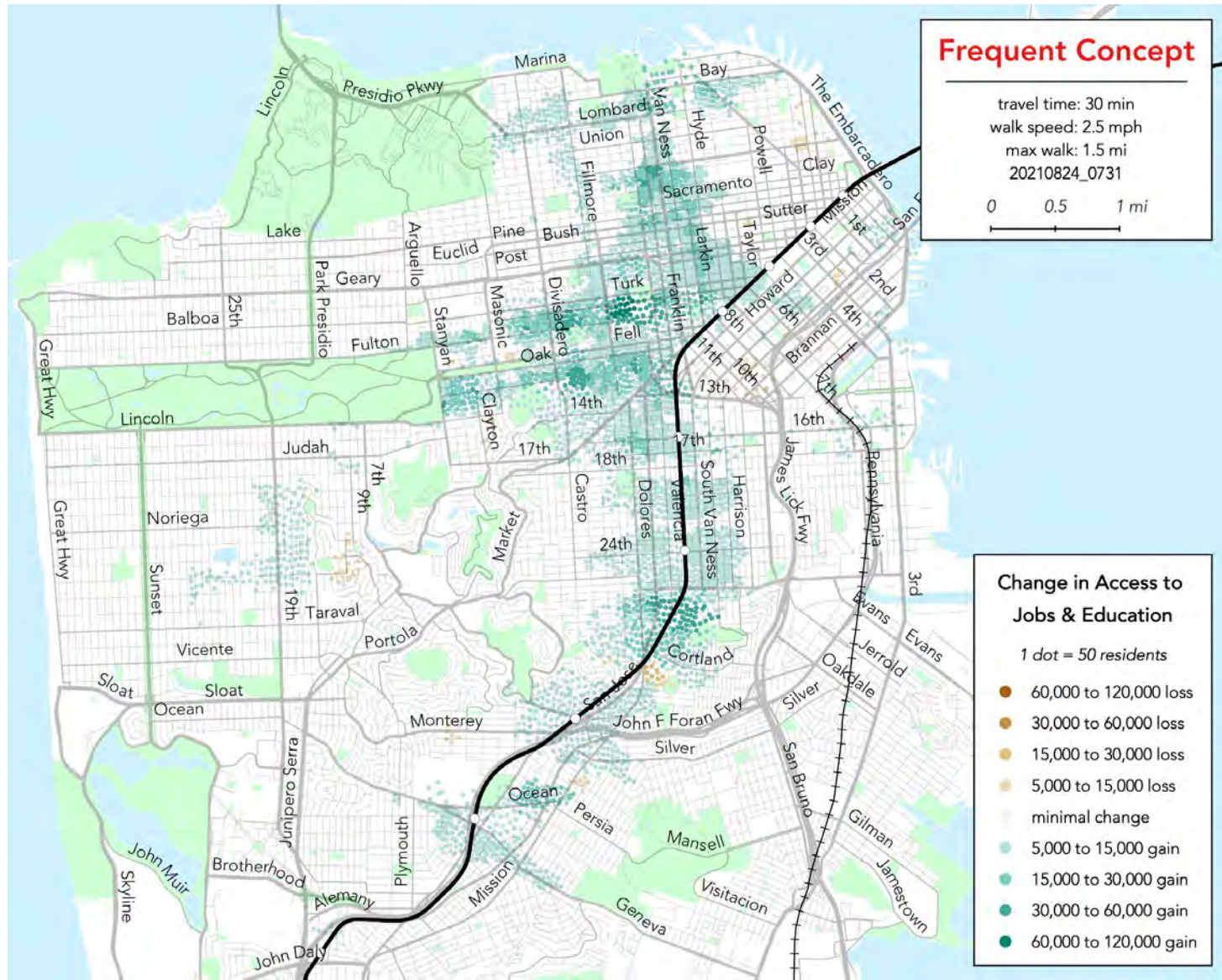
# 5-Minute Network Vision

Learn more at  
[www.ConnectSF.org](http://www.ConnectSF.org)

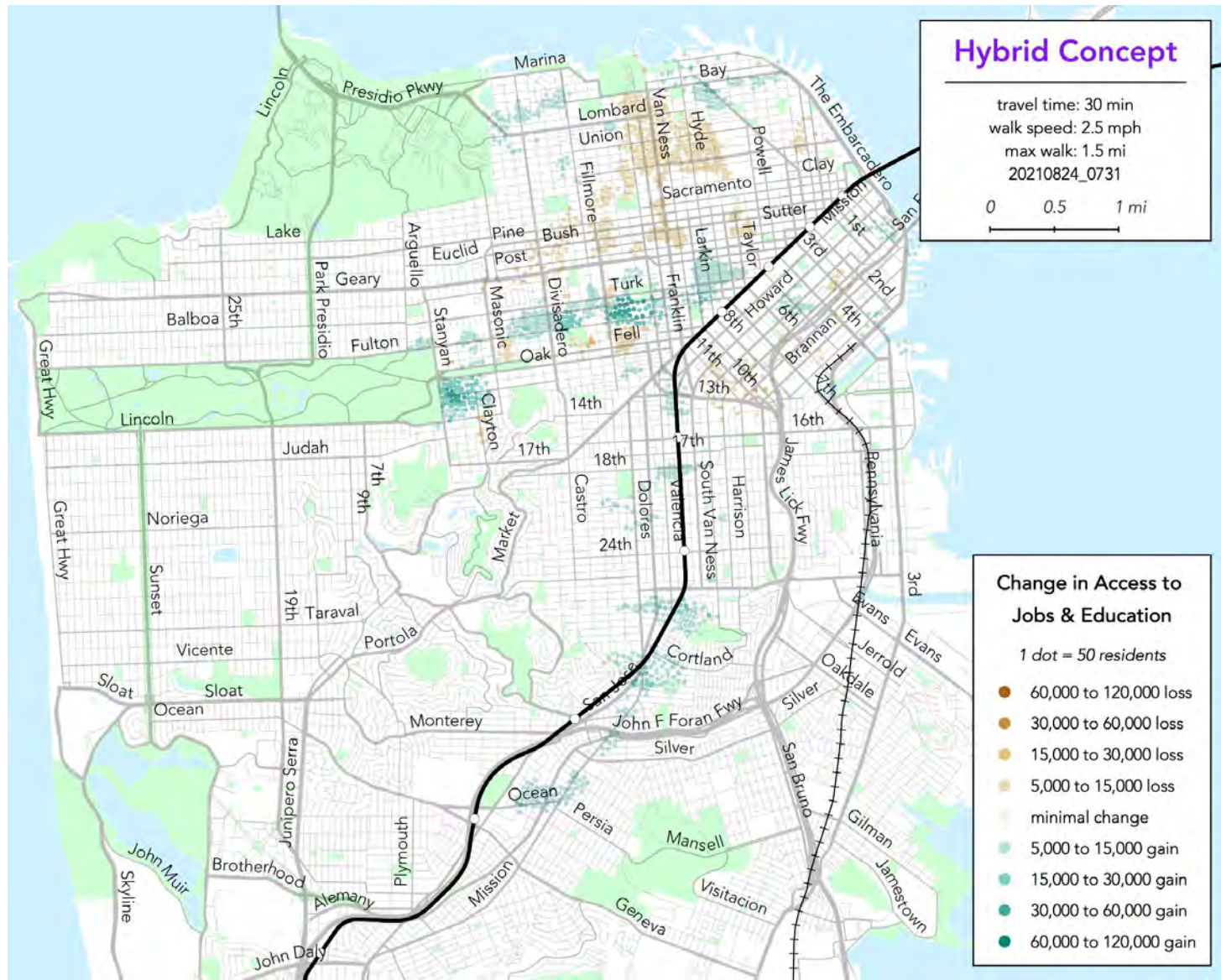




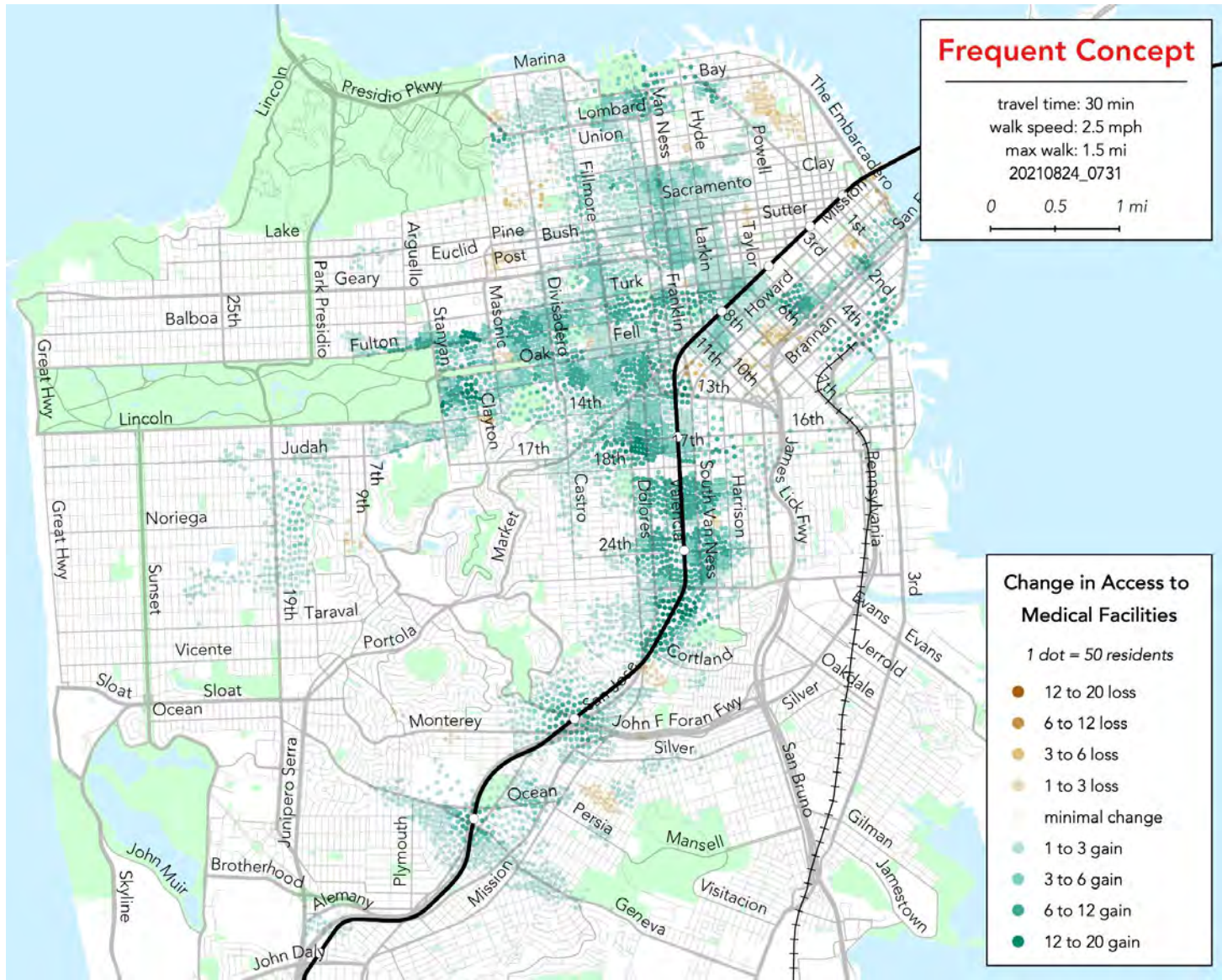
# Connections to Jobs and Education



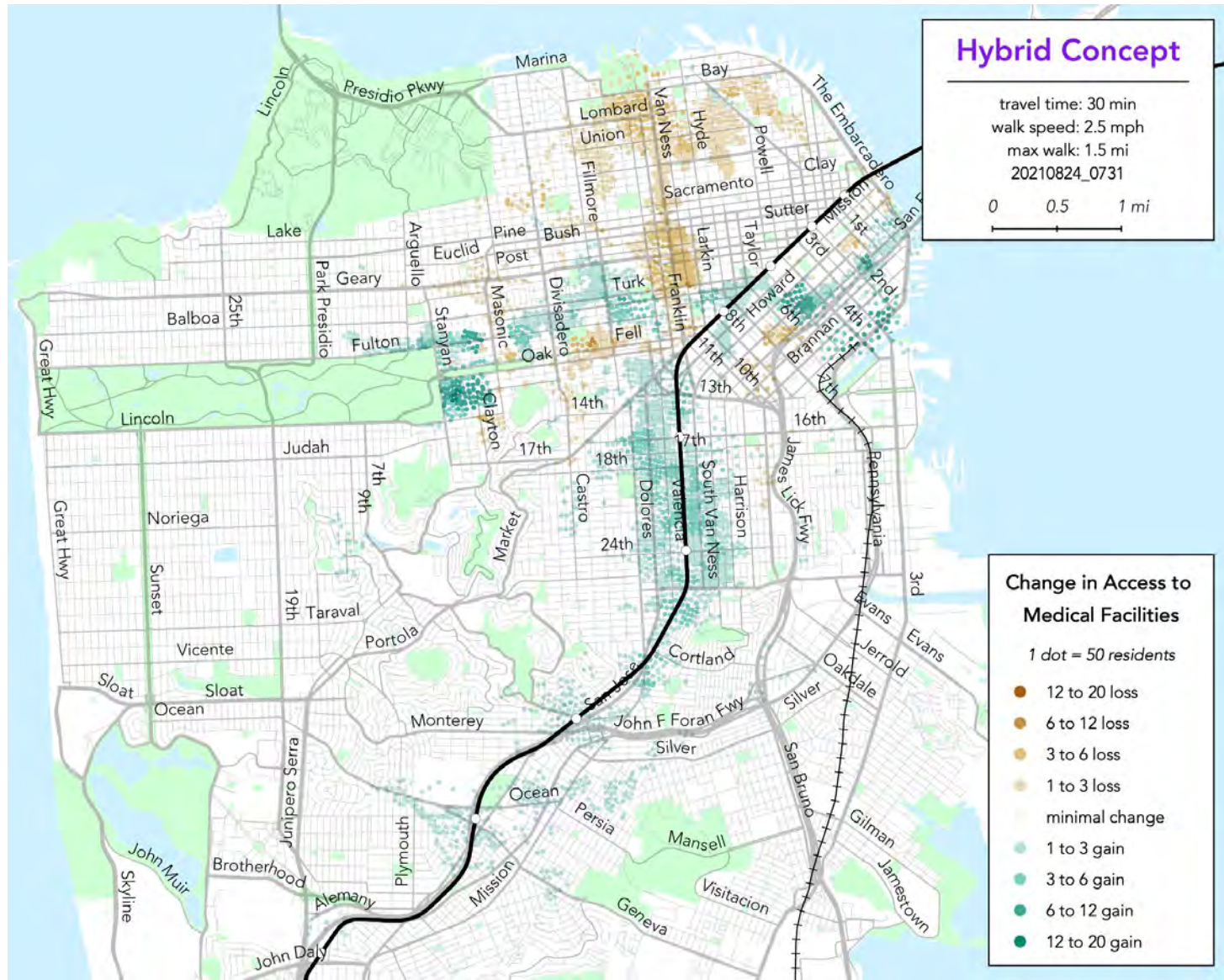
# Connections to Jobs and Education



# Connections to Medical Facilities



# Connections to Medical Facilities



# Community Outreach

- Virtual open house and office hours series in September and October (interpreters available)
- Multilingual online StoryMap, including multichannel survey to collect feedback
- Briefings with key stakeholders, neighborhood associations and community-based organizations
- Multilingual posters at key locations across the city
- Multilingual media outreach
- Emails to stakeholders
- Blog and social media postings



# Community Outreach

As of October 1:

- Over 4,500 survey responses (since Sept. 3)
- Over 30 stakeholder meetings held
- Thousands of posters hung at 650 locations city-wide
- Over 300 paper surveys collected at neighborhood festivals and CBOs
- Thousands of email and text notices
- Over 1000 project update subscribers added

# Outreach Timeline

## July – August

Initiate Stakeholder Engagement

Three network-wide scenarios are finalized and presented to the public for feedback

Involve stakeholders in identifying challenges and concerns, refine scenarios

## September – October

Involve stakeholders to determine which scenario best suits San Francisco's needs

Feedback collected and incorporated

Outreach on specific corridors (as needed)

Feedback gathered, paired with transit data, used to develop proposal for 2022 Muni Service Network

## October – November

A proposal for the 2022 Muni Service Network is presented and provides details about how public feedback influenced the proposal

The proposal is refined through consultation with stakeholders

## November-December

Proposal presented to SFMTA Board to consider for approval. (With public's input)

Approved schedule finalized and put through service change process

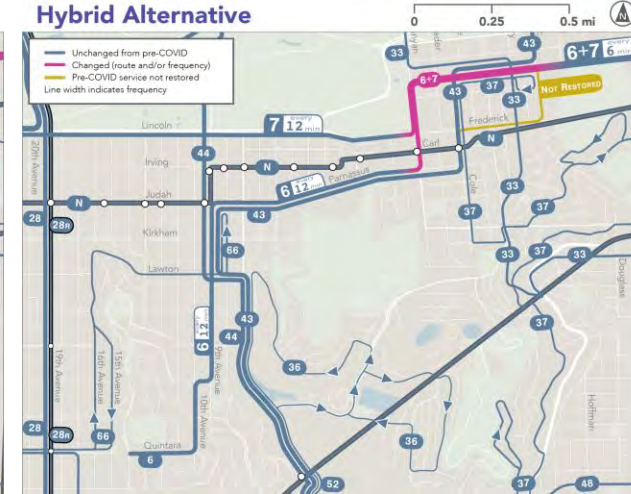
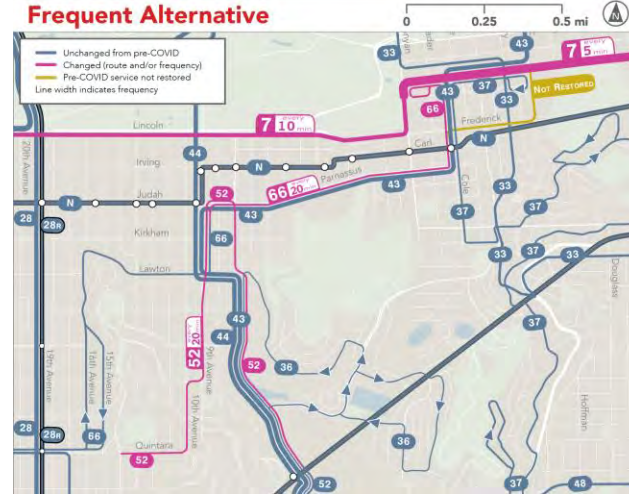
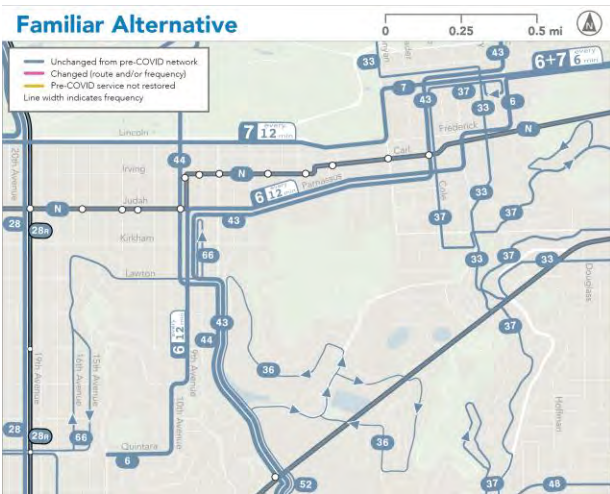
# How do I give my feedback to the SFMTA?

- Review detailed options and updates for 2022 Muni service at **SFMTA.com/2022Network**
- Email [\*\*TellMuni@SFMTA.com\*\*](mailto:TellMuni@SFMTA.com)
- Call the 2022 Network hotline to register a comment with staff or leave a brief message – **415.646.2005**
- Attend a virtual public meeting. Visit SFMTA.com/2022Network for details on how to participate:
  - Virtual Open House, **October 16, 12 p.m.**
  - Virtual Open House, **October 20, 6 p.m.**
  - Office Hours, **October 21, p.m.**



# The Haight, Parnassus, Golden Gate Heights

## 6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara



The 6 Haight/Parnassus is busy along Haight Street, around UCSF and at 9th and Irving. It is 1 block from frequent service at UCSF and in Cole Valley.

Demand along Haight Street is very high, so it's important to have frequent service there.

Ashbury Heights is served by the 33 Stanyan with connections to upper Market and the Mission.

Continue to cover Golden Gate Heights with the current 52 Excelsior, connects to Muni Metro at 9th and Judah and at Forest Hill.

# Post, Sutter, Clement, and Jackson Streets

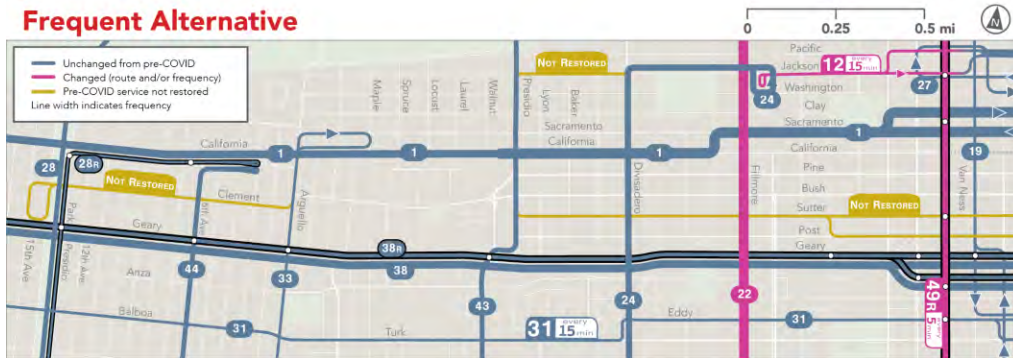
## 2 Clement, 3 Jackson, 10 Townsend

### Familiar Alternative



In the Richmond District, do we need Muni service on Clement Street, just an eighth mile from service on both California Street and Geary Boulevard?

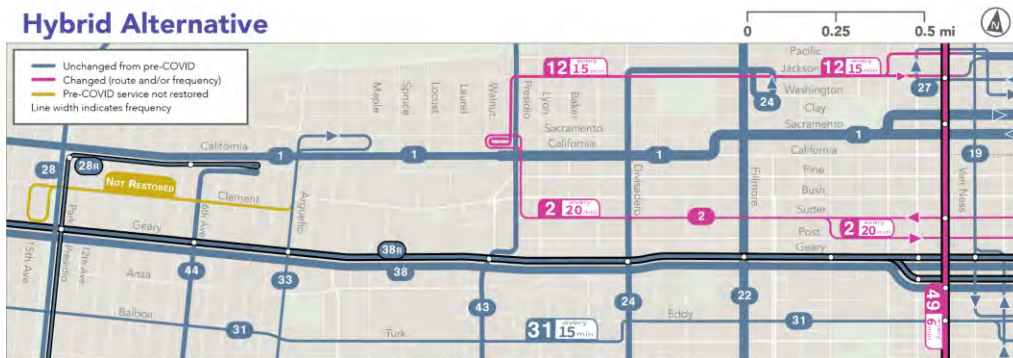
### Frequent Alternative



In Pacific Heights, could we serve the low-ridership 3 Jackson along Jackson Street differently?

How much service does Sutter Street need? It's 2-4 blocks from service on Geary and California streets.

### Hybrid Alternative

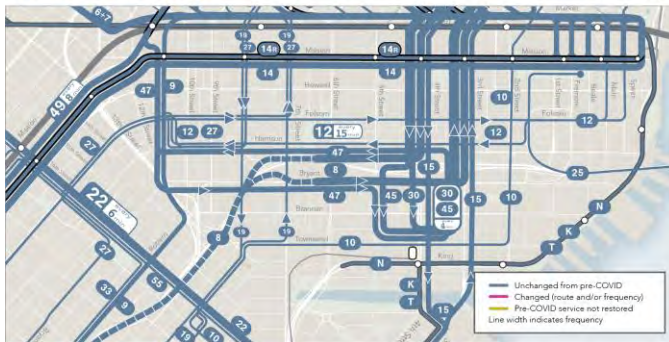


Would it be better to have lines a little further apart so that we can build up frequencies on routes to reduce waiting times and crowding?

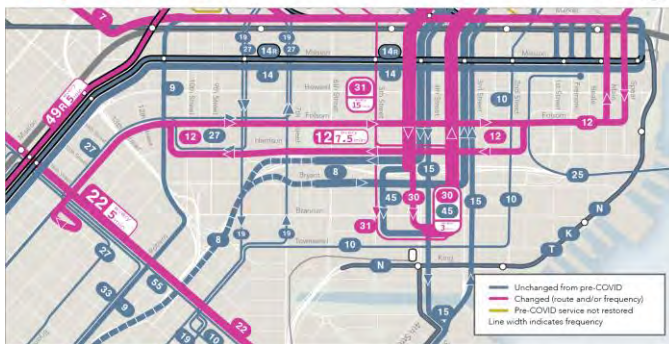
# South of Market, Market Street, Financial District

10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

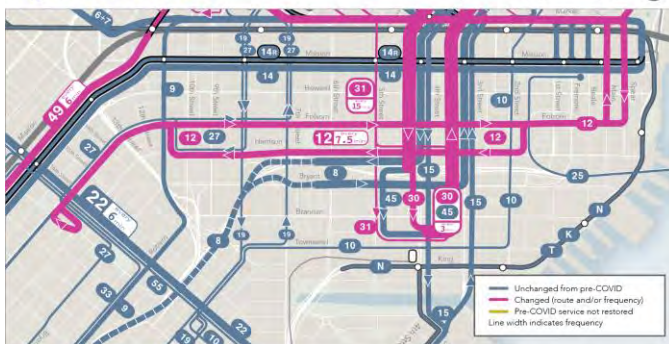
Familiar Alternative



Frequent Alternative



Hybrid Alternative



The 47 Van Ness, ran the length of Van Ness Avenue, and then continued across the South of Market to Caltrain

Would it be better if there were more frequency on 49 Van Ness/Mission to reduce waiting and crowding there?

Are there ways to organize Muni's 10 Townsend and 12 Folsom to provide more useful service to Folsom and Harrison streets, and Chinatown and Rincon Hill?

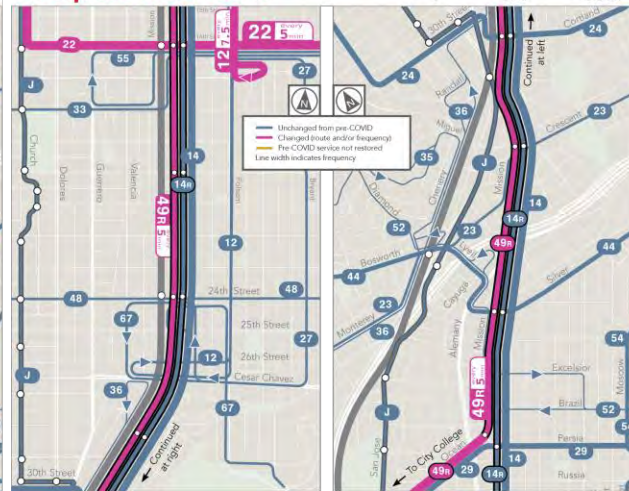
Should Muni's 31 Balboa continue to go to the foot of Market Street, or would it be more useful if it turned down 5th Street to end at Caltrain?

# The Mission, Excelsior, City College 22 Fillmore, 49 Van Ness/Mission

### Familiar Alternative



### Frequent Alternative



### Hybrid Alternative



If we run all Van Ness Avenue Muni service with the 49 Van Ness/Mission, it would improve access into the Mission and to City College at every six minutes instead of every eight minutes.

We could replace the 49 Van Ness/Mission with a 49R Van Ness/Mission Rapid, making all stops on Van Ness Avenue, at the new BRT stations. Along Mission Street, it would stop only at the current 14R Mission Rapid stops.

We could also improve frequencies on the 22 Fillmore and 12 Folsom to reduce wait times and crowding.



Thank you