



**SFMTA**  
Municipal  
Transportation  
Agency

# Muni Equity Strategy

Presentation to San Francisco Youth  
Commission

November 16, 2015

### **In May 2014, SFMTA Board of Directors adopted the Muni Service Equity Policy, calling for a biennial Service Equity Strategy in concurrence with the SFMTA budget process**

The Muni Service Equity Strategy will:

- Identify and document transit service performance issues in neighborhoods with high concentrations of low income and minority residents
- Monitor progress toward addressing key needs in each of the Equity Strategy Neighborhoods
- Link improvement strategies to capital and transit service funding requests as needed

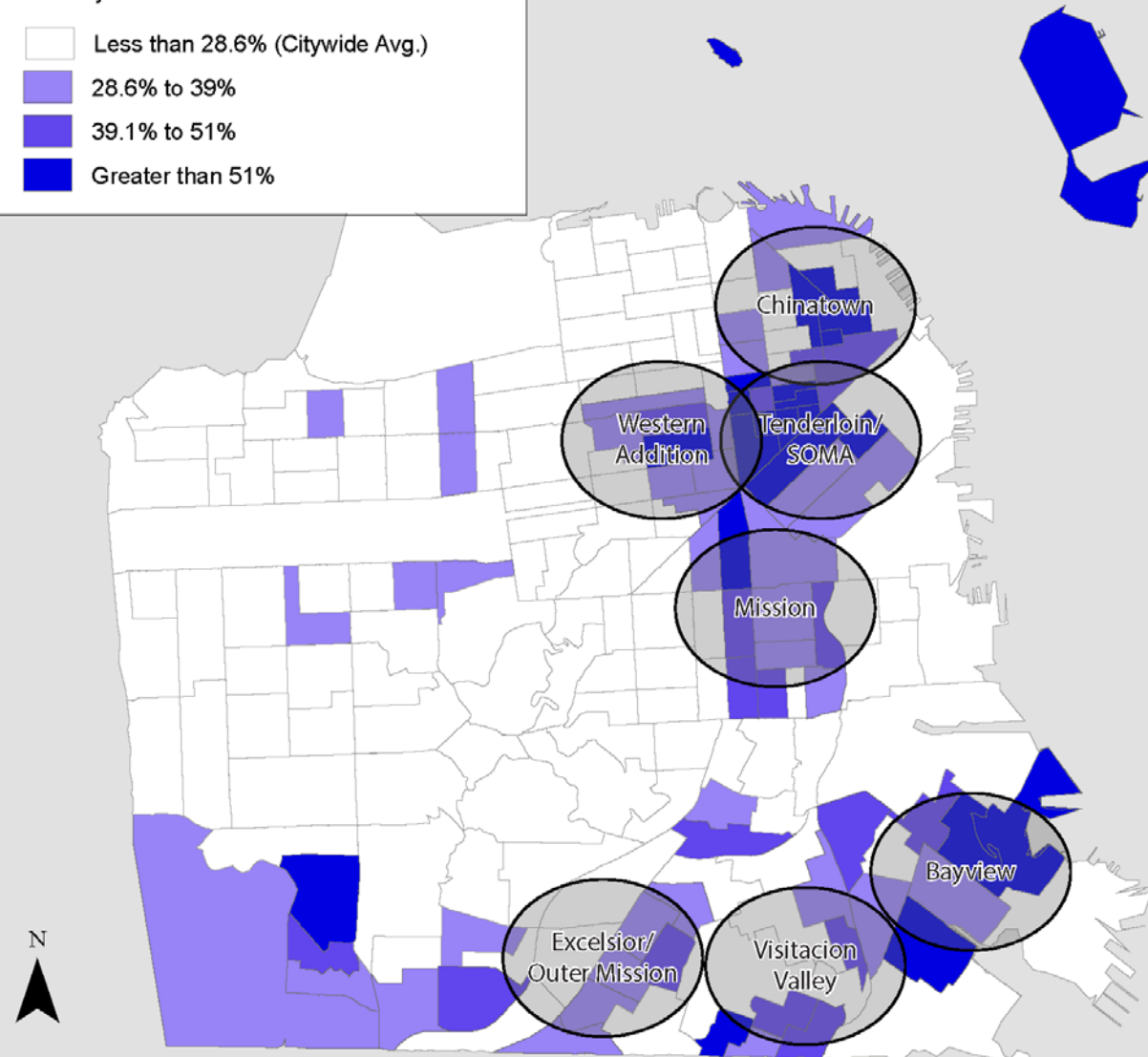
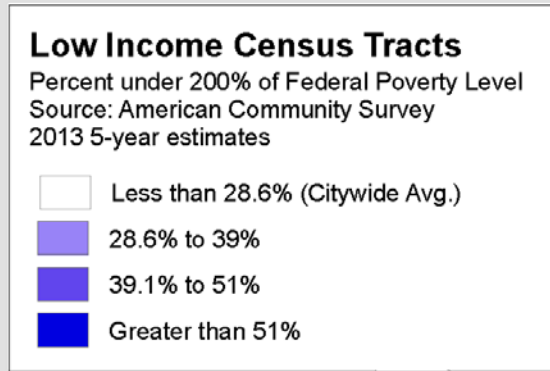


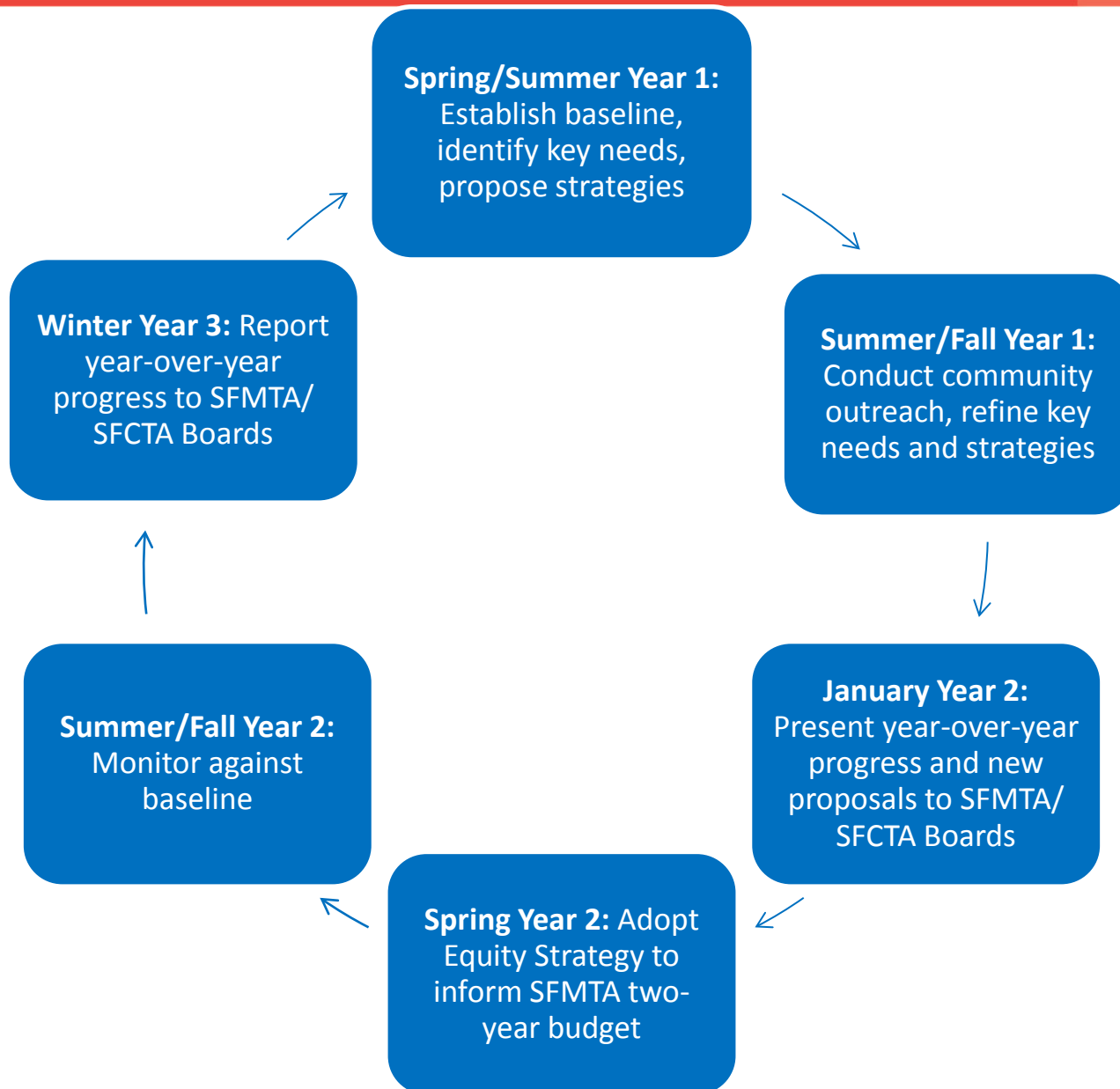
In collaboration with community advocates, SFMTA staff identified

## **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





SFMTA staff will identify a draft set of key needs by using data-based analysis.

Data points considered include:

- On-time performance
- Service gaps
- Percentage of crowded trips
- Auto to transit travel-time comparison

Bayview Neighborhood										May - June 2015
Inbound										
System On-Time Performance										
	Service Category	AM Peak	Mdday	School	PM Peak	Evening	Late Night	Owl	All Day	
	Rail (Metro)	58.8%	51.3%	47.0%	37.8%	27.7%	35.4%	52.7%	44.4%	
	Rapid & Frequent	72.0%	65.8%	63.6%	54.2%	56.8%	60.2%	70.0%	63.2%	
	Grid	69.1%	62.7%	61.3%	53.2%	58.7%	62.2%	58.9%	60.9%	
	Commuter Only	62.3%	49.2%	60.5%	42.0%	26.2%			48.0%	
	Community Circulators	68.9%	69.7%	59.4%	53.3%	63.9%	71.8%		64.5%	
Neighborhood On-Time Performance										
Service Category	Route / Neighborhood Stops	AM Peak	Mdday	School	PM Peak	Evening	Late Night	Owl	All Day	
Rail (Metro)	KT Third S	54.6%	47.8%	45.3%	36.7%	29.4%	37.9%		42.0%	
	3rd St&Paul Ave SW-FS/SI	44.2%	36.2%	33.7%	28.9%	16.7%	27.1%		31.1%	
	3rd St&Oakdale/Palou N-NS SI	44.8%	36.6%	34.5%	28.0%	16.1%	29.7%		31.6%	
Grid	19 Polk N	66.0%	58.4%	50.9%	47.6%	50.9%	58.9%		55.5%	
	Evans Ave&USPO NE-MB/BZ	75.6%	82.1%	76.4%	67.4%	63.9%	73.3%		73.1%	
Grid	23 Monterey E	56.3%	45.9%	49.0%	40.6%	62.0%	63.4%		52.9%	
	Palou Ave&3rd St E-NS/BZ	44.3%	35.6%	47.7%	25.6%	40.7%	49.5%		40.6%	
	Palou Ave&3rd St S-FS/BZ	50.3%	40.2%	44.4%	25.5%	54.7%	58.6%		45.6%	
Grid	24 Divisadero N	65.5%	62.3%	64.2%	64.2%	68.9%	68.7%	64.8%	65.5%	
	Cortland Ave&Hilton St NW-FS/BZ	78.9%	73.5%	82.5%	73.1%	65.5%	65.8%	75.9%	73.6%	
	Cortland Ave&Bayshore Blvd SW-NS/BZ							77.2%	77.2%	
Grid	29 Sunset W	65.5%	60.9%	60.4%	50.9%	57.0%	59.1%		59.0%	
	Mansell St&San Bruno Ave W-FS/BZ	71.6%	73.4%	71.4%	63.7%	68.8%	81.9%		71.8%	
Grid	44 O'Shaughnessy N	63.2%	62.6%	61.4%	62.1%	53.2%	56.3%		59.8%	
	Palou Ave&3rd St E-NS/BZ	79.6%	82.6%	81.1%	77.5%	74.1%	73.4%		78.1%	
Grid	54 Felton E	65.7%	58.4%	49.3%	54.8%	71.0%	65.3%		60.8%	
	Williams Ave&3rd St W-NS	59.8%	54.2%	37.5%	42.8%	65.2%	58.0%		52.9%	

# Critical Routes for Equity Neighborhoods

## Muni Equity Strategy

Bayview	Chinatown	Excelsior/ Outer Mission	Inner Mission	Tenderloin/ SOMA	Visitacion Valley	Western Addition
19 Polk	1 California	8X/8AX/8BX Bayshore Express	9 San Bruno	12 Folsom	8X/8AX/8BX Bayshore Express	5 Fulton
23 Monterrey	8X/8AX/8BX Bayshore	14 Mission	12 Folsom	14 Mission	9 San Bruno	5R Fulton Limited
29 Sunset	10 Townsend	14L Mission	14 Mission	19 Polk	9R San Bruno Limited	6 Parnassus
24 Divisadero	12 Folsom	14X Mission Express	14R Mission Limited	27 Bryant	56 Rutland	21 Hayes
44 O'Shaughnessy	30 Stockton	29 Sunset	22 Fillmore	31 Balboa	T-Third	22 Fillmore
54 Felton	45 Stockton- Union	43 Masonic	27 Bryant	38 Geary	90 Owl	24 Divisadero
T-Third	91 Owl	49 Mission- Van Ness	33 Stanyan	38L Geary	91 Owl	31 Balboa
91 Owl		52 Excelsior	48 Quintara	49 Van Ness- Mission		7 Haight- Noriega
		91 Owl	49 Mission- Van Ness	47 Van Ness		
			55 16 <sup>th</sup> St			

# BAYVIEW – DRAFT FINDINGS

Key Need	Improvements Underway or <i>Completed</i>	Preliminary FY17-18 Recommendations
<b>Improve service reliability on the K-T line inbound toward Bayview</b>	<ul style="list-style-type: none"> <li>▪ AM/PM peak service increases for T line in Fall '15</li> <li>▪ Signal timing upgrades along 3<sup>rd</sup> Street</li> <li>▪ Rail schedule redesign</li> </ul>	<ul style="list-style-type: none"> <li>▪ Prioritize T line for additional LRV vehicles as new vehicles arrive in 2017</li> </ul>
<b>Address schedule delays that are impacting reliability on the 23 Monterey toward Bayview inbound</b>	<ul style="list-style-type: none"> <li>▪ <i>Schedule adjustment, Apr '15</i></li> <li>▪ Signal enhancements at St Francis Circle</li> </ul>	<ul style="list-style-type: none"> <li>▪ Identify opportunities for transit priority street changes</li> <li>▪ Run on Industrial and Palou instead of deviating to Produce Market; reinvest travel time to improve on-time performance</li> </ul>
<b>Improve service reliability and reduce crowding on the 29 Sunset</b>	<ul style="list-style-type: none"> <li>▪ <i>AM trippers added, Jan '15</i></li> <li>▪ <i>Midday service increases, Apr '15</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ Add more peak service in FY17/18 budget for the peak periods</li> </ul>

# BAYVIEW – DRAFT FINDINGS

## Decrease in crowding on 29 since service increases in January and April 2015

Weekday Percentage of Trips Over Capacity by Hour - Inbound

		2014								2015						
		May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	J
19	In	1.9%	0.0%	0.5%	1.1%	2.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.0%	0
23	In	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%		
24	In	1.0%	1.0%	0.0%	1.2%	1.5%	2.0%	0.7%	0.2%	0.7%	0.6%	0.6%	0.3%			
29	In	8.8%	3.6%	2.7%	5.5%	14.5%	11.3%	8.2%	4.6%	5.4%	5.6%	5.2%	5.3%	4.7%	2.0%	1
44	In	6.0%	3.5%	3.4%	4.9%	5.9%	6.0%	4.6%	1.3%	1.9%	1.4%	1.8%	1.9%	0.9%	1.4%	1
54	In	0.5%	0.5%	0.0%	0.5%	0.7%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0
91	In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0

Weekday Percentage of Trips Over Capacity by Hour - Outbound

		2014								2015						
		May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	J
23	Out	0.0%	0.0%	0.4%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%		
24	Out	2.1%	0.7%	0.0%	3.5%	3.6%	2.1%	0.4%	0.2%	0.9%	0.7%	0.6%	0.3%			
29	Out	7.3%	2.7%	3.0%	4.4%	9.7%	9.7%	6.3%	4.0%	6.6%	4.5%	4.4%	5.2%	4.2%	1.0%	1
44	Out	6.3%	4.9%	2.8%	6.2%	6.6%	4.5%	4.3%	3.3%	5.0%	2.9%	2.1%	2.6%	1.6%	1.7%	1
54	Out	0.6%	0.0%	0.6%	0.9%	2.0%	1.8%	1.3%	0.2%	0.3%	0.0%	0.0%	0.0%		1.0%	0
91	Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
<b>Grand T..</b>		4.1%	2.1%	1.9%	3.3%	5.0%	4.6%	2.4%	1.8%	2.4%	2.1%	1.7%	1.9%	2.3%	1.2%	1



# BAYVIEW – DRAFT FINDINGS

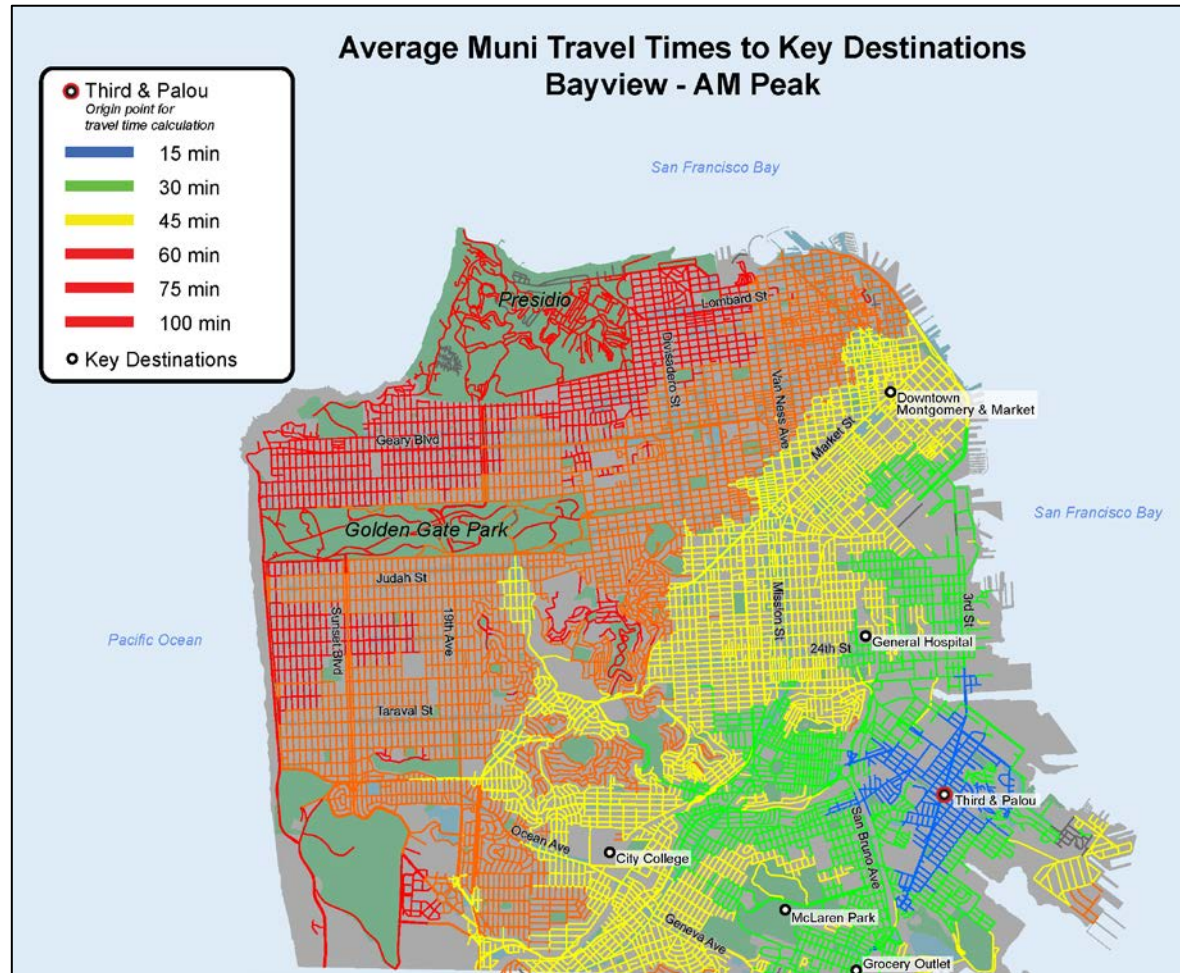
<b>AM Peak Arrive at 9 am</b>						
<b>Starting Location: Third &amp; Palou</b>						
<b>Location</b>	<b>Routes</b>	<b>Transit Travel Time</b>	<b># of transfers</b>	<b>Auto Travel Time (Minutes)</b>	<b>Auto+ Parking</b>	<b>Transit to Auto Ratio</b>
General Hospital	24, 9L	31	1	10	15	2.1
Downtown / Montgomery & Market	KT	37	0	24	29	1.3
Nearest Large Park - McLaren	54	22	0	10	15	1.5
City College 50 Phelan	23	35	0	12	17	2.1
Grocery Store, Grocery Outlet @ Bayshore	KT	16	0	6	11	1.5
<b>Midday Arrive 12 noon</b>						
<b>Starting Location: Third &amp; Palou</b>						
<b>Location</b>	<b>Routes</b>	<b>Minutes</b>	<b># of transfers</b>	<b>Auto Travel Time</b>	<b>Auto+ Parking</b>	<b>Transit to Auto Ratio</b>
General Hospital	44, 9	26	1	10	15	1.7
Downtown / Montgomery & Market	KT	37	0	24	29	1.3
Nearest Large Park - McLaren	54	21	0	10	15	1.4
City College 50 Phelan	23	33	0	12	17	1.9
Grocery Store, Grocery Outlet @ Bayshore	KT	16	0	6	11	1.5
<b>PM Peak Leave at 5 pm</b>						
<b>Starting Location: Third &amp; Palou</b>						
<b>Location</b>	<b>Routes</b>	<b>Minutes</b>	<b># of transfers</b>	<b>Auto Travel Time</b>	<b>Auto+ Parking</b>	<b>Transit to Auto Ratio</b>
General Hospital	23, 9	25	1	10	15	1.7
Downtown / Montgomery & Market	KT	38	0	24	29	1.3
Nearest Large Park - McLaren	44	22	0	10	15	1.5
City College 50 Phelan	23, 43	33	1	12	17	1.9
Grocery Store, Grocery Outlet @ Bayshore	KT	16	0	6	11	1.5
<b>Night Leave at 8 pm</b>						
<b>Starting Location: Third &amp; Palou</b>						
<b>Location</b>	<b>Routes</b>	<b>Minutes</b>	<b># of transfers</b>	<b>Auto Travel Time</b>	<b>Auto+ Parking</b>	<b>Transit to Auto Ratio</b>
General Hospital	24, 9	30	1	10	15	2.0
Downtown / Montgomery & Market	KT	34	0	24	29	1.2
Nearest Large Park - McLaren	44	19	0	10	15	1.3
City College 50 Phelan	KT, 8X, 43	40	2	12	17	2.4
Grocery Store, Grocery Outlet @ Bayshore	KT	16	0	6	11	1.5

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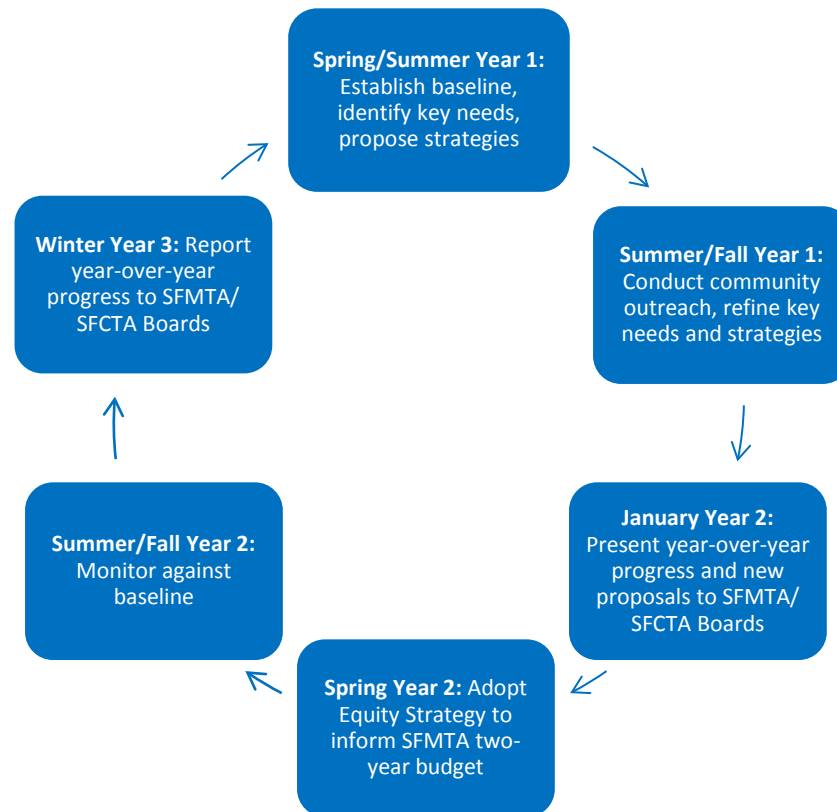
## Travel Times to Key Destinations from Bayview

Although transit to auto travel time ratios are over 2x for SF General Hospital (SFGH) and City College, the transit travel times are just a little over 30 min.

- Route 48 proposed to replace Route 19 and provide direct service to SFGH.
- Route 54 redesign proposed to provide quicker connections to City College



- Incorporate Accessibility metrics
- Conduct outreach to vet our data-based findings
- Present to SFMTA Board of Directors





**Thank You**