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
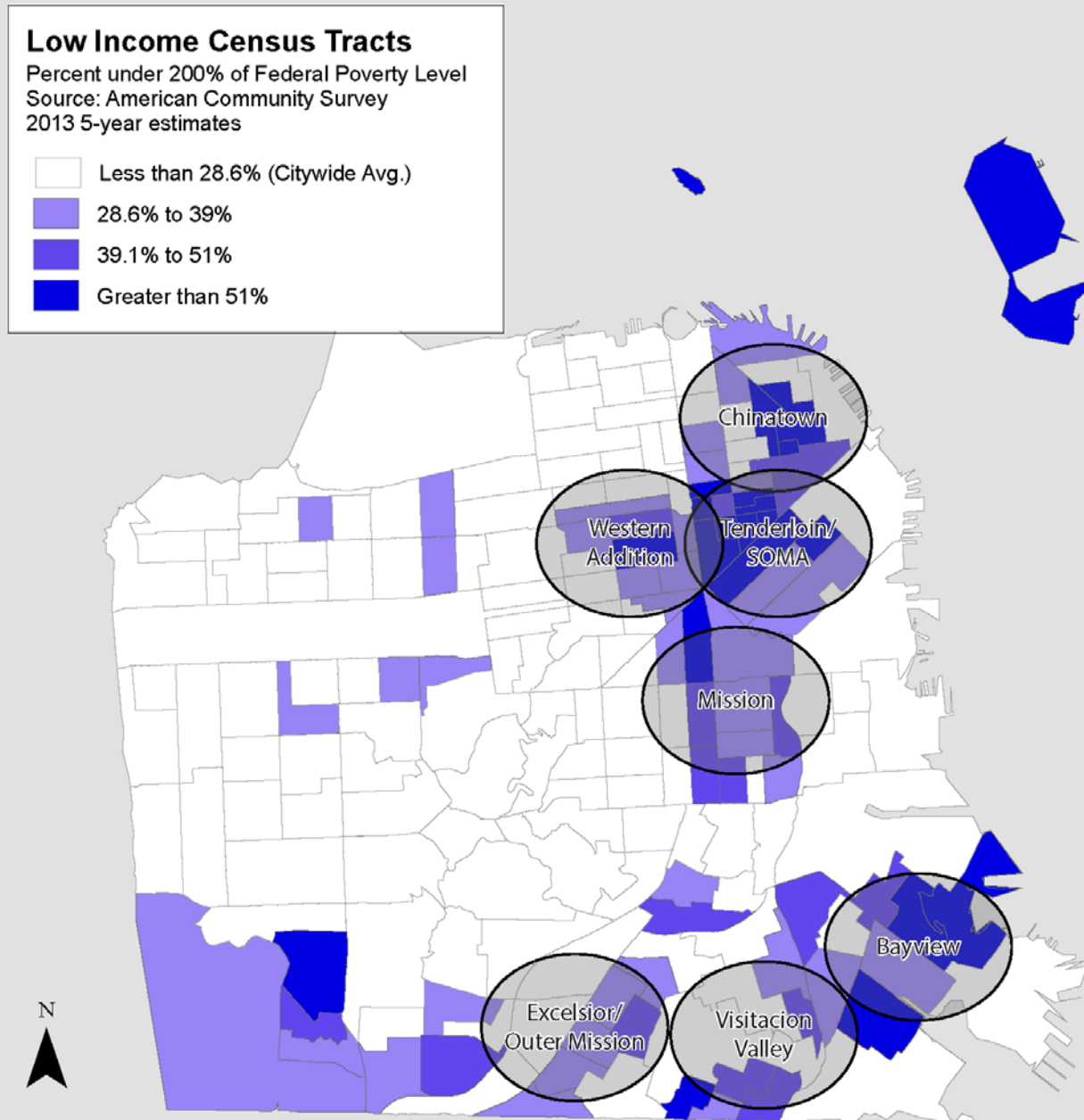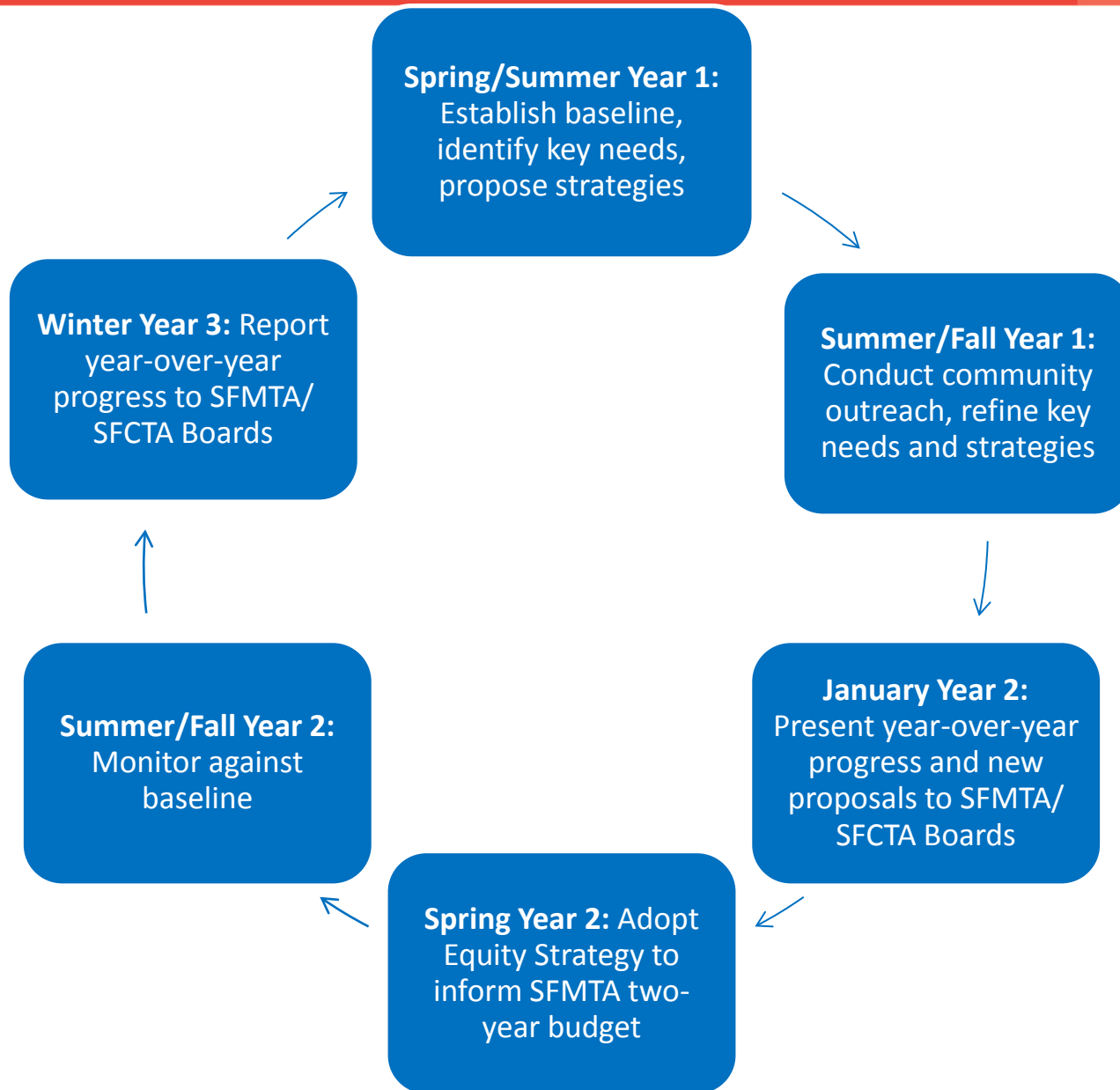
In collaboration with community advocates, SFMTA staff identified **seven equity strategy neighborhoods** based on a number of demographic factors, including:

- Concentration of households with low income

- Concentration of people of color

- Household density

- Vehicle ownership

Low Income Census Tracts
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%

Chinatown

Western Addition

Tenderloin/ SOMA

Mission

Bayview

Excelsior/ Outer Mission

Visitacion Valley

N

Spring/Summer Year 1: Establish baseline, identify key needs, propose strategies

Summer/Fall Year 1: Conduct community outreach, refine key needs and strategies

January Year 2: Present year-over-year progress and new proposals to SFMTA/ SFCTA Boards

Spring Year 2: Adopt Equity Strategy to inform SFMTA two-year budget

Summer/Fall Year 2: Monitor against baseline

Winter Year 3: Report year-over-year progress to SFMTA/ SFCTA Boards

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**	**Midday**	**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%
	Commute 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**	**Midday**	**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

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 16th St			

BAYVIEW – DRAFT FINDINGS

Key Need	Improvements Underway or *Completed*	Preliminary FY17-18 Recommendations
Improve service reliability on the K-T line inbound toward Bayview	▪ AM/PM peak service increases for T line in Fall '15 ▪ Signal timing upgrades along 3rd Street ▪ Rail schedule redesign	▪ Prioritize T line for additional LRV vehicles as new vehicles arrive in 2017
Address schedule delays that are impacting reliability on the 23 Monterey toward Bayview inbound	▪ *Schedule adjustment, Apr '15* ▪ Signal enhancements at St Francis Circle	▪ Identify opportunities for transit priority street changes ▪ 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	▪ *AM trippers added, Jan '15* ▪ *Midday service increases, Apr '15*	▪ Add more peak service in FY17/18 budget for the peak periods

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%	
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
Grand T..		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%	

BAYVIEW – DRAFT FINDINGS

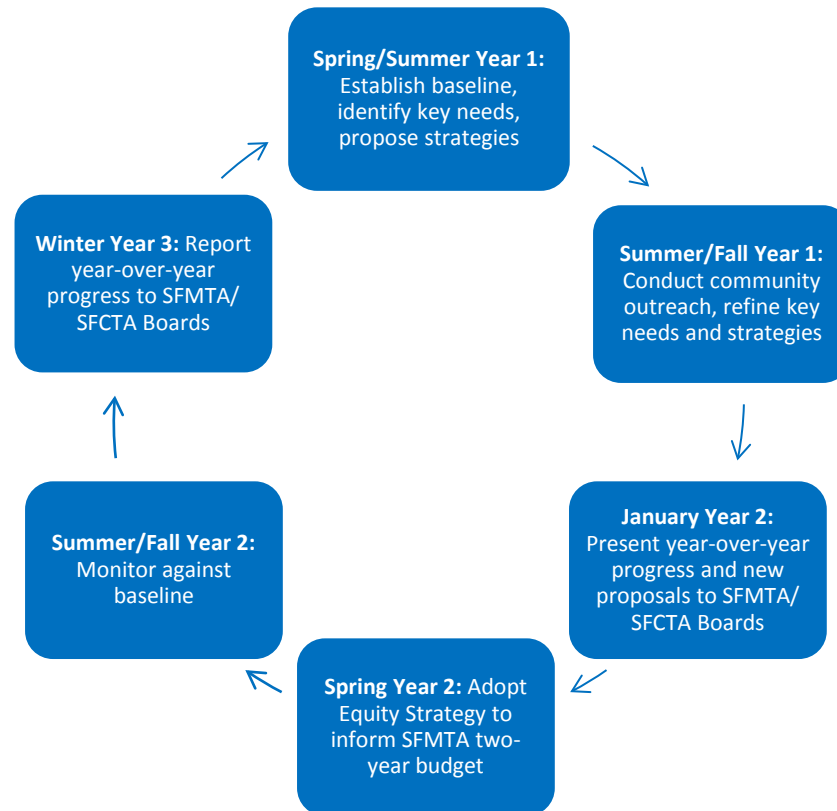| AM Peak Arrive at 9 am						
Starting Location: Third & Palou						
Location	Routes	Transit Travel Time	# of transfers	Auto Travel Time (Minutes)	Auto+ Parking	Transit to Auto Ratio
General Hospital	24, 9L	31	1	10	15	2.1
Downtown / Montgomery & Market	KT	37	0	24	29	1.3
Nearest Large Park - McLaren	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
Midday Arrive 12 noon						
Starting Location: Third & Palou						
Location	Routes	Minutes	# of transfers	Auto Travel Time	Auto+ Parking	Transit to Auto Ratio
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
PM Peak Leave at 5 pm						
Starting Location: Third & Palou						
Location	Routes	Minutes	# of transfers	Auto Travel Time	Auto+ Parking	Transit to Auto Ratio
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
Night Leave at 8 pm						
Starting Location: Third & Palou						
Location	Routes	Minutes	# of transfers	Auto Travel Time	Auto+ Parking	Transit to Auto Ratio
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

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

Average Muni Travel Times to Key Destinations Bayview – AM Peak
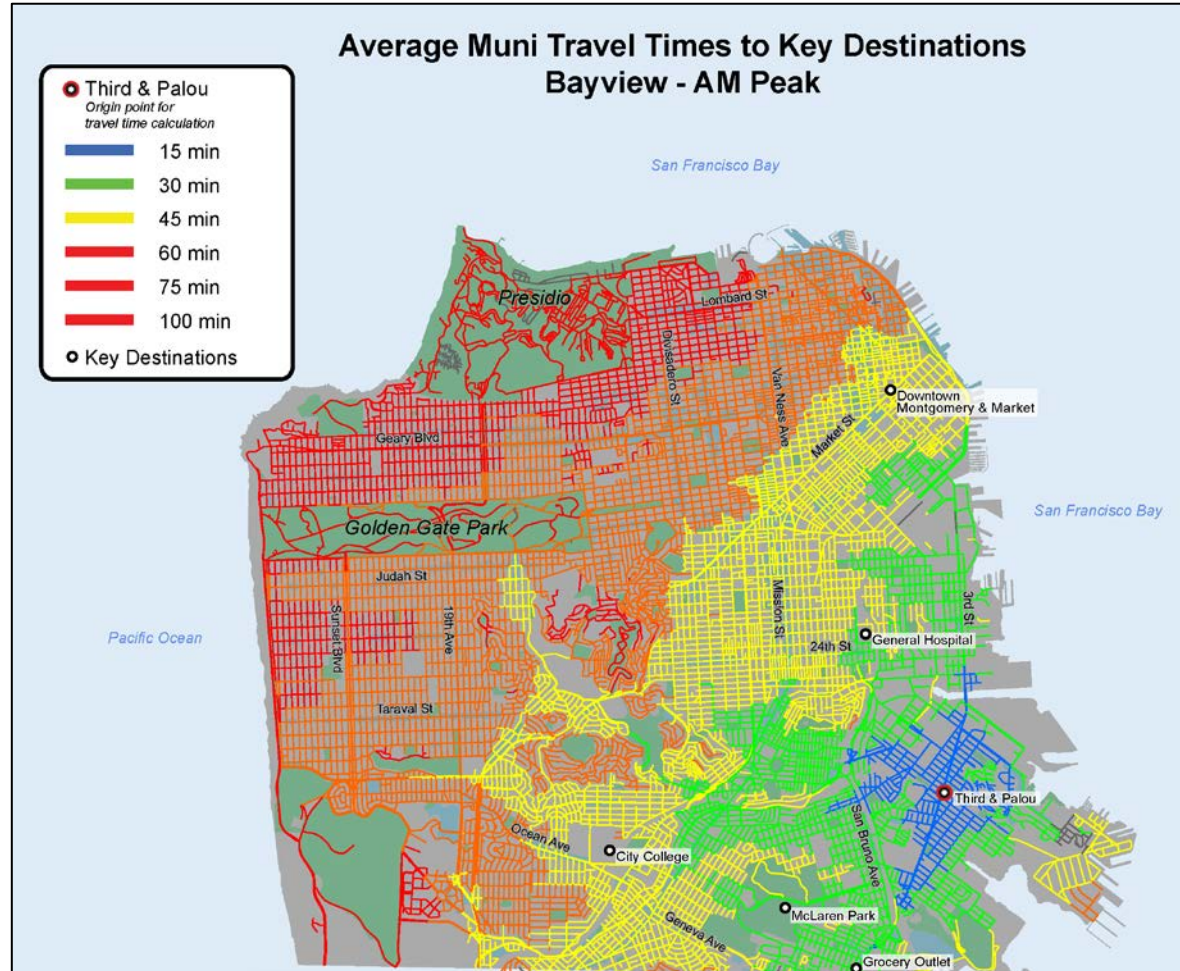
- Incorporate Accessibility metrics

- Conduct outreach to vet our data-based findings

- Present to SFMTA Board of Directors

Thank You