



MEMORANDUM

DATE: May 22, 2009

TO: SFMTA Board of Directors
Tom Nolan, Chairman
Rev. Dr. James McCray, Jr., Vice Chairman
Cameron Beach, Director
Shirley Breyer Black, Director
Malcolm Heinicke, Director
Jerry Lee, Director
Bruce Oka, Director

FROM: Nathaniel P. Ford, Sr.
Executive Director/CEO

SUBJECT: Potential Transit Service Enhancements

The purpose of this memorandum is to provide you with the most recent information regarding the San Francisco Municipal Transportation Agency's (SFMTA) potential transit service enhancements that are part of the SFMTA's FY 2009-2010 budget. The transit service enhancements are the results of discussions that ensued at the May 12, 2009 Board of Supervisors meeting. During the course of the meeting, an agreement was reached to add back \$8.7 million into the SFMTA budget for transit service enhancements. The attached document includes specifics relative to the transit service enhancements, including the route numbers, route descriptions, rationale for the enhancements as well as the supervisorial districts the routes traverse.

SFMTA is currently exploring the option of leveraging pilots programs to ascertain the operational feasibility of these potential routes under the authority granted to me as the Executive Director/CEO of the SFMTA. I will keep you apprised of the possibilities associated with the aforementioned.

Lastly, the Board of Supervisors, at a special meeting on Wednesday, May 27, 2009, is expected to take action on a motion based upon recommendation from the Finance and Budget Committee to reject the SFMTA 2009-2010 budget. I will notify you immediately of the Board of Supervisors action. Should you have questions in the meantime, please contact me directly.

Attachment

cc: Mayor Newsom
Board of Supervisors

Potential Service Enhancements 1st Draft document 5/21/09

Resource Assumptions

Increase platform hours = 2800 service hours per week

- 150 hours towards running time adjustments 7 days per week
- 360 hours towards increased service 5 days per week (weekdays only)

Route Number	Route Description	Explanation/Rationale	BOS Districts
Reliability Improvements	Invest 150 service hours per day to better match the scheduled running time with the actual running time.	During the TEP we estimated that the system needed about 230 hours per day of additional service to match actual running times. For this funding, 150 hours would begin to fix most of the schedules and would dramatically increase reliability.	All 11 districts
9-San Bruno (new 9L-San Bruno Limited)	Operate a local service from Sunnydale to Downtown and a limited stop service from Arleta to Downtown. Operate each route every 12 min, providing service every 6 min at limited stops. Limited-stops service would end around 8 PM). Use MC40s instead of MC60s.	This change is critical to the rest of the enhancements and reliability improvements. By running MC40s on Route 9, we free up 17 MC60s, which would allow us to address crowding and running time problems on Routes 14L, 38L, 9X and 9BX. The proposed design would also provide some additional capacity on the 9-San Bruno and would give customers a limited-stop service, which they do not currently have.	D6, D9, D10

Route Number	Route Description	Explanation/Rationale	BOS Districts
14-Mission 14L-Mission Ltd 49-V.N./Mission 47-Van Ness	<p>OPTION 1: Operate an all day 14L-Mission Limited (10 min peak and 12 min base); also add limited stop service on Sundays.</p> <p>Modify Routes 14, 49, and 47 so that they all have the same frequency (7.5 min peak; 9 min base) to improve schedule and reliability.</p> <p>Use MC60 for 14L, TC60 for 14, 49 and MC40 for 47.</p>	<p>Currently the 14L-Mission Limited only operates midday and Saturdays. Extending it to operate 5:30 AM to 7 PM on weekdays will help absorb customers who switch to Muni because of the BART Premium Pass. It will also represent additional capacity on Mission Street which will help ameliorate the proposal to discontinue the 26-Valencia.</p> <p>The slight reduction in headway on the 14-Mission will improve reliability, because Routes 14 and 49 will have the same headway and can be scheduled with even intervals.</p>	D6, D8, D9, D11
	<p>OPTION 2: Operate two all day limited stop routes: 14L-Mission Limited and 49L-Mission/Van Ness Limited (7.5 min peak; 9 min base), Mission Street would have a limited every 4 to 5 min depending on the time of day.</p> <p>Operate 14 local every 10 min.</p> <p>Use MC60 for 14 Local; TC60 for 14L/49L; MC40 for 47.</p>	<p>As an alternative, we could implement the TEP proposal to operate two limited services and one local service. This would be less expensive, but may be too big of an incremental change for the corridor.</p>	D6, D8, D9, D11
14X-Mission Express	<p>Increase AM peak frequency from 8.5 min to 6.5 min and increase PM peak frequency from 10 min to 7.5 min.</p>	<p>Increasing frequency will help address current crowding and absorb customers who switch to Muni because of the BART Premium Pass.</p>	D11
38L-Geary Ltd	<p>Increase peak period frequency from 7 min to 6 min.</p>	<p>Increasing peak period frequency will help address current crowding and will offset the proposal to discontinue the 4-Sutter and eliminate the 2-Clement west of 14th Avenue.</p>	D1, D2, D3, D5, D6

Route Number	Route Description	Explanation/Rationale	BOS Districts
9X/9AX/9BX-Bayshore Express	<p>Redesign the 9AX/9BX zones to better match demand. (9AX would make local stops from Geneva to Arleta/Bayshore & 9BX would make local stops from Arleta/Bayshore along San Bruno.)</p> <p>Increase frequency on 9AX/BX from 10 min to 7.5 min in the peaks and increase frequency of the 9X from 10 min to 9 min in the base.</p>	<p>Redesigning the zones and adding service will address current crowding and provide customers with more frequent service.</p>	D3, D6, D9, D10, D11
82X-Levi Plaza Express	<p>Operate peak period, peak-direction-only every 15 min; current AM-only service that waits for Caltrain arrivals would continue to operate as well.</p>	<p>Increasing the 82X from 6 trips in the AM peak to 15 min headways in the AM and PM peaks will provide direct service between Caltrain, Market Street, and Levi Plaza. It will also offset the proposal to eliminate the northern segment of the 10-Townsend on Battery and Sansome.</p>	D3
44-O'Shaughnessy	<p>Increase service all day to address current crowding. 10 min peak frequency would be increased to 8 min; 15 min midday would be increased to 12. Alternatively, a peak short line from 3rd Street to Glen Park is also being evaluated.</p>	<p>Increasing frequency would address current crowding. This route will also receive additional resources to address running time problems. This is one of our most crowded routes.</p>	D1, D5, D7, D8, D9, D10, D11
5-Fulton	<p>The 5-Fulton would increase frequency – long line/short line AM peak at 7 min (trunk at 3.5 min); long line/short line PM peak at 9 min (trunk at 4.5 min); eliminate evening terminal (at Jones) by operating to temporary Transbay Terminal until transition to Owl service.</p>	<p>Increasing frequency (especially east of 6th Avenue) would address current crowding and would offset the proposal to eliminate a segment of the 21-Hayes west of Stanyan.</p> <p>Eliminating the evening terminal in the Tenderloin would improve connections for current customers and attract new customers to the service.</p>	D1, D5, D6

Route Number	Route Description	Explanation/Rationale	BOS Districts
10-Townsend	Extend the 10-Townsend into Potrero Hill and terminate at General Hospital, similar to the southern end of the 12-Pacific proposal in the TEP.	Extending the 10-Townsend across Potrero Hill and terminating it at SF General would help to offset the elimination of the 53-Southern Heights on Dakota and would provide radial service to Downtown for Potrero Hill.	D10
48-Quintara/24 th	Redesign route to match the TEP Route 58 recommendations on Potrero Hill. Service would operate more directly than it does today.	By operating the 10-Townsend on Wisconsin Street on Potrero Hill, there is no longer a need for Route 48 to crisscross the hilltop. A more direct Route 48 will reduce travel time for current customers, improve reliability and attract new customers to the service.	D9, D10
38L-Geary Ltd	Extend weekday service hours of 38L from 6:45 PM to 9 PM.	Extending the hours of the 38L to 9 PM on weekdays will allow people traveling in the evening to have a quicker option.	D1, D2, D3, D5, D6
39-Coit	Move Pier 39 stop across the street to the current F-line stop.	Moving the stop would make 39-Coit more visible to Pier 39 visitors and would support the public-private partnership working to increase 39-Coit ridership.	D3
1AX/BX-California Expresses	Redesign the zoned express so that the 1AX extends to 6 th Avenue and the 1BX starts near 6 th Avenue, instead of Park Presidio.	Redesigning the zones will better balance demand and help reduce crowding on the 1BX.	D1, D2

In addition, the following mitigations to the initial budget proposals were adopted by the Municipal Transportation Agency Board of Directors, or are under development by SFMTA staff:

Route Number	Route Description	Explanation/Rationale	BOS Districts
39-Coit	Retain service on the Union Street branch to Union and Montgomery streets.	Retention of this service avoids removing service from a hilly portion of Telegraph Hill that does not have any reasonable transit alternatives.	D3
66-Quintara	Retain service between 9 th /Judah and 30 th /Vicente.	Retention of this service avoids removing service from a hilly portion of Sunset Heights that does not have any reasonable transit alternatives, as well as to a portion of the Parkside District with limited alternatives.	D4, D7
J-Church	Adjust schedules	A current SFMTA pilot project is adjusting J-Church schedules to reduce crowding and improve reliability.	D8, D9, D11