



SFMTA

TIMEFRAME:
2006 to 2008

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Transit Effectiveness Project

TMD was the prime contractor for the first-in-a-generation comprehensive market, service, and operations analysis of the San Francisco Municipal Transportation Agency (Muni LRT, streetcar, cable car, trolleycoach, and motorcoach). The project was a collaborative effort with both SFMTA and the City Controller to support the redevelopment of the Muni network of services and delivery systems within a sustainable financial plan. TMD analyzed existing and potential Muni markets, service ridership and performance, and daily rail and bus operations (service management and operator/vehicle availability/utilization). Financial, operational, and organizational development, transit preferential street design, and stakeholder participation were also included in the core tasks. A proposed redevelopment of rail and bus service and operations resulted from the findings.

The proposed Muni redevelopment plan included a new network of Rapid Rail and Bus (BRT) corridors with major reinvestment in increased service levels, transit priority (20% faster times), information technology, passenger facilities, pedestrian amenities, and integrated bicycle planning. TMD prepared implementation plans for four pilot Rapid corridors (Judah-LRT, Mission-BRT, Market Street-Bus/Streetcar, Potrero/San Bruno-Rapid Bus) based on Complete Streets and transit priority best practices. The TEP also recommended initiatives to expand both the LRT and streetcar networks. The local bus network also received additional capital; while community and neighborhood transit was re-focused on improve short-distance travel and connection to Rapid services.

The TEP recommendations also included a major capital plan for investment into passenger facilities, transit preferential streets, operating facilities, and technology. Updated service and operating management practices were also recommended in order to facilitate improved service quality and efficiency.

Muni Metro LRT, streetcar, and cable car operations were analyzed and TMD developed recommendations for the following: improved subway operations (an Early Action recommendation to interline the K-T Lines resolved significant subway throughput problems with alternative signal systems and double berthing also having been proposed); reduction in delay for surface operations (POP fare collection and transit priority); increased capacity through the subway and N-Judah surface; alternative crew scheduling and blocking/consist options; and major infrastructure rehabilitation.

The Metropolitan Transportation Commission recently lauded both the TEP and the Santa Clara VTA Comprehensive Operational Analysis (COA) as success models for the Bay Area. Positive rider and public response welcomed the of the first phases of the TEP, which were successfully implemented in 2009 and 2010.



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