



SFMTA

Municipal
Transportation
Agency

Commuter Shuttle Program

Board of Supervisors

January 26, 2016

Commuter Shuttle Program

- Shuttles have been around for decades, and serve the entire Bay Area
- Free to drive and stop on City streets
- Pilot stepped in to regulate impacts
- Commuter Shuttle Program builds on the success of the Pilot
- Without Program, return to unregulated system

Benefits of Commuter Shuttle Program

- Shuttles coming with or without Program
- SFMTA has limited regulatory authority
- Innovative Program:
 - Cuts loading zones in half
 - Keeps large buses on large streets
 - Improves safety
 - Increases enforcement
 - Requires newer, cleaner fleet of buses

Commuter Shuttle Pilot Program August 2014 - January 2016

- Manage/regulate commuter shuttle sector
- Network of shared Muni and white zones
- Permit fees and conditions for participation
- Targeted enforcement
- Extensive data collection
- Evaluation

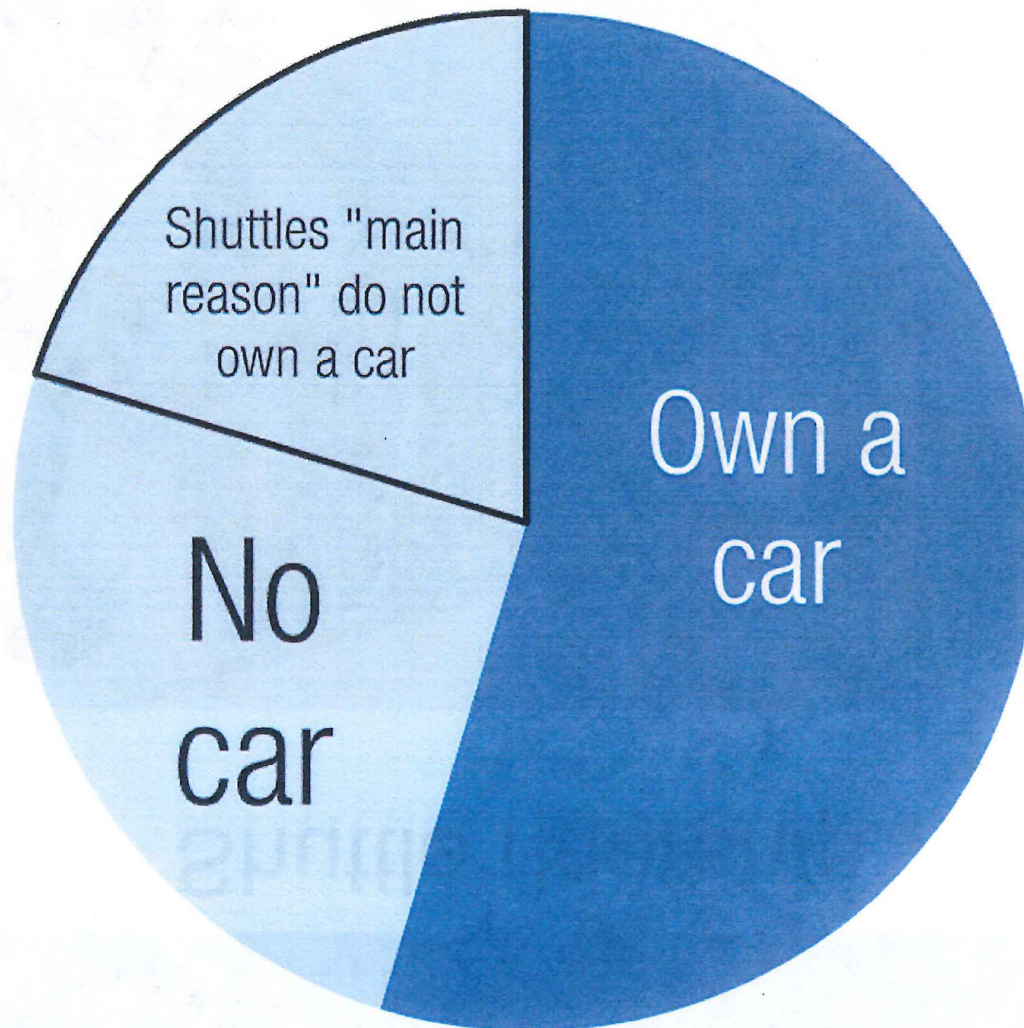
Shuttle activity

Shuttle ridership



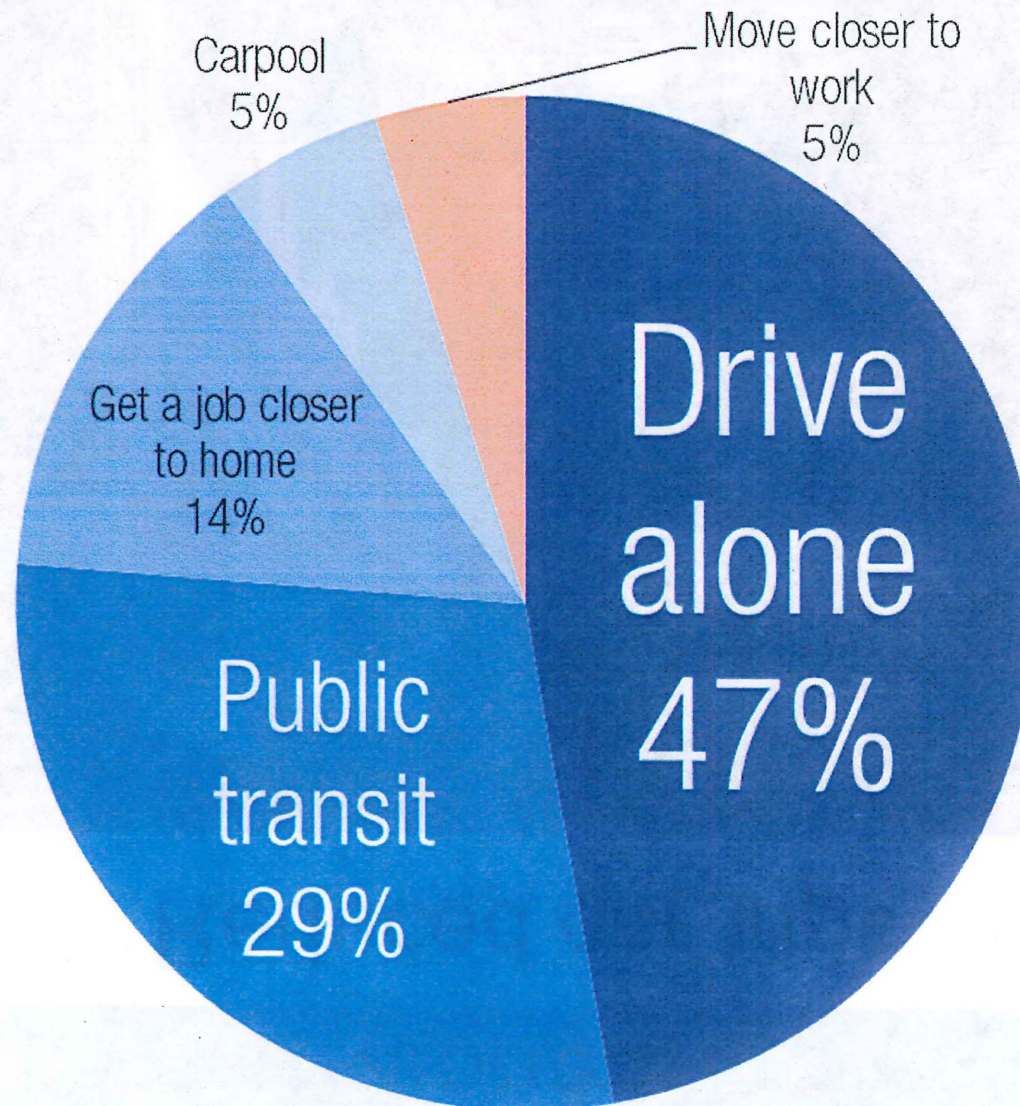
Impact on drive-alone trips

Riders' transportation choices



Impact on drive-alone trips

Riders' transportation choices



Impact on drive-alone trips

Reduced car trips



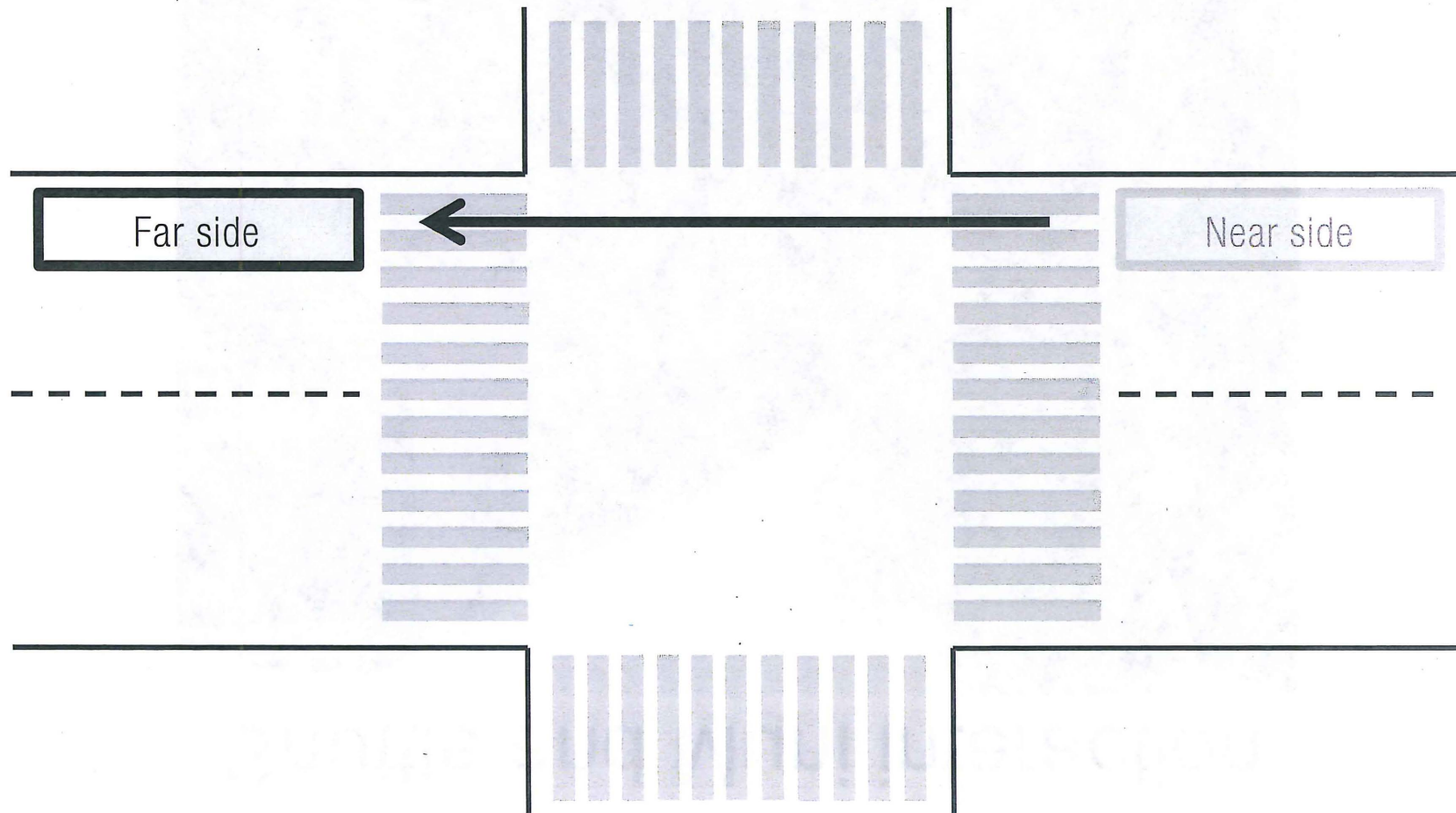
Traffic impacts and safety issues

Shuttle and Muni interaction



Traffic impacts and safety issues

Safety improvements



Enforcement

Citations and compliance

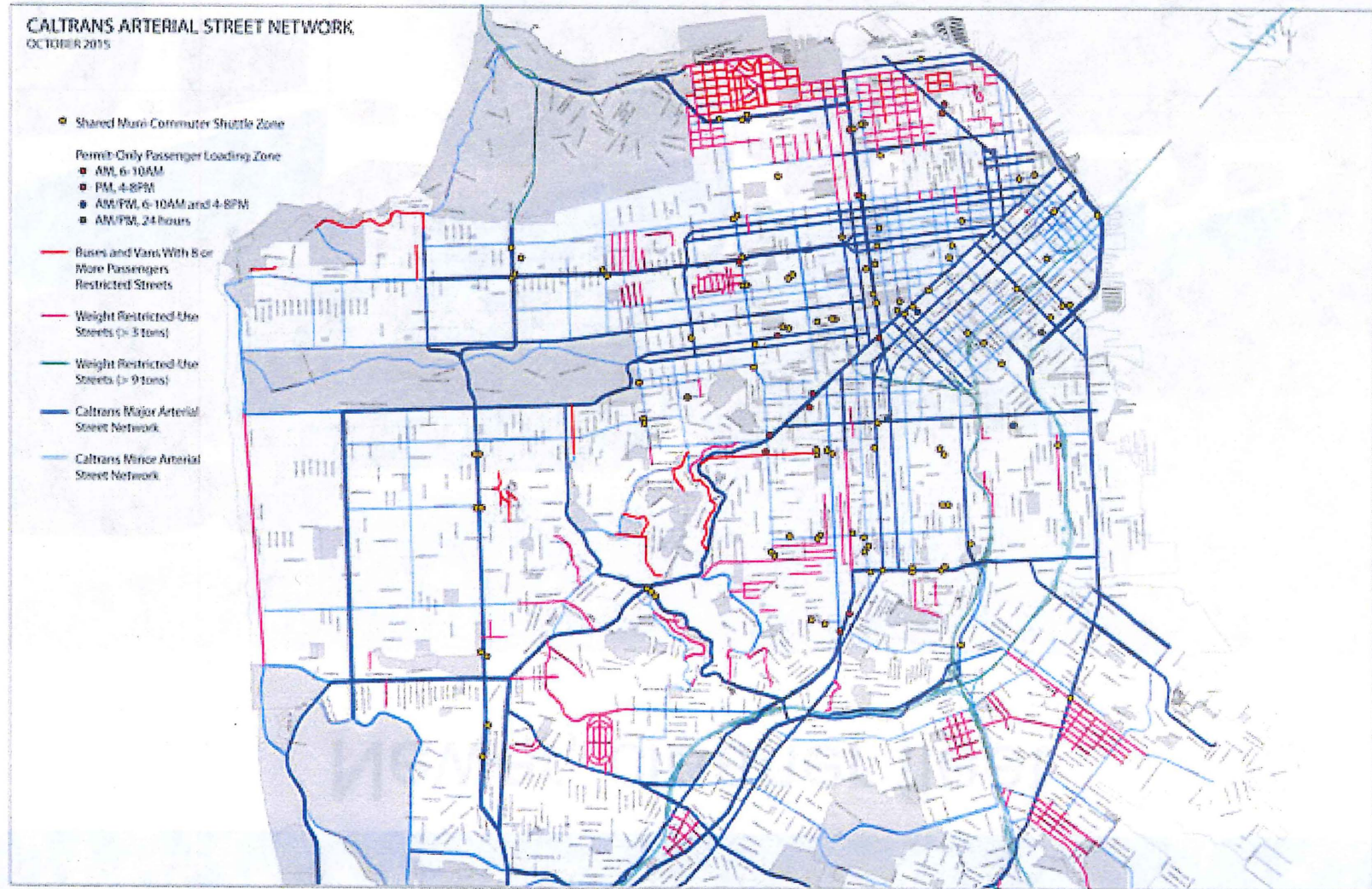


Input on the Pilot Program

Concerns and considerations from Pilot Program	Permanent Program features
<ul style="list-style-type: none">• Big buses on small streets• Air quality / emissions• Need for enforcement• Safety at shuttle zones• Fees charged to shuttles• Labor Harmony resolution	<ul style="list-style-type: none">• Arterial network restriction• Newer, cleaner fleet• 50% enforcement increase• Safety improvements• Budget increases 80%• Service disruption prevention plan

Large-bus street network

Major and minor arterial network



Vehicle fleet requirements

Newer, cleaner fleet



System upgrades

Increased enforcement



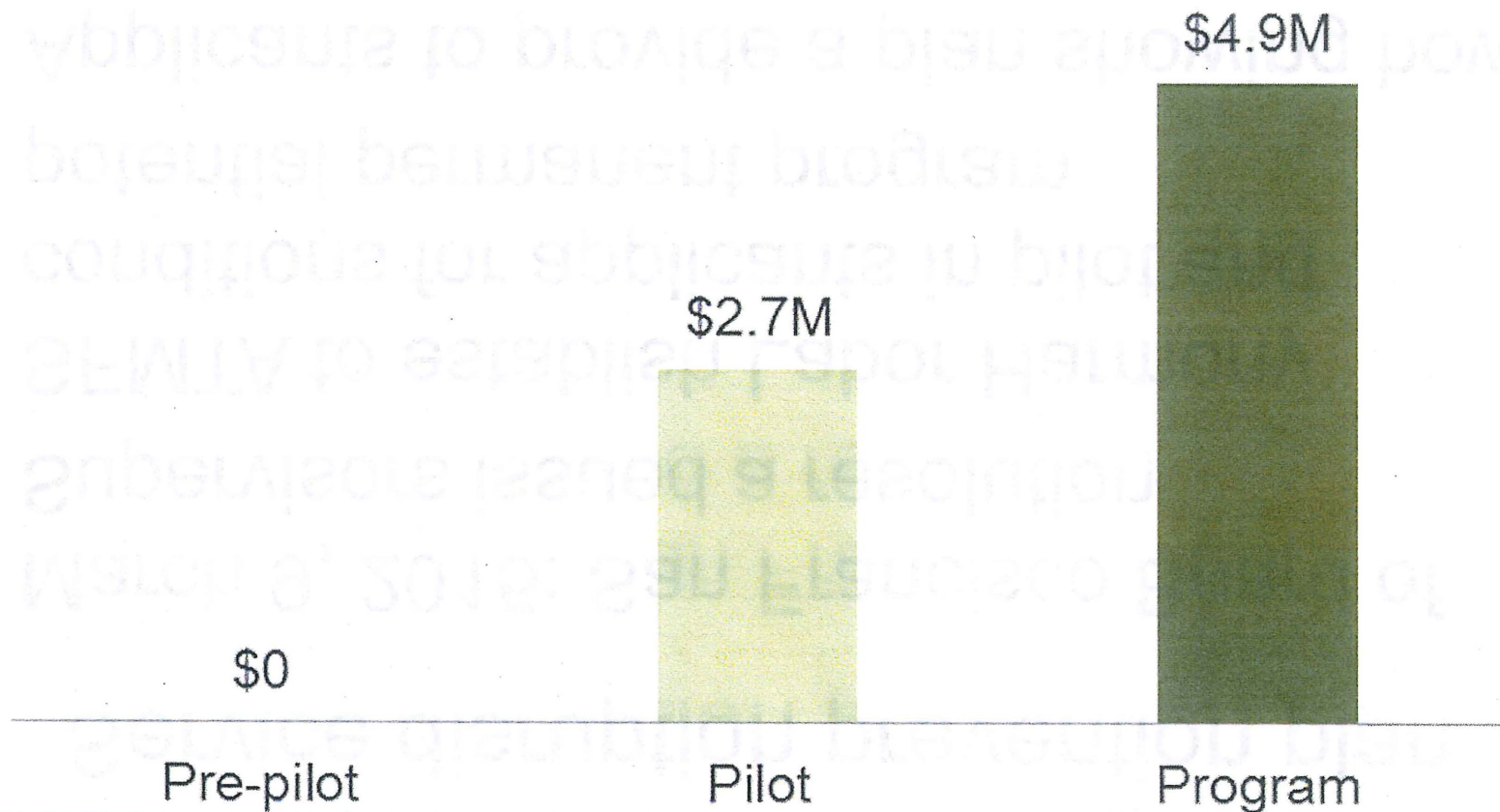
System upgrades

Capital improvements on shuttle routes



Cost of the program

Annual program budget and fee



Labor harmony

Service disruption prevention plan

- March 9, 2015: San Francisco Board of Supervisors issued a resolution
- SFMTA to establish Labor Harmony conditions for applicants in pilot and potential permanent program
- Applicants to provide a plan showing how labor and other practices will not interfere with service delivery

Benefits of the Program

Pre-pilot	Pilot	Program
Over 250 zones	125 zones	~125 zones
Buses drive anywhere	Limited stop network	Limited stop network and arterial restriction
No dedicated PCOs	10 PCOs	15 PCOs
No contribution from shuttle providers	\$2.7M in fees per year	\$4.9M in fees per year
No safety measures	More enforcement	More enforcement and safety improvements
No fleet requirements	No fleet requirements	Newer, cleaner fleet
No data	Stop and fleet data	Detailed GPS data