



SFMTA
Municipal
Transportation
Agency

Private Commuter Shuttles Policy Draft Proposal

San Francisco Environment Commission
Policy Committee
January 13, 2014

Commuter Shuttle Sector

- 200+ locations where shuttles stopping
 - Most in Muni zones
- >35k boardings/day
 - 6.5k boardings regional shuttles
 - 28.5k intra-SF shuttles
- AM and PM peak concentration
- Stop: transit hubs, high-density neighborhoods, along major corridors

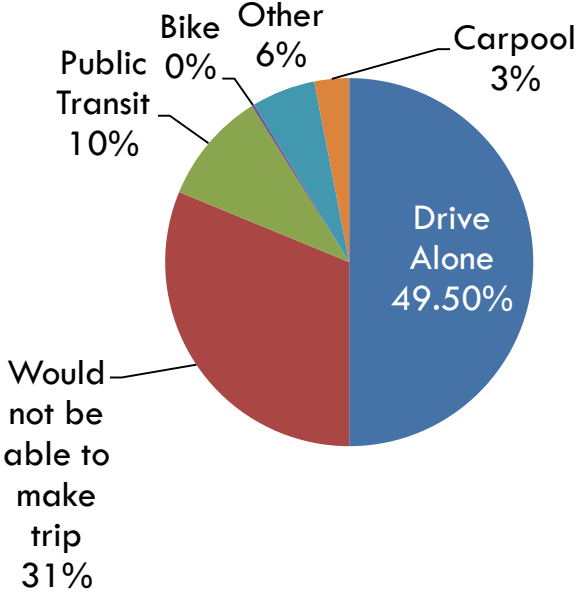


Conflicts

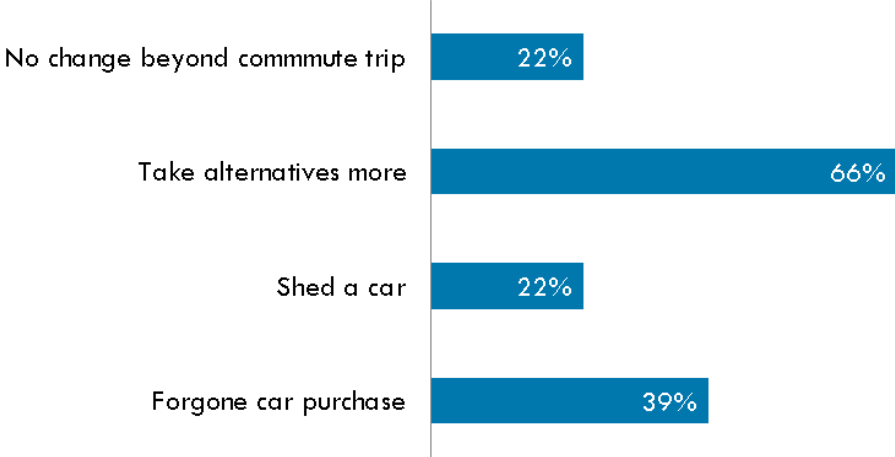


Shuttle Benefits

Trip mode if no shuttle

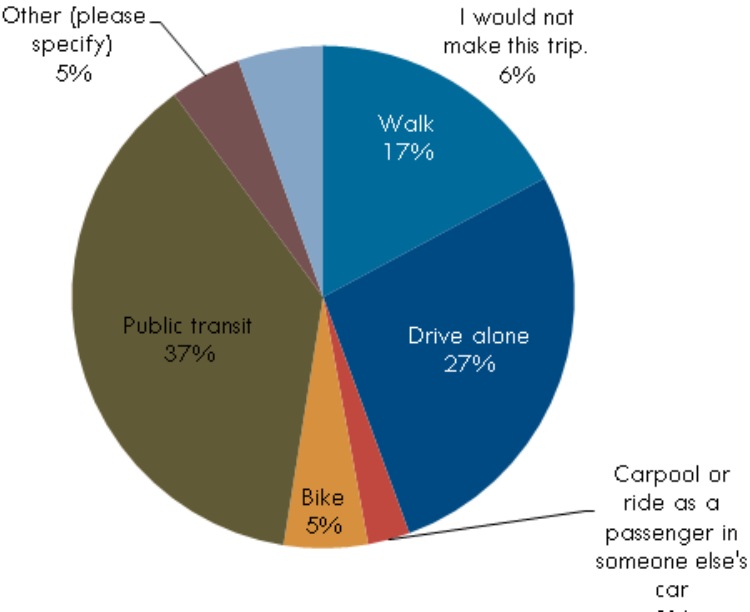


Changes in Travel Patterns

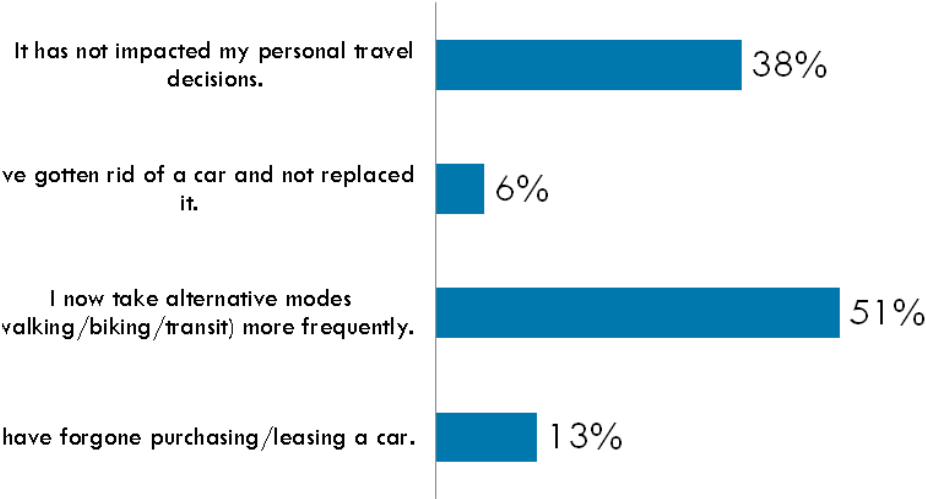


Shuttle Benefits

How to Make Trip if Shuttle not Available



Changes in Travel Patterns



Intra-SF Shuttle Riders

Shuttle Benefits

- Without shuttle, many would drive alone
- Riders using transit, walking, biking for non-commute trips
- Walk, transit to shuttles
- Many have gotten rid of/forgone purchase of a car because of shuttle
- Annual environmental benefits: 45 million VMT reduced; 11,000 tons GHG emissions reduced

Guiding Principles

- Safety for all users
- Ensure that shuttles do not adversely impact Muni operations
- Support the shuttle sector as part of SF's sustainable transportation network
- Consistent and fair enforcement
- Easy to navigate communication system for concerns, complaints, opportunities

Problems to Solve

- Muni delay
- Vehicle identification
- Safety concerns
- Local congestion
- Lack of enforcement clarity
- Lack of complete information

Proposal Summary

- Pilot 18-month program
- SFMTA would approve ~200 Muni zones to be shared with shuttles that get permits
- In defining network, SFMTA to consider:
 - Shuttle service provider preference
 - Muni frequency
 - Stop length/side of intersection
 - Other street considerations (as documented from residents)
- Use and permit fee: \$1/stop event
- Permit terms
- Enforcement

Pilot Evaluation

- Transportation system impacts and benefits
- Environmental benefits
- Compliance with permits
- Feedback (community, Muni operators, enforcement, shuttle sector)
- Pilot costs

Next Steps

- Request proposals for stops, community information (Jan-Feb 2014)
- Evaluate stops (Mar-May 2014)
- Approve network, permit processing (June 2014)
- Launch pilot program (July 2014)
- Pilot complete (December 2015)

Thank you!

Carli Paine

carli.paine@sfmta.com