

15 Third Bus Study [NTIP Planning]



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Authority**

Agenda Item 9

July 22, 2020

Study Purpose

NTIP planning project
requested by
Commissioner Walton

Technical evaluation of
returning the 15 Third
Street Bus to service



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Prior Community Feedback

Bring back the 15 Third Street bus
Current challenges with the T-
Third

- Delays/travel time
- Train switching mid-route
- Slow implementation of improvements tied to the Central Subway



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Study Goals


Improve access from
Bayview/Hunters Point to
downtown





Avoid impacts on T Third

Provide cost effective
service




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Southeast Muni Expansion Summer 2018 



Bus Routes

BAYVIEW Community-Based Transportation Plan



District 10 Mobility Management Study

November 2018

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Third Street Transit - Past and Present



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Headway	15	T
Peak	5-8 minutes	7-9 minutes
Off-Peak	10 minutes	10-18 minutes

SCHEDULE

Service	3rd & Palou	3rd & 20th	4th & Townsend	Kearny & Market	Total Time
15	8:30	8:40	8:46	8:57	27
T	8:29	8:40	8:50	9:05	36
Added Time (minutes)		+1	+4	+4	

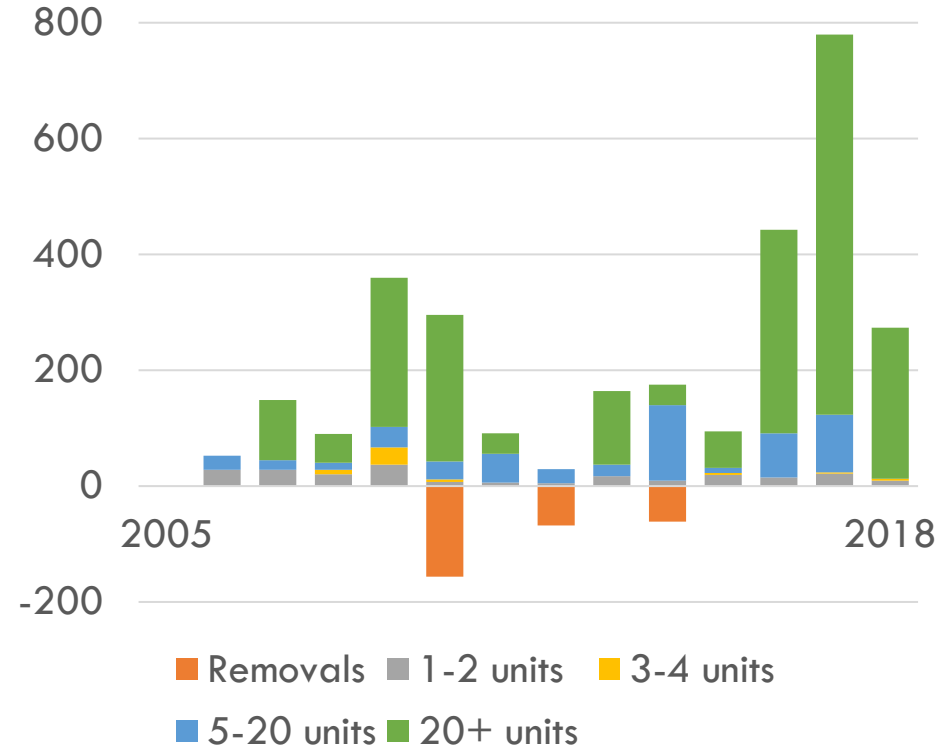
Land Use Changes - Current and Planned



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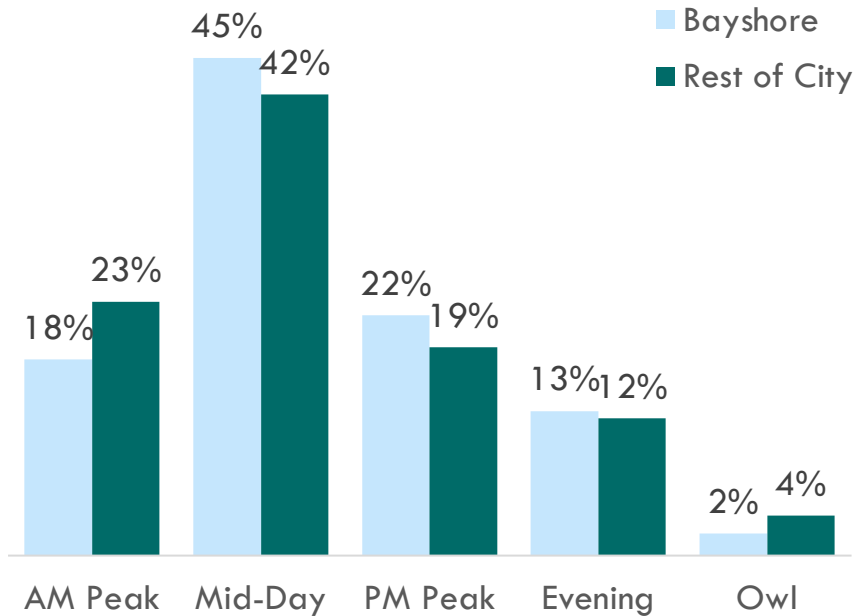


Bayview Housing Units Constructed

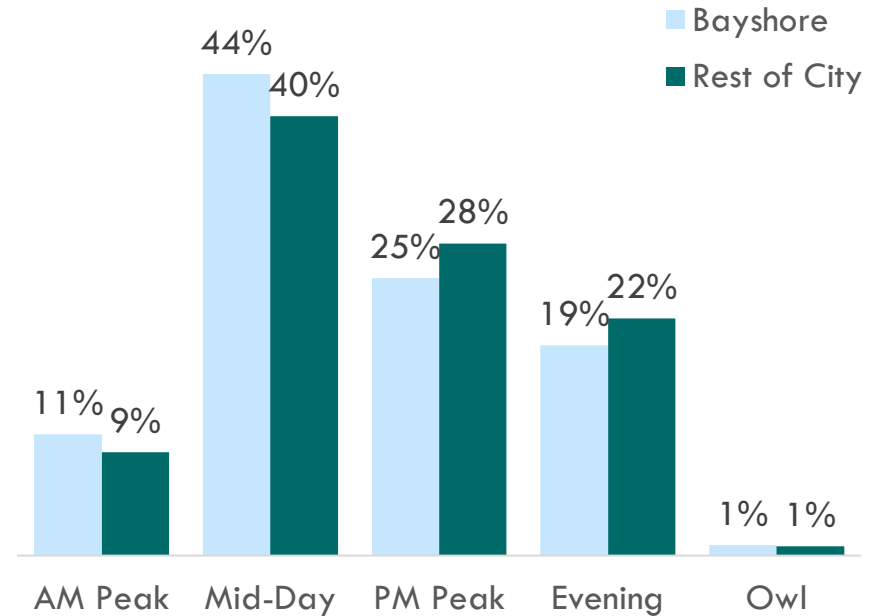


Travel by Time of Day

Trips Inbound to Downtown



Trips Outbound from Downtown



Alternative Evaluation



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15AX - Third Street Express



**Local Downtown
(Third/Fourth Streets)**

**Express on Third St
(Mission Bay/Dog Patch)**

**Local on Third St
(Bayview & Visitacion Valley)**



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15BX - Hunters Point Express



**Local Downtown
(Third/Fourth Streets)**

**Express on Third St
(Mission Bay/Dog Patch)**

**Loop on Third/Hunters Point
(Hudson, Ingalls, Palou)**



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Evaluated Headways

	AM Peak	Mid-Day	PM Peak
15AX	8	10	10
15BX	8	10	10
<i>Existing express services (as of January 2019)</i>			
38AX	10		15
8AX	6		6
8BX	7		7
14X	8		9
1AX	10		15
1BX	7		15
30X	6		10



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Evaluation

GOAL	METRIC
Transit Access	<ul style="list-style-type: none">• Travel time to downtown• Transit ridership on the new service• Net transit ridership

Cost effectiveness

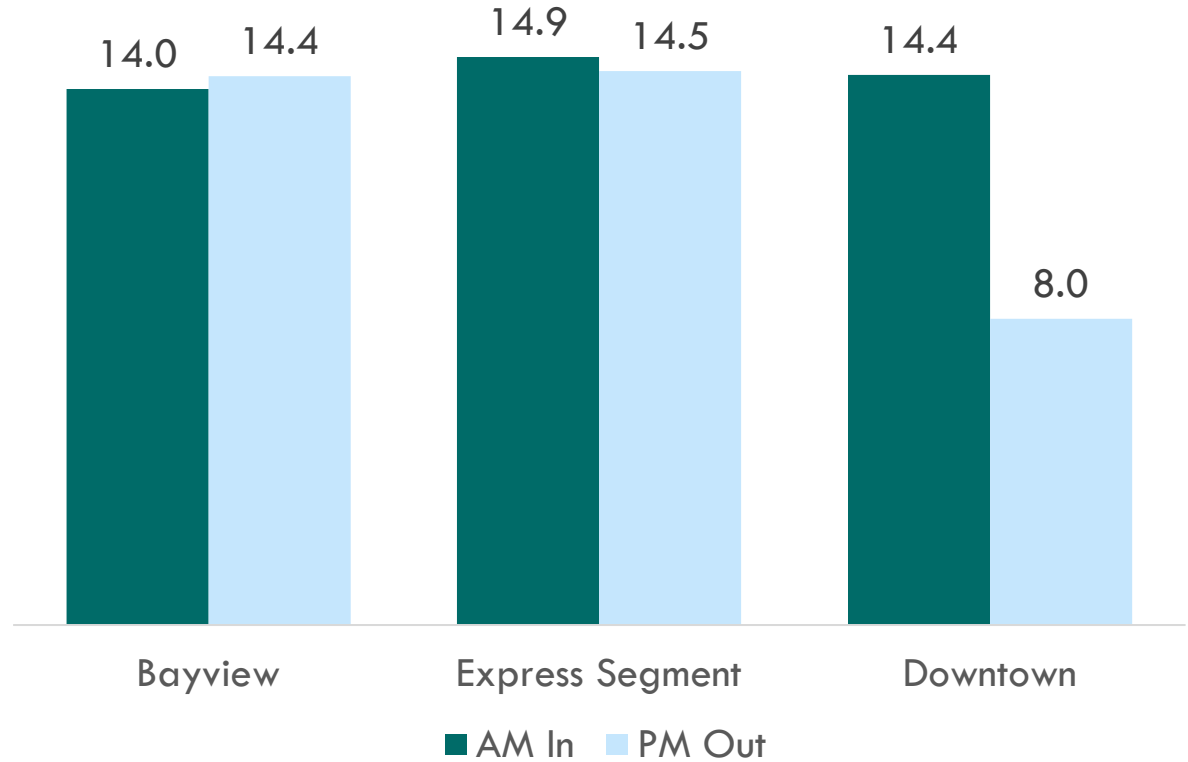
- Cost
- Cost per passenger mile



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15AX Bus Speeds (Including Stops)

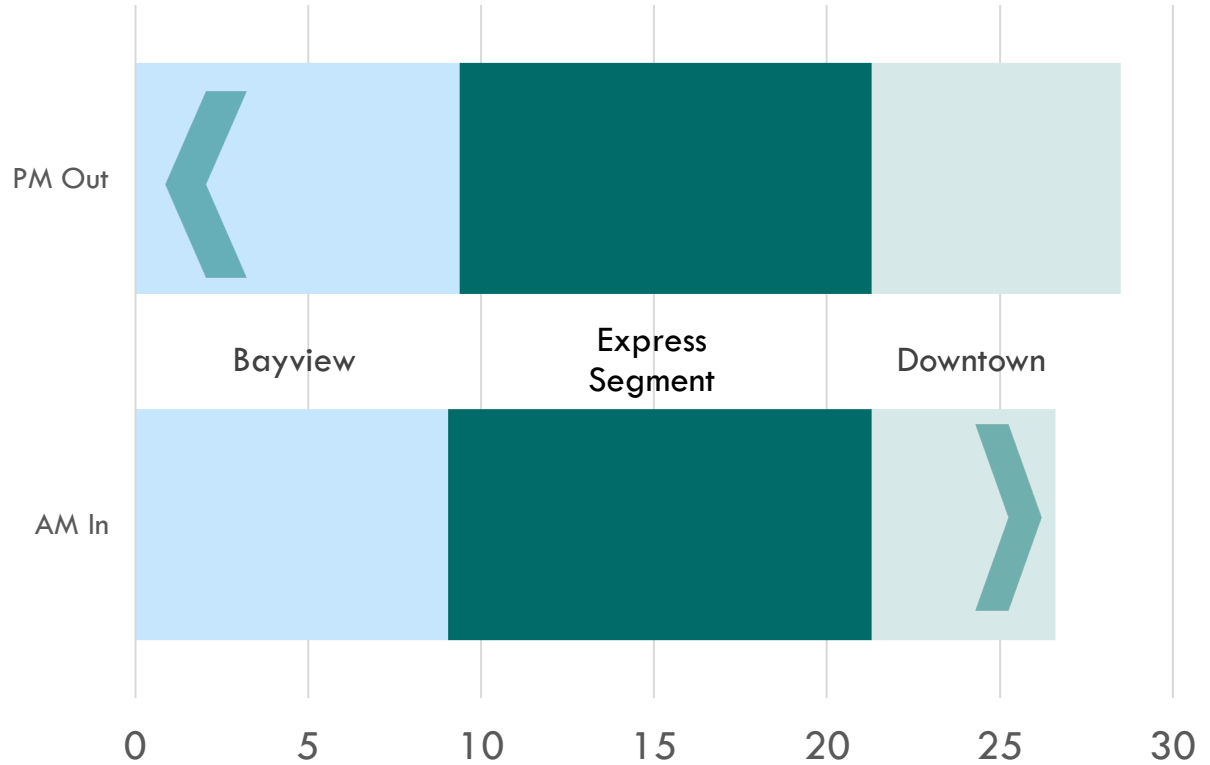
Average Speed (MPH) by Segment



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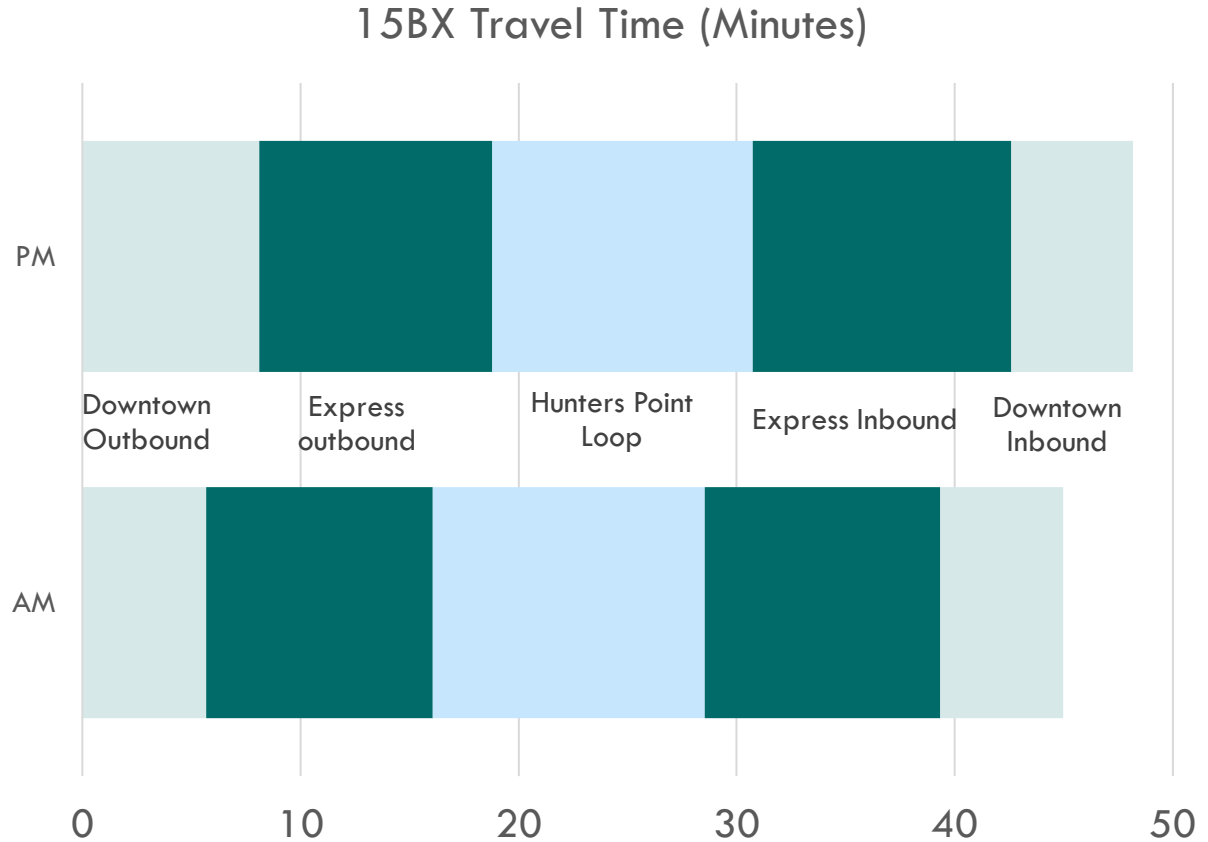
15AX Travel Times (including stops)

Travel Time by Segment (Minutes)



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15BX Travel Time (including stops)

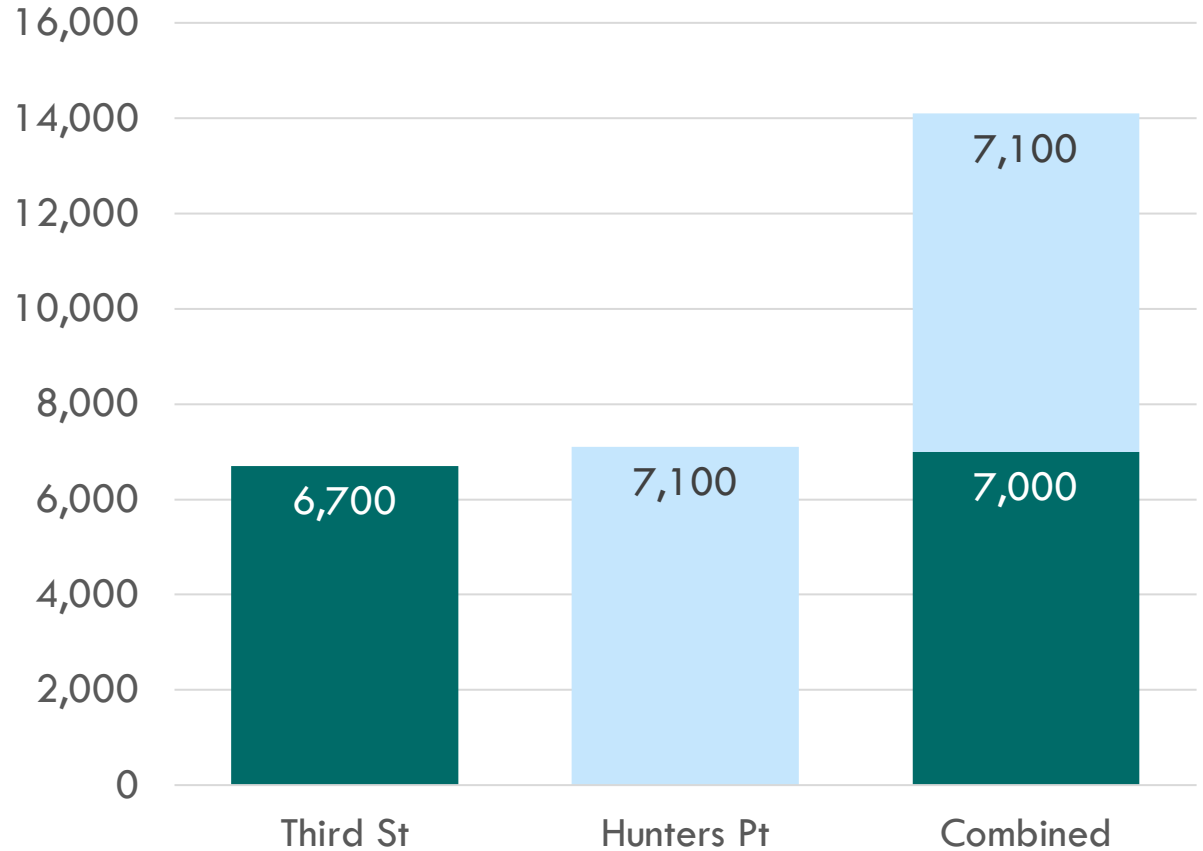


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Total Daily Ridership



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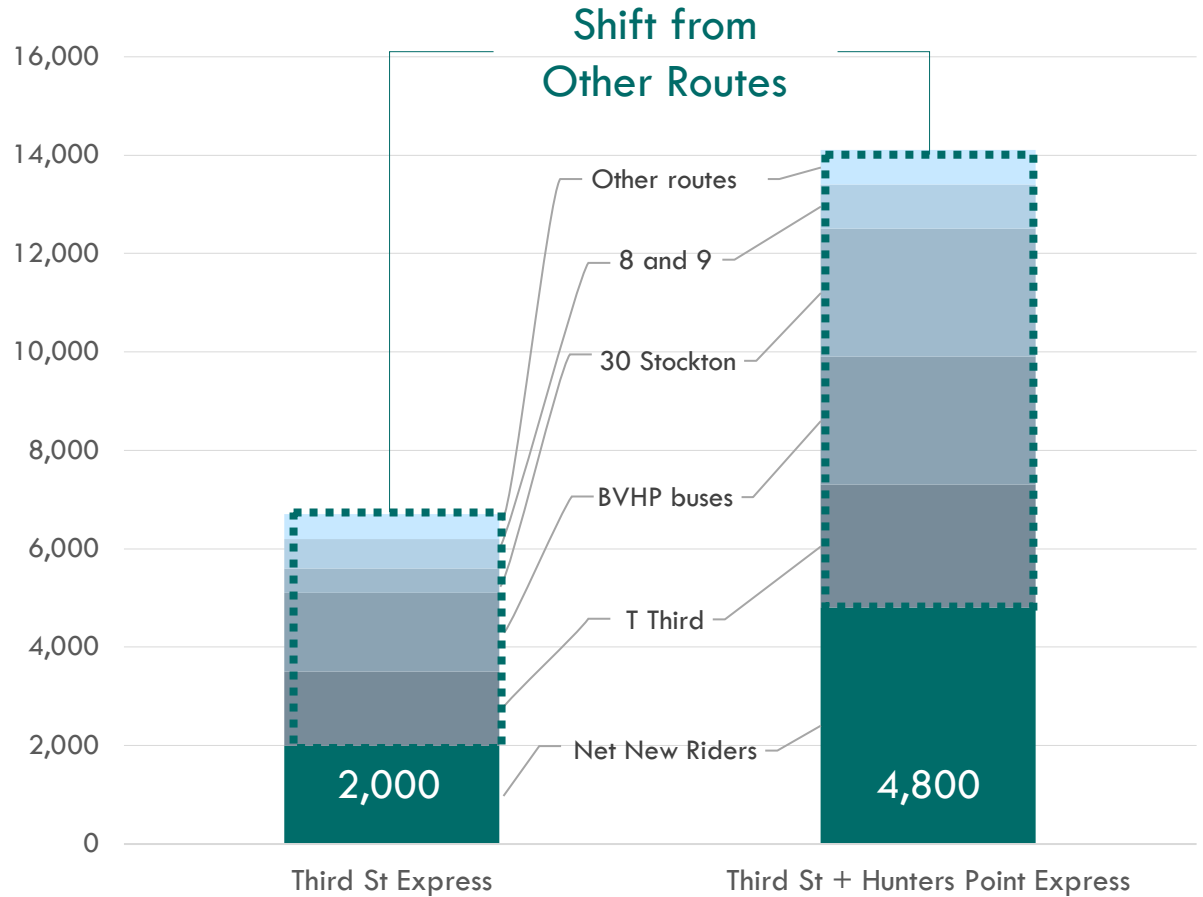


Ridership estimated from CHAMP-SF Travel Demand Model

Total Daily Ridership - Shifting & New Riders



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Ridership estimated from CHAMP-SF Travel Demand Model

Shifts from Other Muni Routes

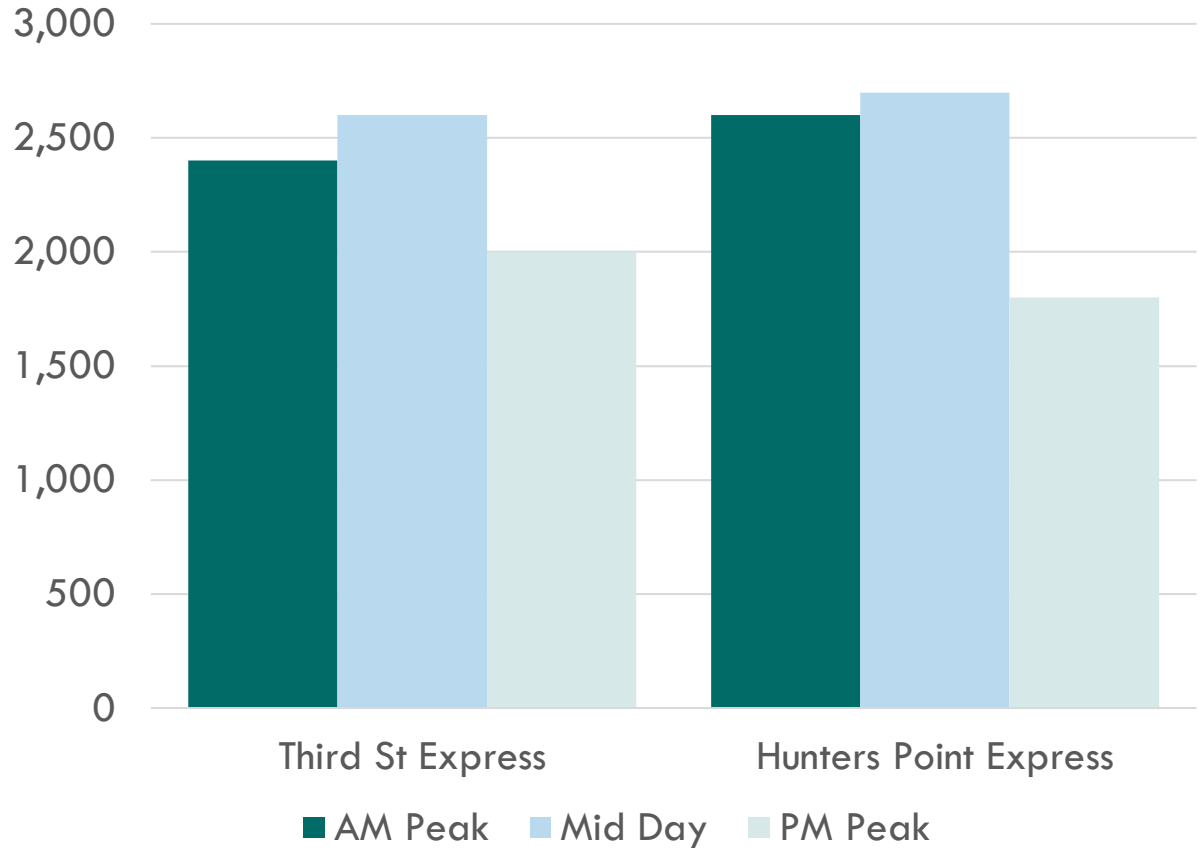
	Third St Express	% change	Third St Express & Hunters Point Express	% change
T Third	-1,500	-3%	-2,500	-5%
19	-100	-1%	-200	-3%
24	-500	-3%	-400	-3%
29	-400	-2%	-300	-2%
44	-400	-3%	-1,500	-10%
54	-300	-13%	-400	-16%
30	-500	-1%	-2,600	-6%
8AX/8BX	-400	-1%	-300	-1%
9/9R	-200	-1%	-600	-2%
Other	-500		-700	



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Ridership estimated from CHAMP-SF Travel Demand Model

Total Riders - Time of Day



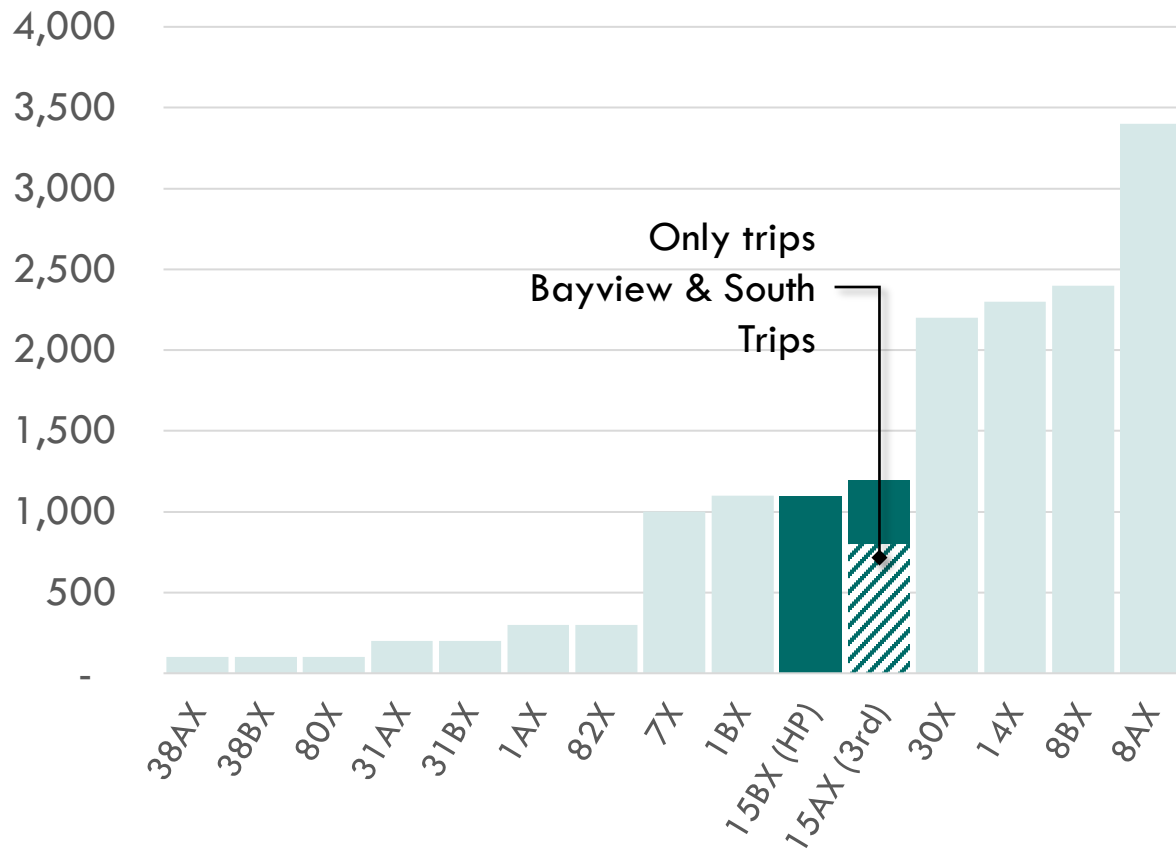
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Ridership estimated from CHAMP-SF Travel Demand Model

Comparison to Express Bus Services



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Ridership estimated from CHAMP-SF Travel Demand Model

Next Steps

Complete cost effectiveness analysis

Final report

SFMTA exploring short term implementation

- Expected when the Metro rail system returns in August
- Next step is to work with stakeholders to define up to three route options
- Survey the public on route options
- Gather feedback on the service and modify as needed



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Thank you.
Any Questions?

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