
From: Jefferis, Richard Scott
Sent: Friday, July 12, 2019 8:09 AM
To: Keck, Kevin
Cc: Kennedy, Sean M; Garcia, Jessica; Paine, Carli; Ibarra, Lupita
Subject: RE: By 7/8: review of Balboa non-CEQA Transportation analysis

Thanks Kevin.

R. Scott Jefferis
Transit Service Planning

Office 415.701.4801
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From: Keck, Kevin
Sent: Thursday, July 11, 2019 1:05 PM
To: Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>
Cc: Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Garcia, Jessica <Jessica.Garcia@sfmta.com>; Paine, Carli <Carli.Paine@sfmta.com>; Ibarra, Lupita <Lupita.Ibarra@sfmta.com>
Subject: RE: By 7/8: review of Balboa non-CEQA Transportation analysis

Hi Scott,

You are right; most of our buses spend less than a minute at the Balboa stops.

The 28R and 88 have longer dwells here because Balboa is their terminal, and I suspect the owls and Early Bird have longer dwells in the early morning hours because some of the operators may use the Green Division's restrooms.

I am attaching a table that identifies the dwells in the vicinity of the Balboa Park BART Station between 1/1/19 and 7/1/19.

In our APC system, these dwells are reported by total seconds. I have converted these into decimal minutes.

To understand these distributions better, I have parsed these dwells by;

- SERVICE DAY (Weekday, Sat, Sun schedules)
- LINE
- DIRECTION (IB,OB)
- PERIOD OF DAY (AM Peak, Mid-Day, PM Peak,etc.)

The metrics I have selected here are;

- Median (half greater, half less)
- Average
- 80th percentile (representing the single highest dwell of a typical workweek)

I am working on a Tableau dashboard for this that will help identify the specific location and distribution of these dwells. Let me know how I can tailor this for your needs.

Kevin Keck

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From: Ibarra, Lupita

Sent: Wednesday, July 10, 2019 3:21 PM

To: Keck, Kevin <Kevin.Keck@sfmta.com>; Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>

Cc: Kennedy, Sean M <Sean.Kennedy@sfmta.com>

Subject: Fwd: By 7/8: review of Balboa non-CEQA Transportation analysis

Hi Kevin,

Can please pull the distribution of bus dwells at the Balboa Park Bart stop in both directions. No need to parse by line unless requested by Scott. Please deliver this request by COB Thursday.

@Jefferis, Richard Scott do you want the information displayed by hour?

Thank you,

Lupita

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From: Kennedy, Sean M

Sent: Wednesday, July 10, 2019 12:35:50 PM

To: Jefferis, Richard Scott

Cc: Ibarra, Lupita

Subject: RE: By 7/8: review of Balboa non-CEQA Transportation analysis

Hi Scott,

I would think that Lupita's group could get that information. Lupita, can you help Scott get the average dwell time per the email below? Scott, I know Lupita is swamped so please follow up with her over the phone or in person when you get the chance as email is likely not the fastest way.

Thanks,

Sean

From: Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>

Sent: Friday, July 05, 2019 11:25 AM

To: Kennedy, Sean M <Sean.Kennedy@sfmta.com>

Subject: FW: By 7/8: review of Balboa non-CEQA Transportation analysis

Hi Sean,

See my email to Carli below about the Balboa Park Reservoir shuttle. For their analysis, they assumed 1 minute dwell time in our Balboa Park Bart bus stops. That seems long to me. Do we have data on how long our buses dwell at those stops?

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From: Paine, Carli
Sent: Friday, July 5, 2019 11:20 AM
To: Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>
Subject: RE: By 7/8: review of Balboa non-CEQA Transportation analysis

Good question about our dwell times at these locations—will you check please?

Carli Paine
Manager, Land Use Development and Transportation Integration
Sustainable Streets Division



Office 415.646.2502
Mobile 415.837.3793

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From: Jefferis, Richard Scott
Sent: Friday, July 5, 2019 11:00 AM
To: Paine, Carli <Carli.Paine@sfmta.com>
Subject: RE: By 7/8: review of Balboa non-CEQA Transportation analysis

Hi Carli,

I only have two comments on the shuttle study memorandum. On p.9, Service Headways, the analysis assumed 1 minute dwell time at the Balboa Park BART/Muni bus stop, even though the document states dwell time would vary depending on passenger loads and vehicle type. Does this 1 minute represent the worst case scenario? It does seem like a long time. Do we have dwell times for Muni vehicles at these stops for comparison?

Also, if shuttle headways are to be 13 minutes or less, I think we need to lengthen the bus stops to accommodate the shuttles, so that we don't leave our own buses waiting to use the stops because they are full.

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From: Paine, Carli
Sent: Tuesday, July 2, 2019 3:49 PM
To: Hunter, Mari E <Mari.Hunter@sfmta.com>; Shahamiri, James <James.Shahamiri@sfmta.com>; Garcia, Jessica <Jessica.Garcia@sfmta.com>; Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>; Henderson, Tony <Tony.Henderson@sfmta.com>
Subject: By 7/8: review of Balboa non-CEQA Transportation analysis

Hi all,
Balboa Reservoir has completed the drafts of their non-CEQA transportation analysis. The goal is to have this published alongside the CEQA analysis in early August, so the review turn-around is a bit tight. Good news is that you don't all have to review all of the documents.

Mari and James: please review and comment on the Parking Analysis memo *and* the Parking Analysis section in the Exec Summary

James and Tony: Please review the operations analysis memo *and* the operations analysis section in the Executive Summary

Tony, Jessica/Scott: Please review the shuttle study *and* the shuttle section in the Executive Summary

Please make your comments in the attached spreadsheet and send back to me **by Wednesday, July 10**.
Charge your time to 10001722.PLN0023-02.

Thank you!
Carli

Carli Paine

Manager, Land Use Development and Transportation Integration
Sustainable Streets Division



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