

Comparison of February Draft Proposals and August Staff Recommendations (Updated 8/4/08)

Overview: TEP Staff Recommendations for route changes

With release of the staff recommendations for the Transit Effectiveness Project (TEP), the San Francisco Municipal Transportation Agency (SFMTA) has set forth a comprehensive strategy for growing with and meeting transit market demand in a dynamic city committed to a *Transit First* policy and sustainability for future generations. The recommendations focus on service factors aimed at increasing customer convenience: improved reliability, reduced travel time, more frequent service and updated Muni bus routes and rail lines that track with current travel patterns.

The TEP recommendations include new routes and route extensions, more service on busy routes and elimination or consolidation of certain routes or route segments with low ridership. By investing in delay reduction techniques and shifting

resources to crowded routes, these recommendations will deliver more service to Muni customers without increasing Muni's operating budget; accordingly, the system will be more efficient, effective, and customer friendly.

The Staff Recommendations, which will be presented to the SFMTA Board on September 16, 2008, incorporate much of the feedback we heard during the outreach process. Maps of the revised proposals will be available on the website in advance of the meeting and will be presented to the SFMTA Board Policy and Governance Committee, the SFMTA Citizens Advisory Committee, and the TEP Advisory Committees. Stakeholders are encouraged to share support and concerns with the SFMTA Board in advance of the September 16th meeting, or attend in person to share input.

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
E-Embarcadero	<ul style="list-style-type: none"> • New line using historic street cars would run every 15 min all day • Would connect Fisherman's Wharf and northern waterfront to Caltrain via the Embarcadero and King St. • Would reduce crowding on waterfront portion of the F-line • Majority of infrastructure, including platforms, has already been constructed 	<ul style="list-style-type: none"> • New line using historic street cars would connect Fisherman's Wharf and northern waterfront to Caltrain via the Embarcadero and King St. • Would reduce crowding on waterfront portion of F-line • Majority of infrastructure, including platforms, has already been constructed 	<ul style="list-style-type: none"> • Reclassify as a Rapid Route
F-Market	<ul style="list-style-type: none"> • Service would be shifted from the AM peak to midday and PM peak service to reduce crowding during busiest times of day 	<ul style="list-style-type: none"> • Service would be shifted from the AM peak to midday and PM peak to reduce crowding during the busiest times of day 	<ul style="list-style-type: none"> • Reclassify as a Rapid Route

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J-Church	<ul style="list-style-type: none"> • Would be extended from Balboa Park Station to SFSU (or possibly Stonestown) replacing the M-line in Ocean View • Would connect Noe Valley and Mission District to SFSU • Requires new track infrastructure to allow vehicles to turn around on 19th Ave. 	<ul style="list-style-type: none"> • Would be extended from Balboa Park Station to SFSU, replacing the M-line in Ocean View • Would run more frequently during peaks • Would provide rail connection from the Castro, Noe Valley and the Mission District to SFSU • Requires new track infrastructure to allow vehicles to turn around on 19th Ave. 	<ul style="list-style-type: none"> • PM peak frequency increased slightly
K-Ingleside / T-Third	<ul style="list-style-type: none"> • No route changes proposed; 1-car K-Ingleside would continue to be through-routed with the T-Third • More frequent trips proposed during peak hours to reduce crowding, shorten wait times, and provide more capacity 	<ul style="list-style-type: none"> • No route changes proposed; 1-car K-Ingleside would continue to be through-routed with the T-Third 	<ul style="list-style-type: none"> • Both frequencies were adjusted to promote interlining
L-Taraval	<ul style="list-style-type: none"> • No route changes proposed • More frequent trips proposed during peak hours to shorten wait times and reduce crowding 	<ul style="list-style-type: none"> • No route changes proposed • More frequent service proposed during peak hours to increase capacity and reduce crowding 	<ul style="list-style-type: none"> • No changes from draft proposal
M-Ocean View	<ul style="list-style-type: none"> • Would terminate 2-car M-line at SFSU; 1-car J-line would be extended to pick up Ocean View segment • Allows more 2-car trains to be reallocated to higher demand areas • Requires new track infrastructure to allow vehicles to turn around on 19th Ave. 	<ul style="list-style-type: none"> • Would terminate 2-car M-line at SFSU; 1-car J-line would be extended to pick up Ocean View segment • Would allow more 2-car trains to be reallocated to higher demand areas • Would require new track infrastructure to allow vehicles to turn around on 19th Ave. 	<ul style="list-style-type: none"> • No changes from draft proposal
N-Judah	<ul style="list-style-type: none"> • More frequent trips during peak hours to reduce crowding and shorten wait times • No route changes proposed 	<ul style="list-style-type: none"> • More frequent service proposed during peak hours to increase capacity and reduce crowding • No route changes proposed 	<ul style="list-style-type: none"> • No changes from draft proposal
S-Shuttle	<ul style="list-style-type: none"> • Peak hour shuttle would be discontinued to eliminate reliability problems caused by turning trains around at Castro Station • Needed capacity at Castro and Church Stations would be provided by improved frequency on the L-Taraval and K-Ingleside 	<ul style="list-style-type: none"> • Peak hour shuttle would be discontinued to eliminate reliability problems caused by reversing trains at Castro Station; shuttles will continue to be used as needed for special events • Needed capacity at Castro and Church Stations would be provided by improved frequency on the L-Taraval and K-Ingleside lines 	<ul style="list-style-type: none"> • No changes from draft proposal

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1-California	<ul style="list-style-type: none"> • More frequent service proposed during peak hours between Presidio Ave. and 33rd Ave. • Route would stop north of Market at California/Drumm (currently some peak period service extends to Main/Beale) • Would consolidate peak-hour "short line" at Presidio Ave. (rather than Fillmore St. and 6th Ave.) 	<ul style="list-style-type: none"> • More frequent service proposed during peak hours between Presidio Ave. and 33rd Ave. • All service would terminate north of Market at Clay / Drumm (currently some weekday daytime service extends to Main / Howard) • Would simplify peak period short-line service by turning all short-lines at Presidio Ave. (some buses currently terminate at Fillmore St. and 6th Ave.) 	<ul style="list-style-type: none"> • No changes from draft proposal
1AX-California "A" Express	<ul style="list-style-type: none"> • Would be upgraded to 60' articulated buses and extended to pick up passengers between Park Presidio and Arguello (currently served by the 1BX) • Would have more frequent PM peak service • Stop would be added at Van Ness Ave. • Proposed changes would reduce crowding, shorten wait times, and improve connections to Civic Center 	<ul style="list-style-type: none"> • Would be extended to pick up passengers between Park Presidio and 6th Avenue (currently served by the 1BX) • Would have more frequent PM peak service • Stop would be added at Van Ness Avenue • Proposed changes would reduce crowding, shorten wait times, and improve connections to Civic Center 	<ul style="list-style-type: none"> • Final stop before express segment shifted from Arguello to 6th Ave.
1BX-California "B" Express	<ul style="list-style-type: none"> • The 1BX would begin at Arguello and the segment between Arguello and Park Presidio (currently served by the 1BX) would be picked up by the 1AX • More frequent PM peak service • Stop would be added at Van Ness Ave. • These changes would reduce crowding, shorten wait times, and improve connections to Civic Center 	<ul style="list-style-type: none"> • Would begin at 4th Avenue; segment between 4th Avenue and Park Presidio (currently served by the 1BX) would be served by the 1AX • Would have more frequent PM peak service • Stop would be added at Van Ness Avenue • These changes would reduce crowding, shorten wait times, and improve connections to Civic Center 	<ul style="list-style-type: none"> • Start of route shifted from Arguello to 4th Ave.
2-Clement	<ul style="list-style-type: none"> • Sutter Street lines (2, 3, and 4) would be consolidated into the 2-Clement • More frequent service proposed on Sutter to reduce crowding and shorten wait times • Between Arguello and Presidio Avenues, the 2-Clement would be rerouted from California St. to Geary Blvd. • Service west of 14th Ave. would be discontinued due to low ridership and access to high quality service one block away (1-California and 38-Geary) 	<ul style="list-style-type: none"> • Service west of 14th Ave. would be discontinued due to low ridership and access to high quality service nearby (1-California and 38-Geary) • In combination with 4-Sutter, would provide frequent service east of Presidio Ave. 	<ul style="list-style-type: none"> • Segment between Arguello and Presidio returned to California, rather than Geary • Combined peak frequency on Sutter returned to current 4 min headways • Rename 2-short as 4-Sutter to clarify route

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3-Jackson	<ul style="list-style-type: none"> • Sutter Street lines (2, 3, and 4) would be consolidated into the 2-Clement; 3-Jackson and 4-Sutter would be discontinued as separate routes • More frequent service proposed on Sutter to reduce crowding and shorten wait times • Jackson branch would be eliminated due to low ridership • Lines 2, 12, 22 and 43 would continue to offer service along virtually its entire route. 	<ul style="list-style-type: none"> • Line discontinued, with service on Sutter maintained with a more frequent 4-Sutter • Jackson segment would be eliminated due to low ridership • Lines 2, 4, 12, 22, 24 and 43 would continue to offer service along majority of existing route 	<ul style="list-style-type: none"> • No changes from draft proposal
4-Sutter	<ul style="list-style-type: none"> • Sutter Street lines (2, 3, and 4) would be consolidated into the 2-Clement; 3-Jackson and 4-Sutter would be discontinued as separate routes • More frequent service proposed on Sutter to reduce crowding and shorten wait times 	<ul style="list-style-type: none"> • Would run all day to maintain frequent service on Sutter • 4-Sutter would be discontinued west of Presidio and California, but segment would continue to be served by the 1-California and 2-Clement • Along with 2-Clement, would provide frequent service east of Presidio Ave. 	<ul style="list-style-type: none"> • Rename 2-short as 4-Sutter to clarify route operations • Combined peak frequency on Sutter returned to current 4 min headways
5-Fulton / 5-Fulton Limited	<ul style="list-style-type: none"> • Two service types proposed for peak periods: <ul style="list-style-type: none"> ○ Long-line "5L" would make local stops west of 6th Ave. and limited stops between 6th Ave. and Van Ness, decreasing travel time for most passengers ○ Short-line "5" from 6th Ave. to Downtown would provide additional, local service in Western Addition to address high peak ridership and crowding • Non-peak service would make local stops from the ocean to Downtown • Would go to downtown at all times, rather than turning back at Civic Center in the evening 	<ul style="list-style-type: none"> • Two service types proposed for peak periods: <ul style="list-style-type: none"> ○ Long-line "5L" would make local stops west of 6th Ave. and limited stops between 6th Ave. and Van Ness, decreasing travel time for most passengers ○ Short-line "5" from 6th Ave. to Downtown would provide additional, local service in Western Addition to address high peak ridership and crowding • Non-peak service would make all local stops from the ocean to Downtown • Would go to downtown at all times, rather than turning back at Civic Center in the evening 	<ul style="list-style-type: none"> • No changes from draft proposal
6-Parnassus	<ul style="list-style-type: none"> • Would be extended to West Portal Station via 14th Ave. and Taraval St. (would require extension of overhead wires) • Would be rerouted via Cole to provide bus option for N-Judah riders at Carl/Cole; would be discontinued in Ashbury Heights due to low ridership • Existing 6-Parnassus and 7-Haight lines would be combined into a single route; peak period frequencies on Haight St. would decrease from 4 to 5 min • Shown with two-way service on lower Haight (further study needed) 	<ul style="list-style-type: none"> • Would be extended to West Portal Station on 14th Ave. and Taraval St. (would require extension of overhead wires) • Would be rerouted via Stanyan between Haight and Parnassus to consolidate the 7-Haight and 6-Parnassus into one route; segment in Ashbury Heights would be discontinued to conserve resources • Shown with two-way service on lower Haight St. (further study needed) • Combined with 71L, would provide local and limited-stop service on the full length of Haight St. every 5 min daytime and 10 min evening 	<ul style="list-style-type: none"> • Would operate on full length of Haight St, turning on Stanyan instead of Cole

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7-Haight	<ul style="list-style-type: none"> • Route would be consolidated with 6-Parnassus, which would be rerouted to stay on Haight St. until Cole St. • Peak period frequencies on Haight St. would decrease from 4 to 5 min • Service along entire 7-Haight alignment would continue to be provided by the 71/71L. 	<ul style="list-style-type: none"> • Would be consolidated with 6-Parnassus, which would be rerouted to cover the full 7-line from Haight St. to Stanyan St. • Service on Haight St. would continue to be provided by the 6- and 71L- lines with a combined frequency of 5 min daytime and 10 min evening 	<ul style="list-style-type: none"> • No changes from draft proposal
9-San Bruno / 9L-San Bruno Limited	<ul style="list-style-type: none"> • Route change proposed in Visitación Valley via Arleta (two-way), Delta (southbound) and Rutland (northbound); service would be discontinued on Sunnydale east of Rutland and on Bayshore south of Arleta • Route change would widen coverage in Visitación Valley and provide partial replacement for Line 56-Rutland 	<ul style="list-style-type: none"> • Two types of service proposed for daytime service on Potrero Avenue <ul style="list-style-type: none"> ○ Long-line "9L" would make local stops south of 24th St. and limited stops between 24th St. and Market St. ○ Short-line "9" from 24th St. to Downtown would make all local stops and provide additional service to compensate for shifting 27-line from Bryant St. to Folsom St and eliminating 33-Stanyan segment on Potrero Ave. • Evening service would make all local stops from Visitacion Valley to Downtown 	<ul style="list-style-type: none"> • Rather than turning right on Arleta, would use existing route alignment in Visitacion Valley • Limited-stop service, combined with local overlay, provided north of 24th St. to increase capacity and improve travel time (daytime service every 5 min)
9X-Bayshore Express	<ul style="list-style-type: none"> • 9x would run both directions at all times of day; 9AX and 9BX would be discontinued • More frequent service proposed to shorten wait times and reduce crowding • Revised freeway access would provide stronger connection with 44-line at Silver and improve northbound travel time (southbound travel time would be slightly longer) • Segment north of Broadway would be eliminated (replaced by Downtown circulator); service would run two way on Visitacion Ave. and would be removed from Arleta Ave. & Rutland St. 	<ul style="list-style-type: none"> • More frequent service would shorten wait times and reduce crowding • Revised freeway access would provide stronger connection with 44-line at Silver and improve northbound travel time (southbound travel time would be slightly longer) • Segment north of Broadway would be eliminated (replaced by 11-Downtown Connector) • To improve route legibility, service would run two way on Visitacion Ave. and would be removed from Arleta Ave. & Rutland St. 	<ul style="list-style-type: none"> • 9AX and 9BX would remain as two separate routes

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9AX-Bayshore "A" Express	<ul style="list-style-type: none"> • 9x would run both directions at all times of day; 9AX and 9BX would be discontinued • More frequent service proposed to shorten wait times and reduce crowding • Revised freeway access would provide stronger connection with 44-line at Silver and improve northbound travel time (southbound travel time would be slightly longer) • Segment north of Broadway would be eliminated (replaced by Downtown circulator); service would run two way on Visitacion Ave. and would be removed from Arleta Ave. & Rutland St. 	<ul style="list-style-type: none"> • Zones for 9AX and 9BX would be modified • Would provide local service on Geneva and on the segment from Geneva / Santos to Bayshore / Arleta (currently served by 9BX) • Would begin express segment at Bayshore / Arleta, with no stops until 6th St.; current 9AX local segment along San Bruno Avenue would be replaced by 9BX 	<ul style="list-style-type: none"> • 9AX and 9BX would remain as two separate routes • Zones shifted to better match demand
9BX-Bayshore "B" Express	<ul style="list-style-type: none"> • 9x would run both directions at all times of day; 9AX and 9BX would be discontinued • More frequent service proposed to shorten wait times and reduce crowding • Revised freeway access would provide stronger connection with 44-line at Silver and improve northbound travel time (southbound travel time would be slightly longer) • Segment north of Broadway would be eliminated (replaced by Downtown circulator); service would run two way on Visitacion Ave. and would be removed from Arleta Ave. & Rutland St. 	<ul style="list-style-type: none"> • Zones for 9AX and 9BX would be modified • Segment between Phelan Loop and Bayshore / Arleta would be replaced by 9AX • 9BX would provide local service between San Bruno / Arleta and Bayshore / Silver (current 9AX segment), then begin express segment with no stops until 6th St. • Revised freeway access would provide stronger connection with 44-line at Silver and improve northbound travel time (southbound travel time would be slightly longer) • Segment north of Broadway would be eliminated (replaced by 11-Downtown Connector) 	<ul style="list-style-type: none"> • 9AX and 9BX would remain as two separate routes • Zones shifted to better match demand
10-Townsend	<ul style="list-style-type: none"> • 10-Townsend would be discontinued north of Broadway • Segments south of Broadway would be replaced by modified 12-line; service on North Point covered by proposed Downtown circulator (19-line) • Existing line has low ridership north of Broadway except during peak periods 	<ul style="list-style-type: none"> • 10-Townsend would be discontinued • Segments south of Broadway would be replaced by modified 12-line and 47-line • Service on North Point would be provided by proposed 11-Downtown Connector • Service on the Embarcadero would be provided by the E- and F-lines 	<ul style="list-style-type: none"> • No changes from draft proposal, although some replacement routes were modified

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<p>11-Downtown Connector (new line)</p> <p>Feb 08 proposal labeled 11-line as the 19-Downtown Circulator</p>	<ul style="list-style-type: none"> • <i>New Downtown circulator would run via Polk, North Point, Powell, Columbus, Sansome, 2nd, Folsom, 8th, McAllister and Larkin</i> • <i>Would provide SoMa with connections to Market St. and both Civic Center and Montgomery Stations</i> • <i>Would provide North Beach with connection to Financial District/Montgomery Station</i> • <i>Line shown as running two-way on Hyde and Folsom, as proposed by Tenderloin/Little Saigon and Western SoMa Neighborhood Plans (further study needed)</i> • <i>Southern segments of existing 19-line would be served by a combination of 12- and 45-lines, as well as the 48-line in Alt. B</i> 	<ul style="list-style-type: none"> • New Downtown Connector would run on Polk, North Point, Powell, Columbus, Sansome, 2nd St., Folsom, 11th St. • Would provide SoMa with two connections to Market St. at Van Ness and Montgomery Stations • Would provide North Beach with connection to Financial District /Montgomery Station • Line shown as running two-way on Folsom, as proposed by Western SoMa Task Force (further study needed) 	<ul style="list-style-type: none"> • Renamed Downtown Connector • Route modified – segment on Polk connected to Potrero Hill Service (19-line) • Route extended to cover more of Folsom St. with new terminal at Market / Van Ness
<p>12-Pacific</p>	<ul style="list-style-type: none"> • Alternative A and B would have different routes south of Cesar Chavez: Alt. A goes to the Navy Yard and Alt. B goes to 3rd & Palou • Would provide frequent and direct connections from Jackson/Pacific to Financial District and Montgomery Station via Sansome St.; would eliminate low ridership segment on Embarcadero • Would provide direct connections from Downtown to SoMa, Caltrain, Potrero Hill and the Bayview (terminating on Galvez Ave at Navy Yard) via 2nd St., Townsend, Rhode Island, 16th St., Connecticut, Wisconsin, Dakota, Evans, Innes, and Galvez • Some service on Folsom in SoMa would be replaced by new 19-Downtown circulator • In the Inner Mission, the 12-Folsom would be merged into the 27-Bryant and shifted onto Harrison St.; the combined service would run more frequently than the current lines 	<ul style="list-style-type: none"> • Would provide frequent, direct connections from Pacific Ave. to Financial District via Sansome St. • Would eliminate indirect segment along the Embarcadero • Would provide direct connections from Downtown to SoMa, Caltrain, Potrero Hill and SF General Hospital via 2nd St., Townsend, Mission Bay, Connecticut, Wisconsin, Dakota, 25th St. • Short-line would operate between Van Ness / Pacific and Montgomery Station • Service on Folsom St. would be replaced by revised 27-line and new 11-Downtown Connector 	<ul style="list-style-type: none"> • 12 would continue to provide downtown connection to Potrero Hill, but would run through Mission Bay instead of on Townsend • Using a biodiesel route to connect SoMa, Mission Bay and Potrero Hill avoids difficult overhead wire crossing at Caltrain • Neither Alt. A or Alt. B as identified in Feb. 08 proposal recommended

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14-Mission	<ul style="list-style-type: none"> • Mission St. would have more frequent service at all times of day provided by all-day local (14 local) and limited-stop service (14L and 49L-lines); • Limited-stop service would use trolley coaches and run every 5 min or better to reduce travel time for most customers; local service would use bio-diesel buses and run every 10 min or better • 14 local would extend to Daly City BART via John Daly Blvd. using bio-diesel buses 	<ul style="list-style-type: none"> • Mission St. would have more frequent service at all times of day provided by all-day local (14-local) and limited-stop service (14L and 49L-lines) • Limited-stop service would use trolley coaches and run every 5 min or better from 6 AM to 7 PM reducing travel time for most customers • 14-local would use biodiesel buses and be extended to Daly City BART via John Daly Blvd. 	<ul style="list-style-type: none"> • Midday frequency increased to ensure both robust local and limited-stop service • Enhanced capital plan includes double-wire on Mission St, to allow both limited and local routes to be operated with zero-emission trolleybuses
14L-Mission Limited	<ul style="list-style-type: none"> • No route change proposed • Mission St. would have more frequent service at all times of day provided by all-day local (14 local) and limited-stop service (14L and 49L-lines); • Limited-stop service would use trolley coaches and run every 5 min or better to reduce travel time for most customers; local service would use bio-diesel buses and run every 10 min or better • Service hours would be expanded to operate between 6 AM and 10 PM, 7 days a week 	<ul style="list-style-type: none"> • No route changes proposed • Mission St. would have more frequent service at all times of day provided by all-day local (14-local) and limited-stop service (14L and 49L-lines) • 14-Limited service hours would be expanded to operate between 6 AM and 10 PM, 7 days a week • Limited-stop service would use trolley coaches and run every 5 min or better from 6 AM to 7 PM reducing travel time for most customers 	<ul style="list-style-type: none"> • No changes to route from draft proposal
14X-Mission Express	<ul style="list-style-type: none"> • No route change proposed • More frequent service in the AM peak would reduce wait times and address 	<ul style="list-style-type: none"> • No route changes proposed • More frequent service in the AM peak would reduce wait times and address crowding 	<ul style="list-style-type: none"> • No changes from draft proposal
16AX / 16BX – Noriega Expresses	<ul style="list-style-type: none"> • 16AX and 16BX would be combined into a new 16X with local service from 48th Ave. to 9th/Lincoln Way • Would run every 5 minutes instead of every 10 minutes • 16AX segment on Sunset Blvd. (between Noriega St. & Lincoln Way) and Lincoln Way (between 23rd Ave & 36th Ave.) would be discontinued • Would be extended to Market and Beale St. in the Financial District (currently terminates at 5th St.) 	<ul style="list-style-type: none"> • Would be extended to Market and Spear Streets in the Financial District (currently terminates at 4th St.) 	<ul style="list-style-type: none"> • 16AX and 16BX would remain as two separate zones, restoring downtown express service on Sunset Blvd

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17-Parkmerced	<ul style="list-style-type: none"> • Route would be extended to replace a segment of the existing 18-line around Lake Merced via John Muir Drive, Skyline Blvd. and Sloat Blvd., to SF Zoo • One way loop would be replaced by two way service on Gonzalez, Font, Arballo, and Higuera; some segments in Parkmerced would be eliminated to save resources • Route would be discontinued north of Stonestown to West Portal to reduce duplication with M-line 	<ul style="list-style-type: none"> • Would replace existing 18-line segment around Lake Merced via John Muir Dr. and Skyline Blvd. • Would connect Lakeshore Plaza, Daly City BART and the Westlake Shopping Center in Daly City • Route along Buckingham would be discontinued; One way loop on Arballo, Garces, and Gonzalez in Parkmerced would be replaced by two-way service on Font to save resources and simplify route • Would be discontinued north of Stonestown to West Portal to reduce duplication with M-line 	<ul style="list-style-type: none"> • Modified to provide better connections to regional transit and key retail destinations
18-46 th Avenue	<ul style="list-style-type: none"> • Would be combined with 23-Monterey to create a continuous line from the Palace of the Legion of Honor to the Bayview • Would provide direct connection from Outer Sunset to southern part of City and Glen Park BART • Would be rerouted onto 33rd Ave. to Balboa and Cabrillo streets, replacing Ocean Beach branch of 38-line and providing outer Balboa St. with direct connections to the Sunset • 17-line would replace service around Lake Merced • Segment on Geary Blvd/Point Lobos would be discontinued, the Cliff House 	<ul style="list-style-type: none"> • Would be rerouted onto 33rd Ave., Balboa and Cabrillo Streets, replacing Ocean Beach branch of 38-line and providing new connections to the Sunset and Stonestown • Segment on Geary Blvd / Point Lobos would be discontinued • Would use more direct route between the Zoo and Stonestown via Sloat Blvd., Sunset Blvd., Lake Merced Blvd. and Winston Dr. • Service along Skyline Blvd. and John Muir Dr. would be replaced by the 17-line • Service along Lake Merced Blvd. between John Muir Dr. and Font Blvd. would be discontinued 	<ul style="list-style-type: none"> • Would not be interlined with the 23 and would be rerouted to serve Lowell High School and Stonestown via Lake Merced Boulevard
19-Polk	<ul style="list-style-type: none"> • New Downtown circulator would run via Polk, North Point, Powell, Columbus, Sansome, 2nd, Folsom, 8th, McAllister and Larkin • Would provide SoMa with connections to Market St. and both Civic Center and Montgomery Stations • Would provide North Beach with connection to Financial District/Montgomery Station • Line shown as running two-way on Hyde and Folsom, as proposed by Tenderloin/Little Saigon and Western SoMa Neighborhood Plans (further study needed) • Southern segments of existing 19-line would be served by a combination of 12- and 45-lines, as well as the 48-line in Alt. B 	<ul style="list-style-type: none"> • Would operate between Van Ness /North Point & SF General Hospital • Would have modified routing in Civic Center to simplify route structure and reduce travel time • Segment south of 24th St. would be served by revised 48-line, providing direct connection to the Mission, rather than to Civic Center 	<ul style="list-style-type: none"> • Polk St. was part of the Downtown Circulator in Feb. 08 proposal • Route modified to connect Polk segment to Potrero Hill / SF General • Downtown Circulator relabeled and modified (see new 11-line) • Hunters Point would be served by 48-line

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20-Columbus	<ul style="list-style-type: none"> • 20-Columbus would be discontinued and replaced by new Downtown circulator • New circulator would provide direct, all-day service between North Beach and the Financial District/ Montgomery Station 	<ul style="list-style-type: none"> • 20-Columbus would be discontinued and replaced by the new 11-Downtown Connector • New 11-line would provide direct, all-day service between North Beach and the Financial District / Montgomery Station 	<ul style="list-style-type: none"> • No changes from draft proposal
21-Hayes	<ul style="list-style-type: none"> • Would no longer operate west of Stanyan St. to reduce duplication with 5-Fulton • Two-way service on lower Hayes proposed (additional study needed) • More frequent service during peaks would shorten wait times and reduce crowding 	<ul style="list-style-type: none"> • Would no longer operate west of Stanyan St. to conserve resources (segment is served by 5-Fulton) • Two-way service on lower Hayes proposed (additional study needed) • More capacity during peaks would reduce crowding 	<ul style="list-style-type: none"> • No changes from draft proposal
22-Fillmore	<ul style="list-style-type: none"> • Would be rerouted east along 16th St. to 3rd St. to improve connections to Mission Bay • Segment on 17th, Connecticut and 18th Streets would not be served in Alt. A, but would be picked up by 33-line in Alt. B • More frequent service all day would shorten wait times and reduce crowding 	<ul style="list-style-type: none"> • Would be rerouted to continue along 16th St. to 3rd St., creating new connections to Mission Bay • Segment on 17th, Connecticut and 18th Streets would be replaced by revised 33-Stanyan • More frequent peak service would reduce crowding 	<ul style="list-style-type: none"> • No changes from draft proposal
23-Monterey	<ul style="list-style-type: none"> • Would be combined with 18-46th Avenue to create a continuous line from the Palace of the Legion of Honor to the Bayview • Would provide direct connection from southern part of City to the Sunset and Richmond 	<ul style="list-style-type: none"> • Would operate on Oakdale, Industrial and Palou instead of Toland, Jerrold and Phelps to provide more direct route 	<ul style="list-style-type: none"> • Would not be interlined with the 18-46th Avenue • Southern portion modified slightly

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
24-Divisadero	<ul style="list-style-type: none"> • Alternative A and B would have different routes between Castro/24th and Palou; both alternatives would increase frequencies in the peaks • Alternative A: <ul style="list-style-type: none"> ○ Would be rerouted onto 24th St. to provide new direct connections between the Bayview and the Mission, including SF General Hospital and the 24th St. BART (would require extension of overhead wires) ○ Would combine with 48-line on 24th St. and 33-line on Castro St. to provide increased service on commercial corridors ○ 33-Stanyan would be rerouted to cover existing 24-line south of 24th St. via 30th St., Noe and Cortland; service in this segment would run every 15 min vs. 10 min currently • Alternative B: <ul style="list-style-type: none"> ○ No route changes proposed for southern portion of route; retains existing 24-line routing on Noe, 30th St. and Cortland • Both alternatives: <ul style="list-style-type: none"> ○ In the enhanced resource scenario, the proposed northern extension via Scott, Divisadero and Chestnut to Fillmore would improve connections to Marina District (would require extension of overhead wires) 	<ul style="list-style-type: none"> • No route changes proposed • More frequent peak service would reduce crowding 	<ul style="list-style-type: none"> • Recommend Alt. B, which uses existing route alignment • In enhanced resource scenario, would extend to Marina via 22-Fillmore line north of Jackson using existing overhead wires
26-Valencia	<ul style="list-style-type: none"> • Route would be discontinued due to low ridership and access to high quality service one block away (Mission St. and San Jose Ave.) • Glen Park / Chenery St. segment would be picked up by modified 36-Teresita 	<ul style="list-style-type: none"> • Route would be discontinued due to low ridership and access to high quality service on same street or one block away (Mission St. and San Jose Ave.) • Glen Park / Chenery St. segment would continue to have service, provided by a modified 36-Teresita 	<ul style="list-style-type: none"> • No changes from draft proposal

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
27-Folsom	<ul style="list-style-type: none"> • Service extended north on Leavenworth to Vallejo and west on Vallejo to Van Ness • Line simplified by running two-way on Leavenworth and Eddy, as proposed by Tenderloin/Little Saigon Neighborhood Plan (further study needed) • 12-Folsom and 27-Bryant would be consolidated on Harrison in the Inner Mission and the combined route would have more frequent service • New direct connection would be provided to 24th St. BART Station; Cesar Chavez segment of route would be discontinued 	<ul style="list-style-type: none"> • Service extended north on Leavenworth and Vallejo to Van Ness Ave. • Line simplified by running two-way on Leavenworth and Ellis, as proposed by Community Plan (further study needed) • 27-line would run on Folsom St. in SoMa and the Inner Mission to Cesar Chavez St., replacing 12-line service • Direct connection would be provided to 24th St. BART Station and St.. Luke's Hospital • Service on Bryant St. would be discontinued and resources reallocated to Potrero and Folsom to provide more frequent service on both corridors • Staff recommends evaluating service on both Folsom and Harrison in environmental assessment to retain options 	<ul style="list-style-type: none"> • Consolidate service onto Folsom Street • Retain Cesar Chavez segment between Folsom and Valencia • Staff recommends evaluating service on both Folsom and Harrison in environmental assessment to retain options
28-19 th Avenue	<ul style="list-style-type: none"> • More frequent service would shorten wait times and reduce crowding • Would terminate at California St. during most hours, with service to Marina provided by 28L • Late night and OWL coverage of Marina would be provided by 28 when 28L is not running 	<ul style="list-style-type: none"> • More frequent service would shorten wait times and reduce crowding • Park Presidio and 19th Ave. would have daytime service every 5 min (28 and 28L combined) • Would terminate at Golden Gate Bridge during most hours (service to Marina would be provided by 28L; service to Fort Mason would be provided by 43-line) • Late night and OWL coverage of Marina would be provided by 28 when 28L is not running 	<ul style="list-style-type: none"> • 28-local would be extended to connect to Golden Gate Toll Plaza
28L-19 th Avenue Limited	<ul style="list-style-type: none"> • Would have rapid, very limited-stop service, increasing access to SFSU and southern entrance of City College from Marina, Richmond, Sunset, and Excelsior • Route would be extended to Van Ness/North Point via Lombard St. and to Mission/Geneva via I-280 • To improve travel time and reliability, the 28L would not serve the Golden Gate Bridge; service to the Toll Plaza would continue to be provided by PresidiGo Shuttle and Golden Gate Transit (GGT), with connection to GGT buses provided at Richardson/Francisco • In Enhanced Scenario, the 28L could be extended to Visitacion Valley, Bayshore Caltrain Station and the T-line 	<ul style="list-style-type: none"> • Would have rapid, very limited-stop service—increasing access to SFSU and City College from Marina, Richmond, Sunset, and Excelsior • Would be extended to Van Ness / North Point on Lombard St. and to Mission/Geneva via I-280 • Limited-stop service would operate from 6 AM to 9 PM (currently limited-stop service ends at 4 PM); • Park Presidio and 19th Ave. would have daytime service every 5 min (28 and 28L combined) • To improve travel time and reliability, the 28L would not serve the Golden Gate Bridge Toll Plaza; service to bridge would be provided by 28-local, PresidiGo Shuttle and Golden Gate Transit (GGT); transfers to GGT would be made at Richardson/Francisco 	<ul style="list-style-type: none"> • No changes from draft proposal

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
29-Sunset	<ul style="list-style-type: none"> • Service would be rerouted to serve Wherry Housing along Pershing Drive and would not continue further into the Presidio due to low ridership and high cost • Service to Golden Gate Bridge and Letterman Center would continue to be provided by PresidiGo and the 43-Masonic, respectively • More direct route on Ocean Ave. at Balboa Park Station (instead of Mission St. to Geneva Ave.) would reduce travel time • Two-way service on Gilman would simplify route to Monster Park; service on Fitzgerald would be discontinued 	<ul style="list-style-type: none"> • Service would be rerouted to Wherry Housing along Pershing Drive and would not continue further into the Presidio due to low ridership • Service to Golden Gate Bridge Toll Plaza would continue to be provided by the 28-19th Avenue, PresidiGo, and 76-line (weekends only); Letterman Center would be served by the 43-Masonic and PresidiGo • More direct route recommended on Ocean Ave. to Balboa Park Station (instead of Mission St. to Geneva Ave.) • Two-way service on Gilman would simplify route to Monster Park; service on Fitzgerald would be discontinued 	<ul style="list-style-type: none"> • No changes from draft proposal
30-Stockton	<ul style="list-style-type: none"> • All daytime service on Stockton St. would be provided by articulated buses to reduce crowding and improve reliability • Service on Marina branch would change from 9 to 10 minutes, to allow for easy-to-remember "clock-face schedule," with a bus every 10 minutes • No route changes proposed in constrained scenario; terminus could be extended to Presidio Transit Center in the enhanced resource scenario, requiring extension of overhead wires • Would coordinate with Central Subway Project which aims to achieve significant travel time and reliability improvements to Stockton Corridor 	<ul style="list-style-type: none"> • All daytime service on Stockton St. would be provided by articulated buses to reduce crowding and improve reliability • 30X would operate more frequently in the PM peak 	<ul style="list-style-type: none"> • Service redistributed between Stockton and Chestnut to better address crowding on Stockton
30X-Marina Express	<ul style="list-style-type: none"> • More frequent service would shorten wait times and reduce crowding • No route changes proposed – Proposed frequency 	<ul style="list-style-type: none"> • More frequent PM Peak would shorten wait times and reduce crowding • No route changes proposed 	<ul style="list-style-type: none"> • No changes from draft proposal
31-Balboa	<ul style="list-style-type: none"> • No route or frequency changes proposed 	<ul style="list-style-type: none"> • Line simplified by running two-way on Eddy, as proposed by Community Plan (further study needed) 	<ul style="list-style-type: none"> • Two way service proposed on Eddy
31AX- Balboa "A" Express	<ul style="list-style-type: none"> • Stop would be added at Van Ness Ave. to improve access to Civic Center 	<ul style="list-style-type: none"> • Stop would be added at Van Ness Ave. to improve access to Civic Center • PM peak frequency reduced from 10 min to 12 min; 31BX frequency improved from 15 min to 12 min 	<ul style="list-style-type: none"> • No changes from draft proposal

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
31BX-Balboa "B" Express	<ul style="list-style-type: none"> • More frequent PM peak service would reduce crowding and shorten wait times • Stop would be added at Van Ness Ave. to improve access to Civic Center 	<ul style="list-style-type: none"> • More frequent PM peak service would reduce crowding and shorten wait times • Stop would be added at Van Ness Ave. to improve access to Civic Center • PM peak frequency reduced from 10 min to 12 min; 31BX frequency improved from 15 min to 12 min 	<ul style="list-style-type: none"> • No changes from draft proposal
32-Roosevelt (new line)	<i>See 35-line for annotations</i>	<ul style="list-style-type: none"> • Recommended for Van Service to better match passenger loads and road geometry • Would replace Roosevelt branch of 37-Corbett, but would not go north of Cole & Frederick • Would terminate at Church St. Station 	<ul style="list-style-type: none"> • New van line proposed • Feb. 08 proposals had Roosevelt segment connected to 35-line
33-Stanyan	<ul style="list-style-type: none"> • Proposed frequencies – 15 min all day – Alternative A and B would have different routes south of Market St. • Alternative A: <ul style="list-style-type: none"> ○ Southern portion would be rerouted to intersect Castro Metro Station and provide service along existing 24-line to 3rd St./Palou via Castro, Noe, Cortland, Industrial, Palou ○ Service on 18th St. would be picked up by extending 37-Corbett to 16th St. BART; connections to SF General Hospital would be provided by rerouted 24-line ○ No route change proposed north of Market • Alternative B: <ul style="list-style-type: none"> ○ Would operate on current route west of Potrero Ave, except it would run on Valencia instead of Mission between 16th and 18th Streets ○ Would cross Potrero Ave and continue on 16th St./Connecticut /18th St. to cover the segment currently served by the 22-Fillmore on Potrero Hill 	<ul style="list-style-type: none"> • Would operate on current route west of Potrero Ave. • Would cross Potrero Ave. and continue on 16th St., Kansas, 17th St., Connecticut, and 18th St. to cover Potrero Hill segment of 22-Fillmore 	<ul style="list-style-type: none"> • Recommend Alt. B, which using existing alignment west of Potrero, and replaces 22-line on 18th St. in Potrero Hill

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
35-Eureka	<ul style="list-style-type: none"> • Would replace Roosevelt branch of 37-Corbett, but would not go past Cole and Frederick due to low ridership on segment to Haight St. • Southern segment would be rerouted to partially replace existing 48-line service on Hoffman and Grandview • Segment along Diamond, Addison and Farnum would be eliminated due to low ridership • Modified 36-Teresita would connect Bemis St. to Glen Park BART 	<ul style="list-style-type: none"> • Recommended for Van Service to better match passenger loads and road geometry • Service would be extended to Glen Park BART via Diamond Heights Blvd. and Diamond St. • Would be rerouted between 21st and 24th St. to replace existing 48-line on Hoffman and Douglass • Segment along Farnum, Moffitt, Bemis, and Addison would be eliminated 	<ul style="list-style-type: none"> • Van service proposed • Service on Diamond restored between 24th and Diamond Heights • Would be extended to Glen Park via Diamond Heights Blvd
36-Teresita	<ul style="list-style-type: none"> • Southern portion of route would be redesigned to be more direct and would pick up segment currently covered by the 26-Valencia along Chenery St. • Route would no longer go to Forest Hill Station but would connect to Glen Park Station and with J-Church and Mission St. buses at 30th St. • Northern portion of route would be partially replaced by 52-Excelsior on Woodside Ave and Midtown Terrace, connecting to Forest Hill and Glen Park Stations • Warren Drive, Skyview Way, and Teresita between Reposa and Portola would be discontinued due to low ridership 	<ul style="list-style-type: none"> • Recommended for Van Service to better match passenger loads and road geometry • Southern portion of route would be redesigned to cover a portion of the 26-Valencia along Chenery St. (ending at 29th & Mission) • Would serve Glen Park BART instead of Balboa Park BART via Monterey Blvd. • Would be rerouted on Mount Davidson to use Bella Vista Way between Teresita Blvd. and Myra Way, eliminating turnaround on Myra Way; service on Teresita between Myra and Bella Vista would be eliminated • Service to Forest Knolls (via Warren Drive) would be eliminated; service to Midtown Terrace would be unchanged 	<ul style="list-style-type: none"> • Van service proposed • Revised route in Mt. Davidson connected to Forest Hill Station and nearby shopping center • Midtown Terrace loop restored to current route (connected to 52-line in Feb. 08 proposal) • Glen Park segment would operate on Chenery, rather than Bemis via Roanoke / Miguel
37-Corbett	<ul style="list-style-type: none"> • Segment on Glenview and Dawn View Way would be discontinued • To better match ridership with service levels, the northern Roosevelt branch of the 37-Corbett would be served by a modified 35-line • Alternative A would serve the Castro Metro Station and then terminate at the 16th St. BART Station; Alternative B would terminate at the Castro Metro Station • Alternative A would replace service on 18th St. from Castro to 16th Street BART Station currently served by 33-line with same peak period frequency 	<ul style="list-style-type: none"> • The Roosevelt branch of the 37-Corbett would be replaced by the new 32-Roosevelt, but would not go north of Cole & Frederick • Segment on Glenview and Dawnview Drive would be eliminated to conserve resources • Would connect to the new 32-line at Market and Church 	<ul style="list-style-type: none"> • Alt. A recommended with service extended to Church St. Station

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
38-Geary	<ul style="list-style-type: none"> • Geary Blvd. would retain existing frequency of the 38-local, in addition to increased 38L frequencies • Branch to Ocean Beach would be discontinued, and replaced by rerouted 18-46th Avenue • Buses would go to Fort Miley for most of the day, and would go to 48th Ave./Point Lobos during late night when 38L is not running • Would coordinate with Geary Bus Rapid Transit (BRT) Study currently underway which aims to achieve significant travel time and reliability improvements 	<ul style="list-style-type: none"> • Geary Blvd would retain frequent 38-local service, in addition to more frequent 38L service • 38-local would terminate at Fort Miley for most of the day, and would go to 48th Ave./Point Lobos during late night hours when 38L is not running • Branch to Ocean Beach would be discontinued, and replaced by rerouted 18-46th Ave. • Would coordinate with Geary Bus Rapid Transit (BRT) Study currently underway, which aims to achieve significant travel time and reliability improvements 	<ul style="list-style-type: none"> • No changes from draft proposal
38L-Geary Limited	<ul style="list-style-type: none"> • Service hours would be expanded to operate between 6 AM and 10 PM, 7 days a week • Service frequency would be increased to reduce crowding and shorten wait times • Would coordinate with Geary Bus Rapid Transit (BRT) Study currently underway which aims to achieve significant travel time and reliability improvements 	<ul style="list-style-type: none"> • Service hours would be expanded to operate between 6 AM and 10 PM, 7 days a week • Service frequency would be increased to reduce crowding and shorten wait times • Would coordinate with Geary Bus Rapid Transit (BRT) Study currently underway, which aims to achieve significant travel time and reliability improvements • No route changes proposed 	<ul style="list-style-type: none"> • No changes from draft proposal
38AX -Geary Express	<ul style="list-style-type: none"> • Stop would be added at Van Ness Ave. to improve connections to Civic Center 	<ul style="list-style-type: none"> • Stop would be added at Van Ness Ave. to improve connections to Civic Center 	<ul style="list-style-type: none"> • No changes from draft proposal
38BX-Geary Express	<ul style="list-style-type: none"> • Stop would be added at Van Ness Ave. to improve connections to Civic Center 	<ul style="list-style-type: none"> • Stop would be added at Van Ness Ave. to improve connections to Civic Center 	<ul style="list-style-type: none"> • No changes from draft proposal
39-Coit Tower	<ul style="list-style-type: none"> • Segment along Union St east of Stockton St would be discontinued due to low ridership and to save resources 	<ul style="list-style-type: none"> • Route in Fisherman's Wharf would be modified to improve connections to F-line and Pier 39 • Union St. segment would be eliminated to conserve resources (service would run on Filbert St. at Washington Square) 	<ul style="list-style-type: none"> • Route revised to serve Pier 39 directly • Route shortened further by shifting to Filbert (no service provided on Union)
41-Union	<ul style="list-style-type: none"> • Outer segment beyond Steiner would be discontinued due to low ridership • More frequent service during AM peak would reduce crowding and shorten wait times 	<ul style="list-style-type: none"> • Outer segment beyond Steiner would be discontinued due to low ridership • More frequent service during AM peak would reduce crowding 	<ul style="list-style-type: none"> • No changes from draft proposal
43-Masonic	<ul style="list-style-type: none"> • Would be extended from Chestnut/Fillmore to Fort Mason (Marina Blvd/Laguna), replacing the 28-line terminal 	<ul style="list-style-type: none"> • Would be extended from Chestnut/Fillmore to Fort Mason (Marina Blvd/Laguna), replacing the existing 28-line terminal • Service in the Presidio would be modified to connect to the Presidio Transit Center; would exit the Presidio in the Marina at Richardson instead of Lombard 	<ul style="list-style-type: none"> • Rerouted to serve Presidio Transit Center

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
44-O'Shaughnessy	<ul style="list-style-type: none"> • No route changes proposed • More frequent service will reduce crowding and shorten wait times 	<ul style="list-style-type: none"> • No route changes proposed • More frequent service proposed to reduce crowding 	<ul style="list-style-type: none"> • No changes from draft proposal
45-Union	<ul style="list-style-type: none"> • Line would be extended through Mission Bay to Potrero Hill and SF General Hospital via De Haro/Rhode Island (replacing segment of existing 19-line), requiring extension of overhead wires • Would connect Potrero Hill directly to Downtown • Service would change from 9 to 10 minutes, to allow for easy-to-remember "clock-face schedule," with a bus every 10 minutes • Would coordinate with Central Subway Project which aims to achieve significant travel time and reliability improvements to Stockton Corridor 	<ul style="list-style-type: none"> • No route changes proposed 	<ul style="list-style-type: none"> • Route would not be extended; 45 would terminate at 4th/Townsend • Service redistributed between Stockton and Union St. to better address crowding on Stockton
47-Van Ness	<ul style="list-style-type: none"> • Would be converted from a 40 ft. bio-diesel to a 60 ft. trolley coach to increase capacity and reduce crowding on Van Ness Ave. • Would terminate at Van Ness & North Point to allow better coordination with 49L; North Point segment would be picked up by Downtown circulator (19-line) • Revised alignment along Mission, 3rd, and 4th would provide new connection between Van Ness Ave. and Moscone Center, terminating at Caltrain • Service would be discontinued on 11th, Harrison and Bryant streets, which would continue to be served by 9- and 27-lines • Would coordinate with Van Ness Bus Rapid Transit (BRT) Study currently underway which aims to achieve significant travel time and reliability improvements 	<ul style="list-style-type: none"> • Would terminate at Van Ness & North Point to allow better coordination with 49L; North Point segment would be picked up by new 11-line • Would operate along South Van Ness, Division and Townsend instead of Bryant/Harrison to provide faster connection to Caltrain and retail along 13th/Division • Would coordinate with Van Ness Bus Rapid Transit (BRT) Study currently underway, which aims to achieve significant travel time and reliability improvements 	<ul style="list-style-type: none"> • Reroute to Division and Townsend Sts to improve connections to retail on 13th/Division

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
48-Quintara /24 th St.	<ul style="list-style-type: none"> • Would have more direct route from Portola Dr. to 24th St. via Clipper and Diamond; portions of Grandview and the Fountain Loop would be discontinued and service on Douglass and Hoffman would be served by modified 35-line • No route changes proposed west of Portola Dr./Clipper • Alternative A and B have different routings east of Potrero Ave. • Alternative A: <ul style="list-style-type: none"> ○ Would have more direct route through Potrero Hill to Caltrain Station and the Dogpatch via 25th St., Pennsylvania, and 22nd St. ○ Customers in Outer Sunset and Potrero Hill would benefit from improved service as all buses would run from 48th Ave. to 3rd St. • Alternative B: <ul style="list-style-type: none"> ○ Would have long line running all day from 48th Ave. to Navy Yard and additional short line on 24th St. to serve higher demand between Potrero Ave. and Castro St. ○ Would connect to Hunter's Point, covering portion of existing 19-line on Evans, Innes and Galvez terminating at Navy Yard ○ Potrero Hill segments on Wisconsin (served by 12-line), Arkansas, 20th St., Texas, 22nd St. and 3rd St. would be eliminated 	<ul style="list-style-type: none"> • Would run all day from 48th Ave. to the Navy Yard; new 58-24th St. route would provide complementary service between Diamond St. and 22nd St. Caltrain • Would have more direct route from Portola Dr. to 24th St. via Clipper and Diamond; service on Grandview and Fountain would be discontinued; service on Douglass and Hoffman would be served by modified 35-line • Would provide new connection to Hunters Point, covering portion of existing 19-line on Evans, Innes and Galvez • Some existing Potrero Hill segments would be covered by modified 12-line and new 58-line; segment on Arkansas, 20th St. and Texas would be eliminated to provide a more direct route • No route changes proposed west of Portola Dr./Clipper 	<ul style="list-style-type: none"> • Recommend Alt. B, which would run all day from 48th Ave to Navy Yard • Additional service on 24th St. would be provided by new 58-line (also serving Potrero Hill/22nd Street Caltrain Station)
49L-Van Ness-Mission Limited	<ul style="list-style-type: none"> • Would make local stops on Van Ness and make limited stops on Mission St. to provide shorter travel times • Mission St. would have more frequent service at all times of day, provided by all-day local (14 local) and limited-stop service (14L and 49L-lines) • Limited-stop service would use trolley coaches and run every 5 min or better to reduce travel time for most customers; 14-local would use bio-diesel buses and run every 10 min or better • Would coordinate with Van Ness Bus Rapid Transit (BRT) Study currently underway which aims to achieve significant travel time and reliability improvements 	<ul style="list-style-type: none"> • Would make local stops on Van Ness Ave. and make limited stops on Mission St. to provide shorter travel times • Mission St. would have more frequent service at all times of day provided by all-day local (14-local) and limited-stop service (14L and 49L-lines) • Limited-stop service would use trolley coaches and run every 5 min or better from 6 AM to 7 PM reducing travel time for most customers • Would coordinate with Van Ness Bus Rapid Transit (BRT) Study currently underway which aims to achieve significant travel time and reliability improvements 	<ul style="list-style-type: none"> • No changes from draft proposal

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
52-Diamond Heights	<ul style="list-style-type: none"> • Would be extended north of Forest Hill Station via Clarendon, Olympia, and Panorama to include some segments that were previously part of 36-Teresita • Would be extended in the Excelsior to Balboa Park Station/City College via Naples and Geneva, to include segments currently covered by the 54-Felton • These changes would provide Excelsior with two connections to BART • Would be easier to understand by running two way on Excelsior, Naples and Diamond Heights Boulevard; one-way service would be discontinued on Brazil, Prague, Dublin and Duncan 	<ul style="list-style-type: none"> • Would be extended in the Excelsior to Balboa Park Station and City College via Naples and Geneva, to include segments currently covered by the 54-Felton • Would provide Excelsior with two connections to BART • More legible route would be provided by running two-way on Excelsior, and Naples; one-way service would be discontinued on Brazil, Prague, and La Grande 	<ul style="list-style-type: none"> • Proposed northern extension shifted back to 36-Teresita • Would revert to existing routing in Diamond Heights (one-way on Duncan, one-way on Diamond Heights Blvd.)
53-Southern Heights	<ul style="list-style-type: none"> • Route discontinued due to low ridership and new route extensions between Potrero Hill and Downtown • Downtown and BART connections would be provided by the new 12 and 45 lines, which would be within 800 ft of current 53-line • 45- and new 12- route would connect Potrero Hill to shopping at 4th/King 	<ul style="list-style-type: none"> • Route would be discontinued due to low ridership • Some existing segments would be covered by the modified 12-Pacific and 19-Polk, which provide Downtown and BART connections 	<ul style="list-style-type: none"> • No changes from draft proposal, although some replacement routes were modified
54-Felton	<ul style="list-style-type: none"> • More direct route would save time and improve reliability • Two-way service on Hunters Point hilltop would provide improved access and shorter travel times; route would begin at 3rd / Palou, run two-way in Bayview / Hunters Point on Hudson, North Ridge, Jerrold, Kirkwood, Kiska, Ingalls, and Van Dyke, then continue on current routing through Silver Terrace • Continuing on Bacon through reservoir would eliminate segment on Woolsey • Traveling via Persia, Ocean and Plymouth would improve access to City College; some eliminated segments in the Excelsior would be picked up by the 52-Excelsior 	<ul style="list-style-type: none"> • More direct route would save time and improve reliability • Two-way service on Hunters Point hilltop would provide improved access and shorter travel times; route would begin at 3rd / Palou, run two-way in Bayview / Hunters Point on Hudson, North Ridge, Jerrold, Kirkwood, Kiska, Ingalls, and Van Dyke, then continue through Silver Terrace • More direct routing on Bacon through reservoir would eliminate segment on Woolsey • Traveling via Persia, Ocean and Plymouth would streamline service and improve access to City College; some eliminated segments in the Excelsior would be picked up by the revised 52-Excelsior 	<ul style="list-style-type: none"> • No changes from draft proposal

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
56-Rutland	<ul style="list-style-type: none"> • Route would be discontinued due to low ridership • 9-San Bruno should be rerouted to provide wider coverage in Visitación Valley 	<ul style="list-style-type: none"> • Recommended for Van Service to better match passenger loads and road geometry • Route shortened to enable improved frequencies (30 min to 20 min) • Segment in Executive Park and along Visitacion Ave. would be discontinued • Would run on Leland, rather than Sunnydale Ave., between Sawyer and Bayshore Blvd. 	<ul style="list-style-type: none"> • Rather than eliminating route, van service proposed on portion of route to provide service in Visitacion Valley
58-24th St. (new line)	<i>See annotation for 48-line</i>	<ul style="list-style-type: none"> • New route would operate between Diamond St. and 3rd St. to provide needed capacity on 24th St. and provide connection between 24th St. BART and 22nd St. Caltrain Station • Would replace existing 48-line service in Potrero Hill with more direct route to Caltrain Station and the Dogpatch via 25th St., Pennsylvania, and 22nd St. 	<ul style="list-style-type: none"> • New line proposed between Castro and Potrero Hill to provide additional service on 24th St. and to SF General • 48-line would also operate on 24th St. before heading to Navy Yard
66-Quintara	<ul style="list-style-type: none"> • Route would be discontinued due to low ridership • Improved all-day service on the 48-Quintara would serve some 66-line passengers 	<ul style="list-style-type: none"> • Recommended for Van Service to better match passenger loads and road geometry • Route would connect Golden Gate Heights with L-Taraval and shopping at 19th Avenue and Taraval • Segment west of 19th Avenue discontinued; improved all-day service on 48-line would serve Quintara St. • Eliminated segment on 30th Ave., Vicente, and 29th Ave. would be served by nearby L-Taraval and 48-Quintara/24th St. 	<ul style="list-style-type: none"> • Rather than eliminating route, van service proposed on portion of route to provide service in Golden Gate Heights
67-Bernal Heights	<ul style="list-style-type: none"> • Would retain existing alignment between Mission/24th and Alemany through Bernal Heights • Western portion of circular loop would be eliminated to conserve resources, including service on Crescent, Mission, and Valencia 	<ul style="list-style-type: none"> • Would retain existing alignment between Mission/24th and Alemany through Bernal Heights • Western portion of circular loop would be eliminated to conserve resources, including service on Crescent (served by the 23-line) and Mission (served by multiple routes) 	<ul style="list-style-type: none"> • No changes from draft proposal

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
71/71L Haight/Noriega Local/Limited	<ul style="list-style-type: none"> Limited-stop service on Haight Street would be expanded to run all-day in both directions, which would reduce travel times Would make local stops west of Stanyan and limited stops between Stanyan and Market, decreasing travel time for most passengers More frequent service in midday would shorten wait times and reduce crowding Shown with two-way service on lower Haight (further study needed) 	<ul style="list-style-type: none"> Limited-stop service on Haight St. would be expanded to run all-day in both directions, which would reduce travel times Would make local stops west of Stanyan and limited stops between Stanyan and Market, decreasing travel time for most passengers; would provide local service to all stops during evening service More frequent service in midday would shorten wait times and reduce crowding Shown with two-way service on lower Haight (further study needed) 	<ul style="list-style-type: none"> No changes from proposed draft
76-Marin Headlands	<ul style="list-style-type: none"> No route changes proposed 	<ul style="list-style-type: none"> Route segment south of Market Street to Caltrain would be discontinued New terminal recommended at Montgomery Station on Post St. Proposed to run on Saturdays and Sundays (currently Sundays only) Proposed to run more frequently (every 30 min, rather than 60 min) 	<ul style="list-style-type: none"> Service to start at Montgomery Station, segment south of Market eliminated Service increased to 30 min frequency and recommended to operate on both Saturday and Sundays
80X-Gateway Express	<ul style="list-style-type: none"> No route or frequency changes proposed Service would continue to run northbound only with timed transfers from Caltrain 	<ul style="list-style-type: none"> No route or frequency changes proposed Service would continue to run northbound only with timed transfers from Caltrain 	<ul style="list-style-type: none"> No changes from draft proposal
81X-Caltrain Express	<ul style="list-style-type: none"> No route or frequency changes proposed Service would continue to run northbound only with timed transfers from Caltrain 	<ul style="list-style-type: none"> No route or frequency changes proposed Service would continue to run northbound only with timed transfers from Caltrain 	<ul style="list-style-type: none"> No changes from draft proposal
82X-Levi Plaza Express	<ul style="list-style-type: none"> No route or frequency changes proposed Service would continue to run northbound only with timed transfers from Caltrain 	<ul style="list-style-type: none"> No route or frequency changes proposed Service would continue to run northbound only with timed transfers from Caltrain 	<ul style="list-style-type: none"> No changes from draft proposal
88-BART Shuttle	<ul style="list-style-type: none"> Would provide more frequent connections to Balboa Park Station in the morning and from Balboa Park in the evening, shortening wait times and reducing crowding Segment west of Sickles/Alemanay around Lake Merced/Parkmerced (which has low ridership) would be discontinued and picked up by modified 17-line 	<ul style="list-style-type: none"> Would provide more frequent connections to Balboa Park Station in the morning and from Balboa Park in the evening, shortening wait times and reducing crowding Segment west of Sickles/Alemanay around Lake Merced/Parkmerced (which has low ridership) would be replaced by modified 17-line 	<ul style="list-style-type: none"> No changes from draft proposal

Route	Draft Proposals from February 2008	Staff Recommendations from August 2008	What Changed?
89-Laguna Honda	<ul style="list-style-type: none"> • Would be discontinued as Muni route because of low ridership • SFMTA would work with Department of Public Health to develop transportation alternatives for current users 	<ul style="list-style-type: none"> • Recommended for Van Service to better match passenger loads and road geometry 	<ul style="list-style-type: none"> • Van service proposed, rather than shifting route responsibility to Laguna Honda Hospital
108-Treasure Island	<ul style="list-style-type: none"> • Route would be simplified on Treasure Island, running on California/ Avenue H/ Gateview/ Avenue B/ 9th Street/ Avenue D • Frequency of service would be unchanged (recently improved in AM peak) 	<ul style="list-style-type: none"> • Route would be simplified on Treasure Island, running on California, Avenue H, Gateview, Avenue B, 9th St. • Frequency of service would be unchanged (recently improved in AM peak) • All day service provided to Transbay Terminal; service extended to 4th / King from 2 pm to 10 pm 	<ul style="list-style-type: none"> • Would run two-way on Avenue H