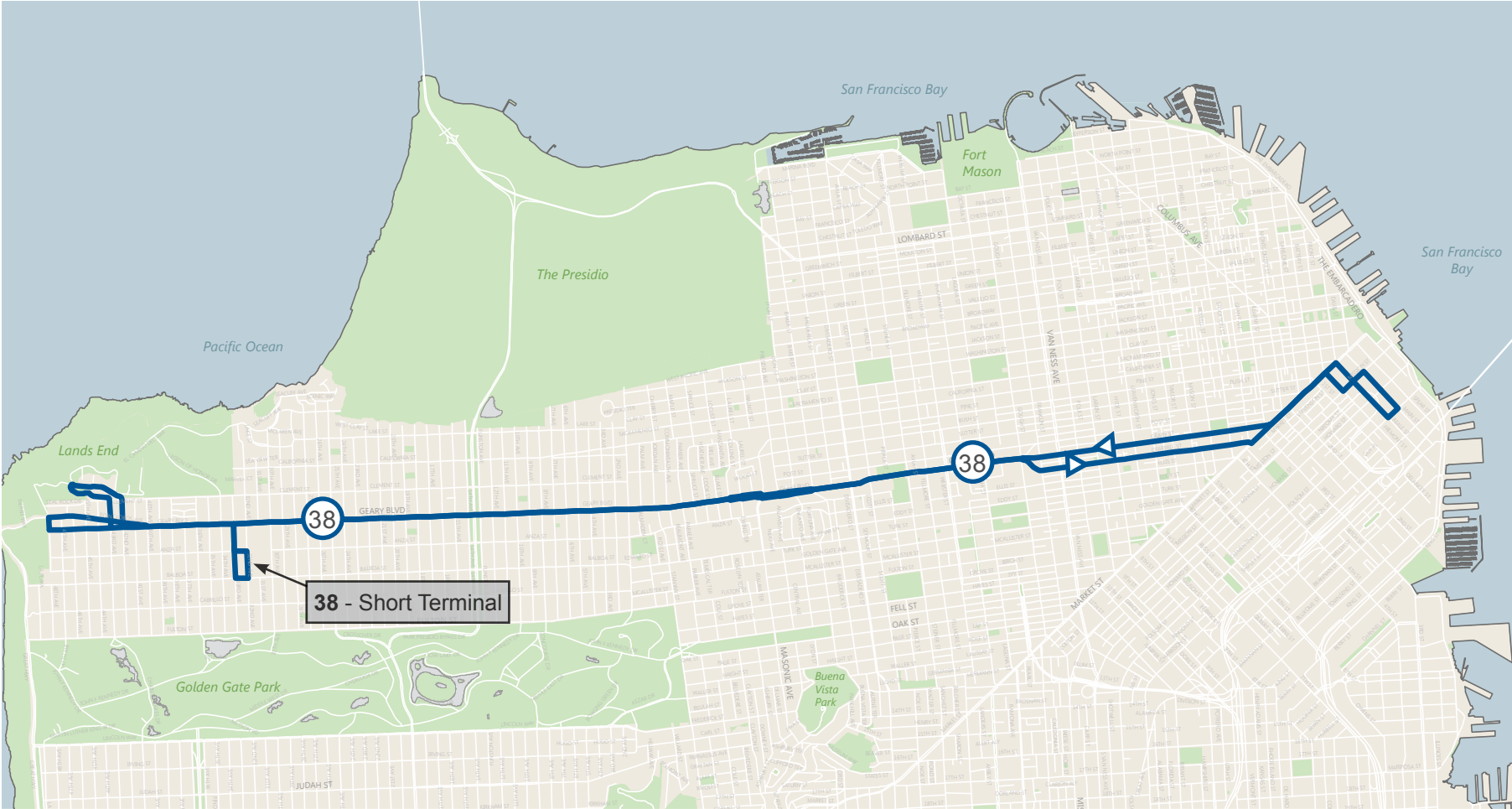


38 Geary



Frequent Local
Recommended Route

Feature Summary
HC

Overview

- No route changes proposed.
- Midday frequency will change from 16 to 15 minutes west of 33rd Avenue.
- Will coordinate with Geary BRT study currently underway.

Frequency

Service during peak periods (headway between vehicles, in minutes)

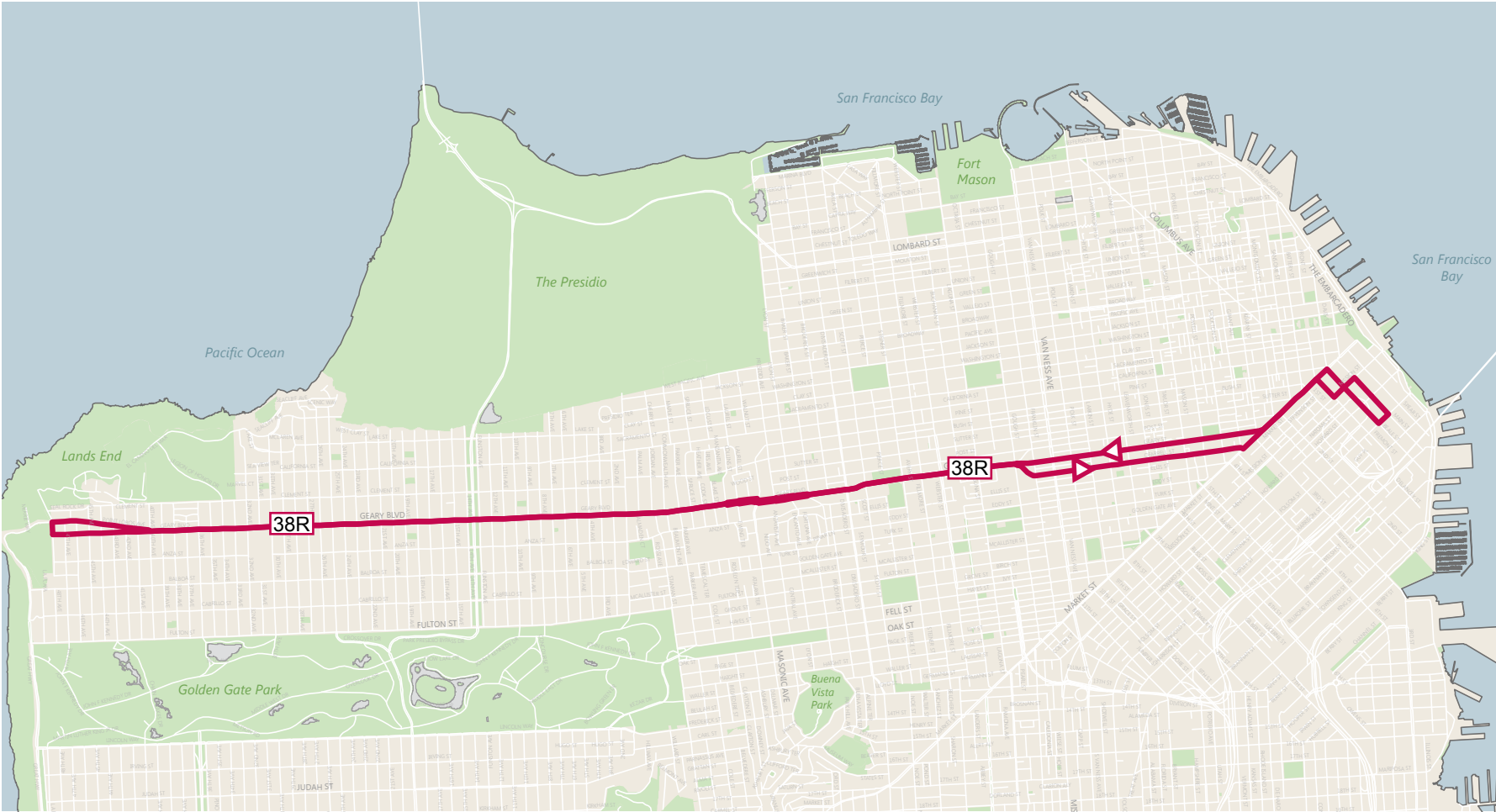
West of 33rd Avenue

	Current	Approved	Frequency
AM	12	12	=
PM	13	12	+

East of 33rd Avenue

	Current	Approved	Frequency
AM	6.5	6	+
PM	6.5	6	+

38R Geary Rapid



Rapid
Recommended Route

Feature Summary

- HC
- EH

38R Geary Rapid

Overview

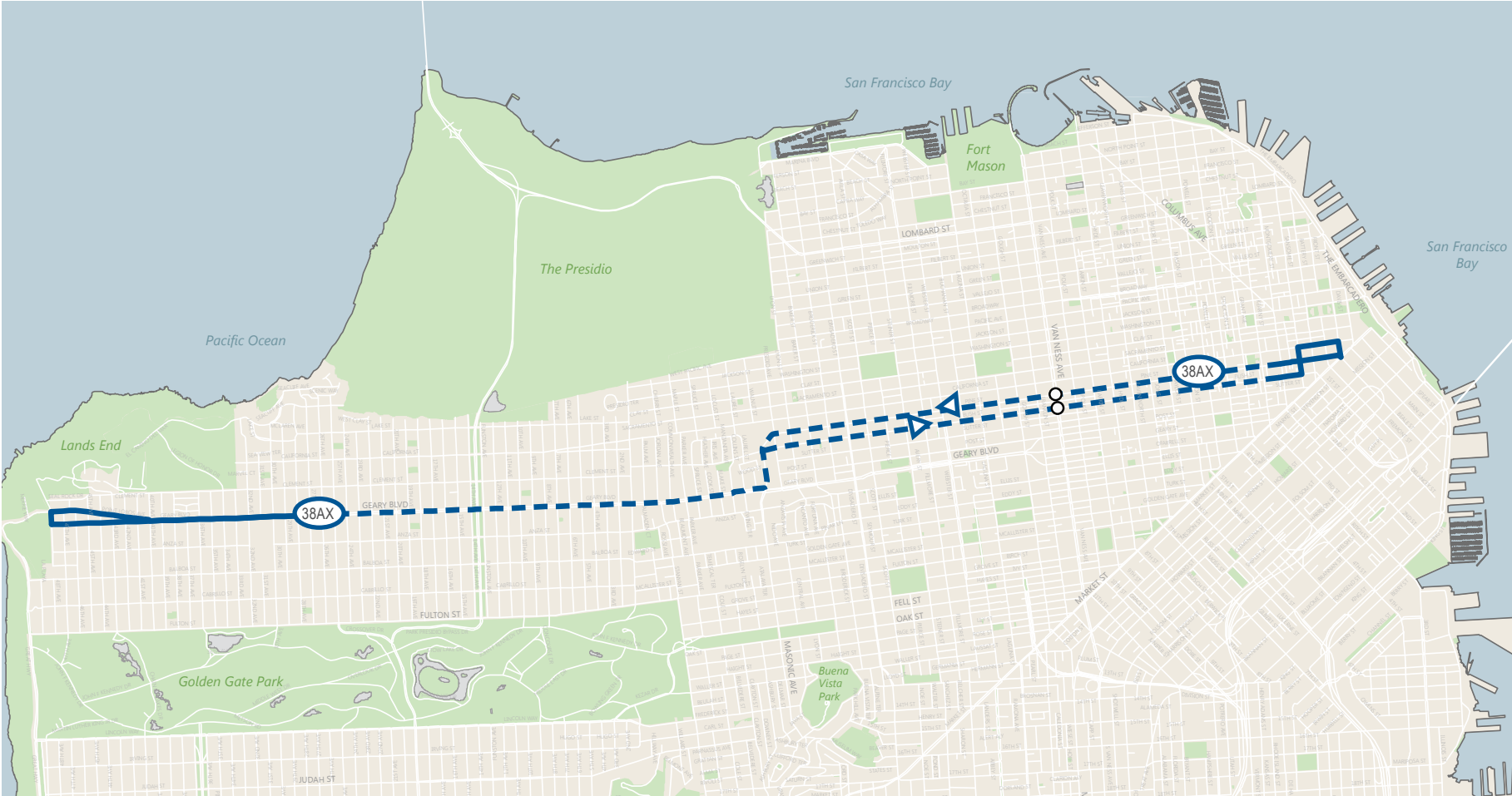
- No route changes proposed (Proposed Geary BRT is subject to its own environmental review).
- Midday frequency change from 6 to 5 minutes.
- Limited-stop service will be expanded to include Sundays.
- Will coordinate with Geary BRT Study currently underway.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	5.5	5	+
PM	5.5	5	+

38AX Geary Express



Express

- Recommended Route
- Express Segment (no stops)

38AX Geary Express

Overview

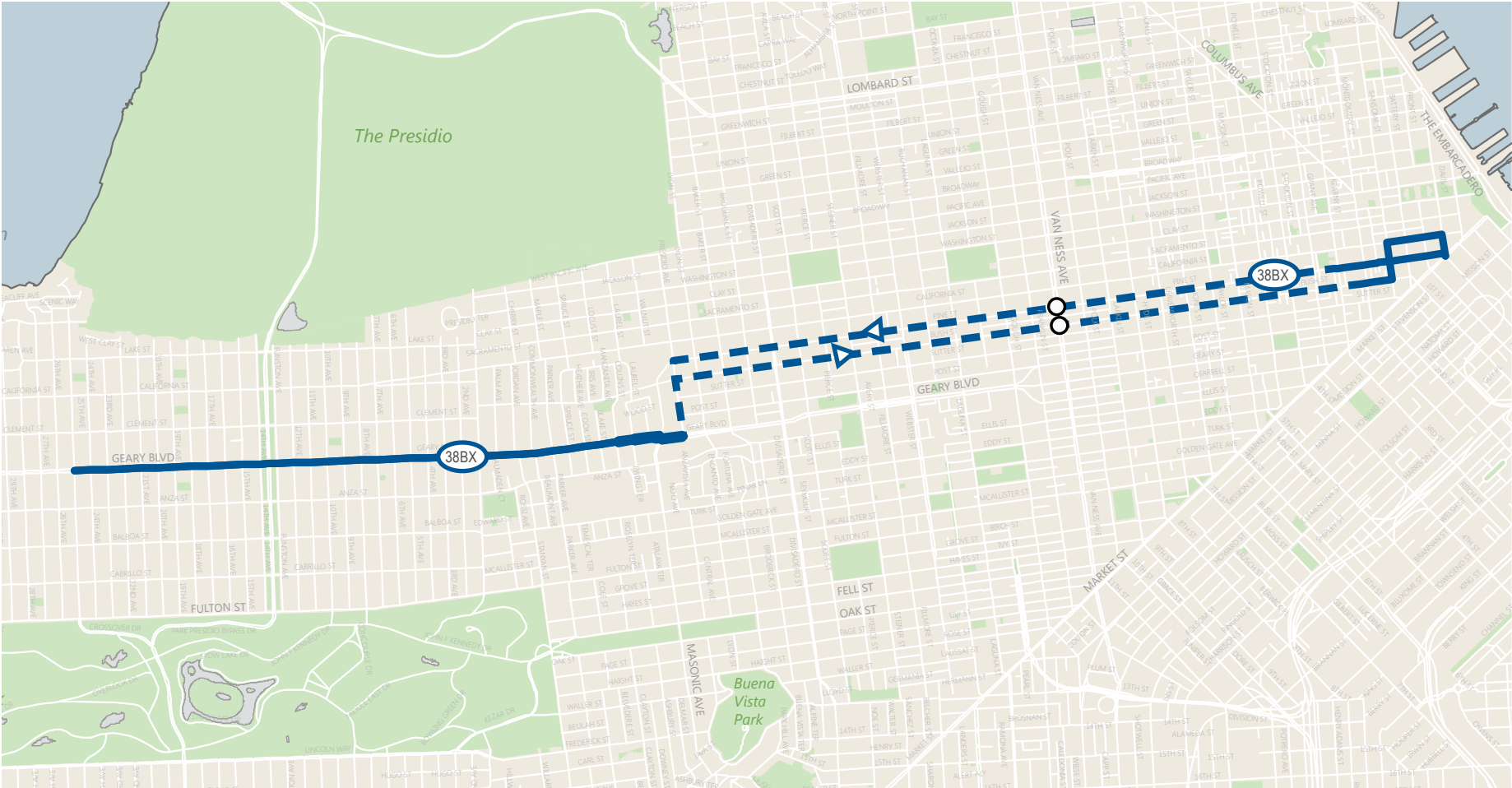
- No changes from current route or frequency.
- Stop pair added to improve transfer connection at Van Ness Ave.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	10	10	=
PM	12	10	=

38BX Geary Express



Express

- Recommended Route
- Express Segment (no stops)

Features



38BX Geary Express

Overview

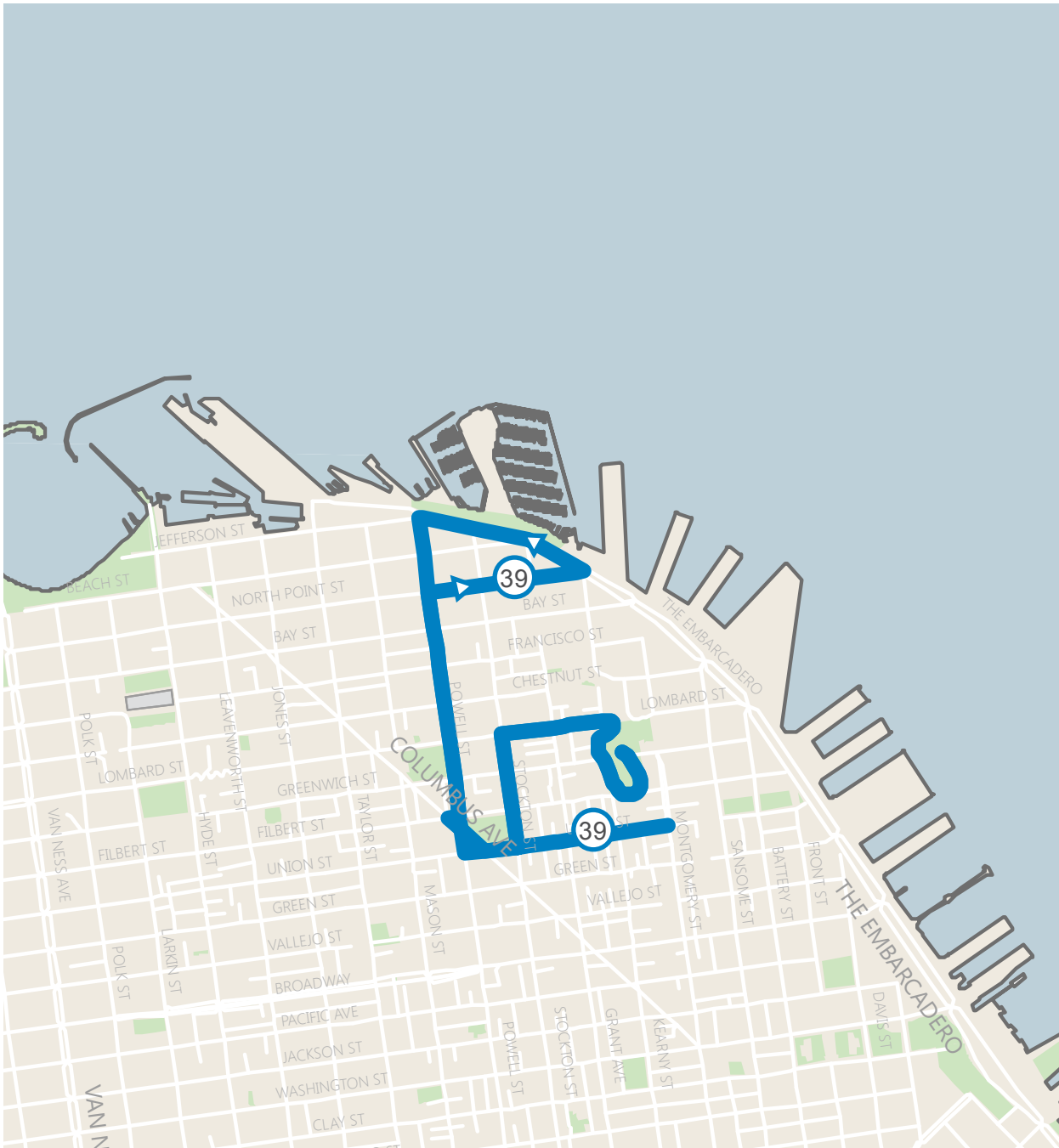
- No changes from current route or frequency.
- Stop pair added to improve transfer connection at Van Ness Ave.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	12	12	=
PM	12	10	=

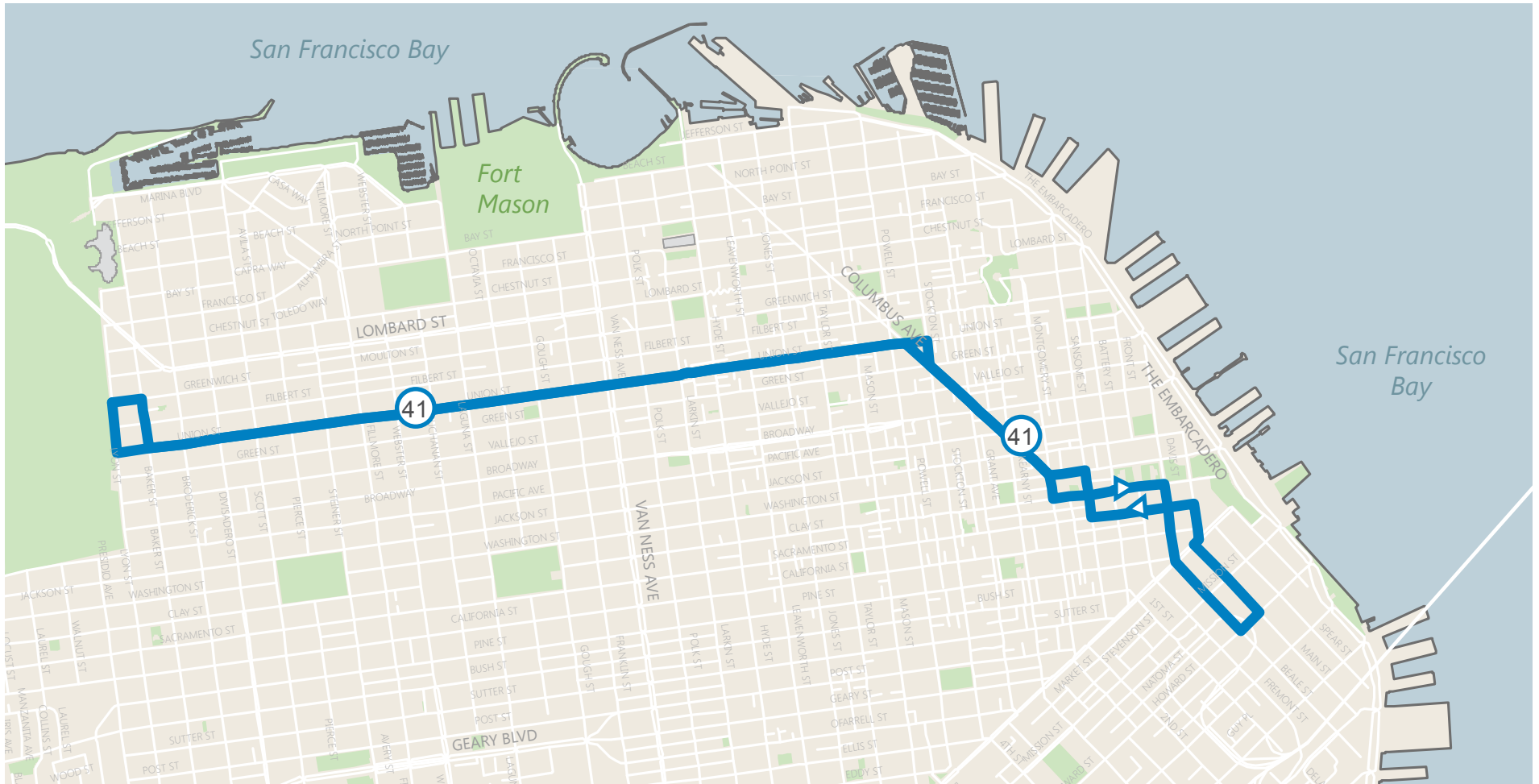
39 Coit



Connector

Recommended Route

41 Union



Grid

Recommended Route

Feature Summary



41 Union Bypass Wires at Terminal Location

This project would install bypass wires to improve terminal operations where multiple trolley coach routes share a terminal. This project would provide trolley coach access to and egress from terminals and would improve route reliability by preventing trolley coaches from one route from getting stuck behind trolley coaches from another route. Currently, at terminals shared by multiple trolley coach routes, operators must exit their vehicle and pull trolley poles in order to pass a coach already in the terminal. Including an additional terminal location for the 41 Union/ 45 Union Stockton, a combined total of about 1,200 linear feet of overhead bypass wires and the installation of about 50 poles is proposed also at the 1 California terminal location at Presidio Avenue and Sacramento Street (Terminal for Routes 1 California and 2 Clement short-line).

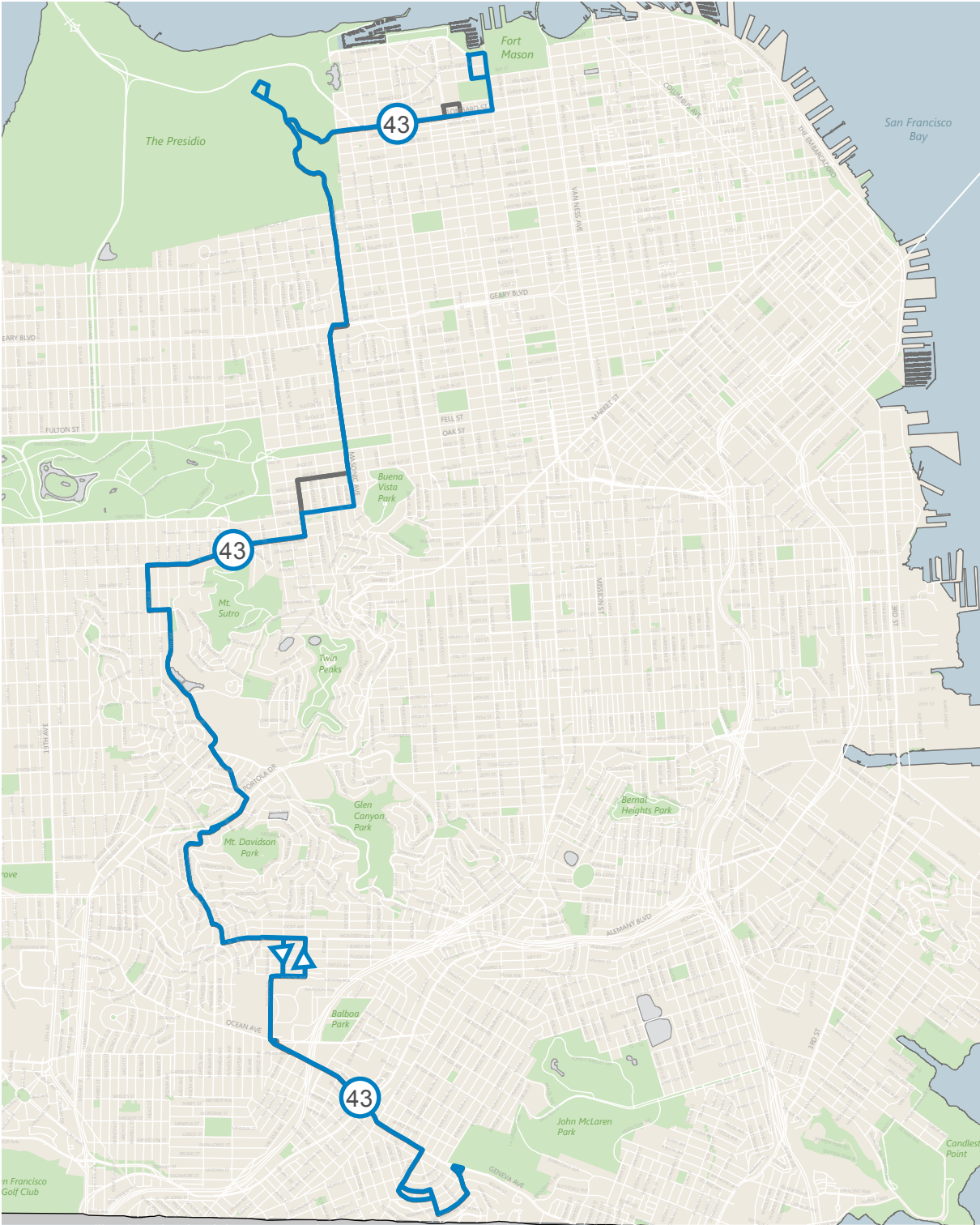
Lyon and Union streets (Terminal for Routes 41 Union and 45 Union-Stockton). Installation of overhead bypass wires would involve the installation of additional pole foundations within sidewalks along the north and south sides of Greenwich Street between Lyon and Baker streets, and along the west and east side of a portion of Lyon Street between Greenwich and Filbert streets. No underground electrical wiring, or duct work, would be required. Construction of three new curb ramps to provide disabled access would be required at the intersection of Lyon and Greenwich streets. As curb ramps are typically installed at the same location as an existing sidewalk, it is not anticipated that any utilities, such as catch basins, would need to be relocated. An existing operator restroom facility is located at the northwest corner of Lyon and Greenwich streets which would remain.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	8	7	+
PM	8	7	+

43 Masonic



Grid

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RA

HC

Overview

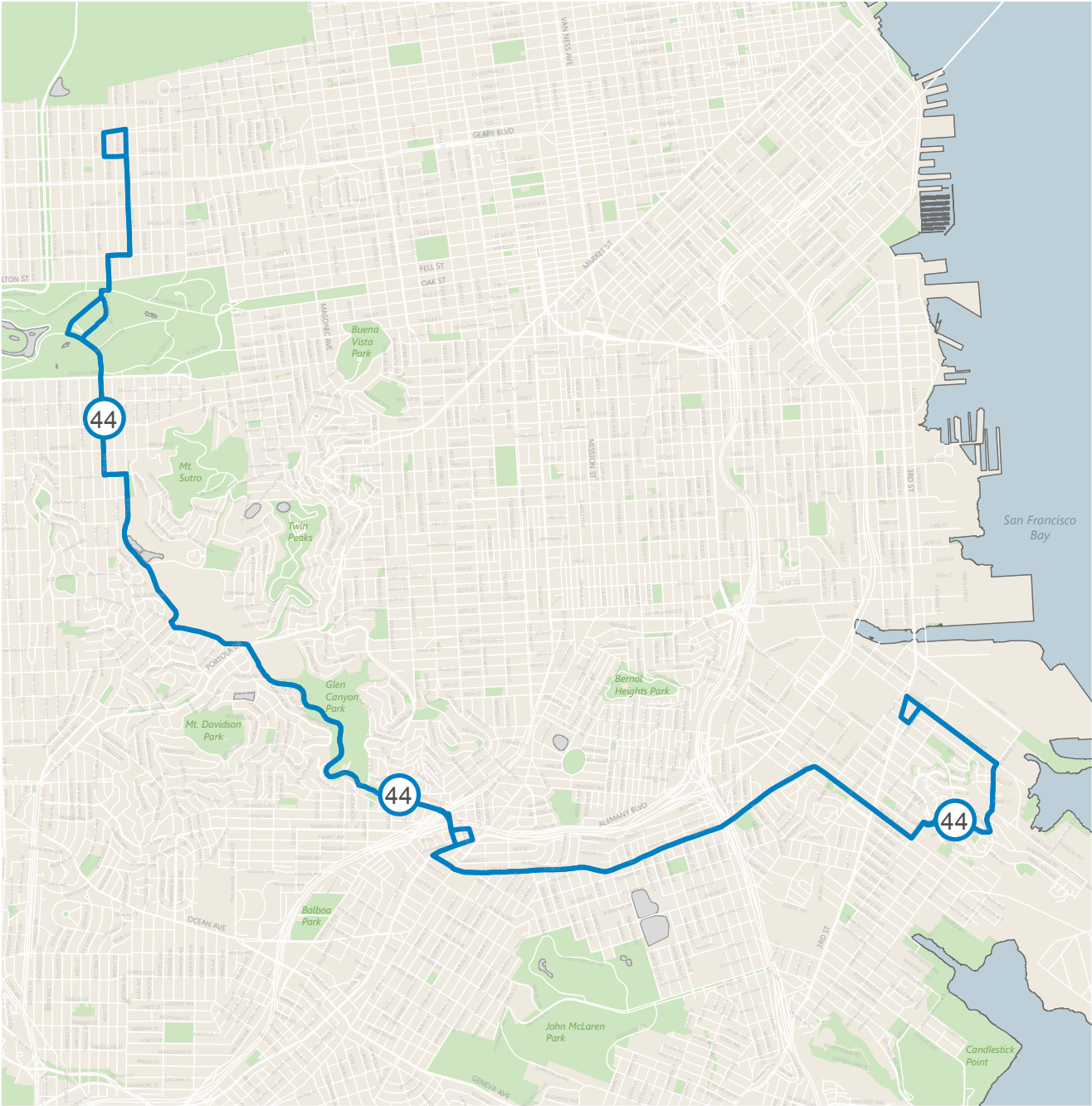
- Proposed alignment will extend from Chestnut/Fillmore streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19th Avenue/28R 19th Avenue Rapid terminal with new service on Lombard Street between Webster and Laguna Streets, Laguna Street between Lombard and Beach Streets, Beach and Bay Streets between Laguna and Buchanan Streets, and Buchanan Street between Bay and Beach Streets.
- Service in the Presidio will be modified to serve the Presidio Transit Center via Lincoln Boulevard between Letterman Drive and Graham Street, Graham Street between Lincoln Boulevard and French Court, French Court between Graham and Hallack Streets, and Hallack Street between French Court and Lincoln Boulevard.
- Service will be discontinued on Webster and Fillmore Streets between Chestnut and Lombard Streets and on Chestnut Street between Webster and Fillmore Streets.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	10	8	+
PM	12	10	+

44 O'Shaughnessy



Grid

Recommended Route

Feature Summary



Overview

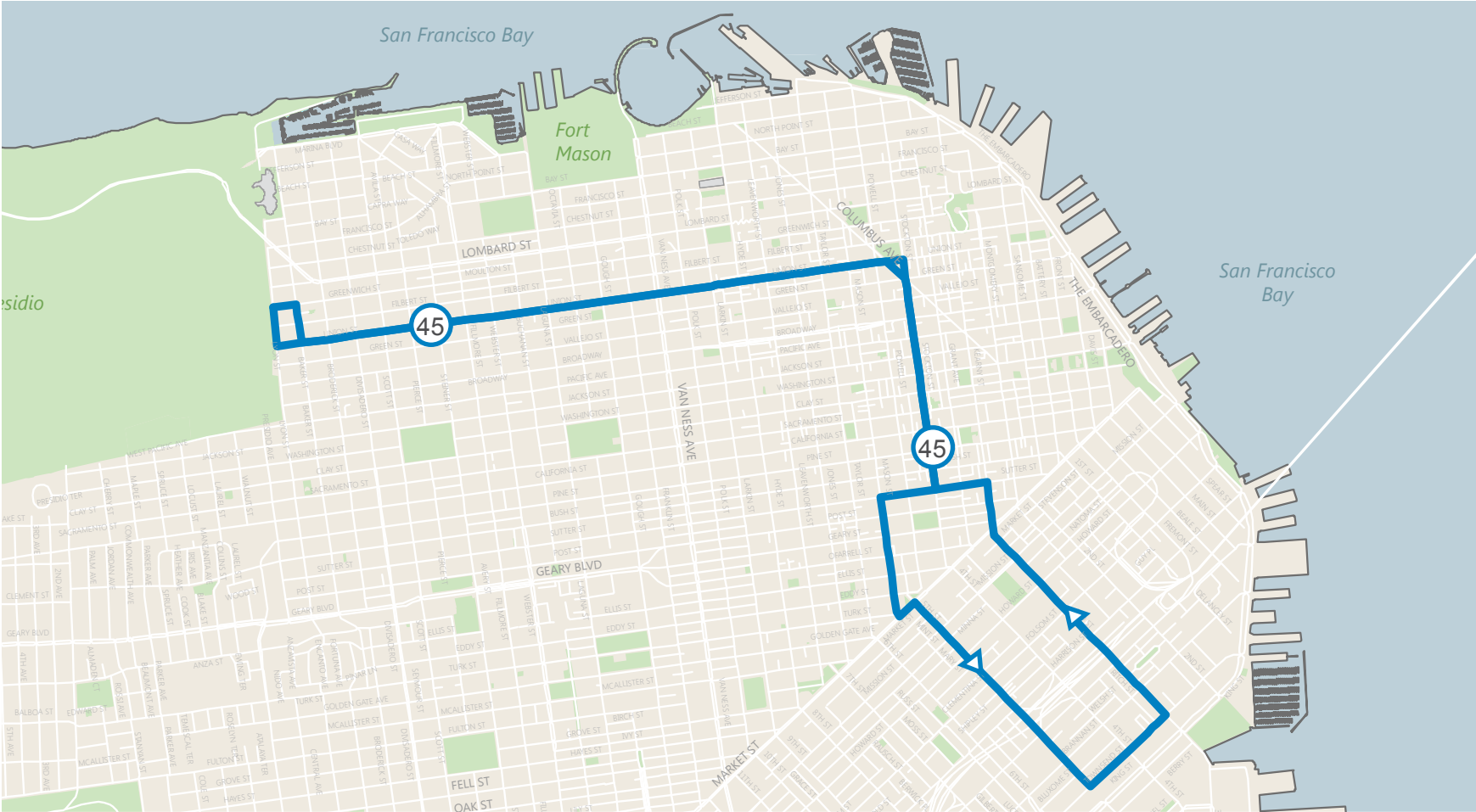
- No route changes proposed.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	10	7.5	+
PM	9	8	+

45 Union-Stockton



Grid

Recommended Route

45 Union-Stockton

Overview

- No route changes proposed.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	12	12	=
PM	10	10	=

47 Van Ness



Frequent Local

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RA

HC

Overview

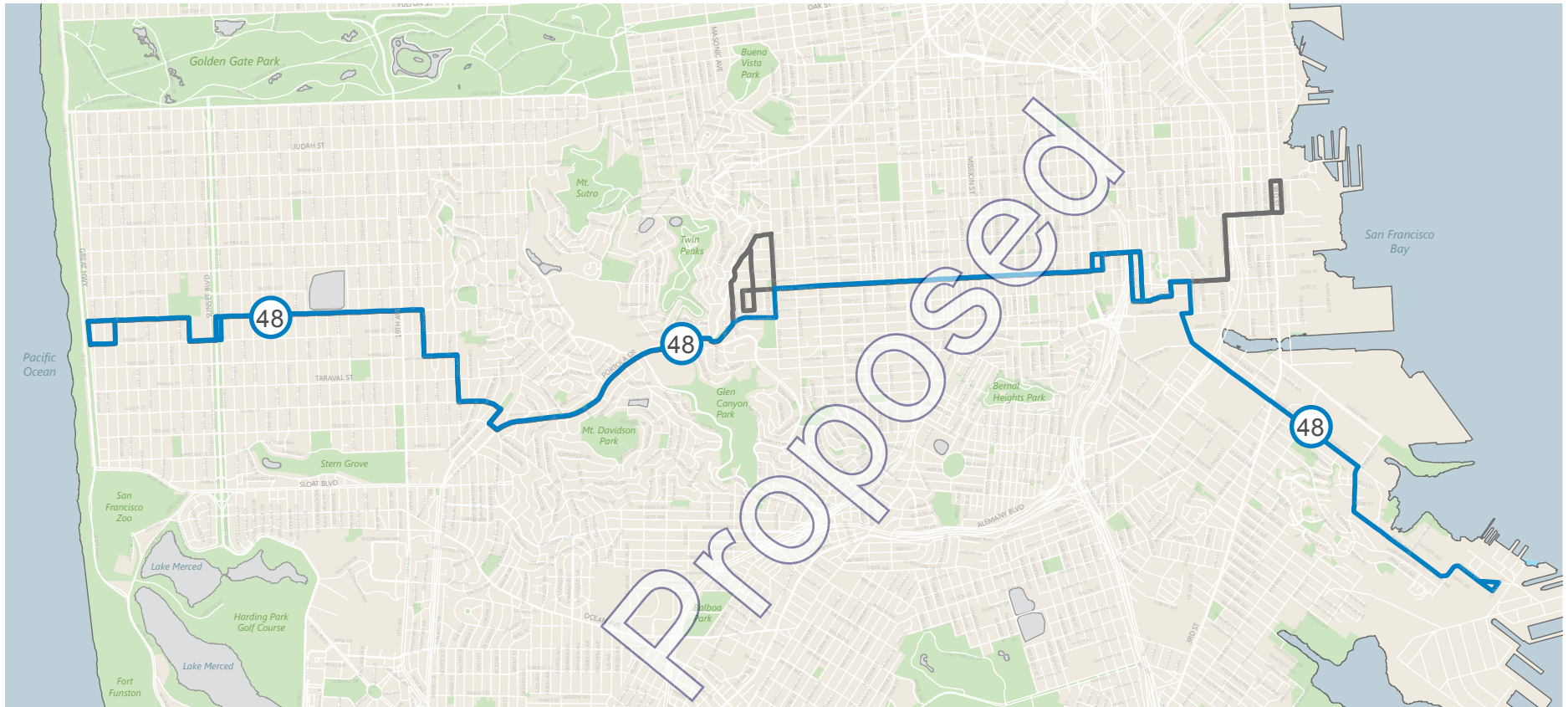
- Route will terminate at Van Ness Avenue and North Point Street and will share a terminal with the 49R Van Ness-Mission Rapid. A common terminal for both routes serving Van Ness Avenue will improve reliability by allowing line management from a single point; North Point segment will be covered by new Route 11 Downtown Connector.
- Northern street segments that will be eliminated include North Point Street between Van Ness Avenue and Powell Street, Beach Street between Mason and Powell Streets, and Mason and Powell Streets between Beach and North Point Streets.
- Southeast of 11th Street, route will operate along Division and Townsend streets, instead of Bryant and Harrison streets, to provide faster connection to Caltrain and better connections to the commercial and residential centers along Division Street. Service will be added to Division Street between 11th Street and Townsend Street and on Townsend Street between Division and 5th Streets.
- Service will be eliminated on the southern portion of the route on Harrison Street between 5th and 11th Streets, Bryant Street between 4th and 11th Streets, 5th Street between Harrison and Townsend Streets, and 4th Street between Bryant and Townsend Streets.
- Proposed route change will coordinate with proposed Van Ness BRT project.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	10	7.5	+
PM	10	7.5	+

48 Quintara-24th Street - Proposed



Grid

- Recommended Route
- Segment Proposed for Elimination

Feature Summary



48 Quintara-24th Street

Overview

- Service will be rerouted to provide more direct routing from Portola Drive to 24th Street via Clipper and Douglass streets. New service will be added to Clipper Street between Portola Drive and Douglass Street and Douglass Street between Clipper and 24th Streets.
- Service will be eliminated on Grandview Avenue, 21st Street, Hoffman Avenue, Fountain Street, 24th Street between Fountain Street and Douglass Street, Douglass Street between 21st and 24th Streets, and 25th Street between Hoffman Avenue and Fountain Street. Service on Grandview Avenue and Douglass Street will be picked up by a future 58 line.
- The part-time terminal on the Lower Great Highway nearside at Rivera Street will become an all-day terminal and service will be extended to the beach all day.
- ON HOLD: At 25th and Connecticut streets, this route would no longer follow the existing Route 48 Quintara alignment and would change to follow the existing 19 Polk route to Hunters Point via Evans and Innes avenues.
- ON HOLD: New connection from the Mission District, Noe Valley and the Sunset to Third Street and Hunters Point would be provided, covering a portion of existing Route 19 Polk on Evans and Innes avenues and Galvez Streets.

Frequency

Service during peak periods (headway between vehicles, in minutes)

WEST OF DIAMOND STREET AND EAST OF CONNECTICUT STREET:

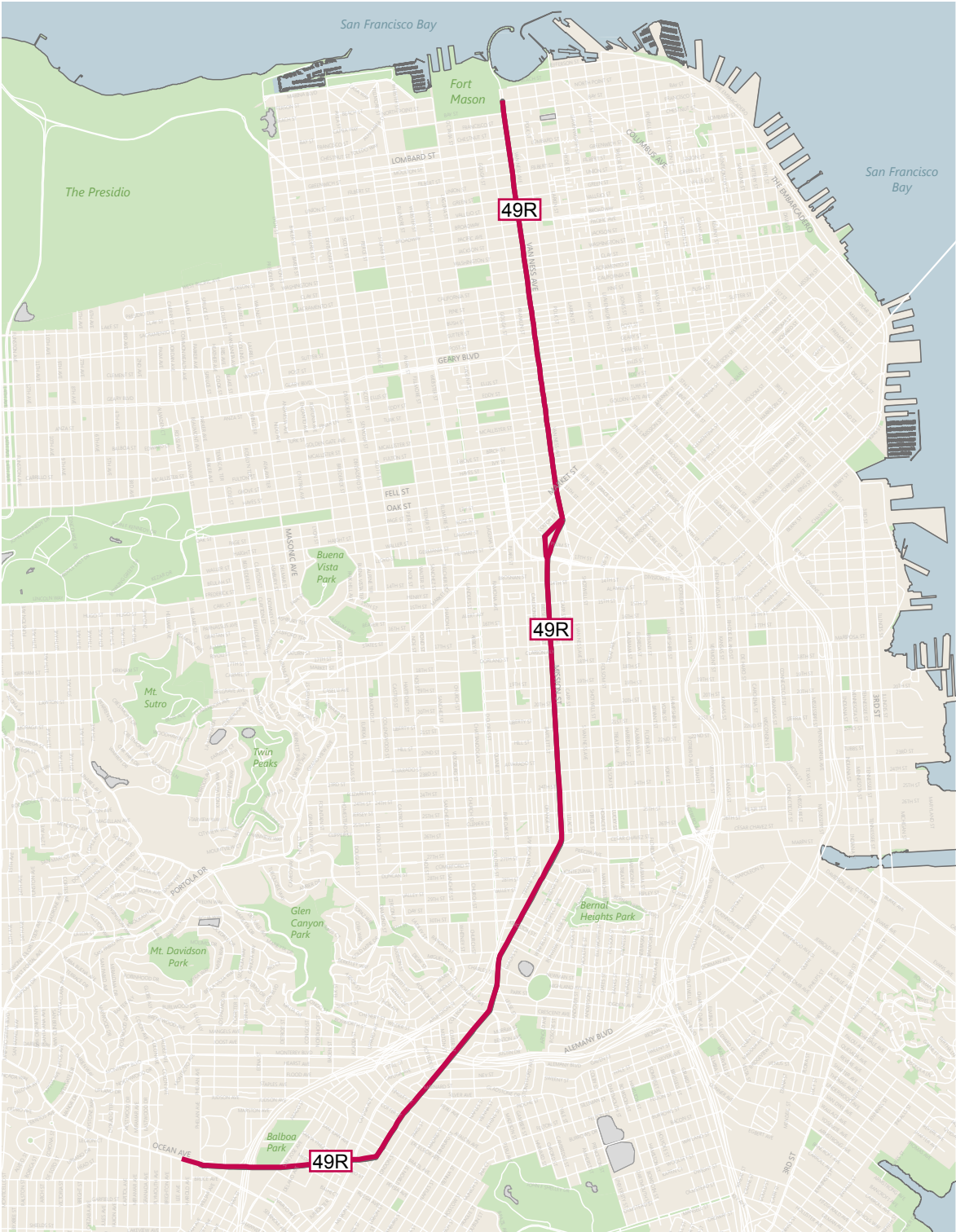
	Current	Proposed	Frequency
AM	11	15	—
PM	12	15	—

ON 24TH STREET BETWEEN CONNECTICUT AND DIAMOND STREETS:
(Combined Frequency with New 58 24th Street Line)

	Current	Proposed	Frequency
AM	12	7.5	+
PM	12	7.5	+

*Proposal to reroute east of Connecticut Street is on hold pending additional community outreach.

49R Van Ness-Mission Rapid



Rapid

Recommended Route

Feature Summary

VC

BUS
STOPS

SIG-
NALS

ROAD-
WAYS

CURB
SPACE

PEDES-
TRIAN

49R Van Ness-Mission Rapid

Overview

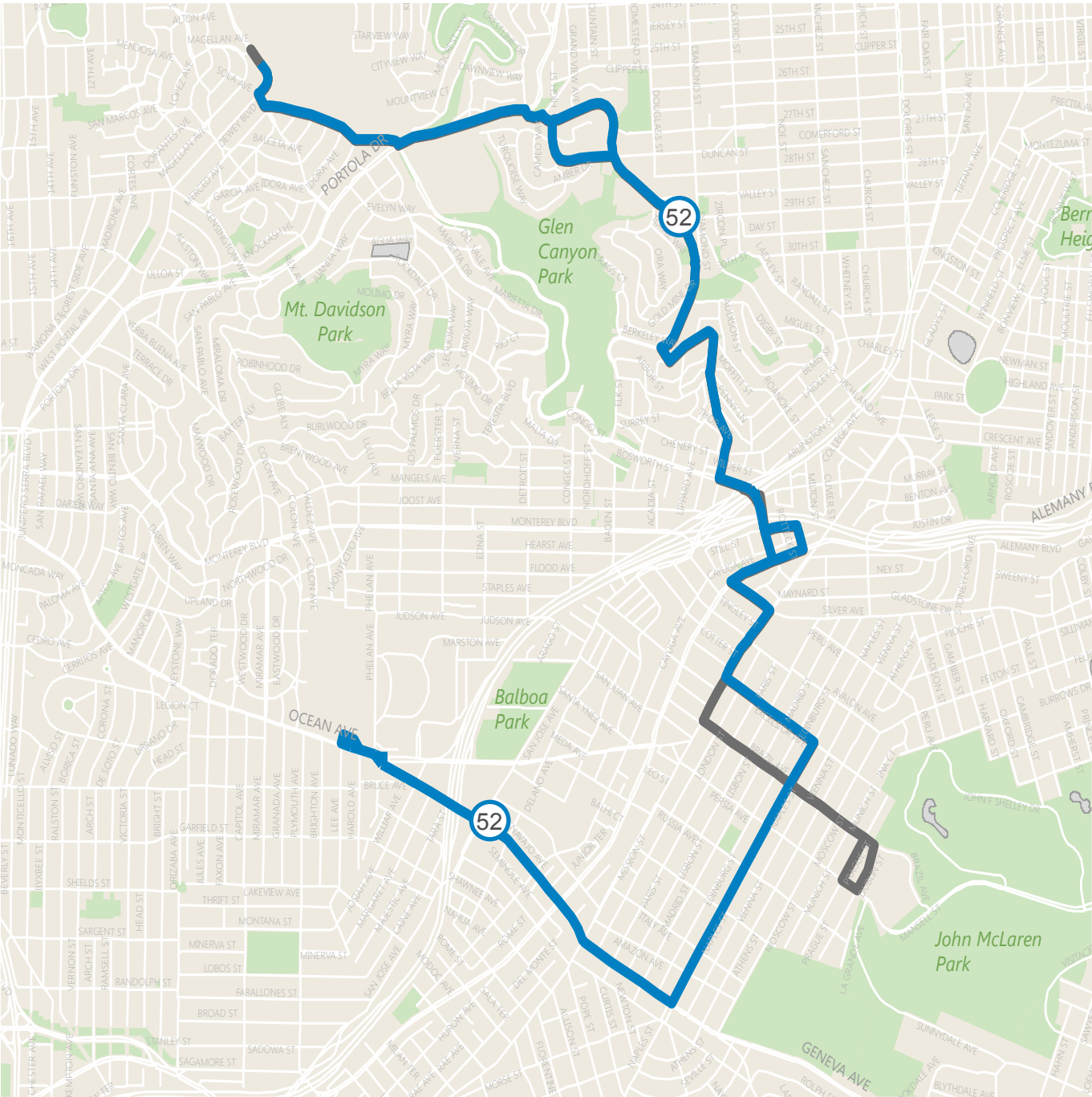
- No route changes proposed.
- To provide shorter travel times, service will make local stops (as proposed in the Van Ness BRT project) on Van Ness Avenue and on Ocean Avenue and make limited stops on Mission Street.
- The 49R Van Ness-Mission Rapid will follow the current 49 Van Ness-Mission route.
- The Persia Triangle Improvements, will construct two new transit zones with transit bulbs along Ocean Avenue for the 49R Van Ness-Mission Rapid.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	N/A	7.5	N/A
PM	N/A	7.5	N/A

52 Excelsior



Connector

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RA

HC

Overview

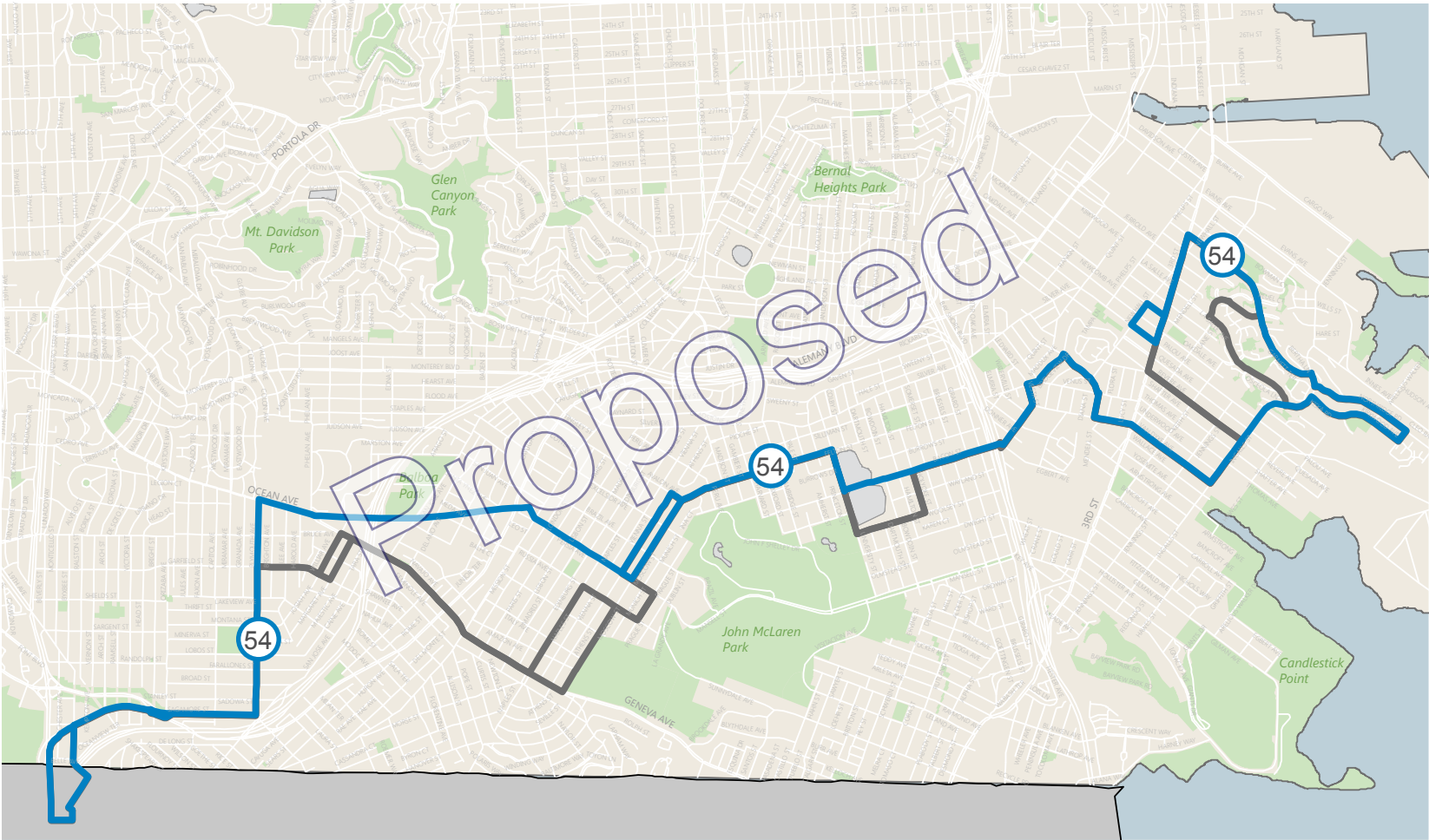
- Route will be extended from the Excelsior District to Balboa Park Station and CCSF via Naples Street and Geneva Avenue and provide two connections to BART.
- New service will be added on Naples Street between Brazil and Geneva Avenues and Geneva Avenue between Naples Street and the Phelan Loop transit center.
- Service will be eliminated on Brazil Avenue between Mission Street and La Grande Avenue, Mission Street between Excelsior and Brazil Avenues, Prague and Dublin Streets between Persia and Brazil Avenues, and Persia Avenue between Prague and Dublin Streets.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	20	20	=
PM	20	20	=

54 Felton - Proposed



Connector

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RA

HC

Overview

- Route would be modified in several segments to make service quicker, more direct and less circuitous for passengers.
- Two-way service on Hunters Point hilltop would begin at Third Street and Palou Avenue, run two-way on Hudson Avenue, North Ridge Road, Jerrold Avenue, Kirkwood Street, Kiska Road, Ingalls Street, Van Dyke Avenue, and then continue through Silver Terrace.
- More direct routing on Bacon Street through the reservoir would eliminate the segment on Holyoke and Woolsey streets, and University Street between Bacon and Woolsey streets.
- Routing via Persia, Ocean, and Plymouth avenues would streamline service and improve access to/from CCSF and Balboa Park Station; some eliminated segments between Geneva Avenue and the Balboa Park Station would be picked up by the revised 52 Excelsior.
- The inbound route would travel from BART access road (Daly City BART Station), right on John Daly Boulevard, right on Junipero Serra Boulevard, right on Alemany Boulevard, right on Sagamore Street, left on Plymouth Avenue, right on Ocean Avenue (Balboa Park Station), right on Persia Avenue, left on Athens Street, right on Avalon Avenue, left on Felton Street, right on University Street, left on Bacon Street, left on Phelps Street, left on Vesta Street, right on Thornton Avenue, right on Bridgeview Drive, right on Topeka Avenue, right on Thornton Avenue, left on Reddy Street, straight on Williams Avenue, straight onto Van Dyke Avenue, left on Ingalls Street, right on Kiska Road, straight on Kirkwood Avenue, left on Earl Street, left on Jerrold Avenue, and straight onto Northridge Road, Hudson Avenue, Third Street and Palou Avenue.
- The outbound route would travel from Third Street and Palou Avenue via Palou Avenue, Newhall Street, Third Street, Hudson Avenue, Northridge Road, Jerrold Avenue, Earl Street, Kirkwood Avenue, Kiska Road, Ingalls Street, Van Dyke Avenue, Williams Avenue, Reddy Street, Thornton Avenue,
- Topeka Avenue, Bridgeview Drive, Thornton Avenue, Vesta Street, Phelps Street, Bacon Street, University Street, Felton Street, Moscow Street, Persia and Ocean avenues (Balboa Park Station), Plymouth Avenue, Sagamore Street, Alemany Boulevard, St. Charles Avenue, and BART Access Road (Daly City BART).
- The bus would share the existing 24 Divisadero terminal on Third Street between Palou Avenue and Oakdale Street.

54 Felton - Proposed

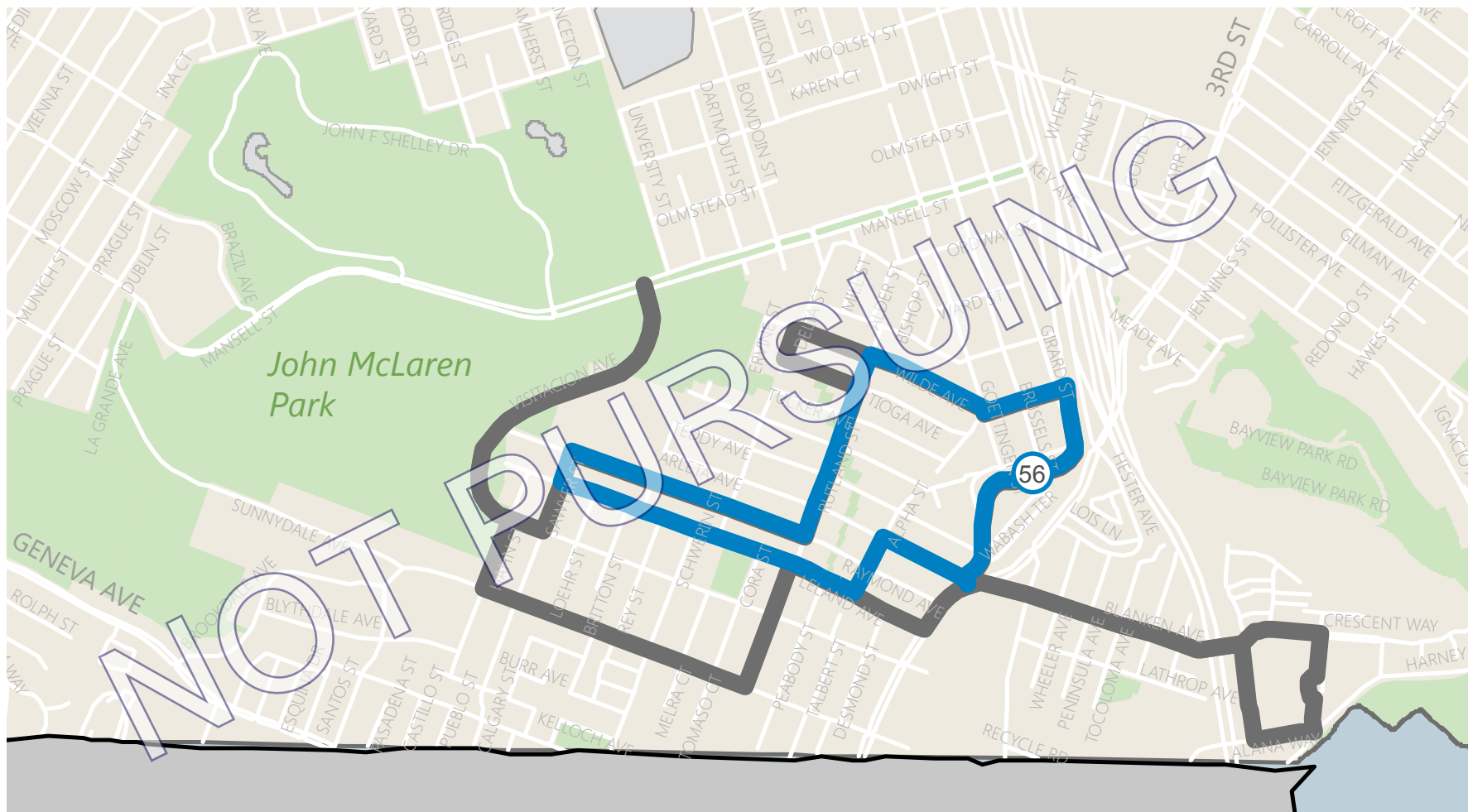
Frequency

Service during peak periods (headway between vehicles, in minutes)



	Current	Proposed	Frequency
AM	20	15	+
PM	20	15	+

*Route change proposal on hold pending additional community outreach.
Frequency increased is planned.

56 Rutland - NOT PURSUING



Connector

-  Recommended Route
 Segment Proposed for Elimination

Overview

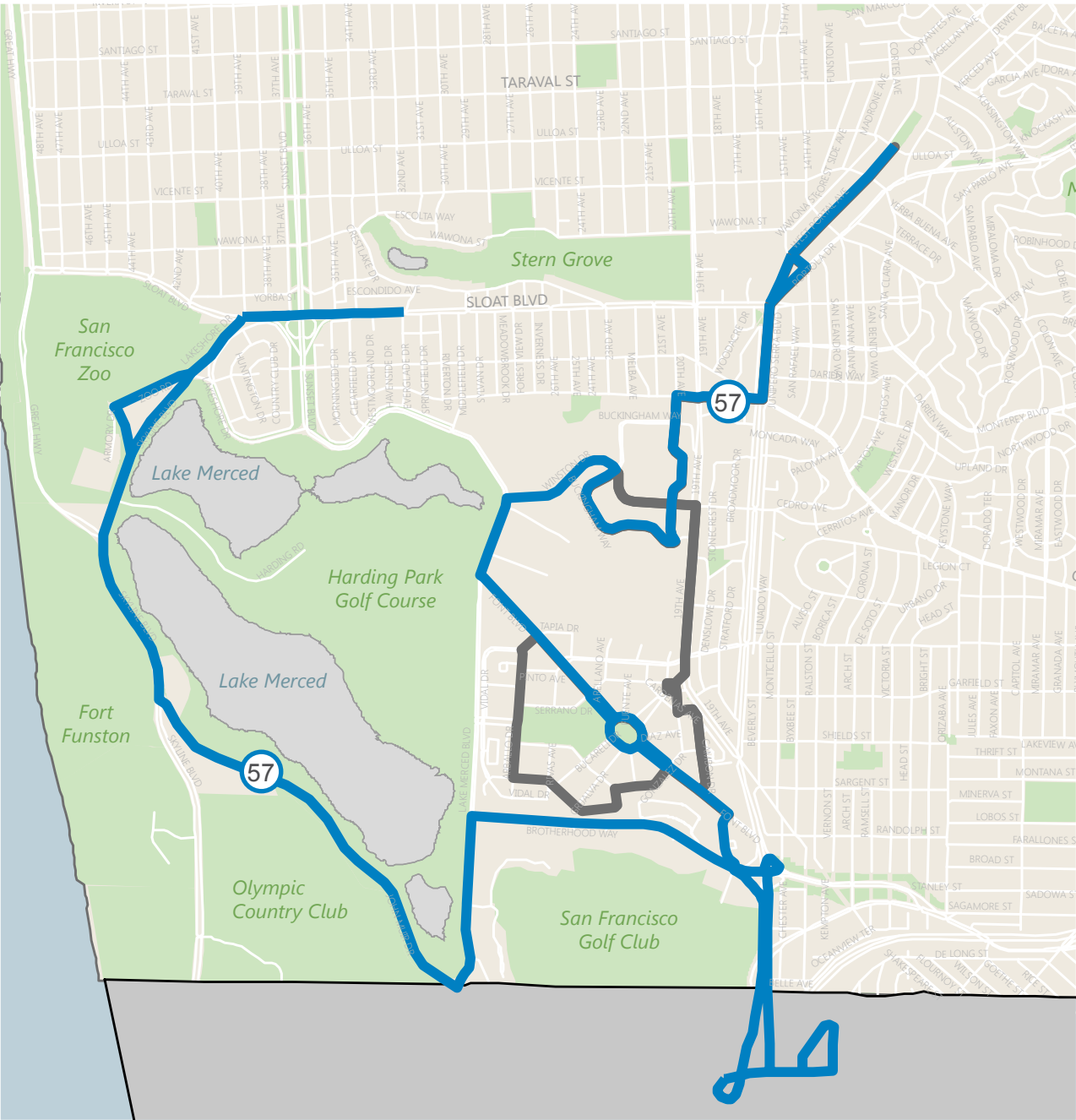
- No change to the current alignment.
- Service frequency would remain as it is today.

Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Proposed	Frequency
AM	30	30	=
PM	30	30	=

57 Park Merced



Connector

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

- RA
- HC

Overview

- Route will replace existing Route 18 46th Avenue segment around Lake Merced via John Muir Drive and Skyline Boulevard, and a portion of Lake Merced Boulevard. The bus will terminate near Lakeshore Plaza on the south side of Sloat Boulevard at Everglade Drive.
- The service will operate on new segments on Sloat Boulevard between Everglade Drive and Skyline Boulevard, Skyline Boulevard between Sloat Boulevard and John Muir Drive, Herbst Road, John Muir Drive between Skyline Boulevard and Lake Merced Boulevard, Lake Merced Boulevard between John Muir Drive and Brotherhood Way and between Font Boulevard and Winston Drive, Junipero Serra Boulevard between Brotherhood Way and Daly City BART, Chumasero Drive between Brotherhood Way and Font Boulevard, Font Boulevard between Chumasero Drive and Lake Merced Boulevard, and Winston Drive between Lake Merced Boulevard and Buckingham Way.
- Service will be discontinued on the 17 Park Merced on Arballo Drive between Font Boulevard and Garces Drive, Garces Drive between Arballo Drive and Gonzalez Drive, Gonzalez Drive between Garces Drive and Crespi Drive, Cambon Avenue between Font Boulevard and Cardenas Avenue, Cardenas Avenue between Gonzalez Drive and Cambon Avenue, 19th Avenue between Crespi Drive and Winston Drive, and Winston Drive between 19th Avenue and Buckingham Drive.

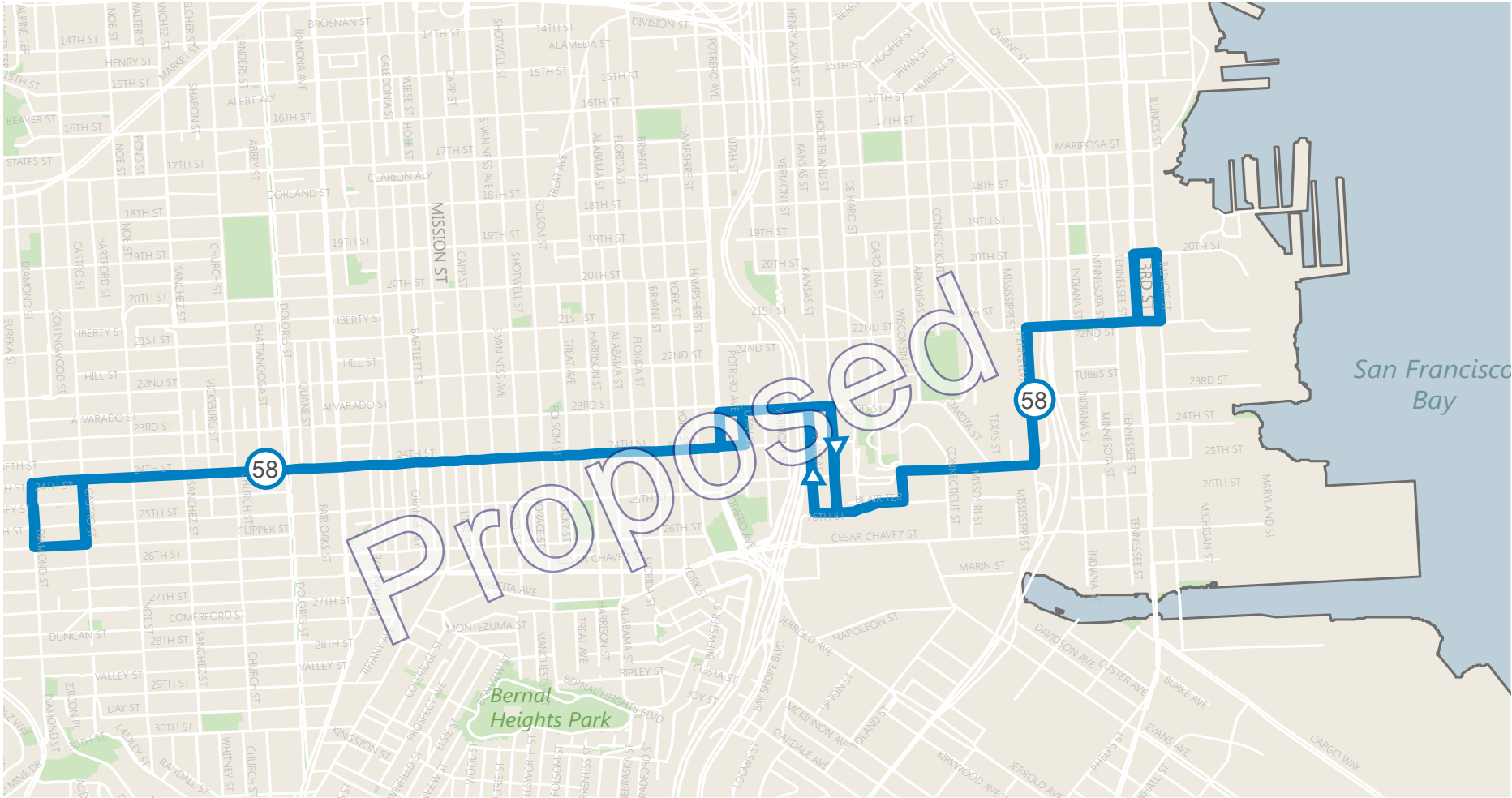
Frequency

Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	30	20	+
PM	30	15	+

58 24th Street - Proposed

PROPOSALS BY ROUTE



Grid

- Recommended Route
- Segment Proposed for Elimination

Feature Summary



58 24th Street - Proposed

Overview

- Route would operate between Grandview Avenue and Third Street to increase service frequency on 24th Street and to provide connection between the 24th Street BART Station and 22nd Street Caltrain Station (previously provided by Route 48 Quintara).
- Eastern portion of new route would replace existing Route 48 Quintara service in Potrero Hill.
- Buses would serve Douglass and Clipper streets, Grandview Avenue, and 21st Street.
- Terminal location to be determined. However, Douglass at 24th Street is under consideration.

Frequency

Service during peak periods (headway between vehicles, in minutes)

EAST OF CONNECTICUT STREET:

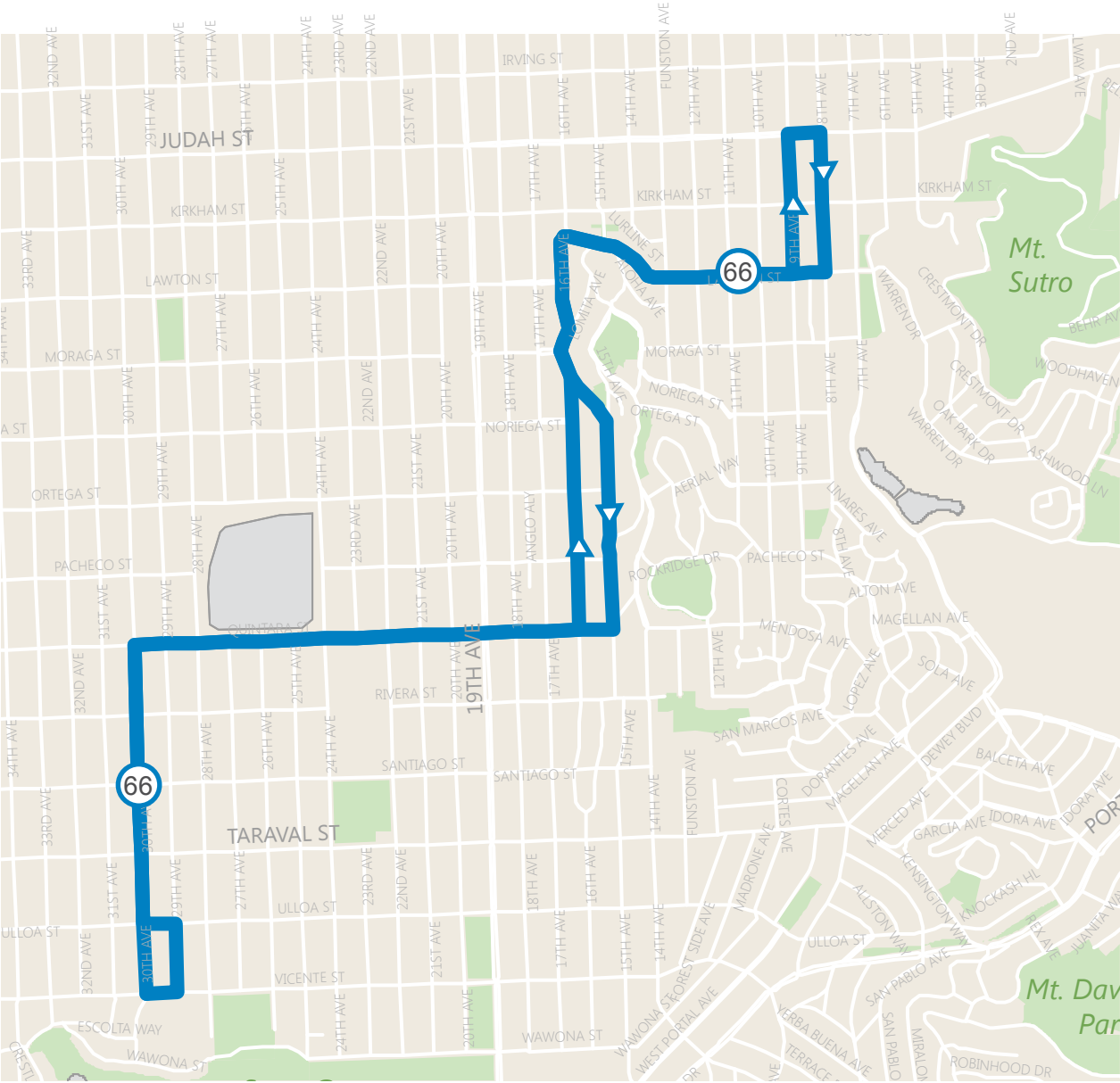
	Current	Proposed	Frequency
AM	11	15	—
PM	12	15	—

ON 24TH STREET BETWEEN CONNECTICUT AND DIAMOND STREETS:
(Combined Frequency with 48 Quintara-24th Street Line)

	Current	Proposed	Frequency
AM	12	7.5	+
PM	12	7.5	+

*Proposal to reroute east on Connecticut Street is on hold pending additional community outreach.

66 Quintara



Connector

Recommended Route

Overview

- No changes proposed.

PROPOSALS BY ROUTE

— Recommended Route

67 Bernal Heights

Overview

- No changes proposed.