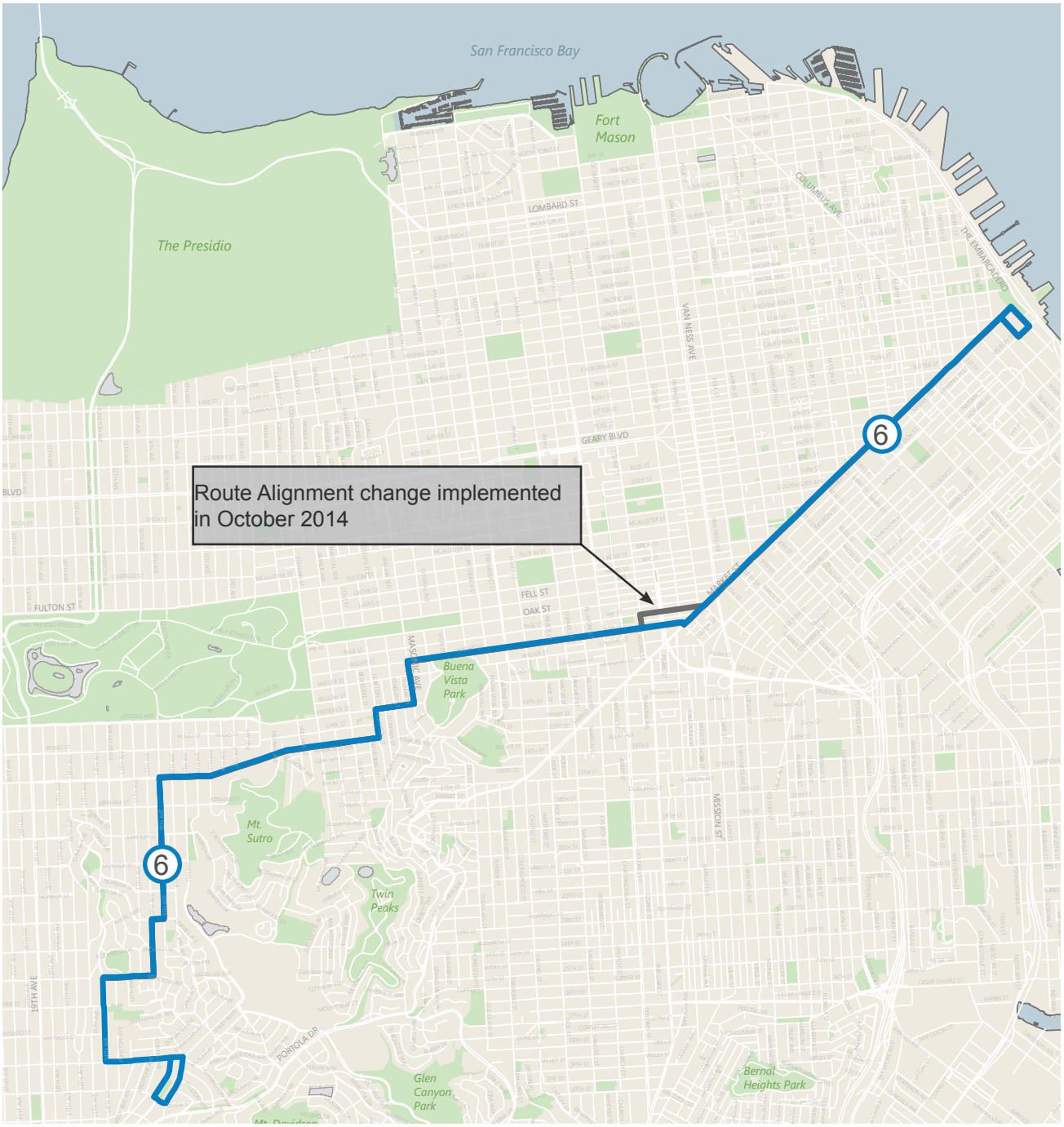
6 Haight-Parnassus



Grid

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RA HC

BUS STOPS | SIG-NALS | ROAD-WAYS | CURB SPACE | PEDES-TRIAN

6 Haight-Parnassus

Overview

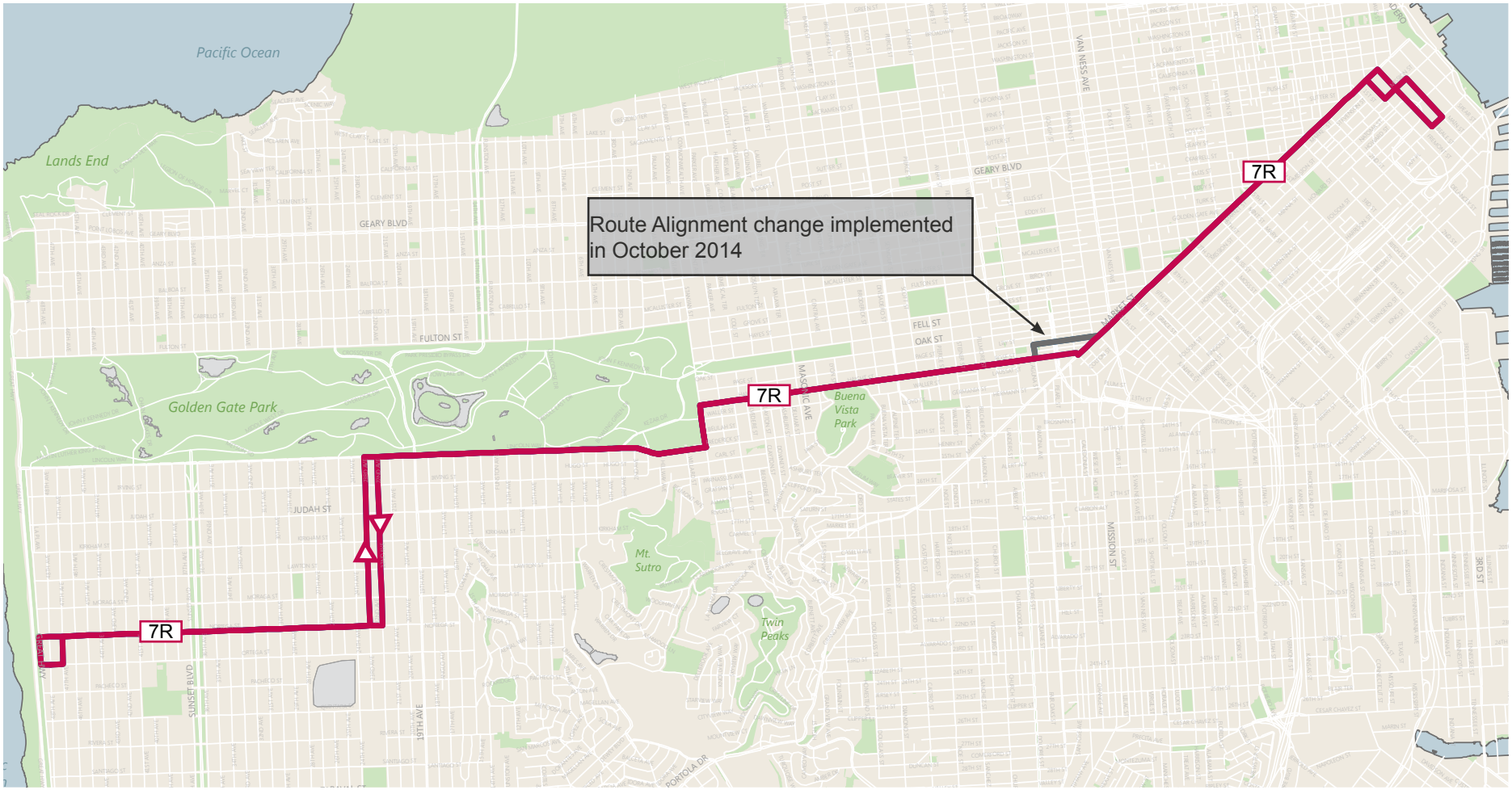
- 6 Parnassus will remain in current alignment but at a lower frequency.
- A Transit Priority Project is proposed for this corridor to reduce transit travel time (See the 71 Haight-Noriega project description below).

Frequency

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

	Current	Approved	Frequency
AM	10	12	—
PM	10	12	—

7/7R Haight-Noriega



Rapid

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RA HC EH

BUS STOPS · SIG-NALS · ROAD-WAYS · CURB SPACE · PEDES-TRIAN

7/7R Haight-Noriega

Overview

- No route changes proposed.
- Route will be renamed 7 Haight-Noriega and 7R Haight-Noriega Rapid.
- Existing 71L Haight-Noriega Limited, which operates only in the peak period and peak direction, will replace the 7 Haight Noriega and provide all day limited-stop service on Haight Street in both directions.
- Route will make local stops west of Masonic Street and on Market Street; route would make limited stops between Masonic and Market streets.
- Route includes inbound/outbound service on 22nd/23rd Avenue couplet. 7R Haight-Noriega Rapid service will evaluate two-way, inbound/outbound service on 22nd Avenue to improve connections to the N Judah.
- Midday frequency will change from 12 to 7.5 minutes.
- A Transit Priority Project will reduce transit travel time on this corridor.

Transit Priority Project - Stanyan to Laguna

The following changes have been approved by the SFMTA Board of Directors:

- Optimizing transit stop locations at four intersections. Relocating transit stops from the near-side to the far-side of intersections at proposed traffic signals would allow buses to take advantage of planned transit signal priority improvements.
- Increasing transit stop spacing from two to three blocks to three to four blocks. Currently the 7 Haight-Noriega stops at approximately every other block within the study area. By stopping fewer times, the bus takes less time to move through the corridor.
- Adding transit bulbs at two intersections. Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic. Transit bulbs enhance the ability of buses to take advantage of planned all-door boarding and provide space for transit shelters and other customer amenities.
- Creating signalized transit queue jumps at one location. Signalized queue jumps allow a transit vehicle to proceed through an intersection during its own green-light phase, ahead of the lines of auto traffic waiting at a red light.
- Replacing all-way STOP-controlled intersections with traffic signals at nine intersections. Installing traffic signals at locations that currently have stop signs would allow buses to take advantage of planned transit signal priority improvements.

Transit Priority Project - 9th Ave to Great Highway

For this proposal, the Transit Priority Features would be applied along a segment of the 7R Haight-Noriega Rapid and 6 Parnassus routes. The Transit Priority Features would be implemented along the following streets: Ortega Street, 47th Avenue, Noriega Street, 22nd Avenue, Lincoln Way, Frederick, Stanyan, and Haight streets (inbound), and along Haight, Stanyan, and Frederick streets, Lincoln Way, 23rd Avenue, Noriega Street, the Great Highway and Ortega Street (outbound). This corridor extends from the intersection of Ortega Street and 48th Avenue to the intersection of Market and Gough streets. This would improve an east-west portion of the Rapid Network connecting the Outer and Inner Sunset Districts with Cole Valley, the Haight Ashbury, the Lower Haight, Hayes Valley, Civic Center and Downtown and providing a future connection to the Van Ness BRT and Better Market Street Project improvements.

Frequency

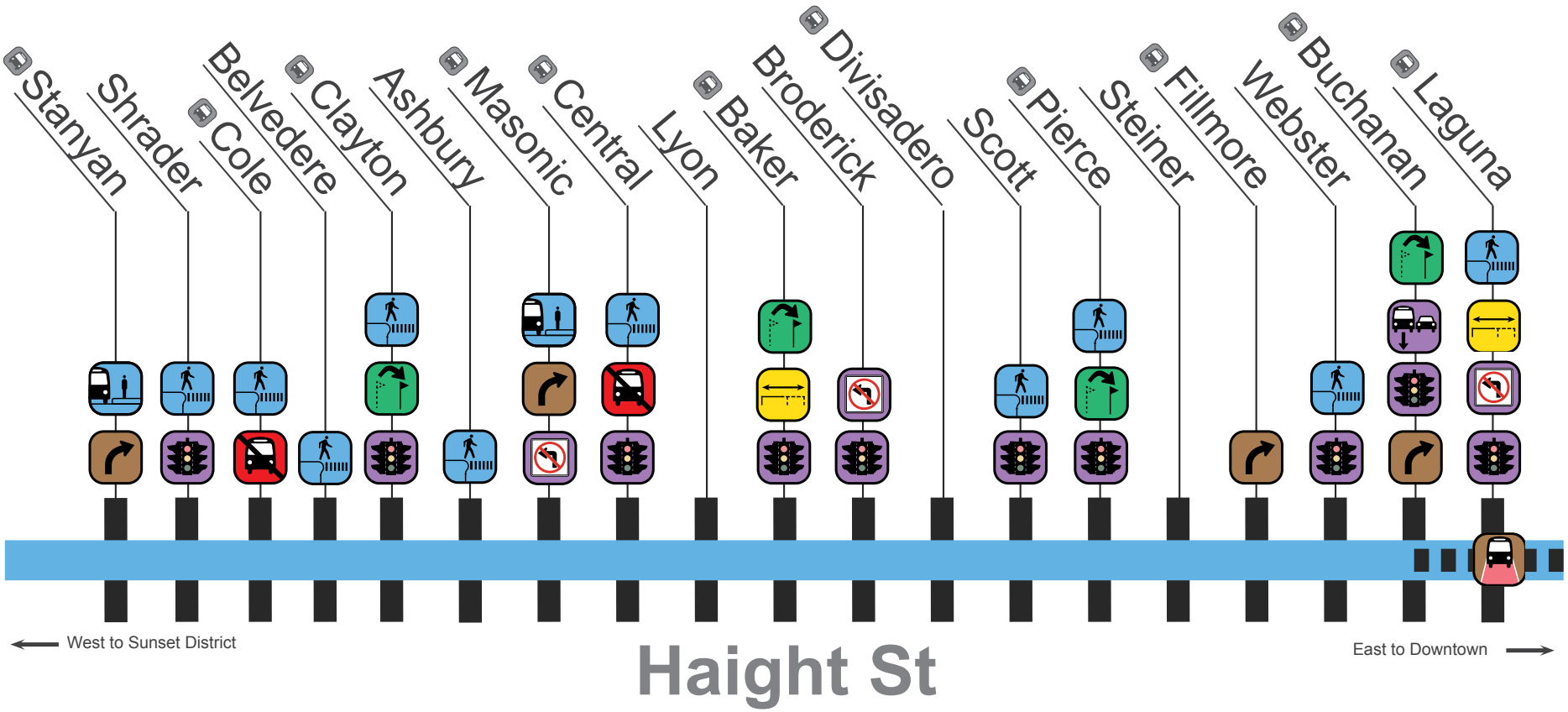
Service during peak periods (headway between vehicles, in minutes)

	Current	Approved	Frequency
AM	10	7.5	+
PM	10	7.5	+

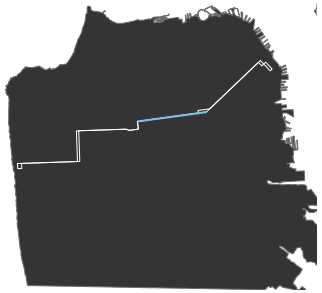
Budget

Project Phase	Total
Stanyan to Laguna - Design & Construction	$14,171,000
9th Ave to Great Highway - Design & Construction	$8,520,000
Total	$16,420,000

7/7R Haight-Noriega Transit Priority Project



Segment Location

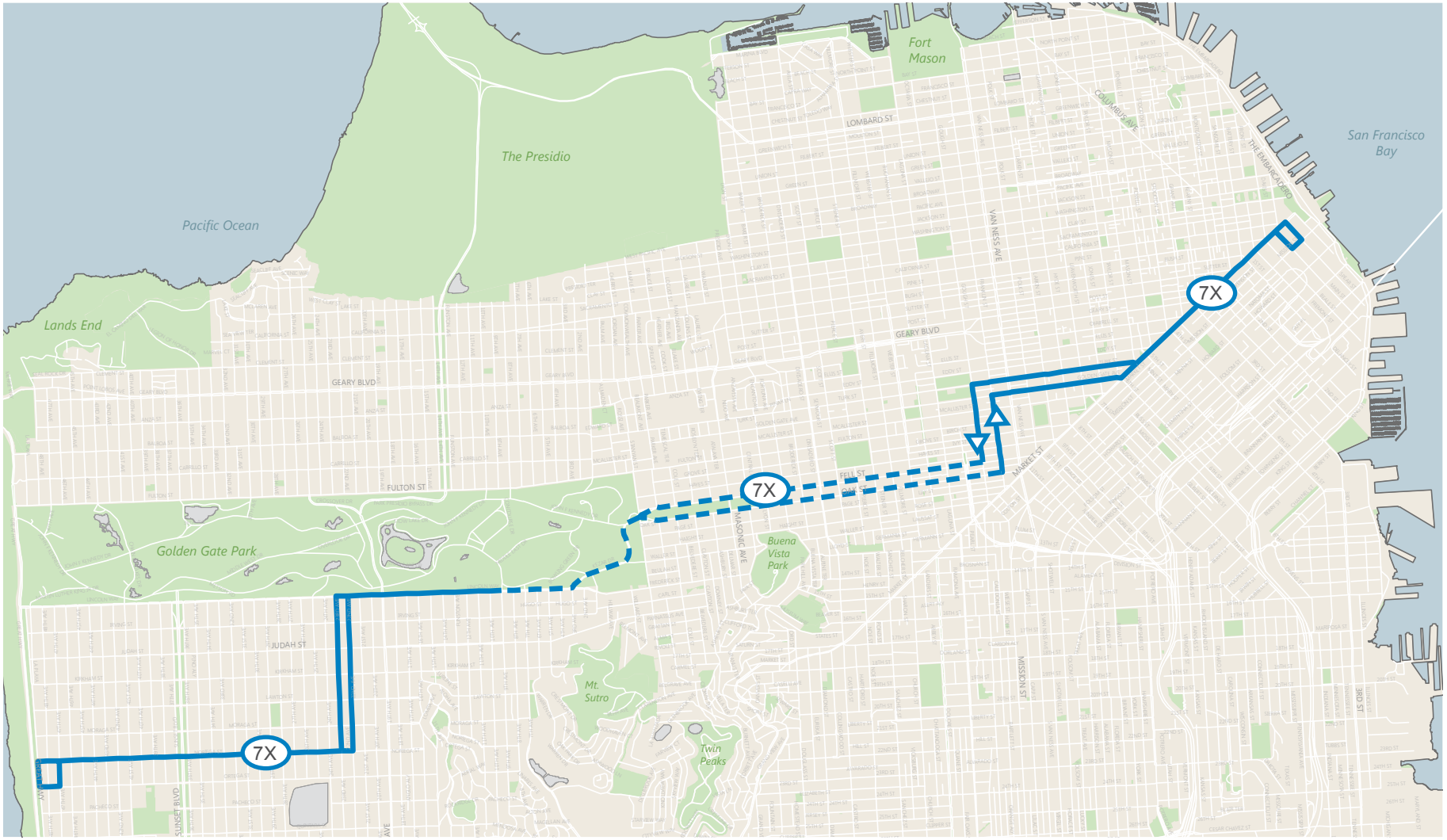


Existing Stop

Summary of Proposals

- Relocate Stop
- Stop Removal
- New Pedestrian Bulbs
- Turn Restrictions
- Bus-Only Signal
- Extend Bus Zone
- New Transit Bulbs
- New Turn Pockets
- New Traffic Signal
- Transit-Only Lanes

7X Noriega



Express

- Recommended Route
- Express Segment (no stops)

Feature Summary

RA

7X Noriega

Overview

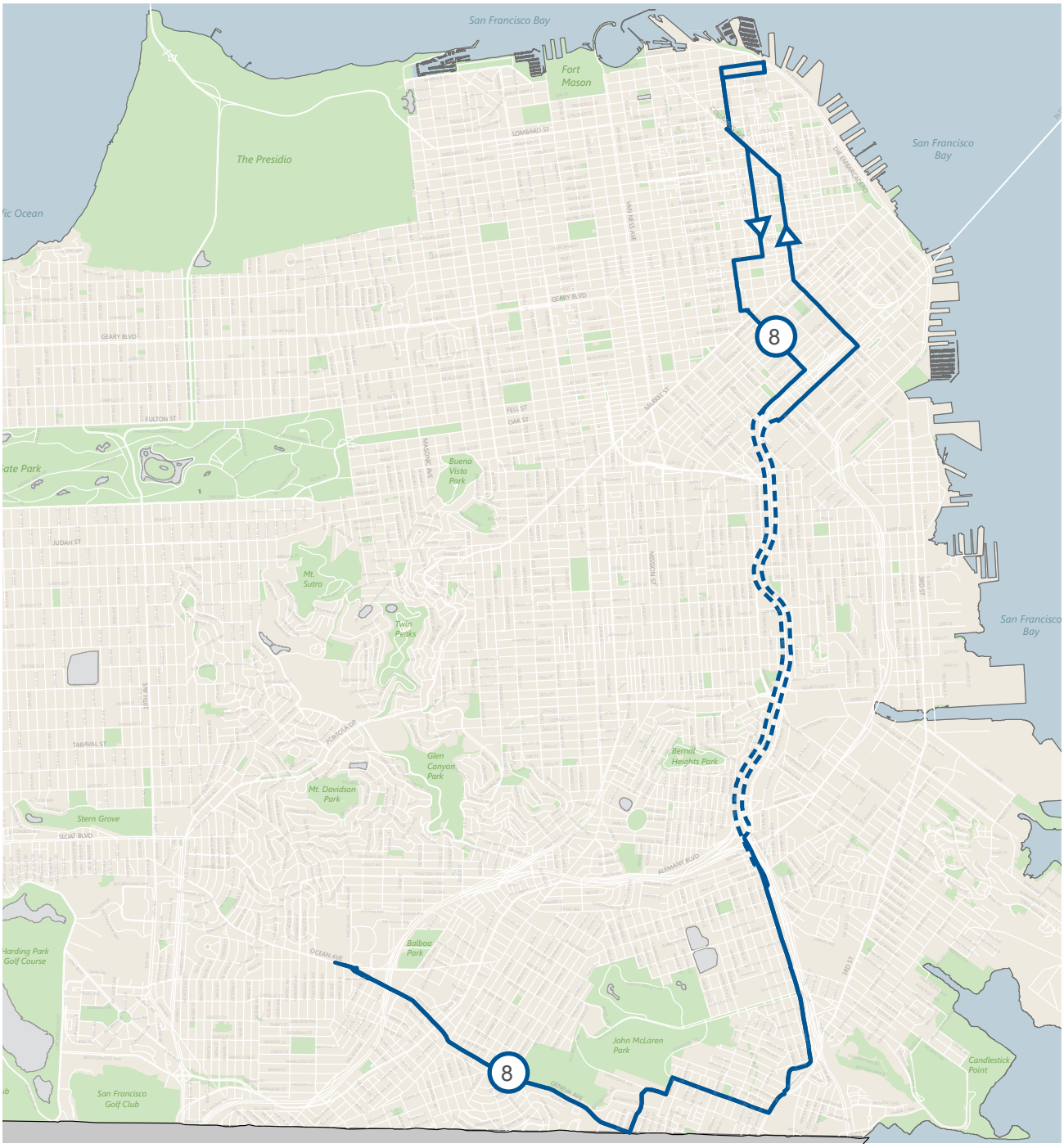
- Route will be extended to Market and Spear streets in the Financial District (currently terminates at Fourth Street).
- The route will extend on Market Street from 4th Street to Spear Street, Spear Street between Market and Mission Streets, Mission Street between Spear and Main Streets, and Main Street between Market and Mission Streets.
- To create a 100-foot-long terminal layover space during the peak period, a peak tow-away zone from 4 to 6 p.m. would be adopted on the south side of Mission Street between Steuart and Spear streets. This would require a reduction of up to five parking spaces during the peak period.
- Under existing conditions, the outbound route operates on 23rd Avenue between Lincoln Way and Noriega Street, and inbound on 22nd Avenue. The proposed 16X service would operate two-way inbound/outbound service on 22nd Avenue to provide better connections to the N Judah.

Frequency

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

	Current	Approved	Frequency
AM	9	9	=
PM	9	9	=

8 Bayshore



Frequent Local

Recommended Route

Feature Summary

HC | BUS STOPS | SIG-NALS | ROAD-WAYS | CURB SPACE | PEDES-TRIAN

8 Bayshore

Overview

Muni's 8 Bayshore bus route carries more than 23,000 daily customers on an average weekday. Over 12,000 of these customers board at stops located within the project study area, located along 5 miles between San Bruno and Silver and Geneva, Ocean and Phelan. Within the study area, the 8 Bayshore operates at an average speed of 7.7 miles per hour during peak periods. There are 36 transit stops in each direction. The average transit stop spacing between San Bruno and Silver and Geneva, Ocean and Phelan is 735 feet, with stops every two blocks.

The main causes of delay to the 8 Bayshore include long passenger boarding and alighting times, general traffic congestion in certain locations, a high number of stop signs along the route and areas of closely spaced transit stops.

- During non-peak periods, half of the 8 trips would layover on Kearny Street between Pacific Avenue and Broadway and the other half would terminate at the current terminal on Kearny Street. In addition to the existing transit zone, a reduction of five parking spaces would be required (parking is currently prohibited from 3 to 6 p.m. as part of the Kearny Street tow-away zone.) The parking restriction hours would need to be extended to all day.
- Midday frequency would change from 9 to 7.5 minutes.
- In the p.m. peak, the 8AX and 8BX would have separate terminals as they do today.
- A Transit Priority Project is proposed for this corridor to reduce transit travel time.
- Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years.

8 Bayshore Transit Priority Projects

In order to reduce transit travel times and improve reliability, the SFMTA proposes an variety of improvements within the study area. These proposals include:

- Replacing all-way STOP-controlled intersections with traffic signals or traffic calming measures at five intersections. Currently, the 8X Bayshore Express is delayed by having to come to a complete stop at multiple intersections with stop signs. These stop signs could be replaced with traffic signals equipped with transit signal priority. This would reduce delay at intersections because the signals could be programmed to hold green lights for approaching buses. Alternatively, traffic calming measures such as corner bulbs, raised crosswalks, and sidewalk extensions could be installed to provide improved pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists and reducing the speed of motorists turning from cross streets. Traffic calming measures would have a similar effect of reducing intersection delays for buses, by eliminating the need for the bus to come to a complete stop.
- Optimizing transit stop locations at 8 intersections. Relocating transit stops from the near-side to the far-side of intersections at existing traffic signals would allow buses to take advantage of planned transit signal priority improvements. At all-way STOP-controlled intersections, transit stops would be relocated from the far-side of the intersection to the near-side, eliminating the need for buses to stop once for the STOP sign and again for customers to board the bus.
- Establishing one mile of transit-only lanes. Transit-only lanes provide exclusive right-of-way

for buses to travel unimpeded by general traffic congestion. These lanes would be established on Geneva Avenue between Santos and Moscow/South Hill and also on westbound Geneva Avenue between Delano and San Jose and between the Interstate 280 freeway ramps.

- Increasing bus stop spacing on average from two blocks to 2.5 blocks. Currently, the 8 Bayshore stops at every two blocks between San Bruno and Silver and Geneva, Ocean and Phelan. This proposal moves toward a slightly wider average 2.5 block spacing for most stops. Some stops would be expanded by every three blocks. By stopping fewer times, the bus would take less time to move through the corridor.
- Adding turn pockets at up to six intersections. Turn pockets would reduce Muni delays associated with buses waiting behind left- or right-turning motorists by providing a dedicated space for turning vehicles to queue.
- Adding transit bulbs at 11 intersections. Transit bulbs are sidewalk extensions alongside transit stops that allow passengers to get on and off without having to walk between parked cars and cross a lane of traffic. Transit bulbs enhance the ability of buses to take advantage of all-door boarding. Transit bulbs provide space for transit shelters and other customer amenities. Transit bulbs also improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets.
- Extending transit stops at seven intersections. Extending existing transit stops would accommodate multiple transit vehicles and would improve the ability of transit vehicles to maneuver in and out of stops.

Summary

Together, the proposed changes are anticipated to reduce the travel time of the 8 Bayshore bus route by about 7 minutes in each direction (14 minutes total) within the study area (18% reduction), improving the average operating speed to 9.4 miles per hour and improving service reliability. Transit signal priority improvements are anticipated to save an additional 1.5 minutes in each direction. Other changes such as operational improvements and network enhancements would further improve travel times along the corridor and add valuable customer amenities such as NextBus displays. The travel time savings would also reduce operating costs on the route and allow for service to be cost effectively increased.

8 Bayshore

Frequency

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

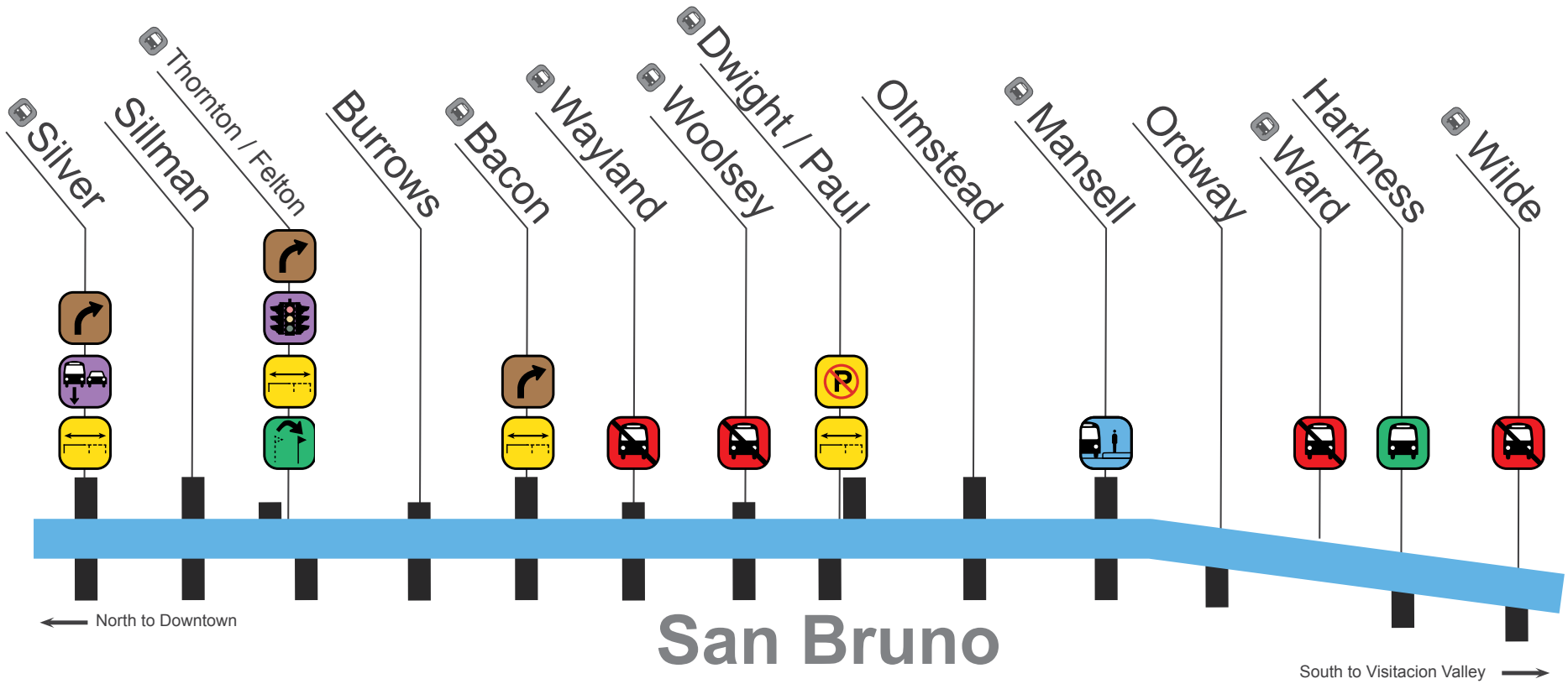
	Current	Approved	Frequency
AM	7.5	6	+
PM	7.5	7	+

Budget

Project Phase	Total
San Bruno Ave - Construction	$8,250,000
Geneva Ave & Vis Valley - Construction	$19,186,000
Total	$27,436,000

* The budget displayed above will be supplemented by Proposition K local funds, which will be used for project planning, conceptual engineering, and design.

8 Bayshore Transit Priority Project



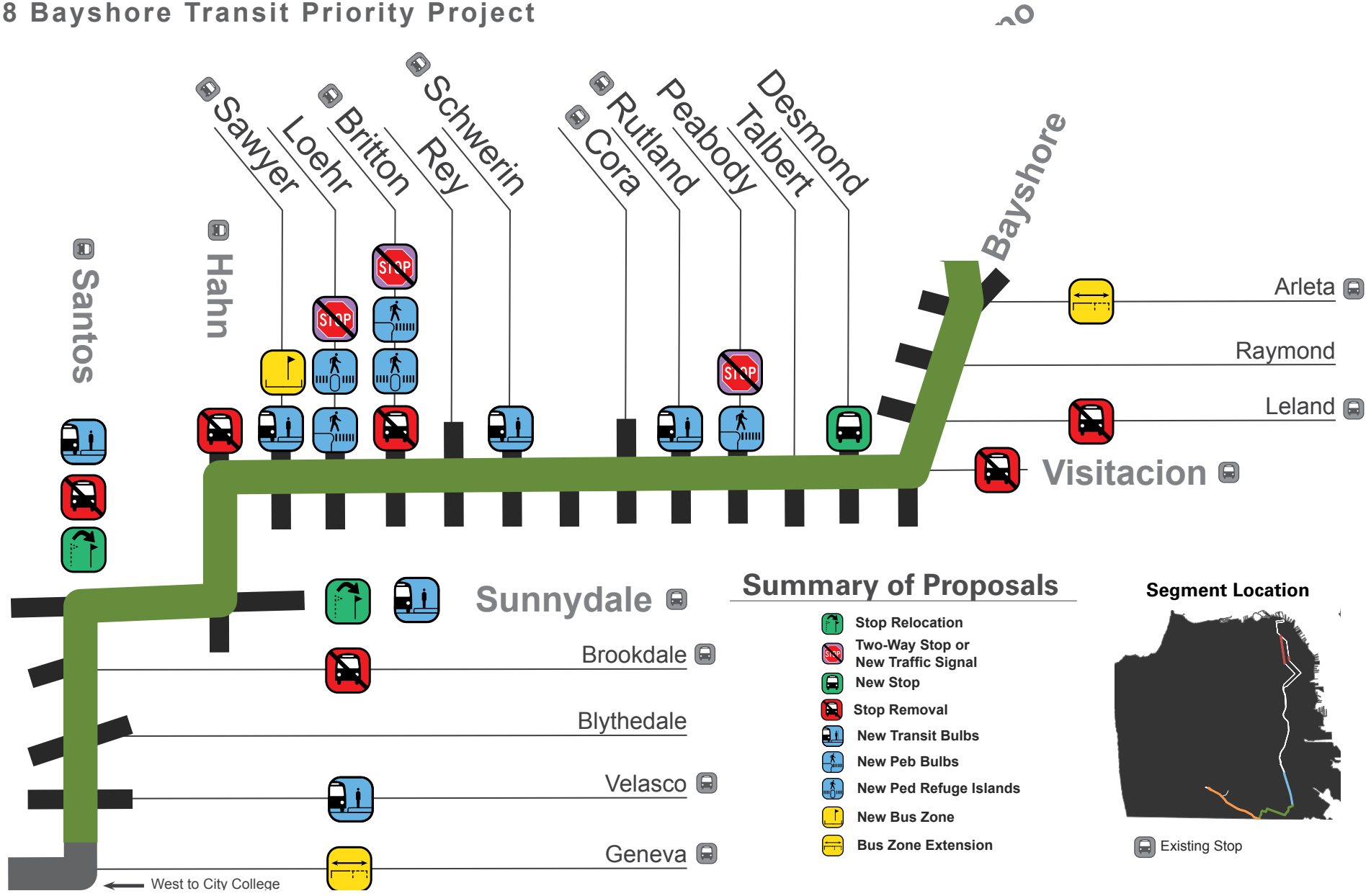
Segment Location

Existing Stop

Summary of Proposals

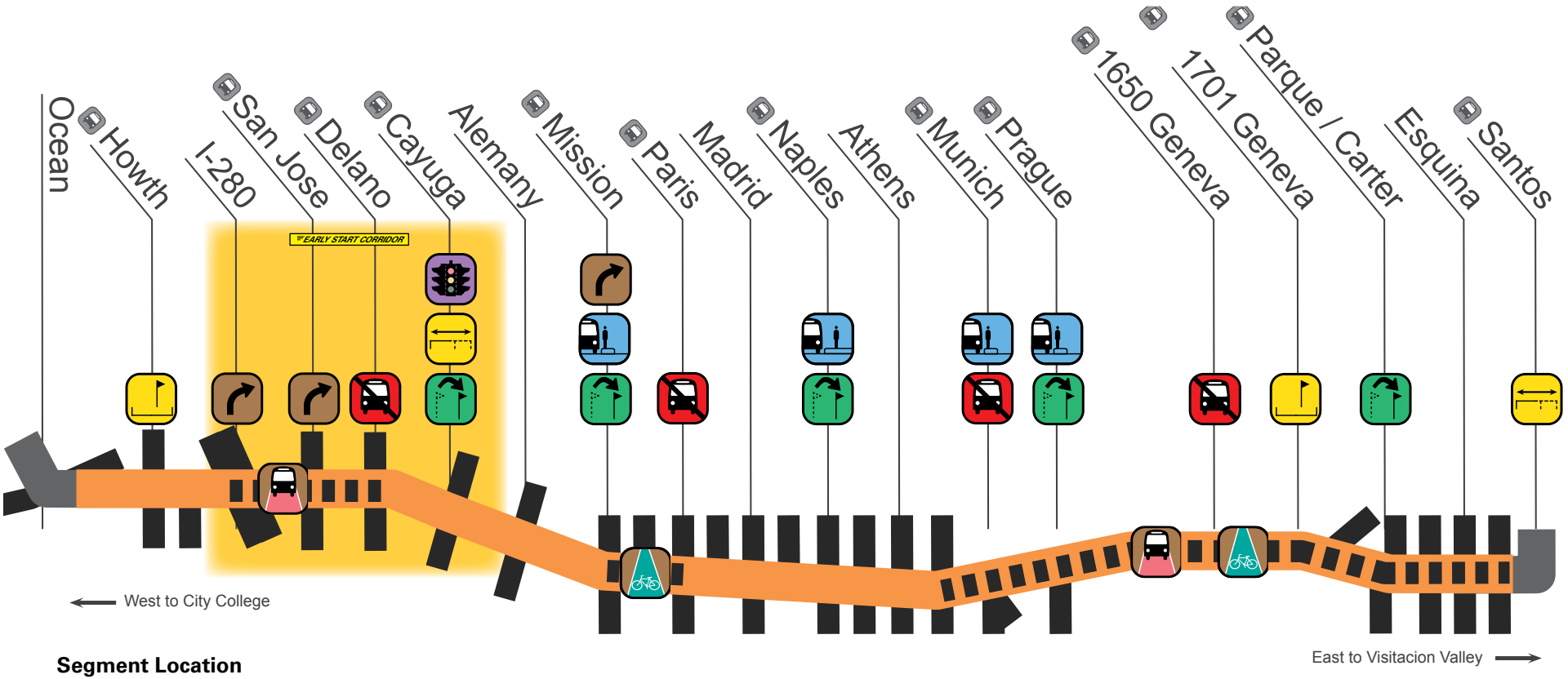
- Queue-Jump Signal
- New Stop
- New Transit Bulbs
- Stop Removal
- New Transit Island
- Lane Widening
- Transit-Only Lanes

8 Bayshore Transit Priority Project



8 Bayshore

8 Bayshore Transit Priority Project



Segment Location

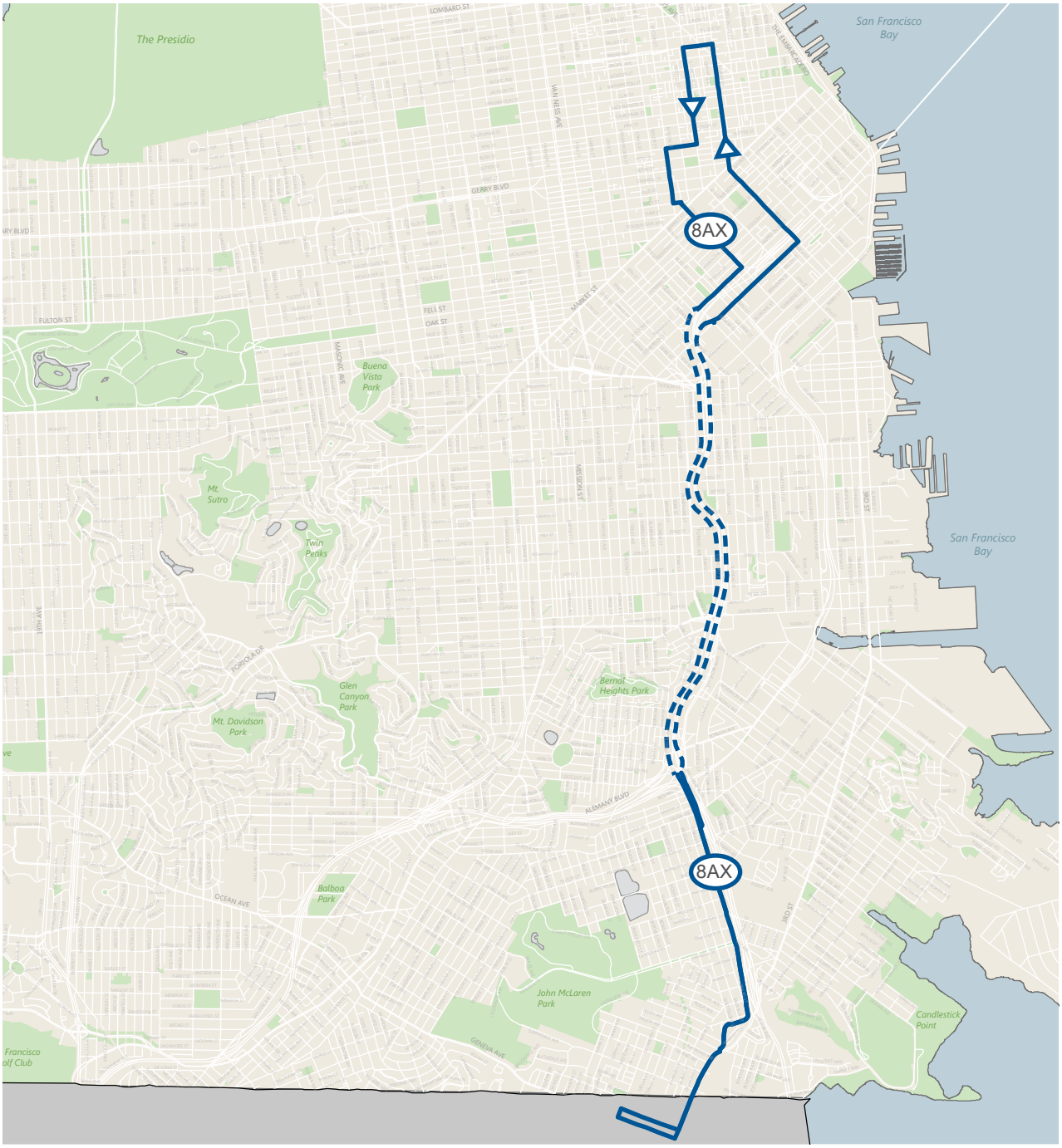
Existing Stop

Summary of Proposals

- New Stop
- Stop Removal
- Stop Relocation
- New Bus Zone
- Bus Zone Extension
- New Ped Refuge Islands
- New Transit Bulbs
- New Right Turn Pocket
- Transit-Only Lanes
- Bicycle Lanes

EARLY START CORRIDOR — Improvements already in progress through other projects

8AX Bayshore “A” Express



Express

- Recommended Route
- Express Segment (no stops)

Feature Summary

HC · BUS STOPS · SIG-NALS · ROAD-WAYS · CURB SPACE · PEDES-TRIAN

8AX Bayshore “A” Express

Overview

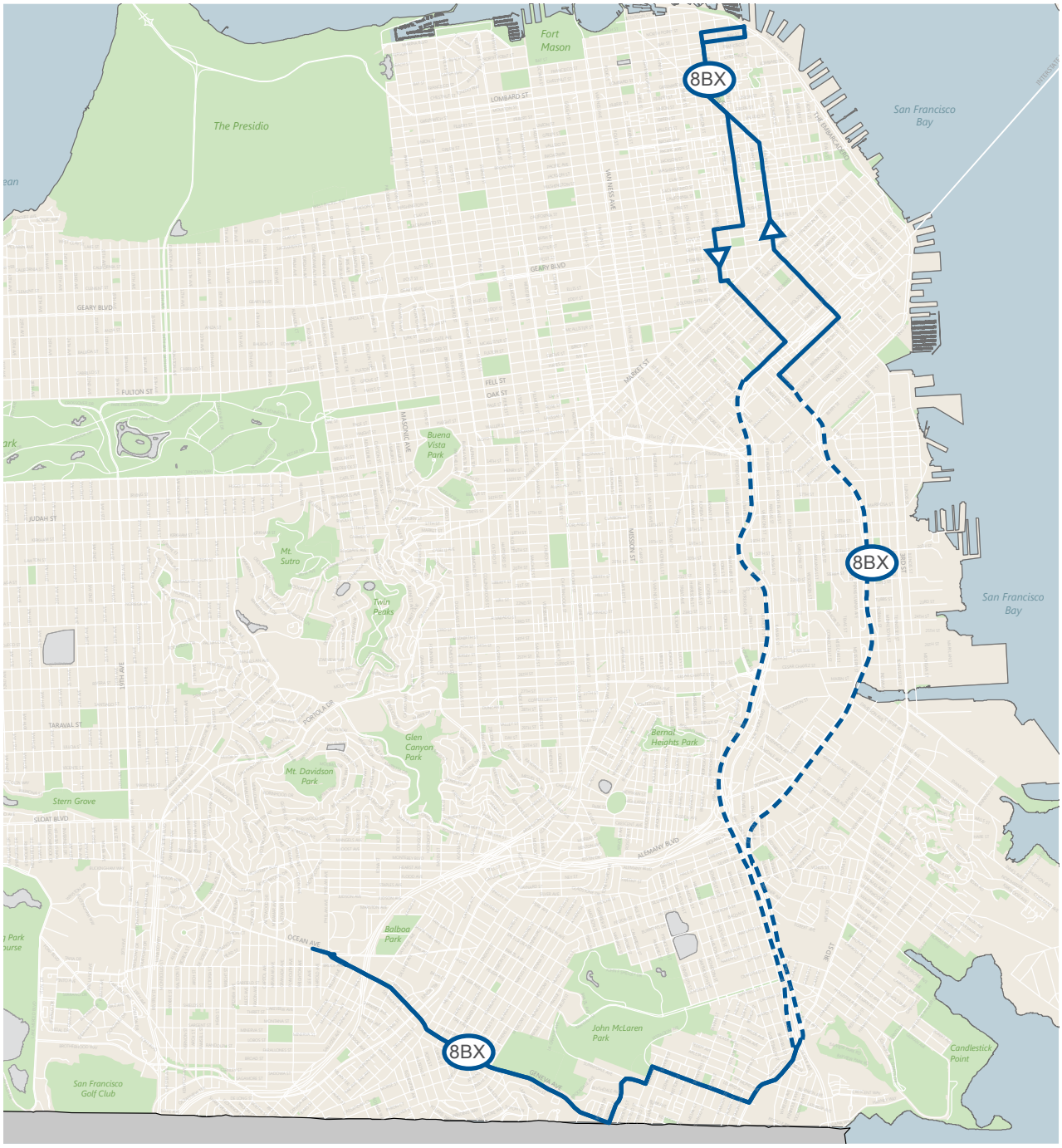
- No route changes proposed.
- A See 8X Bayshore Express for terminal details.
- A Transit Priority Project is proposed for this corridor to reduce transit travel time.
- Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years.

Frequency

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

	Current	Approved	Frequency
AM	7.5	6	+
PM	7.5	7	+

8BX Bayshore “B” Express



Express

- Recommended Route
- Express Segment (no stops)

Feature Summary

HC | BUS STOPS | SIG-NALS | ROAD-WAYS | CURB SPACE | PEDES-TRIAN

8BX Bayshore “B” Express

Overview

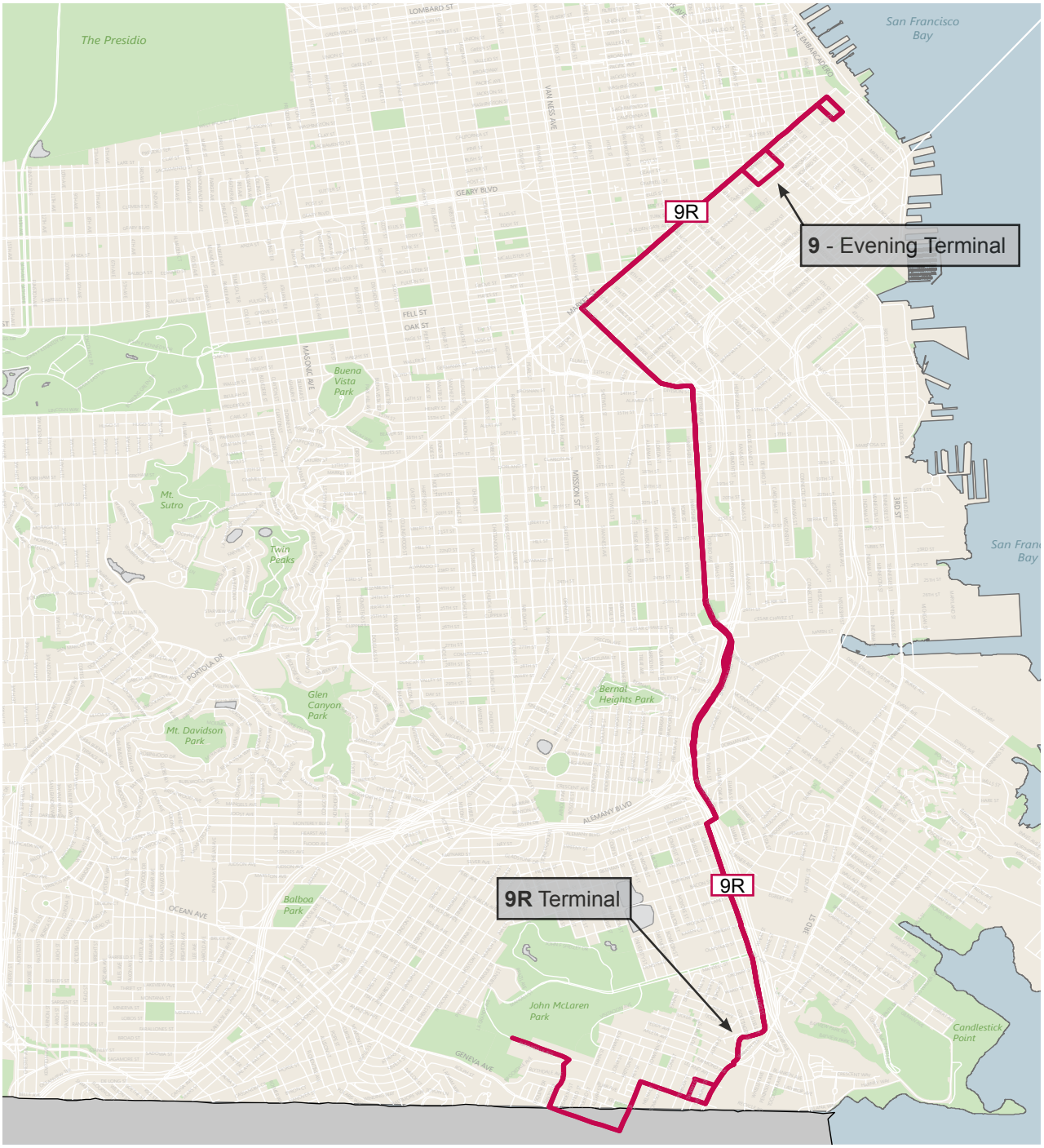
- Route 11 Downtown Connector would provide supplemental service on Powell Street and Columbus Avenue. E Embarcadero and F Market & Wharves Lines service would be available nearby on Jefferson and Beach streets.
- See 8 Bayshore for terminal details.
- A Transit Priority Project is proposed for this corridor to reduce transit travel time.
- Currently, there is a temporary reroute in the southbound direction along Mason and Fifth streets to accommodate the Central Subway Project construction. The reroute is expected to be in place for several years.

Frequency

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

	Current	Approved	Frequency
AM	8	6	+
PM	7.5	7	+

9 / 9R San Bruno



Rapid

Recommended Route

Feature Summary

HC | BUS STOPS | SIG-NALS | ROAD-WAYS | CURB SPACE | PEDES-TRIAN

9 / 9R San Bruno

Overview

- No route changes proposed.
- A Transit Priority Project is proposed for this corridor to reduce transit travel time.

9 San Bruno Transit Priority Projects

For this proposal, the Transit Priority Features would be applied along two segments of the 9 San Bruno/9R San Bruno Rapid routes: 1) 11th St, Division St, and Bayshore Boulevard; and 2) Potrero Avenue. Transit Priority Features will also be applied to San Bruno avenue (see 8X Bayshore Express description above for details). The 9 San Bruno is a major north-south route in the Rapid Network and provides transit connections between the Civic Center and Downtown and neighborhoods to the southeast, including SoMa, the Mission, Showplace Square, Potrero Hill, Bernal Heights, Portola, Silver Terrace, Bay View, and Visitacion Valley.

San Francisco General Hospital Transfer Point

This project would design and implement a new transfer hub in the vicinity of San Francisco General Hospital on Potrero Avenue between 23rd and 24th streets. The proposed transfer point improvements would facilitate transfers between Routes 9 San Bruno Local/9R San Bruno Rapid, 10 Sansome, 19 Polk, 48 Quintara-24th Street and the proposed new 58 24th Street. Improvements may include rerouting bus service on several lines to a shared transit stop, parking removal to accommodate longer transit zones, and the construction of transit bulbs.

9 / 9R San Bruno

Frequency

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

9 San Bruno

	Current	Approved	Frequency
AM	12	10	+
PM	12	10	+

9R San Bruno Rapid

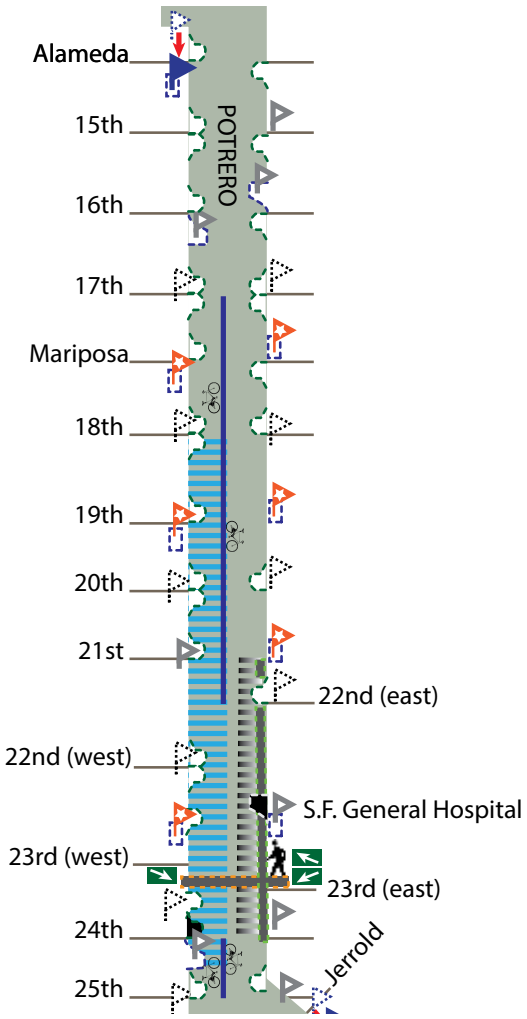
	Current	Approved	Frequency
AM	12	10	+
PM	12	10	+

Budget

Project Phase	Total
11th St, Division St, Bayshore Blvd - Construction	$4,840,000
Potrero Ave - Design & Construction	$4,133,000
Total	$8,973,000

* The budget displayed above will be supplemented by Proposition K local funds, which will be used for project planning, conceptual engineering, and design.

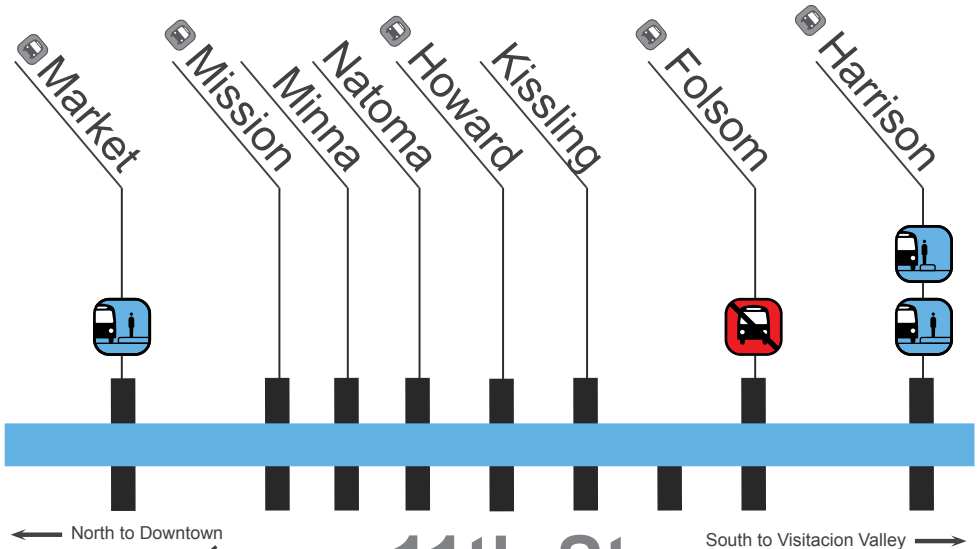
9 / 9R San Bruno - Potrero Transit Priority Project

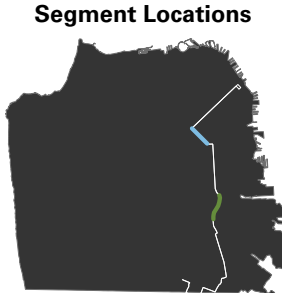


Features

- Existing Stop
- Stop Removal
- Stop Relocation
- New Transit Bulb
- New Pedestrian Bulb
- Crosswalk
- Transit-Only Lane
- Bus Queue Jump
- Add buffers to bike lanes
- Remove Transit-Only Lane
- New Transit Zone
- Left-Turn Only
- Right-Turn Only
- New Stop
- Remove Transit Bulb
- Widen Sidewalk

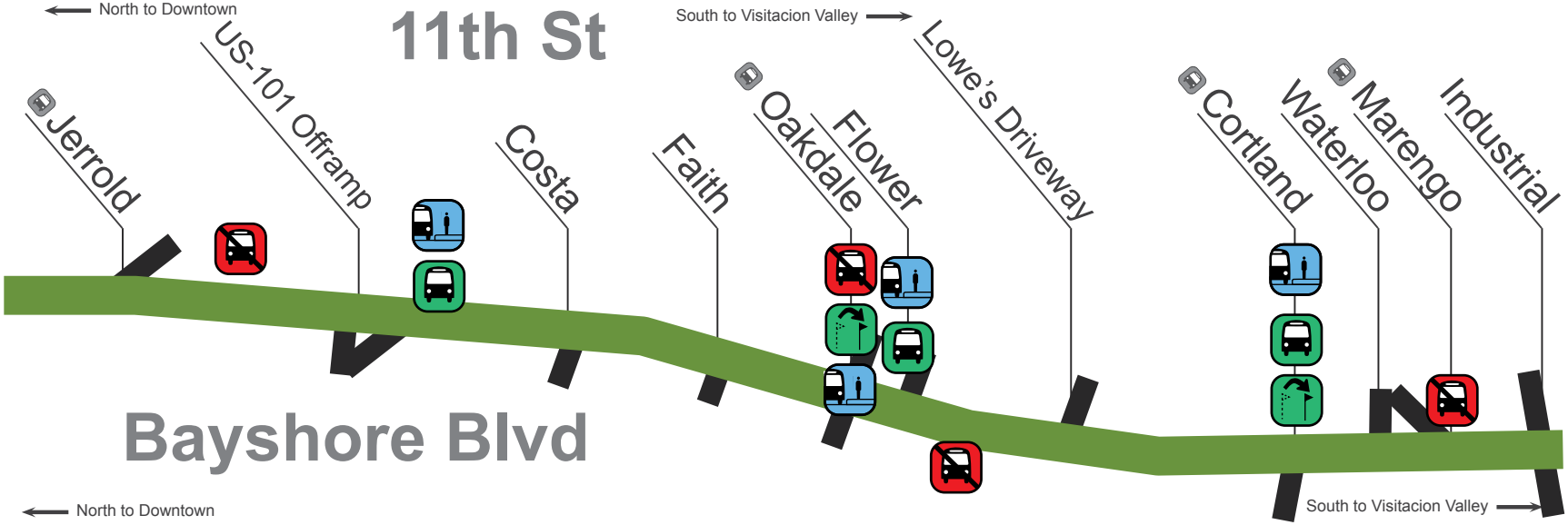
9 / 9R San Bruno - 11th St & Bayshore Transit Priority Project





Summary of Proposals

- Relocate Stop
- New Stop
- Stop Removal
- New Transit Bulbs



10 Townsend

Grid

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RA HC EH SCI

10 Townsend

Overview

- 10 Townsend will be renamed the 10 Sansome, because service will be rerouted off of Townsend Street.
- Service will operate on new segments on Sansome Street from Broadway to Washington Street, 4th Street between Townsend and Long Bridge Street, Long Bridge Street between 4th Street and Mission Bay Boulevard, Mission Bay Boulevard between Long Bridge Street and Owens Street, Owens Street between Mission Bay Boulevard and 7th Street, 7th Street between Owens Street and Irwin Street, Irwin Street between 7th Street and 16th Street, 16th Street between Irwin Street and Connecticut Street, Connecticut Street between 16th and 17th Streets, Potrero Avenue and Hampshire Streets between 24th and 25th Streets, 24th and 25th Streets between Potrero Avenue and Hampshire Street.
- Proposed eliminated segments will be on Townsend Street between 4th and 8th streets, Division Street between Rhode Island and Henry Adams Streets, Rhode Island Street between Division and 17th Street, 16th Street between De Haro and Rhode Island Streets, De Haro Street between 16th and 17th Streets, 17th Street between Rhode Island and Connecticut Streets, Utah Street between 23rd and 24th Streets, and 24th Street between Utah Street and Potrero Avenue. The segment on Townsend Street between Fourth and Eighth Streets will be served by the rerouted 47 Van Ness route.
- The northern terminal will continue to be located on Jackson Street between Fillmore and Steiner streets. On the weekends and evenings, all trips will continue to terminate at Van Ness Avenue, but will use a slightly different route. From Jackson Street the route will continue right on Franklin Street and right on Pacific Avenue. The one block segment on Van Ness Avenue between Jackson Street and Pacific Avenue may be eliminated to reduce conflicts with the proposed Van Ness BRT Project. This will be addressed as part of the Van Ness BRT study.
- Southern terminal will be located on Hampshire Street adjacent to James Rolph Jr. Playground.
- Midday frequency would change from 20 to 10 minutes.

Sansome Street Contraflow Lane Extension

This project will extend the existing southbound “transit-commercial” contraflow lane three blocks to the north on Sansome Street from Washington Street to Broadway. Under existing conditions, Sansome Street is a one-way northbound street north of Washington Street with transit-commercial contraflow lane south of Washington Street to Market Street. The inbound (southbound) Routes 10 Townsend and 12 Folsom currently follow Broadway, make a right on Battery Street and then, right onto Washington Street to access Sansome Street south of Washington Street.

The contraflow lane extension will require roadway restriping, signage and modification of three existing traffic signals from Broadway to Washington Street. Existing traffic signals at the Sansome/Washington streets, Sansome/Jackson streets, and Pacific/Sansome streets intersections will be modified in order to control traffic in the southbound direction. Curb ramps will also be installed at each of the four corners at these intersections.

10 Townsend

Proposed signal modifications at each of the three intersections will include the installation of two traffic signal mast-arm poles (excavation dimensions of approximately nine feet in depth and three feet in diameter) and six standard traffic signal poles (excavation depth of approximately three feet and one foot in diameter). Excavation for traffic signal infrastructure, including foundations for mast arms signal poles and conduits, will be required to implement this project. It is anticipated that up to 16 of the 26 parking spaces along the west side of Sansome Street will be converted to commercial loading zones as a result of this project. The other 10 parking spaces are existing commercial loading zones.

Frequency

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

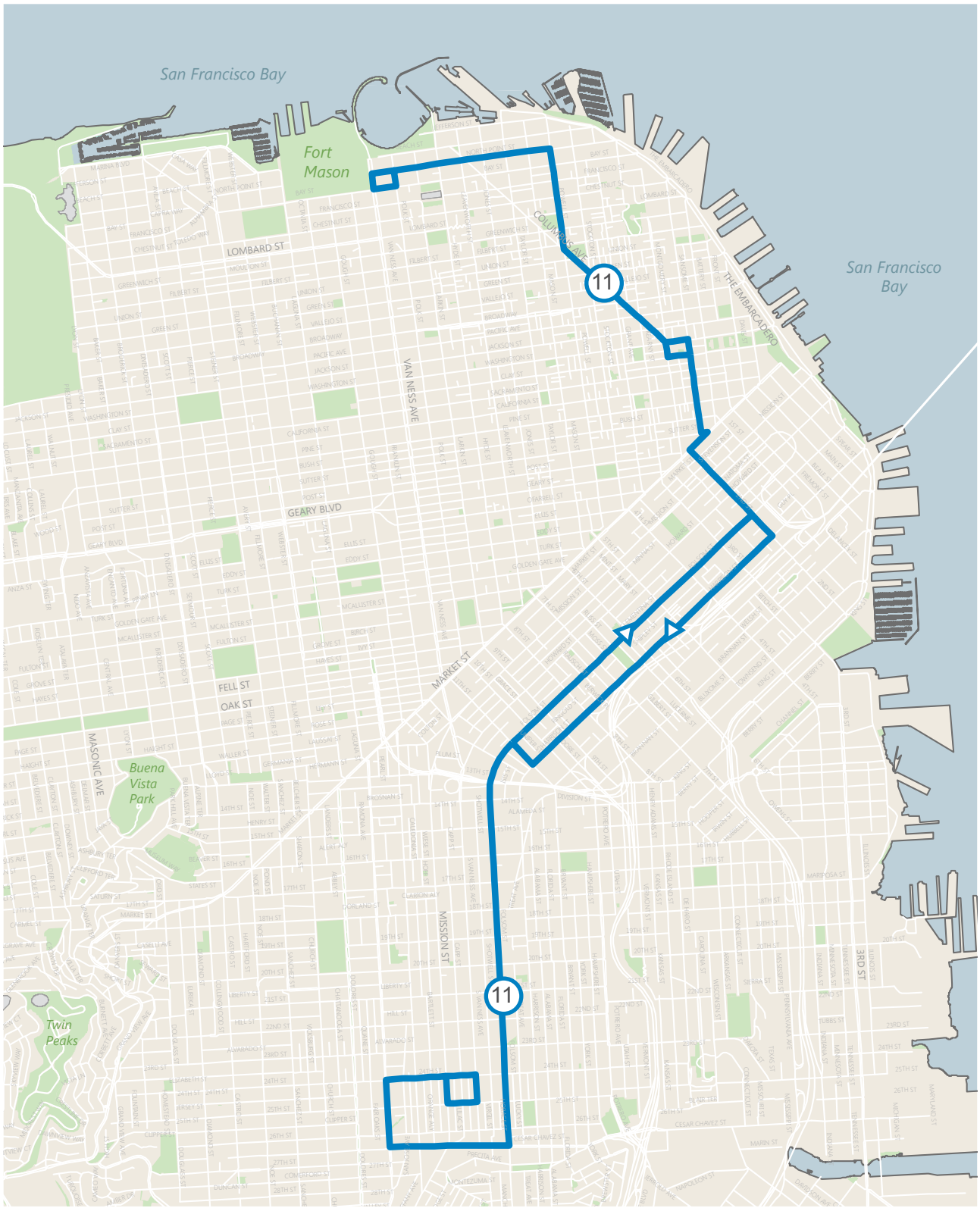
	Current	Approved	Frequency
AM	20	6 (east of Van Ness Avenue)	+
PM	20	6 (east of Van Ness Avenue)	+

Budget

Project Phase	Total
Construction	$2,059,000

* The budget displayed above will be supplemented by Proposition K local funds, which will be used for project planning, conceptual engineering, and design.

11 Downtown Connector



Connector

Recommended Route

Feature Summary

NR

11 Downtown Connector

Overview

- New 11 Downtown Connector will provide connections between the Mission, SoMa, Market Street, the Montgomery BART Station, North Beach, the Financial District, and the northern waterfront.
- The new route will operate on Van Ness Avenue and Polk Street between Bay and North Point Streets, Bay and North Point Streets between Polk Street and Van Ness Avenue, North Point Street between Polk Street and Powell Street, Powell Street between North Point Street and Columbus Avenue, Columbus Avenue between Powell Street and Washington Street, Washington and Clay Streets between Sansome and Montgomery Streets, Montgomery Street between Columbus Avenue and Clay Street, Sansome Street between Washington and Market Streets, Market Street between Sansome Street and Second Street, Second Street between Market Street and Harrison Street, Folsom and Harrison Streets between Second and 11th Streets, 11th Street between Harrison and Folsom Streets, Folsom Street between 11th Street and Cesar Chavez Street, Cesar Chavez Street between Folsom and Valencia Streets, Valencia Street between Cesar Chavez and 24th Streets, 24th Street between Valencia Street and South Van Ness Avenue, 25th Street between Mission Street and South Van Ness Avenue, and South Van Ness Avenue and Mission Street between 24th and 25th Streets.
- The southern terminal will be located at the current 12 terminal on 24th Street.
- The northern terminal will be located on Van Ness Avenue between Bay and North Point streets.

Frequency

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

	Current	Approved	Frequency
AM	N/A	15	N/A
PM	N/A	15	N/A

12 Folsom/Pacific - Proposed

Grid

- Recommended Route
- Segment Proposed for Elimination

Feature Summary

RE

12 Folsom/Pacific

Overview

- Route will be discontinued.
- Service on Folsom Street from Second Street to 24th Street Mission BART Station will be provided by the 11 Downtown Connector.
- Service along Pacific Avenue, Sansome and Second streets will be provided by the expanded 10 Sansome. The 11 Downtown Connector will also provide SoMa service on Folsom and Harrison streets, and Downtown service across Market Street on Sansome and Second streets.

Frequency

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

	Current	Proposed	Frequency
AM	20	N/A	N/A
PM	20	N/A	N/A