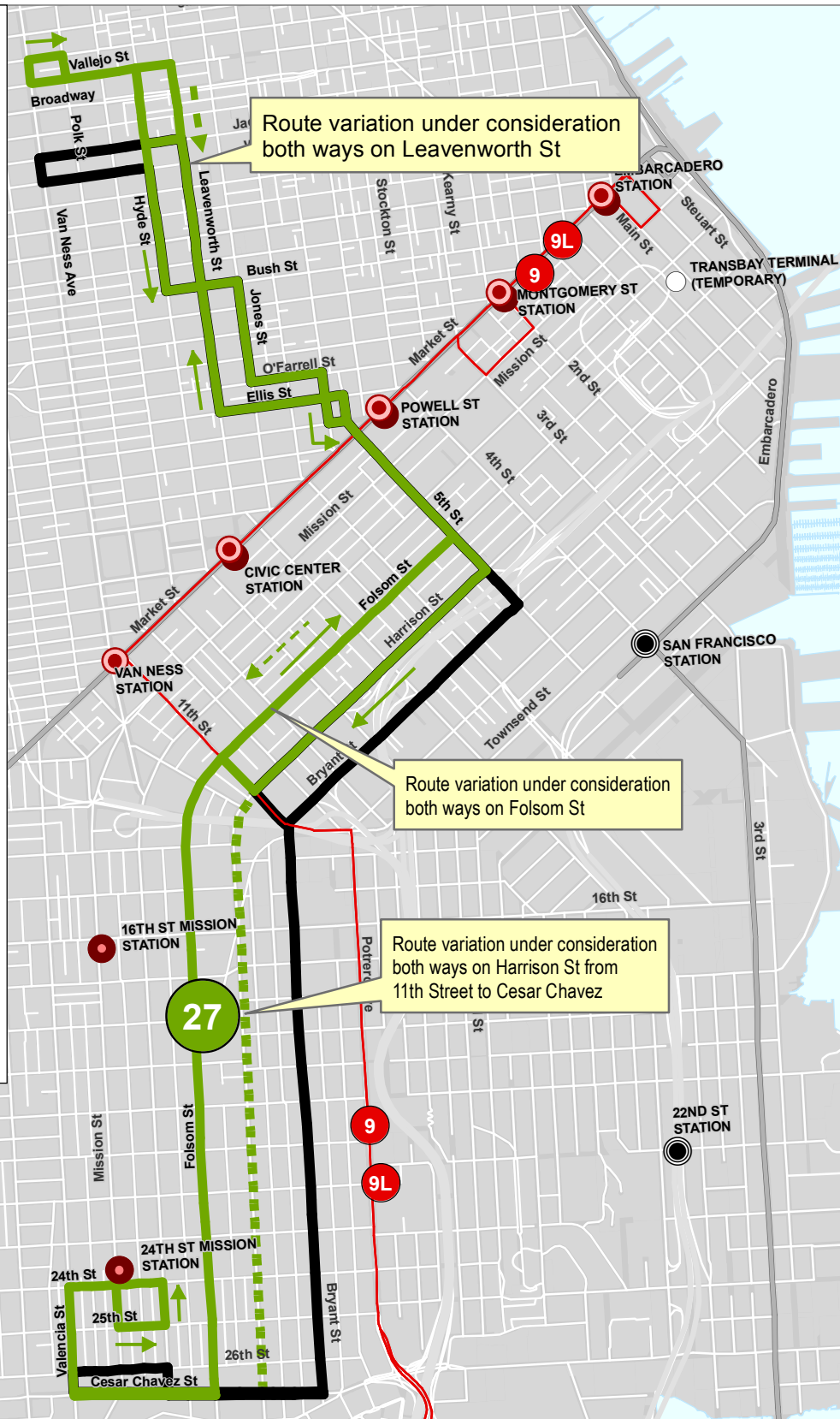


Summary of Recommendations for 27 Folsom:

- Would be renamed the 27 Folsom, since the route would no longer operate on Bryant Street.
- Service would be extended north on Leavenworth Street and west on Vallejo Street to Van Ness Avenue, and would be moved from Bryant Street to Folsom Street to replace 12 Folsom service on Folsom Street from Fifth to Cesar Chavez streets, including the terminal loop to the 24th Street BART Station.
- Existing passengers on Bryant Street could use 9 San Bruno/9L San Bruno Limited rapid service on Potrero Avenue or local service on Folsom Street.
- The 27 Folsom Service Variant 1 would evaluate two-way service on Leavenworth and Ellis streets, and two-way service on Folsom Street, as proposed in the Tenderloin Community Plan and the Western SoMa Community Plan, respectively.
- 27 Folsom Service Variant 2 would evaluate transit service on Harrison Street in the Inner Mission from 11th to Cesar Chavez streets.
- New terminal loop would follow Vallejo Street, Van Ness Avenue, Green and Polk streets. The terminal would be located on Vallejo Street at Van Ness Avenue and would be 100 feet- long, requiring a reduction of up to five parking spaces.



Line 27 - Folsom Recommended Route Alignment

Legend

- | | | | |
|--|---|--|---------------------|
| | Recommended Local Route | | Muni Metro Stations |
| | Potential Route Variation | | BART Stations |
| | Segment would be covered by another recommended route | | Caltrain Stations |
| | Segment Proposed for Elimination | | |
| | Rail Network | | |