

33 Stanyan



Legend

- █ Recommended Route
- █ Segment will be covered by another recommended route
- Rail Network
- Segment Proposed for Elimination
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



33 Stanyan

Overview

- Would operate on current route on 18th Street west of Valencia Street and 16th Street between Valencia Street and Potrero Avenue.
- Would cross Potrero and continue east on 16th Street to Connecticut Street, south to 18th Street, to Third Street, 20th and Tennessee streets to cover Potrero Hill segment of 22 Fillmore that would be eliminated.
- Service would be rerouted onto Valencia Street between 16th and 18th streets (new street segment) to alleviate transit congestion on Mission Street and provide better connections with 22 Fillmore as described in Service-related Capital Improvement project OWE.1.
- Potrero Avenue passengers would use Route 9 San Bruno/9L San Bruno Limited.
- Frequency would increase on 33 Stanyan in order to mitigate loss of 22 Fillmore service in Dogpatch.

Frequency

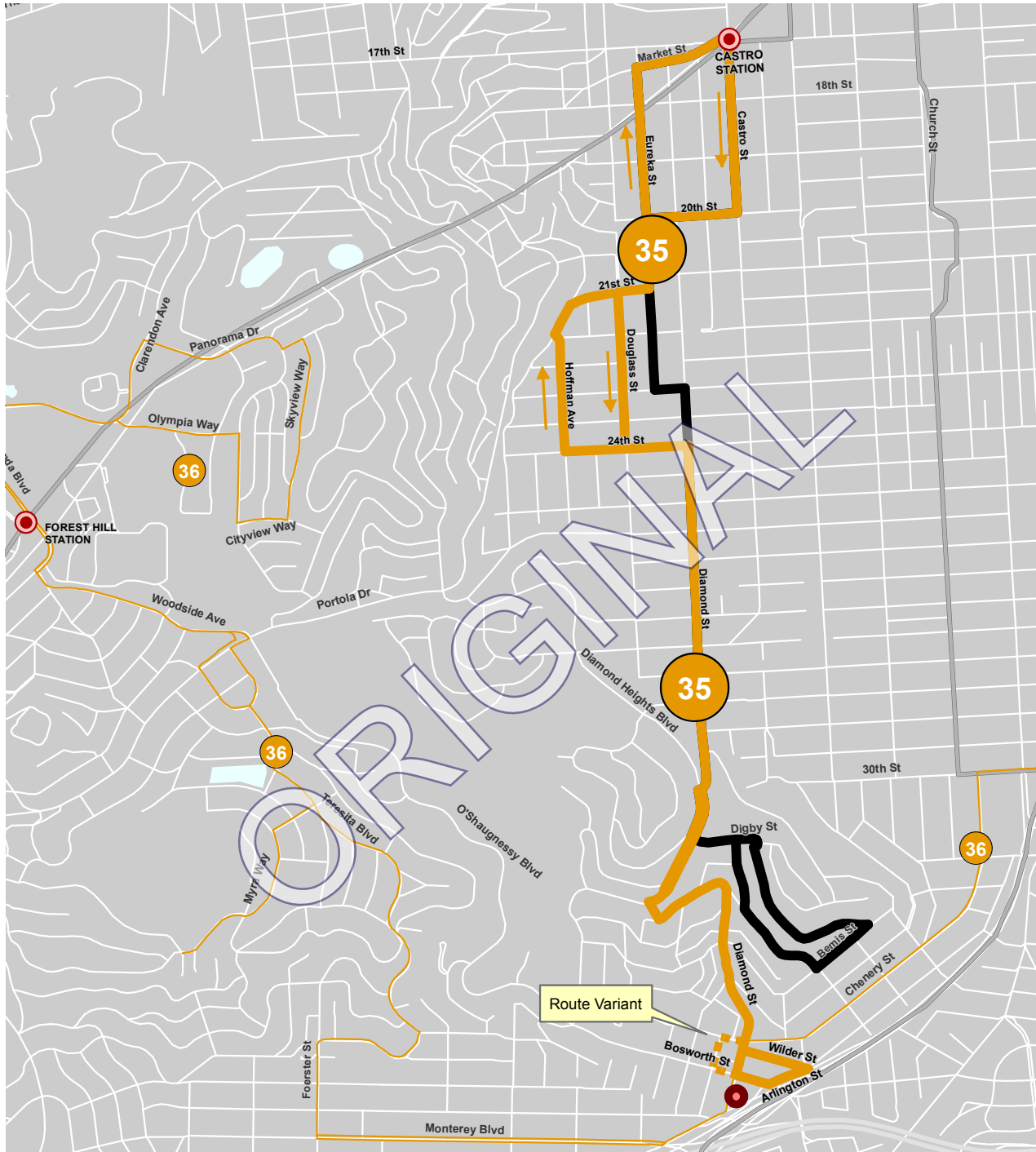
Service during peak periods (headway between vehicles, in minutes)

	Current	Proposed	Frequency
AM	15	12	+
PM	15	12	+

- Mid-day frequency would increase to 12 minutes.

35 Eureka

- Original Proposal (See Revised Proposal on Pg 184)



Legend

- Recommended Route
- Segment will be covered by another recommended route
- Segment Proposed for Elimination
- Rail Network

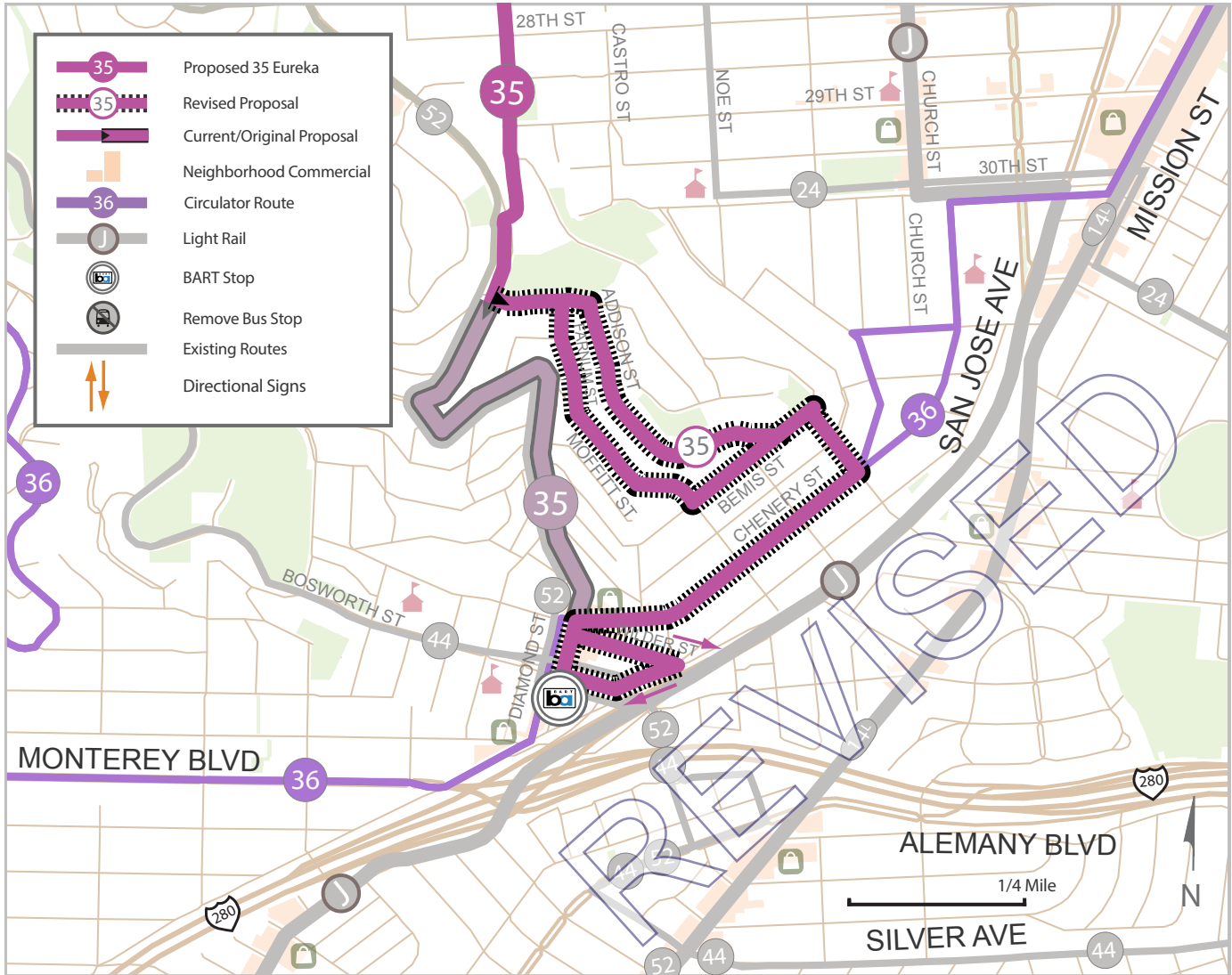
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



35 Eureka

- Revised Proposal



Proposed Changes



35 Eureka

Overview

- Recommended for van service, but the timeline for van procurement is uncertain.
- ~~The 35-Eureka will extend along a more direct path to Glen Park BART Station via Diamond, Wilder, Arlington, and Bosworth Streets. Route will serve a new southern terminal location in the vicinity of Glen Park BART Station.~~ **REVISED: The 35-Eureka will maintain service on Addison, Moffitt, Bemis, and Digby Streets, and will connect to Glen Park BART Station by extending east on Bemis Street, south on Miguel Street, and west on Chenery Street to Diamond Street.**
- ~~Eliminated street segments include Addison, Moffitt, Bemis, and Digby Streets.~~
- Midday frequency would change from 30 to 20 minutes.

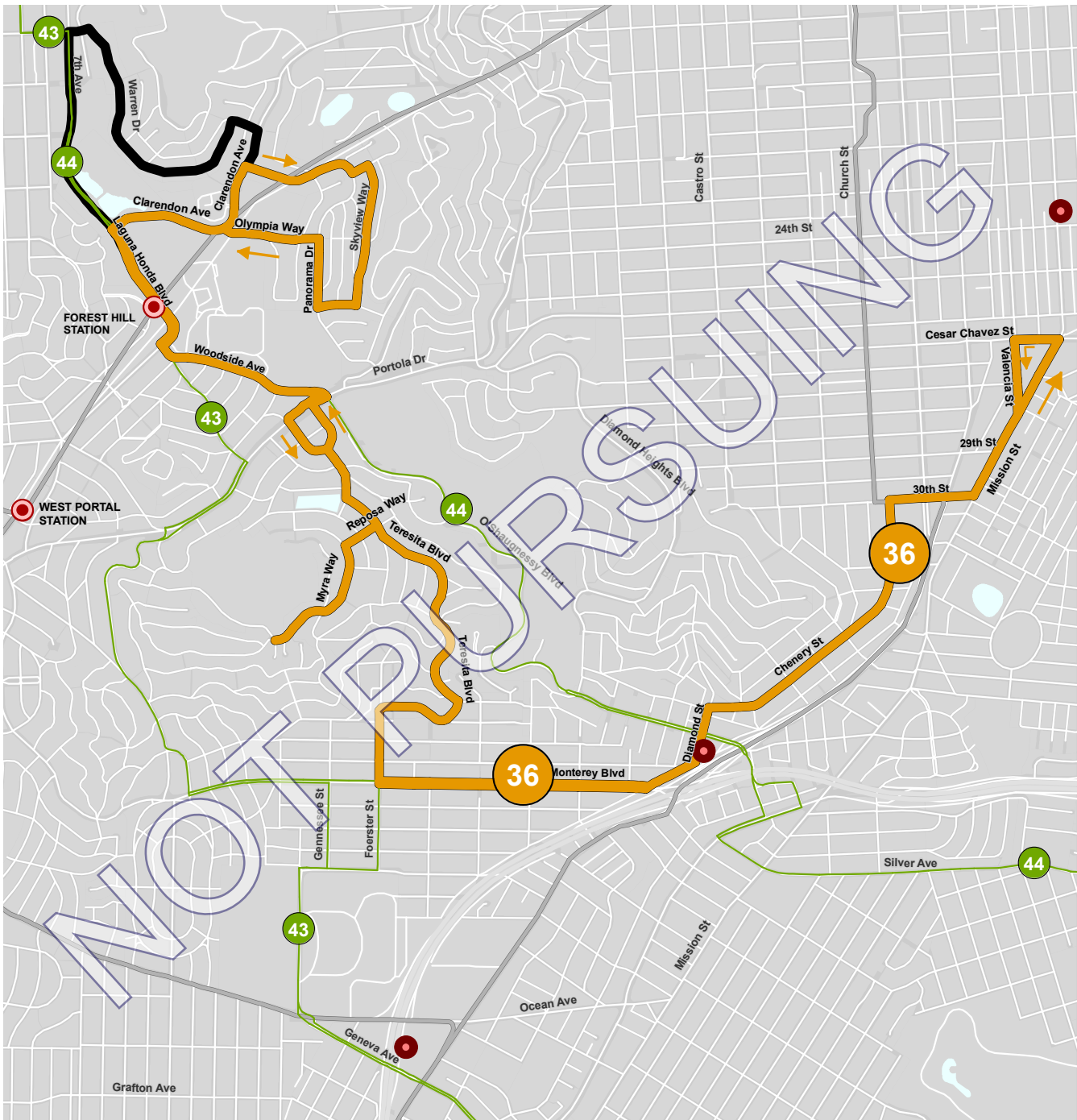
Frequency

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

	Current	Proposed	Frequency
AM	30	20	+
PM	20	20	=

36 Teresita - NOT PURSUING

PROPOSALS BY ROUTE



Legend

- Recommended Route
- Segment Proposed for Elimination
- Segment will be covered by another recommended route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



36 Teresita - NOT PURSUING

Overview

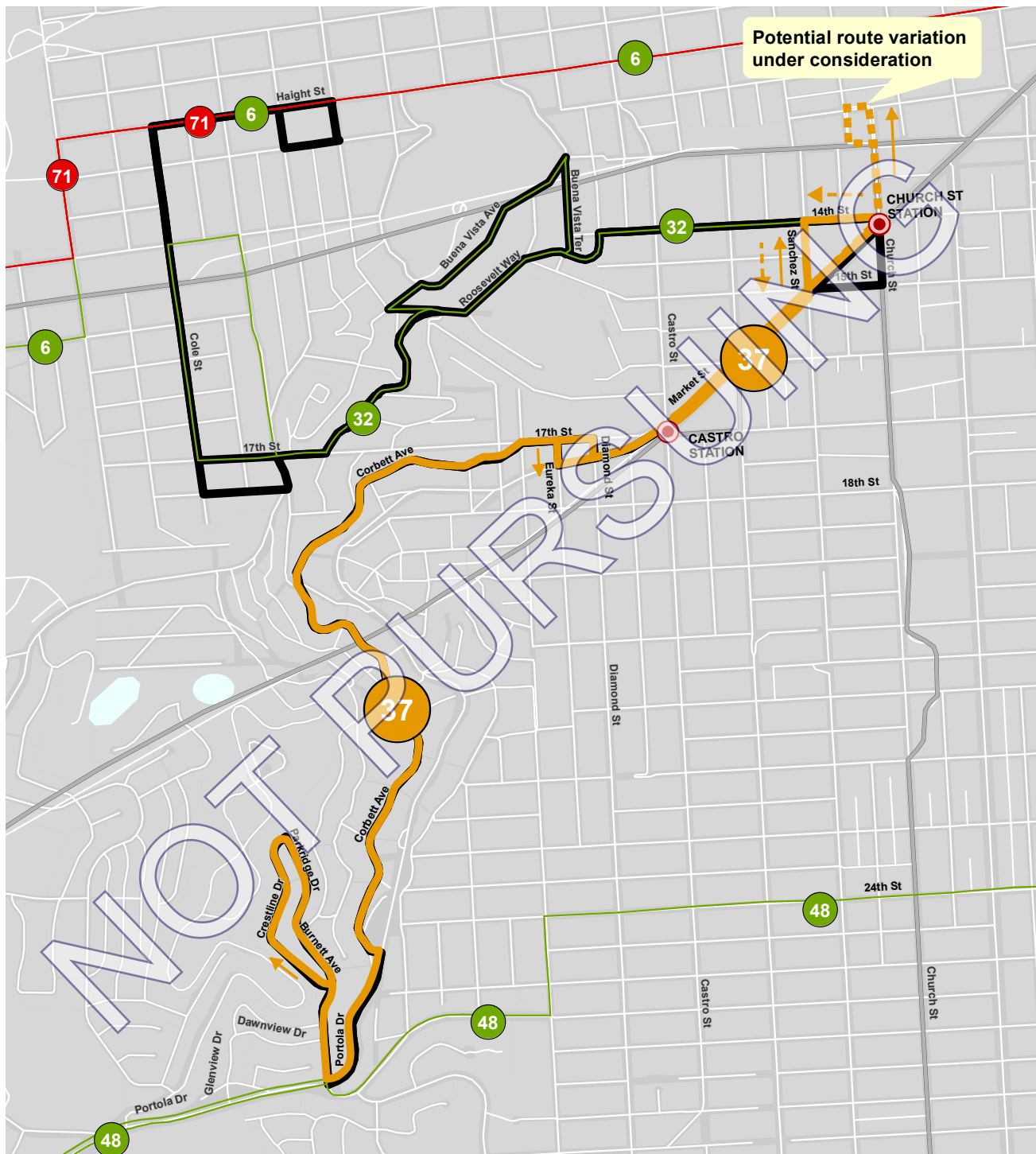
- Recommended for van service, but the timeline for van procurement is uncertain.
- Service to Forest Knolls (via Warren Drive) would be eliminated to make remaining service less circuitous; service to Midtown Terrace would be unchanged.
- Eliminated streets include Clarendon Avenue between Panorama and Oak Park drives, Oak Park and Warren drives, Lawton and Seventh avenues to Clarendon Avenue.
- Midday frequency would change from 30 to 20 minutes.

Frequency

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

	Current	Proposed	Frequency
AM	30	30	=
PM	30	30	=

37 Corbett - NOT PURSUING



Legend

- Recommended Route
- Segment Proposed for Elimination
- Segment will be covered by another recommended route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



37 Corbett - NOT PURSUING

Overview

- The Roosevelt Way branch of the 37 Corbett would be replaced by the new 32 Roosevelt route.
- Streets in the Roosevelt Way branch proposed to be served by the 32 Roosevelt would be: Market, Sanchez, and 14th streets, Roosevelt Way, Buena Vista Terrace, Buena Vista East, Upper Terrace, Masonic Avenue, Roosevelt Way, 17th, Cole, Frederick, Clayton, and 17th streets, Roosevelt Way, and 14th.
- Streets no longer served by either 37 Corbett or 32 Roosevelt are Clayton Street between 17th and Carmel streets, Carmel Street between Clayton and Cole streets, Cole Street between Carmel and 17th streets, Cole Street between Frederick and Haight streets, and Haight Street, Masonic Avenue, Waller and Ashbury streets.
- The new terminal loop would operate from Market Street, left on Church Street, left on Hermann Street, left on Fillmore Street, left on Duboce Avenue, and right on Church Street. The terminal would be on Church Street between Market and Reservoir streets. This would require a reduction of up to five parking spaces (when combined with the 32 Roosevelt terminal in the same location).
- 37 Corbett Service Variant would include an alternative alignment along Church Street, Hermann Street, Fillmore Street and Duboce Avenue.

Frequency

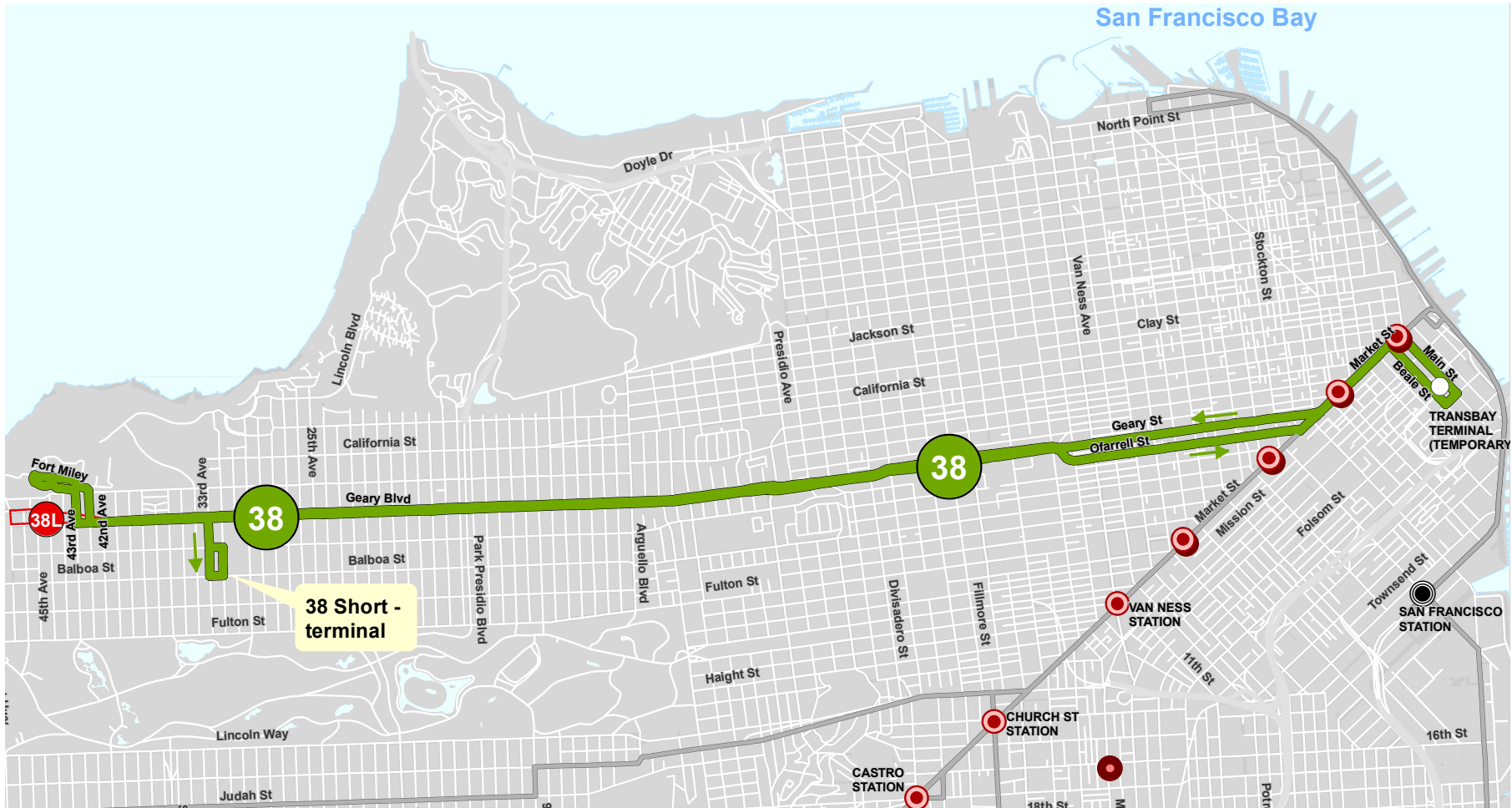
Service during peak periods (headway between vehicles, in minutes)

	Current	Proposed	Frequency
AM	15	15	=
PM	20	15	+

*Proposal is On Hold Pending Additional Community Outreach.

** Route proposal will not be pursued however frequency increase during PM peak period is planned

38 Geary



Legend

- Recommended Route
- Segment will be covered by another recommended route
- Rail Network
- Segment Proposed for Elimination
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



Overview

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

Frequency

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

West of 33rd Avenue

	Current	Proposed	Frequency
AM	12	12	=
PM	13	12	+

East of 33rd Avenue

	Current	Proposed	Frequency
AM	6.5	6	+
PM	6.5	6	+



Legend

- Recommended Route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



Overview

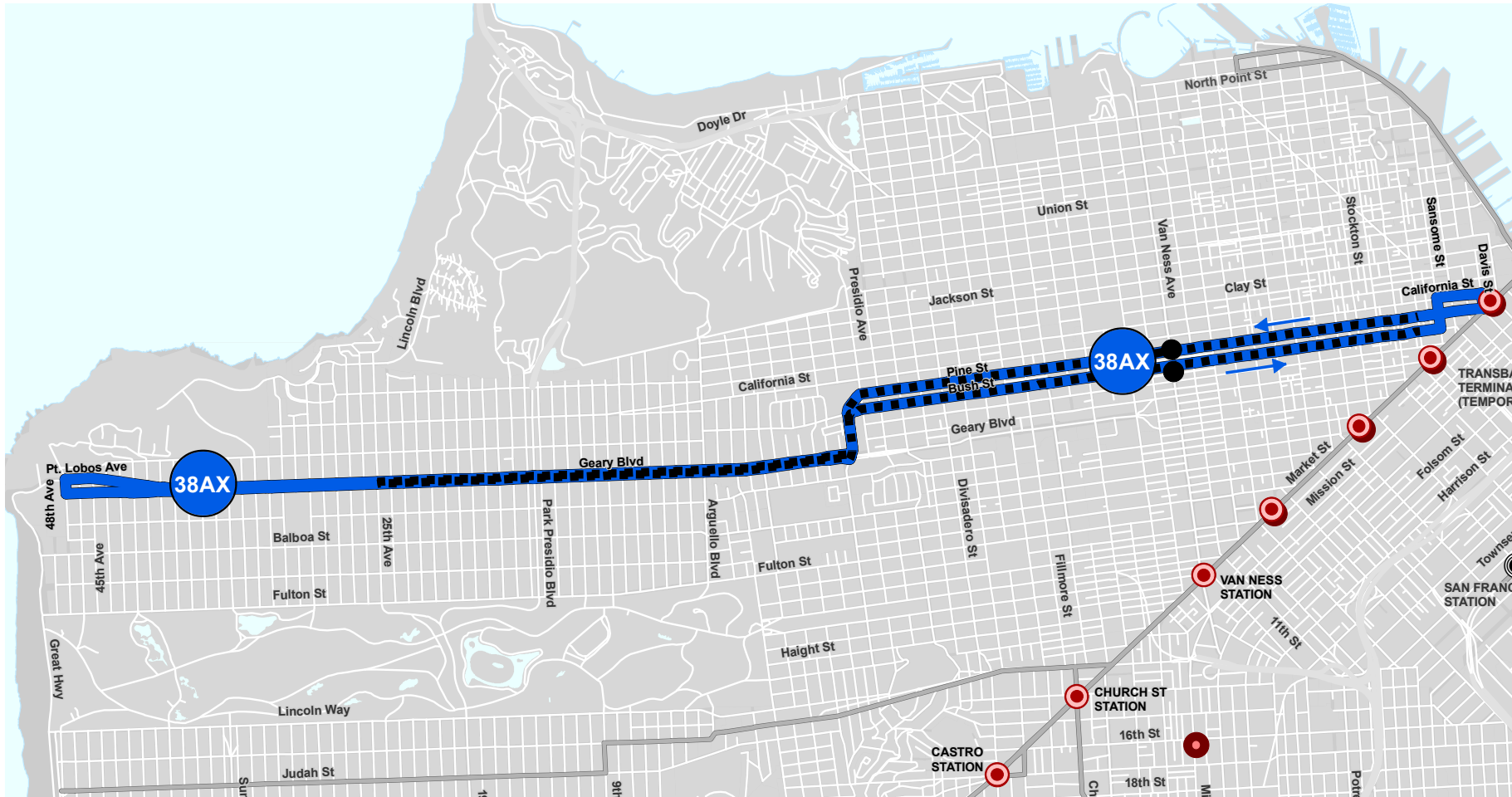
- No route changes proposed (Proposed Geary BRT is subject to its own environmental review).
- Midday frequency change from 6 to 5 minutes.
- Limited-stop service would be expanded to include Sundays.
- Would coordinate with Geary BRT Study currently underway.

Frequency

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

	Current	Proposed	Frequency
AM	5.5	5	+
PM	5.5	5	+

38AX Geary Express



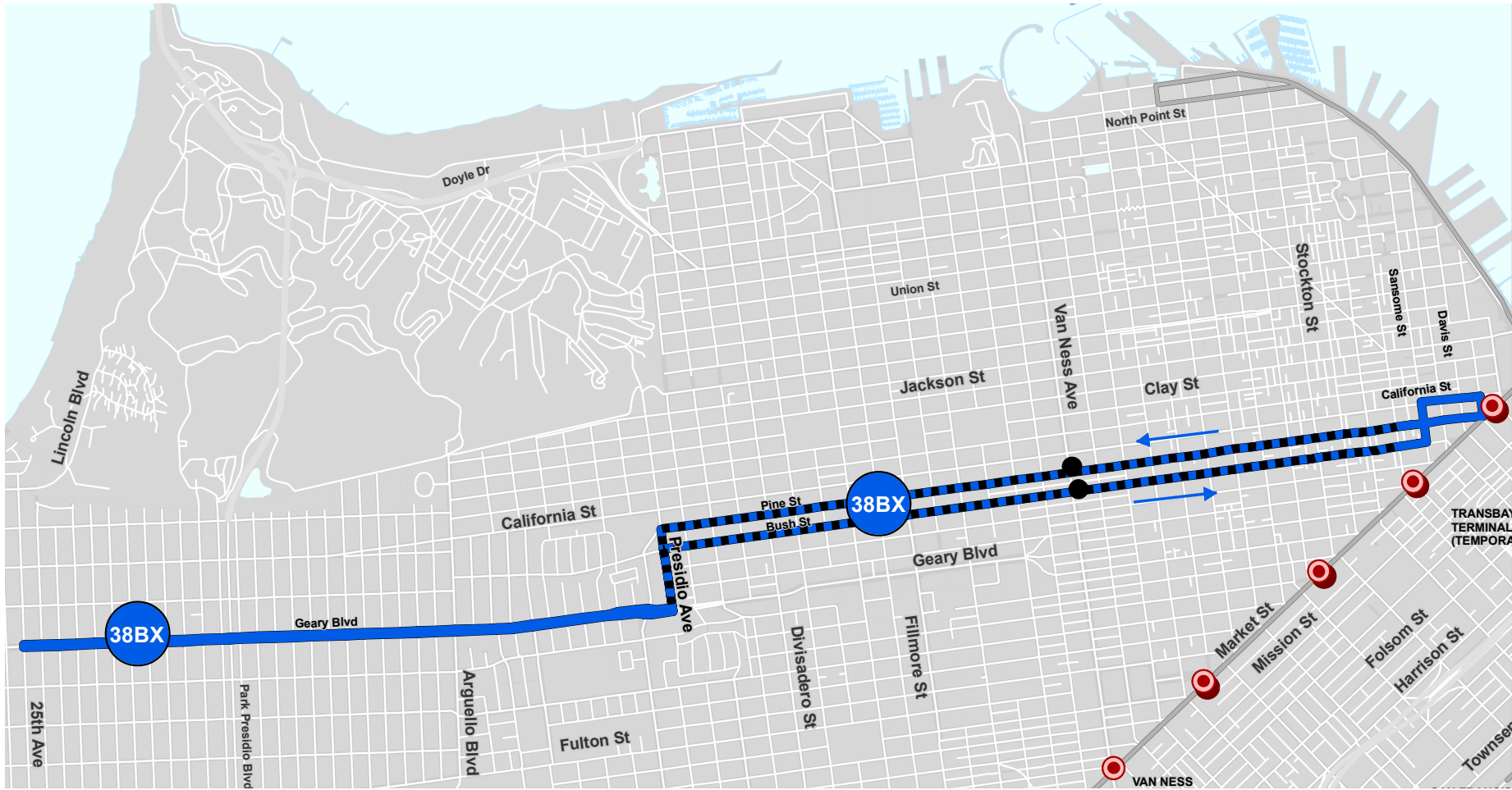
Legend

- ▬ Recommended Route
- Express Segment (No stops)
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes

None

38BX Geary Express



Legend

- Recommended Route
- - - Express Segment (No stops)
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes

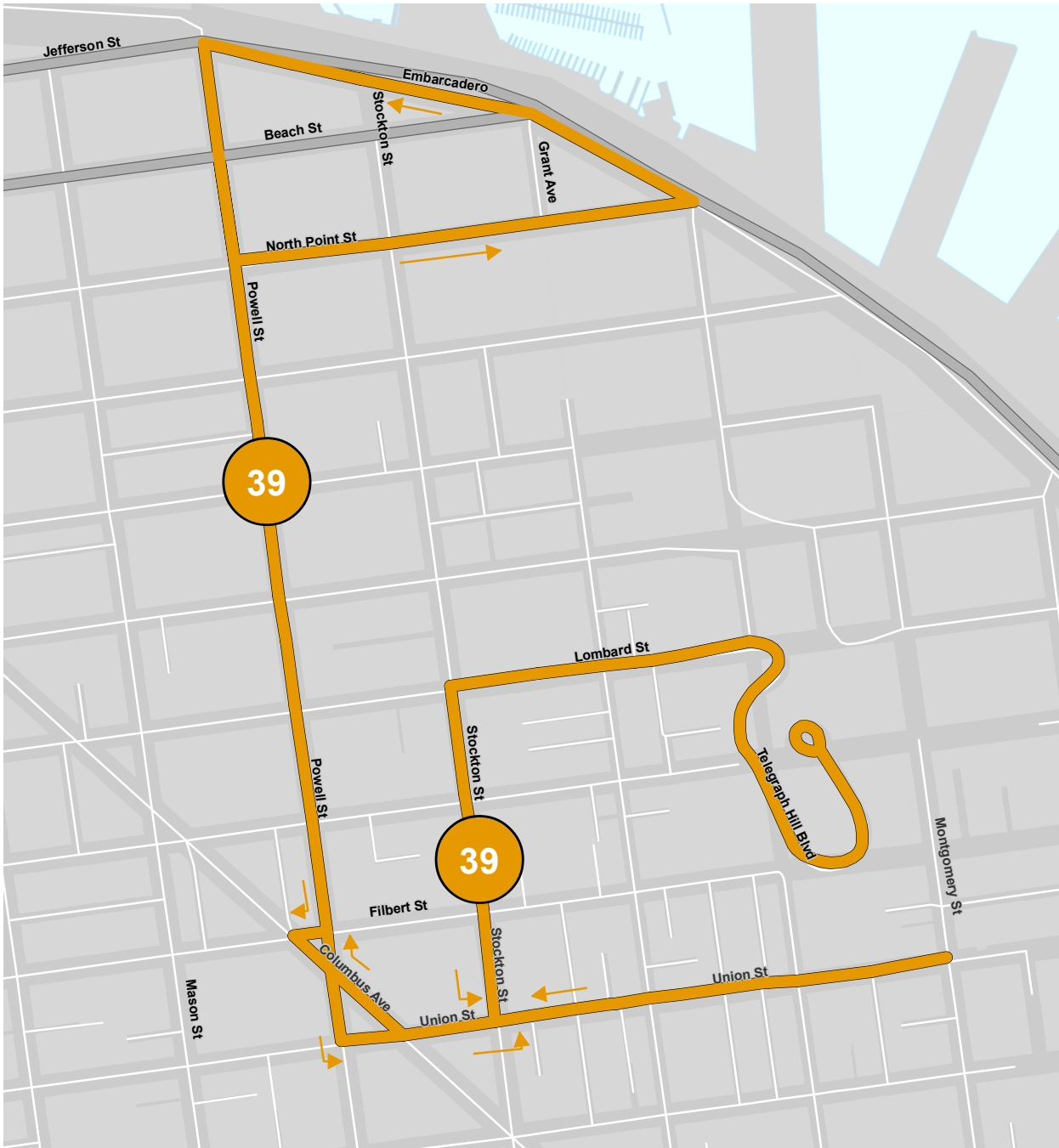


38BX Geary Express

Overview

- No route changes proposed.

39 Coit



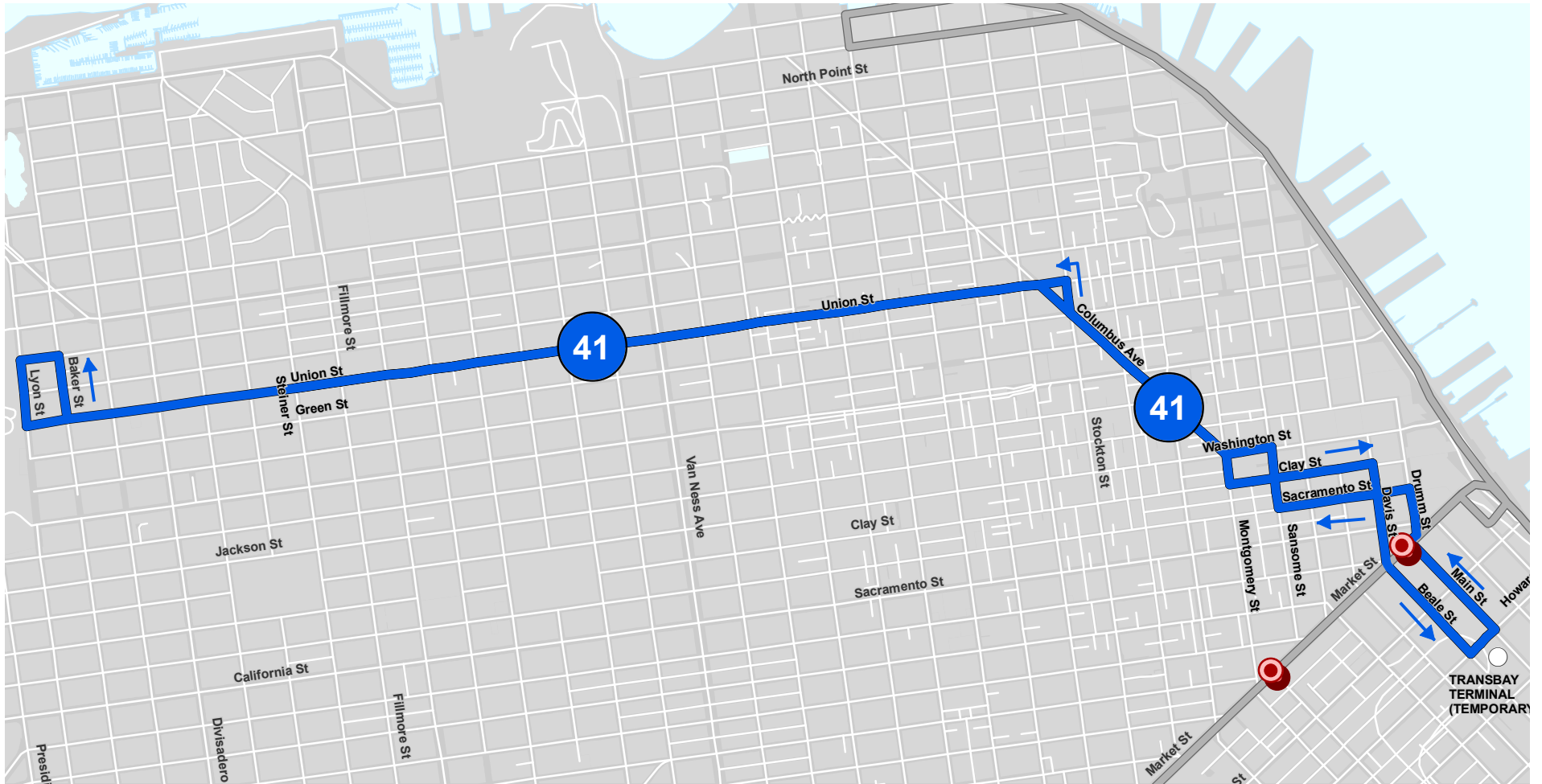
Legend

- Recommended Route
- Segment Proposed for Elimination
- Segment will be covered by another recommended route
- Rail Network

Proposed Changes

None

41 Union



Legend

- Recommended Route
- ■ ■ Express Segment (No stops)
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



OWE.2 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.

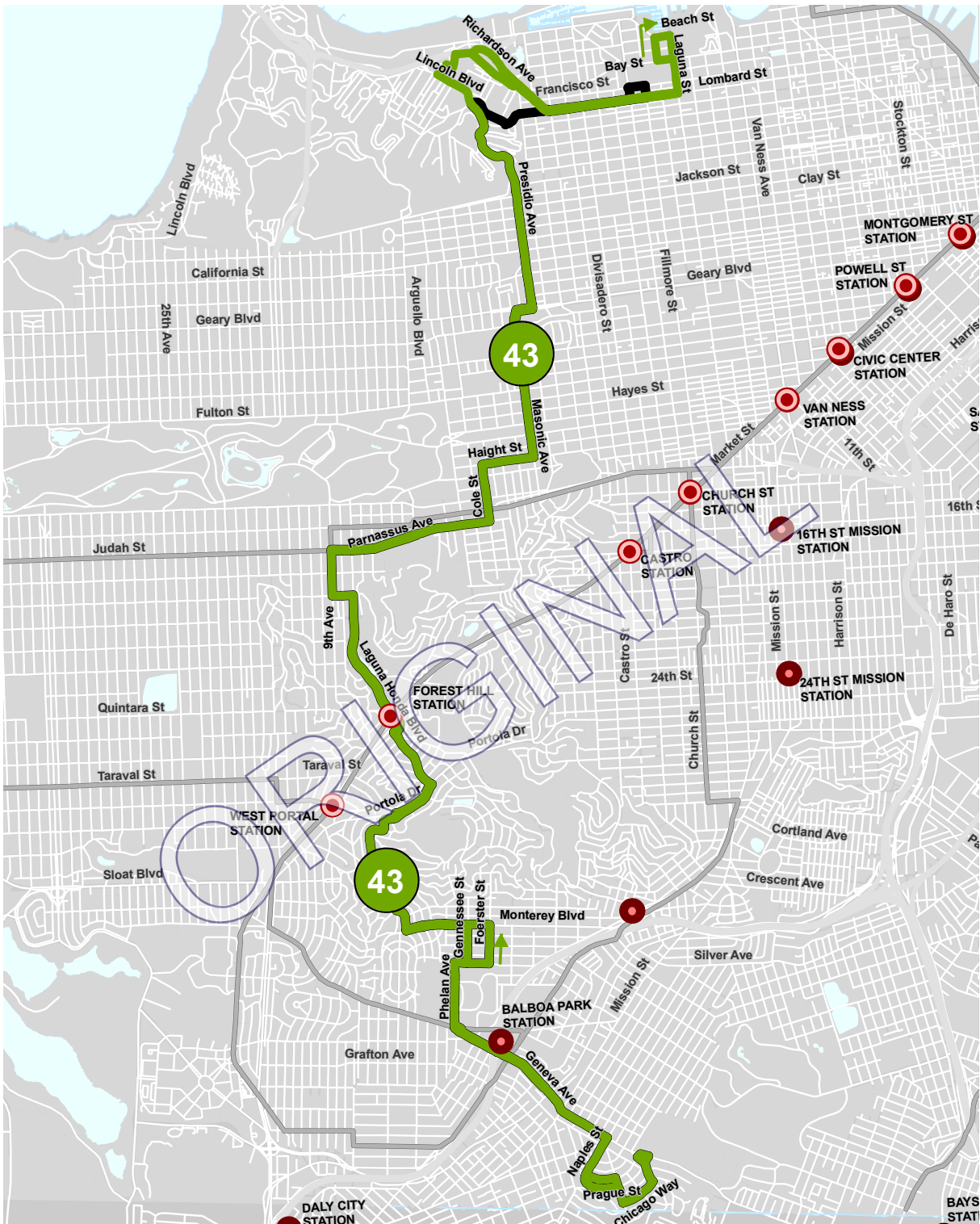
Frequency

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

	Current	Proposed	Frequency
AM	8	7	+
PM	8	7	+

43 Masonic - Original Proposal (See Revised Proposal on Pg 202)

PROPOSALS BY ROUTE



Legend

- █ Recommended Route
- █ Segment will be covered by another recommended route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



43 Masonic - Revised Proposal

PROPOSALS BY ROUTE



Proposed Changes



43 Masonic

Overview

- Proposed alignment would extend from Chestnut/Fillmore streets to Fort Mason (Marina Boulevard/Laguna Street), replacing the existing Route 28 19th Avenue/28L 19th Avenue Limited terminal.
- ~~Service in the Presidio would be modified to connect to the Presidio Transit Center; then exit the Presidio in the Marina District at Richardson Avenue instead of Lombard Street. Modified route would use Presidio Avenue, Lincoln Boulevard, Graham Street (Presidio Transit Center), Halleck Street, Gorgas and Richardson avenues, to Lombard Street.~~ **REVISED: Service in the Presidio would be extended to the Presidio Transit Central via Lincoln Boulevard, Graham Street, Halleck Street, and service would be retained to Lombard and Lyon streets.**
- The 43 Masonic would no longer serve Letterman Drive and Lombard Street between Presidio and Richardson avenues.

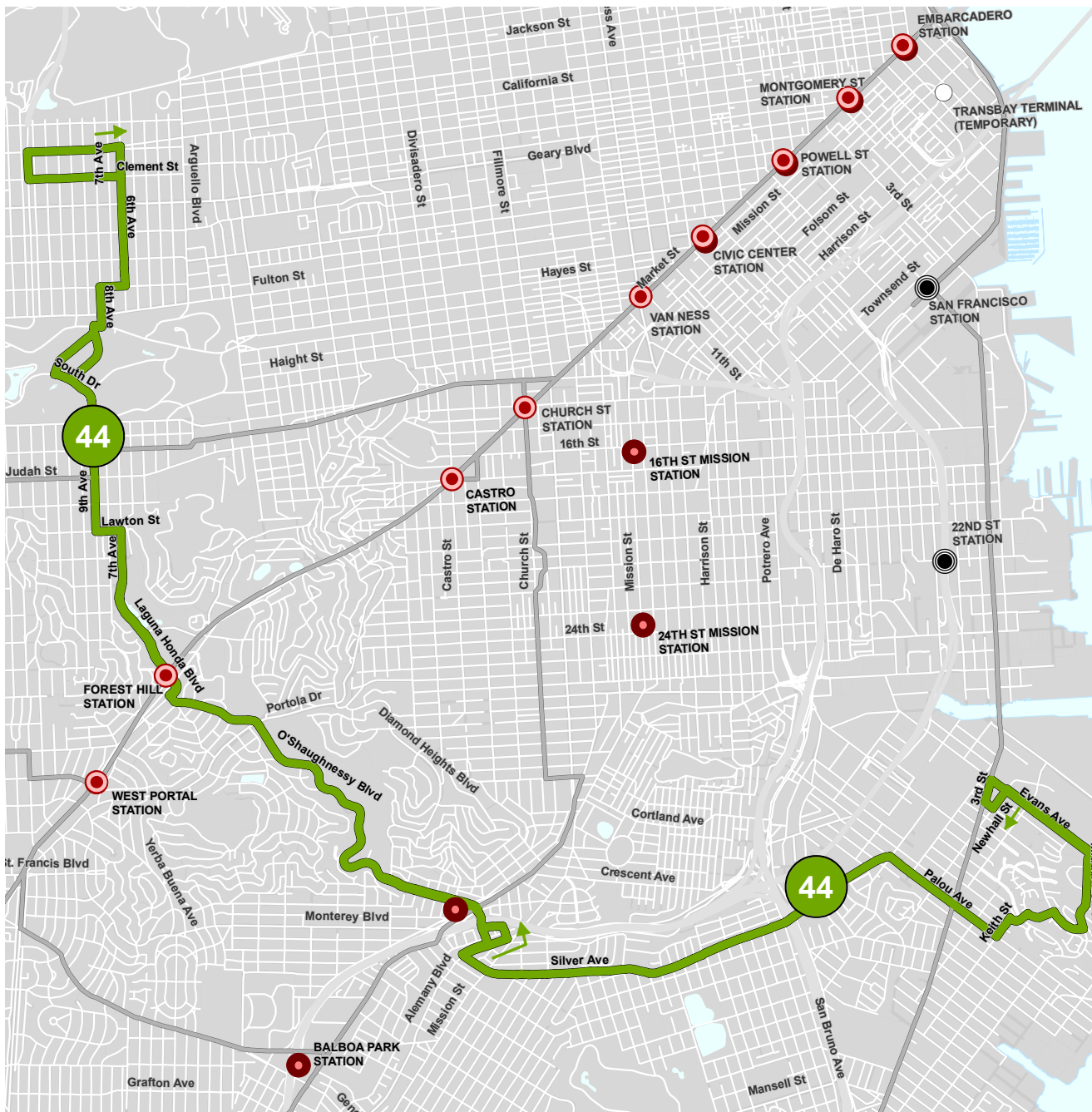
Frequency

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

	Current	Proposed	Frequency
AM	10	8	+
PM	12	10	+

44 O'Shaughnessy

PROPOSALS BY ROUTE



Legend

- Recommended Route
- Segment will be covered by another recommended route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



Overview

- No route changes proposed.

Frequency

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

	Current	Proposed	Frequency
AM	10	7.5	+
PM	9	8	+

45 Union-Stockton



Legend

- █ Recommended Route
- █ Segment will be covered by another recommended route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes

None