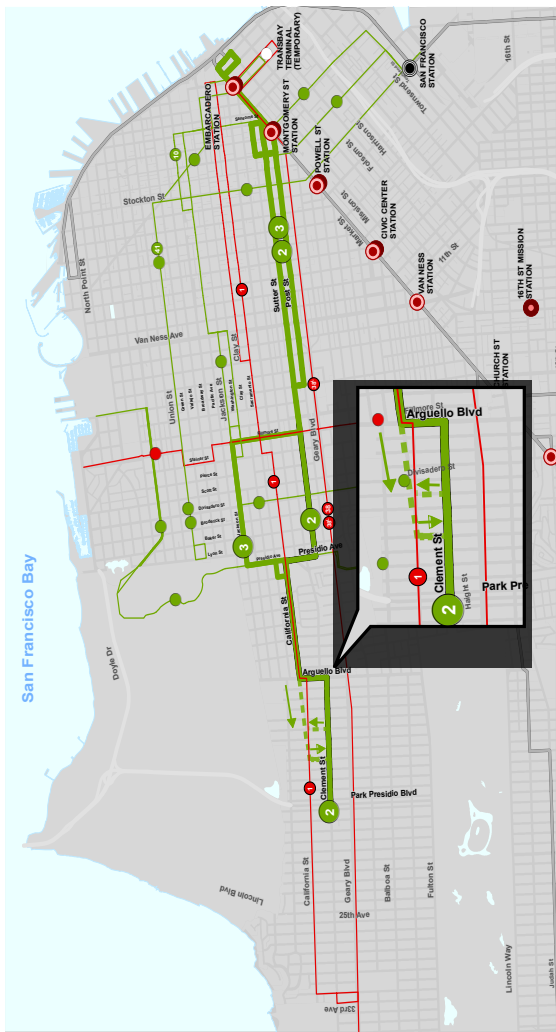


PROPOSALS REVISED BASED ON COMMUNITY FEEDBACK

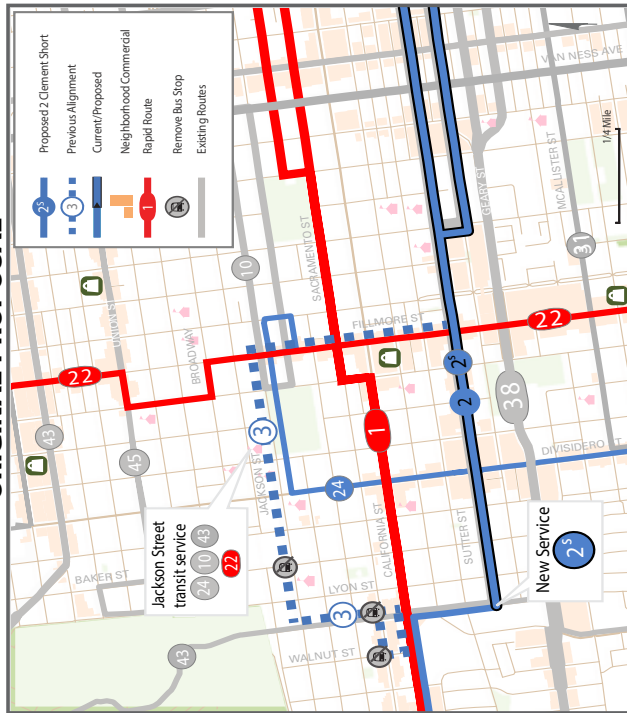
2 Clement



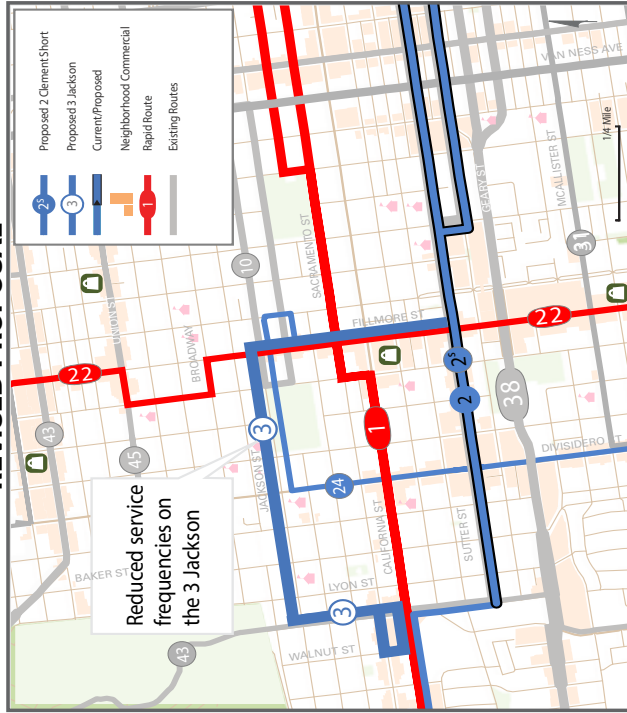
KEY ISSUES / CONCERNS	RESPONSE
Seniors and people with disabilities need local access along Clement St	Under proposal, access would be provided on Clement St between 6th and 8th Avenues
2 Clement should be extended to 33rd Avenue / Clement St	This segment of the route was discontinued due to low ridership. The 1 California and the 38 Geary are one block away in either direction. SFMTA is not considering a route extension at this time.
Don't want more buses at 14th Ave terminal	Proposal is to turn around at 8th Ave and no longer serve Clement St between 8th and Park Presidio.

3 Jackson

ORIGINAL PROPOSAL



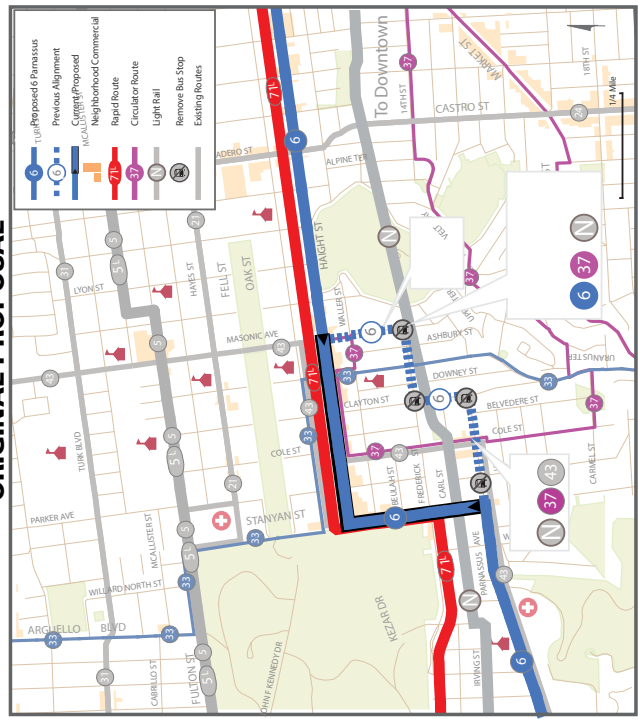
REVISED PROPOSAL



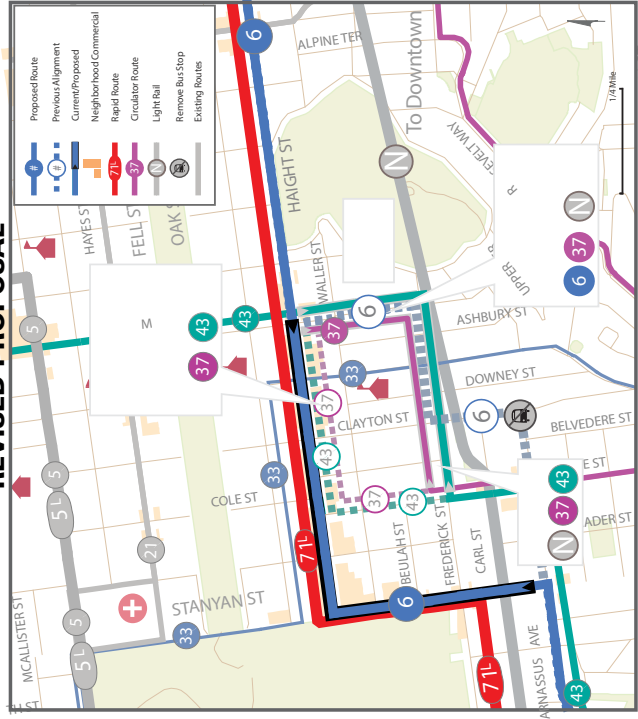
KEY ISSUES / CONCERNS	RESPONSE
Seniors, people with disabilities, and children need local access along Jackson St	Proposal Revised: 3 Jackson will be retained, but at reduced frequency
Residents heading downtown need local access along Jackson St	Proposal Revised: 3 Jackson will be retained at reduced frequency

6 Parnassus

ORIGINAL PROPOSAL



REVISED PROPOSAL



KEY ISSUES / CONCERNS

- Some residents concerned about having to walk up and down hills.
- N Judah and 71 Haight-Noriega do not work as alternatives.
- Need connection to medical facilities
- Personal safety concerns on Haight St and while waiting to transfer.
- Would like an increase in service on the 71 Haight-Noriega.

RESPONSE

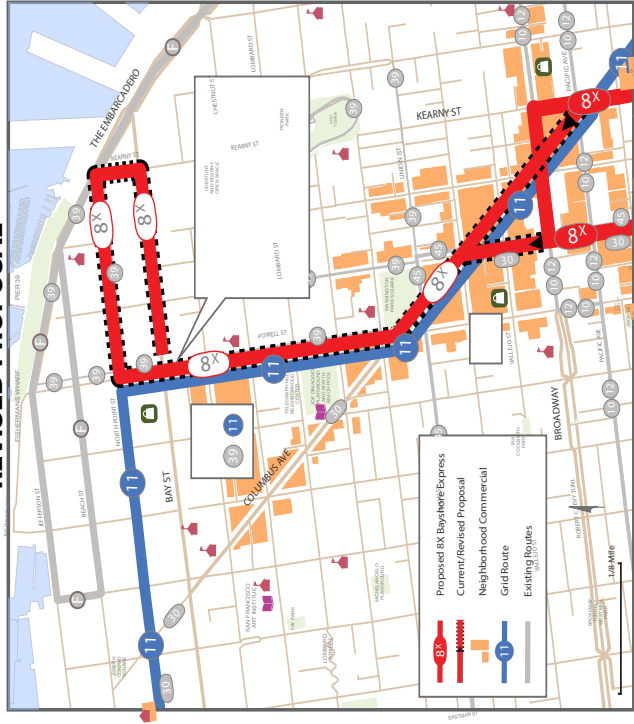
- Proposal Revised:** Either the 37 Corbett or 43 Masonic would be rerouted to cover Ashbury Heights along the original 6 Parnassus alignment. Riders can take the 37 Corbett or 43 Masonic to Haight Street and transfer to the 6/71L, or take the 43 Masonic to the Forest Hill Muni Metro Station.
- Proposal Revised:** See Above
- Proposal Revised:** 37 Corbett would take over the 6 Parnassus route through Ashbury Heights, and provide connections to the 6 Parnassus, N Judah or the 43 Masonic for those unable to walk directly to these lines. 43 Masonic would provide one-seat ride to UCSF. MTA is working with other agencies to address safety and security issues along this corridor. Safety remains a top priority for SFMTA.
- The TEP proposes increasing service on the 71L.

8x Bayshore Express

ORIGINAL PROPOSAL

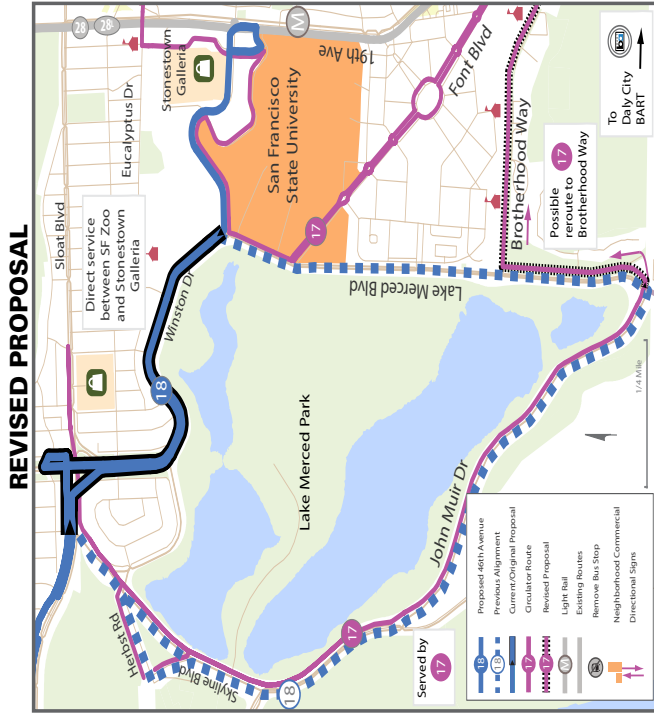
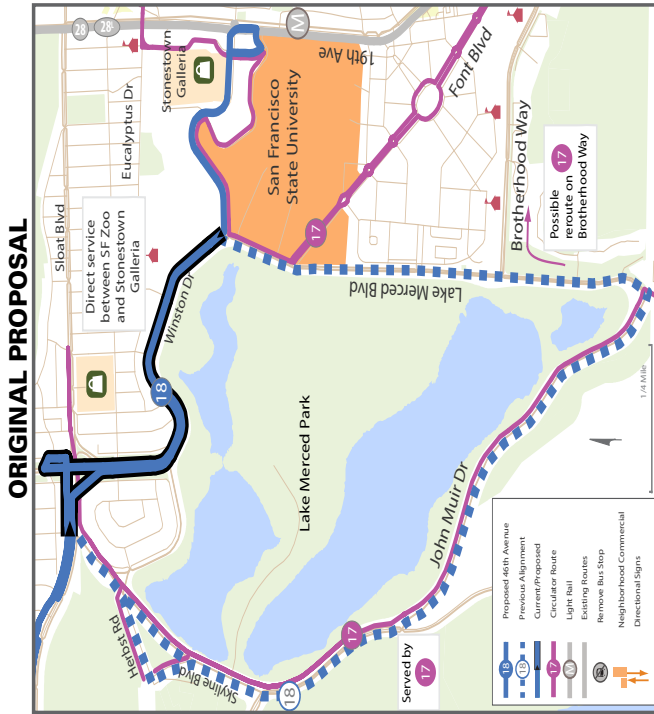


REVISED PROPOSAL



KEY ISSUES / CONCERNS	RESPONSE
Keep North Point segment.	Proposal Revised: Service to North Point will be retained. Vehicles will arrive more frequently during the peak periods; during the mid-day and evening, every other bus will be continue to North Point.
Safety concerns for passengers waiting at stops.	MTA is working with other agencies to address safety and security issues along this corridor. Safety remains a top priority for SFMTA.
Dissatisfied with reliability/service.	MTA is proposing a number of transit priority investments that will improve reliability on the 8X. community discussions about these proposals will take place over the next 6-10 months.

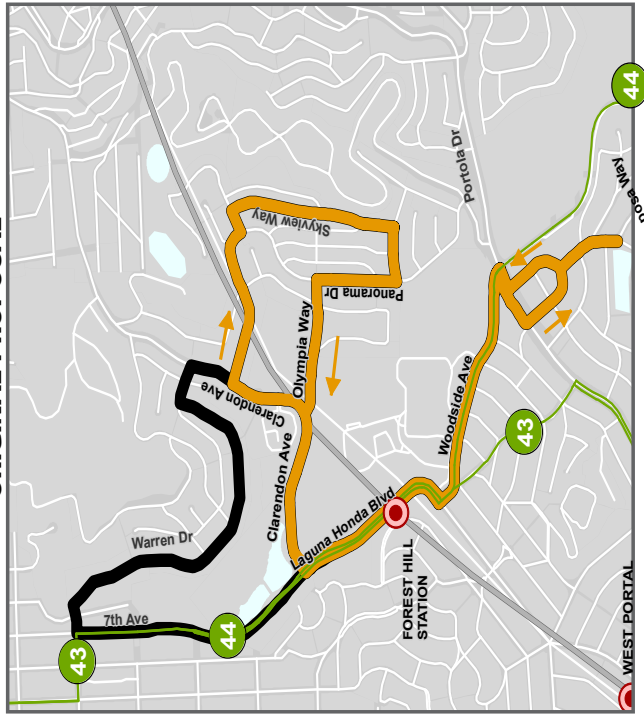
17 Parkmerced



KEY ISSUES / CONCERNS	RESPONSE
Need connection to Westlake Shopping Center	Proposal Revised: Based on community feedback, maintaining service coverage on Lake Merced Blvd was a priority over serving Westlake Shopping Center. Consequently, the updated proposal will no longer serve Westlake Shopping Center and will travel instead on Lake Merced Blvd and Brotherhood Way.
Need connection to Park Merced	All proposals for the 17 Parkmerced maintain access to Park Merced on Font Blvd
Seniors, people with disabilities, and children need local access	Proposal concentrates service on Font Blvd, which operates through the heart of Park Merced neighborhood and is expected to improve travel time and reliability of the service.
Need connection to BART	Proposal maintains connection to BART.

36 Teresita

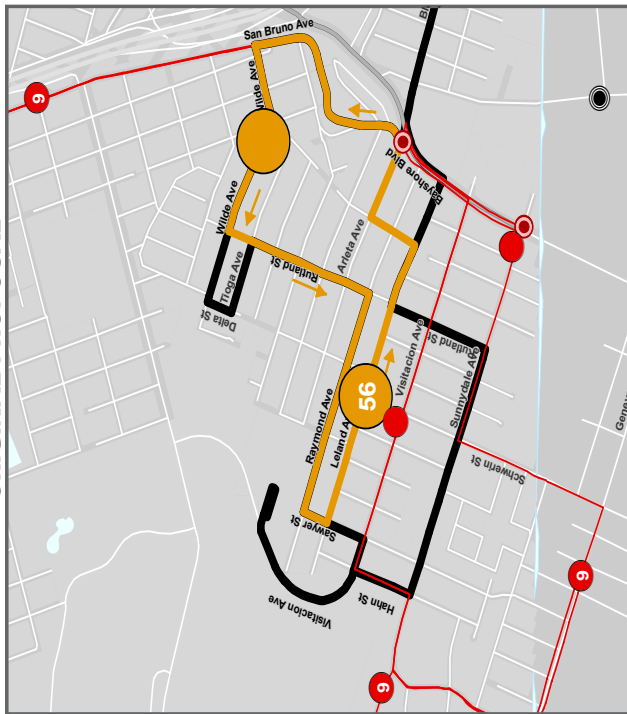
ORIGINAL PROPOSAL



KEY ISSUES / CONCERNS	RESPONSE
Need to provide a connection to the Forest Knolls neighborhood.	Proposal no longer being pursued.
The steep hill/topography in Forest Knolls makes transit a necessity.	Proposal no longer being pursued.
Seniors and people with disabilities need local access through hilly area	Proposal no longer being pursued.
Children heading to/from school will have poorer quality service	Proposal no longer being pursued.

56 Rutland

ORIGINAL PROPOSAL



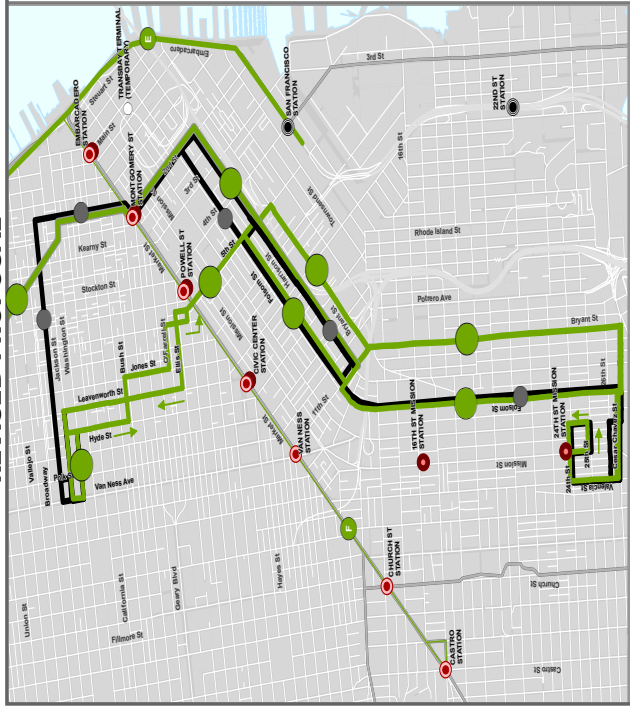
KEY ISSUES / CONCERNS	RESPONSE
Loss of stop at school/Wilde & Delta	Proposal no longer being pursued.
Eliminating service to Executive Park right as it is starting to redevelop	Proposal no longer being pursued.
Loss of service in Little Hollywood, and these residents have no other service easily available to them.	Proposal no longer being pursued.
Concern about long blocks without bus service.	Proposal no longer being pursued.

12 Folsom 27 Bryant

ORIGINAL PROPOSAL



REVISED PROPOSAL



KEY ISSUES / CONCERNS

12 and 27 are needed for connectivity to downtown and beyond for many people, and coverage of service for the Mission

The 12 and 27 serve many trip purposes, including school, work, shopping, and entertainment; do not eliminate because they are both a key link for the Mission.

The 12 and 27 are essential for seniors, persons with disabilities, and students who cannot access other routes easily or safely.

BART or the 9/9L is not an alternative to service on Bryant or Folsom; the 9/9L is too crowded and not safe while walking to BART or the 9/9L is too far for seniors and unsafe in our neighborhood

Extension of service to Vallejo Street poses safety and quality of life concerns.

RESPONSE

Proposal Revised: the 27 Bryant service is maintained at 20 minute peak period headways and service on Folsom St will be provided by the new 11 Downtown Connector route that will connect the Mission, SoMa, Financial District, and North Beach neighborhoods. 11 Downtown Connector would continue along Folsom Street to 24th Street BART.

Proposal Revised: see above

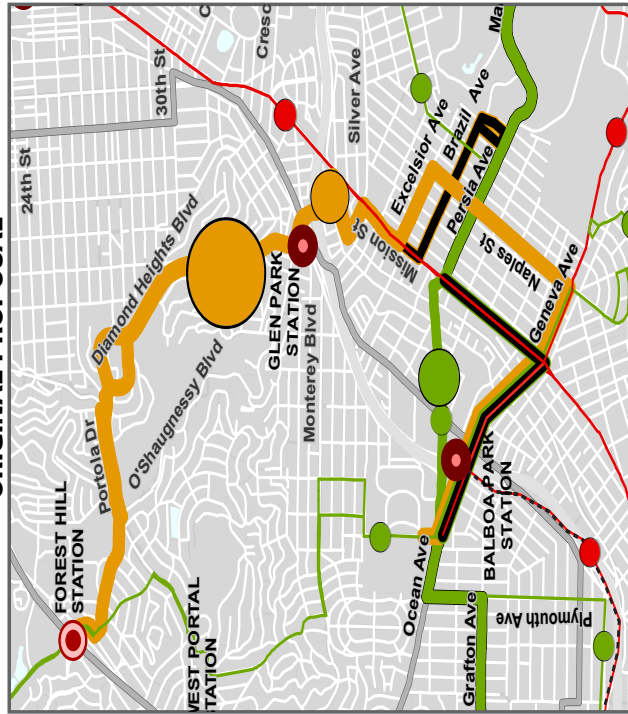
Proposal Revised: see above

To address crowding on the 9/9L, service levels are proposed to be increased. MTA is working with other agencies to address safety and security issues along this corridor. Safety remains a top priority of SFMTA.

Proposal Revised: the 27 Bryant will not be extended to Vallejo Street

52 Excelsior

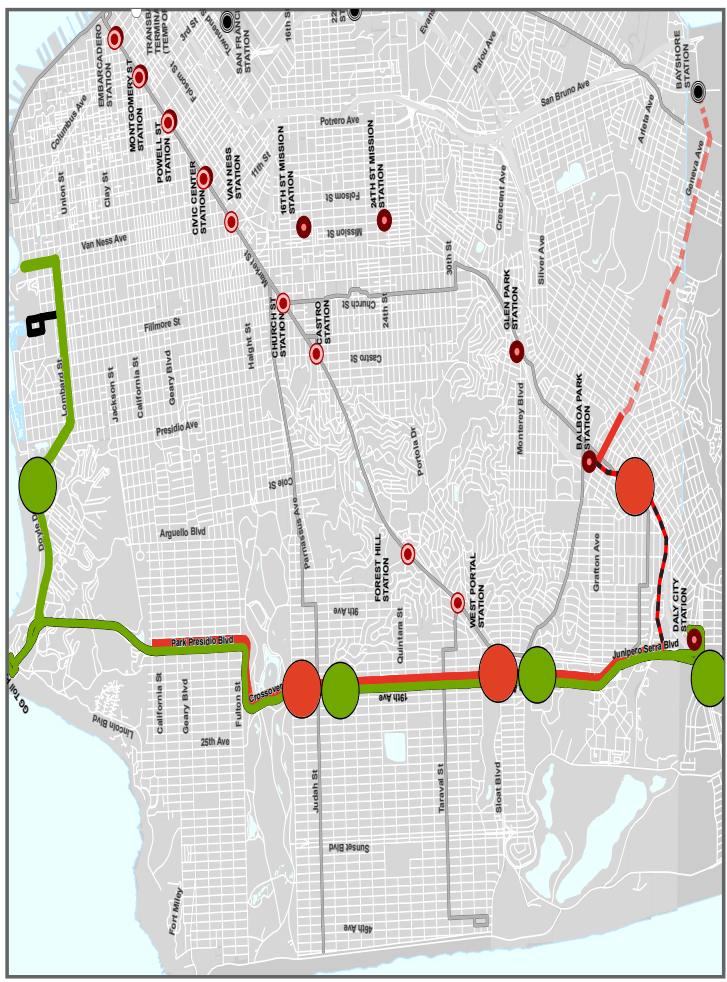
ORIGINAL PROPOSAL



KEY ISSUES / CONCERNS	RESPONSE
Proposal does not serve east of Naples	Service east of Naples is available on the 54 and 29 lines

28 28th 19th Avenue

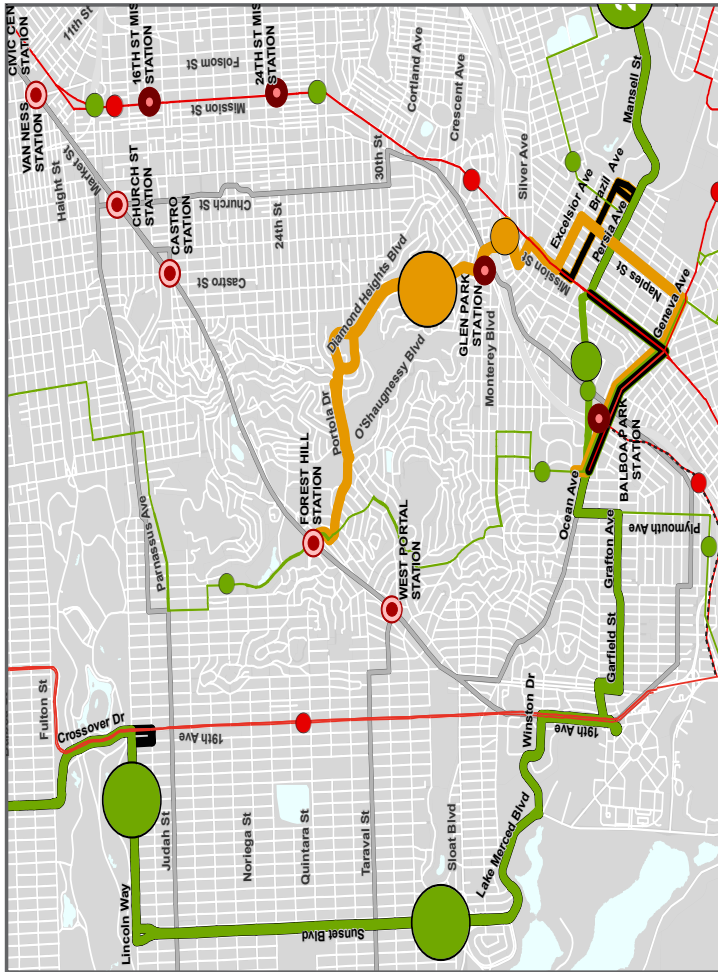
ORIGINAL PROPOSAL



KEY ISSUES / CONCERNS	RESPONSE
<p>Concerns over stop placement for the limited and local service, especially in relation to school children and senior/disabled mobility and access issues</p>	<p>SFMTA will be coming back to the public over the next 6-10 months to address stop location and other capital proposals to improve the reliability of the service.</p>

29 Sunset

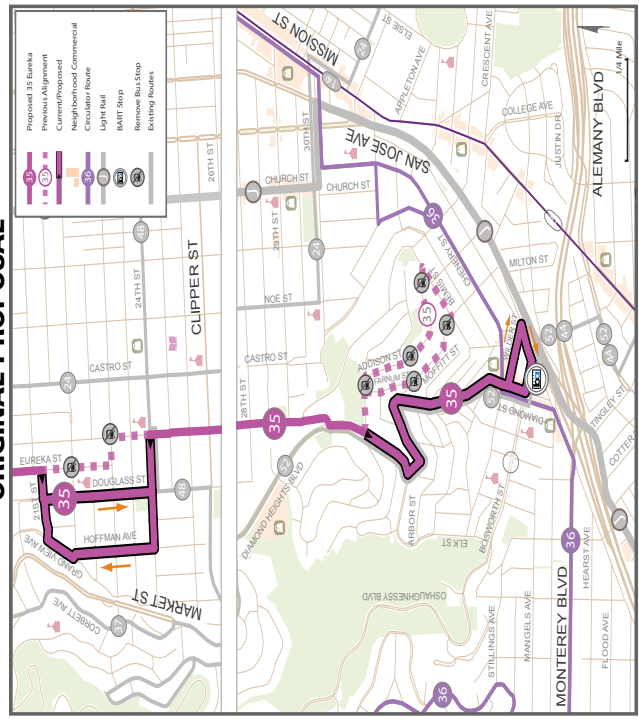
ORIGINAL PROPOSAL



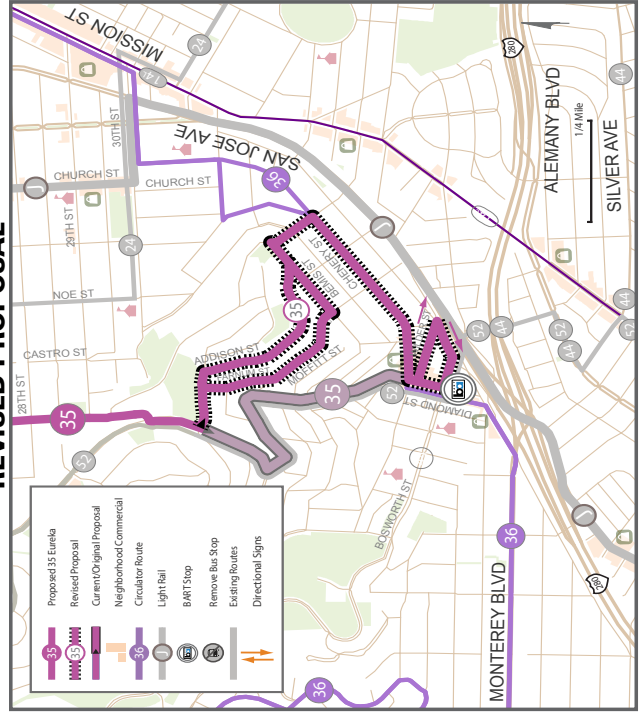
KEY ISSUES / CONCERNS	RESPONSE
<p>Proposal provides no connection on Mission St between Geneva Ave and Persia Ave, where a lot of shopping takes place.</p>	<p>Customers will need to transfer to the 14/14L.</p>
<p>Traffic on Ocean is already congested and adding a bus will make it worse.</p>	<p>SFMTA believes a route via Ocean will improve service reliability as the 29 Sunset currently travels on Mission and Geneva, very congested corridors.</p>

35 Eureka

ORIGINAL PROPOSAL

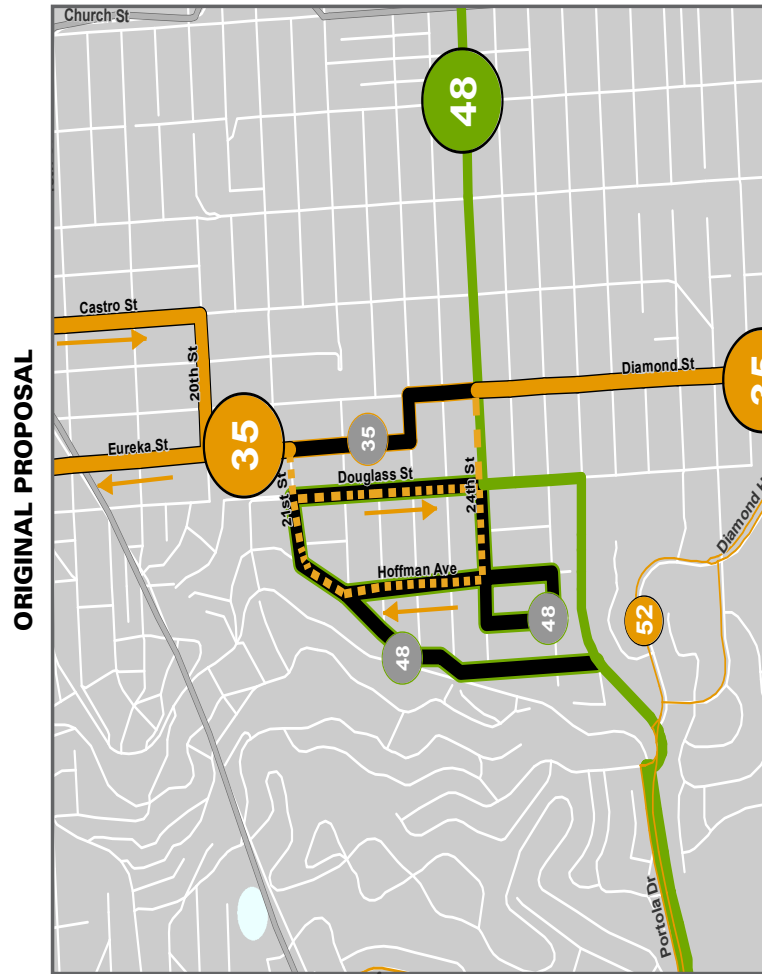


REVISED PROPOSAL



KEY ISSUES / CONCERNS	RESPONSE
<p>Proposal means a loss of service on the Moffitt and Addison loop, where senior and low income housing are located.</p>	<p>Proposal Revised: Service will continue on Moffitt and Addison loop. New route will continue to Miguel, make a right on Chenery, left on Diamond, left on Bosworth, left on Arlington, left on Wilder, and back on Chenery.</p>
<p>Concerns on adding bus service on Wilder due to traffic congestion and loading/double parking issues.</p>	<p>Wilder is a commercial street. SFMTA will work with the businesses to reduce the likelihood of delivery vehicles delaying the bus, and will reevaluate effects on operations after service is in place.</p>
<p>Residents on Diamond concerned that the proposal will add additional bus service on a narrow, congested street.</p>	<p>Proposal Revised: Service will continue on Moffitt and Addison loop. New route will continue to Miguel, make a right on Chenery, left on Diamond, left on Bosworth, left on Arlington, left on Wilder, and back on Chenery.</p>

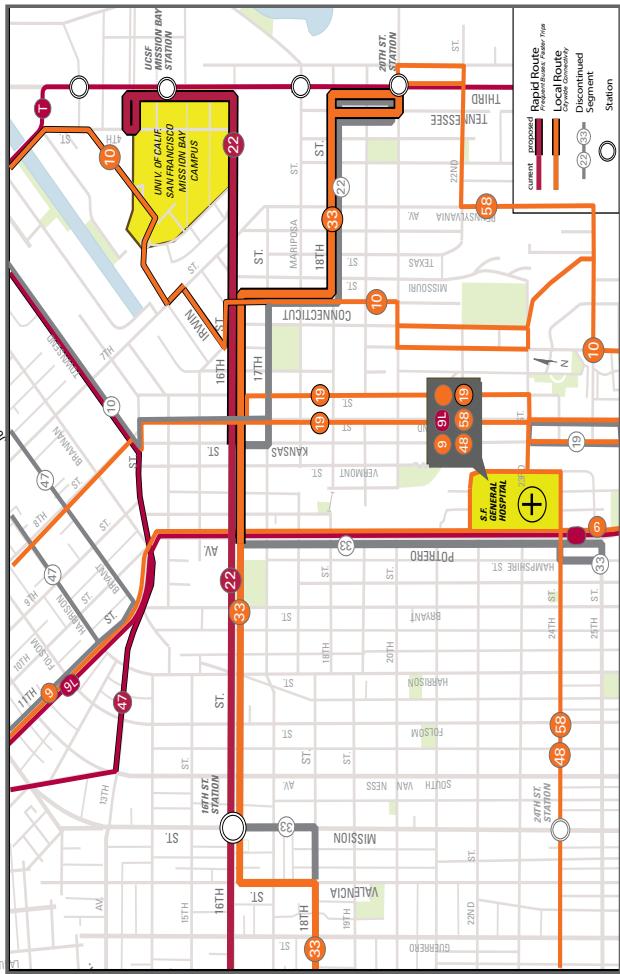
48 Quintara



KEY ISSUES / CONCERNS	RESPONSE
Grandview, Hoffman, Douglass loop on steep grade, and proposal would reduce access to transit.	Implementation will be coordinated with the 58 24th Street route implementation
Proposal would reduce transit access for those on Grandview to the 24th Street corridor.	Implementation will be coordinated with the 58 24th Street route implementation

22 33 10 9 9L

ORIGINAL PROPOSAL



KEY ISSUES / CONCERNS	RESPONSE
<p>The 33 Stanyan is not an acceptable alternative to the 22 Fillmore through Potrero Hill.</p>	<p>The 33 Stanyan will be rerouted to directly serve 18th St, providing new connections to the rest of the city that did not exist before. Service on the 10 Townsend will more than double. The 22 Fillmore will still be accessible via 16th Street.</p>
<p>Reduced access to the SF General Hospital from the 33 Stanyan</p>	<p>Service will be expanded on the 9/L lines to make up for the loss of 33 Stanyan service on Potrero Avenue. 33 Stanyan customers will need to transfer at 16th Street and Potrero to the 9/L.</p>

22 Fillmore

Near-term and long-term plans for the 16th Street Corridor

Near-Term Plans for the 22 Fillmore / 16th Street Corridor

- 1. Transform 16th Street into a "Transit First" street**
 - create dedicated transit lanes
 - optimize bus stop spacing
 - add median boarding islands and bus bulb outs
 - restrict left turns
 - add new signals
 - improve pedestrian environment
- 2. Terminate 22 Fillmore at Kansas St**
- 3. Create temporary shuttle route "55 16th Street"**
 - motor coach would operate between 16th St BART and Mission Bay
- 4. Reroute 33 Stanyan to serve Potrero Hill**

Long-Term Plans for the 22 Fillmore / 16th Street Corridor

- 1. Extend overhead wire network along 16th St and 3rd St**
- 2. Extend 22 Fillmore to Mission Bay**
- 3. Discontinue motor coach shuttle between 16th St and Mission Bay**

- 1. Extend overhead wire network along 16th St and 3rd St to Mission Bay terminal**
- 2. Extend 22 Fillmore to new terminus at Mission Bay along overhead wires**
- 3. Discontinue 55 16th Street motor coach service between 16th St and Mission Bay**