

# 47 Van Ness - Original Proposal (See Revised Proposal on Pg 208)



### Legend

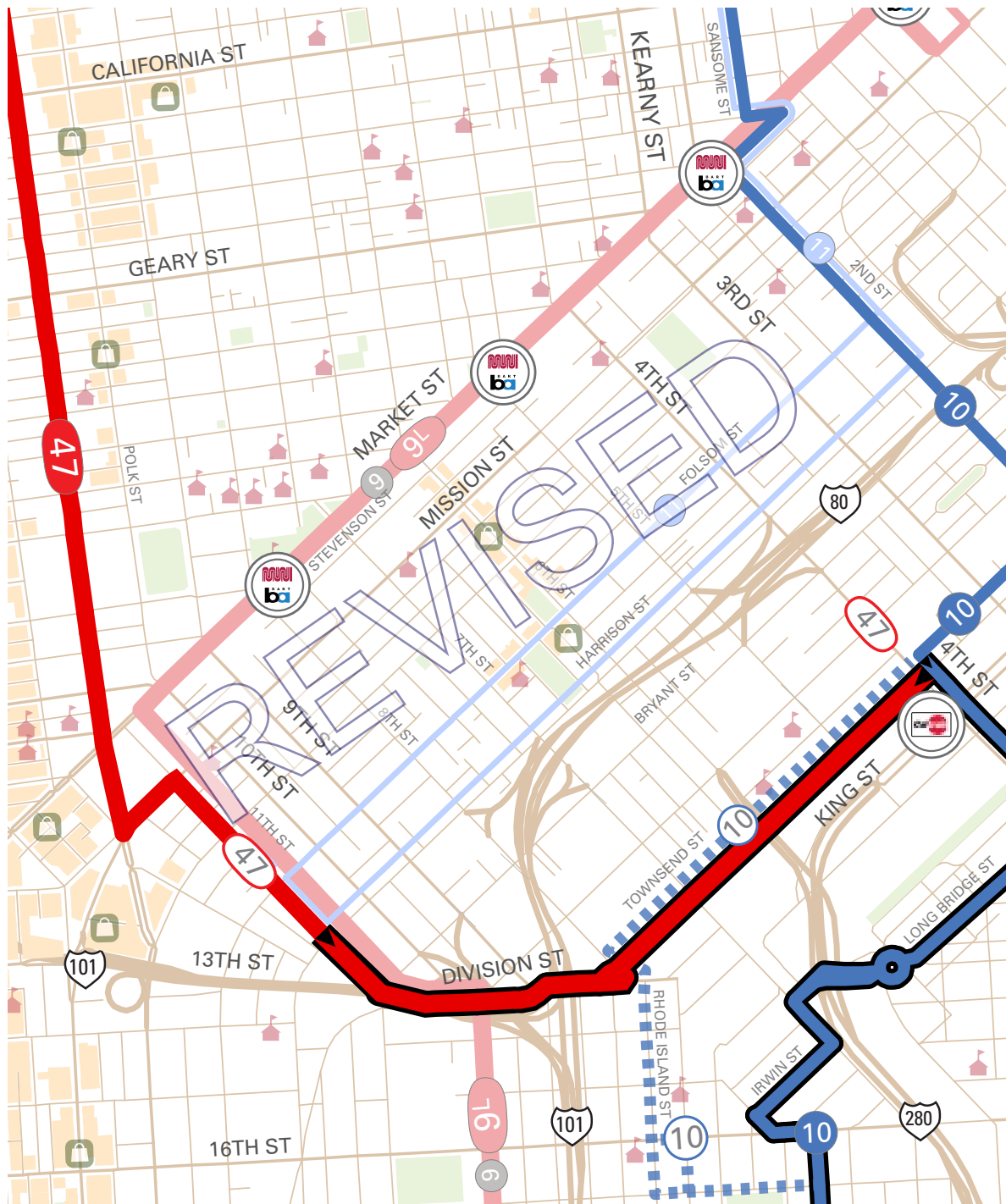
- Recommended Route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

### Proposed Changes



# 47 Van Ness - Revised Proposal

PROPOSALS BY ROUTE



Proposed Changes



# 47 Van Ness

## Overview

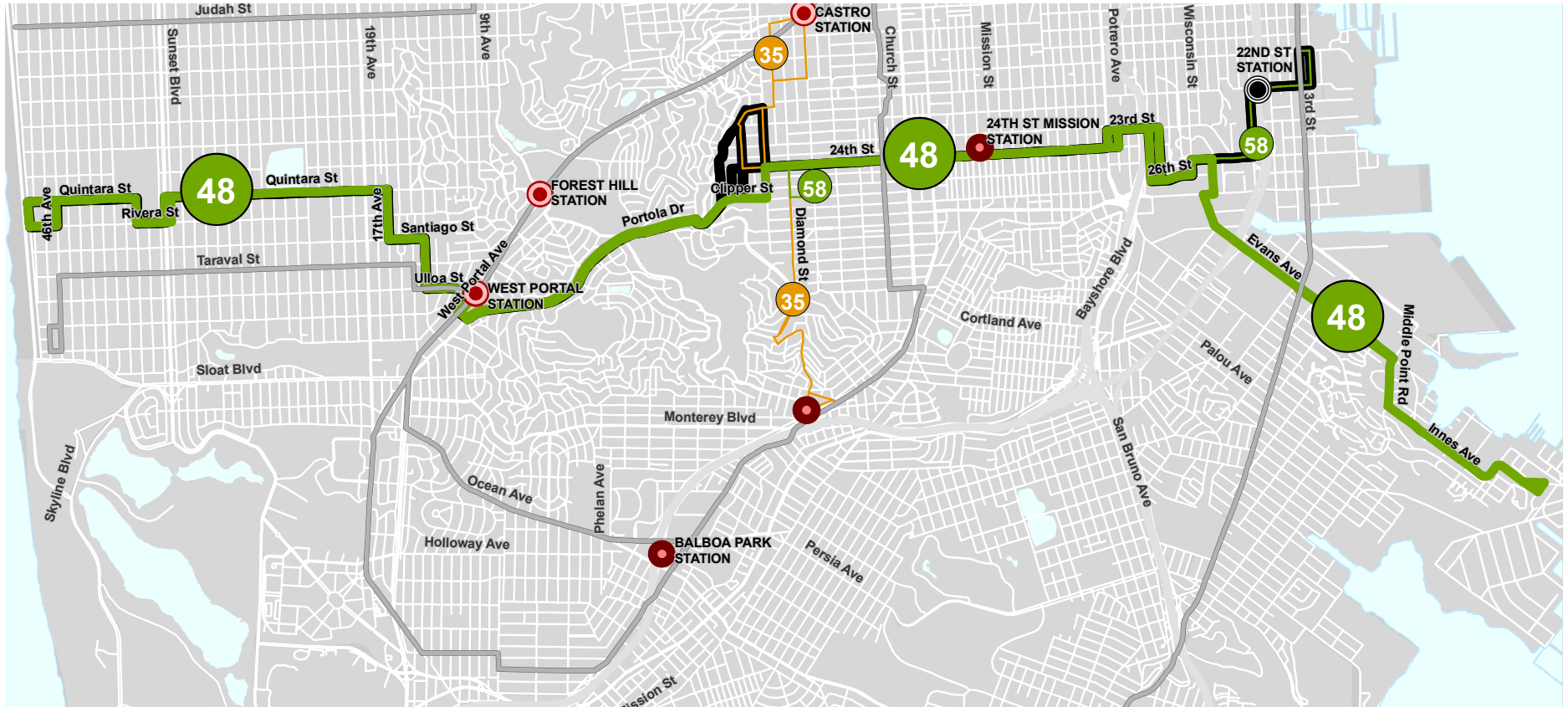
- Route would terminate at Van Ness Avenue and North Point Street and would share a terminal with the 49L Van Ness-Mission Limited. A common terminal for both routes serving Van Ness Avenue would improve reliability by allowing line management from a single point; North Point segment would be covered by new Route 11 Downtown Connector.
- Northern street segments that would be eliminated include portions of North Point, Stockton, Beach, and Powell streets.
- Route would operate along South Van Ness Avenue, 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 11th and Division streets. ~~New transit streets on the southern segment are South Van Ness Avenue between Mission and 13th streets; 13th Street between South Van Ness Avenue and Bryant Street; and Division Street between Brannan and Townsend streets.~~ **REVISED: New transit service along Division Street between 11th and Townsend Streets.**
- Southern street segments that would be eliminated are Mission, 11th Street, Harrison, Bryant, Fifth, and Fourth streets.
- Proposed route change would coordinate with proposed Van Ness BRT project.

## Frequency

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

	Current	Proposed	Frequency
AM	10	7.5	+
PM	10	7.5	+

# 48 Quintara-24th Street



## 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



# 48 Quintara-24th Street

## Overview

- Service would operate all day from 48th Avenue to the Hunters Point Naval Shipyard; new Route 58 24th Street would provide complementary service between Grandview Avenue and the 22nd Street Caltrain Station.
- Would provide more direct routing from Portola Drive to 24th Street via Clipper and Douglass streets; new transit streets would be Clipper Street between Grandview Terrace and Douglass Street, and Douglass Street between Clipper and 24th streets; drop-off only on-demand service on the Hoffman Loop, Grandview Terrace, and Fountain Street would be discontinued; service on Douglass Street and Hoffman Avenue would be replaced by the modified Route 35 Eureka.
- **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 Street.**
- The part-time terminal on the Lower Great Highway nearside at Rivera Street would become an all-day terminal. No additional parking reduction would be required. **ON HOLD: The southeastern end of the route would use the existing 19 Polk terminal at the former Navy Yard Gate.**

## 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 CONECTICUT 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.

# 49L Van Ness-Mission Limited



## Legend

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

## Proposed Changes



# 49L Van Ness-Mission Limited

## Overview

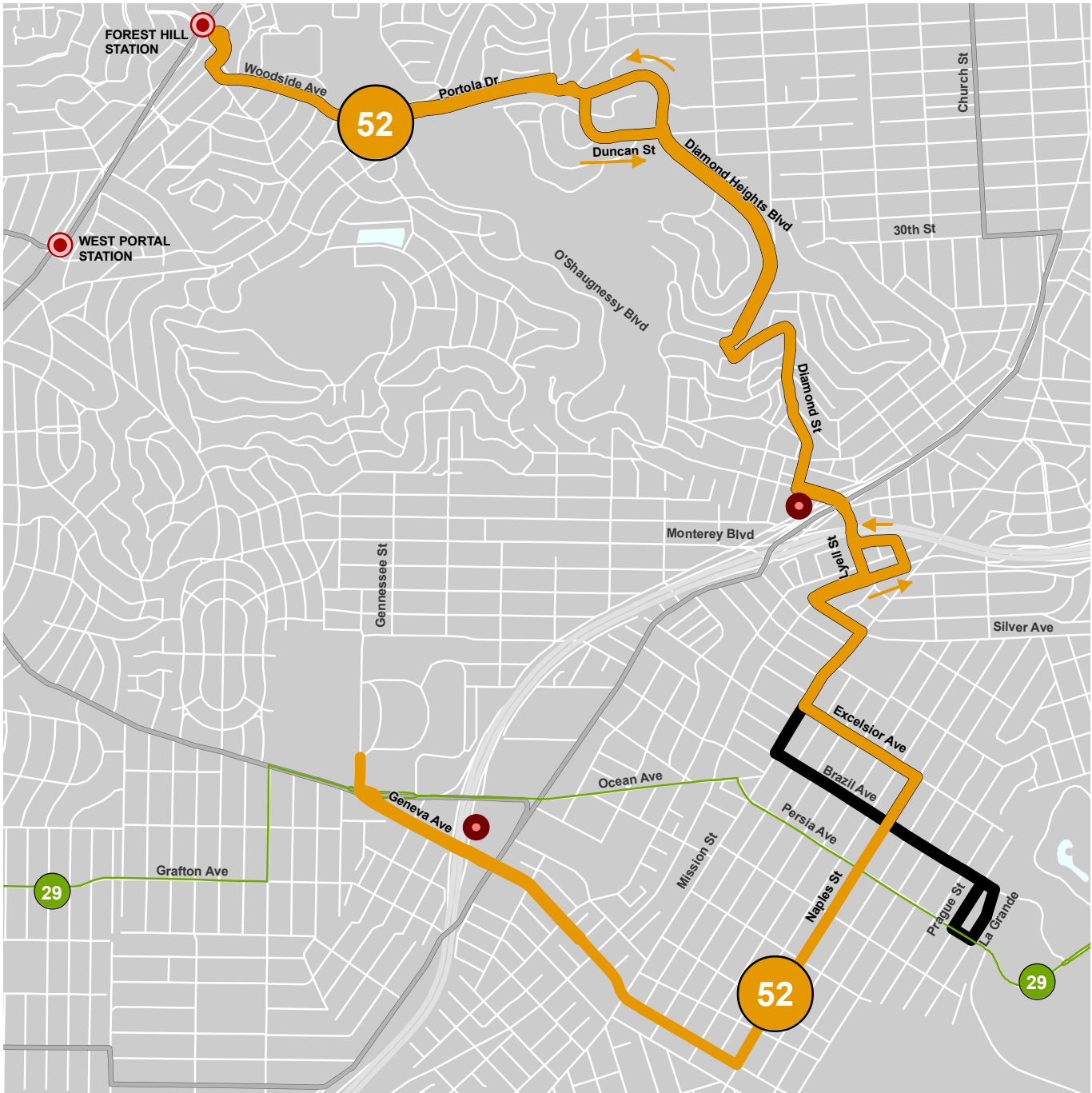
- No route changes proposed.
- To provide shorter travel times, proposed service would make local stops (as proposed in the Van Ness BRT project) on Van Ness Avenue and on Ocean Avenue and make limited stops on Mission Street.
- The 49L Van Ness-Mission Limited would follow the current 49 Van Ness-Mission route.
- The TTPI.1, Persia Triangle Improvements, would construct two new transit zones with transit bulbs along Ocean Avenue for the 49L Van Ness-Mission Limited.

## Frequency

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

	Current	Proposed	Frequency
<b>AM</b>	N/A	7.5	N/A
<b>PM</b>	N/A	7.5	N/A

# 52 Excelsior



## 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





# 52 Excelsior

## Overview

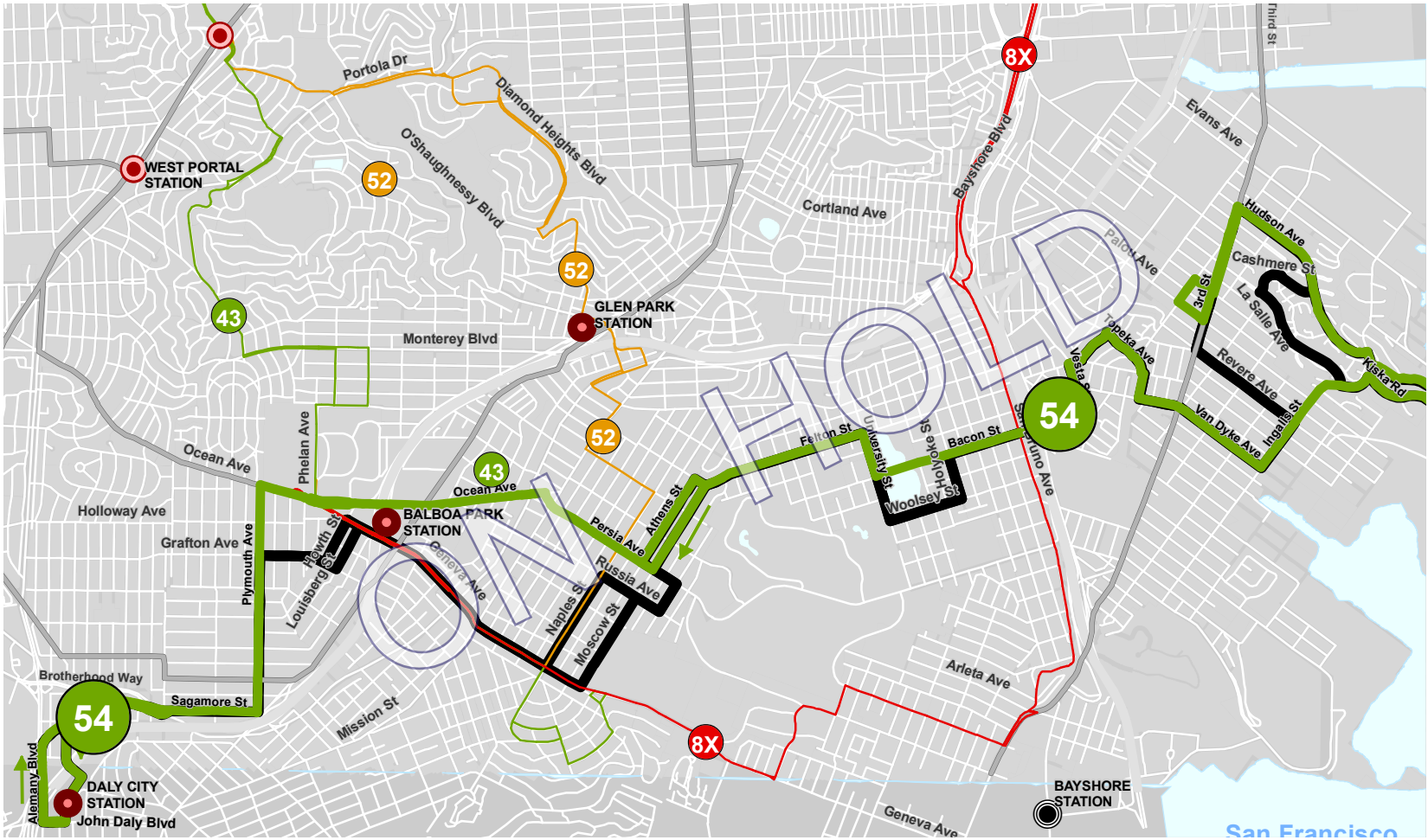
- Route would be extended from the Excelsior District to Balboa Park Station and CCSF via Naples Street and Geneva Avenue to include segments currently covered by the 54 Felton that would be eliminated.
- Would provide the Excelsior with two connections to BART.
- Two-way service would be provided on Excelsior Avenue and Naples Street; service would be discontinued on Brazil Avenue, Prague Street, and La Grande Avenue.
- Transit would be added to Naples Street between Brazil and Russia avenues.
- Midday frequency change from 30 to 20 minutes.
- A new terminal would be located on the western side of Phelan Avenue between Cloud Circle Street and Ocean Avenue in front of the CCSF bookstore; a 100-foot-long terminal would be created that would result in a reduction of up to five parking spaces and moving the existing motorcycle parking north approximately 100 feet.

## Frequency

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

	Current	Proposed	Frequency
AM	20	20	=
PM	20	20	=

# 54 Felton - ON HOLD



## 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



# 54 Felton - ON HOLD

## 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 - ON HOLD

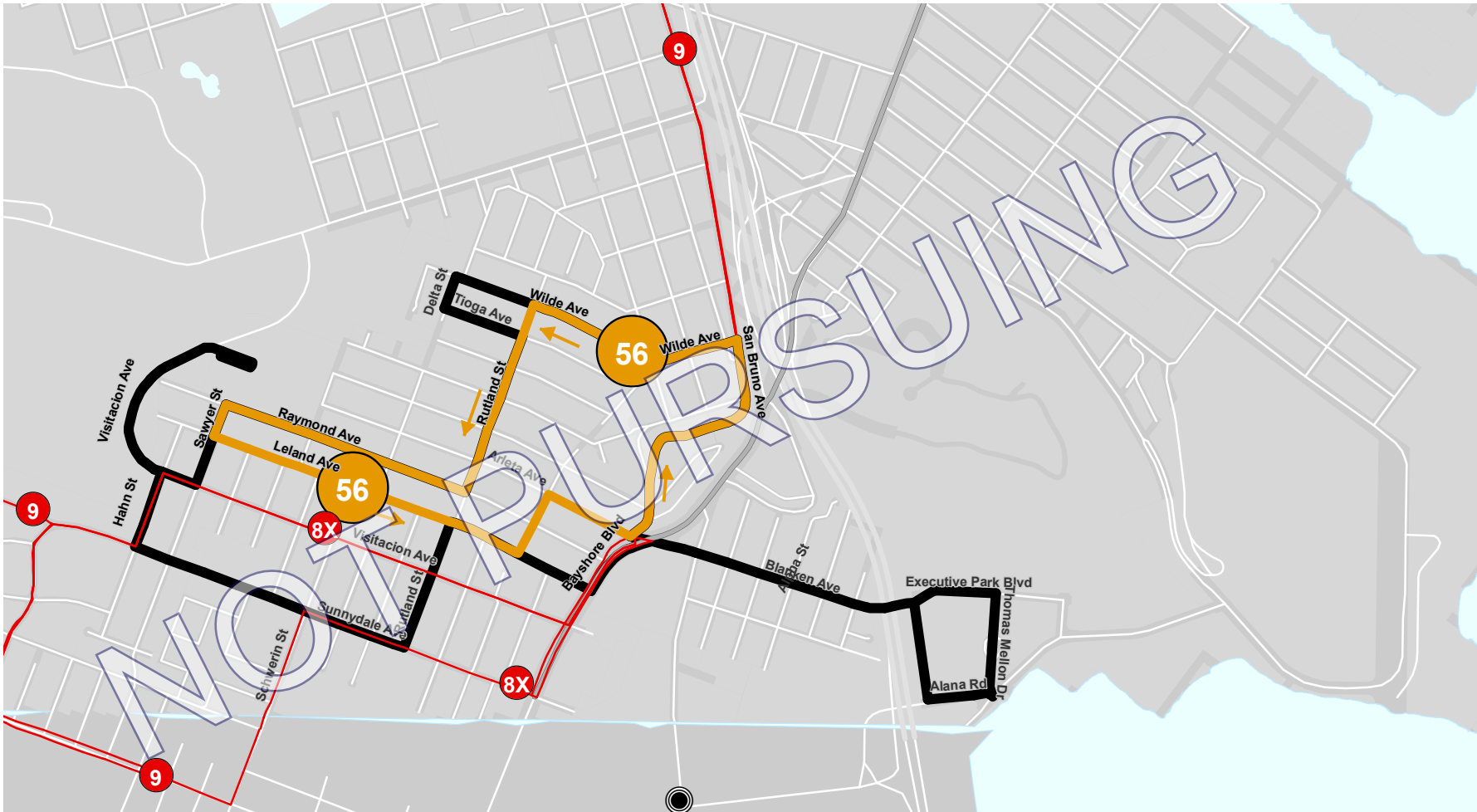
## Frequency

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



## 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





# 56 Rutland

## Overview

- Route would be shortened and the service frequency increased. **REVISED: No change to the current alignment.**
- Proposed one-way loop route: from terminal at Arleta Avenue and Bayshore Boulevard, left on San Bruno Avenue, left on Wilde Avenue, left on Rutland Street, right on Raymond Avenue, left on Sawyer Street, left on Leland Avenue, left on Alpha Street, right on Arleta Avenue to terminal at Arleta Avenue and Bayshore Boulevard.
- Route would follow Leland Avenue, rather than Sunnydale Avenue, between Sawyer and Alpha streets.
- Segments on Sawyer Street between Leland and Visitación avenues, Hahn Street, Rutland Street between Sunnydale and Leland avenues, and Sunnydale Avenue between Schwerin and Hahn streets would be discontinued. The 8X Bayshore Express and 9 San Bruno would cover segments of Route 56 Rutland on Sunnydale Avenue between Rutland and Schwerin streets, and on Hahn Street between Visitación and Sunnydale avenues.
- Transit would be added to Leland Avenue between Sawyer and Rutland streets and Rutland Street between Tioga and Wilde avenues, Alpha Street between Leland and Arleta avenues and Arleta Avenue between Alpha Street and Bayshore Boulevard.
- Route segments to/from Executive Park and along Visitación Avenue would be discontinued on Wilde between Delta and Rutland streets, Delta between Wilde and Tioga avenues, and Tioga between Delta and Rutland streets.
- Midday frequency would change from 30 to 20 minutes.
- New terminal would be located at the nearside corner of Arleta Avenue at Bayshore Boulevard. This would require a reduction of up to five parking spaces.
- Recommended for van service, but the timeline for van procurement is uncertain.
- **REVISED: Service frequency would remain as it is today.**

# 56 Rutland

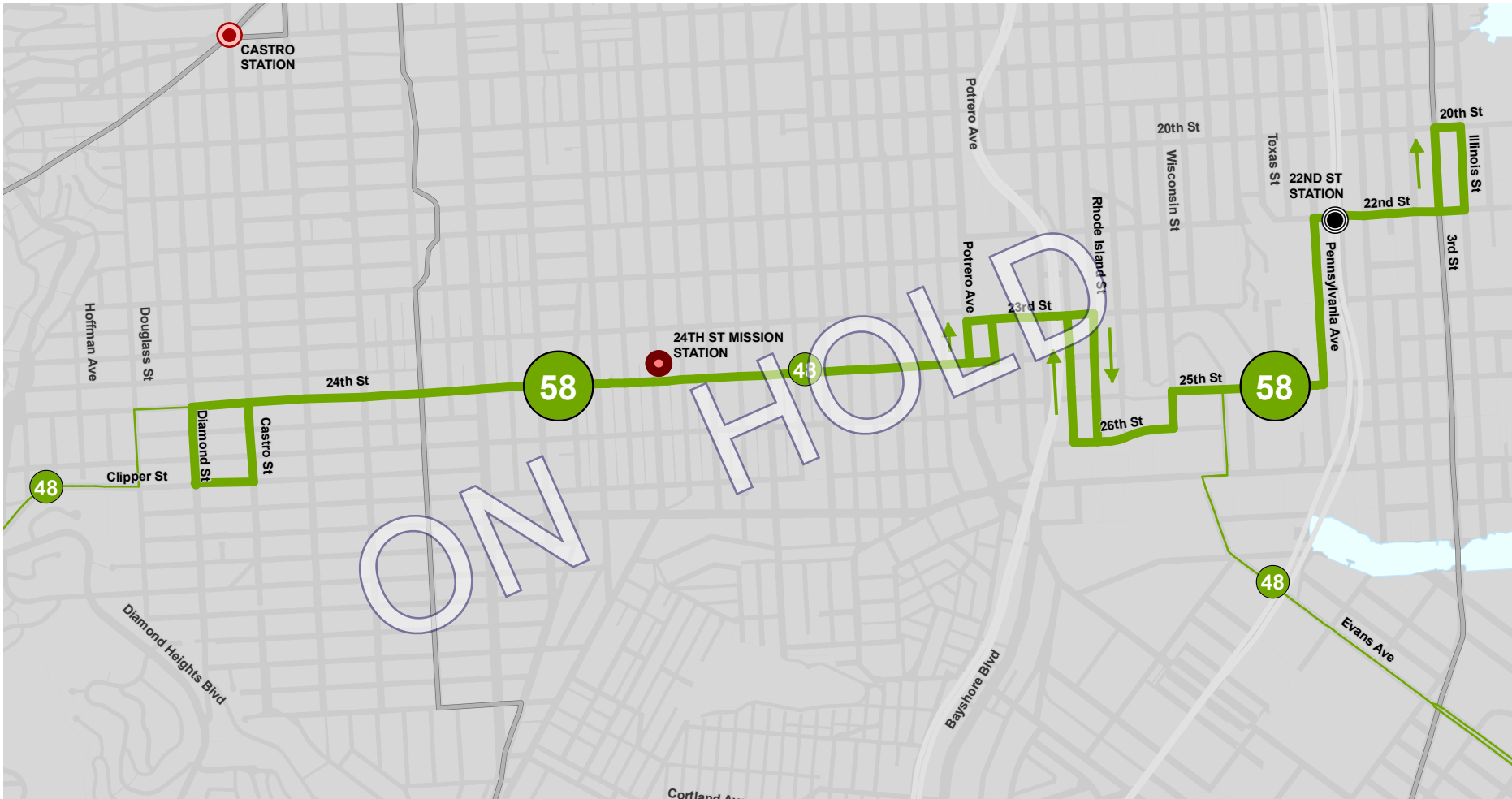
## Frequency

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

	Current	Proposed	Frequency
AM	30	30	=
PM	30	30	=



# 58 24th Street ON HOLD- Original Proposal (See Revised Proposal on Pg 224)



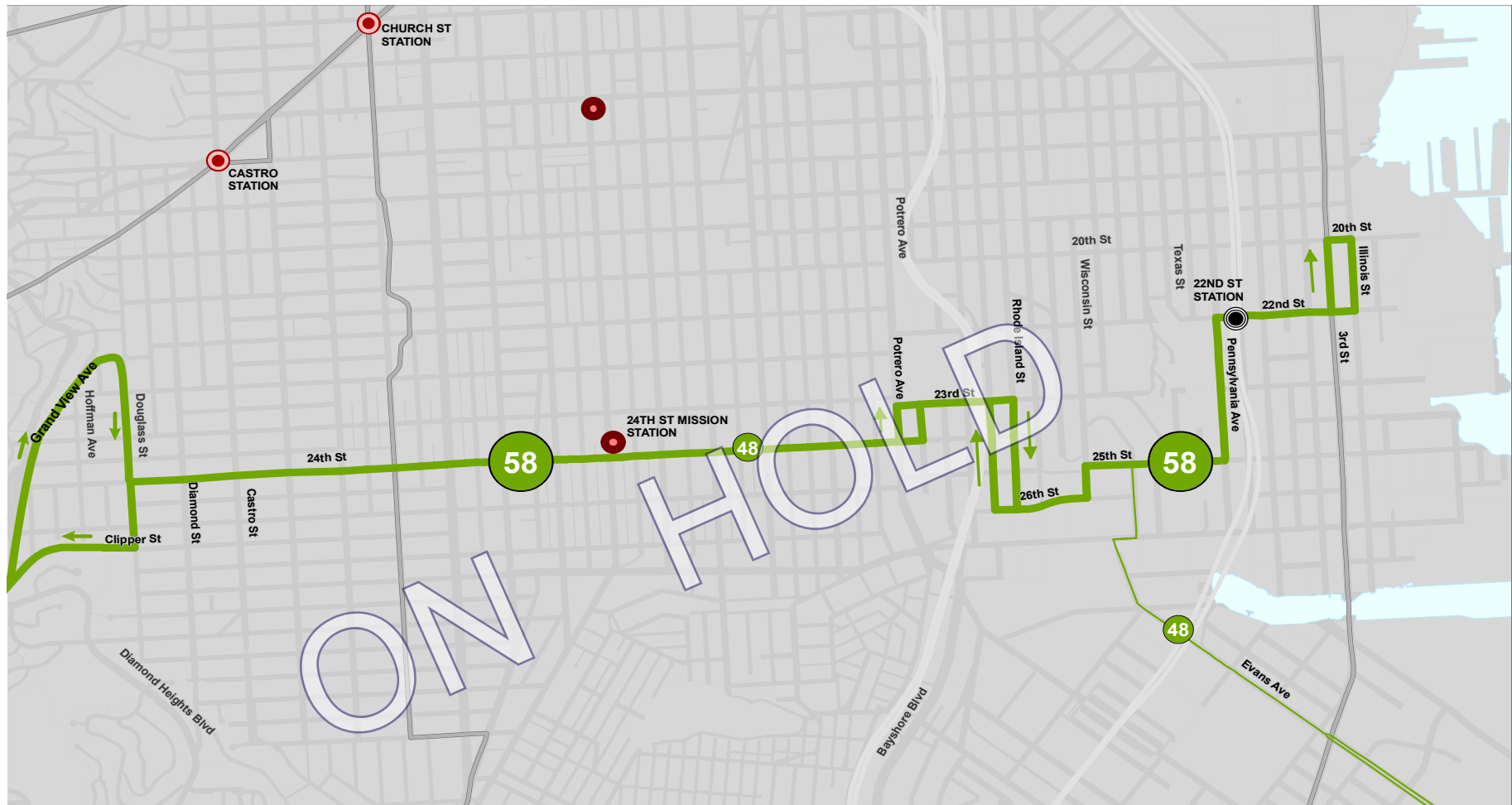
### Legend

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

### Proposed Changes



# 58 24th Street ON HOLD- Revised Proposal



Proposed Changes



# 58 24th Street - ON HOLD

## 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 turn around on the northern portion of the route using 24th, Diamond, Clipper, and Castro streets to 24th Street; Clipper Street between Castro and Diamond streets is not currently used for buses.~~ **REVISED: Buses would serve Douglass and Clipper streets, Grandview Avenue, and 21st Street.**
- ~~Terminal would be located on Castro Street nearside of the intersection with 25th Street; the existing transit zone would be extended, which would require a reduction of up to five parking spaces.~~ **REVISED: 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:

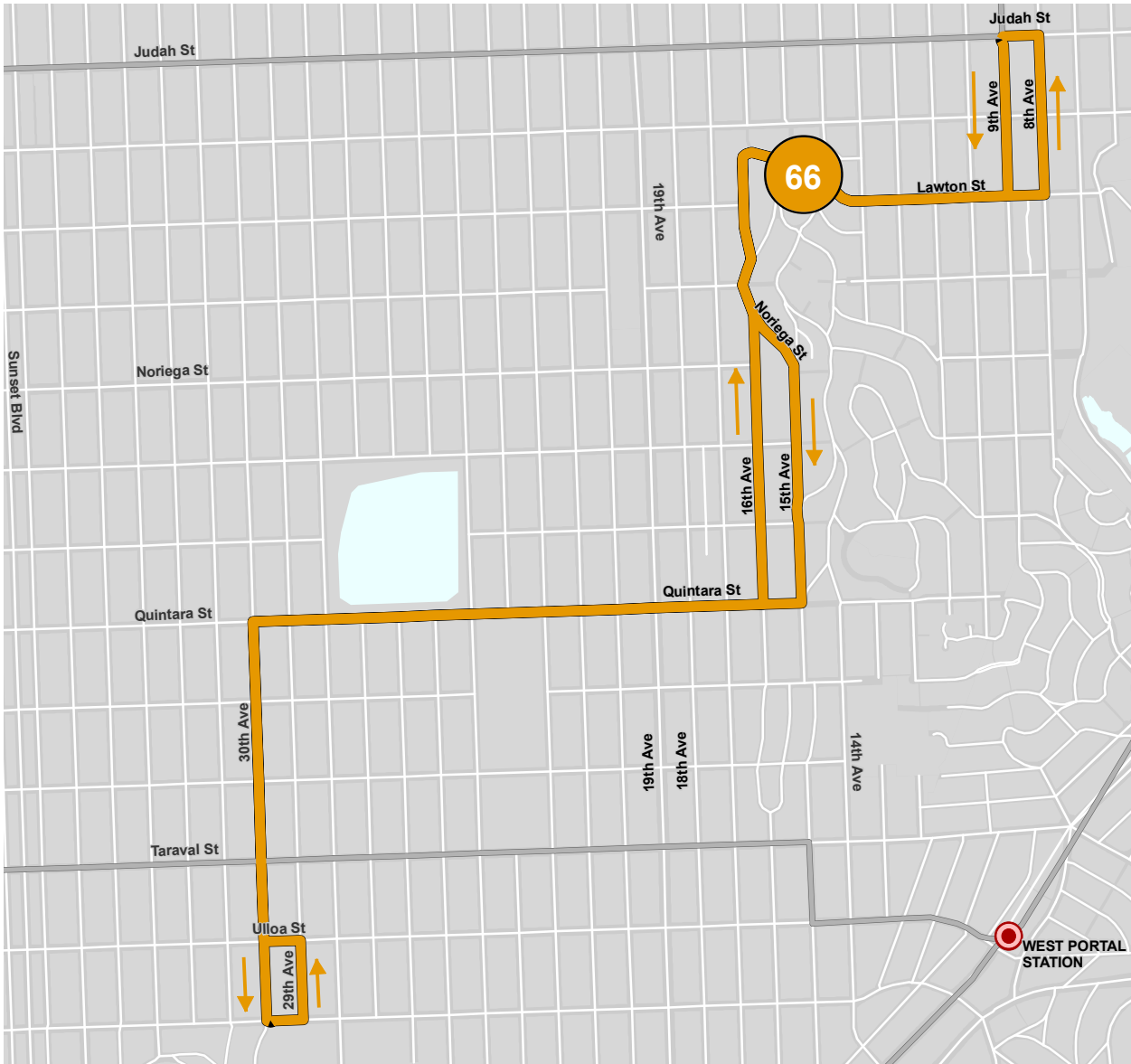
	Current	Proposed	Frequency
AM	11	15	—
PM	12	15	—

ON 24TH STREET BETWEEN CONECTICUT 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



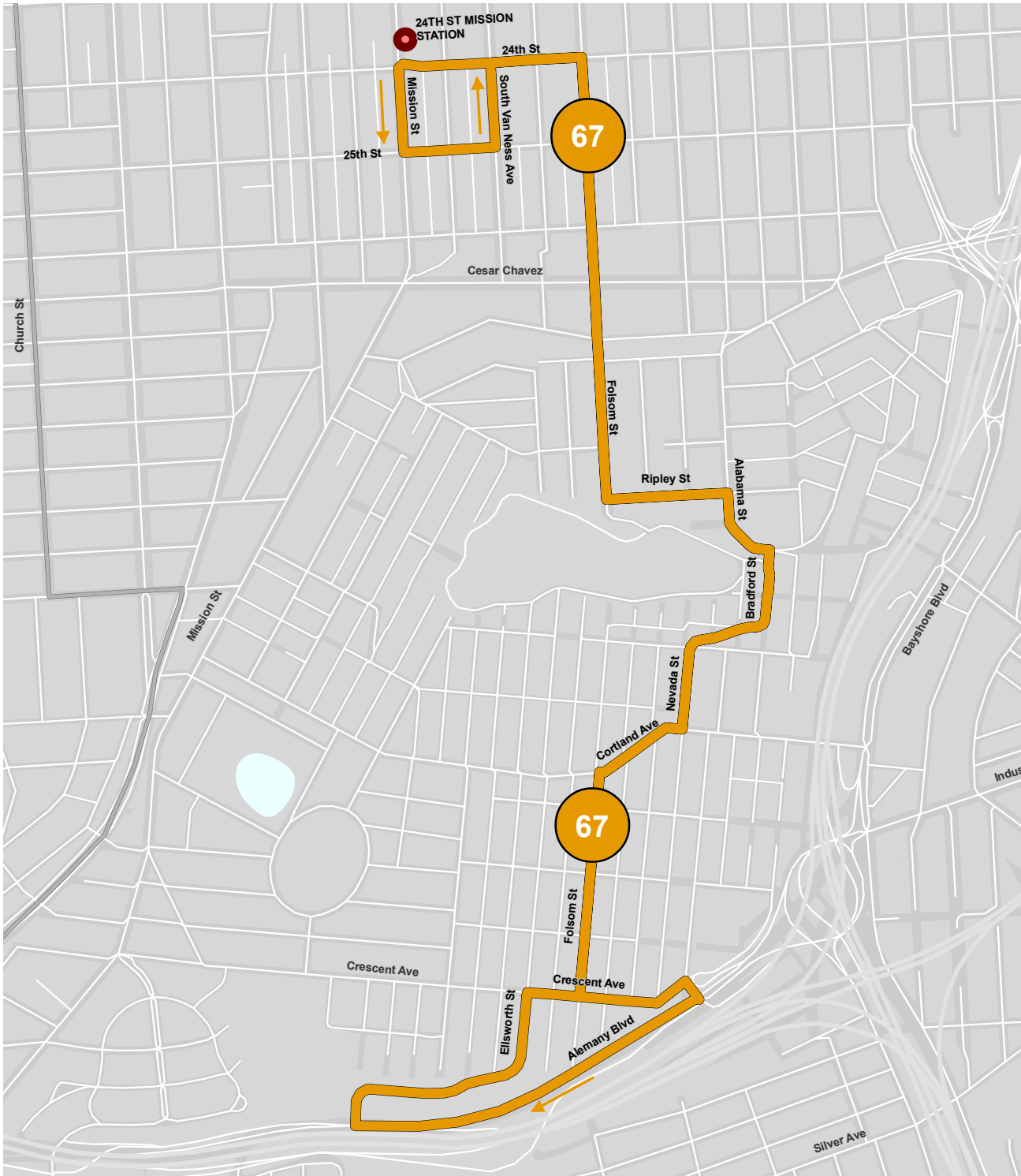
## Legend

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

## Proposed Changes

None

# 67 Bernal Heights



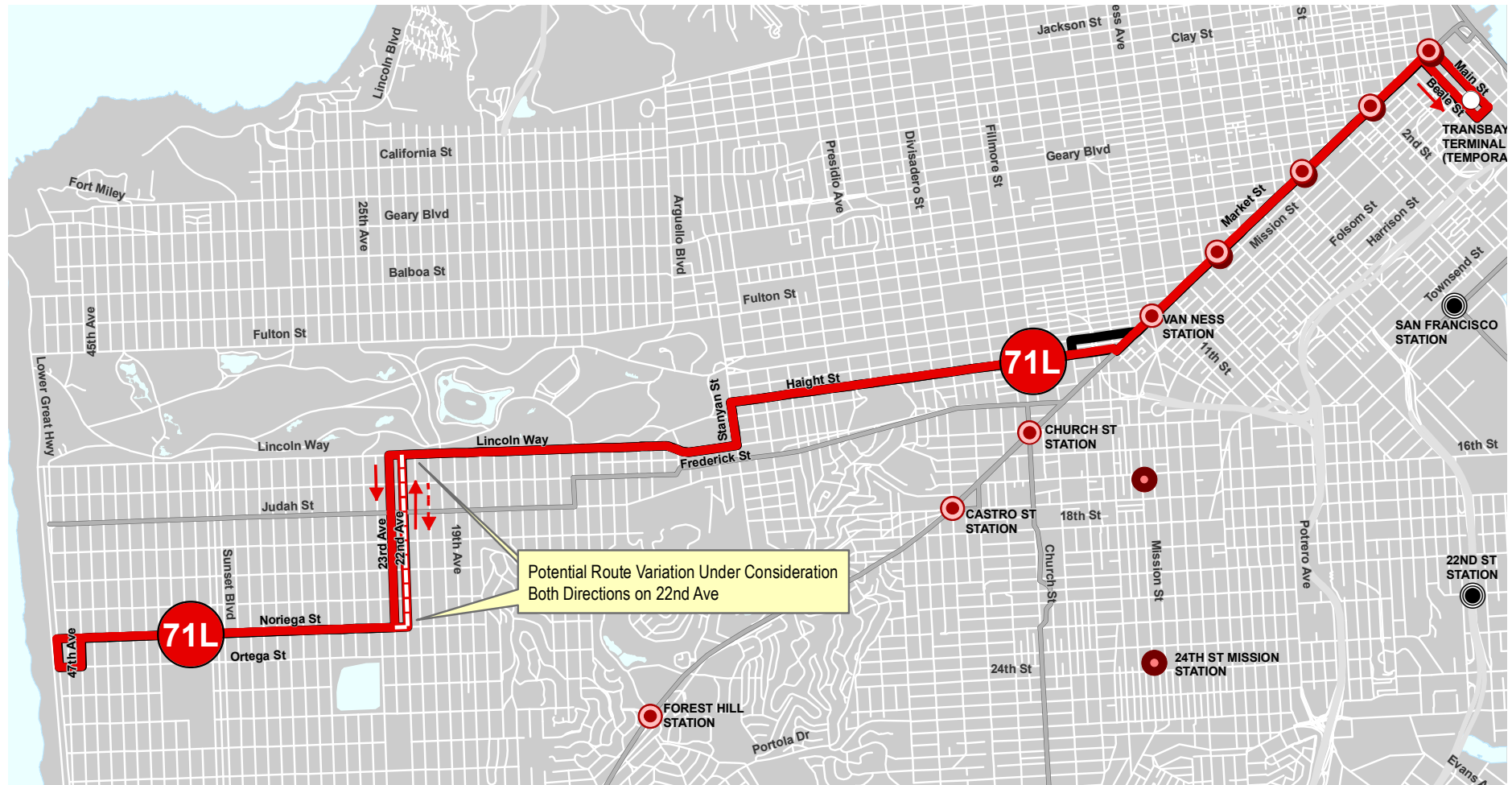
## Legend

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

## Proposed Changes

None

# 71/71L Haight-Noriega



## Legend

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

## Proposed Changes

- RA
- HC
- OWE
- TS
- LM
- PR
- TSC
- PI
- EH

## Overview

- No route changes proposed.
- Existing 71L Haight-Noriega Limited, which operates only in the peak period and peak direction, would replace the 71 Haight Noriega and provide all day limited-stop service on Haight Street in both directions.
- Route would make local stops west of Stanyan Street and on Market Street; route would make limited stops between Stanyan and Market streets.
- Route includes inbound/outbound service on 22nd/23rd Avenue couplet. 71L Haight-Noriega Limited Service Variant would evaluate two-way, inbound/outbound service on 22nd Avenue to improve connections to the N Judah.
- Midday frequency would change from 12 to 10 minutes.
- TTRP.71 is proposed to reduce transit travel time on this corridor.

## OWE.3 – New Overhead Wiring - 71L Haight on Stanyan St.

New Overhead Wiring – 71L Haight on Stanyan Street (OWE.3) project would build new two-way overhead wiring on Stanyan Street between Haight Street and Parnassus Avenue to enable the 6 Parnassus to operate on Haight Street west of Masonic Avenue, and then connect to the existing 6 Parnassus route at Stanyan Street and Parnassus Avenue. The project would require new overhead wires on Stanyan Street between Haight Street and Parnassus Avenue (there are existing wires on Haight Street between Masonic Avenue and Stanyan Street). The new overhead wiring would allow the 6 Parnassus to operate on Haight Street between Masonic Avenue and Stanyan Street, and on Stanyan Street and would provide increased transit service on the busiest portion of the corridor. Collectively, the 6 Parnassus and 71L Haight-Noriega Limited would provide local and limited-stop service along the full length of Haight Street.

Approximately 2,000 linear feet of new wiring and 50 new poles would be installed. Poles, eight to 13 inches in diameter, would be placed approximately every 90 feet. A total of 12 curb ramps could be constructed along Stanyan Street at its intersections with Beulah, Frederick, and Carl streets and Parnassus Avenue.

## TTRP. 71 - 71L Haight Travel Time Reduction Proposal

For this proposal, the TPS Toolkit elements would be applied along a segment of the 71L Haight-Noriega Limited and 6 Parnassus routes. The TPS Toolkit elements would be implemented along the following streets: Ortega Street, 47th Avenue, Noriega Street, 22nd Avenue, Lincoln Way,

# 71/71L Haight-Noriega

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	Proposed	Frequency
AM	10	7	+
PM	10	7	+

## Finance

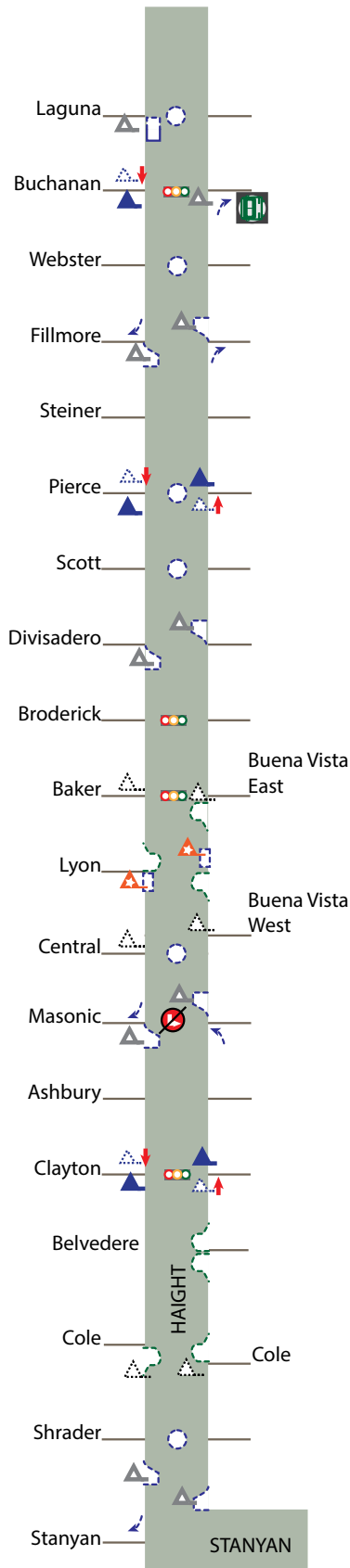
Route / Fund Source	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	Total
<b>71 Haight-Noriega</b>							<b>\$19,166,000</b>
TEP Capital Seg. 1	CCSF-GOBond		\$7,966,000				\$7,966,000
	SFCTA-PropK-EP1		\$920,000				\$920,000
	<b>Total</b>		<b>\$920,000</b>	<b>\$7,966,000</b>			<b>\$8,886,000</b>
TEP Capital Seg. 2	CCSF-GOBond		\$920,000	\$7,600,000			\$8,520,000
	<b>Total</b>		<b>\$920,000</b>	<b>\$7,600,000</b>			<b>\$8,520,000</b>
TEP Supportive	MTC-TPI(MC)			\$635,000			\$635,000
	SFCTA-PropAA			\$1,125,000			\$1,125,000
	<b>Total</b>			<b>\$1,760,000</b>			<b>\$1,760,000</b>



# 71/71L Haight-Noriega

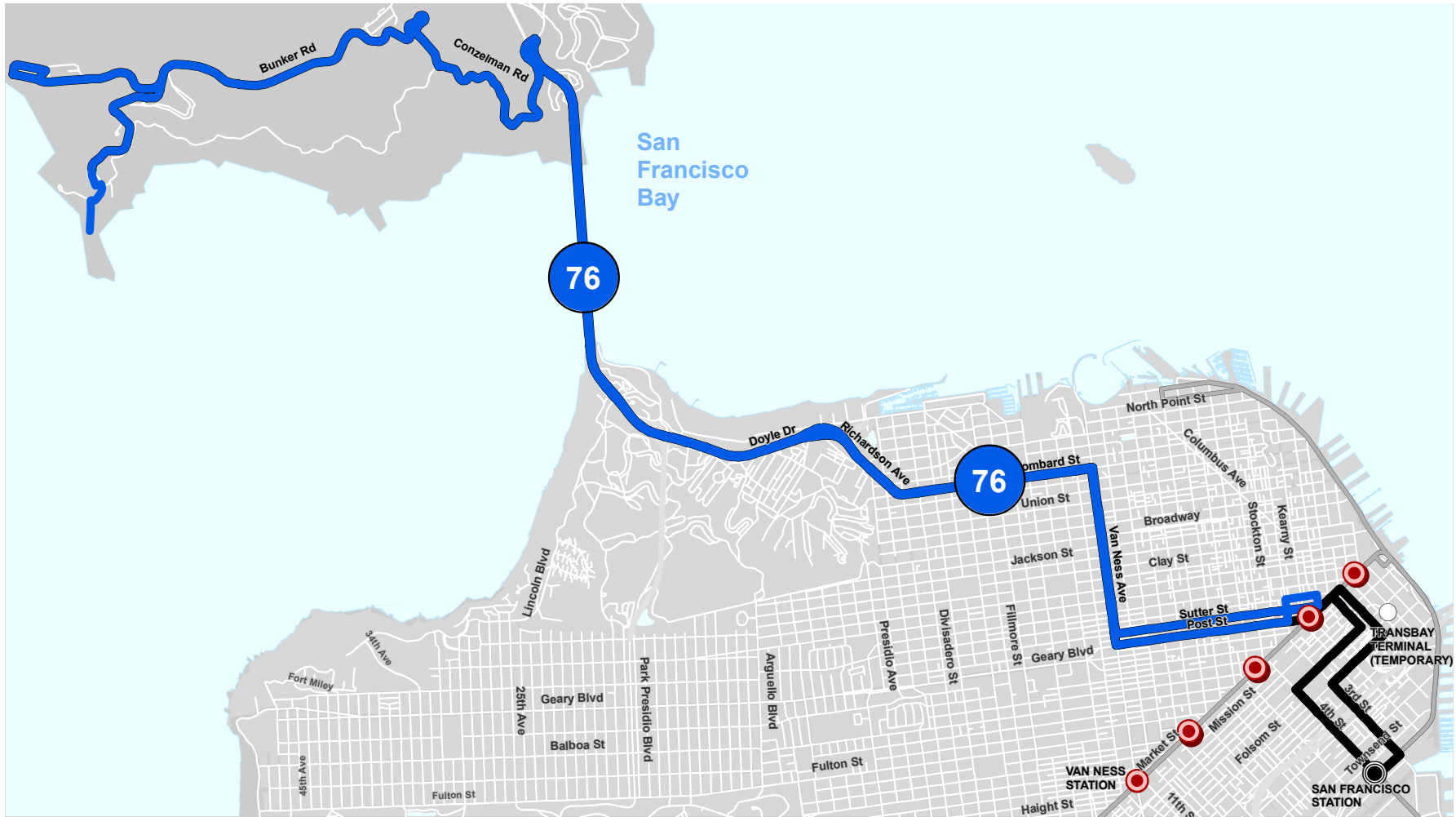
## 71/71L Haight-Noriega Segment Proposal

PROPOSALS BY ROUTE



SEGMENT PROPOSALS			
	Existing Stop		New Traffic Signal
	Stop Removal		Remove Stop Signs on Haight Street and Replace with Traffic Calming Measure
	Stop Relocation		Turn Pocket
	New Transit Bulb		Bus Queue Jump
	New Pedestrian Bulb		No Left-Turn Restriction
	Extend Bus Zone		
	New Stop		

# 76X Marin Headlands



### Legend

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

### Proposed Changes



## Overview

- Route segment south of Market Street to Caltrain Station would be discontinued.
- Northern segment of the outbound route would be extended to serve the Point Bonita lighthouse via Field Road and Battery Alexander; however, the terminal loop would remain at the existing terminal location at Fort Cronkhite.
- New southern terminal would be located in the vicinity of Montgomery Station. The terminal would be located at the existing NX Judah Express terminal, at the northwest corner of the intersection of Sutter and Sansome streets. This terminal would be at an existing farside stop and would not require the removal of any additional parking.
- Route is proposed to run on Saturdays, Sundays and holidays (currently Sundays and holidays only)

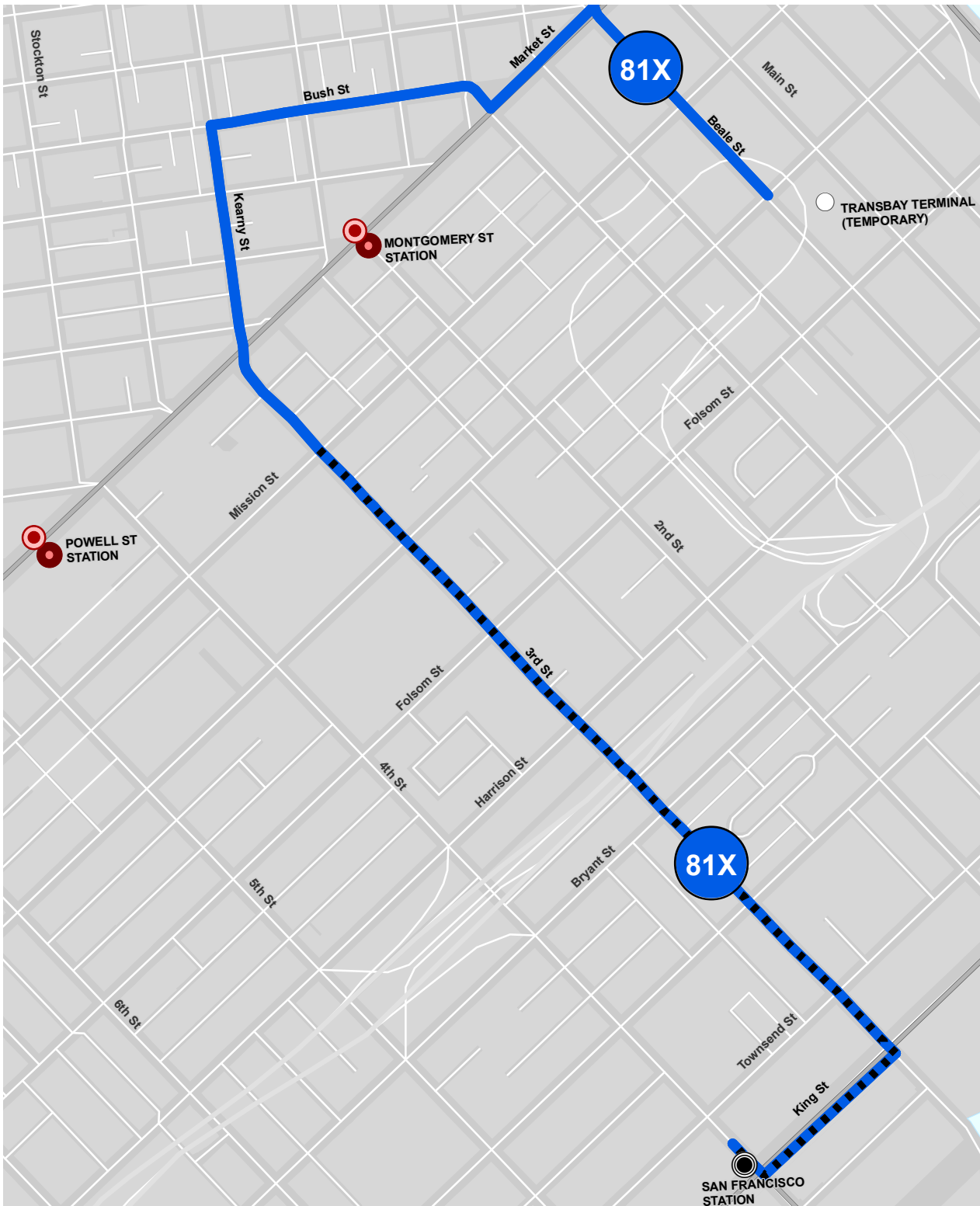
## Frequency

	Current	Proposed	Frequency
<b>AM</b>	Sunday and Holidays only	Saturday, Sunday and Holidays	N/A
<b>PM</b>	Sunday and Holidays only	Saturday, Sunday and Holidays	N/A

## Update

- Proposal Implemented as a Pilot Program in November 2012.

# 81X Caltrain Express



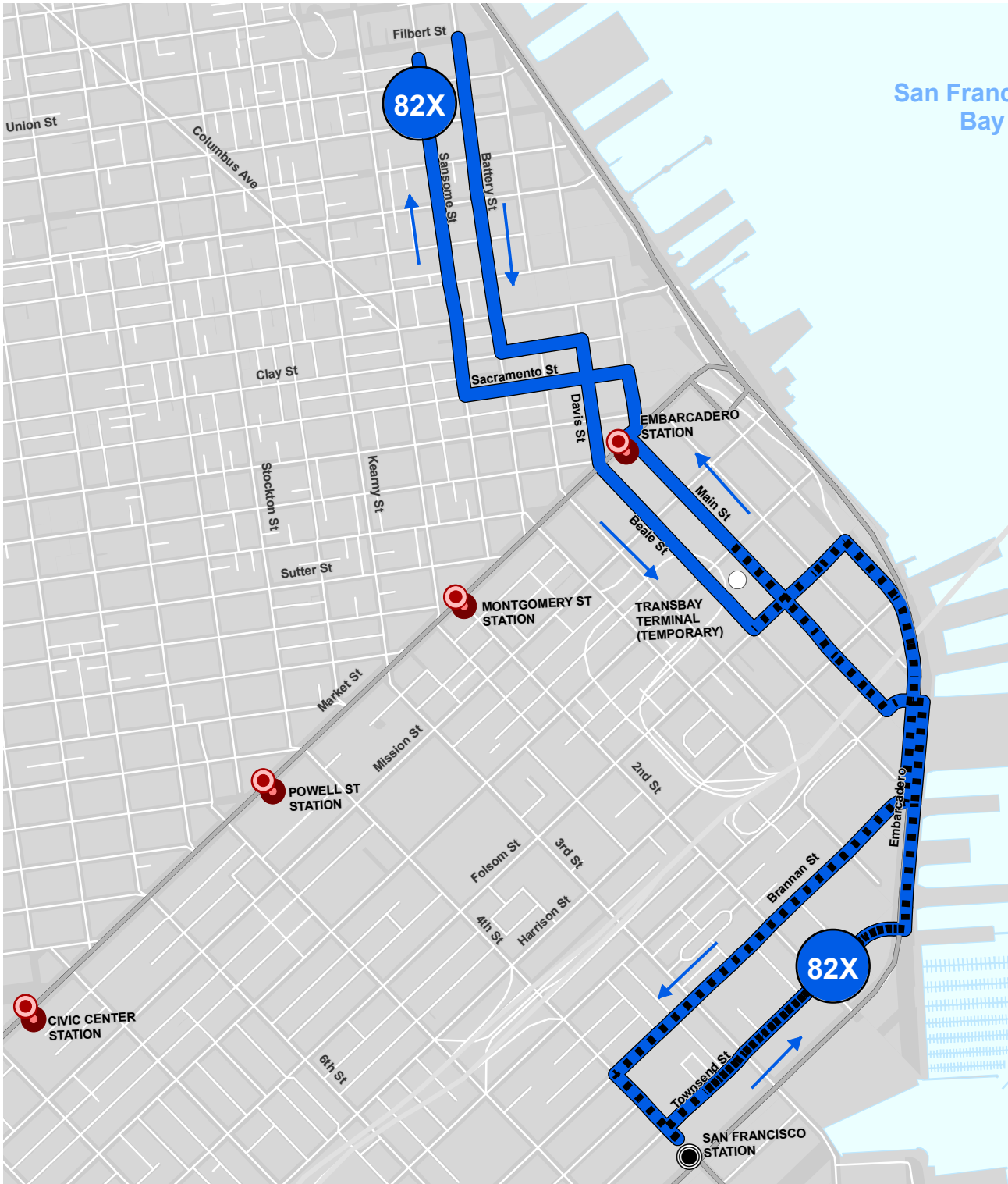
## Legend

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

## Proposed Changes

None

# 82X Levi Express



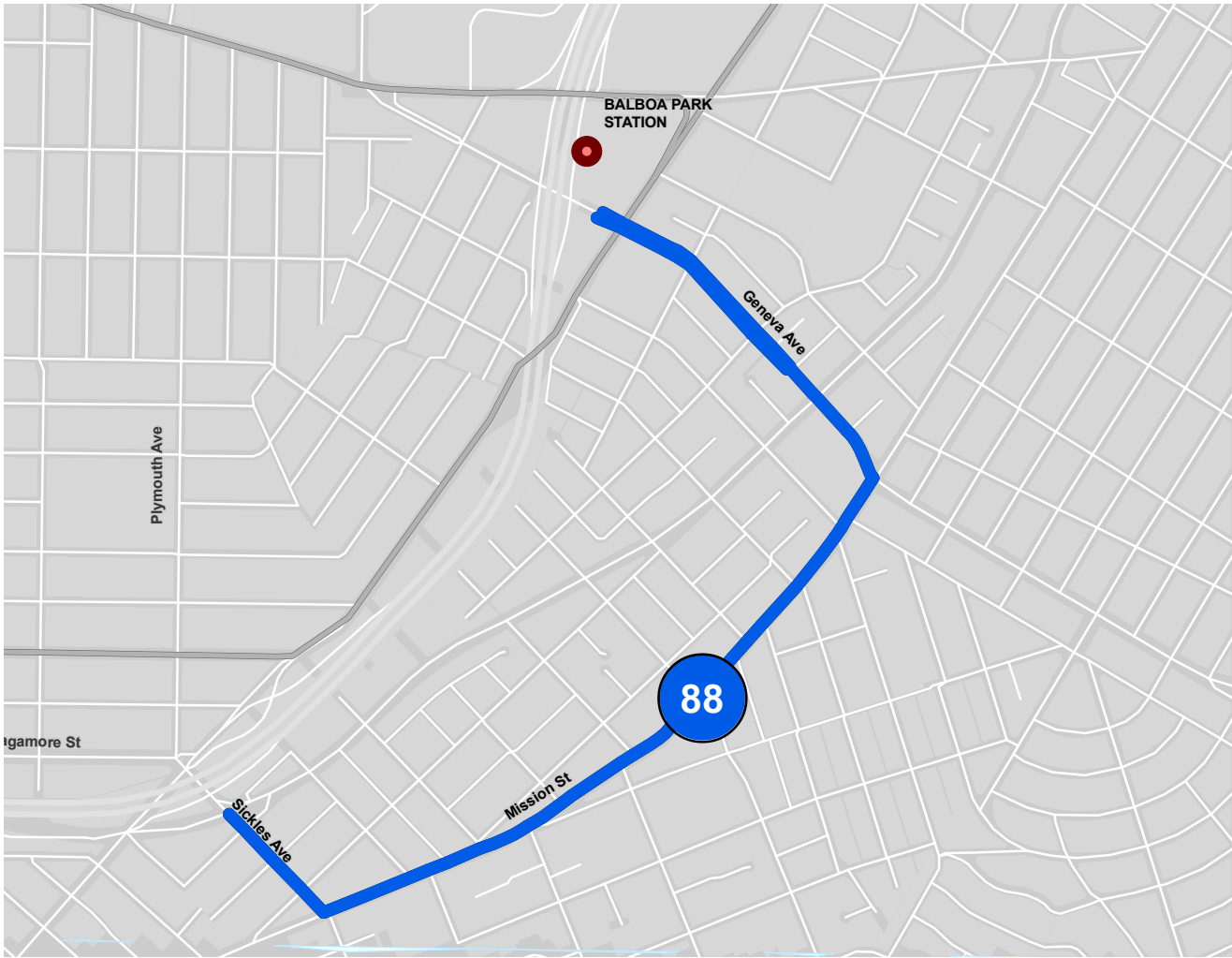
## Legend

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






## Proposed Changes

None

# 88 BART Shuttle



## Legend

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

## Proposed Changes



# 90 Owl - ON HOLD



## Legend

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

## Proposed Changes

None

# 91A Owl - ON HOLD



## Legend

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

## Proposed Changes





# 91A Owl - ON HOLD

## Overview

- In conjunction with 91B Owl, would replace the existing 91 Owl. This bus would operate between 1 and 5 a.m. weekdays, and between 1 and 6 a.m. on Saturday and Sunday.
- Existing 91 Owl loop line would be split in two to improve reliability.
- Would operate from Mission Street/San Jose Avenue in Daly City to the Caltrain Station at Fourth and King streets via 19th Avenue, Lombard Street, Columbus Avenue, and Stockton and Fourth streets.
- Would connect with the 14 Owl, and also connect with SamTrans at the Daly City BART Station.
- Frequency of service would be the same as the existing 91 Owl – every 30 minutes.
- The Daly City terminal loop would follow John Daly Boulevard, Mission Street, Flournoy Street, San Jose Avenue, to John Daly Boulevard.
- The Caltrain Station terminal loop would follow Fourth, Townsend, and Third streets.

\*Proposal on Hold Pending Additional Community Outreach

# 91B/N Owl - ON HOLD

PROPOSALS BY ROUTE



## Legend

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

## Proposed Changes



# 91B/N Owl - ON HOLD

## Overview

- In conjunction with 91A Owl, would replace the 91 Owl.
- Existing 91 Owl loop line would be split in two to improve reliability.
- 91B would be through-routed with the N Owl (Fourth and Townsend streets to West Portal Station via Third Street, Geneva and Ocean avenues).
- Frequency of service would be the same as the existing 91 Owl - every 30 minutes.
- Cargo Way segment would be eliminated.

\*Proposal on Hold Pending Additional Community Outreach

# 108 Treasure Island



## Legend

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

## Proposed Changes

None