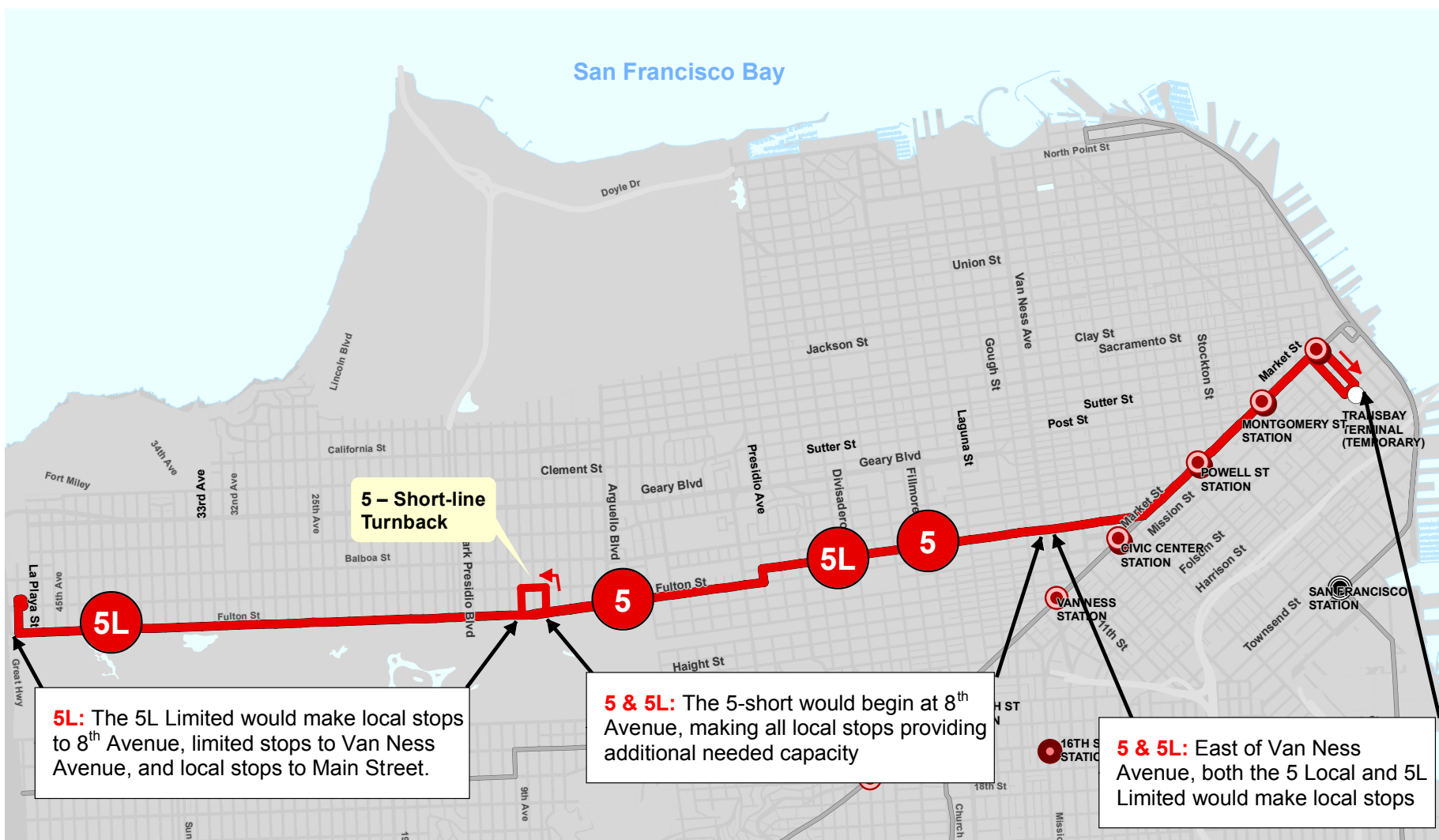


5 Fulton / 5L Fulton Limited



Legend

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

Proposed Changes

- NR
- RA
- HC
- VC
- OWE
- TS
- LM
- PR
- TSC
- PI

5 Fulton / 5L Fulton Limited

Overview

Muni's 5 Fulton bus route carries about 19,000 daily customers on an average weekday. The route's study corridor is 5.6 miles long and includes Fulton Street between La Playa and Central Avenue, Central Avenue between Fulton and McAllister streets, and McAllister Street between Central Avenue and Market Street. Within the study corridor, the 5 Fulton serves over 13,000 customers on an average weekday.

Within the study area, the 5 Fulton operates at an average speed of 9.7 miles per hour during peak periods. Sources of delay include closely spaced bus stops, traffic congestion and frequent STOP signs along the route in the Western Addition.

- New Limited Service route would make local stops west of Eighth Avenue, limited stops between Eighth Avenue and Market Street, and resume local stops on Market Street to the Transbay Terminal.
- 5L Fulton Limited would be supplemented by 5 Fulton short-line with local service from Eighth Avenue to Downtown. Working together, the 5/5L would serve all local stops from Ocean Beach to Downtown; passengers who want to travel from a local stop west of •Eighth Avenue to a local stop between Eighth Avenue and Market Street would need to transfer from the 5L Fulton Limited to the 5 Fulton Short-line route.
- Midday frequency would change from 4.5 to 5 minutes.
- In order to maintain Route 5/5L as an electric trolley coach service, bypass wires would be installed to allow limited-stop trolley coaches to pass local trolley coaches between Eighth Avenue and Market Street (OWE.4 The 5 Limited/Local Bypass Wire project).
- TTRP.5 is also proposed for this corridor to reduce transit travel time.
- The 5 Fulton Service Variant would operate the 5 Fulton short-line with motor coach service prior to the installation of bypass wires.

5 Fulton Travel Time Reduction Proposal

- Increasing bus stop spacing from 1.5 blocks to two blocks east of Arguello Boulevard and from two blocks to three blocks in the Richmond District. Currently, the 5 Fulton stops about every 1.5 blocks between Market Street and Arguello Boulevard and about every two blocks in the Richmond District. This proposal moves toward a two-block spacing between Market Street and Arguello Boulevard where blocks are longer and toward a three-block spacing in the Richmond District where blocks are shorter. By stopping fewer times, the bus would take less time to move through the corridor.

5 Fulton / 5L Fulton Limited

- Optimizing bus stop locations at 12 intersections. Relocating bus stops from the near-side to the far-side of intersections would allow buses to take advantage of planned transit signal priority improvements that could allow traffic signals to be programmed to hold green lights for approaching buses. Where the 5 Fulton turns at the STOP-controlled intersection of Central Avenue and McAllister Street, this proposal would relocate the bus stops to the near-side of the intersection, eliminating the need for buses to stop once for the STOP sign and again to pick-up and drop-off customers.
- Adding transit bulbs at 16 intersections. Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers and reduce delay by preventing the bus from 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 all-door boarding and provide space for transit shelters and other customer amenities.
- Replacing all-way STOP-controlled intersections with traffic signals or traffic calming measures at nine intersections. Currently, the 5 Fulton is delayed by having to stop at multiple intersections with STOP signs. Some STOP signs could be replaced with traffic signals that could be programmed to hold green lights for approaching buses. At some intersections along McAllister Street, traffic calming measures could replace STOP signs and eliminate the need for buses to come to a complete stop while maintaining pedestrian safety. Potential traffic calming measures include traffic circles or sidewalk extensions.
- Adding right-turn pockets at 4 intersections. Right-turn pockets would reduce Muni delays associated with buses waiting behind right-turning motorists by providing a dedicated space for turning vehicles to queue.
- Implementing a road diet on Fulton Street between Stanyan Street and Central Avenue. Within this six block segment of Fulton Street, the travel lanes are too narrow to allow large vehicles such as buses to travel alongside other vehicles moving in the same direction. By removing one travel lane in each direction and widening the remaining travel lanes, delays would potentially be reduced.
- Adding peak-period parking restriction along east side of Central Avenue between Fulton and McAllister streets. Parking and loading along this block of Central Avenue delay Muni vehicles and make it difficult for buses traveling in opposite directions to pass each other. Restricting parking on the east side of Central Avenue during peak periods would provide more space for buses to maneuver and would reduce Muni delays.
- Adding pedestrian bulbs or islands at 3 intersections. Two treatments are being considered to shorten crossing distances and improve pedestrian safety. Pedestrian bulbs are sidewalk extensions at intersection corners that 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. Pedestrian islands provide a raised refuge area in the middle of the street for crossing pedestrians.

OWE.4 – Bypass Wires - 5 Fulton Limited/5 Fulton Local

Overhead wire expansion (OWE) would support rerouting of bus routes serviced by electric trolley coaches, and would facilitate shared terminal facilities among terminals that service multiple trolley coach routes. Construction of new overhead wires often requires the installation of new pole foundations and/or underground duct work. Poles to support overhead wires would vary in height from 26 to 30 feet and would be approximately eight to 13 inches in diameter at the base, and four to nine inches in diameter at the top of the poles. The pole foundations are typically three feet in diameter and 12 feet deep. These poles are typically installed every 90 to 100 feet along a street segment. Another part of the infrastructure for overhead wire service is the electrical distribution system that provides power to the trolleys. Electrical wires in conduits are placed in groups, called duct banks, underground within the center and along the sides of streets in order to transport electricity from the source (electrical transformer) to the wires in the poles which then power the overhead trolley wires. At some locations, the construction of new curb ramps, transit bulbs and pedestrian refuge islands may also be required. It is anticipated that no parking would be removed as a result of these overhead wire projects.

The 5 Fulton Limited/Local Bypass Wires (OWE.4) project would enable the 5 Fulton and 5L Fulton Limited service to operate with trolley coaches on one set of wires in each direction along the 5 Fulton corridor between Sixth Avenue and Market Street on Fulton, Central and McAllister streets. The proposed project would install up to six overhead bypass wires at strategic points in each direction, between Sixth Avenue and Fulton Street and Market and McAllister streets so that both the 5L Fulton Limited and 5 Fulton local service could operate concurrently. This would also enable 5L Fulton Limited trolley coaches to pass the 5 Fulton local coaches. Having a local and limited network on Fulton and McAllister streets would improve travel times and transit reliability.

The proposed project would involve the installation of approximately 50 poles and additional overhead wiring. Overhead wiring would be installed on the north and south side of Fulton Street at the Shrader Street/Parker Avenue (offset) intersection and at the Clayton Street intersection. On McAllister Street, wiring and poles would be installed on the north and south side of McAllister Street at its intersection with Baker, Pierce, Gough and Laguna streets. Curb ramps to meet accessibility standards would be installed at each corner of the McAllister and Baker streets and McAllister and Pierce streets intersections, for a total of eight curb ramps. The installation of poles and underground wiring may require minor utility relocation, such as moving catch basins.

5 Fulton / 5L Fulton Limited

Summary

Together, the proposed changes are anticipated to reduce the travel time of the 5 Fulton by about six minutes in each direction (12 minutes total) within the study area (18 percent reduction), improving the average operating speed to 11.7 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 line and allow for service to be cost effectively increased.

Frequency

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

West of Eighth Ave.

	Current	Proposed	Frequency
AM	6	6	=
PM	9	7.5	+

East of Eighth Ave.

	Current	Proposed	Frequency
AM	4	3	+
PM	4.5	3.5	+

Finance

Route / Fund Source	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	Total
5 Fulton							\$20,330,000
TEP Capital Seg. 1			\$1,260,000				\$1,260,000
			\$1,260,000				\$1,260,000
TEP Capital Seg. 2			\$10,710,000				\$10,710,000
		\$1,220,000					\$1,220,000
		\$1,220,000	\$10,710,000				\$11,930,000
TEP Capital Seg. 3			\$1,520,000				\$1,520,000
		\$1,600,000					\$1,600,000
	\$520,000						\$520,000
	\$520,000	\$1,600,000	\$1,520,000				\$3,640,000
TEP Supportive				\$3,500,000			\$3,500,000
				\$3,500,000			\$3,500,000

5 Fulton / 5L Fulton Limited

Expanded Alternative Shown Below.

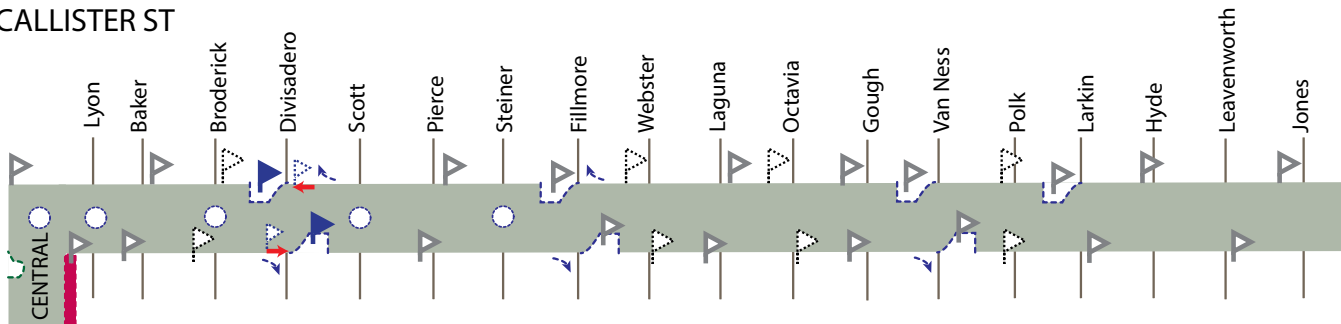
5 Fulton TTRP Segment Proposal

Moderate Alternative:

This alternative would include the installation of pedestrian bulbs on Fulton Street at Clayton and Cole streets, instead of the pedestrian refuge islands proposed in the Expanded Alternative. The pedestrian bulbs on Fulton Street at Ashbury are also included in the Moderate Alternative.

This alternative would also include replacing the stop signs with trac signals on McAllister Street at Steiner, Scott, Broderick, Laguna, Pierce, and Lyon streets, instead of the traffic circles proposed in the Expanded Alternative. Additionally, the removal of one travel lane on Fulton Street between Stanyan and Central and a six-foot wide pedestrian bulb on the southwest corner of McAllister/Central are not proposed in the Moderate Alternative. The Moderate Alternative does not propose any trac calming/stop sign replacement at McAllister/Central, and the stops at that intersection would be optimized from farside to nearside. In addition to the trac signals proposed at McAllister/Laguna and McAllister/Pierce, the stops at these two intersections would be optimized from nearside to farside.

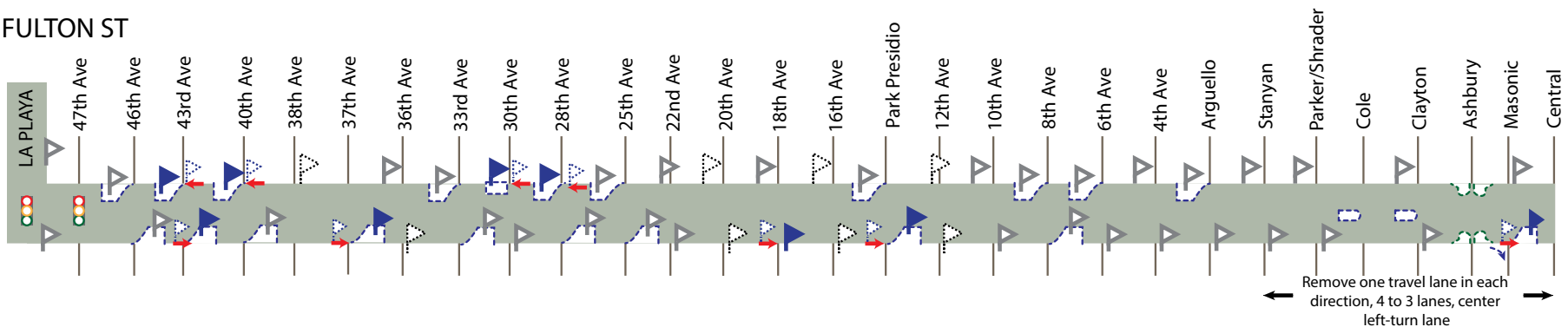
MCALLISTER ST



SEGMENT PROPOSALS

- Traffic Calming Measure
- Right Turn Pocket
- No Parking/Tow-Away
- New Four-Way Signal
- Existing Stop
- Stop Removal
- Stop Relocation
- New Transit Bulb
- New Transit Zone
- New Pedestrian Island
- New Pedestrian Bulb

FULTON ST



6 Parnassus- Original Proposal (See Revised Proposal on Pg 91)

PROPOSALS BY ROUTE



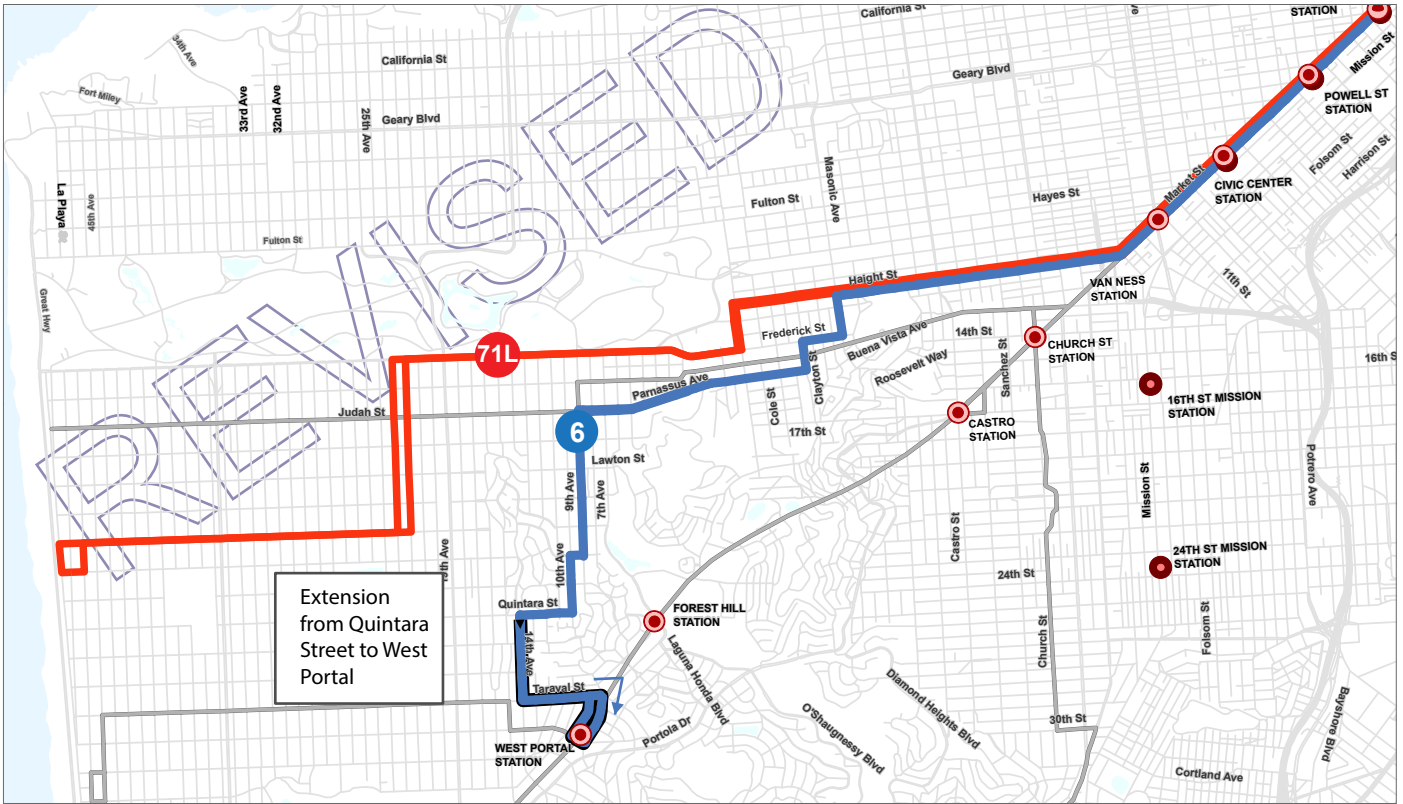
Legend

- 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

- RA OWE
- TS LM PR TSC PI

6 Parnassus - Revised Proposal



Proposed Changes



6 Parnassus

Frequency

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

	Current	Proposed	Frequency
AM	10	12	—
PM	10	12	—

6 Parnassus

Overview

- ~~New alignment would follow Stanyan Street, instead of Masonic Avenue, between Haight Street and Parnassus Avenue to provide increased service on the busiest portion of Haight Street. Low ridership route segment in Ashbury Heights would be discontinued. Combined with service provided by the 71L Haight-Noriega Limited, the 6 Parnassus would provide local and limited-stop service along the full length of Haight Street.~~
- ~~Streets eliminated from the 6 Parnassus route would include Masonic Avenue, Frederick and Clayton streets, and Parnassus Avenue between Clayton and Stanyan streets. The 32 Roosevelt and 33 Stanyan routes would continue to offer service along these segments. Reroute on Haight Street between Masonic Avenue and Stanyan Street would require new overhead wire on Stanyan Street between Haight Street and Parnassus Avenue.~~
- In the future, the 6 Parnassus route would be extended to West Portal Station. Overhead wires would be extended to West Portal Station from current terminal at 14th Avenue and Quintara Street.
- TTRP.71 is also proposed for this corridor to reduce transit travel time.
- **REVISED: 6 Parnassus will remain in current alignment but at a lower frequency.**

OWE.6 – New Overhead Wiring - 6 Parnassus Extension to West Portal

This project would provide a direct connection to Muni Metro light rail service at the West Portal Station for customers on the west side of Twin Peaks and in the western portions of the Haight and Cole Valley neighborhoods. The 6 Parnassus currently terminates at 14th Avenue and Quintara Street. Construction of two-way overhead wiring would extend the 6 Parnassus from the existing terminal to the West Portal Station via 14th Avenue and Taraval Street, looping into the station along one-way overhead wiring on nearby streets. Construction of overhead wiring and overhead infrastructure (e.g., pole foundations and duct banks) would be required. A terminal near the West Portal Station would also have to be established.

8X Bayshore Express

- Original Proposal (See Revised Proposal on Pg 95)

PROPOSALS BY ROUTE



Legend

- █ Recommended Route
- Rail Network
- Segment Proposed for Elimination
- Express Segments (No stops)
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes

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

8X Bayshore Express

- Revised Proposal



Proposed Changes



8X Bayshore Express

Overview

Muni's 8X Bayshore Express 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 proposed travel time reduction project study area, located along 5 miles between San Bruno and Silver and Geneva, Ocean and Phelan. Within the study area, the 8X Bayshore Express 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 located at every two intersections.

The main causes of delay to the 8X Bayshore Express 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.

- ~~Segment north of Broadway would be eliminated (replaced by the 11 Downtown Connector).~~ **REVISED: Segment north of Broadway would be served by every other trip, as well as by the new 11 Downtown Connector.** ~~Proposed eliminated segments north of Pacific Avenue would be Bay and North Point streets between Powell and Kearny streets, Kearny Street between Bay and North Point streets, Powell Street between Columbus Avenue and North Point Street, Columbus Avenue between Powell Street and Pacific Avenue, and Stockton Street between Green Street and Broadway.~~ **REVISED: Route 11 Downtown Connector would provide supplemental service on Powell Street and Columbus Avenue. E and F Line service would also be available nearby on Jefferson and Beach streets.**
- Midday frequency would change from 9 to 7.5 minutes.
- ~~During non-peak periods, the 8X would layover on Kearny Street between Pacific Avenue and Broadway.~~ **REVISED: During non-peak periods, half of the 8X 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.
- In the p.m. peak, the 8AX and 8BX would have separate terminals as they do today. ~~The 8AX would stop on Kearny Street, nearside of the intersection with Columbus Avenue, and the 8BX would use the 8X midday terminal on Kearny Street between Pacific Avenue and Broadway. the 8AX would not layover Downtown in the a.m. peak (similar to existing conditions).~~
- TTRP.8X is also 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.

8X Bayshore Express Travel Time Reduction Proposal

In order to reduce transit travel times and improve reliability, the SFMTA proposes a toolkit of measures 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 7 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 8X Bayshore Express 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

8X Bayshore Express

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 8X Bayshore Express 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.

Frequency

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

	Current	Proposed	Frequency
AM	7.5	6	+
PM	7.5	7	+

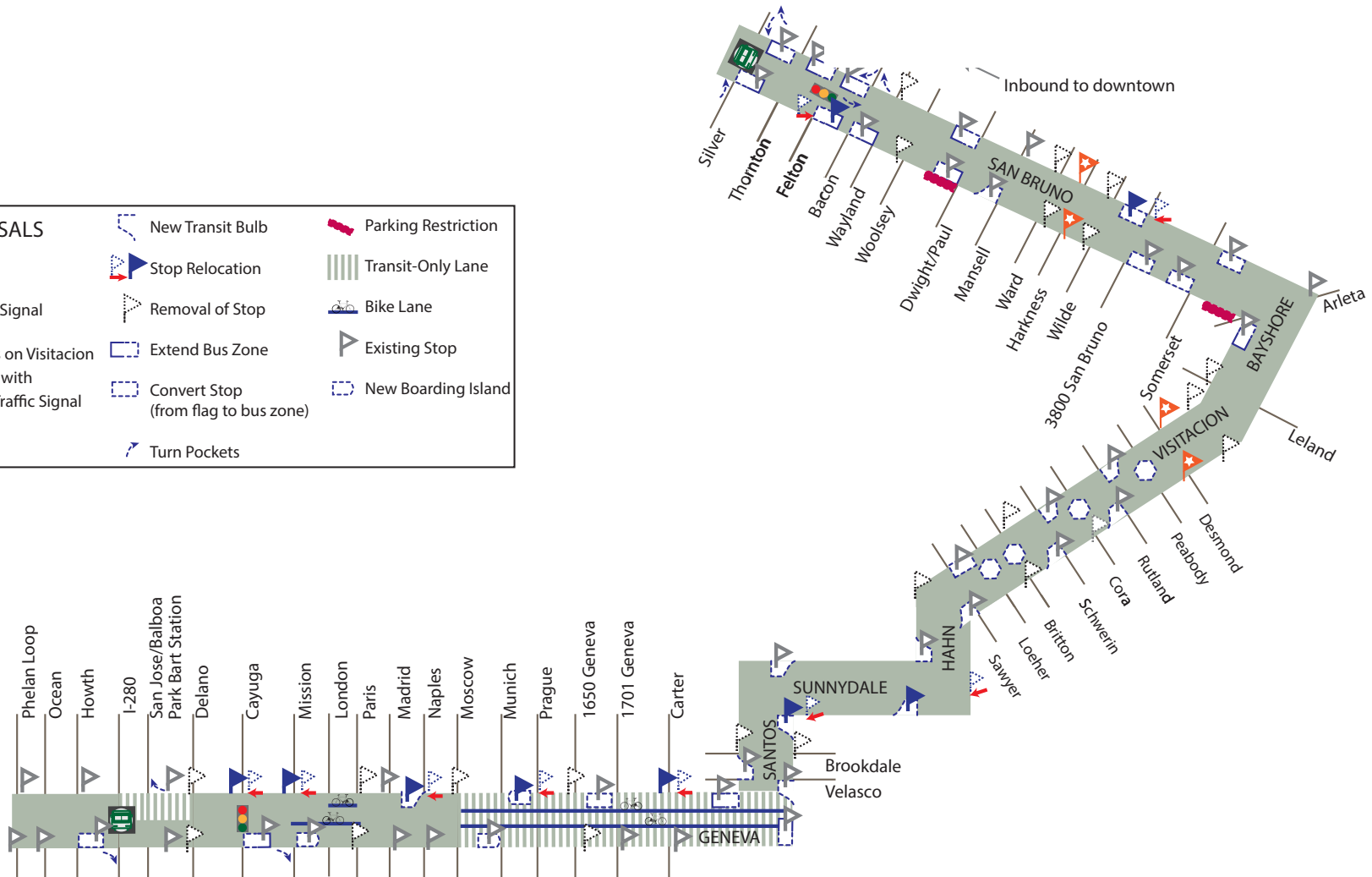
Finance

Route / Fund Source	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	Total
8X Bayshore							\$16,727,600
TEP Capital	CCSF-GOBond		\$6,120,000				\$6,120,000
	SFCTA-PropK-EP1		\$1,020,000				\$1,020,000
	Total		\$1,020,000	\$6,120,000			\$7,140,000
TEP Supportive	Caltrans-Prop1B(LL)	\$5,285,600					\$5,285,600
	FTA-BusLiv	\$4,302,000					\$4,302,000
	Total	\$9,587,600					\$9,587,600

8X Bayshore Express

8X Bayshore Express Segment Proposal

SEGMENT PROPOSALS			



8AX Bayshore "A" Express



Legend

- Recommended Route
- - - Express Segment (No stops)
- Segment will be covered by another recommended route
- Rail Network
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes

- HC
- TS
- LM
- PR
- TSC
- PI

8AX Bayshore “A” Express

Overview

- No route changes proposed.
- See 8X Bayshore Express for terminal details.
- TTRP.8X is also 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.

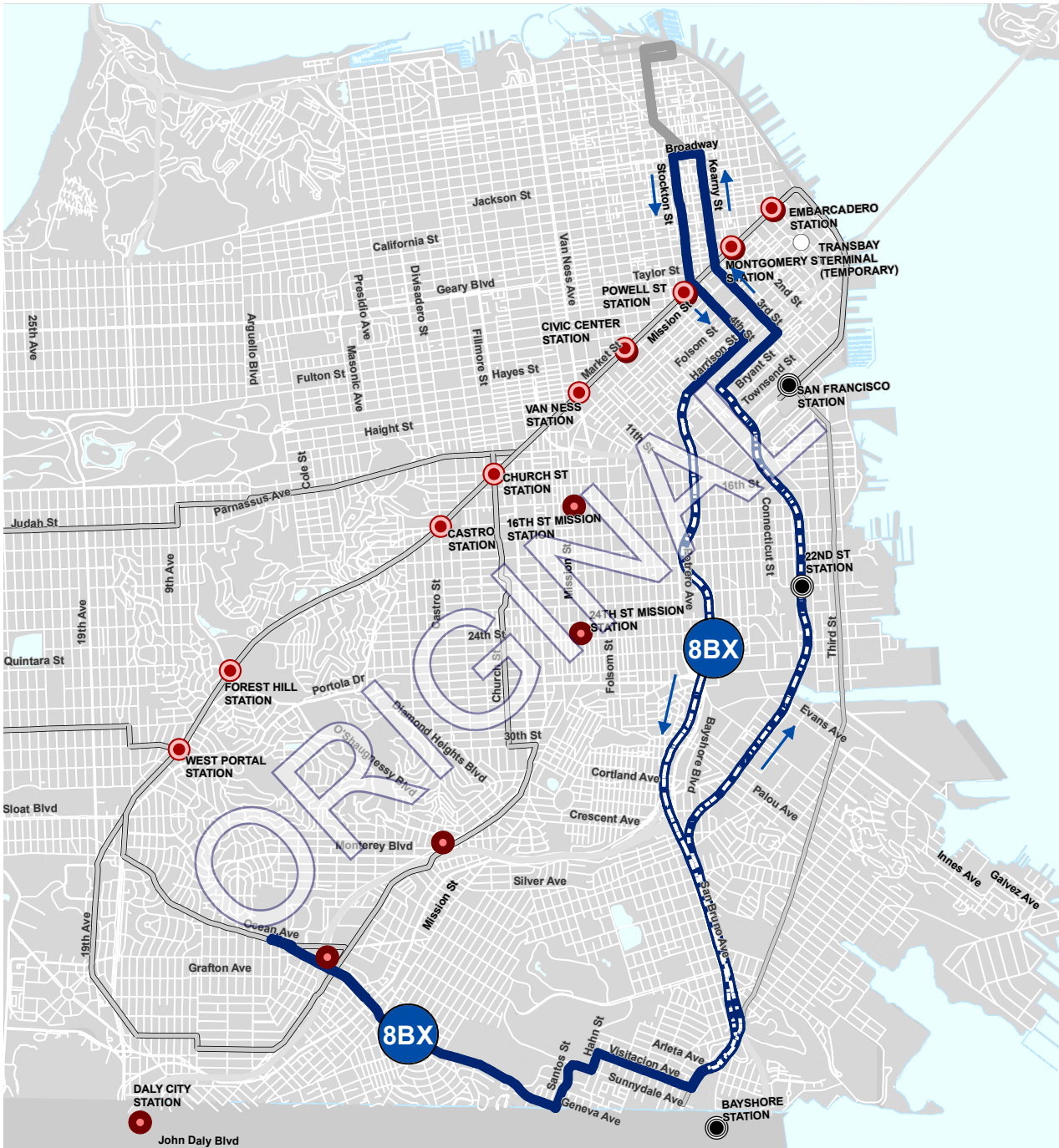
Frequency

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

	Current	Proposed	Frequency
AM	7.5	6	+
PM	7.5	7	+

8BX Bayshore "B" Express

- Original Proposal (See Revised 8x Proposal on Pg 93)



Legend

- ▬ Recommended Route
- ▬▬ Non-stop Segment
- ▬ Segment Proposed for Elimination
- ▬▬ Rail Network

- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes

- HC
- TS
- LM
- PR
- TSC
- PI

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 8X Bayshore Express for terminal details.
- TTRP.8X is also 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	Proposed	Frequency
AM	8	6	+
PM	7.5	7	+

9 / 9L San Bruno



Legend

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

Proposed Changes

- HC
- TS
- LM
- PR
- TSC
- PI

Overview

- No route changes proposed.
- TTRP.9 is also proposed for this corridor to reduce transit travel time.

9 San Bruno Travel Time Reduction Proposal

For this proposal, the TPS Toolkit elements would be applied along two segments of the 9 San Bruno/9L San Bruno Limited routes. The TPS Toolkit elements would be implemented along the following streets in two segments: Segment 1: 11th and Division streets, Potrero Avenue, Bayshore Boulevard, Silver and San Bruno avenues. This part of the corridor extends from the intersection of Market and 11th streets to the intersection of San Bruno and Silver avenues. Segment 2: Bayshore Boulevard, Sunnydale Avenue, Schwerin Street, Geneva Avenue, Santos Street and Sunnydale Avenue. This part of the corridor extends from the intersection of Visitación Avenue and Bayshore Boulevard to the existing terminus at 2070 Sunnydale Avenue, adjacent to the Gleneagles Golf Course in McLaren Park. This 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.

TTPI.4 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/9L San Bruno Limited, 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 / 9L San Bruno

Frequency

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

9 San Bruno

	Current	Proposed	Frequency
AM	12	10	+
PM	12	10	+

9L San Bruno Limited

	Current	Proposed	Frequency
AM	12	10	+
PM	12	10	+

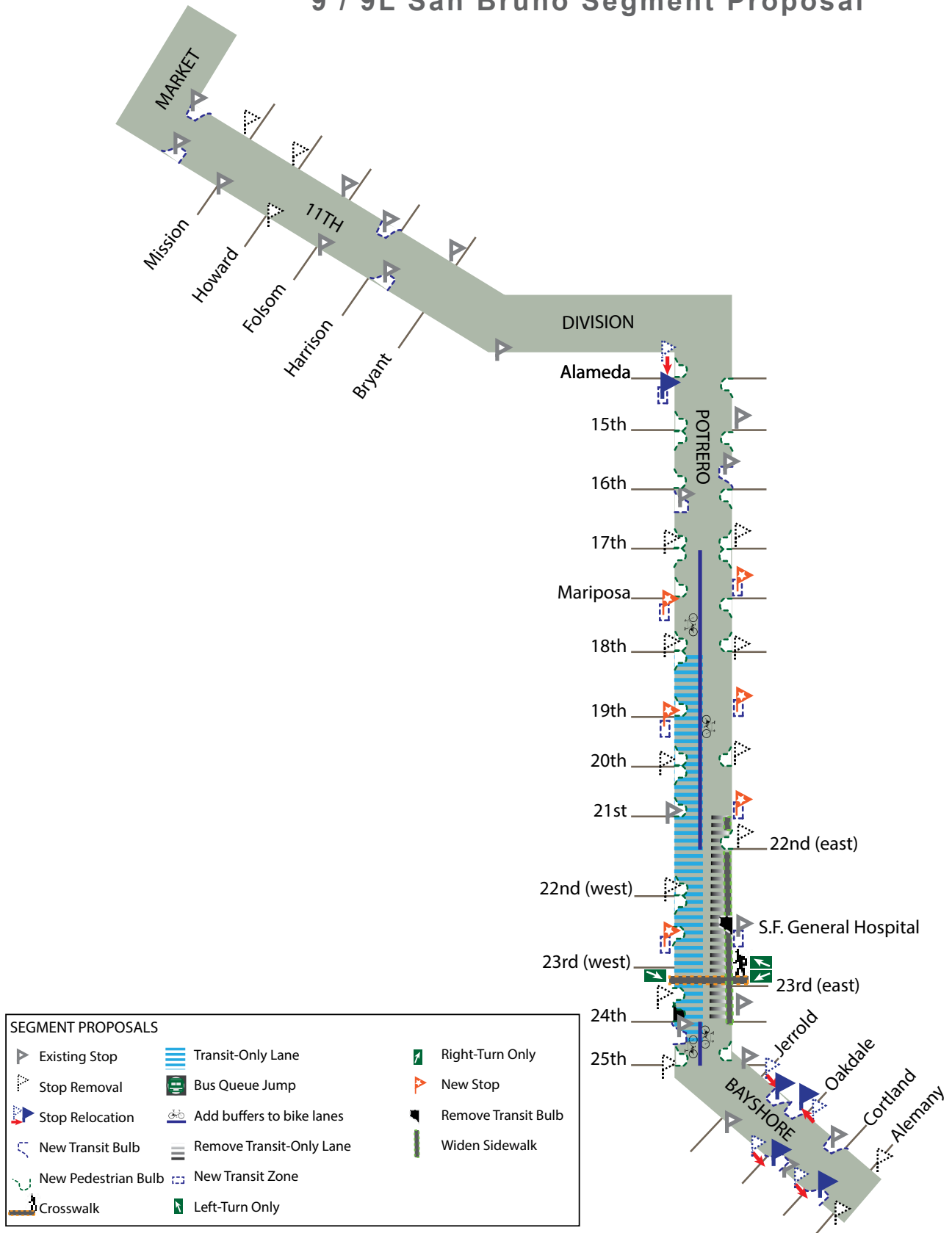
Finance

Route / Fund Source	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	Total
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9 San Bruno \$13,150,000

TEP Capital Seg. 1	CCSF-GOBond			\$2,800,000			\$2,800,000
	Total			\$2,800,000			\$2,800,000
TEP Capital Seg. 2	CCSF-GOBond			\$5,738,000			\$5,738,000
	SFCTA-PropAA		\$562,000				\$562,000
	Total		\$562,000	\$5,738,000			\$6,300,000
TEP Supportive	MTC-TPI(MC)			\$4,050,000			\$4,050,000
	Total			\$4,050,000			\$4,050,000

9 / 9L San Bruno Segment Proposal



10 Townsend



Legend

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

Proposed Changes

RA

HC

EH

SCI

Overview

- 10 Townsend would be renamed the 10 Sansome, since service would be rerouted off of Townsend Street.
- Service would continue to operate between Jackson and Steiner streets and 24th Street and Potrero Avenue via Potrero Hill, but would be rerouted at Fourth Street south of the Caltrain Station through the Mission Bay neighborhood. From Fourth Street, the route would extend through Mission Bay to new proposed street segments on Seventh Street between Mission Bay Boulevard and Irwin Street, on Irwin Street between Seventh and 16th streets, on 16th Street between Irwin and Connecticut streets, and on Connecticut Street between 16th and 17th streets. The southern terminal loop would be modified by extending service on Potrero Avenue, right on Cesar Chavez Street, right on Hampshire Street, and right on 24th Street.
- The northern terminal would continue to be located on Jackson Street between Fillmore and Steiner streets. On the weekends and evenings, all trips would continue to terminate at Van Ness Avenue, but would use a slightly different route. From Jackson Street the route would 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.
- Proposed eliminated segments would be on Townsend Street between Fourth and Eighth streets, Rhode Island Street between Eighth and 17th streets, and 17th Street between Rhode Island and Connecticut streets. The segment on Townsend Street between Fourth and Eighth streets would be served by the rerouted 47 Van Ness route and the 83X Mid Market Express between Fourth and Eighth streets during limited hours
- Midday frequency would change from 20 to 12 minutes.
- Southern terminal would be located on Hampshire Street adjacent to James Rolph Jr. Playground and would require a reduction of up to nine parking spaces on Hampshire between 26th and Cesar Chavez streets.

Sansome Street Contraflow Lane Extension (SCI.2)

This project would 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 would require roadway restriping, signage and modification of three existing traffic signals from Broadway to Washington Street. Existing traffic signals at the Sansome/

10 Townsend

Washington streets, Sansome/Jackson streets, and Pacific/Sansome streets intersections would be modified in order to control traffic in the southbound direction. Curb ramps would also be installed at each of the four corners at these intersections.

Proposed signal modifications at each of the three intersections would 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, would be required to implement this project. It is anticipated that up to 17 of the 27 parking spaces along the west side of Sansome Street would 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	Proposed	Frequency
AM	20	6 (east of Van Ness Avenue)	+
PM	20	6 (east of Van Ness Avenue)	+

Finance

See 'Finance' section for additional detail.

Route / Fund Source	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	Total
10 Sansome							\$1,260,000
TEP	CCSF-GOBond		\$1,080,000				\$1,080,000
Capital	SFCTA-PropK-EP1	\$180,000					\$180,000
	Total	\$180,000	\$1,080,000				\$1,260,000

11 Downtown Connector

- Original Proposal (See Revised Proposal on Pg 112)



Legend

- Recommended Route
- - - Potential Route Variation
- Rail Network

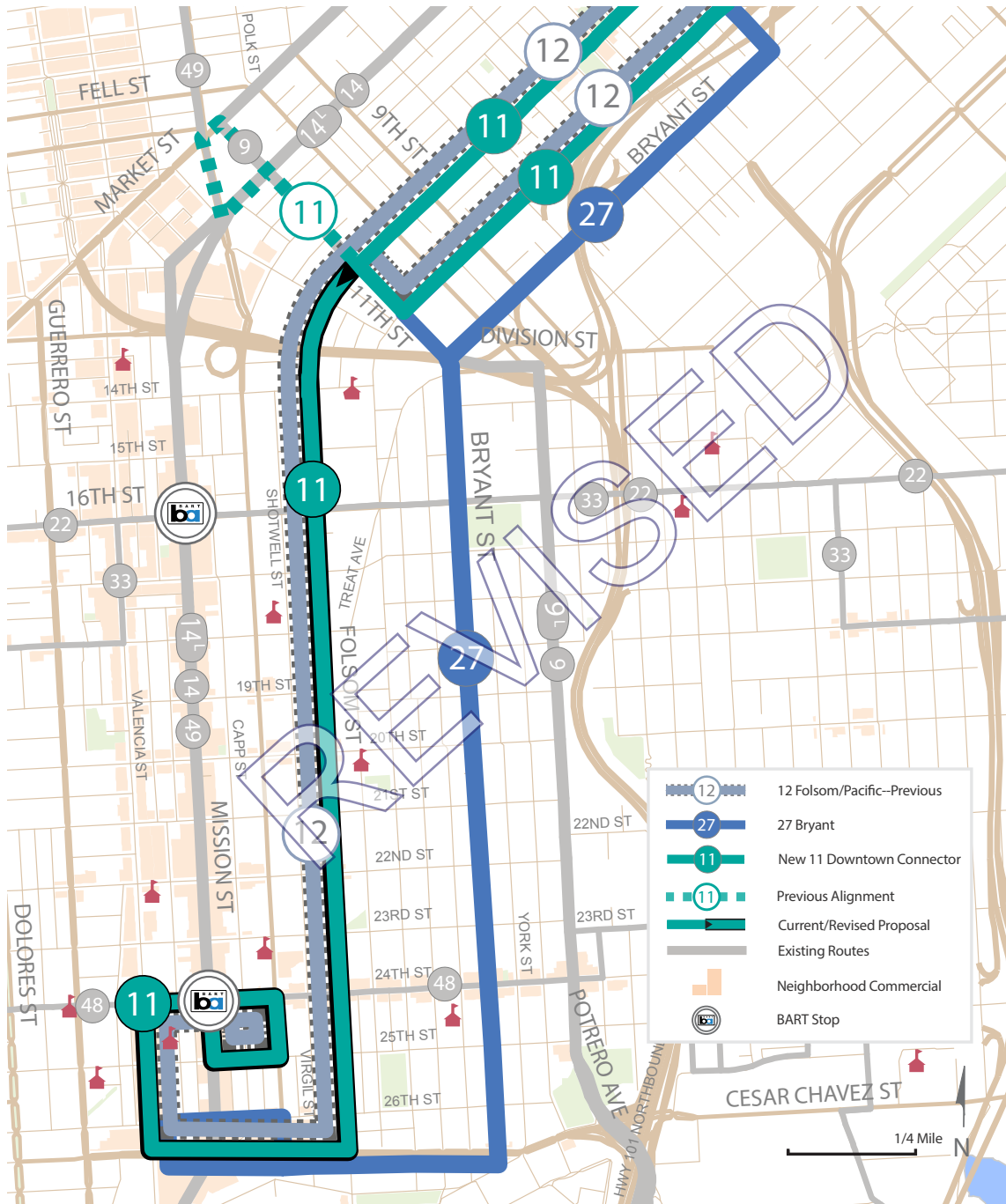
- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



11 Downtown Connector

- Revised Proposal for South of 11th Street



Proposed Changes



11 Downtown Connector

Overview

- ~~New 11 Downtown Connector would provide SoMa with two connections to Market Street, at the Van Ness and Montgomery Stations, and would provide North Beach with a direct connection to the Financial District and Montgomery Station.~~ **REVISED: New 11 Downtown Connector would provide SoMa with connections to Market Street, at the Montgomery Station, and would provide North Beach with a direct connection to the Financial District, Montgomery Station, and the Mission District.**
- ~~Southbound, the new route would run on Van Ness Avenue, Bay, Polk, North Point, and Powell streets, on Columbus Avenue, on Montgomery, Clay, Sansome, Market, Second, Harrison, 11th, and Mission streets, to a southern terminal on South Van Ness Avenue.~~ **REVISED: Southbound, the new route would run on Van Ness Avenue, Bay, Polk, North Point, and Powell streets, on Columbus Avenue, on Montgomery, Clay, Sansome, Market, Second, Harrison, 11th, Folsom, Cesar Chavez, Valencia, and 24th streets, South Van Ness Avenue, and Mission Street, to a southern terminal on 24th Street.** ~~Northbound (IB), the new route would run on South Van Ness Avenue, Market, 11th, Folsom, Second, Market, Sutter, Sansome, and Washington streets, on Columbus Avenue, Powell and North Point and Bay streets to the northern terminal on Van Ness Avenue.~~ **REVISED: Northbound (IB), the new route would run on 24th, Valencia, Cesar Chavez, Folsom, Second, Market, Sutter, Sansome, and Washington streets, on Columbus Avenue, Powell and North Point and Bay streets to the northern terminal on Van Ness Avenue.**
- Proposed route in SoMa would operate on an east/west couplet on Folsom and Harrison streets.
- ~~The southern terminal would be located at the southeast corner of South Van Ness Avenue and Market Street. The 140-foot transit zone would require a reduction of up to eight parking spaces.~~ **REVISED: The southern terminal would 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 requiring a 130-foot transit zone and the removal of up to six parking spaces.
- The 11 Downtown Connector Service Variant would evaluate two-way operation on Folsom Street consistent with the proposal in the Western SoMa Community Plan.

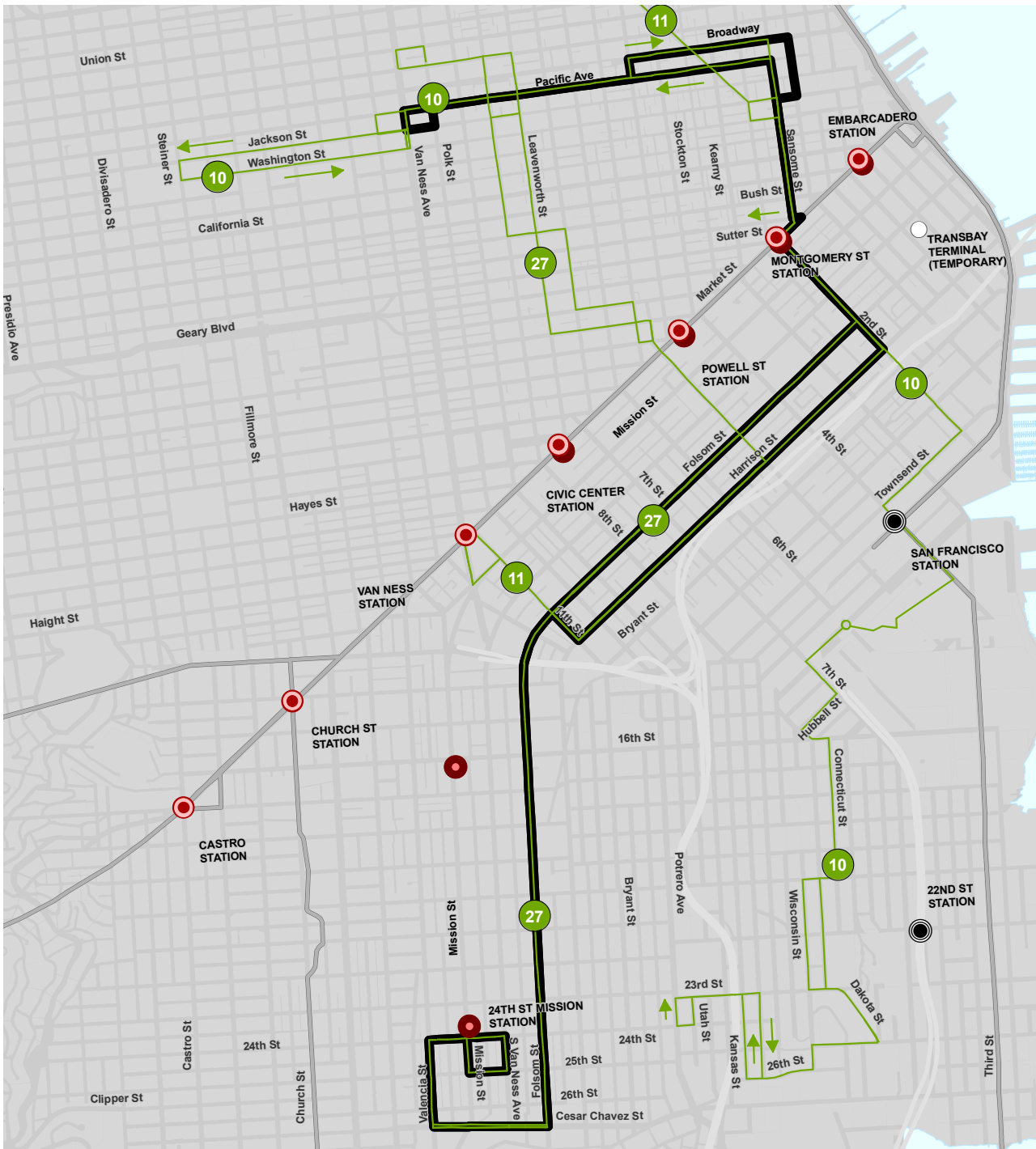
Frequency

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

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

Revised: March 2014

12 Folsom/Pacific



Legend

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

- Muni Metro Stations
- BART Stations
- Caltrain Stations

Proposed Changes



Overview

- Route would be discontinued.
- Service on Folsom Street from Second Street to 24th Street Mission BART Station would be provided by the 11 Downtown Connector.
- Service along Pacific Avenue, Sansome and Second streets would be provided by the 10 Sansome. The 11 Downtown Connector would 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