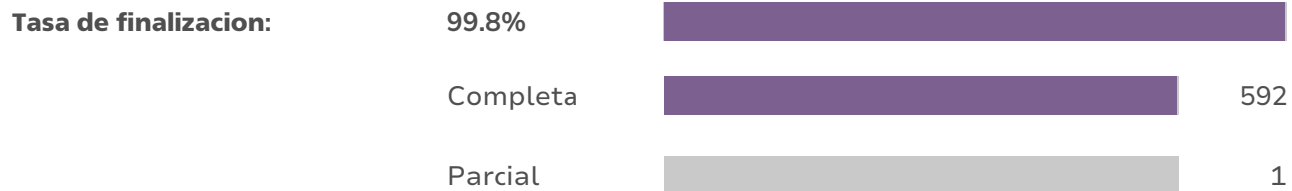


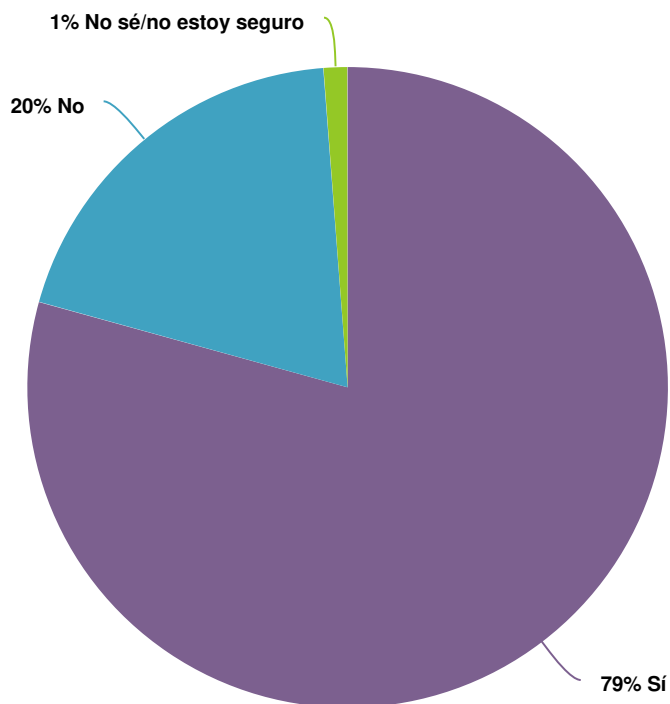
36 Teresita en Myra Way Resumen

Recuentos de respuestas



Totals: 593

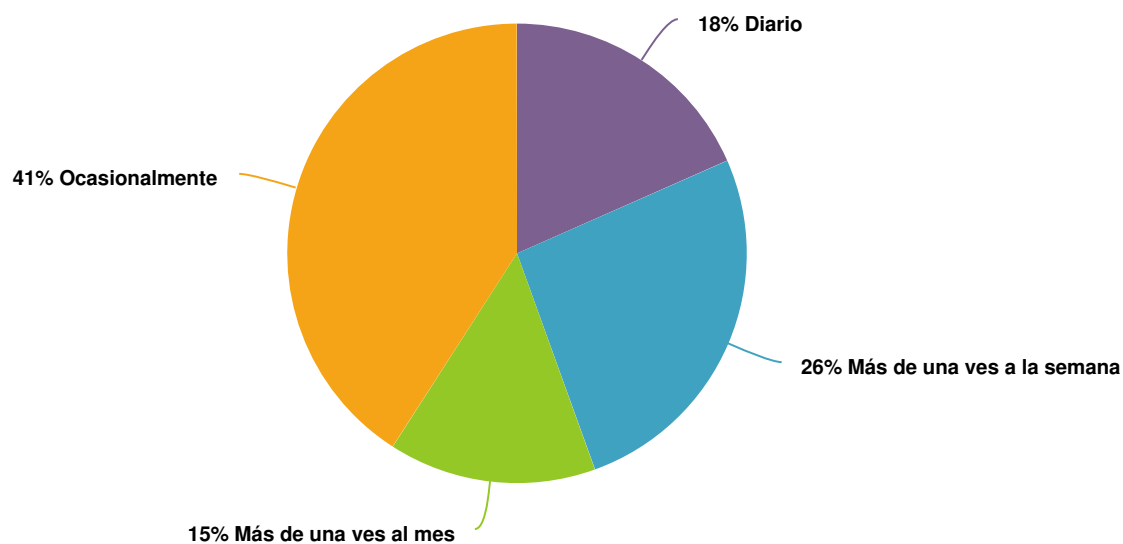
1. ¿Usted usa el 36 Teresita?







Value	Percent	Responses
Sí	79.3%	468
No	19.5%	115
No sé/no estoy seguro	1.2%	7

Totals: 590

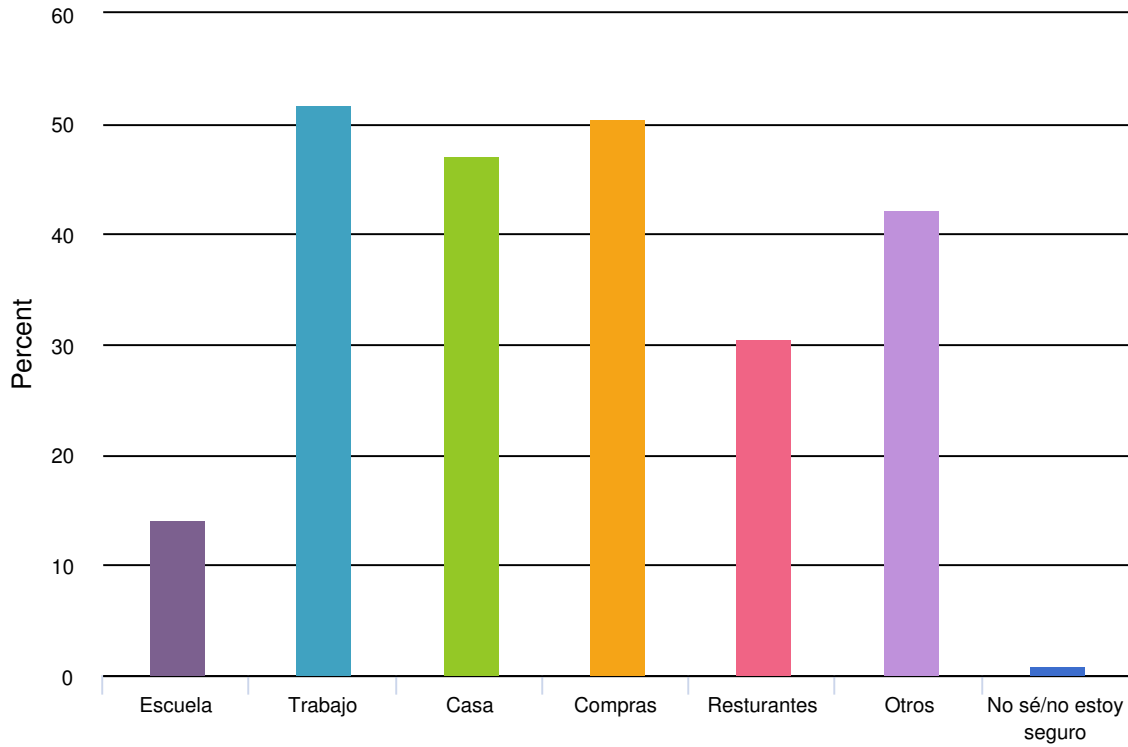
2. ¿Con qué frecuencia toma actualmente el 36 Teresita?



Value		Percent	Responses
Diario		18.4%	86
Más de una vez a la semana		26.1%	122
Más de una vez al mes		14.6%	68
Ocasionalmente		40.9%	191

Totals: 467

3. ¿Cuál es la razón por la que normalmente viaja en el 29 Sunset? Seleccione todo lo que corresponda



Value	Percent	Responses
Escuela	14.1%	66
Trabajo	51.7%	242
Casa	47.2%	221
Compras	50.4%	236
Resturantes	30.6%	143
Otros	42.1%	197
No sé/no estoy seguro	0.9%	4

Other	Count
Airport	4
medical appointments	4
Recreation	3
Totals	152

Other	Count
Appointments	2
Appointments	2
Hospital, Gym, vist friends, etc	2
Visiting friends	2
recreation	2
Access to Forest Hill Metro Muni and Glen Park BART	1
Access to Glen Park shopping street	1
Attending events	1
BART	1
BART to get to SFO & OAK	1
Ball games	1
Bank	1
Bars	1
Bart station	1
Baseball, other activities	1
Beach/parks	1
Bring kids to a park or Glen Park	1
Church	1
Connect other Muni/ Bart	1
Connect to BART	1
Connect to Forest Hill or Glen Park stops. For medical/eye appointments.	1
Connect to other transit	1
Connection to downtown	1
Totals	152

Other	Count
Connections with BART and Muni underground	1
Doctor	1
Doctor & dds appointments	1
Doctor appointments	1
Doctor appointments; to get to Golden Gate Park	1
Doctor visits downtown.	1
Doctor's appointments	1
Doctor's appts.	1
Doctors appointments	1
Entertainment	1
Entertainment (theatre, films, museums)	1
Errands	1
Forest Hill station	1
Getting around	1
Getting to parks, hiking spots, and bike rides. Connecting to other transit routes.	1
Getting to run errands	1
Giants baseball games and BaRT connection	1
Go to Glen park Bart statation	1
Go to senior citizen center	1
Going downtown	1
Going to Forest Hill Station and then taking M L...	1
Going to ballgame	1
Greenspace	1
Totals	152

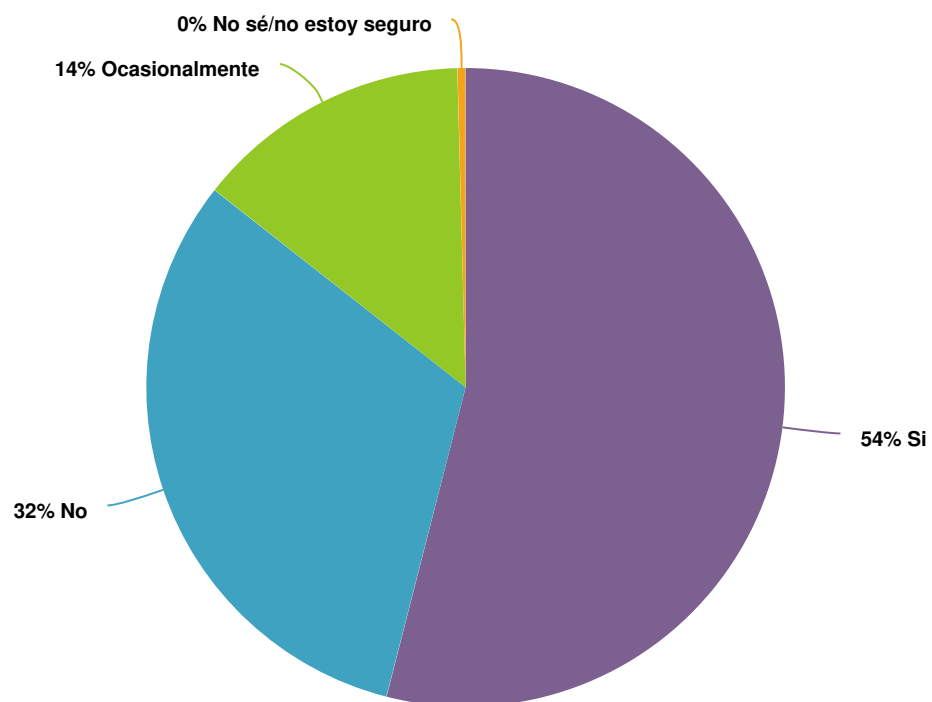
Other	Count
Hiking	1
Hospital	1
If I don't want to drive.	1
If it arrives at Forest Hill before the 44	1
Jury Duty	1
MD appointments	1
Medical Appointments	1
Medical appointments	1
Meet friends	1
Mount Davidson	1
Museum visits	1
Museums, concerts, events, professional sports, airports	1
My only transportation! Please keep this VALUABLE service!	1
Occasional necessary link with BART station	1
Outdoor activities	1
Park	1
Pharmacy/Cleaners	1
Physical therapy	1
Recreation	1
Recreation (Mt Davidson)	1
Recreation with my kids	1
Recreation, visiting friends	1
Recreation/park access	1
Totals	152

Other	Count
Run errands	1
Senior needs to take the bus to hospital for regular check up	1
Sight seeing	1
Social	1
Social activities	1
Social events	1
Theater	1
To Forest Hill for BART	1
To Glenn Park Bart	1
To downtown SF via Forrest Hill or Glen Park BART	1
To f	1
To get to BART/metro	1
To get to other modes of transport	1
To get to places when not driving	1
To go downtown	1
Transit connections	1
Transporte	1
Travel	1
Travel to forest hill station or balboa st	1
Travel to playground	1
Traveling the city	1
Visit Friends	1
Visit family	1
Totals	152

Other	Count
Visit friends	1
Visiting friends	1
Visiting friends, other parts of city, parks	1
Weekend activities	1
When I don't have access to my car.	1
When I don't want to drive	1
When I take BART I take the 36 up from Glen Park	1
When friends and family are in town	1
When having issues with other modes of transport	1
access to Bart	1
activities around the city, medical appointments	1
adventures out of the hood	1
appointments	1
car broke down	1
change of scenery	1
combination	1
concerts / museums / etc.	1
connect to BART	1
connect to F Hill station	1
cultural and arts events	1
doctor appts downtown	1
doctor's appointment	1
errands	1
Totals	152

Other	Count
get back to my neighborhood from forest hill. visit friends. hike mt. davidson	1
get to top of MtDavidson	1
getting around generally	1
getting out and back to the neighborhood	1
getting to Forest Hill and BART	1
getting to my SF activities and appts.	1
it varies	1
jury duty	1
just as way to get to the Forest Hill station for MUNI	1
leisure	1
other outings - movies, theater, GGP, friends' homes	1
see friends	1
see shows downtown	1
senior center for exercise	1
sporting events	1
to explore	1
transfer to bart or muni underground	1
visit family	1
visiting Mt Davidson/bus connection	1
visiting family	1
volunteer work	1
Totals	152

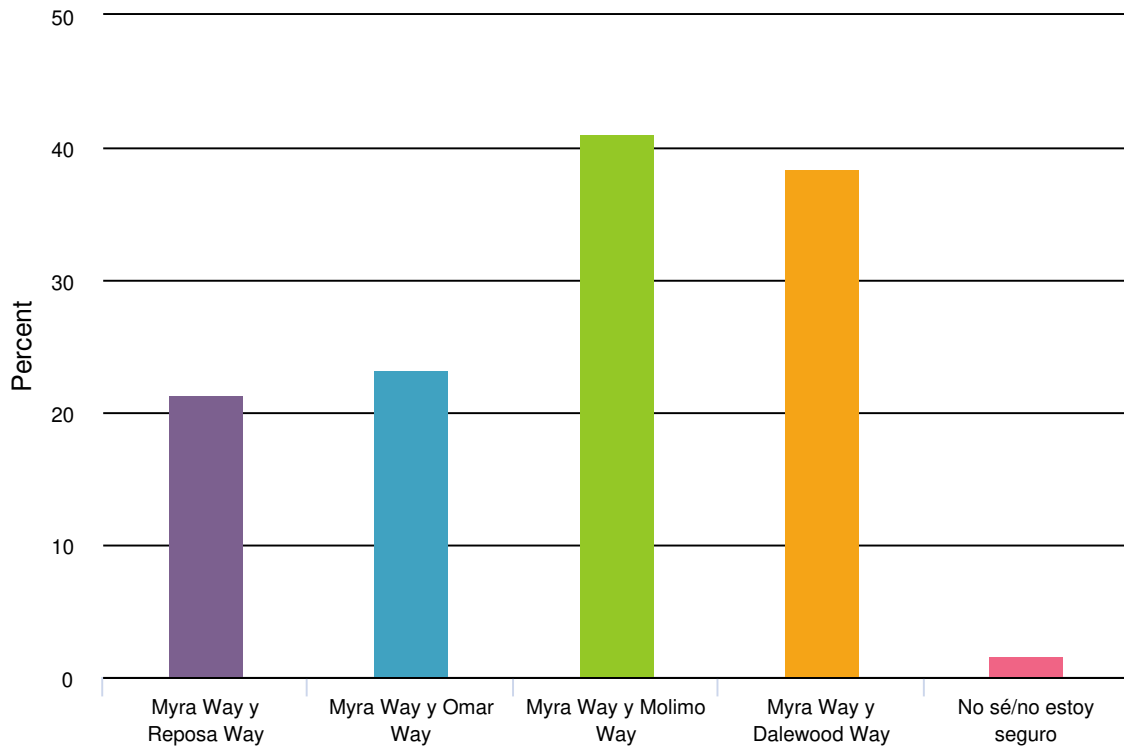
4. ¿Utiliza las paradas de autobús en Myra Way?



Value	Percent	Responses
Si	54.0%	251
No	31.6%	147
Ocasionalmente	14.0%	65
No sé/no estoy seguro	0.4%	2

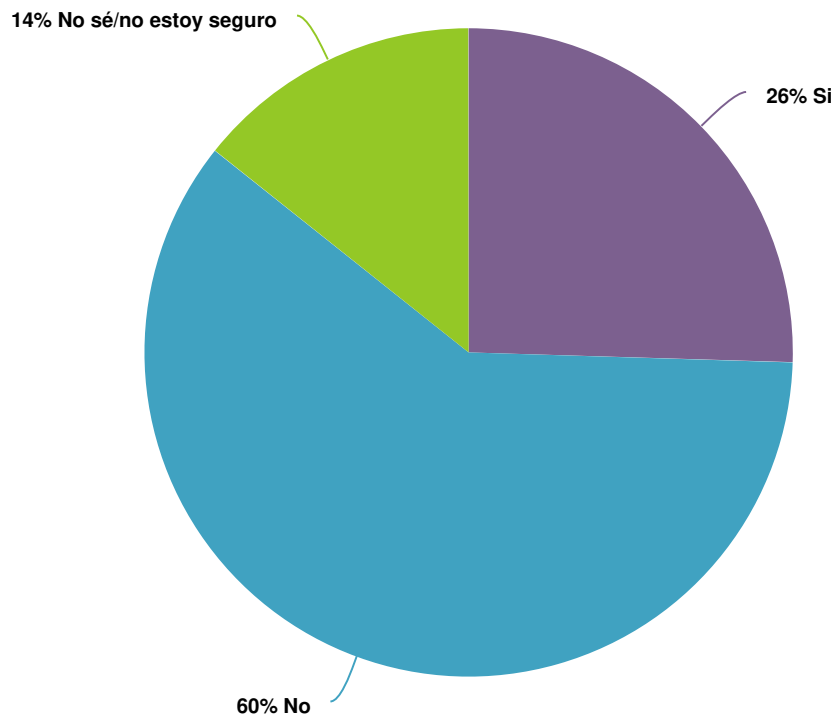
Totals: 465

5. ¿Qué parada de Myra Way utiliza? Seleccione todo lo que corresponda.



Value	Percent	Responses
Myra Way y Reposa Way	21.3%	67
Myra Way y Omar Way	23.2%	73
Myra Way y Molimo Way	41.0%	129
Myra Way y Dalewood Way	38.4%	121
No sé/no estoy seguro	1.6%	5

6. ¿Estaría dispuesto a caminar de dos a tres cuadras para tomar el autobús en Teresita Boulevard en vez de Myra Way?



Value	Percent	Responses
Si	25.5%	80
No	60.2%	189
No sé/no estoy seguro	14.3%	45

Totals: 314

7. Comentarios/retroalimentación:

ResponseID Response

1 Miraloma Park has 27% of its residents over the age of 65. Our neighborhood is hilly and this makes public transportation very important. Our ridership may not be high, but those that use it NEED it. Please give this extra consideration.

2 I do not ride the bus because I drive my car.

4 People in the disabled community are going to be negatively impacted if the bus route is changes.

5 We live on Rockdale Dr. The 36 roars up Reposa, 4 times an hour & is usually empty. We hear it behind our home & would strongly advocate that it not travel all the way up Mt. Davidson on Myra. Myra is narrow, often congested with Miraloma school drop off, pick ups & with so few riders it makes no sense to have the route. Friends at the top of Myra have had power poles knocked over and regular property damage. Environmental issues are also a concern, as Mt Davidson is one of the last undeveloped hills in SF. The bus interferes with serene hiking, bird life and nature appreciation.

7 I drive on Myra Way and can see it's a tight fit for the bus.

9 The current size bus is very disruptive to the neighborhood streets which are too narrow and hardly anyone rides this section of the route. The bus has caused property damage (cars, streetlights, planters) and endangered pedestrian, bikers and passengers with unsafe driving (riding up on the sidewalks to pass vehicles/other buses). Some bus drivers are rude, reckless, and cause a lot of negativity between SFMTA and residents. I support removing the 36 Teresita bus from Myra Way.

10 I rode occasionally prior to the pandemic.

12 I have film footage of the 36-T blowing through the stop sign at Myra & Molimo. I have children that play in that corner, and cross it. The 36-T comes down with such speed that its slope (too steep) and velocity prevent the bus from stopping properly - let alone have the avoiding a pedestrian using the crosswalk getting hit, or an intersection-crossing vehicle from being "T-boned". Along with the ZERO ridership on Myra Way, but than to other than to turn the bus around into the opposite direction, please GET RID OF IT.

14 Parking in sf is so difficult. Taking the 36 is a good solution. Also, driving downtown is not fun--the 36 from Dalewood and Myra will bring us to Forest Hill, or Glen Park Bart. Perhaps a smaller van type vehicle would be better for these narrow streets.

ResponseID Response

- 15 Myra Way is too narrow for a bus. I have had many dangerous encounters with the bus when they forced me to back up long distances or swerve quickly onto the sidewalk. Very few people use the bus to come up here and for those who need to rely on public transportation couldn't there be a smaller vehicle between Myra and Teresita or Forest Hill? The drivers have been more safety conscious and courteous to local drivers recently, but the buses are still too big.
- 16 - The 36 barrels down the very narrow Myra Way and has often forced oncoming cars, as well as itself been forced, to veer off onto sidewalks and driveways to make room; this has, on occasion, damaged sidewalks, driveways, and in some cases actual houses and fixtures - The sidewalks on Myra are also very narrow, meaning passing buses are mere feet away from pedestrian traffic, which include children and the elderly - The 36 has on three separate occasions, has hit and knocked down the same street lamp on Myra, narrowly missing houses in it's path; to date, the street lamp remains in disrepair/missing. - The 36 typically drives by empty, only using the street as a turnaround point - The buses themselves are also very noisy, their rumble shaking and waking everything in the houses they pass
- 19 1). The type of bus being used on Myra Way is too big and noisy. 2). I can see into the bus as it passes my home and 90% of the time there are no passengers. 3). I have many times observed major traffic blockages on Myra due to two buses meeting at the same time and regular vehicle traffic. (If there had been an emergency no first responders could get past) 4). About a year ago I observed a smaller, electrical bus being tested on Myra that would fit the street better.
- 21 The bus should service residents at Mt. Davidson.
- 22 I find it most convenient to use the Myra Way stops. At this point, I have good mobility, but there are aging residents, like me, who I believe would find walking down to Teresita and back up the mountain very difficult, especially carrying groceries or other items.
- 23 Walking several blocks involves significant uphill portions which are difficult when carrying items.
- 24 Empty buses speed past the school and up myra - so dangerous!
- 25 1. The bus routinely speeds on Myra creating a very dangerous situation for everyone who lives here. 2. Few people ride the bus-it is largely empty. 3. The bus should not travel up Myra-waste of tax payers dollars.

ResponseID Response

26 I'm a lifelong rider of the 36. I used to take it to and from school. I now take it to and from work downtown, to bart connections like the airport. The busses used to be larger and louder. We must have had less cars on the street because I don't remember those busses not being able to get through. I depend on that bus to get me home safely after a dinner and drinks in the Mission. It also allows my elderly neighbors to maintain independence to run errands. The hills are steep and the wind blows from west to east. Please don't remove that bus connection up the hill.

27 Eliminating the Myra stops risks causing residents to use their personal vehicles. Instead, retain the current 36 route, but use vans on the 36 line during non-peak hours.

28 I personally know people who take the 36 to get to Mt. Davidson. I am physically able to walk there from my home, but these people can't.

29 The Myra Way bus is always empty and clogs the narrow street on Myra Way, causing collisions and traffic issues.

31 My son goes to Miraloma Elementary School. I'm often in a rush to pick him up after leaving work. The bus dropping me off in front of the school is helpful, especially if my father picks him up who has a physical disability with limited mobility. Walking up the hill can be very challenging for him due to the grade.

32 I live at Los Pamos and Teresita. I use the 36 and Myra to access the trails to the top of Mt. Davidson.

33 I would gladly accept less frequent service but more reliable service. The NextBus app often says one thing, then the driver just skips thy Myra loop all together. No accountability.

34 This bus stops across the street from my home which I have lived in for the past 16 years. I have taken this bus once in the entire time I've lived here. Everyone in this neighborhood has at least one care but most have 2-3. I watch this bus pass multiple times per day without a single rider on board. It causes traffic problems on a narrow street which can only accommodate one car to pass at a time. The bus is often driving up on the sidewalk where children are walking home from Mira Loma Elementary school and others are pushing infants in strollers. This bus is a waste of money as it only serves a handful of people.

ResponseID Response

- 35 I frequently walk, bike, and drive on Myra Way between Reposa and Mt. Davidson and have observed (or directly been involved in) numerous conflicts between the 36 bus and pedestrians and cars. The street in that section is very narrow, has parking on both sides, and a school along a full block. The bus is too large to safely navigate these tight spaces and often drives above the speed limit. To avoid running into one another, cars and busses alike are forced onto the sidewalk, causing the concrete to crack, and risking the lives of families and children who frequent this section of Myra Way. The bus is almost always empty, or the few riders on the bus are passing through, as opposed to getting off at one of the handful of stops between Reposa and Mt. Davidson. A light pole was even damaged (twice!) and crashed into the street. Thank goodness nobody was nearby, or they could have been killed. The prudent thing to do (not to mention fiscally responsible) is to keep the bus off Myra Way. The few residents on Myra who may use the bus would be more than happy to walk to the nearest stop on Teresita.
- 37 The bus route has been there for years. Where it's narrow, maybe it's best to move the parking area for the cars and not the bus route.
- 38 some times i go to the mt. davidson stop
- 39 A third solution would be to run the bus on Myra during peak hours for school and work. School starts at 7:50 and ends at 2:05. The students that are served by the 36 need reliable transportation to get to school on time. Their parents travel with them and they need to get to work quickly after dropping off their children.
- 40 The bus feels dangerous when it comes through and I would happily walk a few extra blocks for the safety of our cars and our children.
- 41 I've been taking this route daily for over ten years. My knees can't handle the additional walking up hills. Please keep the route in place.
- 42 I live on Myra and agree it's too narrow- Muni drivers drive faster than cars along this stretch in front of Miraloma ES and it's terrifying (as someone with a small child at home). The buses frequently bully cars out of the way- proceeding when they have the option to yield and causing cars to have to reverse to find a space to pull over. It's dangerous. The residents on Myra shouldn't be punished by having parking removed to accommodate buses that aren't safe on this road to begin with and our driveways aren't adequately sized to park cars in without blocking sidewalks. Additionally, the school utilizes street parking and has no other option for their staff- so this seems like an especially bad idea.
- 43 I live on Myra Way and know that buses are very very often empty and running much more frequently than scheduled. Please, I would like to see the buses going back to the pandemic routes where the bus stops on Teresita, but doesn't turn up Reposa/Myra. I would like to keep parking as it is. Thank you, Elaine Shelub

ResponseID Response

- 44 I am a resident on Myra Way. I'd be happy to work to and from a Reposa and Teresita stop to use the 36. Thanks for asking.
- 45 I would have no problem walking a few blocks to take the 36 Teresita bus. Given the presence of the school children and their families it would be a hardship on them and us - the local residents - to not have access to parking on Myra Way and Reposa Street.
- 47 It is not prohibitive to walk the extra couple blocks to Teresita, I often do that anyways to ensure that I catch the 36 going the right way for myself as sometimes the signs of direction on the bus are incorrect. I think walking the extra couple of blocks would be the best solution. The streets above teresita are too narrow for a bus, I think removing parking spots is not a solution that gets to the core of the issue.
- 49 We live near the school and there are problems with the cars and bus every single day, even endangering elders and children. It seems more a hazard than a convenience and keeping it on Teresita seems much more safe and practical.
- 51 I live in Myra Way. I don't have anywhere to park but on the street. I'm much more willing to walk a few blocks for the bus
- 52 We don't take it daily but like to use it to get to BART or Muni when needed.
- 54 The 36 has been empty of riders and it is very noisy on a narrow street. We would like it to be discontinued up on Myra.
- 56 I will rely on this bus more in the future as I work from the office more. Right now the timing works perfectly to allow me to drop my kids off at school and then catch the bus. Walking the extra blocks means I'll have to drop the kids early before school or leave them to walk part of the way by themselves, which is a bit stressful and sad. But, I understand the concern of Myra. If there's a way to get the bus closer to Miraloma than Teresita, that would be great. I really appreciate how reliable this bus line's timing is. Would love for it to come more often!
- 58 Reposa and Myra are too narrow for hundreds of busses to navigate. Between the elementary school foot and car traffic and the buses, it's very hazardous and a bad accident will ultimately occur. It's not worth the risk for the extremely low ridership.

ResponseID Response

59 The bus is not only a nuisance when trying to drive, it is destructive to home owners' and city property. Two times in 4 months the bus has destroyed a light pole, which could have seriously injured someone. This light pole has still not been replaced, affecting the safety of our neighborhood. The bus is forced onto sidewalks and driveways not designed to hold such a weight. We live directly on the 36 Teresita's route, see it often, and can attest that the bus rarely has riders. When it does they are not getting off at Mt. Davidson, which is an unnecessary and inefficient use of city resources, taxpayers money, and people's time. The bus should stay on Teresita instead of coming to the top of Mt. Davidson then turning around again. The risks, destruction, and overall annoyance of the 36 Teresita greatly outweigh any potential benefit to our neighborhood. I strongly oppose the removal of any parking spaces on a street where parking is already very tight.

61 Please don't discontinue this service. It's essential for older residents

62 I'd prefer not to have to walk up the hill to Myra Way after exhausting day at work or when carrying groceries. If the bus continues to go up to Reposa/Myra, I feel the following should happen. In the short outbound stretch from Portola Dr. to Reposa Way/Myra Way, then back to Teresita Blvd., there are 14 stops. There are 15 stops inbound on the same stretch. That's 29 stops. I believe at least 14 stops can be eliminated. There are too many that are a 1/4 to 1/2 block away from another one. Note: one of those stops is mine. Here are the stops I feel can be eliminated: Outbound: 16665, 16673, 16228, 15451, 15450, 17307, 16679 Inbound: 116228, 115451, 115450, 117307, 16672, 16676, 16669 Thanks

63 It's really great to live one Miraloma knowing that the 36 can leave me close from home, specially after a long day at work. I have seen many neighbors, who don't use public transportation, complain because I'm the bus is convenient to their street parking, or seen how they feel entitled to the street and block the bus. The loop Myra Way Provides reliable transportation to the community. Please keep the Myra Way bus stop

64 I need the 36 for the appointments.

65 SERVICE MUST BE PRESERVED ON MYRA WAY! THIS IS AN EQUITY ISSUE. PEOPLE WHO TAKE THE BUS DESERVE ACCESS TO MT. DAVIDSON PARK. NO 5 BLOCK WALK UP THE HILL. SAVE THE 36.

66 Though I don't use the bus on Myra, I would think that discontinuing service would make it hard on people who don't have cars or are disabled. Better to remove parking spots I think.

67 transit service is more important than parking. remove parking, don't remove stops

ResponseID Response

68 The 36 should continue to serve Mt Davidson, the city's highest point and an important recreation destination. If a few parking spaces need to be removed to do that better, that's perfectly fine, but the bus should continue to serve the streets at the highest elevations rather than forcing rides to walk an additional 150' up.

69 Look, I'm a fairly fit 17 year old. Could I walk to Teresita from anywhere on Myra way? Yes. Could and would the majority of riders on that segment though? Probably not. I know ridership isn't exactly the best on that segment, but I'd urge you all to keep this segment as it provides key access to Mount Davidson and areas that are extremely hilly and hard for the majority of the population (including many youth trying to go hang out with friends) to access without a car.

70 How can we be "transit first" and even CONSIDER chopping off an entire neighborhood instead of removing parking spaces? These stops are the only direct access to Mt Davidson by transit, and the only transit access for that entire part of the city. If it's too narrow now, it's because people bought bigger cars and are using public space to store them for free. Don't let them kill transit because of it.

71 Having a bus up this hill is important for access to the park. Clearly, a few parking spaces at key pinch points should be removed if there are concerns they are interfering with the bus. It would be ridiculous to eliminate bus access to Myra Way and Mount Davidson instead, asking non-car owners to climb 200ft elevation.

72 Please don't discontinue it off of Myra Way. Senior citizens like me cannot walk to Teresita. I need that service. I pay my taxes, I don't want that discontinued. It would be terrible for the older people who live up here if the bus was not available. Seniors cannot walk up the hills. I'm very opposed to cutting it from Myra Way. I've lived here my entire life and it's my main mode of transportation. I'm not supposed to be driving. It's the only source of transportation for many seniors in this area. I'm pleading with you not to discontinue the service on Myra Way.

73 There are very few riders on the bus when it passes my house on the 400 block of Myra. The vast majority of time there is no one on the bus with the exception of the driver. The bus use to stop running off Teresita after 8:00 pm. Now they run it later with no riders usually. The street is narrow and cars and buses cannot pass one another without pulling to the side and stopping. I think the bus does not need to go up the last block of Myra, it should stay on Teresita unless there is a stop request.

ResponseID Response

74 I have been called for jury duty service twice in the last two years at the Hall of Justice on Bryant Street. With the current schedule, it was not possible for me to take Muni and arrive on time at 9 AM in the morning at the Bryant Street location. Therefore, when forced to do jury duty, I had to pay \$20 a day to park. I am also doubtful if the current schedule would make it possible to get there by nine. The alternative is for me to walk, 12 to 15 minutes to the 43, and leaving home just that much earlier, or, if you take the bus off Myra, I should have to walk to Teresita, if there's a bus for me to catch. I am 70 years old and enjoy fitness, but perhaps you're asking too much. I say these things to make the point that it's not necessarily voluntary, sometimes it is a mandatory requirement that I do the travel that would involve the 36 Teresita. This is not just a nice to have. I have lived here for 30 years, and the buses have been able to negotiate Myra Way with cars parked there, which they have been the entire time. Some of the drivers are able to manage it and others are not. Perhaps the problem is with the drivers, or the schedule. If you make no effort for the drivers to be aware that there will be another of their buses that they will come face-to-face with at the turn at 551, then this is going to happen. We have the technology, and it's not expensive, why don't you implement it? You know, if the inbound bus and the outbound us were not on this loop at the same time but we're instead staggered by 15 minutes, this would happen far less often. Yes, the bus can get behind schedule, but when that happens, the one behind schedule should have a procedure that would ensure that they would not be in this confrontation on Myra. Technology could be used here, and it would not be necessary to use it on every run if you made this this schedule change, just when the route is running behind. So, how about that?

76 Please eliminate Myra Way. The bus has to slow to a crawl every time, and sometimes the inbound and outbound bus get each other stuck. Eliminating just a few parking spaces on Myra won't help, because residents will just park illegally, as they do in every SF neighborhood. The only way Myra would be viable is if you eliminated all parking from one side of the street. As it is, there are way too many luxury SUV's encroaching on the space the bus needs. This always makes the trip times too long. It's exhausting.

77 Bus should only go up there when requested by passengers

78 Family members do.

79 It's too dangerous for a bus to go through. Even parked cars could get banged.

83 Reroute the route to make the bus going 1 direction instead.

ResponseID Response

84 The bus stop at Myra and Dalewood is very important. The neighborhood is very, very hilly with numerous steep hills. There are seniors who rely on this bus, and the Myra stops in particular. I understand the concern about Myra perhaps being "too narrow." It's not. I've lived here for 40 years. The REAL problem is NO ONE seems to park their cars in their garages anymore. Their cars are parked on the streets which choke the space. I have often thought that the 36 route would be well served by a smaller, jitney type bus. We don't necessarily need a full-size bus, but we do need this route serviced.

85 No Myra way please due to narrow street and dangerous at night with no pull over for 2 buses plus rarely anyone take bus up the hill.

86 Remove the parking spots to continue to run the bus. It's a no-brainer. Walking the extra blocks is not possible for senior members of our household.

89 The bus has been a staple there for more than 30 years. Anyone complaining is new.

90 I am 83 with bad knees and hips.

93 Significant uphill walks from the closest alternative (43 Masonic at Yerba buena) or from the proposed Teresita only route. Eliminate parking on one side of the street On the whole route instead

94 There are very few riders that come up Myra Way. I've been living on Myra Way for 35 years and it's only gotten worse. For one thing, it does not take a rocket scientist to figure a way so that the 2 muni buses don't collide with each other on Myra. For crying out loud, it's a scheduling thing.

95 My preference would be to keep the bus on Myra Way since coming home with groceries or a heavy work bag walking uphill is difficult and slow.

96 Take parking away

98 I agree that Myra is too narrow for the bus and causes a lot of traffic congestion on the street. I live nearby and it becomes difficult to navigate that street.

99 ...but only if service is increased. Right now, at least if I miss the bus in one direction, I can catch it back after the loop.

101 Discontinuing service to Myra Way would remove the only public bus that reaches Mt. Davidson.

102 I do not want the bus stop removed on Myra. I want to know how many parking spots are under consideration for removal. Please be more specific.

ResponseID Response

103 The stop at Myra and Dalewood works for me. Cannot walk 2 to 3 blocks down to Teresita Blvd. and then back uphill, with shopping? Please, please do NOT change this!.

104 Eliminate parking before you eliminate routes.

105 It would be a good idea to have the 36 only go up myra way between the morning rush of 6 to 9am abd then the afternoon school pick up from 2 to 5pm or 7pm for the working people. Or eliminate it completely. The cars dont follow the rules on the signs posted making it hard for the bus to navigate.

107 We have had many issues with the bus service on Myra Way. The bus runs throughout the day practically empty. The bus continues to pull over on the sidewalks for other cars and buses to pass. We have sidewalks that have been damaged by the weight and sink holes which the city tags and we have to pay to have it repaired while Muni did the damage. There have had been two light poles that have that have been struck by Muni. We live in an area where there are many children. They walk on this street daily and these poles came very close to crashing into a house and falling downward which could of struck any pedestrian. Muni is always trying to meet their schedule therefore they are always going fast and unsafe.

108 I used to ride this bus prior to the pandemic but stopped doing so because it could be unreliable

109 The bus does create a lot of noise pollution while driving up Myra Way

110 It's way to tight for a bus to go up that hill, and cars don't always park right so this makes it hard for the poor operator, I feel sorry for them having to deal with these tight streets in San Francisco

112 Please keep the bus on Myra Way. I take it to school and many neighbors, many of them older, use this route to get to shops and doctors. The problem is the parking spaces on Reposa and Myra. I strongly advocate for removing some of the spaces to make sure the bus run smoothly.

113 I'm not sure how there is concern over how narrow Myra is when many of the streets ringing the hill are just as narrow and overpopulated with cars that are parked for extended periods of time. The Dalewood leg of the 36 makes things like school field trips to Mt. Davidson and participation in the area's annual events for those without cars pretty easy. Anyone who lives or routinely visits here knows that the proposed walk to/from Teresita isn't exactly enjoyable (and the alternative walk, to catch the 43 or 48, involves a more haggard hike).

ResponseID Response

- 115 We live on Lansdale. The stop on Myra Way and Dalewood is a block away. Teresita is a SIGNIFICANT distance away on a VERY steep hill. I am a senior citizen with disabilities. Losing the bus stop at Myra Way and Dalewood would eliminate MUNI service within walking distance of my home and would require me to drive or take private cab or car service or drive to a bus stop. The Myra Way and Dalewood stop also is used by the public as the only transit serving the primary entrance to Mount Davidson Park and the trails leading to the top of the mountain. The Myra Way and Dalewood stop is a CRITICAL transit link for our Mount Davidson neighborhood.
- 117 The bus comes every 30 mins, if the bus doesn't show up/skip the schedule, we will need to wait minimum 30 min or most of the time , longer . Please please do not skip the schedule.
- 118 Most of the time, there is no issue with congestion. School day mornings around 8am might be a time to consider avoiding Myra way,, but otherwise there is no problem.
- 119 Not currently riding muni. Have used 36. Important for seniors, mobility impaired and school children and employees. Too steep to walk up reposa from Teresita for some folks
- 120 Discontinuing a bus line in this area would be really unfair to seniors/students/people without cars. I cannot imagine making an old person walk 3 more blocks among all these hills. Or someone with groceries who doesn't have a car. It doesn't matter how many people use it, this line needs to be kept. Public transportation is not something to be reduced in a major city. How embarrassing that would be.
- 121 I get off at the Mt. Davidson turnaround. There is only need,, for one stop at Myra at the top - No need for one by Miraloma Elementary School.
- 122 It's important that the 36 stop in front of Miraloma Elementary.
- 123 I can walk it, but the hills are really steep and older people/disabled people cannot easily manage it.
- 126 This bus is amazing. I would love to keep the route continued.
- 127 Walk for me up hill is very difficult and sometimes impossible to do it.
- 128 This is a very steep hill, so even walking one small block creates difficulties for me and my neighbors.

ResponseID Response

- 129 The 36 Teresite buses have cause a lot of issues here: 1, Myra way isn't wide enough to accommodate the passing of vehicles, I have seen multiple times that buses breach the pedestrian sidewalks, as a resident in the neighborhood, I feel this is a safety threat and I'm responsible for the damage it might cause to the sidewalk 2, Buses start to run at 6am, which brings a lot of noise to residents living on Myra way, especially in the early morning when we are still in sleep.
- 130 Older people and kids seem to use this line most including our son and his nana who uses it daily when she is here. I would be inclined to use it again longer after Covid.
- 131 Lots of traffic trouble with the bus especially during school and early morning hours. It's also really too speedy for our narrow street sometimes. And very loud because of the hill climb- very noisy in the early morning!!
- 132 Myra way is too narrow. My car was hit once by a bus. usually the bus is empty .The buses could be smaller.
- 135 As an octegenarian driver living near Myra Way, I may come to rely on 36 Teresita soon.
- 136 I greatly rely on the Myra part of the route. It's how my partner and I get to the airport, work, back home etc. We cannot walk several blocks to Teresita. It seems that the choice is between removing a couple parking spaces or removing this part of the route. There is SO much parking in Miraloma and hardly any public transit options. We are so removed from the city. Taking away this stop would be devastating to us and make us have to take our car everywhere.
- 137 I live on Robinhood drive and frequently see the bus coming up and down Myra way. The road is too narrow. Other cars have to move aside to you let the bus pass. One time I had to drive into someone's driveway to let the bus pass on the turn near the bottom of the hill. I ended up running over someone's plants. Also I rarely see anyone getting offer on the bus at that stop. I recommend discontinuing service on Myra.
- 138 These are important stops providing essential transportation to the neighborhood and Mt Davidson Park. You aren't asking drivers to park a few blocks away and walk to their homes. Why transit riders?
- 139 We need this bus!
- 140 This is very convenient for me to use and the walk to Teresita Is a long way for me
- 142 We need more public transportation in this neighborhood, not less

ResponseID Response

143 Eliminating public transit to Mt Davidson seems like the bigger problem here, not whether regular riders use this leg of the route or not. I would encourage SFMTA to think a little harder about how to bridge that gap, especially as other popular SF high points (e.g. Twin Peaks) are also not well served by public transit.

144 I live on Teresita. I think the bus should go from Forest Hill to BART as fast as possible - almost a direct flight so that they can get people to the underground faster. Myra is a terrible street for these buses, especially when it goes past the school. It's congested when people are dropping off or picking up their kids. I'm in favor of removing the bus from Myra Way

145 The immediate neighborhood is rather isolated as far as public transit is concerned, so I hope you decide to keep this line in service. Also, there may be families with children attending Miraloma School who need to ride the 36 Terasita. The current route is ideal for this.

147 There are many elderly people that live in the area above Teresita that use the bus. The hill is too steep for them to have to get off at Teresita to go home. While I don't really ride the 36 anymore, I did for most of my time in school and there were never problems with Myra being "too narrow" for the buses. Not sure what changed.

148 We are limited-mobility elderly people and depend on the easy access of transportation. Street PARKING SPACES should be removed instead of canceling the 36 because cars are BLOCKING THE SIDEWALKS. It is the street parking that should be limited .

150 Should you need to cut back on Myra way. Late night might be the way to go. We also need it for the school.

151 Operation of bus have created pedestrian and property hazards. Multiple occasions of bus jumping curb to avoid oncoming traffic along with cracked sidewalks, falling light fixtures, and car damage.

153 The problem is the steep hill Reposa. Going down is less of a problem than going up. The streets are very slippery when there is fog and rain.

154 That stop has been so unreliable for years. My husband and I have both been ghosted by this route many times and then had to walk many blocks to another bus or take a Lyft. Unreliability leads to fewer rides...a downward spiral

155 Steep hill on Reposa

156 My wife and I do ride bus "36 Teresita" sometimes.

ResponseID Response

157 I think it's important to continue the route to Myra as many of the residents that live in the neighborhood are elderly and rely on public transportation to get around the city and use this specific route to get to BART or the muni underground.

158 the problem isn't the bus, it's the fact that 2 directions are overlapping on Myra. It's a 30 minute bus why not stagger them so the inbound and outbound don't get stuck at the top of the hill. Them not being able to pass each other creates the traffic. I know because they idle in front of my house.

159 Please remove these stops to improve the experience of the majority of riders

161 Morning conditions can get hectic on school days that coincide with garbage days. You have parents trying to drop off kids, garbage trucks, and the bus on a tight street.

162 No comment

164 We're not getting any younger and there are a lot of elderly people in the neighborhood that depend on the 36. The elderly people in the neighborhood will be deprived if they get rid of the 36 on Myra Way. It's vital to keep the bus on Myra Way.

166 I don't use the stops on Myra, however, seniors do. We are suppose to be going towards less reliability on fossil fuel. The 36 line uses electric buses. Takeaway a few parking spaces at key points. Those that are against that are unfortunately the "ME" mentality. Our son went to Miraloma School. How are the riders who live up there suppose to catch a bus. The seniors will not have an easy time getting to and from Teresita!!!!

167 The bus is never reliable. Sometimes it'll just skip Myra Way altogether. Walking to Teresita going down is fine, but walking back uphill with my groceries is going to be tough. I'd really like to keep the line on Myra as it's my only way to get around. Also, is there a way for the bus to run more frequently - maybe every 20 minutes?

168 I already have to climb up the hill to get to the bus stop

171 To narrow for the bus. They need to take that part away

172 I would hate to see it go away because of my age. It's almost a mile to get down to Teresita from where I live. I would not object to parking spaces being red. Bus drivers do not obey the speed limit in front of the school. It's access to other places.

ResponseID Response

- 173 Difficult to walk uphill when you have a 4 year old with you. Especially in the early morning when time is already very tight. Please keep the Myra Way stops!
- 175 I love that the bus stops at Mt Davidson. Wouldn't want to lose that access to open space on public transportation.
- 178 I use the bus (or my bike) whenever I can to avoid using my car, although less so when the pandemic 1st started. (I stopped riding for a while but have restarted.) I am able to walk to Teresita now but may have more difficulties as I get older. (I'm 62 now.) I think it's great that the bus goes up to Mt Davidson. I like the idea of removing some parking spots on Myra so that the bus can continue to come up the hill.
- 179 The uphill climb from Teresita to Molimo is pretty taxing.
- 180 If I understand this correctly, the choice is between eliminating a few parking spots or completely removing the Myra portion of the route? PLEASE remove the parking spots and keep the Myra portion for several reasons. I just moved to Molimo Dr and JUST sold my car because of this bus route. it would take me 15 minutes to walk to Teresita from my home and the bus only comes every 30 min anyway. This is just unacceptable and I would have to move or buy a car if you took away this route. Does SFMTA MUNI really want to encourage citizens to buy more cars? There is a ton of empty parking spots on Myra and side streets so taking away a few to make this route safer is 100% a no-brainer. Also, Mt Davidson is four long uphill blocks from Teresita. You would be cutting off access to this beautiful peak (the tallest one in SF) by removing the Myra stops. Not exactly championing equitable access to our parks.
- 182 A lot of elderly people would have a hard time walking to Teresita. The best option is to take away parking spaces. It's the only access for the people who don't drive and have to go shop or get to Forest Hill Station. It's important to keep it on Myra Way.
- 185 It runs all day and night with barely anyone on the bus. It causes unnecessary traffic on Teresita.
- 187 I've been telling my co-workers and my friends for to visit the Mt. Davidson hill, just take 36 bus which foot tail of Mt. Davidson hill and walk up to the hill, very nice view and relaxing. If the bus stopped not go there, I would say it is rude that people can not get to Mt. Davidson hill who do not have own car.
- 189 Happy to catch the bus on Teresita instead. No big deal to walk a few blocks home. Please keep the 36 line!

ResponseID Response

190 The bus & bus drivers have been a menace on Myra way. It can be scary & the drivers very aggressive. I would like to see the bus service continue from Dalewood to the Forest Hill station & back but would love for it to cease travel on Myra Way. With such low ridership on the bus it makes no sense to remove parking spaces to accommodate it. The folks there aren't getting rid of their cars anytime soon.

193 Myra Way is indeed too tight for a huge bus to be traveling through. When the bus meets a double parked car, delivery truck or a construction truck then it is game over. The bus will be stuck, & I will usually just get off the bus & walk to my destination.

194 Walking from Teresita to Dalewood is quite a hike, especially if you have a walker. The problem isn't so much going down to Teresita, but once you try to come home it's very challenging. There are a lot of older people who live in this area of Miraloma Park who need it on Myra. When the 36 wasn't running, we were totally isolated.

195 It's important to keep the bus on Myra Way for seniors. They rely on it to get places. It's worth keeping on Myra Way, but the size of the bus is too big. I avoid driving on Myra Way because I run into a bus and there's nowhere for me to go. It's a big job to manage a bus that size and get it through that strip on Myra. Maybe have a smaller shuttle to collect people on Myra and then drop people on Teresita, though it's probably not economically feasible to do. In place of that, we'd need to keep the bus on Myra.

196 The 36 line is vital to those of us who live on Dalewood Way. The street is very steep. Some of us are older and/or disabled and walking or riding a bike are not possible. Walking uphill from the West Portal Station doesn't work, so taking the 36 from Forest Hill and walking downhill is the best option.

197 I'm old and can't walk far so it helps that the bus is close

198 We have senior/elderly at home and heavily relies on Bus 36 to take seniors to hospitals for regular check up. We are literally at the highest point of San Francisco with extremely steep hilly roads that are impossible for elderly to walk even 2-3 blocks given the altitude of the mountain we are situated. We don't have other bus alternative but have to rely on Bus 36 as shuttle to get us to at least Forest Hill Station. We have been enduring the rather low frequency of Bus 36 as compared with other buses (i.e. Bus 43, which we however cannot be easily accessible to elderly unless walking downhill stairs for at least 20-30 mins, very difficult for elderly). Now you are trying to even take the only bus option for us away?! Please consider the fact that it's the only bus available to us at this altitude of the mountain, and do not remove this only public transportation from us. Thanks.

ResponseID Response

199 i need frequency of this route to increase. It will make it easier for me to commute to Bart, which is critical for my livelihood. I'm ok if there are stops on Teresita, but it's need to be in Isola and Teresita, or Reposa and Teresita. I'm concerned if we lose the Myra Way stops, you'll reduce The amount of times the bus visits this route to Bart. I need the frequency of the bus here to increase ideally

201 Teresita is too far. There are too many hills.

204 I have used the Myra Way stop in the past since it stops at Miraloma Elementary. It would be great if the 36 ran more frequently.

205 These stops are really tedious for anyone riding the 36. My kids have to depend on the 36 and this jaunt up and down a hill is really crazy. The route should not be served by a full length bus. I'm not sure it should be served at all. The 36 teresita is best described as elusive and not at all dependable — the Myra detour just makes getting that bus even crazier. We live just passed that detour but too far to just get off and avoid entirely in either direction. I would think that the bus stop should be eliminated or completely modified to connect to west portal by continuing down Dalewood.

206 Though I occasionally use the 36, it is not worth the danger and maintenance the home owners have to deal with. 2 power poles have already crashed and luckily, no one was hurt/properly damaged. But when it happens, the light pole crashes fast and there is no time to get out of the way. Also the residents had to pay for their driveways to be repaired at their own cost. The buses always drive over the owners driveways. Standard driveways aren't rated to withstand the load of a bus. I've even seen the bus drive into a homeowners planter (breaking it) and didn't do anything to compensate the owner. I recommend the service be modified to only stop on Teresita.

207 Keeping the bus on Teresita would be more convenient for me.

ResponseID Response

208 In short, I would choose public transit over parking. We are underserved in transit in this neighborhood, and this neighborhood is incredibly inefficient with their cars (several cars per household with multi-car garages used for storage instead of parking). Even without transit considerations, I 100% welcome closing parking at narrow points. PLEASE consider doing this. Miraloma and Westwood Highlands has gotten absurd with the number of vehicles parking on the sidewalk. It's to the point where I see elderly neighbors in wheelchairs/scooters riding in the street because they can't use the sidewalk (not to mention strollers). On top of that, people have even started driving on the sidewalk to pass oncoming traffic!! We've been here almost a decade and have never seen so many vehicles on sidewalks and speeding. Regarding 36 specifically - I have ridden it in the past when I worked downtown. I live at Bella Vista and Burlwood. Honestly, most of the time I either took muni instead of Bart, and walked home from West Portal. Bart would be much more preferable, but the hill from Glen Park is too much. The 36 would solve the hill problem, but it adds too much time to be useful. I'd much rather have a bus that comes more often, with less stops, that just gets us up the hill, almost like a shuttle.

209 The bus has been running on Myra for decades. I don't know why we should change that now. There have always been "stand-offs" on the narrow street, and people have always dealt with that.

210 Remove the section that goes up Myra Way. The bus should only travel on Teresita. It would make the bus go faster

212 It slows the busses down considerably with all the parked cars. If the Myra loop times could be shaved based on better access for the busses it'd be an improvement, as it adds time to the route. I am also potentially interested in a through running terasita loop, but want to consider those with accessibility concerns that the 36 serves in the miraloma area that cutting the loop would prevent. Considering the neighborhood's car dependency, I'd hesitate to give in to the "busses are too big" that would end up creating more car dependency. One idea which is not without it's flaws. (in one direction especially) is to have the loop in one direction of the loop only, and those using it can the opposite direction loop to go up. Would require the right timetables and timing, but would cut many minutes for one particular direction, presuming it arrives before the opposite bound bus comes right after.

213 If you took the 36 off Myra Way folks who live on Myra, Dalewood, etc. would not have a way to get down to Teresita .

214 The street is too narrow and causes traffic back ups and also is even worst on garbage days

ResponseID Response

215 The 36 Teresita has struck the same light pole on Myra Way 3 times since I've lived here, mainly because the bus drives over the sidewalk to clear the roadway from oncoming traffic. This not only causes an extreme safety hazard but also a security and visibility issue due to the extended time it takes for the City to replace the light pole. To date the pole nearest 457 Myra has not been replaced.

216 the bus always empty. there are times there will be 2-3 riders during the work or school rush hours. other than that it makes so much going up and down myra way.

217 The 36 Teresita has struck the same light pole on Myra Way 3 times since I've lived here, mainly because the bus drives over the sidewalk to clear the roadway from oncoming traffic. This not only causes an extreme safety hazard but also a security and visibility issue due to the extended time it takes for the City to replace the light pole. To date the pole nearest 457 Myra has not been replaced. This section of the bus route (Molina to mt. Davidson turnaround) absolutely needs to be discontinued.

218 The segment of the 36 Teresita bus route from Lomino to turnaround is extremely dangerous and disruptive to the homeowners along this block. Safety issues and very dangerous. Sidewalk has been damaged due to the bus driving on the sidewalk, so much that several residents have placed traffic cones to try to deter the bus from doing so. The bus has struck the same light pole several times causing a dangerous condition because of fall hazard and visibility issues at night because it still hasn't been replaced. It's only a matter of time before someone is seriously injured, so this condition needs to be improved immediately starting with discontinuing this section of the route

219 The 36 Teresita had accelerated the wear and tear of the pavement on the block between Molimo and Dalewood. The bus is noisy and has damaged a light pole several times. The access of the elderly resident who lives next to me was impacted several times while the felled pole was removed. It hasn't been replaced yet. The City needs to replace this pole ASAP or else an accident will happen

221 I'm an older woman and I take the bus to and from Bart frequently. It's not too difficult for me to walk down Myra, but find it hard to walk up Myra Way.

222 I don't mind walking down to Teresita.

225 I'm not a regular rider, but it is the only means of public transport when needed for those of us living in Sherwood Forest. It would be a hardship to remove it, especially for those who do use it for commuting. Perhaps the schedule could be decreased rather than discontinued?

ResponseID Response

- 226 My wife and I are elderly and rely on the 36 to pick us up from the Dalewood/Myra stop. We would not be able to walk down to the stop on Teresita, nor climb the steep parts of the walk back up to Dalewood/Myra.
- 228 The bus is a very important connection to the city for me and my neighbors.
- 229 If the bus were more reliable, there would be less demand for the parking spaces that would need to be removed. I've taken the 36 where the driver asked if they could skip Myra Way. I said no so I was able to get off at Myra and Dalewood; but what I'd I had been waiting at the stop for that bus? There's enough of a reliability issue for buses right now, the lack of faith in the system just makes driving more attractive. We need to get private cars off the streets not give people an incentive to drive more.
- 230 It's a lot more than 3 blocks from Dalewood to Teresita, this is a 1/2 mile walk with steep uphill and downhill. If the stops on Myra were taken away we'd have to drive. This neighborhood is already extremely under-served by transit, it's unconscionable that SFMTA is considering reducing our options even more. As is, the 36 only comes every 30 minutes (if we're lucky).
- 231 My children go to Miraloma Elementary and one of my children is special needs. We also like to take the bus to visit Mt. Davidson, as well as shopping, work and medical appointments. Cars need to pull over and allow the 36 to pass them.
- 232 There are a lot of seniors living on Myra Way and they rely on the 36 Teresita. They cannot walk all the way to Teresita. The area is too hilly. Without the bus, how else can seniors get down and up the hill. I know ridership isn't that high so maybe you can use a smaller bus. Myra is narrow so removing parking on one side would be better than removing the bus.
- 233 Please put more buses on this line. One every 30 minutes is HORRIBLE service. This line covers some very steep hills and long streets; we need the 36 to run more frequently, please! Also, this neighborhood has a LOT of senior citizens who need the bus.

ResponseID Response

235

Finally. Thank you for noticing that the bus on Myra way is not only an inconvenience, but a danger to our residential community. I don't know who this leg of the bus route is actually serving. Starting at 6am and running every 20 minutes until 11pm is a complete waste of time and money, creating noise pollution and endangering the residents of Mira Loma. (According to your own records, this is one of the least ridden segments of the entire Muni system.) The drivers are either super aggressive or completely inept when dealing with the one-way traffic the bus itself causes. It also regularly speeds past the Mira Loma Elementary school where children are often present. I have seen it block emergency vehicles with little options for yielding. I have seen it completely on the pedestrian sidewalk - with pedestrians present! I have seen the damage caused to sidewalks that we have to pay to fix. And for who? How many people a day are getting on and off this segment of the 36? And to think that you would consider removing parking spaces in a crowded residential neighborhood is absurd. There are cars everywhere in the neighborhood precisely because no one is riding this bus. Please consider my vote as a vote to stop service on the Mt. Davidson spur. It is not needed because it is not used. Maybe there was a time when this segment made sense; long before all the more convenient and safe ways to get around the city existed? Perhaps. But now you have affordable on-demand services that can easily serve the few people riding this bus. It is my understanding that the bus I see roaring past every 20 minutes is empty 92% of the time. No one is riding this bus! If you want another informed opinion, just ask your own drivers if they enjoy the trip up to the Mt. Davidson turn around? People move to Mira Loma for the serene San Francisco community it is; so why do some residents have to endure a bus that is literally 8' from their bedroom windows? The decibel level of a city bus in a residential neighborhood is inconceivable. Keep the bus on Teresita, where the streets are wide and the traffic is easy. The 36 Teresita is not needed or wanted on Mt. Davidson. It is all of three blocks in total and creates unnecessary pollution, noise and property damage.

237

Walking to Teresita is about a mile from my house. Going downhill is no problem, going up will really take a toll on seniors. A lot of students use the bus too. The 36 sometimes doesn't come up Reposa so we end up waiting a long time for the bus. We're taxpayers so why are they considering taking the bus away? My grandson also uses the bus to get to work.

238

Walking two to three blocks would be a concern during the winter/rain season.

240

I am 85 years old and I have been in this house since 1968 and my highly disabled son cannot drive, I cannot drive so we are totally reliant on public transportation. I don't have money for taxis. How does one get out and about without public transportation? Teresita is well over two to three blocks from my house and it is not feasible for me to walk there. I think it would be appropriate to remove parking spaces. People can put their cars in their garages. Seniors and disabled people rely on the bus for food, for medicine - what will we do without it. This is a vital, vital line for me and my son.

ResponseID Response

- 241 I do appreciate that the bus goes up this large hill, and it helps people who cannot walk up the giant hill get to Mt Davidson when they might not otherwise.
- 242 36 bus line is critical for making our neighbourhood full of steep streets accessible.
- 245 The closest 36 bus stop on Teresita is 0.6 miles away, so it would be farther than the 43 (0.5 miles) away. Either stops would be walking on inclined streets or steps. Before covid I used to take muni 5* a week to go downtown, the issues of the 36 is frequency is too low to be convenient (every 30 minutes) especially when coming back home since you can't time when you arrive at Forest Hill station, and 36 had a lot of ghost buses, especially after 6:30pm. Too many times, I've waited 1h - 1h15 minutes at Forest Hill for a 36 Teresita. So I ended up taking the first 36 or 43, even though 43 was a little more walk and often crowded, but 36 was too unreliable. I don't know when /if /how often I will have to go back to the office downtown. If 36 is at Teresita I will use exclusively the 43 to get to Forest Hill Station.
- 246 I live on Myra Way and am disabled so I object to taking away parking in front of our houses. I need to park in front of my house because I have trouble walking. No one rides the 36 Teresita. Every time it passes by my house it's empty. I highly object to taking away any parking. If you have to run the bus on Myra Way, get a smaller bus like a jitney. The current bus is too large to run on Myra Way.
- 250 Should keep the bus running on Myra Way
- 252 Keep the current route. It would be very difficult walking up and down Raposa.
- 253 I live on Myra Way. It is too narrow for this sized bus and dangerous to pedestrians. It is also often empty or has only a few people. A van or smaller bus would be more appropriate. Removing parking is not ideal and still leaves an infrequently used bus on this end of the route. Honestly, I would use it more if were smaller and more frequent,
- 254 It is narrow, but it's good to have as it goes to the base of Mt. Davidson. It's necessary to have public transit that takes you there.
- 255 It's scary to see buses trying to pass on myra or molimo
- 256 Happy to walk a few blocks to get the buses off the narrow streets.
- 258 I live uphill and sometimes I have my shopping or my travel bag so it is hard to go up the hill. I suggest that offering to go uphill after 7pm. Thank you very much for offering the survey.

ResponseID Response

259	The bus is too loud and is always nearly empty or empty. If it needs to still run up Myra it should be changed to a small shuttle bus instead.
260	The 36 passes by our house. I often look and see the bus is often empty or hardly occupied going to and from. It is noisy, disruptive and it is too dangerous for the narrow streets. It runs too frequently for the amount of people it transports and should stay on Teresita or the route up Myra at least to be a smaller shuttle bus.
264	You need to offer seniors and those with disabilities a way to get up to Mt Davidson. Not all can walk up the hills. What would be the closest bus stop to the elementary school if you do not run on Myra?
266	For 1.5 year i bus didn't come to Myra way because of the pandemic. What a relief when it came back. I have bad knees and I'm 69 yrs old. Walking down and up hill will be a torture and a BIG challenge. I hope they will not cut it off. Walking to myra way and OMAR is another alternative.
267	While I am currently very capable of walking 3 flat blocks to Teresita, I'm not sure that others in less capable are. Also, access to Mt. Davidson has been great for many. No issues in the last 30 years with the route why now?
270	The hills in the area make what would be a short walk on flat ground challenging for seniors, so I know it is only 2-3 b blocks to teresita, but that is a significant barrier to access
272	The 36 Teresita will remain in walking distance of the school and Mount Davidson while not endangering any students, cars, or other things at risk if the Mount Davidson spur is eliminated.
274	There are older people in the neighborhood that might find it hard to walk up the hill. There used to be a smaller bus (34) that did a a loop from Forest Hill station up to our area then up past Forest Hill to a neighborhood on the other side that we found worked very well.
275	Too difficult to walk uphill to home. Want to keep the bus to Myra way
276	Age.
277	I am too old and frail to walk uphill with full grocery bags. For years I was relying on #36 bus, and it would inconvenient me greatly if my bus stop will be taken away from me.
278	Losing the stop at Dalewood Way and Myra Way would be detrimental to the neighborhood. The slope of the hills make it hard to walk all the way to Teresita.

ResponseID Response

- 279 I used the bus to get up the hill. I can walk down. Will this affect the students at Miraloma Elementary School? Already hard to get people to enroll because not easy to get there by public transportation.
- 280 On occasion, tools need to be brought for work. Having the bus available up at Mount Davidson is appreciated.
- 281 There are seniors up this way and may not have access to this survey. I have used #36 for many years, the rivers are some of the best. They have a very difficult route and help wheel chairs bound and seniors a lot.
- 282 I don't ride because it does not go far. I would rather walk to a bus stop downhill (vs. uphill) to get the 43 that goes so much further!
- 283 I drive, but many people living within a half mile on either side of Myra Way depend on this bus - I know since neighbors I've talked to have expressed their need for the 36 on Myra Way and their concern that it remain. It's a lifeline for them.
- 284 I live in Miraloma and use the Myra way route to get to Bart. Losing access would really hurt my commute
- 286 If you take away parking spots it will make parking around the school really bad and they will take spots around the neighborhood. The parking is already bad and people are already fighting over spots. Taking away spots is not the answer
- 287 My husband and I are senior citizens in our mid 70's. We live about mid-way on Robinhood Drive. We would have to walk more than 3 blocks down to Teresita and on a good day it would take at least 10-15 minutes for us to walk downhill to Teresita; the return trip would be steadily uphill, with some significantly steep sections-that trip could take closer to 20-25 minutes. Should the #36 be discontinued, our only option would be #43, which involves steep grades (no flat sections) both way; the trip back up to Robinhood would take us 20-25 minutes. The weather would also play a significant role in making the trip even more difficult.
- 288 This would add almost 1/3 mile additional walk to a bus stop. This would really discourage me from choosing to ride the bus instead of driving.
- 290 Hard on us older folks. Also safety for kids and adults from school and those who use park for games, etc. Those who need to get too amd from bus below Myra already have a hefty walk up and down pretty steep grades, this would make it more difficult, especially if rainy or windy.
- 292 Weather concerns.
- 293 Carrying heavy bags of groceries longer distances.

ResponseID Response

294	I have bad knees which limit my ability to walk too far.
297	The bus is huge, and bus drivers get impatient and barrel down Myra way. There have been several times when I felt it was a close call picking up my child from nearby school, at two points: along the school and down the hillside curve at next block.
298	At Myra and Molimo the streets become very steep. Walking after 4pm becomes difficult if the bus stop was discontinued.
299	Given the timing of the 36 (every half an hour, and sometimes a little unreliable), I like having the option to catch it at multiple stops along Myra and after the turnaround.
300	As I age the hills become more daunting and carrying packages up hill for blocks to is too much.
301	The bus is dangerous on Myra for families with young children and elderly people. It should not snake all the way up the narrow streets all the way to the bottom of mount Davidson.
302	The 36 route on Myra poses a serious risk for residents. It is hard to navigate around the bus in a vehicle and they often come close to clipping cars. Families with young children and elderly people do not feel safe with the bus barreling down the narrow streets z
305	I'm less concerned about walking _to_ Terracita and more concerned about needing to walk _from_ Terracita, as no other bus stop serves the other side of the Mount Davidson peak
306	There is no other bus near my Davidson.
307	Dalewood to Teresita is a long walk / big hill
308	I ride the 36Teresita only a couple of times each year and when I do, it's primarily to get to the Forest Hill light-rail station or the Glen Park BART Station.
309	Gut the parking.
310	I just completed the survey but wanted to add the following comments. I walk my dog almost daily up and down Myra Way and see the 36 often. I've been irritated by the fact that it's nearly always empty! Driving a bus to the top of Mt Davidson (especially up steep Reposa) should be a big climate change concern, right? I'm thrilled to learn that MUNI is considering cutting this leg of the 36 - I hope this happens.

ResponseID Response

311 This service is crucial- the hills are too steep for children and seniors to climb.

313 Seems to have extremely low ridership, yet runs very often. Feels dangerous to run on the narrow streets, especially those with parking on both sides!

314 remove parking instead

315 I've taken it once and it's convenient to get to Mt Davidson.

316 I like the route as is.

318 We need bus service but that street is so narrow. Could use less frequent trips

319 An elderly friend who lives on Myra has been upset about this issue for years... parked cars aren't safe there because of the buses. There's got to be a better way.

320 The 36 is such an integral mode of transport for our neighborhood. Please maintain service!

322 I can walk to and from Teresita pretty easily and often do because some operators skip the loop to save time, but as a non-driver and city employee, I think it's very important that city amenities (Mt Davidson Park and Miraloma ES) are served by public transit. I know there are elderly people further up the hill who rely on the 36 and families who commute to the school via bus already find it challenging due to limited frequency and missed runs. As an able middle-aged person, I can adapt to a new route, but not serving offering service to Sherwood Forest, the school or the park is an equity issue. I have ridden the 36 with elderly neighbors and a blind parent taking his kids to school - people who can not easily walk uphill several extra blocks.

323 It's scary narrow, tbh if people just parked inside their garages vs storing stuff in them, it would be safer.

325 I live in the area, see the 36 all the time while walking around the neighborhood. Have only ridden it once or twice.

328 Glad we have option to use bus to get to the park

329 Historically, the 36 has travelled along Myra to take passengers to Mt. Davidson Park and provide bus service to the homes in the vicinity atop steep hills.

331 Yes I can still walk that far.... But the bus is wonderful when I'm not feeling well or the weather is bad.

ResponseID Response

332 Please don't reduce/alter the 36's schedule significantly- it's a great resource!

333 Myra Way is too narrow for the 36 Teresita to drive safely. It is very dangerous. Please discontinue the route from Teresita, up Myra.

335 Optimal bus route would go from Glen Park BART station or West Portal MUNI station to various stops. Why not consider a new, shorter route and a smaller bus to accommodate the narrow streets.

340 need it to come more often than every half hour.

341 Myra Way is too narrow. I think the 36 should stay on Teresita.

342 Hills too steep to walk back & forth

343 The street is tight but the residents who live there have low income caregivers who need to come to the home of older adults to care for them. Caregivers use the 36 Myra stops to get to this area.

346 I've found the 36 to be very inconsistent. It often is late to myra and dalewood or doesn't arrive at all. This makes it very difficult to rely on it for getting to work/school but I try all the same.

347 Need bus for work and many children who attend miraloma elementary school have to use public transportation !

349 Perhaps parking can be restricted on the route, at least during the main hours the bus runs. A lot of problems are also caused when cars don't yield to the bus.

353 Discontinue Myra route

356 This bus is the only way to reach the top of vary steep hill. Please don't change this route

358 Wht can't you use smaller vehicle like SF used to use on Mission st. Called Jitneys..it worked for Mission Street when I worked in Financial District in '80s/90's..current 36 line bus doesn't make Sense as hardly any passengers on bus as it passes my home on Myra Way.

ResponseID Response

360 I live on Myra Way and see the bus go by many times each day. Since the route re-opened after the pandemic shutdown I have never seen more than one passenger on it, and even that is rare; normally there are no passengers at all. A shuttle van (rather than a full size bus) would be ideal for this route. If that's not an option, then I think the bus should stick to Teresita and eliminate the Myra spur. When two buses meet each other going in opposite directions on Myra, it is a big problem. There's only room for one vehicle at a time here.

361 I have lived on Myra Way for 9 years across from one of the stops for 36 Teresita. I work from home and often look out onto the street. Most often the bus is empty. It is very rare that I see anyone on the bus. Furthermore, we have had to have the city fix our sidewalk because the bus has to drive on it to avoid oncoming traffic because the street is too narrow (cars parked on both sides of the street). Thank you for your consideration on discontinuing service on Myra Way.

366 Only use stop at Teresita and Stillings.

369 Please do not discontinue the bus service along Myra Way to Dalewood. The service is already intermittent and would be a huge loss to the neighborhood to lose it altogether.

373 Low ridership up to Mt Davidson. Not needed. Maybe some kind of summoning signal or other device if someone wants it to go up to pick someone up.

374 my son goes to miraloma elementary and even just with that i find it difficult to sometimes navigate pickups when the bus is on myra. i dont live on that street and im sure the residents would not love to lose street parking but i do think if the bus remains on that street removing some parking would be in order. i live on teresita at los palmos and we recently had a bunch of red curbs put in reducing our street parking but it hasnt really mattered actually. i guess what i would ask, is anyone actually taking the bus to mt davidson? i dont. if no one or very few are, just stay on teresita

377 Old people live up here! Don't take away our vital transportation!!

378 Our family depends on the stop at Myra and Molimo for the 36 Teresita bus. It is a significant uphill walk from Reposa and Teresita to get to Molimo and I have knee issues.

379 I don't see an issue - have ridden that direction when going to Forest Hill. The bigger issue to my mind is ensuring well timed and well spaced buses.

ResponseID Response

- 380 I used to (attempt to) commute to work on the 36 bus five days a week. It was a nightmare of unreliability. Or said another way, it was reliably unreliable. I was told directly by Muni that they routinely steal buses from the 36 to fill out other busier routes, I guess because there were less people riding the 36 to complain about it? They literally laughed in my face, in person, at Muni HQ. Which pissed me off immensely. I no longer will even bother with that line, and if I ride the bus I will walk much farther to get the 44 instead. Frankly, I despise you people.
- 383 Keep the line the way it is and remove parking spaces. Or better yet, put a smaller, shorter bus on the route as it is never close to full capacity anyway.
- 386 Please increase frequency of 36 bus. If some extraneous routes, which are already served by a different bus line are discontinued, I wonder if the bus can run more frequently. It is difficult when the bus only comes once every 30 minutes. If you miss it or even sometimes it might not even come, you are out of luck and have to wait very long for the next one.
- 389 Keep the 36 as is!
- 395 Down hill is doable. But at 74 years old, up hill is not easy.
- 396 I only use bus on Teresita as I live on Teresita. If I go up Myra to hike on Mt. Davidson I walk. This bus is very important to those of us in the neighborhood who use it regularly but not sure if it needs to go up Myra as only activity I see is at Miraloma Elementary School.
- 399 Need transit access to Mt. Davidson trail Suggest Myra Way loop operate just 1x / hour
- 400 keep same route for the 36 Teresita remove or restricting key point parking spaces at route operating hours
- 406 Weather in Miraloma Park on Mt. Davidson is often miserable, foggy, cold, and/or windy. The streets have steep hills, which makes walking hard. We don't want to have to walk any further than we do now (uphill, 3/4 block)
- 414 The 36 Line is the only public transit to the base of Mt. Davidson, a recreational destination for many residents, including seniors. Getting there on foot from Teresita Blvd is a steep ascent by foot. The 36 Line also serves residents living on Dalewood, Robin Hood Drive, Molimo, etc, and service to those residents should not be halted.
- 416 Too narrow ~ school zone
- 422 I know the Myra Way "detour" is tricky for all concerned, but if I lived anywhere near it, especially up near the turnaround, it's a long walk down to Teresita.

ResponseID Response

423 I enjoy the current route and would support removing a few spots of make it easier to navigate for the operator.

424 It is nice to have a bus stop close by. I would use it more often but due to Covid it has not been possible.

425 Keep bus in Myra way

426 Please don't take this bus away. It is one of the only busses in the neighborhood.

429 I am concerned for neighbors that live up the hill that rely on the 36 bus. It may be unreasonable for them to walk up/down the hills to Teresita to catch the 36. I vote to remove parking spaces in key locations.

435 Seems the bus route to Mt Davidson is necessary. I do not think there is any other bus access besides the 36. have there been #36 bus accidents on Mira way in which the bus hits parked cars? If so, how many in what period of time? How many parking spaces would need to be removed to make the Myra Way access safe?

436 The 36 is the only lifeline to BART and MuniMetro for this neighborhood. I use for both - between 7 am and 7 pm. There was discussion of replacing the bus with a van. That might lessen the impact on Myra. But we need a Muni vehicle, at least running along Teresita. No more than 30 min. intervals are manageable. And as covid recedes I believe ridership will increase again.

438 While the Myra Way loop to the Mt. Davidson trailhead occasionally inconveniences some car drivers, it's important for folks who live up on the hill to be able to access the 36 bus without having to hoof up and down those very steep streets. The stop at Miraloma Elementary School is also needed for safe passage of the little kids to/from school.

446 During low usage times a low-emission van is more appropriate than a "monster" bus, but, there are lots of folks retired who use the #36....

447 Keep the spur. The buses, garbage trucks, delivery trucks, etc., all seem to navigate Myra Way just fine. Also, neighborhood demographic seems to support increased need for bus. Some commuters, but also non-drivers such as pre-teens and retirees.

448 I'm OK to discontinue the stops on Myra Way.

458 Our neighborhood only has the 36 Teresita periodically run thru. If you take away Myra it will affect the people who live up at the Mt Davidson turnaround. Eliminating a few parking spaces I think is a good option in difficult areas

ResponseID Response

459 The bus needs to be smaller during the off commute hours. A 10/15 passenger bus or large van would be more practical, use less energy and not have as many traffic issues. This is true fir the entire 36 line. Use a smaller vehicle most of the time / there are maybe 20 max residents who use it outside of peak hours. Could save money and time

460 While you're at it, increasing frequency to more than once every 30 min during rush hours(each way) would make me a more consistent and confident rider.

461 Haven't ridden it since COVID-19 but know the route would be better served with a smaller van-type vehicle since the ridership has always been small.

464 Serving the Myra Way neighborhood will serve the elderly population that must rely on public transportation. I feel that my discontinuing that route will cause of senior citizens to think of other ways to get around the city, such as by taxi, Uber, Lyft, or other alternatives.

465 Many people taking this bus are handicapped. Not everyone can walk two or three blocks to get the bus.

466 Do not route the buses on other streets within Miraloma Park.

467 It doesn't seem that there are that many people riding the bus and it doesn't come that often. I'm against taking out any parking spaces and running it on Teresita would be safer and probably make it more efficient by not coming up Myra Way. Maybe by taking it off of Myra the bus could come more often as well.

470 My daughter will ride it next year from middle school. It drops off right in front of our houses

471 I am a disabled senior. I would not be able to walk the extra blocks.

472 I use a cane and it would be hard for me to get to Teresita, the uphill especially.

477 I like having the option of the Myra route, but wish the bus size were a smaller shuttle bus size given the size of streets with stops taking us to and from the Bart and Muni stations at Glen Park and West Portal. We would otherwise have to solely rely on car transportation to go to and from the closest Bart and muni stations

482 My primary travel via the 36 is to get to BART to get to the Embarcadero & Union Square and also to get to the airports as well as Caltrans to get down to the Peninsula.

ResponseID Response

487	Currently I am able to walk to Teresita, however I am 66 years old and I would not want to walk home from Teresita at night. Our neighborhood is quiet and not a lot of people on the street making it somewhat dangerous to walk at night.
488	I would prefer removing this route on Myra and only keeping it on Teresita as the bus is too large for the streets around Mt Davidson
489	Although I am able to walk the four blocks that I would have to walk, there are a number of local residents who would not be able to make that walk.
490	I am a Sr. Citizen and like the fact the bus comes to Mt. Davidson and in particular Myra and Molimo. Please do not discontinue this service to Mt. Davidson
491	Biggest problem with 36 is frequency during commute hours! I would take the bus more often if I didn't have to wait up to 30 minutes. 8-9:30 and 5:30-7:00 should run every 15 minutes.
492	I went to Miraloma ES. The bus is very important for access. A bus has run on Myra Way for more than 50 years. There are elderly residents that benefit from the service.
494	I believe the Myra Way is much too narrow for the # 36 to pass through everyday. Teresita is more appropriate for sure!!!
497	While I am able-bodied and can walk the very steep hill up and down to Teresita, that will not be an option for some seniors and Disabled folk who use the bus. I also know that there are kids who are students at Miraloma Elementary who rely on bus service to get to school, and I'm concerned about disenfranchising low-income students from outside of the neighborhood.
500	I would prefer that parking spots are removed versus that the bus route is restricted from Myra Way.
501	It would be nice to limit the route to Teresita as opposed to going up Myra Way since it does not help a lot to go up and it does cause issues.
502	Do not eliminate this segment of the line! I rely on it daily!
503	I take the 36 but not Myra Way

ResponseID Response

504 Bus stops have been there for 50 plus years. Mt Davidson is the built turn around and that stop has been there as long. My husband is too frail to walk 6 blocks to get to Terrisita. Taxis don't come here anymore. We can't afford Uber or Lyft as their costs are astronomical now. We pay very high City property taxes. What else are you going to stick Senior's for. We can't ride bikes. Our nurses need to be able to get to our home. The housekeeper does. None of them can afford cars or Taxis. Myra way is as wide as it always has been. The cars are smaller than the 1950 and 60 cars that used to roll through here—on the same street. Buses aren't wanted by the rich brats that are gentrifying the neighborhood with their five cars a household. Tell them to get rid of all their damn collector cars they never use that sit in their double garages while 3 more belonging to the same family sit on the street. The City is headed for a class action law suit by the elderly and disabled in San Francisco—just like it has before. Oh, and the City lost almost half a billion and is STILL paying out to correct lack of transit access for Seniors and Diaabled.

506 Removing parking on one side of Myra Way between Molimo Dr and Sherwood Ct is a good idea. But, people might drive faster on the open street.

507 These stops are very important to this neighborhood and connecting us with the rest of the City. It is a real lifeline for a lot of us. Please don't remove the spur from this line.

509 This is a valuable bus service that my kids use daily. Please opt for reducing parking spots if needed to continue to Myra and dalewood. Thank you.

511 Sometimes the drivers skip going up reposa and just pass through

512 tough route with our many narrow winding streets.....for most part drivers seem to handle it well

513 I own a gas car that is only used for going to the grocery store. My husband commutes to the greater San Jose area in an electric car. We would do not want to lose parking in our neighborhood.

516 The 36 could use some realignment and stop cleanup (including the small detour onto Randall St that's only used upon request) to make it a more reliable and consistent route

517 There is no justifiable reason to reduce public transit service on a route that goes to one of the public parks and open spaces. If people are concerned there isn't enough room for a bus - on a route that has existed for years - we should limit parking on Myra Way. People are more important than parking.

518 I believe that Mt. Davidson should remain accessible to all and that the 36 bus should continue to have a stop at the accessible park entrance.

ResponseID Response

519 One of the critical considerations here is coverage of hilly areas for people with limited mobility.

521 I have lived at 595 Myra Way with my wife and 3 kids for over 6 years. I consider the bus route dangerous and unacceptable. The bus is a constant source of stress. The bus is constantly coming onto my sidewalk leading to stress and cracks. Recently the city told me that I am responsible for repairing the damaged sidewalk that was caused by the Muni bus. Myra is way to narrow for a full size city bus to be traveling through. My children play in front of my house and I am constantly scared that the bus, or a car trying to avoid the bus, will come up onto the sidewalk and injure them. Multiple times, bus drivers have been exceptionally rude to me when I am trying to avoid them with my car, but they feel I haven't move out of their way far enough. Eliminating parking spaces seems like a ridiculous idea. There is already too few parking spaces. Eliminating them for the bus will NOT solve the problems with the bus, and only further inconvenience the people who live here. This bus should not go on Myra way.

525 I had two spine surgeries and I would like to keep going to the bus stop on Myra Way and Dalewood Way. Thanks

527 do not get rid of this stop please. it is a lifesaver for me.

529 We need to keep the existing bus route on Myra way. There are many who can not walk two to three blocks down to catch the bus. This includes senior citizens and children.

530 36 needs expanded coverage

531 The portion of the 36 bus route on Myra Way should be discontinued. The streets are exceptionally narrow. Cars and light poles have been hit by the bus. There are families with children that live on the route. The bus creates a significant amount of noise and soot pollution. It is often empty and seldom ridden on this leg of the route. Discontinuing this portion of the bus route would significantly benefit the neighborhood as was evident during the pandemic when services were suspended. It holds minimal downsides and would also be cost saving.

533 seems like it doesn't have many passengers

534 Consider a commuter van for this route

535 There several folks including myself that have trouble walking or are elderly that need access to the Teresita at least up to Myra and Molimo. Thank you!

536 As a 78 yr. old man with severe breathing difficulties, the Myra Way/Omar stop is my only life line to the rest of the city. I rely on it 100%. PLEASE, PLEASE consider keeping this critical route! I'll gladly testify to this.

ResponseID Response

537 I live on Teresita and monitor this bus all the time, it's always empty. The drivers fly down past my house every hour with nobody onboard, ridiculous. Maybe if people really need this service reduce the bus to a mini bus or even a electric car.

539 Hi my name is Sofia and I am an eighth grader who lives on Myra way, the bus stop at myra is really helpful for getting back home from school. Taking it away would be hard because me and some of my classmates taking to and from school and to be honest it make my life a lot easier. Please don't take it away!!

540 If I had been shopping and had things that I was carrying, I would not want to walk from Teresita. I've lived here for 30 years and I know that ridership has dropped, but it also seems that there are more cars on Myra Way. The increase in cars has made it more difficult for buses to get through the streets. We need to remove some of the cars to make room for the buses. Also, parents use the bus to get to Miraloma Elementary School and it would be difficult for them if they don't have access to a car to get to the school. The bus needs to stay on Myra Way.

543 I was so happy when the bus line was back in service! 😊😊😊☐☐

544 I live on Molimo Drive which is half way up Mt. Davidson, the highest peak in San Francisco. The hills UP from Teresita to Molimo are too steep for a senior. By getting off the bus on Myra Way, I can walk down the hill at Avoca Alley and then down hill to Molimo.

545 I need to get home and I am elderly.

547 I travel with luggage and the hill is steep. Reducing bus options seems very inconvenient.

548 I suffer from severe COPD and some walking issues. Walking down inn not an issue, walking UP is closed to impossible, especially if I am carrying groceries, etc. PLEASE do no discontinue this service!

549 The main reason I didn't use the bus is that I moved to the Robinhood Dr just before the pandemic started. Access to public transport was one of the key reasons for choosing my house. I'm in favor of keeping the 36 Teresita running to Mt. Davidson

551 The bus stop at Myra Way and Dalewood is the only access some people have to travel in the immediate area and/or to connect to other transit, and/or to visit Mt. Davidson park. When I was unable to drive for 3 months, due to epilepsy, the 36 bus was the only transportation I had in order to get to the grocery store. When you need it, you need it, especially for anyone with a disability.

ResponseID Response

- 552 The Teresita bus is empty most of the time. Sometimes it will drive on the sidewalk making it unable to be walked on as well as breaking the concrete. It keeps the whole house up at night and wakes everyone up in the morning. It should be removed
- 553 If it's downhill - YES. I suffer from severe asthma and climbing uphill with bags is close to impossible. PLEASE do NOT eliminate, because I'm not sure how I'll be able to get to and from home. Uber & Lyft are out of the question!
- 554 Climbing hills is a huge issue as I have heart issues, major breathing problems. PLEASE keep this invaluable service for us senior citizens and those with health issues!
- 555 Disappointed when the bus does not come up this way.
- 556 Climbing hills is very, very difficult for me, with my walking problems, especially if I'm carrying groceries, etc. It is a lifeline for me!
- 557 Though I sometimes ride the 36 Teresita from off of Myra, I'd strongly prefer that the line be re-routed off of Myra to run only on Teresita. I have no problems going a few extra blocks to catch the bus.
- 558 This bus is the closet to My house (~8 blocks away), and the easiest to get to when my knee is acting up. Otherwise I walk down & up to catch the 43 or 23 on Monterey, but that can take awhile.
- 560 I am a senior citizen 77 years old. I really need #36 bus. My residential neighborhood has probably highest elevation in SF. Very steep streets. I can't walk from home from Teresita. Too difficult for an old person. No car. My independence to get around depends on #36 bus. Please keep Myra Way service.
- 561 Huge breathing poems - Asthma! downhill is good, uphill is next to impossible!
- 562 For the folks who need this, it's a vital service
- 563 My husband and I are seniors, and we live at the top of Myra. The 36 bus serves passengers on Myra, but it also carries riders to and from the Sherwood Forest neighborhood at the top of the hill. It is a steep hill to climb, and it is much longer than 2 to 3 city blocks from Teresita. It should be noted that this bus line has been serving our neighborhood for 30 plus years, not just 10 years as stated in your survey.
- 565 Hard too walk uphill
- 566 remove the parking if it will ensure safe passage for public transit

ResponseID Response

- 567 I live at Myra Way and the bus is a hardship. I would prefer it stay on Teresita. The buses run very frequently and I rarely see anyone on the bus. The bus comes up here empty and it causes cars to pull over. It's hazardous as there are some tight areas that the bus has to squeeze through. It doesn't make sense to have the bus run on Myra Way, one of the narrowest streets here. It should definitely be eliminated from Myra Way. And the noise pollution is bad - you can't even have a conversation as the bus is so loud.
- 568 I'm curious how nearby residents to this pinch point think. Would they rather lose bus service on Myra way or lose those parking spots? That's a helluva walk to Teresita though, and could create barriers to people who may rely on the bus service. We're trying to push for people taking more public transportation, that's another factor. with those two things I say remove the pinch point parking. SOMETHING should be done, for sure, and these are both good options. another may be to just reduce the frequency of the route so the bus isn't caught with another coming the other way all the time. I lived near the 36 for 20 years and couldn't have taken it 10 times; there's never too many riders on it.
- 570 This bus provides The only way to connect to Muni or Bart from our area of town but the narrowness of our streets with parking on both sides makes it tricky. Some of the bus drivers drive really fast too. Often cars have to go up on the sidewalk to make room for the boss or back up backwards up the street. Without this bus our son would not be able to get home from school without walking A long way and up steep hill with a very heavy backpack. If there was another bus from Mount Davidson down to The Muni station on West Portal that would work even better
- 571 I would like the 36 bus to continue running along Myra as to avoid walking additional blocks due to increment weather and safety reasons.
- 572 Climbing is very difficult! Mobility problems and breathing issues.
- 575 I don't mind the short walk. I knew I'd be walking up and down hills when I moved up here. I feel sorry for the people who have to suffer the ride up and down to Mt Davidson for what looks like one person. It's no big deal to me if the route changes. It would be a big deal if you take parking places away though. There's not much parking on the hill now, so if there was less it would be problematic for a lot of people.
- 578 The bus doesn't come often enough and is not reliable.
- 579 Predictions are always off. The bus doesn't come when it's supposed to and it doesn't come often enough. Need to increase the frequency.
- 580 The bus is pretty unreliable. It doesn't come when it's supposed to, especially in the evenings. I'm actually considering buying a second car because the bus is so unreliable.

ResponseID Response

582 The bus doesn't get used a lot, but people need it on Myra Way. There are a lot of senior citizens here who need it.

583 I do not mind by Rod wave because it does not take me far enough out of the neighborhood forward to be useful. Do not remove valuable parking spaces on Myra What cars are the only defense the desperation of light poles has for the poor driving skills of the week drivers on a narrow street

585 We are Seniors, live on Lansdale, so to walk to Teresita would be too far of a walk uphill and downhill, a real hardship.

587 I prefer to walk 1-2 blocks to bus stop as needed, but 3 blocks or more is a bit too far especially up hill walk.

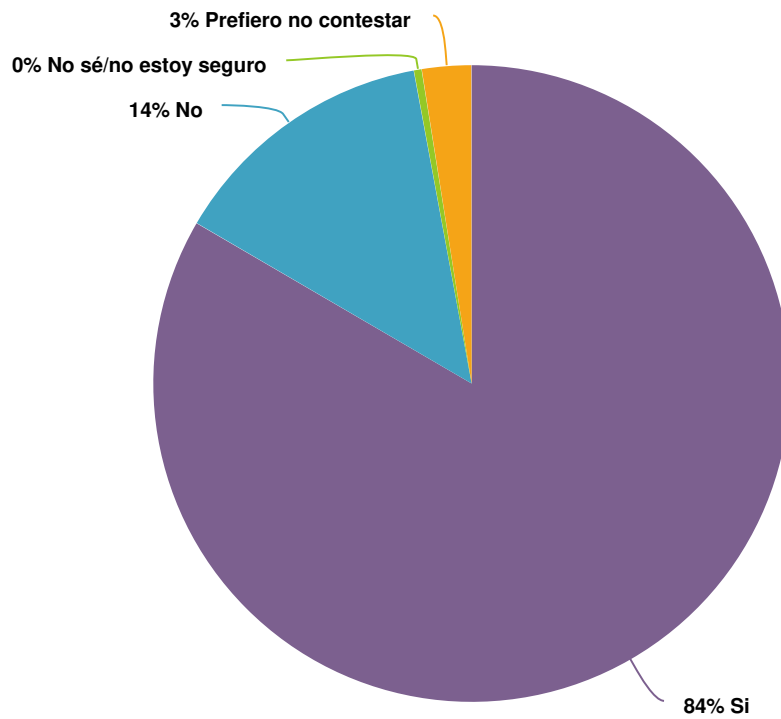
589 Myra way is too narrow for bus to run. I witnessed a few times that, to accommodate the passing of another bus, bus had to jump the sidewalk where students of Mira Loma Elementary School were walking around.

590 The 36 Teresita continues to breach the pedestrian sidewalks, as the street can't accommodate the passing of the vehicle. Standard traffic is forced to jump the sidewalk endangering our pedestrians and students of Mira Loma elementary school.

591 The bus should go to mount Davidson. Remove a couple spots so you can run bigger buses more often. The biggest issue with the route is 30 minute headways with frequent cancelled runs. I ride it when it shows up but otherwise I end up driving or calling Uber. Not something I can plan into my routine.

593 Please stop the madness. The 36 just took out another car on Mt. Davidson. How much property damage are we going to have to endure? How many cars must be smashed? How many street light? Is your agency so flush with cash it can send an empty bus up and down a three block section of the route from 6am to 11pm with no regard for the people that actually live here? Some years back you even tried to shift the bus onto Bella Vista and what was the response? "No". No, was the response, not on OUR street. And why was that? No one wanted the bus on Bella Vista, just like no one wants it on Myra way. Please leave stop destroying our neighborhood; not even your drivers want to come up here. The longer it runs to Mt. Davidson, the greater the chance for bodily injury. Unless money is no object, please remember that the 36 runs past an elementary school all day long. I've seen no less than three children pulled back from the sidewalk when the bus is trying to avoid automobile traffic going the opposite direction. This is a quiet residential neighborhood, not a thru-way street with plenty of room for traffic and pedestrians. Maybe it's time to let the few residents who ride the 36 that there are other resources available to them.

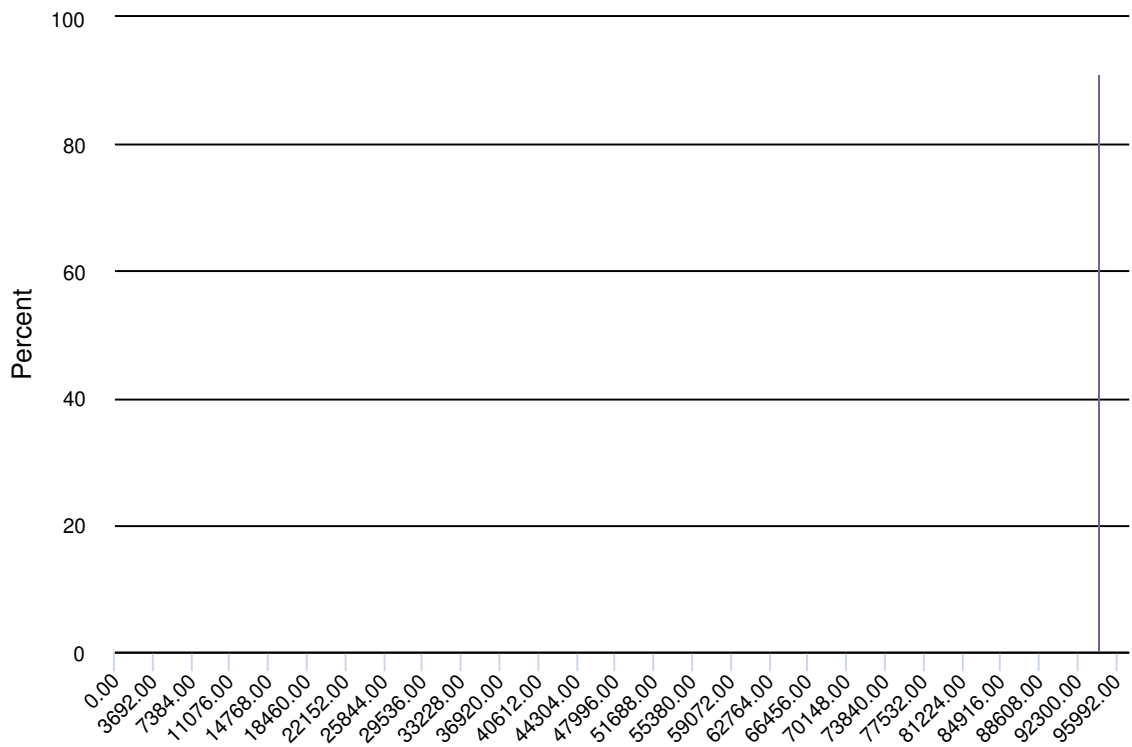
8. ¿Usted o alguien de su hogar posee un automóvil que se usa para el transporte en San Francisco?



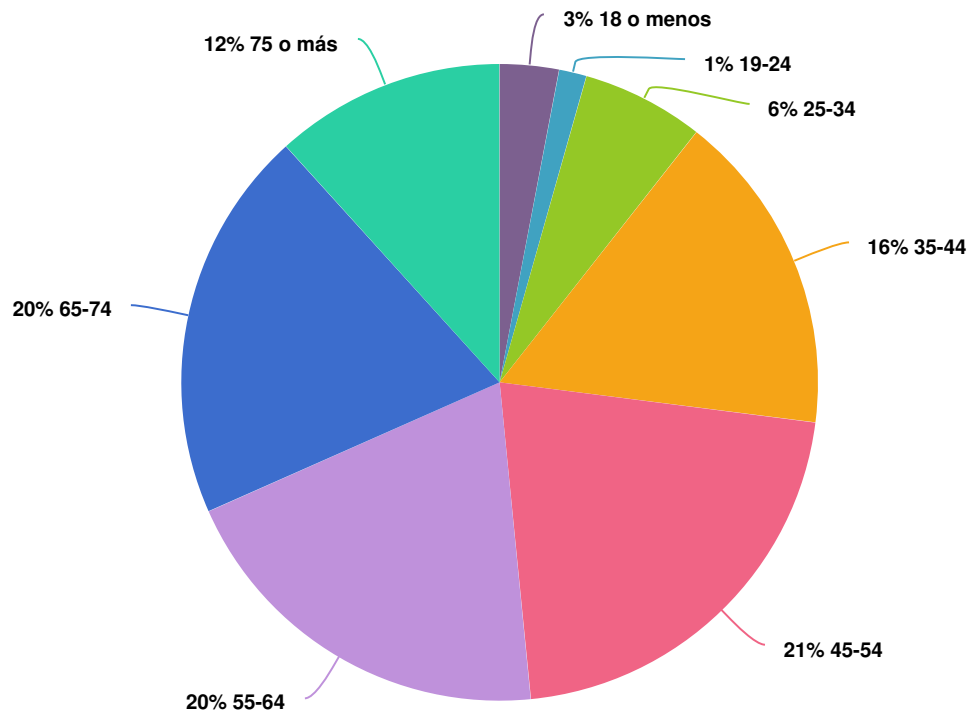
Value	Percent	Responses
Si	83.5%	475
No	13.7%	78
No sé/no estoy seguro	0.4%	2
Prefiero no contestar	2.5%	14

Totals: 569

9. ¿Cuál es el código postal de su residencia principal?



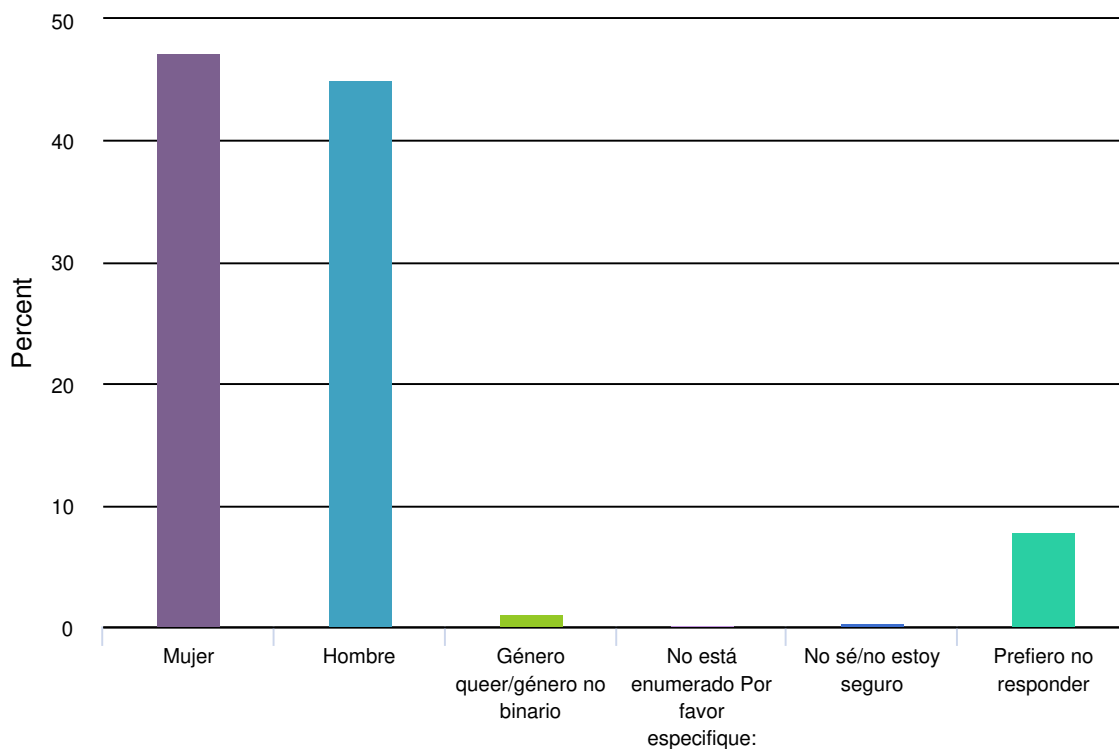
10. ¿Cuál es su edad?



Value	Percent	Responses
18 o menos	3.0%	17
19-24	1.4%	8
25-34	6.2%	35
35-44	16.4%	92
45-54	21.4%	120
55-64	19.9%	112
65-74	19.9%	112
75 o más	11.7%	66

Totals: 562

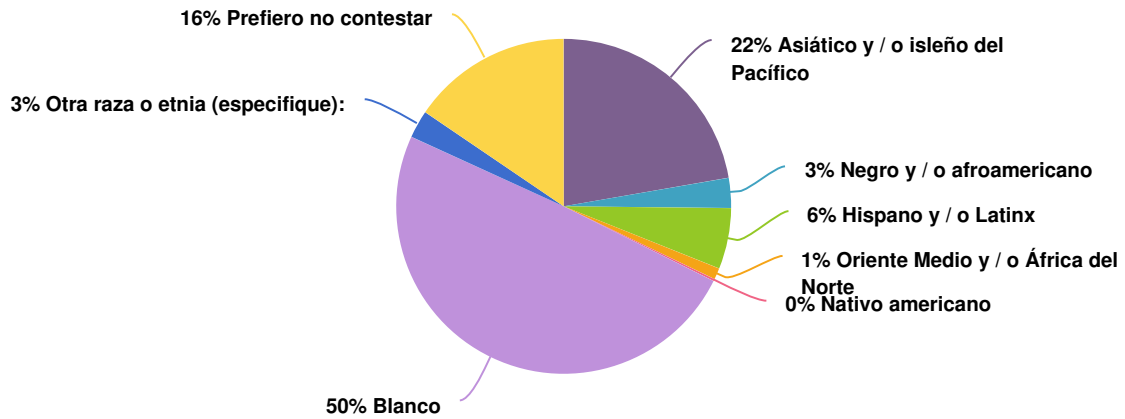
11. ¿Cómo describe su identidad de género? Seleccione todas los que correspondan.



Value	Percent	Responses
Mujer	47.2%	265
Hombre	45.1%	253
Género queer/género no binario	1.2%	7
No está enumerado Por favor especifique:	0.2%	1
No sé/no estoy seguro	0.4%	2
Prefiero no responder	7.8%	44

Not listed. Please specify:	Count
8	1
Totals	1

12. ¿Con qué raza y/o etnia se identifica? Seleccione todas las que correspondan

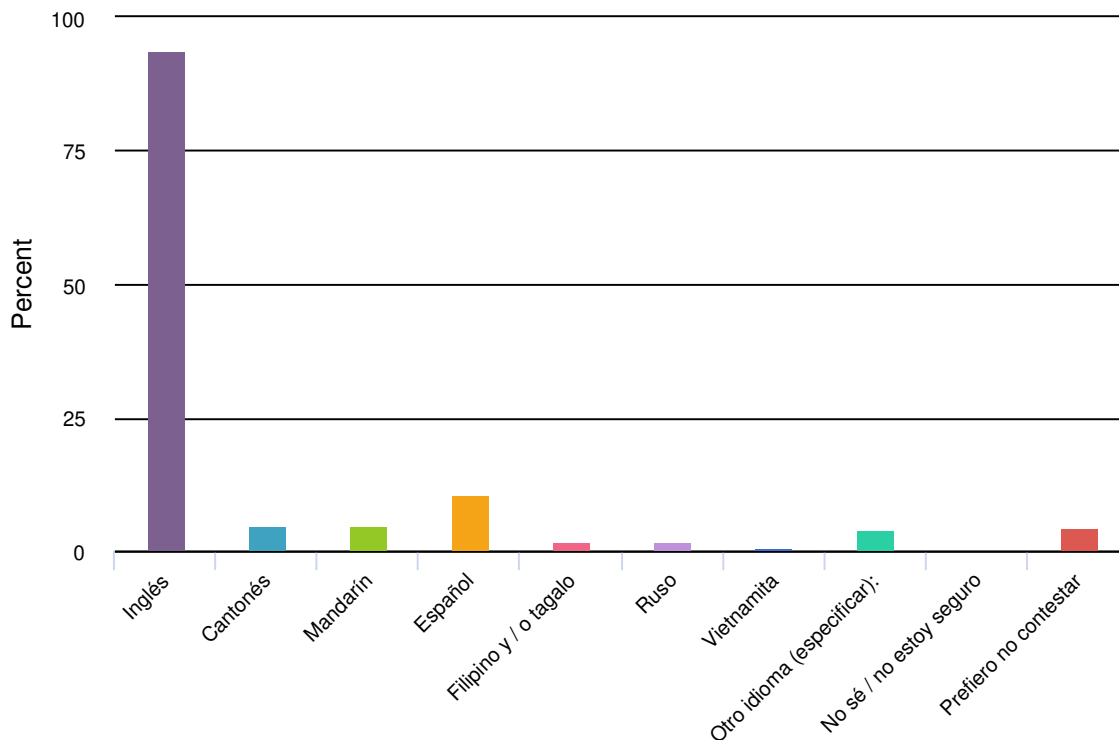


Value	Percent	Responses
Asiático y / o isleño del Pacífico	22.3%	125
Negro y / o afroamericano	2.9%	16
Hispano y / o Latinx	5.9%	33
Oriente Medio y / o África del Norte	1.1%	6
Nativo americano	0.2%	1
Blanco	49.5%	277
Otra raza o etnia (especifique):	2.7%	15
Prefiero no contestar	15.5%	87

Totals: 560

Another race or ethnicity:	Count
Indian	2
Jewish	1
Latino / Asian	1
Mixed	1
Mixed (all that apply doesn't work)	1
Slovak	1
South Asian	1
White, Hispanic & Native American	1
mixed	1
white hispanic - it's says to select all that apply but I was not able to select two buttons	1
Totals	11

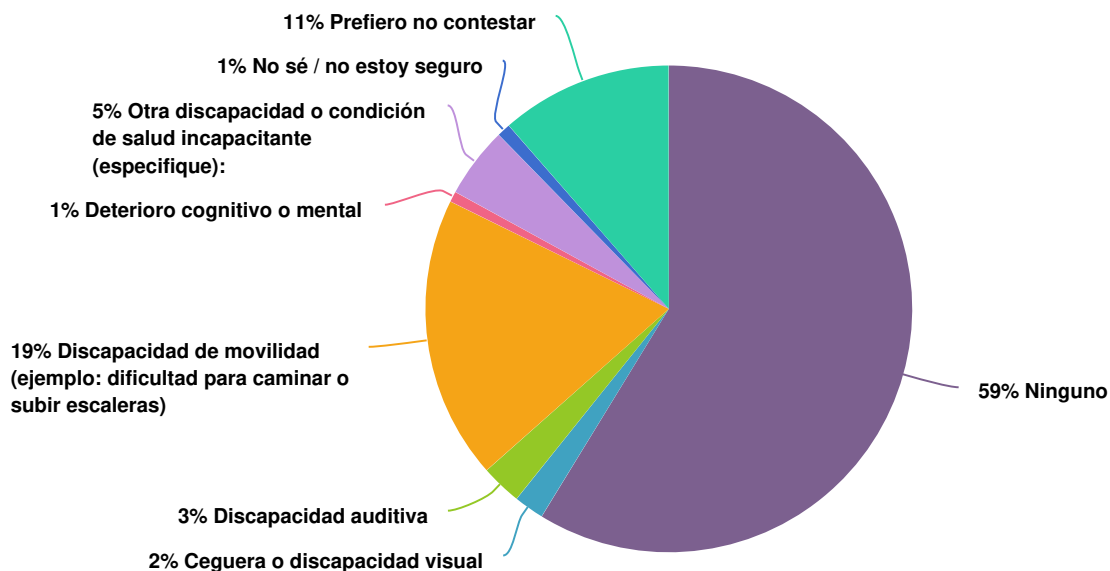
13. Seleccione todos los idiomas que se hablan en su hogar. Seleccione todas las que correspondan



Value	Percent	Responses
Inglés	93.9%	526
Cantonés	4.6%	26
Mandarín	4.6%	26
Español	10.7%	60
Filipino y / o tagalo	1.8%	10
Ruso	2.0%	11
Vietnamita	0.7%	4
Otro idioma (especificar):	4.1%	23
No sé / no estoy seguro	0.2%	1
Prefiero no contestar	4.5%	25

Another language (please specify)	Count
French	2
Japanese	2
French Italian	1
French and Arabic	1
German	1
German	1
Greek, Shqip (language of Albania)	1
Hebrew	1
Hindi	1
Korean	1
Nepali	1
Polish	1
Quechua	1
Thai	1
Toisan (form of Cantonese)	1
Turkish	1
Turkish, Dutch	1
urdu	1
Totals	20

14. ¿Alguna de las siguientes discapacidades afecta actualmente su vida diaria? Seleccione todas las que correspondan

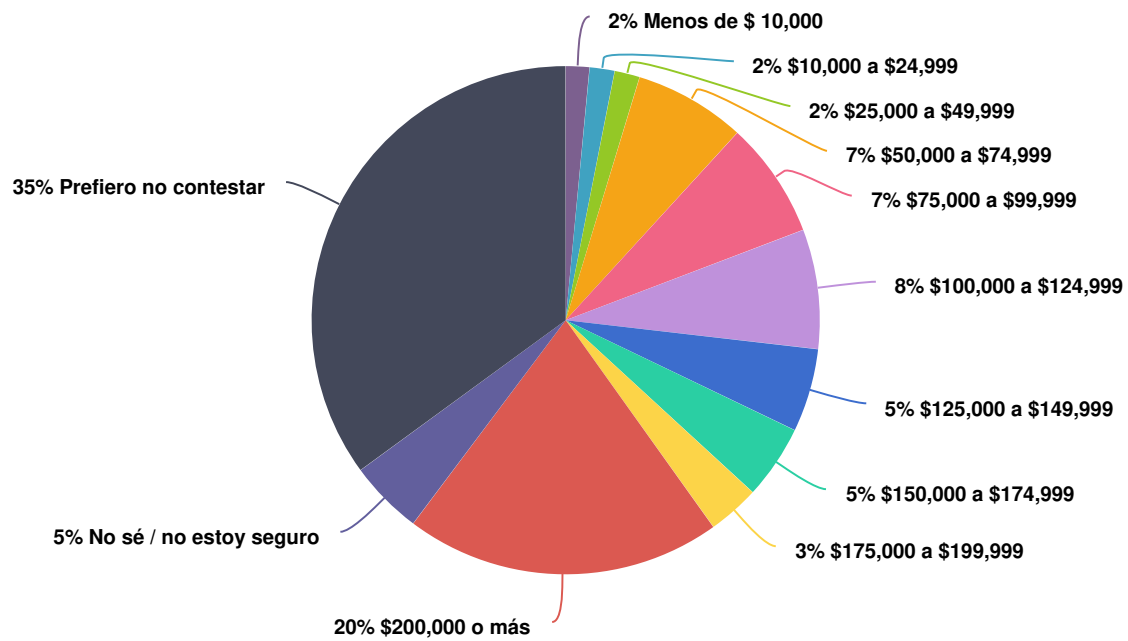














Value	Percent	Responses
Ninguno	58.7%	324
Ceguera o discapacidad visual	2.0%	11
Discapacidad auditiva	2.7%	15
Discapacidad de movilidad (ejemplo: dificultad para caminar o subir escaleras)	18.8%	104
Deterioro cognitivo o mental	0.7%	4
Otra discapacidad o condición de salud incapacitante (especifique):	4.7%	26
No sé / no estoy seguro	0.9%	5
Prefiero no contestar	11.4%	63

Totals: 552

Another disability or disabling health condition (please specify):	Count
Climbing stairs, COPD, severe breathing difficulty	2
Stenosis - lower back pain	2
100% VA disabled	1
Asthma	1
Asthmatic	1
Cervical spine issues	1
Diabetes	1
Diabetes Type 1	1
Hearing impairment as well	1
Heart Disease	1
Heart, mobility and breathing are al huge issues	1
Knee problems	1
Mobile disability, costochondritis, hypertrophic obstructive cardiomyopathy	1
Mobility, walking, breathing, climbing	1
None of your fucking business	1
Not for me but my mom is currently recovering from mobility issues	1
Seizure disorder	1
Severe COPD, Walking issues, climbing	1
Severe asthma, climbing up. breathing is close to impossible!	1
adhd	1
arthritis	1
cardiac restrictions	1
dialysis	1
Totals	25

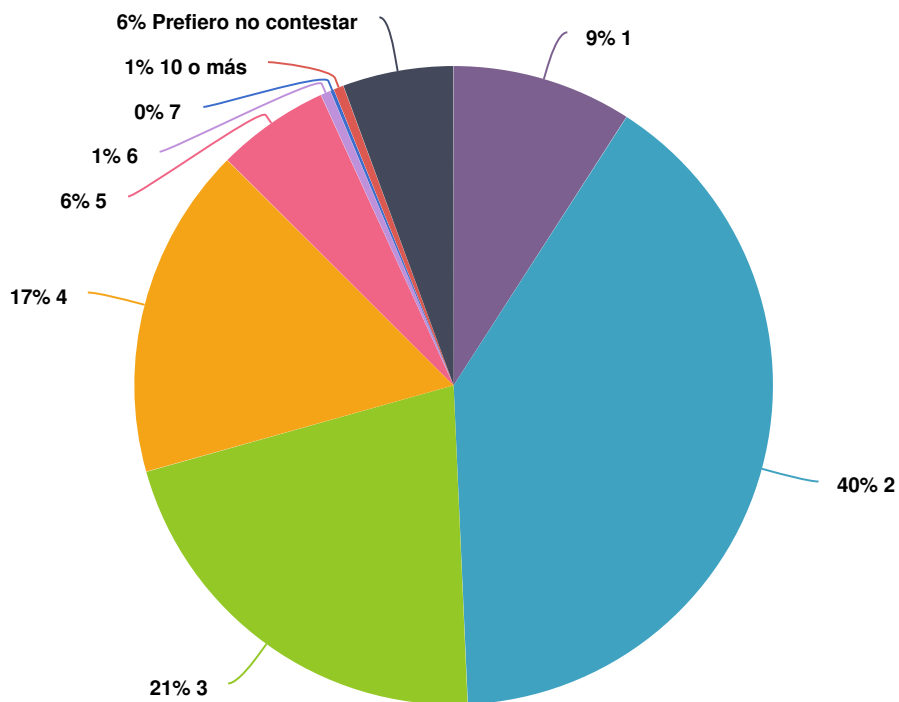
15. ¿Cuál es el ingreso anual total (antes de impuestos) de todos en su hogar?



Value		Percent	Responses
Menos de \$ 10,000		1.5%	8
\$10,000 a \$24,999		1.6%	9
\$25,000 a \$49,999		1.6%	9
\$50,000 a \$74,999		7.1%	39
\$75,000 a \$99,999		7.4%	41
\$100,000 a \$124,999		7.6%	42
\$125,000 a \$149,999		5.3%	29
\$150,000 a \$174,999		4.7%	26
\$175,000 a \$199,999		3.3%	18
\$200,000 o más		20.1%	111
No sé / no estoy seguro		4.7%	26
Prefiero no contestar		35.0%	193

Totals: 551

16. ¿Cuántas personas hay en su hogar?



Value	Percent	Responses
1	9.1%	51
2	40.1%	224
3	21.3%	119
4	16.8%	94
5	5.7%	32
6	0.5%	3
7	0.2%	1
10 o más	0.5%	3
Prefiero no contestar	5.6%	31

Totals: 558