



### Remove Stops at 7th Ave and 4th Ave

- Fewer stops along the route means Muni can travel the same distance in less time.
- The transit stops at 4th and at 7th would be consolidated into a new stop between 5th and 6th.
- The average distance between stops would increase from 700 feet to 1000 feet.



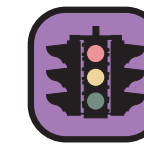
### New Stops between 5th and 6th Ave

- Adding stops in this location would space stops more evenly along the route.
- Even spacing provides a balance between time spent walking to or from a stop and time spent riding the train for the average person.



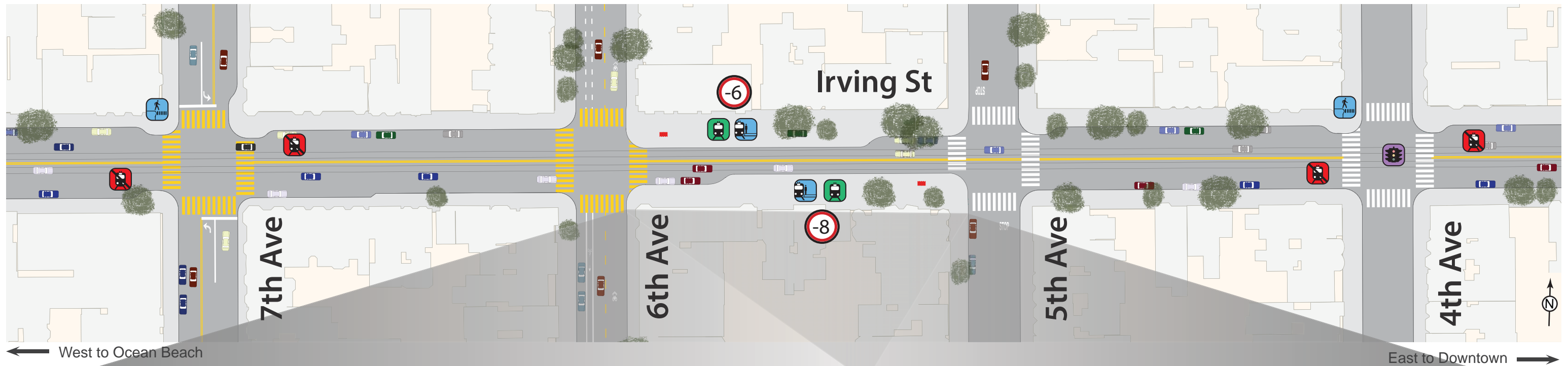
### New Pedestrian Bulbs at 4th Ave and 7th Ave

- Improves pedestrian safety by reducing the crossing distance at intersections. A shorter crossing distance for pedestrians also means less time stopped at red lights.



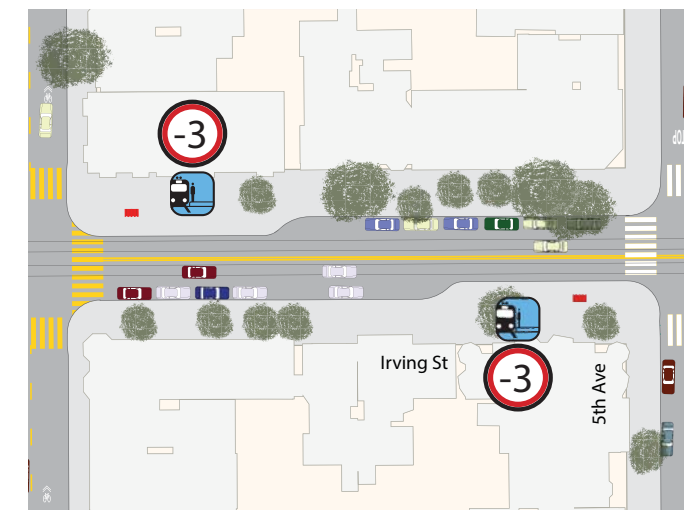
### New Traffic Signal at Irving St and 4th Ave

- Reduces the amount of stops the train makes along its route and makes it possible to introduce transit signal priority (TSP) at intersections.
- TSP keeps the light green for Muni as it approaches an intersection, saving time.



### OPTION 1 Full-Length Transit Bulbs (shown above) between 5th Ave and 6th Ave

- Bulbs provide transit riders a safe place to wait for the train, and eliminate the need to board the train from the street. It also ensures that cars don't pass trains while passengers are getting on and off. This makes boarding safer and faster.
- The full length of the block would have wider sidewalks in either option. The transit bulbs would widen the sidewalks from 15 to 29 feet to allow for direct boarding of trains. The remainder of the block would have 21-foot wide sidewalks with parking between the sidewalk and the traffic lane.
- Wider sidewalks provide space for amenities like benches, transit shelters, bike racks, trees, and landscaping pending community input. It would also allow for a potential future project to add a high-level accessible platform for wheelchair boarding.
- Option 1 provides direct boarding from the sidewalk for the full length of a two-car train and would eliminate approximately 6 spaces on the north side of the block, and 8 spaces on the south side of the block. Full-length bulbs would be designed to maintain access to driveways.



### OPTION 2 Half-Length Alternative

- This alternative shortens the bulbs between 5th and 6th Avenues, providing for seamless boarding of trains from the sidewalk for only the first car of a two-car train.
- This option avoids transit bulbs extending through driveways, and would remove three parking spaces on each side for a total of 6 spaces.