

Route Map Text Boxes for TEP Implementation Strategy

Summary of Recommendations for E Embarcadero Line (new line):

- New line using historic streetcars would connect Fisherman's Wharf and northeast waterfront to AT&T Park and Caltrain via the Embarcadero and King St.
- Would reduce crowding on waterfront portion of F Line
- Majority of infrastructure, including platforms, has already been constructed
- Proposed frequencies – 15 min daytime; 20 min evening

Summary of Recommendations for F Market / Wharves Line:

- No route changes proposed
- Near-term service would increase in midday and PM peak, as historic street car rehabilitation project progresses, to meet growing demand
- Service would be shifted from the AM peak to the PM peak to reduce crowding
- Current frequencies – 6 min peaks; 6-7 min midday; 15 min evening
- Proposed (post E line) frequencies – 7-8 min AM peak and midday; 5 min PM peak; 15 min evening

Summary of Recommendations for J Church Line:

- No route changes proposed
- Current and proposed frequencies – 9 min peaks; 10 min midday; 15 min evening
- The original TEP proposal to extend the J Church to SFSU and truncate the M Ocean View at SFSU is being replaced by a proposal to create a second terminal in Parkmerced and send every other peak period train to/from Balboa Park Station. This project would be funded by the Parkmerced developer and would have comparable efficiencies to the original proposal.

Summary of Recommendations for K Ingleside and T Third Lines:

- No route changes proposed; 1-car K Ingleside would continue to be through-routed with the T Third
- Current and proposed frequencies – 9-10 min peaks; 10 min midday; 15 min evening

Summary of Recommendations for L Taraval Line:

- No route changes proposed
- Current and proposed frequencies – 6-7 min peaks; 10 min midday; 12 min evening

Summary of Recommendations for M Ocean View Line:

- Would extend into Parkmerced, forming a branch of M service (alternate peak period trips would continue to/from Balboa Park Station)

- Current frequencies – 9 min peaks; 10 min daytime; 15 min evening
- Proposed frequencies (Downtown to SFSU) – 7-8 min peaks; 10 min midday; 10-15 min evening
- Proposed frequencies (SFSU to Balboa Park) – 15 min peaks; 10 min midday; 10-15 min evening
- The original TEP proposal to extend the J Church to SFSU and truncate the M Ocean View at SFSU is being replaced by a proposal to create a second terminal in Parkmerced and send every other peak period train to Balboa Park Station. This project would be funded by the Parkmerced developer and would have comparable efficiencies to the original proposal.

Summary of Recommendations for N Judah Line:

- No route changes proposed
- More frequent service proposed during peak hours to increase capacity and reduce crowding
- Current frequencies – 7 min peaks; 10 min midday; 12 min evening
- Proposed frequencies – 5 min peaks; 10 min midday and evening

Summary of Staff Recommendations for Cable Car:

- No route or frequency changes proposed
- **Powell / Mason** line would continue to run from Taylor / Bay on Taylor, Columbus, Mason, Washington, and Powell Streets to Market St.
- Current and proposed frequencies – 10 min AM peak; 8 min all other times
- **Powell / Hyde** line would continue to run from Hyde / Beach on Hyde, Washington, Powell Streets to Market St.
- Current and proposed frequencies – 10 min AM peak; 8 min all other times
- **California St.** line would continue to run on California from Van Ness Ave. to Market St.
- Current and proposed frequencies – 6 min AM peak; 8 min midday and PM peak; 12 min evening

Summary of Recommendations for 1 California:

- No route change proposed
- Current and proposed frequencies (east of Presidio Ave.) – 3-4 min peaks; 5 min midday; 15 min evening
- Current and proposed frequencies (west of Presidio Ave.) – 7 min peaks; 5 min midday; 15 min evening

1 – Short
Turn Loop

Summary of Recommendations for 1AX California “A” Express:

- No route changes proposed
- Stop would be added at Van Ness Avenue

- Current and proposed frequencies – 10 min AM peak; 12 min PM peak (peak direction only)

Summary of Recommendations for 1BX California “B” Express:

- No change in passenger routing proposed, express portion of inbound route would turn on Gough instead of Fillmore to improve service reliability
- Stop would be added at Van Ness Avenue
- Current and proposed frequencies – 8 min AM peak; 10 min PM peak (peak direction only)

Summary of Recommendations for 2 Clement:

- Supplemental trolley coach service would be added between Downtown (Sansome/ Market) and Presidio to maintain trunk service on Sutter, replacing discontinued 3 Jackson
- Current frequencies – 12 min peaks; 20 min midday
- Proposed frequencies on Sutter St. – 5 min peaks; 10 min midday, 20 min evening
- Proposed frequencies east of Market/west of Presidio 10 min peaks; 20 min midday and evening

2 – Supplemental
Service Turn-back

Summary of Recommendations for 3 Jackson:

- Line would be discontinued; peak service on Sutter maintained by adding supplemental trolley coach service on the 2 Clement
- Jackson segment would be eliminated due to low ridership
- Routes 2, 10, 22, 24 and 43 would continue to offer service along portions of discontinued route
- Proposed frequencies on Sutter St. (provided by 2-Clement) – 5 min peaks; 10 min midday, 20 min evening

Summary of Recommendations for 5 Fulton

- Two service types proposed:
- Long line 5L would make local stops west of 8th Ave. and limited stops between 8th Ave and Van Ness, then local stops to Transbay Terminal, decreasing travel time for most passengers
- Short line 5 would operate local between 8th Ave. and Transbay Terminal, increasing service in the Western Addition to address high ridership and crowding
- Evenings and weekends, all service would be local from Ocean Beach to Transbay Terminal
- Current frequencies – (west of 8th Ave.) 9 min peaks, 8 min midday, 15 min nights
(east of 8th Ave.) 4-5 min peaks, 8 min midday, 15 min nights
- Proposed frequencies – (west of 8th Ave.) 7-8 min peaks, 10 min midday, 15-20 nights;
(east of 8th Ave.) 7-8 min peaks, 10 min midday, 15-20 min nights

5 – Short-line
Turnback

Summary of Recommendations for 6 Parnassus:

- Would be rerouted via Stanyan between Haight and Parnassus to provide increased service in the busiest part of Haight Street; lower ridership segment in Ashbury Heights would be discontinued to conserve resources
- Combined with 71L, would provide local and limited stop service along the full length of Haight St.
- Modified by SFMTA Board Ad Hoc TEP Review Committee to study both the proposed and existing route alignments in Ashbury Heights during environmental assessment
- Shown with two-way service on lower Haight St. to be consistent with related project (currently in design phase) to mitigate impacts of Octavia Boulevard congestion.
- Overhead wires would be extended to West Portal Station via 14th Ave. and Taraval St.
- Current and proposed frequencies – 10 min peaks; 12 min daytime; 20 min evening

Summary of Recommendations for 8X Bayshore Express:

- Segment north of Broadway would be eliminated (replaced by 11 Downtown Connector)
- Current frequencies – 7-8 min peaks (off peak direction); 9 min midday; 15 min evening
- Proposed frequencies – 7-8 peaks (off peak direction); 8 min midday; 12 min evening

Summary of Recommendations for 8AX Bayshore “A” Express:

- No route changes proposed
- Current and proposed frequencies – 7-8 min peaks (peak direction only)

Summary of Recommendations for 8BX Bayshore “B” Express:

- Segment north of Broadway would be eliminated (replaced by 11 Downtown Connector)
- Current and proposed frequencies – 7-8 min peaks (peak direction only)

Summary of Recommendations for 9 San Bruno/9L San Bruno Limited:

- No route changes proposed
- Current frequencies -- 12 min all day (local and limited each)
- Proposed frequencies -- 10 min all day (local and limited each)

9 – Evening
Terminal

Summary of Recommendations for 10 Sansome:

- Renamed 10 Sansome would replace 10 Townsend
- Service would continue to operate between Jackson/ Steiner and 24th/ Potrero via Potrero Hill, but would be rerouted south of the Caltrain Depot Station to operate through the new Mission Bay neighborhood
- Short-line service would operate between Van Ness/ Pacific and Sutter/ Sansome, maintaining or exceeding current frequencies on Pacific and Sansome
- Current frequencies: West of Van Ness, south of Market – 20 min, daytime with supplemental peak direction trips added between Caltrain and Potrero Hill to reduce overcrowding
- Current frequencies: Between Van Ness and Market (combined with 12 Folsom/ Pacific) – 10 minute daytime, 20 minute evenings
- Proposed frequencies: West of Van Ness and south of Market – 15 minute daytime, 20 min evenings.
- Proposed frequencies: Between Van Ness and Market – 7-8 min daytimes, 20 minute evenings.

Summary of Recommendations for 11 Downtown Connector (new line):

- New Downtown Connector would run on Polk, North Point, Powell, Columbus, Sansome, 2nd St., Folsom, 11th St.
- Would provide SoMa with two connections to Market St., at Van Ness and Montgomery Stations
- Would provide North Beach with connection to Financial District/ Montgomery Station
- Route shown on Folsom and Harrison in SoMa; route could also operate on a two-way Folsom, proposed by the Western SoMa Community Plan (further study needed)
- Proposed frequencies – 10 min peaks; 12 min midday; 15 min evening

Summary of Recommendations for 12 Folsom/ Pacific:

- Route would be discontinued but current service levels on Pacific and Sansome would be maintained or improved
- Service on Folsom would be replaced by rerouted 27 Bryant
- Service along Pacific and Sansome would be provided solely by 10 Sansome

Summary of Recommendations for 14 Mission:

- 14 Local would use motor coaches and be extended to Daly City BART via John Daly Blvd.
- Mission St. would have more frequent service at all times of day provided by all-day local and limited stop service (Routes 14L and 49L)

- Limited stop service would use trolley coaches and run every 5 min or better from 6 AM to 8 PM reducing travel time for most customers
- Current and proposed frequencies – 7-8 min peak (15 min south of Lowell); 9 min midday; 10 min evening

Summary of Recommendations for 14L Mission Limited:

- No route changes proposed
- Mission St. would have more frequent service at all times of day provided by all-day local and limited stop service (14L and 49L routes)
- 14 Limited service hours would be expanded to operate between 6 AM and 8 PM, 7 days a week
- Limited stop service would use trolley coaches and run every 5 min or better from 6 AM to 8 PM reducing travel time for most customers
- Current frequency – 9 min all day
- Proposed frequencies – 7-8 min peaks; 9 min midday; 15 min (7-8 minute combined with 49L) evening

Summary of Recommendations for 14X Mission Express:

- No route changes proposed
- Current and proposed frequencies – 7-8 min peaks

Summary of Recommendations for 16X Noriega Express:

- Would be extended to Market and Spear Streets in the Financial District (currently terminates at 4th St.) to provide better penetration of downtown core and greater connectivity
- Current and proposed frequency – 9 min peaks (peak direction only)

Summary of Recommendations for 17 Parkmerced:

- Would replace existing Route 18 segment around Lake Merced via John Muir Dr. and Skyline Blvd.
- Would connect West Portal Station, Stonestown Mall, Parkmerced, Daly City BART, Westlake Shopping Center in Daly City and the Lakeshore Plaza
- Daly City portion of route would make limited stops at key destinations
- One-way loop on Arballo, Garces, and Gonzalez in Parkmerced would be replaced by two-way service on Font to save resources and simplify route
- Modified by SFMTA Board of Directors Ad Hoc TEP Review Committee to retain service on Buckingham Way, and between Stonestown and West Portal Station
- Current frequencies – 30 min all day and evening
- Proposed frequencies – 20 min all day and evening

Summary of Recommendations for 18 46th Avenue:

- Would use more direct route between the Zoo and Stonestown via Sloat Blvd., Sunset Blvd., Lake Merced Blvd. and Winston Dr. Service along Skyline Blvd. and John Muir Dr. would be replaced by the Route 17
- Service along Lake Merced Blvd. between John Muir Dr. and Font Blvd. would be discontinued
- Current and proposed frequency – 20 min all day and evening

Summary of Recommendations for 19 Polk:

- Would operate between Van Ness/ North Point and SF General Hospital
- Would have modified routing in Civic Center to simplify route structure and reduce travel time
- Segment south of 24th St. would be served by revised Route 48, providing direct connection to the Mission (including 24th Street BART Station), rather than to Civic Center
- Current and proposed frequencies – 15 min daytime, 20 min evenings

Summary of Recommendations for 21 Hayes:

- No route changes proposed
- Current and proposed frequencies – 9-10 min peak; 12 min midday; 20 min evening

Summary of Recommendations for 22 Fillmore:

- Would be rerouted to continue along 16th St. to 3rd St., creating new connections to Mission Bay
- Segment along Connecticut and 18th Streets would be replaced by revised Route 33 Stanyan
- More frequent peak service would reduce crowding
- Current frequencies – 8-9 min peaks; 10 min midday; 15 min evening
- Proposed frequencies – 6 min peaks; 7-8 min midday; 15 min evening

Summary of Recommendations for 23 Monterey:

- Would operate on Oakdale, Industrial and Palou instead of Toland, Jerrold and Phelps to provide more direct route
- Current and proposed frequency – 20 min peaks, midday and evening

Summary of Recommendations for 24 Divisadero:

- No route changes proposed
- More frequent peak service would reduce crowding
- Current frequencies – 10 min peak and midday; 15 min evening
- Proposed frequencies – 9 min peak; 10 min midday; 15 min evening

Summary of Recommendations for 27 Folsom:

- Route to be renamed 27 Folsom
- Service would be extended north on Leavenworth and Vallejo to Van Ness Ave.
- Route shown on one-way streets north of Market; route could be simplified by running two-way on Leavenworth and Ellis, as proposed by Tenderloin Community Plan (further study needed)
- Route shown on Folsom and Harrison in SoMa; route could also operate on a two-way Folsom, proposed by the Western SoMa Community Plan (further study needed)
- Would replace route 12 service on Folsom St. in the Inner Mission to Cesar Chavez St., with extension to 24th St. BART
- Service on Bryant St. would be discontinued to conserve resources; existing customers could use rapid service on Potrero or local service on Folsom.
- Environmental review would evaluate service on both Folsom and Harrison to retain both options
- Current frequencies – 15 min daytime; 20 min evening
- Proposed frequencies – 12 min peaks; 15 min midday; 20 min evening

Summary of Recommendations for 28 19th Avenue:

- More frequent AM service and all-day 28L service would shorten wait times and reduce crowding
- Park Presidio and 19th Ave. would have 10 buses per hour during daytime service (28 and 28L combined)
- Would terminate at Golden Gate Bridge during most hours (service to Marina would be provided by 28L; service to Fort Mason would be provided by Route 43)
- When 28L is not in service, evening and owl coverage of Marina would be provided by 28 (and 91 Owl)
- Current frequencies – 12 min AM peak and midday; 10 min PM peak; 20 min evening
- Proposed frequencies – 10 min AM and PM peak; 12 min midday; 20 min evening

Summary of Recommendations for 28L 19th Avenue Limited:

- Would have all-day rapid, very limited stop service, increasing access to SFSU and City College from Marina, Richmond, Sunset, and Excelsior areas
- Would be extended to Van Ness/North Point on Lombard St. and to Mission/Geneva via I-280
- Limited stop service would operate from 6 AM to 9 PM with wider stop spacing than current 28L (currently limited stop service operates approximately 7-9 AM and 2-4 PM)
- Park Presidio and 19th Ave. would have 10 buses per hour during daytime service (28 and 28L combined)
- To improve travel time and reliability, the 28L would not serve the Golden Gate Bridge Toll Plaza; service to bridge would be provided by 28 Local, PresidiGo Shuttle and Golden Gate Transit (GGT); transfers to GGT would be made at Richardson/ Lyon
- Current frequency – 12 min school peaks
- Proposed frequencies - 12 min daytime; 20 min evening

Summary of Recommendations for 29 Sunset:

- Would have more direct route on Ocean Ave. to Balboa Park Station (instead of Mission St. and Geneva Ave.)
- Two-way service on Gilman would simplify route to/from Candlestick Park; service on Fitzgerald would be discontinued
- Current and proposed frequencies – 10 min peaks; 15 min midday; 15-20 min evening

Related project underway to reroute
29 Sunset left from Lincoln Way to
Crossover Drive to save travel time

Summary of Recommendations for 30 Stockton:

- Subject to equipment availability, all daytime service on Stockton St. would be provided by articulated buses to reduce crowding and improve reliability
- Current and proposed frequencies (east of Van Ness Ave.) – 7 min AM peak, 4 min midday and PM peak, 15 min evening
- Current and proposed frequencies (west of Van Ness Ave.) – 7 min AM peak, 12 min midday and PM peak, 15 min evening

Map shows routing
pre-Central Subway

Summary of Recommendations for 30X Marina Express:

- No route changes proposed
- Current and proposed frequencies – 4-5 min AM peak; 7 min PM peak (peak direction only)

Summary of Recommendations for 31 Balboa:

- No route changes proposed
- Current and proposed frequencies – 12 min peaks; 15 min midday; 20 min evening

Summary of Recommendations for 31AX Balboa "A" Express:

- No route changes proposed
- Stop would be added at Van Ness Ave. to improve access to Civic Center
- Current and proposed frequencies – 10 min AM peak; 12 min PM peak (peak direction only)

Summary of Recommendations for 31BX Balboa “B” Express:

- No route changes proposed
- Stop would be added at Van Ness Ave. to improve access to Civic Center
- Current and proposed frequencies – 10 min AM peak; 15 min PM peak (peak direction only)

Summary of Recommendations for 32 Roosevelt (new line):

- Would be recommended for Van Service to better match passenger loads and road geometry
- Would replace Roosevelt branch of Route 37 Corbett but would not go north of Cole/Frederick
- Would terminate at Church St. Station
- Proposed frequencies – 20 min daytime; 30 min evening

Summary of Recommendations for 33 Stanyan:

- Would operate on current route west of Potrero Ave.
- Would cross Potrero Ave. and continue on 16th St., Connecticut, and 18th St. to cover Potrero Hill segment of 22 Fillmore
- Would be rerouted onto Valencia Street between 16th and 18th sts. to avoid transit congestion on Mission Street and provide better connections with 22 Fillmore
- Current and proposed frequencies – 15 min daytime; 20 min evening

Summary of Recommendations for 35 Eureka:

- Would be recommended for Van Service to better match passenger loads and road geometry
- Service would be extended to Glen Park BART via Diamond Heights Blvd. and Diamond St.
- Would be rerouted between 21st and 24th St. to replace existing Route 48 on Hoffman and Douglass
- Segment along Farnum, Moffitt, Bemis, and Addison would be eliminated
- Current frequencies – 30 min AM, midday and evening; 20 min PM peak
- Proposed frequencies – 20 min all day

Summary of Recommendations for 36 Teresita:

- Would be recommended for Van Service to better match passenger loads and road geometry
- To make route less circuitous, service to Forest Knolls (via Warren Drive) would be eliminated; service to Midtown Terrace would be unchanged
- Modified by SFMTA Board of Directors Ad Hoc TEP Review Committee to retain existing route on Teresita Blvd. and Myra Way
- Current and proposed frequencies – 30 min daytime and evening

Summary of Recommendations for 37 Corbett:

- The Roosevelt branch of the 37 Corbett would be replaced by the new 32 Roosevelt
- Segment on Glenview and Dawnview Drive would be eliminated
- Transfer opportunity to new Route 32 would be at Market/ Church
- Current and proposed frequencies – 15 min AM peak ; 20 min daytime, PM peak and evening

Summary of Recommendations for 38 Geary:

- No route changes proposed
- Would coordinate with Geary Bus Rapid Transit (BRT) Study currently underway, which aims to achieve significant travel time and reliability improvements
- Current and proposed frequencies (33rd Ave to Downtown) – 6 min AM peak; 8 min midday; 6 min PM peak; 10 min evening
- Current and proposed frequencies (west of 33rd Ave.) –12 min AM peak; 16 min midday; 12 min PM peak; 10 min evening

Summary of Recommendations for 38L Geary Limited:

- No route changes proposed
- Would expand limited stop service to include Sundays
- Would coordinate with Geary Bus Rapid Transit (BRT) Study currently underway, which aims to achieve significant travel time and reliability improvements
- Current and proposed frequencies – 5-6 min daytime; 10 min evening

Summary of Recommendations for 38AX Geary “A” Express:

- No route changes proposed
- Stop would be added at Van Ness Ave. to improve connections to Civic Center
- Current and proposed frequencies – 10 min AM peak; 15 min PM peak (peak direction only)

Summary of Recommendations for 38BX Geary “B” Express:

- No route changes proposed
- Stop would be added at Van Ness Ave. to improve connections to Civic Center
- Current and proposed frequencies – 10 min AM peak; 15 min PM peak (peak direction only)

Summary of Recommendations for 39 Coit:

- Public/private partnership underway to attract new customers to 39 Coit
- Current and proposed frequency – 20 min all day

Summary of Recommendations for 41 Union:

- No route changes proposed
- Current and proposed frequency – 7 min peaks

Summary of Recommendations for 43 Masonic:

- Would be extended from Chestnut/ Fillmore to Fort Mason (Marina Blvd/Laguna), replacing the existing Route 28 Terminal
- Service in the Presidio would be modified to connect to the Presidio Transit Center; then exit the Presidio in the Marina at Richardson instead of Lombard
- Current frequencies – 10 min AM peak; 12 min midday and PM peak; 20 min evening
- Proposed frequencies – 8-9 min AM peak; 10 min PM peak; 12 min midday; 20 min evening

Summary of Recommendations for 44 O’Shaughnessy:

- No route changes proposed
- Current and proposed frequencies – 6-7 min AM peak; 12 min midday; 9 min PM peak; 20 min evening

Summary of Recommendations for 45 Union/Stockton:

- No route changes proposed
- Current and proposed frequencies – 8 min AM peak; 12 min midday and PM peak; 15 min evening

Map shows routing
pre-Central Subway

Summary of Recommendations for 47 Van Ness:

- Would terminate at Van Ness & North Point to save resources and allow for consolidated terminal supervision with 49L; North Point segment would be covered by new Route 11
- Would operate along South Van Ness, Division and Townsend instead of Bryant/ Harrison to provide faster connection to Caltrain and retail along 13th/ Division (Environmental review will also evaluate an 11th Street alignment to retain options)
- Would coordinate with Van Ness Bus Rapid Transit (BRT) Study currently underway, which aims to achieve significant travel time and reliability improvements
- Current frequencies – 10 min peaks; 9 min midday; 20 min evening
- Proposed frequencies – 7-8 min peaks; 9 min midday; 15 min evening

Summary of Recommendations for 48 Quintara/24th Street:

- Would run all day from 48th Ave. to the Navy Yard; new 58-24th St. route would provide complementary service between Diamond St. and 22nd St. Caltrain Station
- Would have more direct routing from Portola Dr. to 24th St. via Clipper and Douglass; service on Grandview and Fountain would be discontinued; service on Douglass and Hoffman would be replaced by modified Route 35
- Would provide new connection to Hunters Point, covering portion of existing Route 19 on Evans, Innes and Galvez
- Outbound route would travel on 36th Avenue between Quintara and Rivera Streets
- 24th St. service would have combined frequency of 7-8 min daytime, 20 min evening (Routes 48 and 58)
- Modified by SFMTA Board of Directors Ad Hoc TEP Review Committee to route service on Douglass rather than on Diamond.
- Current frequencies – 10 min AM peak; 15 min midday; 12 min PM peak; 20 min evening
- Proposed frequencies – 15 min all day; 20 min evening

Summary of Recommendations for 49L Van Ness/Mission:

- Would make local stops on Van Ness Ave. and on Ocean Ave. and make limited stops on Mission St. to provide shorter travel times
- Mission St. would have more frequent service at all times of day provided by all-day local (14 Local) and limited stop service (Routes 14L and 49L)
- Limited stop service would use trolley coaches and run every 5 min or better from 6 AM to 8 PM reducing travel time for most customers
- Would coordinate with Van Ness Bus Rapid Transit (BRT) Study currently underway which aims to achieve significant travel time and reliability improvements
- Current frequencies – 8 min AM and PM peak; 9 min midday; 12-15 min evening
- Proposed frequencies – 7-8 min peaks; 9 min midday; 12 min evening

Summary of Recommendations for 52 Excelsior:

- Would be extended from the Excelsior District to Balboa Park Station and City College via Naples and Geneva, to include segments currently covered by the 54-Felton
- Would provide Excelsior with two connections to BART
- More legible route would be provided by running two-way on Excelsior and Naples; service would be discontinued on Brazil, Prague, and La Grande
- Current frequencies – 20 min peaks; 30 min midday and evening
- Proposed frequencies – 20 min daytime; 30 min evening

Summary of Recommendations for 54 Felton:

- More direct routing would save time and improve reliability
- Two-way service on Hunters Point hilltop would provide improved access and shorter travel times; route would begin at 3rd/Palou, run two-way in Bayview/Hunters Point on Hudson, North Ridge, Jerrold, Kirkwood, Kiska, Ingalls, and Van Dyke, then continue through Silver Terrace
- More direct routing on Bacon through reservoir would eliminate segment on Woolsey
- Traveling via Persia, Ocean and Plymouth would streamline service and improve access to/from City College and Balboa Park Station; some eliminated segments in the Excelsior would be picked up by the revised 52-Excelsior
- Current and proposed frequencies – 20 min daytime; 30 min evening

Summary of Recommendations for 56 Rutland:

- Would be recommended for Van Service to better match passenger loads and road geometry
- Route would be shortened to enable improved frequencies (30 min to 20 min)
- Segments to/from Executive Park and along Visitación Ave. would be discontinued
- Would run on Leland, rather than Sunnysdale Ave., between Sawyer and Bayshore Blvd.
- Current frequency – 30 min daytime and evening
- Proposed frequency – 20 min daytime and evening

Summary of Recommendations for 58 24th St. (new line):

- New route would operate between Diamond St. and 3rd St. to provide needed capacity on 24th St. and provide connection between 24th St. BART and 22nd St. Caltrain Station
- Would replace existing Route 48 service in Potrero Hill
- 24th St. service would have combined frequency of 7-8 min daytime, 20 min evening (Routes 48 and 58)
- Proposed frequency – 15 min daytime

Summary of Recommendations for 66 Quintara:

- Would be recommended for Van Service to better match passenger loads and road geometry
- Modified by SFMTA Board of Directors Ad Hoc TEP Review Committee to retain existing route alignment
- Current and proposed frequencies – 20 min daytime; 30 min evening

Summary of Recommendations for 67 Bernal Heights:

- No route changes proposed
- Current and proposed frequency – 20 min daytime and evening

Summary of Recommendations for 71L Haight/Noriega Limited:

- Limited stop service on Haight St. would be expanded to run all-day in both directions, which would reduce travel times
- Would make local stops west of Stanyan and limited stops between Stanyan and Market, decreasing travel time for most passengers; would provide local service to all stops in the evening
- More frequent service in midday would shorten wait times and reduce crowding
- Shown with two-way service on lower Haight St. to be consistent with related project (currently in design phase) to mitigate impacts of Octavia Boulevard congestion.
- Current frequencies – 10 min peaks; 12 min midday; 20 min evenings
- Proposed frequencies – 10 min daytime; 20 min evenings

Summary of Recommendations for 76 Marin Headlands:

- Route segment south of Market Street to Caltrain would be discontinued to improve running time and reliability
- New terminal recommended at the Montgomery Station on Post St.
- Proposed to run on Saturdays and Sundays (currently Sundays only) and to run more frequently (every 30 min, rather than 60 min)
- Current frequency – 60 min (Sundays only)
- Proposed frequency – 30 min daytime (weekends only)

Summary of Recommendations for 81X Caltrain Express:

- No route or frequency changes proposed
- Service would continue to run northbound only with timed transfers from Caltrain Station
- Current and proposed frequency – 6 trips per AM peak

Summary of Recommendations for 82X Levi Plaza Express:

- No route or frequency changes proposed
- Service would continue to run northbound in the AM and southbound in the PM
- Current and proposed frequency – 12 AM peak trips; 15 min PM peak

Summary of Recommendations for 88 BART Shuttle:

- No route changes proposed
- Current frequency – 20 min peaks (peak direction only)
- Proposed frequency – 8-10 min peaks (peak direction only)

Summary of Recommendations for Owl Service:

- Frequencies on most routes would be every 30 min from 1 AM to 5 AM (108 would continue to run every 45 min)
- Existing 91 Owl would be split into two lines, the 91A Owl and 91B Owl (to be renamed)
- 91A Owl would consist of the existing segment from Caltrain Station at 4th St./Townsend to SF State, but would also be extended to Daly City, connecting with BART and the 14-Owl
- 91B Owl would consist of the existing segment from West Portal Station to Caltrain Station at 4th St./Townsend and would also be combined with the N-Owl

Summary of Recommendations for

91A Owl (existing 91 Owl):

- In conjunction with 91B Owl, would replace the 91 Owl
- Existing 91 Owl loop line would be split in two to improve reliability
- Would operate from Mission St./San Jose Ave. in Daly City to Caltrain Station at 4th St. and King via 19th Ave., Lombard, Columbus, Stockton
- Would connect with the 14 Owl, and also connect with SamTrans at the Daly City BART Station
- Proposed frequency – 30 min

Summary of Recommendations for 91B Owl (existing 91 Owl):

- In conjunction with 91A Owl, would replace the 91 Owl
- Existing 91 Owl loop line would be split in two to improve reliability
- 91B would be through-routed with the N Owl (4th St. and Townsend to West Portal Station via 3rd St., Geneva, Ocean)
- Cargo Way jog would be eliminated
- Proposed frequency – 30 min

Summary of Recommendations for 108 Treasure Island:

- No route changes proposed
- Current and proposed frequencies – 10 min AM peak; 15 min PM peak; 20 min midday & evening