What should Muni service be in Winter 2022?

SFCTA CAC
September 22, 2021
COVID devastated 2 of our 3 biggest revenue sources
Federal relief covers 2 years of losses, but Controller’s office expects losses through 2025. We need new revenue.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Operating Grants</th>
<th>General Fund Transfers</th>
<th>Parking Revenues</th>
<th>Transit Fare Revenues</th>
<th>Federal Emergency Relief</th>
</tr>
</thead>
<tbody>
<tr>
<td>13-14</td>
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<td>14-15</td>
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<td>20-21</td>
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<td>21-22</td>
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</tbody>
</table>
Weekday Service Levels + Ridership

Service hours and ridership have been brought back, slowly and methodically

[Graph showing service hours and ridership percentages over time, with a note indicating 45% for both service hours and ridership towards the end of the period.]
Weekend Service Levels + Ridership

Weekend ridership rebounded sooner, and at higher levels than weekday
Winter 2022 Network Plan

• Provides three alternatives with same level of resources
• reallocates resources within corridors/neighborhoods
• Resource-constrained plan for early 2022
• To be followed by expanded plan assuming additional revenue in winter/spring 2022
Today's Muni

• Only 7 all-day lines remain suspended
• Now at ~75% of pre-COVID hours
• Busy hiring & training staff & will engage public on next round of service restoration
• At same time, pursuing long-term funding
Today’s Muni

In March 2020, Muni reduced service, creating a Muni Core Service Network. Since then, we...

• Restored Muni service that previously existed
• Added service in busy corridors (e.g., Mission & Potrero)
• Created new Muni lines (e.g., 15 & 58)
• Modified existing lines
• Focused improvements in neighborhoods identified by the Muni Service Equity Strategy
Modified Lines

- During COVID, we made some changes to existing routes:
  - J Church
  - 23 Monterey, 57 Parkmerced
  - 31 Balboa
  - 35 Eureka, 48 Quintara/24th Street
  - 43 Masonic
  - 52 Excelsior, 66 Quintara
35 Eureka, 48 Quintara/24th St
J Church
Muni Service as of August 2021

- Only 7 all-day lines no longer operating
- Now at ~75% of pre-COVID hours
- Busy hiring & training staff & will engage public on next round of service restoration
- At same time, pursuing long-term funding
3 Alternatives for Muni Service

**Familiar scenario**
All-day pre-pandemic Muni routes restored

**Frequent scenario**
Service increased on high ridership Muni lines, decreasing wait times and crowding, and not restoring five of the seven routes.

**Hybrid scenario**
Aims to balance the Familiar and Frequent, and does not restore two of the seven routes that have not been yet.
All 3 scenarios will...

- Retain all-day service within two to three blocks of all Muni stops that had all-day service before the pandemic.
- Bring back the 28R 19th Avenue Rapid every 10 minutes.
- Extend the 43 Masonic with different options for where it goes.
- Bring Back the 10 Townsend, with different options for where it goes downtown.
Familiar Alternative

Familiar scenario
All-day pre-pandemic Muni routes restored.
Frequent scenario
Service increased on high ridership Muni lines, decreasing wait times and crowding, and not restoring five of the seven routes.
Hybrid Alternative

Hybrid scenario
Aims to balance the Familiar and Frequent, and does not restore two of the seven routes that have not been yet.
Why the Winter 2022 Plan Process?

- Riders care most about three things:
  - Reliability of service
  - Frequency
  - Access to destinations
- **Reliability** being addressed through the Muni Forward program, but ...
- This process is designed to identify a Winter 2022 service network focused on **frequency** and **access** to destinations, with constrained resources
Access to Frequent Transit

**Residents** near Transit
Percentage of residents in San Francisco within 1/4 mi of a bus or rail stop with service every...

- 5 Minutes or better
- 6-10 minutes
- Any Service
- Not within 1/4 mi of all-day service

<table>
<thead>
<tr>
<th></th>
<th>Familiar</th>
<th>Hybrid</th>
<th>Frequent</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Minutes or better</td>
<td>33%</td>
<td>29%</td>
<td>42%</td>
</tr>
<tr>
<td>6-10 minutes</td>
<td>47%</td>
<td>51%</td>
<td>39%</td>
</tr>
<tr>
<td>Any Service</td>
<td>47%</td>
<td>19%</td>
<td>18%</td>
</tr>
<tr>
<td>Not within 1/4 mi of all-day service</td>
<td>19%</td>
<td>19%</td>
<td>18%</td>
</tr>
</tbody>
</table>

Note: Proximity is measured as being located within 1/4 mile walk of a bus or rail stop.
5-Minute Network Vision

Learn more at www.ConnectSF.org
What a 5-Minute Network would look like
What a 5-Minute Network would look like
What a 5-Minute Network would look like
Connections to Jobs and Education

Frequent Concept

- travel time: 30 min
- walk speed: 2.5 mph
- max walk: 1.5 mi
- 20210824_0731

Change in Access to Jobs & Education
1 dot = 50 residents
- 60,000 to 120,000 loss
- 30,000 to 60,000 loss
- 15,000 to 30,000 loss
- 5,000 to 15,000 loss
- minimal change
- 5,000 to 15,000 gain
- 15,000 to 30,000 gain
- 30,000 to 60,000 gain
- 60,000 to 120,000 gain
Connections to Jobs and Education
Connections to Low-Cost Food

Frequent Concept

travel time: 30 min
walk speed: 2.5 mph
max walk: 1.5 mi
20210824_0731

0 0.5 1 mi

Change in Access to Low Cost Food

1 dot = 50 residents
- 12 to 20 loss
- 6 to 12 loss
- 3 to 6 loss
- 1 to 3 loss
- minimal change
- 1 to 3 gain
- 3 to 6 gain
- 6 to 12 gain
- 12 to 20 gain
Connections to Low-Cost Food
Connections to Medical Facilities

Hybrid Concept

travel time: 30 min
walk speed: 2.5 mph
max walk: 1.5 mi
20210824_0731

0 0.5 1 mi

Change in Access to Medical Facilities

1 dot = 50 residents
- 12 to 20 loss
- 6 to 12 loss
- 3 to 6 loss
- 1 to 3 loss
- minimal change
- 1 to 3 gain
- 3 to 6 gain
- 6 to 12 gain
- 12 to 20 gain
Connections to Pharmacies

Frequent Concept

travel time: 30 min
walk speed: 2.5 mph
max walk: 1.5 mi
20210824_0731

Change in Access to Pharmacies

1 dot = 50 residents
- 12 to 20 loss
- 6 to 12 loss
- 3 to 6 loss
- 1 to 3 loss
- minimal change
- 1 to 3 gain
- 3 to 6 gain
- 6 to 12 gain
- 12 to 20 gain
Connections to Pharmacies

Hybrid Concept
- travel time: 30 min
- walk speed: 2.5 mph
- max walk: 1.5 mi

Change in Access to Pharmacies
- 1 dot = 50 residents
- 12 to 20 loss
- 6 to 12 loss
- 3 to 6 loss
- 1 to 3 loss
- minimal change
- 1 to 3 gain
- 3 to 6 gain
- 6 to 12 gain
- 12 to 20 gain
Community Outreach

• Virtual open house and office hours series in September and October (interpreters available)
• Multilingual online StoryMap, including multichannel survey to collect feedback
• Briefings with key stakeholders, neighborhood associations and community-based organizations
• Multilingual posters at key locations across the city
• Multilingual media outreach
• Emails to stakeholders
• Blog and social media postings
Community Outreach

As of September 15:

- 1,600 responses to survey (launched Sept. 3)
- Over 30 stakeholder meetings anticipated (17 completed)
- 650 posters posted at Muni stops city-wide
- Surveys and info distributed at neighborhood festivals
- Thousands of email and text notices sent
## Outreach Timeline

<table>
<thead>
<tr>
<th>July – August</th>
<th>September – October</th>
<th>October – November</th>
<th>November – December</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Initiate Stakeholder Engagement</strong></td>
<td><strong>Involve stakeholders to determine which scenario best suits San Francisco's needs</strong></td>
<td><strong>A proposal for the 2022 Muni Service Network is presented and provides details about how public feedback influenced the proposal</strong></td>
<td><strong>Proposal presented to SFMTA Board to consider for approval. (With public’s input)</strong></td>
</tr>
<tr>
<td><strong>Three network-wide scenarios are finalized and presented to the public for feedback</strong></td>
<td><strong>Feedback collected and incorporated</strong></td>
<td><strong>The proposal is refined through consultation with stakeholders</strong></td>
<td><strong>Approved schedule finalized and put through service change process</strong></td>
</tr>
<tr>
<td><strong>Involve stakeholders in identifying challenges and concerns, refine scenarios</strong></td>
<td><strong>Outreach on specific corridors (as needed)</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
How do I give my feedback to the SFMTA?

- Review the three scenarios for 2022 Muni service at SFMTA.com/2022Network
- Take the 2022 Muni service network survey online or by phone
- Attend one of 3 virtual open houses for a formal presentation plus Q&A (interpretation available upon request with 48-hours notice)
  - September 18, 11 a.m.
  - September 22, 6 p.m.
  - September 23, 11 a.m.
- Have your questions answered by staff at office hours (No formal presentation, interpretation available upon request with 48-hours notice)
  - September 20, 11 a.m.
  - September 23, 6 p.m.
- Email TellMuni@SFMTA.com
Next Steps

• Implement Winter 2022 Service Plan
  • Continue outreach through the Fall
  • Return to SFMTA Board December 7, 2021 for approval action on the Winter 2022 plan
  • Expected implementation in February
  • For more information, see sfmta.com/2022network

• Next phase of service expansion/restoration
  • Conduct outreach and plan
  • Seek additional funding
Appendix
Hayes Valley and Western Addition
5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

- 21 Hayes is 2-3 blocks from frequent service on Haight and McAllister streets
- By reducing or eliminating 21 Hayes, we can improve waiting times and crowding on the 5 Fulton and 7 Haight/Noriega.
- If the 21 Hayes is eliminated, and you’re on Hayes Street, it’s a hilly 3-4 block walk to the 5 Fulton or 7 Haight.
Hayes Valley and Western Addition
5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

Familiar Alternative

Frequent Alternative
Hayes Valley and Western Addition
5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

Familiar Alternative

Hybrid Alternative

Legend:
- Unchanged from pre-COVID
- Changed (route and/or frequency)
- Pre-COVID service not restored
Line width indicates frequency
### Hayes Valley and Western Addition

5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

<table>
<thead>
<tr>
<th>Location</th>
<th>Jobs + Education</th>
<th>Food Resources</th>
<th>Medical Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequent</td>
<td>Hybird</td>
<td>Frequent</td>
</tr>
<tr>
<td>Hayes &amp; Lyon</td>
<td>+2% ▲</td>
<td>-3% ▼</td>
<td>+2% ▲</td>
</tr>
<tr>
<td>Grove &amp; Laguna</td>
<td>0%</td>
<td>-7% ▼</td>
<td>+6% ▲</td>
</tr>
<tr>
<td>Fell &amp; Pierce</td>
<td>+11% ▲</td>
<td>-1% ▼</td>
<td>+11% ▲</td>
</tr>
<tr>
<td><strong>Area median</strong></td>
<td><strong>+8% ▲</strong></td>
<td><strong>-1% ▼</strong></td>
<td><strong>+9% ▲</strong></td>
</tr>
</tbody>
</table>
The 6 Haight/Parnassus is busy along Haight Street, around UCSF and at 9th and Irving. It is 1 block from frequent service at UCSF and in Cole Valley.

Demand along Haight Street is very high, so it’s important to have frequent service there.

Ashbury Heights is served by the 33 Stanyan with connections to upper Market and the Mission.

Continue to cover Golden Gate Heights with the current 52 Excelsior, connects to Muni Metro at 9th and Judah and at Forest Hill.
The Haight, Parnassus, Golden Gate Heights
6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara
The Haight, Parnassus, Golden Gate Heights
6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara
# The Haight, Parnassus, Golden Gate Heights

<table>
<thead>
<tr>
<th>Location</th>
<th>Jobs + Education</th>
<th>Food Resources</th>
<th>Medical Facilities</th>
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<tbody>
<tr>
<td></td>
<td>Frequent</td>
<td>Hybrid</td>
<td>Frequent</td>
</tr>
<tr>
<td>Haight &amp; Stanyan</td>
<td>+18% 🔺</td>
<td>+27% 🔺</td>
<td>+24% 🔺</td>
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<td></td>
<td></td>
<td></td>
<td>+28% 🔺</td>
</tr>
<tr>
<td>Cole &amp; Parnassus</td>
<td>+3% 🔺</td>
<td>0%</td>
<td>+10% 🔺</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>+10% 🔺</td>
</tr>
<tr>
<td>3rd &amp; Parnassus (near UCSF)</td>
<td>+7% 🔺</td>
<td>+1% 🔺</td>
<td>+15% 🔺</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+15% 🔺</td>
</tr>
<tr>
<td>9th &amp; Judah</td>
<td>+2% 🔺</td>
<td>+2% 🔺</td>
<td>+2% 🔺</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>-1% 🔻</td>
</tr>
<tr>
<td>14th &amp; Quintara</td>
<td>-5% 🔻</td>
<td>0%</td>
<td>+1% 🔺</td>
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<td></td>
<td></td>
<td></td>
<td>-1% 🔻</td>
</tr>
<tr>
<td>Ashbury &amp; Frederick</td>
<td>0%</td>
<td>+4% 🔺</td>
<td>+1% 🔺</td>
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<td></td>
<td></td>
<td></td>
<td>0%</td>
</tr>
<tr>
<td>Area median</td>
<td>+5% 🔺</td>
<td>0%</td>
<td>+4% 🔺</td>
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</table>
In the Richmond District, do we need Muni service on Clement Street, just an eighth mile from service on both California Street and Geary Boulevard?

In Pacific Heights, could we serve the low-ridership 3 Jackson along Jackson Street differently?

How much service does Sutter Street need? It’s 2-4 blocks from service on Geary and California streets.

Would it be better to have lines a little further apart so that we can build up frequencies on routes to reduce waiting times and crowding?
Post, Sutter, Clement, and Jackson Streets
2 Clement, 3 Jackson, 10 Townsend
Post, Sutter, Clement, and Jackson Streets
2 Clement, 3 Jackson, 10 Townsend

Familiar Alternative

Hybrid Alternative
### Post, Sutter, Clement, and Jackson Streets
2 Clement, 3 Jackson, 10 Townsend

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<tbody>
<tr>
<td></td>
<td>Frequent</td>
<td>Hybrid</td>
<td>Frequent</td>
</tr>
<tr>
<td>Clement &amp; 6th</td>
<td>+1%</td>
<td>+1%</td>
<td>+2%</td>
</tr>
<tr>
<td>Sutter &amp; Divisadero (near Mt Zion)</td>
<td>+1%</td>
<td>-1%</td>
<td>0%</td>
</tr>
<tr>
<td>Sutter &amp; Laguna</td>
<td>+5%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Jackson &amp; Baker</td>
<td>-5%</td>
<td>-4%</td>
<td>0%</td>
</tr>
<tr>
<td>Jackson &amp; Fillmore</td>
<td>+10%</td>
<td>+4%</td>
<td>+6%</td>
</tr>
<tr>
<td><strong>Area median</strong></td>
<td>0%</td>
<td>-3%</td>
<td>+2%</td>
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</tbody>
</table>
South of Market, Market Street, Financial District
10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

Van Ness Avenue is served by two overlapping lines, 47 Van Ness and 49 Van Ness/Mission.

The L-shaped 47 Van Ness provides some direct service from Van Ness into Caltrain and destinations in western SoMA.

Buses on the two lines were scheduled to come every 9 minutes, and on Van Ness Avenue, their schedules were offset so that a bus (either 47 Van Ness or 49 Van Ness/Mission) came every four or five minutes.

These are the lines that run through SoMA and also cross Van Ness Avenue. Collectively these link most of the 47 Van Ness’s SoMA service area to most parts of Van Ness.

Note: This map does not show the 47 Van Ness
South of Market, Market Street, Financial District
10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

The 47 Van Ness, ran the length of Van Ness Avenue, and then continued across the South of Market to Caltrain

Would it be better if there were more frequency on 49 Van Ness/Mission to reduce waiting and crowding there?

Are there ways to organize Muni’s 10 Townsend and 12 Folsom to provide more useful service to Folsom and Harrison streets, and Chinatown and Rincon Hill?

Should Muni’s 31 Balboa continue to go to the foot of Market Street, or would it be more useful if it turned down 5th Street to end at Caltrain?
South of Market, Market Street, Financial District
10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative

Frequent Alternative
South of Market, Market Street, Financial District
10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative

Hybrid Alternative
## South of Market, Market Street, Financial District

10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

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<th>Medical Facilities</th>
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<tbody>
<tr>
<td></td>
<td>Frequent</td>
<td>Hybrid</td>
<td>Frequent</td>
</tr>
<tr>
<td>11th &amp; Harrison</td>
<td>-2% ▼</td>
<td>-4% ▼</td>
<td>+3% ▲</td>
</tr>
<tr>
<td>6th &amp; Bryant</td>
<td>-1% ▼</td>
<td>-1% ▼</td>
<td>-1% ▼</td>
</tr>
<tr>
<td>6th &amp; Folsom</td>
<td>+0%</td>
<td>0%</td>
<td>+4% ▲</td>
</tr>
<tr>
<td>3rd &amp; Harrison</td>
<td>-1% ▼</td>
<td>-2% ▼</td>
<td>+6% ▲</td>
</tr>
<tr>
<td>Main &amp; Folsom</td>
<td>+3% ▲</td>
<td>+3% ▲</td>
<td>+4% ▲</td>
</tr>
<tr>
<td>4th &amp; Townsend (Caltrain)</td>
<td>+0%</td>
<td>0%</td>
<td>+8% ▲</td>
</tr>
<tr>
<td>Area median</td>
<td>+1% ▲</td>
<td>0%</td>
<td>+3% ▲</td>
</tr>
</tbody>
</table>
The Presidio, the Marina, Fisherman’s Wharf, Chinatown, North Beach
12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

The 49 Van Ness/Mission currently ends at Powell and North Point streets at Fisherman’s Wharf.

Rather than the 49 Van Ness/Mission, the 28 19th Avenue could continue to the Wharf, providing continuous east-west service along the north edge of the city, from the Richmond across the Presidio and Marina.

The 43 Masonic runs north-south across the city to California Street. Instead of restoring the segment continuing north through the Presidio and then east through the Marina to Fort Mason, the 28 19th Avenue could connect the eastern part of the Presidio, making it easier to get from the Sunset and Richmond to the Presidio, and connecting the Presidio to Fisherman’s Wharf.

Finally, we are looking at increasing frequency on the 30 Stockton through Chinatown. These additional trips would extend from Caltrain to Van Ness Avenue and North Point Street.
The Presidio, the Marina, Fisherman’s Wharf, Chinatown, North Beach
12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative

Frequent Alternative
The Presidio, the Marina, Fisherman’s Wharf, Chinatown, North Beach
12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative

Hybrid Alternative
## The Presidio, the Marina, Fisherman’s Wharf, Chinatown, North Beach
12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

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<th>Medical Facilities</th>
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<tbody>
<tr>
<td></td>
<td>Frequent</td>
<td>Hybrid</td>
<td>Frequent</td>
</tr>
<tr>
<td>Van Ness &amp; North Point</td>
<td>+18% 🔺</td>
<td>-1% ▼</td>
<td>+21% 🔺</td>
</tr>
<tr>
<td>Columbus &amp; Union (North Beach)</td>
<td>+1% ▲</td>
<td>0%</td>
<td>+2% ▲</td>
</tr>
<tr>
<td>Stockton &amp; Washington (Chinatown)</td>
<td>0%</td>
<td>0%</td>
<td>+1% ▲</td>
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<tr>
<td>Girard &amp; Lincoln (Presidio)</td>
<td>+13% 🔺</td>
<td>+3% ▲</td>
<td>+5% ▲</td>
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<tr>
<td>Chestnut &amp; Fillmore (Marina)</td>
<td>+10% 🔺</td>
<td>+4% ▲</td>
<td>+13% ▲</td>
</tr>
<tr>
<td>Beach &amp; Laguna (Ft Mason)</td>
<td>+3% ▲</td>
<td>0%</td>
<td>+28% ▲</td>
</tr>
<tr>
<td>Area median</td>
<td>+4% ▲</td>
<td>-1% ▼</td>
<td>+5% ▲</td>
</tr>
</tbody>
</table>
If we run all Van Ness Avenue Muni service with the 49 Van Ness/Mission, it would improve access into the Mission and to City College at every six minutes instead of every eight minutes.

We could replace the 49 Van Ness/Mission with a 49R Van Ness/Mission Rapid, making all stops on Van Ness Avenue, at the new BRT stations. Along Mission Street, it would stop only at the current 14R Mission Rapid stops.

We could also improve frequencies on the 22 Fillmore and 12 Folsom to reduce wait times and crowding.
The Mission, Excelsior, City College
22 Fillmore, 49 Van Ness/Mission
The Mission, Excelsior, City College
22 Fillmore, 49 Van Ness/Mission
### The Mission, Excelsior, City College
#### 22 Fillmore, 49 Van Ness/Mission

<table>
<thead>
<tr>
<th>Location</th>
<th>Jobs + Education</th>
<th>Food Resources</th>
<th>Medical Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequent</td>
<td>Hybrid</td>
<td>Frequent</td>
</tr>
<tr>
<td>16th &amp; Folsom</td>
<td>+6% ▲</td>
<td>+1% ▲</td>
<td>+3% ▲</td>
</tr>
<tr>
<td>Van Ness &amp; Mission</td>
<td>-3% ▼</td>
<td>+1% ▲</td>
<td>-2% ▼</td>
</tr>
<tr>
<td>18th &amp; Mission</td>
<td>0%</td>
<td>+4% ▲</td>
<td>0%</td>
</tr>
<tr>
<td>20th &amp; Mission</td>
<td>+6% ▲</td>
<td>+2% ▲</td>
<td>+7% ▲</td>
</tr>
<tr>
<td>22nd &amp; Mission</td>
<td>+1% ▲</td>
<td>+1% ▲</td>
<td>+1% ▲</td>
</tr>
<tr>
<td>Cesar Chavez &amp; Mission</td>
<td>+4% ▲</td>
<td>+2% ▲</td>
<td>+3% ▲</td>
</tr>
<tr>
<td>Excelsior &amp; Mission</td>
<td>-10% ▼</td>
<td>+10% ▲</td>
<td>-8% ▼</td>
</tr>
<tr>
<td>Area median</td>
<td>+6% ▲</td>
<td>+3% ▲</td>
<td>+5% ▲</td>
</tr>
</tbody>
</table>
How do I give my feedback to the SFMTA?

- Review the three scenarios for 2022 Muni service at SFMTA.com/2022Network
- Take the 2022 Muni service network survey online or by phone
- Attend one of 3 virtual open houses for a formal presentation plus Q&A (interpretation available upon request with 48-hours notice)
  - September 18, 11 a.m.
  - September 22, 6 p.m.
  - September 23, 11 a.m.
- Have your questions answered by staff at office hours (No formal presentation, interpretation available upon request with 48-hours notice)
  - September 20, 11 a.m.
  - September 23, 6 p.m.
- Email TellMuni@SFMTA.com
The recovery has been uneven

Early in the pandemic, our service focused on reaching essential jobs and activities

We poured resources into our “Core Service” delivering high frequencies to reduce crowding

These routes rebounded quickly and remained strong throughout the pandemic.
Frequent Routes: Weekday

The recovery has been driven by our Title VI or “Equity” routes
Frequent Routes: Weekend

The pattern is more pronounced over the weekend. These riders use Muni for basic mobility, not for a downtown 9-5 office commute.