






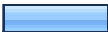









1. Restore SoMa's complete East/West Transit Service East of 2nd Street (service previously provided by the 12 Folsom bus discontinued December 5, 2009)

		Response Percent	Response Count
Extremely Important		29.6%	77
Very Important		20.8%	54
Important		13.1%	34
Somewhat Important		10.4%	27
Would not use this service		26.2%	68
answered question			260
skipped question			0





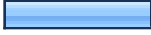
2. Provide a direct bus line (no transfer required) from east SoMa (Rincon Hill) to the Mission District along Folsom/Harrison Streets

		Response Percent	Response Count
Extremely Important		26.2%	68
Very Important		24.6%	64
Important		15.4%	40
Somewhat Important		13.5%	35
Would not use this service		20.4%	53
answered question			260
skipped question			0

3. Initiate direct Transit service (no Transfer required) along the Embarcadero from Caltrain to Fisherman's Wharf area

		Response Percent	Response Count
Extremely Important		46.5%	121
Very Important		18.5%	48
Important		15.8%	41
Somewhat Important		10.4%	27
Would not use this service		8.8%	23
answered question			260
skipped question			0

4. Initiate 22 Fillmore bus service into Mission Bay as soon as practical extending it as far as North as Mission Rock Blvd

		Response Percent	Response Count
Extremely Important		29.2%	76
Very Important		18.1%	47
Important		19.2%	50
Somewhat Important		11.5%	30
Would not use this service		21.9%	57
answered question			260
skipped question			0

5. Maintain Eastbound bus service along Bryant (currently proposed to be eliminated through the TEP)

		Response Percent	Response Count
Extremely Important		22.3%	58
Very Important		14.6%	38
Important		21.9%	57
Somewhat Important		11.9%	31
Would not use this service		29.2%	76
answered question			260
skipped question			0

6. What other ideas and comments would you like to share with the SFMTA's Transit Effectiveness Project team about bus/transit service in our South of Market and Mission Bay neighborhoods?

	Response Count
	73
answered question	73
skipped question	187

Q6. What other ideas and comments would you like to share with the SFMTA's Transit Effectiveness Project team about bus/transit service in our South of Market and Mission Bay neighborhoods?

1	Add MUNI from Mission Bay to Embarcadero (from Mission Rock). Currently only T-line is available with one car. In the morning and evening hours it gets very crowded and plus it has to loop to Caltrain. We would like to see other MUNI go directly from Mission Rock (3rd street) to Embarcadero/Ferry building.	Mar 11, 2014 9:41 AM
2	I am disabled, and live on Beale between Folsom & Bryant. Please install seats at every bus stop! The 12 Folsom, when it did stop (discontinued Dec 2009) at Harrison & Main, and Folsom & Main had NO SEATS, and a long wait between buses (I can't run if I see one coming). Please look after your disabled passengers. The loss of this line has had a severe impact on my life. Please re-instate and improve timing. Thank you.	Mar 10, 2014 8:26 PM
3	Figure out the MUNI scheduling problems. The on-time rating of MUNI is pretty dismal (around 57%). There are many many times that I walk or use a car service rather than take MUNI because it's so unreliable.	Mar 10, 2014 7:00 PM
4	Longer trains or more frequent T line service during rush hours	Mar 10, 2014 6:35 PM
5	Allow Folsom to change to two way traffic, consider using Howard for some transport towards Mission. Create a bus line that goes from midmarket to dog patch. You will need additional bus service to support the area before the new children's hospital at UCSF opens!!!	Mar 10, 2014 4:43 PM
6	We must extend the bus line east to west along Folsom. People living on Harrison at 1st have no bus line that services that area. If you want people to use public transit make it easily available.	Mar 10, 2014 4:35 PM
7	Need North - south connection from Potrero Hill to downtown, caltrain, BART	Mar 10, 2014 4:21 PM
8	Need a bus that runs from South Beach to the Mission District.	Mar 10, 2014 4:20 PM
9	We need bus service east of 2nd street.	Mar 10, 2014 3:30 PM
10	Put a median separation barrier on Townsend street, between the Caltrain station and Walgreens. There are a lot of muni buses on Townsend street at the Caltrain station, as well as a lot of pedestrians, as well as bicycle riders... however, the biggest problem are the rows of Taxi cabs that wait at the Caltrain station, on Townsend Street, and then they make an illegal U-turn on townsend... a separation median barrier is needed so that these taxi's cannot make illegal u-turns, causing a major traffic and safety hazard...	Mar 10, 2014 3:19 PM
11	When I moved into the South Beach neighborhood in 1992, there were two MUNI lines (12&42). SFMTA discontinued both while the neighborhood increased in residents. If City Hall and SFMTA wants to encourage local use of public transportation, then bring back bus lines to the SoMa neighborhoods on the west side.	Mar 10, 2014 2:55 PM
12	Surveys are meaningless without the money to pay for new cars and new drivers. It's great to come up with goals, but the money to make improvements needs to be real. And the City needs to be utterly candid in speaking with its citizens about the availability of funding, the lead time for obtaining new rolling stock, and the months and years needed to train and hire new drivers if and	Mar 10, 2014 1:37 PM

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when money is available. And if the money is not available to make urgently needed changes, then City Hall needs to stop saying "yes" to anything developers propose and exert its power to put projects and developments where they can boost a neighborhood instead of destroying it. The long-overlooked Bayview and Hunter's Point neighborhoods are a case in point, along with Mid-Market. If massive, dense development is allowed to continue to fill South of Market (and the 280 connector over the railyards is removed for MORE massive development), no amount of money will ever bring back the neighborhoods and businesses that are ruined. And City Hall will, in the process, have destroyed the very thing that makes people want to live in San Francisco and makes it the best city in the world. For now.

13	I think all muni metro lines should go through to the caltrain station instead of ending at the embarcadero station. I think it would help eliminate the crowded n and t lines from the embarcadero station to caltrain.	Mar 10, 2014 1:36 PM
14	It is unexcusable to not offer bus service to the Rincon Hill area. Bring back Route 42 - it served CalTrain, Fisherman's Wharf and the Civic Center from Harrison and Main Streets!!!!	Mar 10, 2014 1:30 PM
15	More bike lanes.	Mar 10, 2014 12:36 PM
16	Please provide additional buses during the "high" commute times (7am-9am) and (3pm-6pm). Also, extend the hours of operation. A lot of buses in the financial district stop at 7pm. Please extend until 9pm.	Mar 10, 2014 12:03 PM
17	Please make this growing, high density community rich with effective and efficient with public transport. Otherwise we will be choked by cars! NOT NICE	Mar 10, 2014 11:43 AM
18	RPP need to be expanded and reserved exclusivity for Y & U permits.	Mar 10, 2014 10:32 AM
19	The buses traveling from CalTrain to FiDi and North beach are TOO CROWDED. We need more buses running during rush hour. Also, the SFMTA needs to be more aware of the impact that Giants games have on our neighborhood. It is impossible to board a train from the FiDi during a ball game. Trains are overcrowded, platforms are overcrowded, and traffic is snarled around the ballpark. That issue needs to be addressed better. There is crowd control at AT&T park but the trains still move way too slow.	Mar 10, 2014 9:02 AM
20	Extending a north-south bus on Main St from the Embarcadero or Bryant would be extremely helpful.	Mar 10, 2014 8:15 AM
21	More frequent T Muni lines would be great as Mission Bay populations increase south of the channel. Additional MUNI service in the Mission Bay neighborhood is needed, with access into Potrero and other adjacent neighborhoods.	Mar 9, 2014 10:31 PM
22	We'd like to have direct bus/muni options from Mission Bay Blvd. or close to it to The Mission District, Columbus Avenue, Hayes Valley, The Haight, Columbus Avenue, Golden Gate Park, and Russian Hill/Union Street. I'd be glad to devote time and effort to providing more input on these possibilities. Thank you for requesting our input.	Mar 9, 2014 8:30 PM

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23	Consistent quick transport from 4th/King to Market would be great.	Mar 9, 2014 7:09 PM
24	if the outbound 83x bus route stopped at 8th & howard or 8th & folsom, i could take it to caltrain without walking the extra 2 blocks in the wrong direction up to market.	Mar 9, 2014 7:04 PM
25	i would love it if the 83x outbound bus route had a stop on 8th and folsom on its way to caltrain. it would save me a few minutes of walking from folsom to market, but i'd take it every weekday so it adds up. a stop on 9th and folsom on the inbound route would be good too, but not needed quite as much. in general, review bus routes that go close to caltrain and make sure the schedules line up with the bullet trains in the morning.	Mar 9, 2014 6:28 PM
26	More T line service	Mar 9, 2014 6:27 PM
27	I would like to see the 48 bus extended north to Mission Bay	Mar 9, 2014 5:57 PM
28	I like the new route of the 10 through mission bay.	Mar 9, 2014 5:32 PM
29	The Muni T line is getting more and more use due to the increasing number of residents living in Mission Bay. Would be great if the frequency and capacity could be increased for the T.	Mar 9, 2014 5:12 PM
30	Improve clipper card reliability. I do not trust the Clipper Card anymore!!! I had my Clipper Card, swiped it at the gate, and the gates opened after my swipe. When I presented my Clipper Card to the inspector, I was asked to step off the train and given a fine over \$100. I am very upset!!! I appealed, but I got a very generic response. I paid the unfair fine, but I am still mad about the injustice.	Mar 9, 2014 5:07 PM
31	Move bus 30 and 45 back to 4th street near Caltrain.	Mar 9, 2014 5:00 PM
32	Implement more lines and better service to / from the Caltrain Station. It's not sufficient at this time and is a vital link for people that work on the Peninsula and the South Bay -- could help encourage people to take transit instead of all those specialized corporate busses.	Mar 9, 2014 4:40 PM
33	I hope that the same or increased public transit possibilities keep running in the South of Market/Mission Bay area.	Mar 9, 2014 4:21 PM
34	It's pretty hard to go from 4th and King Caltrain to the Mission. Any improvements in that direction would be welcome.	Mar 9, 2014 3:14 PM
35	From what I can gather from the proposed re-organization, I will need 3 transfers to get to Trader Joe;s on 9th Street, or Costco on 10th Street, starting at the Embarcadero. You folks are pulling all the service off Townsend except for the 83 Express which no one seems to know about and I bet you are only going to run it during rush hours Monday through Friday. So what happens to all the people who depend on the 12 and 10 for their shopping on Weekends? Just as new buildings down here are opening up, you are pulling public transportation. And where are OUR tax dollars going?	Mar 9, 2014 3:01 PM
36	E-Line E-Line E-Line	Mar 9, 2014 3:00 PM

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37	By the end of 2015, there will be at least 3000 new residents in Mission Bay, many of whom will not have cars. The following year, when Arden opens, there is be 500-600 more residents, though this is a fancy condo and residents may be more likely to drive. Getting these new carless workers to their places of work in the NEMIZ, middle Market, and SOMA will not be easy. Have you considered this matter?	Mar 9, 2014 2:24 PM
38	By the end of 2015, there will be at least 3000 new residents in Mission Bay, many of whom will not have cars. The following year, when Arden opens, there is be 500-600 more residents, though this is a fancy condo and residents may be more likely to drive. Getting these new carless workers to their places of work in the NEMIZ, middle Market, and SOMA will not be easy. Have you considered this matter?	Mar 9, 2014 2:24 PM
39	Clean efficient public transportation needed.. Use money to maintain buses and timely service like lots of other cities and countries have(Beijing Paris Hong Kong, German cities, Swiss cities, Japanese cirties) stop wasting money on entitlement programs such as free muni for youth, elderly, disabled... Lots of fraud.. Also reality is you are teChing children things SHOULD be free, society owes them.. Not a good message in global world.. Reduced rate, sure!! Not FREE! Politicians at their worst. Ok getting off soapbox.	Mar 9, 2014 1:38 PM
40	Please do not raise the fare on the F line to \$6 - it's the only way we can get to our jobs in the Fisherman's Wharf area. Lot's of workers take that line to Pier 39/45 area in the early am.	Mar 9, 2014 12:11 PM
41	Provide muni line from Mission Bay to Mission district through 16th.	Mar 9, 2014 11:39 AM
42	I know your job is hard...keep up the good work!	Mar 9, 2014 11:28 AM
43	Direct bus or muni route from Mission Bay to Mission	Mar 9, 2014 11:28 AM
44	Additional street car service on the weekends!	Mar 9, 2014 11:07 AM
45	Completing the turn-around loop for the T line at 18th/19th streets is critical to getting the frequency needed on this route for the T and E.	Mar 9, 2014 11:01 AM
46	i am not sure if its doable #1 California can be extended to Spear Street. if and when (if ever) the Warriors arena is approved. there is a cul the sac at the end of Spear Street that can easily be a hub for transportation. I guess you know that the USF downtown campus is on Spear street and UOP Dental school is near Howard Street.	Mar 9, 2014 10:48 AM
47	It's too bad the temporary TransBay Terminal cannot be made permanent. The open air feeling is so much better than an enclosed building.	Mar 9, 2014 10:47 AM
48	Consider more direct service to neighborhoods where there are functions /services for need as well as recreation Areas that I drive out of necessity but would prefer transit.--- To the Marina and Cow Hollow To Fillmore/ pacific Heights--- medical services and nightlife Potrero Hill at night South San Francisco for commuters I think some of the routes you mention are covered here	Mar 9, 2014 10:46 AM

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49	Muni trains tend to be dirty and stations have too many panhandlers/homeless. I prefer to drive or walk, and use Muni only if I have to.	Mar 9, 2014 10:15 AM
50	Since losing the 12 Muni service in South Beach, I've been walking every day to 7th and Harrison along Folsom. I now consider that a better alternative than a bus - unless it is bucketing rain. If we get a Bike Share down in that 7th-Harrison neighborhood, I'll seldom use the Muni bus anymore - preferring an Uber/UberX or Muni/Bart train over a Muni Bus.	Mar 9, 2014 9:53 AM
51	Rincon Hill is secluded now because of limited bus service to the Mission, North Beach and SOMA (Costco and Streatfood) areas. It would be great to not have to drive everywhere. Especially with financial district and downtown traffic and ballpark activity, it is more congested than it used to be.	Mar 9, 2014 9:25 AM
52	Direct transit to mission from South Beach. Ant bus service to South beach would be great. Its as if the light rail is supposed to meet all our transit needs, but it packed, service stinks on weeknights and weekends, and it only serves a limited slice of SF	Mar 9, 2014 8:58 AM
53	Having direct Caltrain to the airport seems like an obvious one that is missing here.	Mar 9, 2014 8:33 AM
54	Better access to Chrissy Field and the Presidio	Mar 9, 2014 8:09 AM
55	safe bike lanes, clearly marked	Mar 9, 2014 8:08 AM
56	More service for mission bay Item 3 should extend to mission bay East west buses like 22 33 and 48 should serve MB	Mar 9, 2014 7:59 AM
57	For E line, use standard muni trains (2 car), not historic cars.	Mar 9, 2014 6:22 AM
58	Provide more frequent service on T-line.	Mar 9, 2014 5:44 AM
59	Drivers need to be more courteous and accommodating. They are well paid by the citizens of this city and I appreciate their role. But increasingly they are making very bad customer service decisions that cause riders to be unnecessarily disgruntled + critical.	Mar 9, 2014 12:05 AM
60	Make all transit free. We feel like we're one of the few who actually pay to ride. :(We moved into SF, in part, to get away from BART strikes and closer to our work. Muni services are excellent compared to the East Bay! The homeless should not use bus stops as personal changing rooms, 5th/Mission.	Mar 8, 2014 11:27 PM
61	We need more frequent buses on the #10 lin e.	Mar 8, 2014 10:44 PM
62	Privatize and Outsource Muni employee hiring to rein in runaway salaries and benefits.	Mar 8, 2014 10:16 PM
63	In Mission Bay South we are totally dependent on the T Line. Its schedule is erratic, sometimes as much as 20 minutes between trains. I have spoken with transit operators who say the T Line suffers because no one wants to drive it down through the Bayview. If there were an alternate turnaround at 20th Street perhaps we could have more reliable service.	Mar 8, 2014 9:23 PM

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64	Connect mission bay to the other neighborhoods in the city with a minimum of transferring and service provider changing.	Mar 8, 2014 9:13 PM
65	Additional trains for Giants home games after the game...more historic trains!!!	Mar 8, 2014 9:05 PM
66	Thank you for the service you do provide now. I understand you are very limited due to budget constraints. I only wish the SFMTA had all the money they needed!	Mar 8, 2014 8:38 PM
67	We are in desperate need of an east west route in south beach to take us to shopping areas in soma and the mission	Mar 8, 2014 7:53 PM
68	Build out the turn-back for the T to double service to Mission Bay; it's woefully infrequent and serves as a transportation for homeless people taken stolen recycling bins to Bayview.	Mar 8, 2014 7:38 PM
69	Getting the 12 Folsom Muni line back to servicing the SOMA neighborhood should be the #1 priority! With the increase of residential units currently under construction in this area, additional bus stops will be much welcomed! Thank you.	Mar 8, 2014 7:29 PM
70	We have no service south of Second - pathetic	Mar 8, 2014 7:09 PM
71	More bus service in rincon hill please! We're very under served.	Mar 8, 2014 6:39 PM
72	We have a number of seniors in the Rincon Hill area who need better public transportation. Also, the Rene Cazanave residents do not have cars and need transportation. And, most obvious, we are the fastest growing neighborhood in the City! Hundreds of people are moving in every day. If we want them to think "Transit First," we need to provide the transit.	Mar 8, 2014 4:30 PM
73	If E-line service is instituted to replace the T, it MUST either be able to run regular LRVs during commute periods, or be paired with an LRV service....running just the N and a touristic tram service in place of the T is grossly inadequate.	Mar 8, 2014 3:08 PM