



**TRANS
FORM**



December 3, 2024

Kara Vuicich and Andy Metz
Project Managers for Transit 2050+
Metropolitan Transportation Commission
375 Beale Street
San Francisco, California 94105

RE: Comments on Draft Transit 2050+ Network

Dear Kara Vuicich, Andy Metz, and whoever it may concern,

San Francisco Transit Riders, Transform, Senior and Disability Action and Livable City have reviewed the proposals for San Francisco in the Draft Transit 2050+ Network plan. We applaud staff's work to put together a service-forward plan for the future of Bay Area transportation. We have reviewed the draft materials prepared by the MTC, and have the following comments:

- The current transportation plan requires more detailed prioritization to ensure accountability and measurable progress. Broad categorizations like "near-term" and "long-term" lack clarity and risk delaying critical projects, especially if the needed funding isn't secured. Is there a plan for prioritization if only some funding is secured?
- Regarding BART Core Capacity, it is unclear if this remains a pressing issue given pandemic changes in ridership patterns. Improving multimodal connections, station accessibility, and system resiliency may be more timely investments. A thorough assessment of current and projected demand is essential before allocating significant resources to this project.
- Ferry services are an important part of the regional transit network, although they largely cater to small numbers of more affluent riders. Care should be taken to ensure changes benefit lower-income riders, and alternatives to the changes proposed should be considered. For example, would improving late-night service better serve workers?
- An up-to-date and comprehensive Bayview transportation plan should be completed before committing to Muni's Geneva-Harney BRT. While the Bayview and Geneva Avenue corridor absolutely need transportation improvements and investment, projects should be developed in the context of the whole community's needs, including better access to the Third Street commercial corridor, essential services, and regional transportation. Any investments should prioritize equitable improvements rather than focusing solely on benefits to a single

development or area. The Bayview would also benefit from improved connections to the East Bay.

- Several key rail projects are absent from the plan, such as extending the Central Subway to Fisherman's Wharf and creating a Geary/19th Avenue rail or BRT connection.

The plan also lacks sufficient clarity in its mapping of high-density areas like San Francisco. Without a more detailed map of hubs and connections, it was difficult for the public to provide meaningful feedback on the draft plans. For example, there was confusion about the definition and location of "Central SF" on the draft map. We also received questions about the specific frequencies and changes indicated between the Richmond and Sunset districts, which together span a large area. An inset map of San Francisco (and perhaps other dense areas like San Jose) would be helpful to better illustrate the changes being proposed on a neighborhood scale.

Sincerely,



Dylan Fabris
San Francisco Transit Riders



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Senior and Disability Action

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Abibat Rahman-Davies
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Tom Radulovich
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