



**SFMTA**  
Municipal  
Transportation  
Agency

# 19<sup>th</sup> Ave/M-Line project

Community Meeting, February 2016



## **6:00 Welcome, Sign-In**

## **6:20 Large Group Presentation**

- Provide context and brief update about the proposed project
- Orient you to the materials and resources available around the room

## **6:50 Open House**

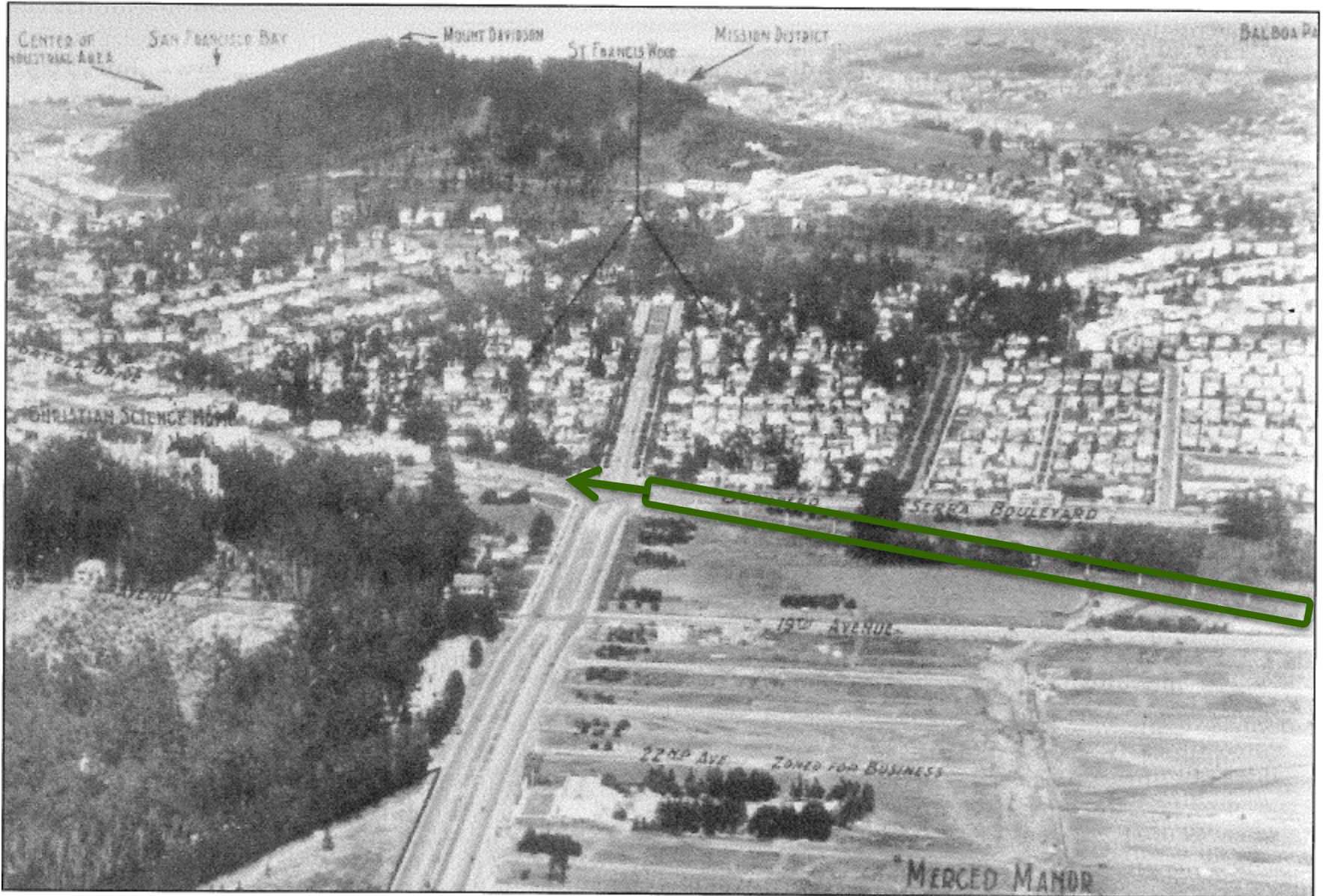
- Review boards
- Comment cards
- Comment wall
- Ask questions of our project team

## **7:30 Large Group Question and Answer**

- A history lesson
- Project overview
- What's new
- Next steps

- **A history lesson**
- Project overview
- What's new
- Next steps

# Rail has been part of SF history for generations: M-line began operation in 1925 when 19<sup>th</sup> Ave was a country road

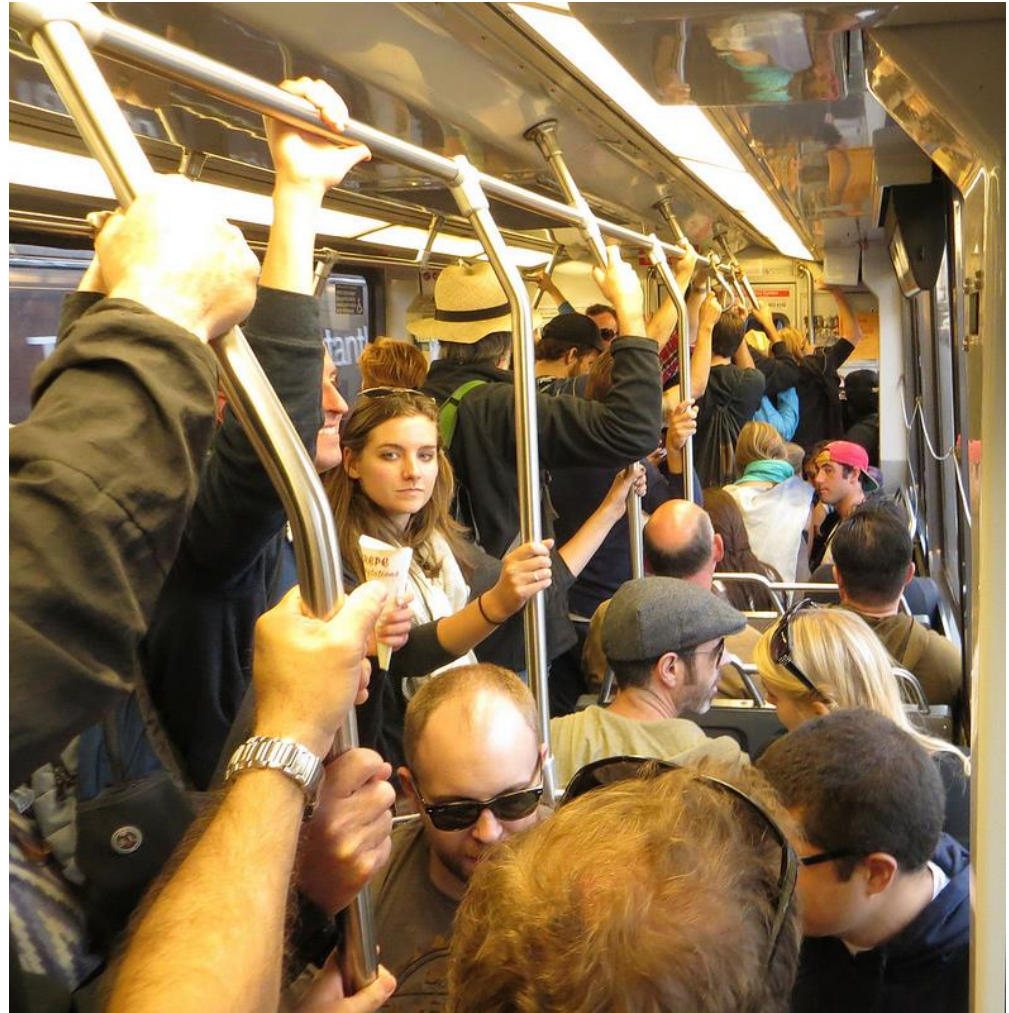






The Muni Metro is a subway-surface system. In the subway the Metro cars are rapid transit; on the surface they are streetcars.







# And 19<sup>th</sup> Avenue is not working for anyone



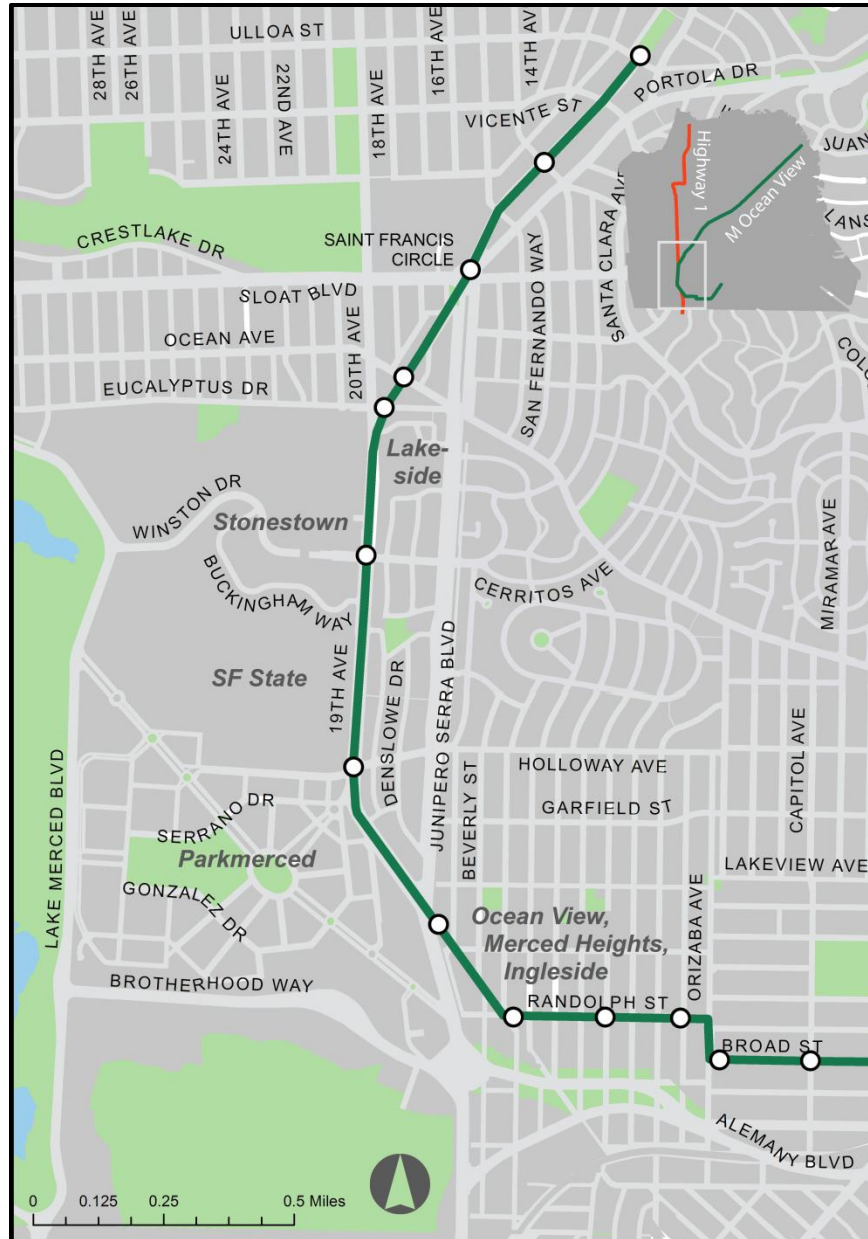


- A history lesson
- **Project overview**
- What's new
- Next steps

- **Upgrade the Muni Metro** to provide fast, reliable, un-crowded service
- **Re-design 19<sup>th</sup> Avenue** as a safer street for everyone

We are in very early stages. No approval decisions have been made. If approved, construction would be 8+ years away.

# Study area





Faster, more reliable,  
address crowding

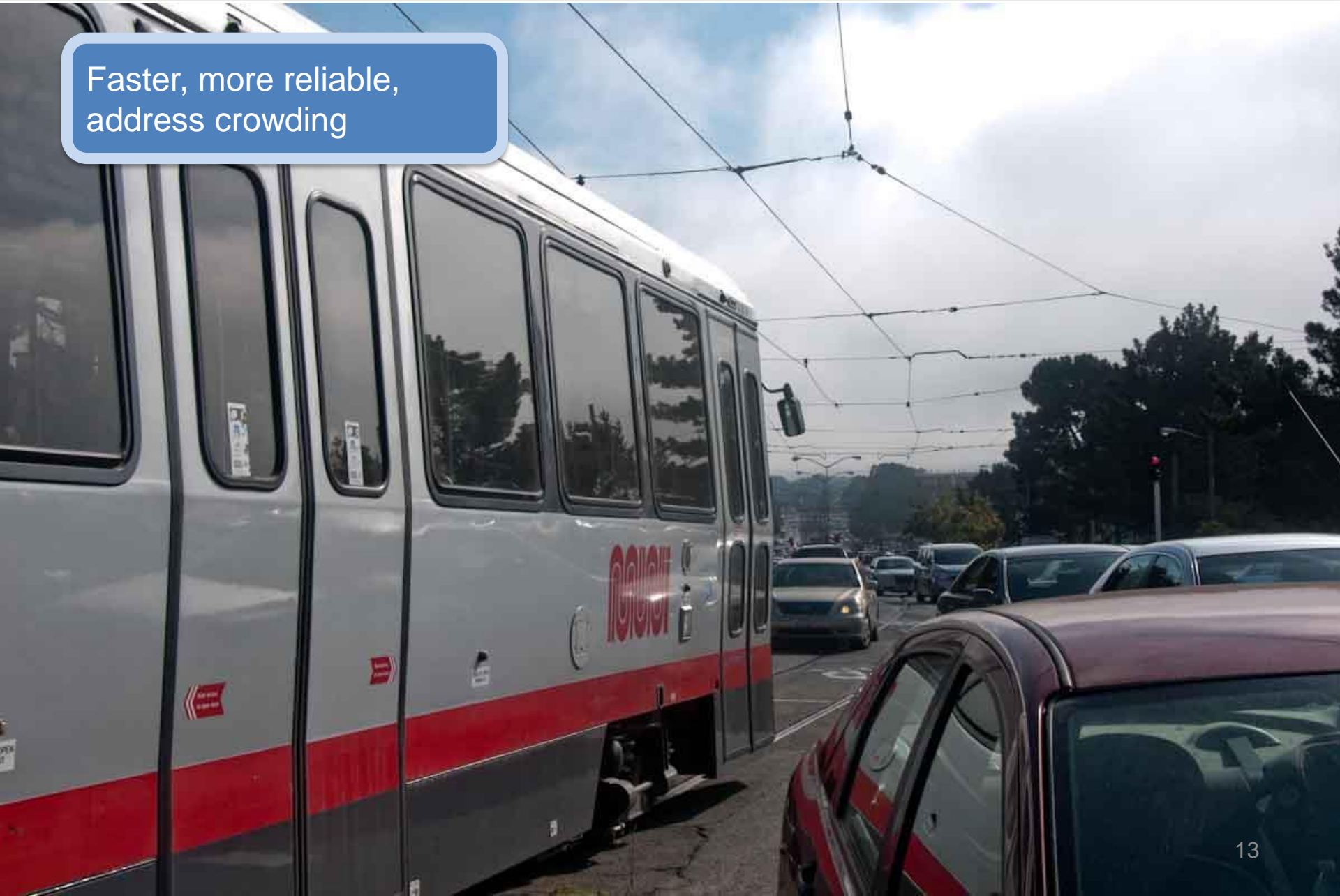
Safer transit access

Safer, more pleasant  
experience for people  
walking, cycling

Support planned  
development with travel  
choices

Reduce bottleneck points  
that affect reliability for  
people driving

Faster, more reliable,  
address crowding



Faster, more reliable,  
address crowding

## MUNI ALERT

ATTN: Northbound #moceanview delay @ Junipero Serra/19th due a non Muni vehicle blocking.

**Update: Northbound #moceanview is blocked by a non Muni vehicle at Junipero Serra/19th. Shuttles supplementing service.**

11/25/2014



Faster, more reliable,  
address crowding

 **ALB**

ATTN: Northbound #mocean

**Update: Northbound  
Muni vehicle at J  
supplementing se**

11/25/2014



## Safer transit access





Safer, more pleasant  
experience for people  
walking, cycling

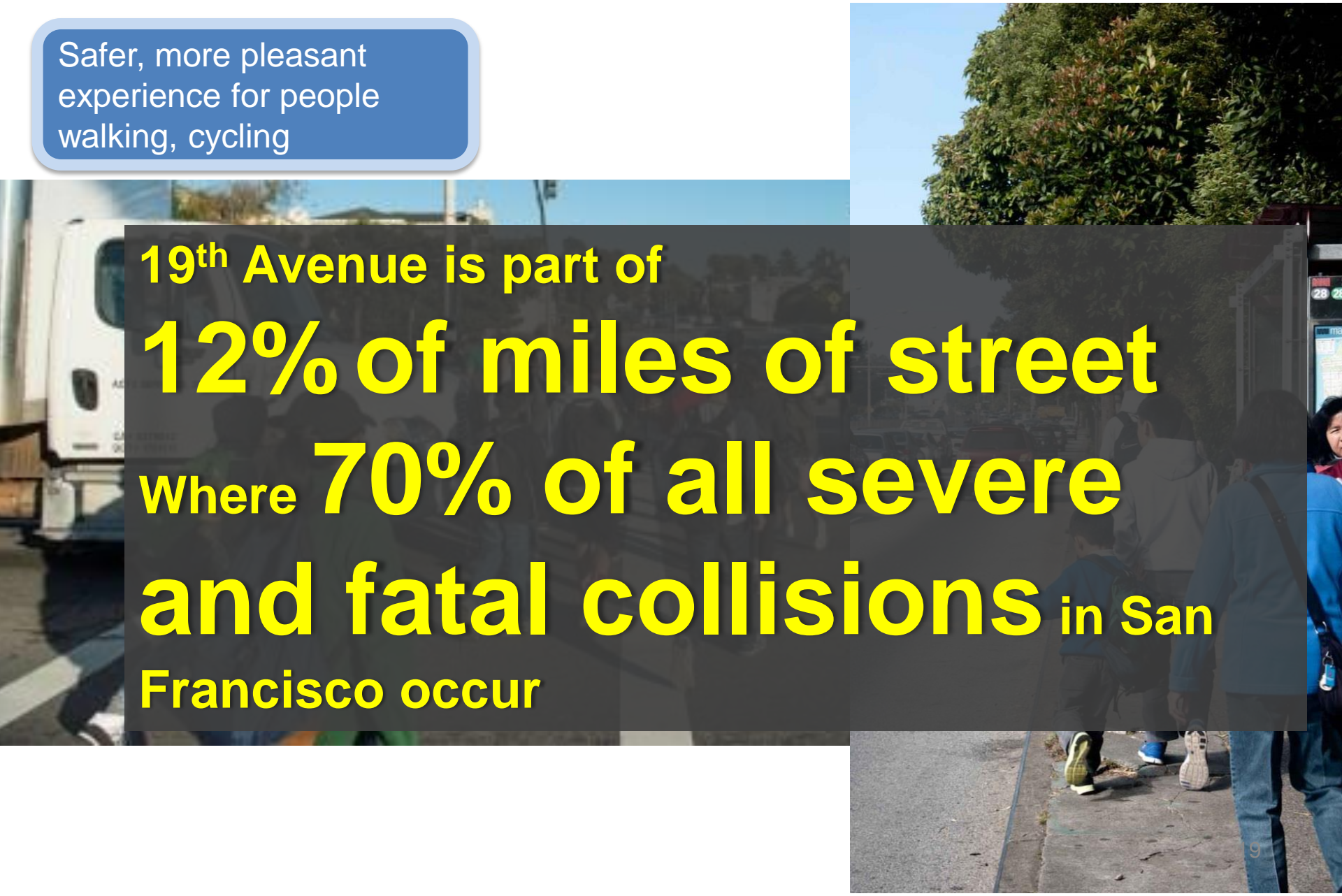




Safer, more pleasant  
experience for people  
walking, cycling



Safer, more pleasant  
experience for people  
walking, cycling

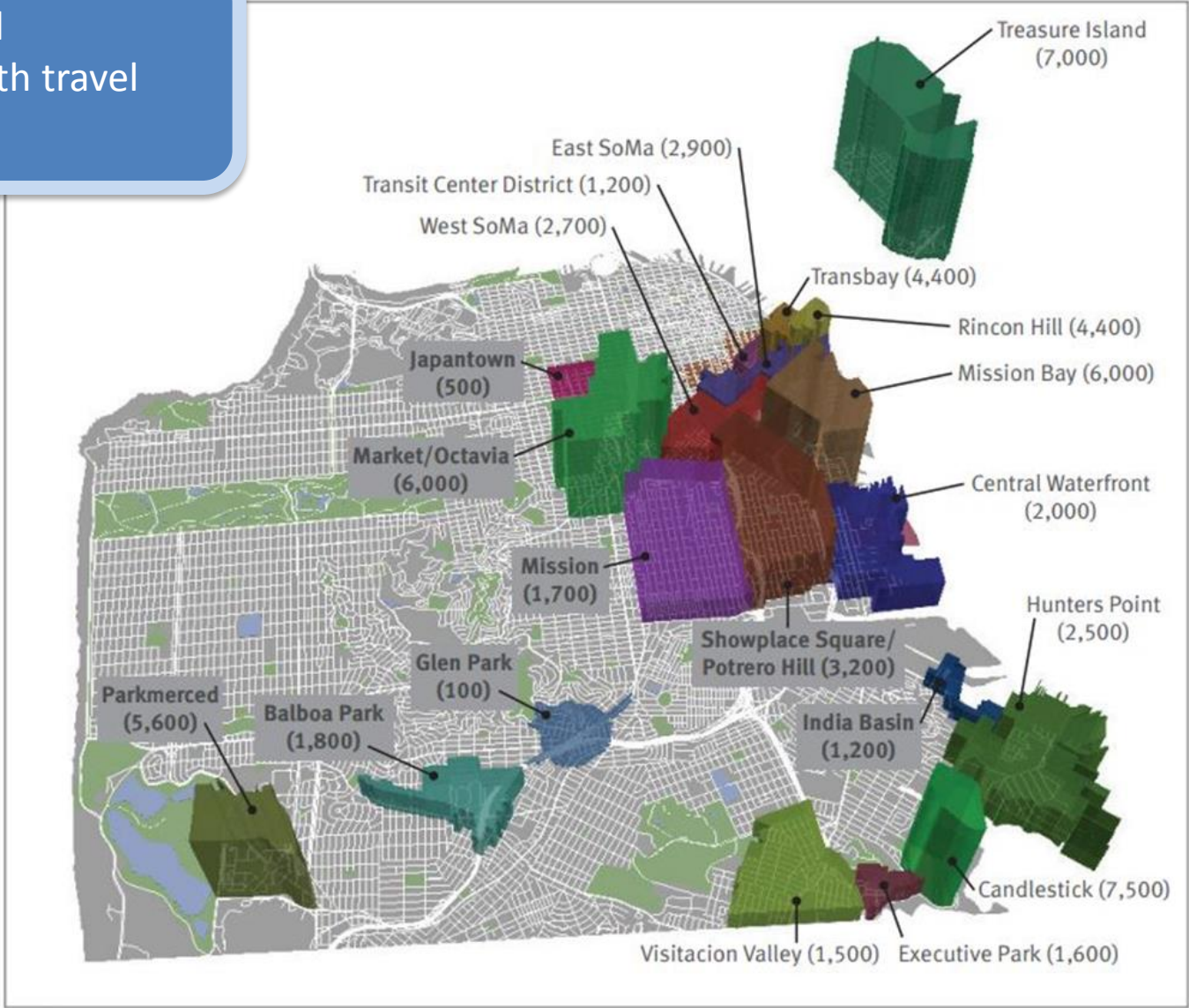


**19<sup>th</sup> Avenue is part of  
12% of miles of street  
Where 70% of all severe  
and fatal collisions in San  
Francisco occur**

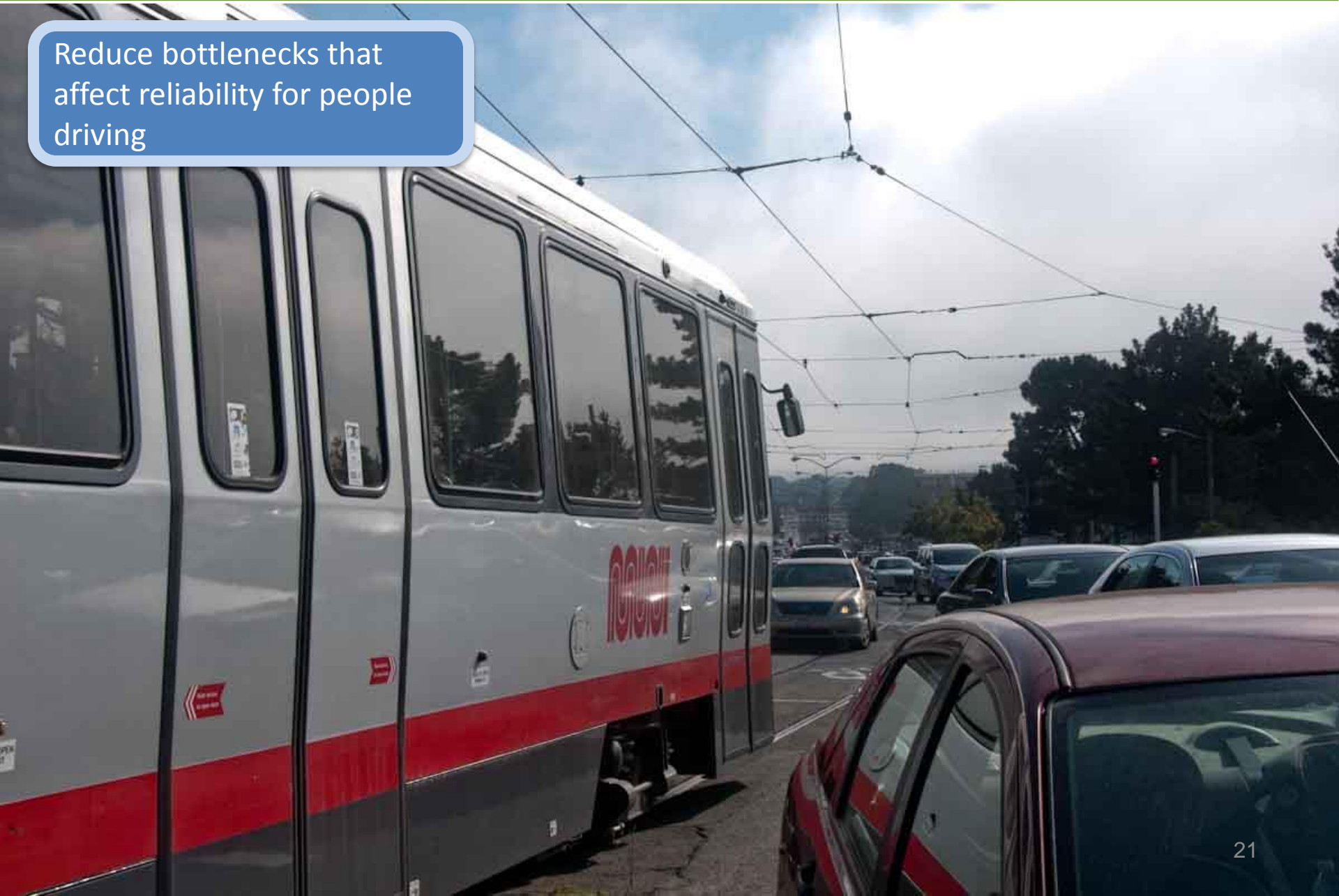


Support planned development with travel choices

## Planned New Housing Units

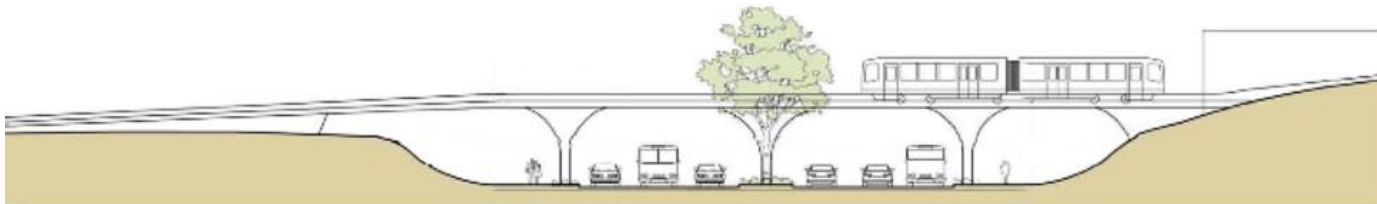
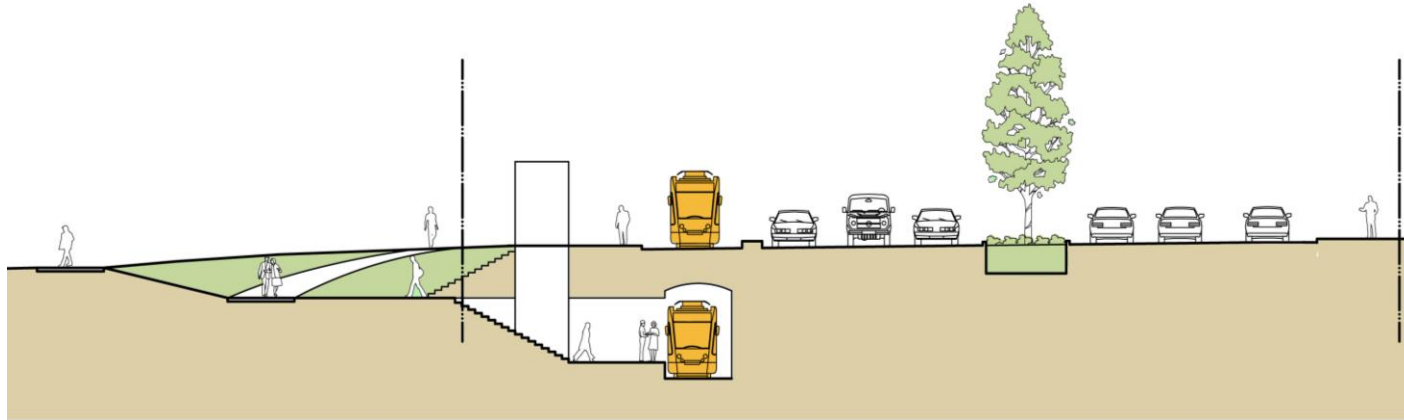


Reduce bottlenecks that affect reliability for people driving



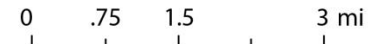
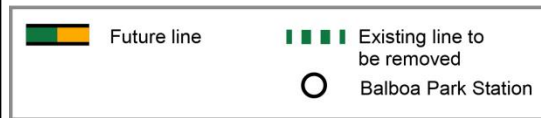
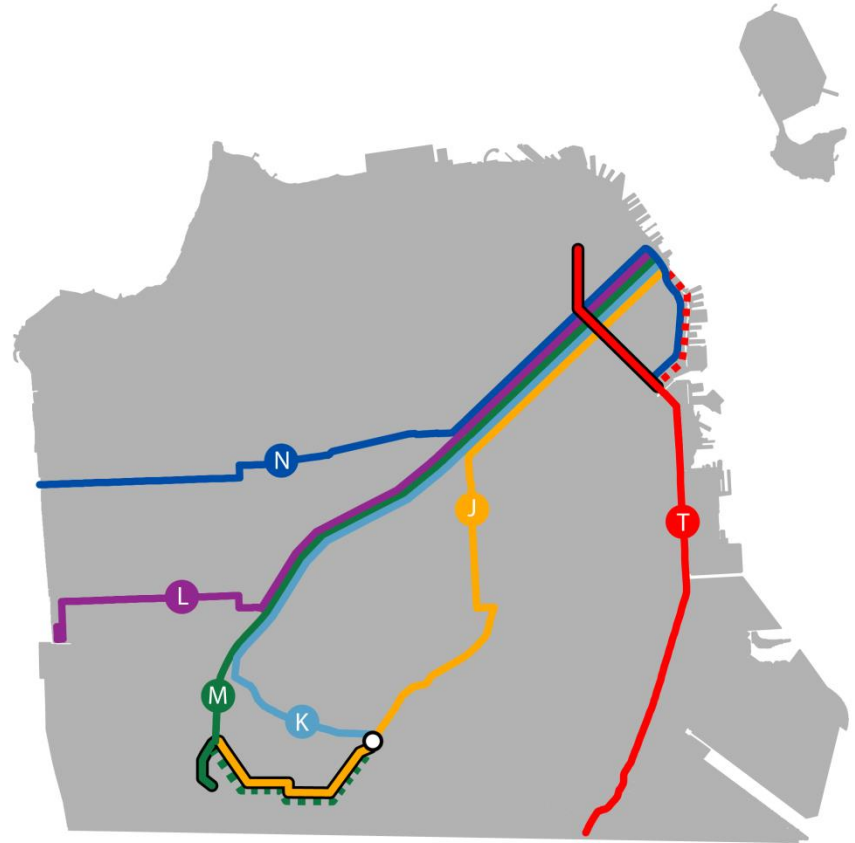
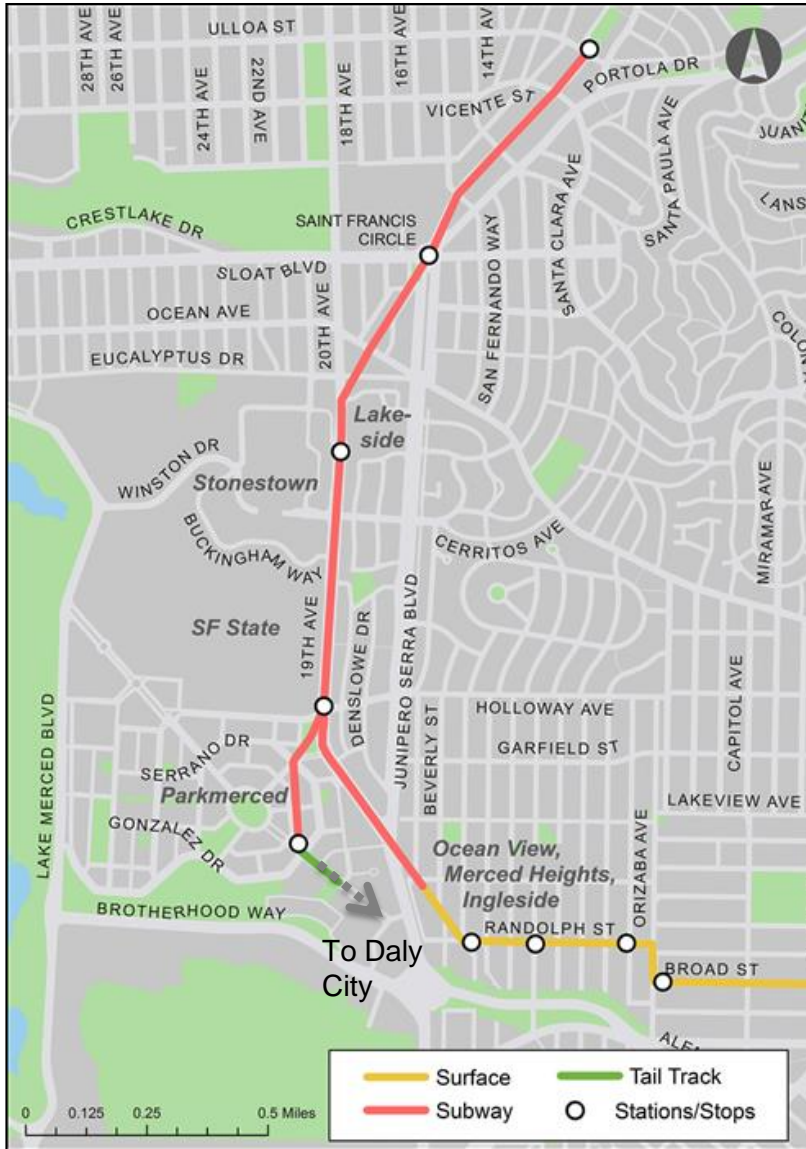


# Prior study options generated public feedback



- A history lesson
- Project overview
- **What's new**
- Next steps

# We took your feedback and came up with a new idea





# This concept would turn “half” a rapid transit line into a “whole” one

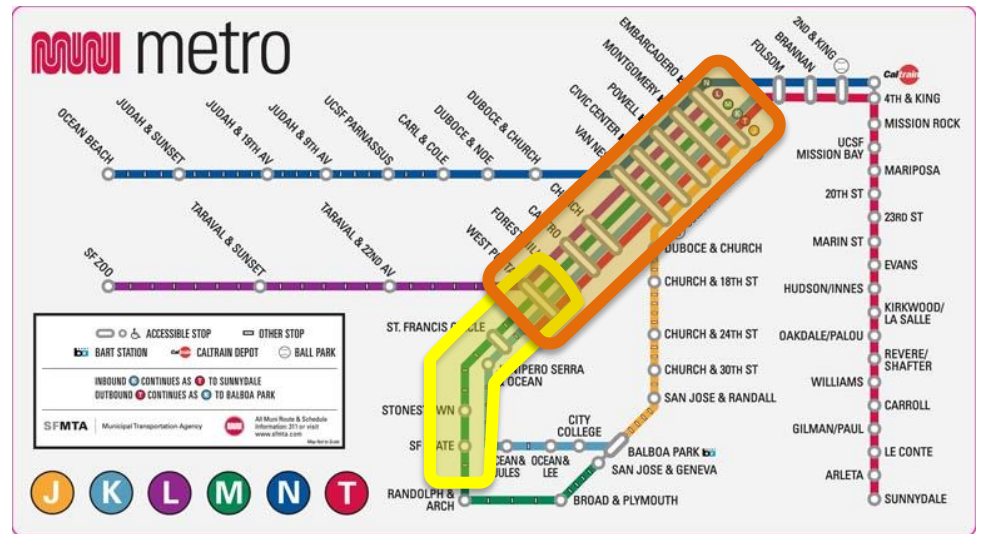
**Potential:** Carry 4-car light-rail trains



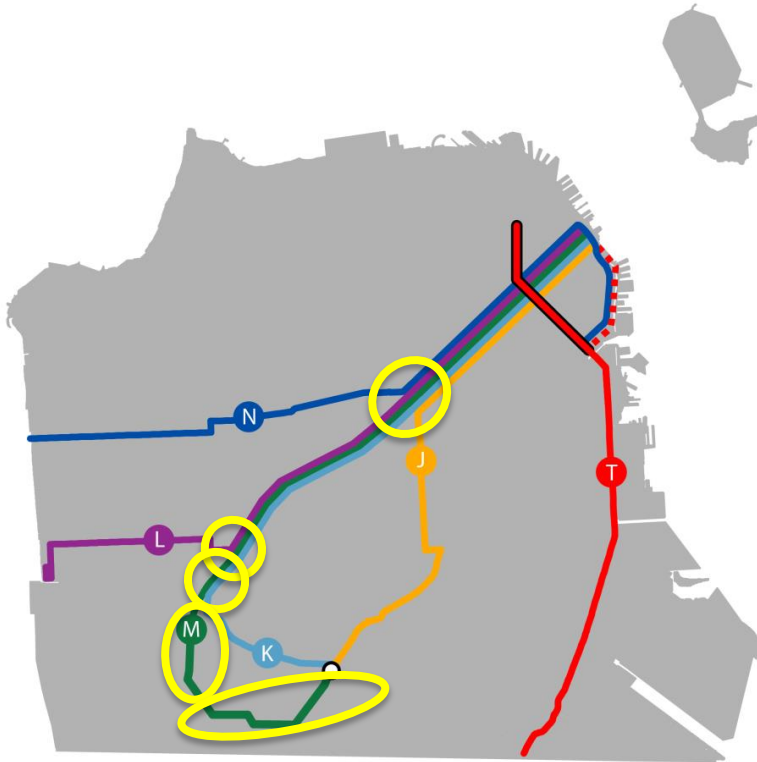
**Today:** 1-car



**Today:** 2-car



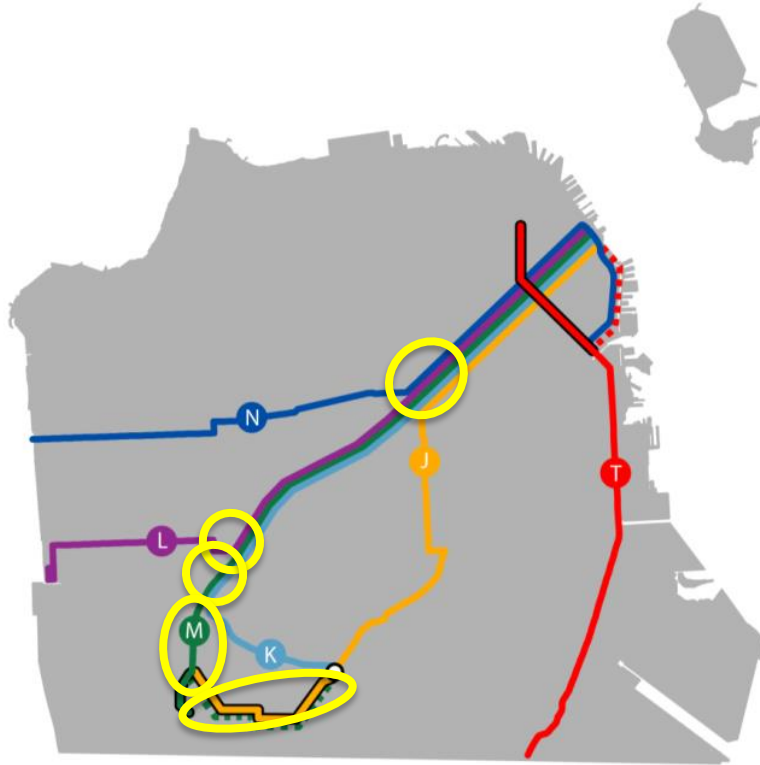
**Eliminates many factors that  
create memorable bad  
commute days**



1. **Van Ness Station** – Packed trains
2. **West Portal** – Bottleneck
3. **St. Francis Circle** – Bottleneck
4. **19<sup>th</sup> Avenue** -- (Conflicts Rossmoor, Winston, Holloway, Junipero Serra)
5. **Gaps and Bunches due to 1-4**



# Example trip in the future with proposed project



1. **Van Ness Station** – Long trains flush out all the riders just trying to get to Church/Castro and don't pass-up riders needing to get all the way to westside

2. **West Portal** – L comes out at surface, KM stay underground, alleviating bottleneck

3. **St. Francis Circle** – K and M go under this intersection and avoid the 2.5-3 minute signal cycle.

4. **19<sup>th</sup> Avenue** – No waiting at intersections or potential for vehicles blocking tracks at Rossmoor, Winston, Holloway, Junipero Serra

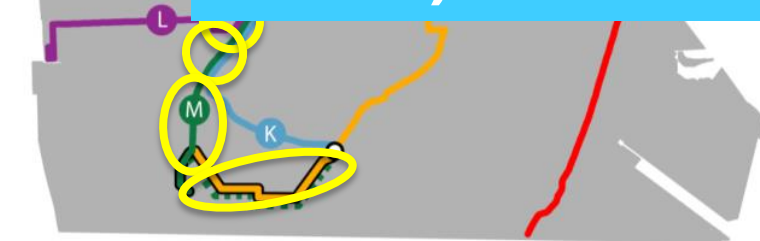
5. **Between SF State and BP** – Cross-platform transfer to J-line

1. **Van Ness Station** – Long trains flush out all the riders just trying to get to Church/Castro and don't pass-up riders needing to get all the

But we also are working on incremental improvements to alleviate these issues in the near-term (more info in open house)

es out at surface, KM  
ing bottleneck

K and M go under  
the 2.5-3 minute



4. **19<sup>th</sup> Avenue** – No waiting at intersections or potential for vehicles blocking tracks at Rossmoor, Winston, Holloway, Junipero Serra

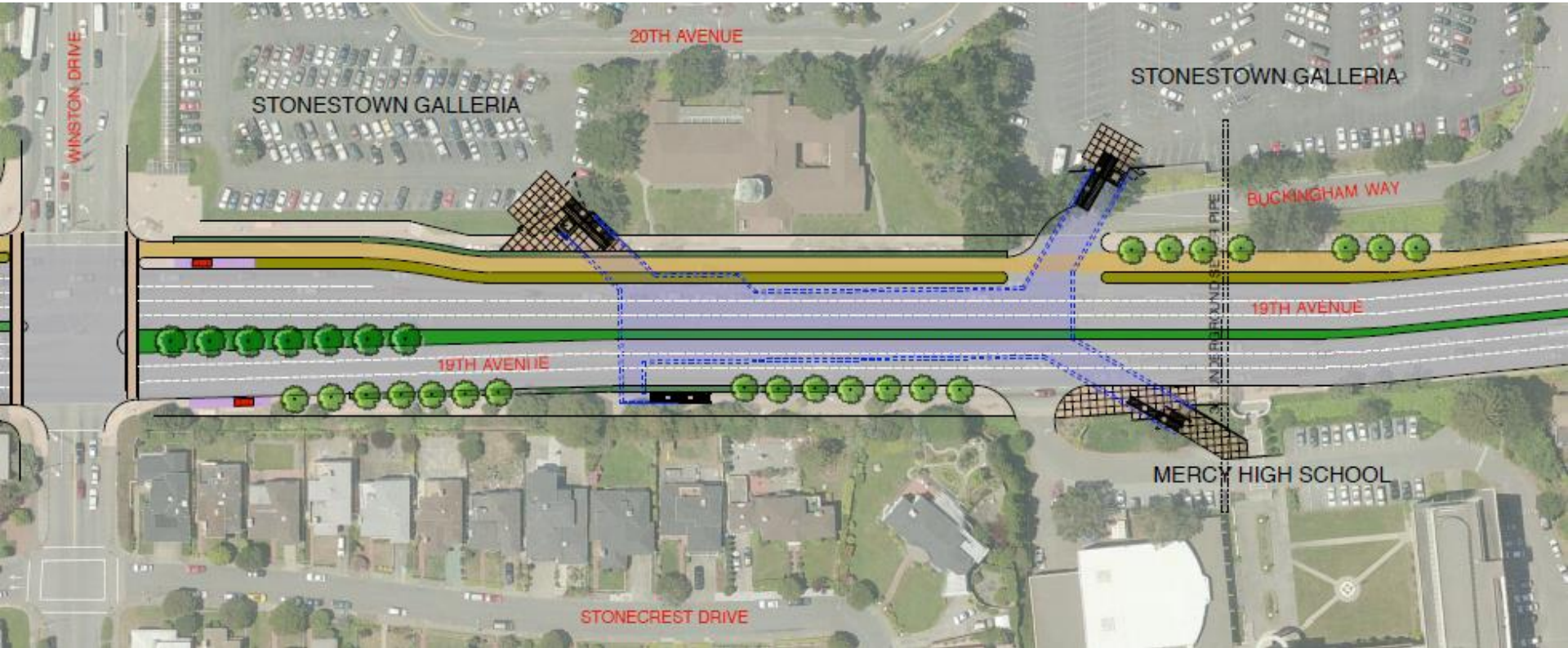
5. **Between SF State and BP** – Cross-platform transfer to J-line

# Proposed station locations



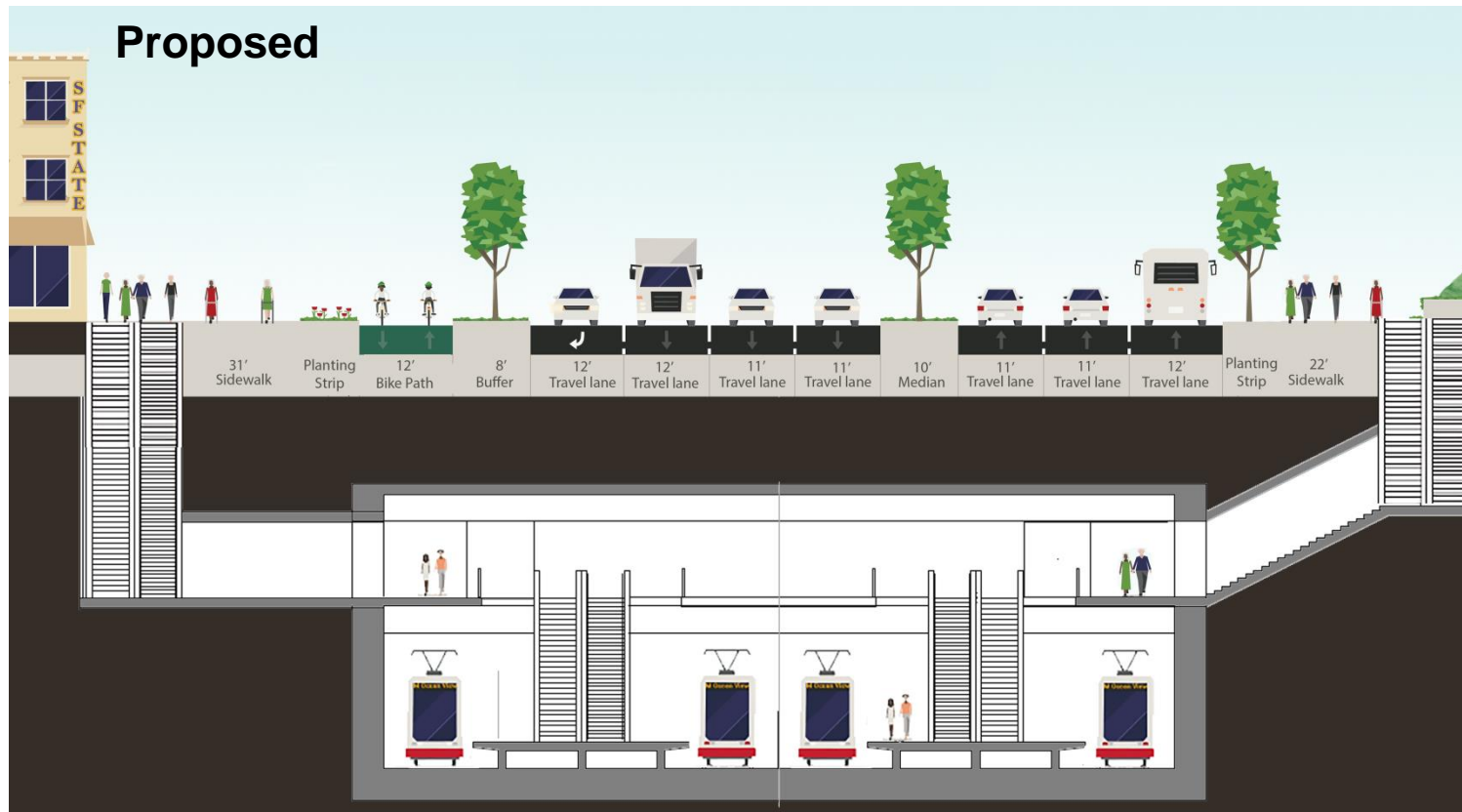


# Proposed station entrances – Stonestown Galleria



*\*Representative design. Additional locations available during Open House*

# Proposed street re-design for safety and beautification, Holloway



**\*Representative design. Additional locations available during Open House**

- **CROWDING REDUCTION**
- **MUNI METRO SPEED AND RELIABILITY**
- **SAFE STATION ACCESS**
- **SAFE, COMFORTABLE STREET**
- **ENVIRONMENT/QUALITY OF LIFE**
- **REMOVE TRAFFIC BOTTLENECKS**
- **GOOD CANDIDATE FOR FEDERAL “CORE CAPACITY” GRANT**



## Alternative 1

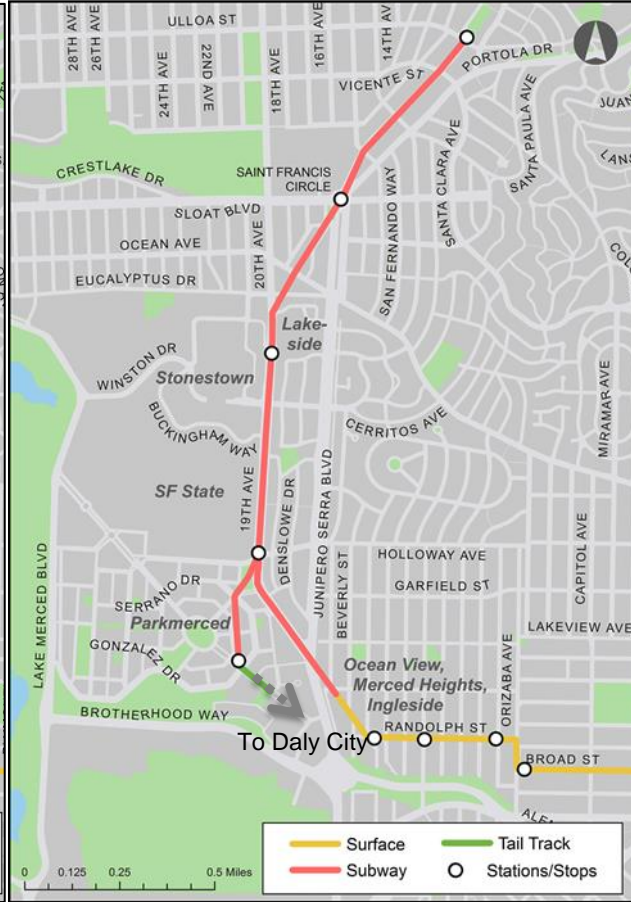
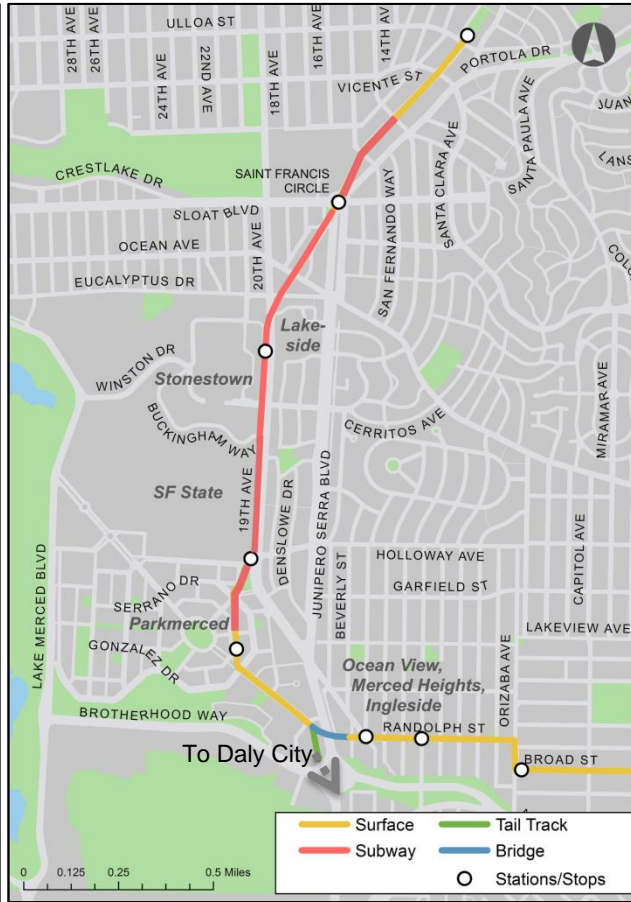
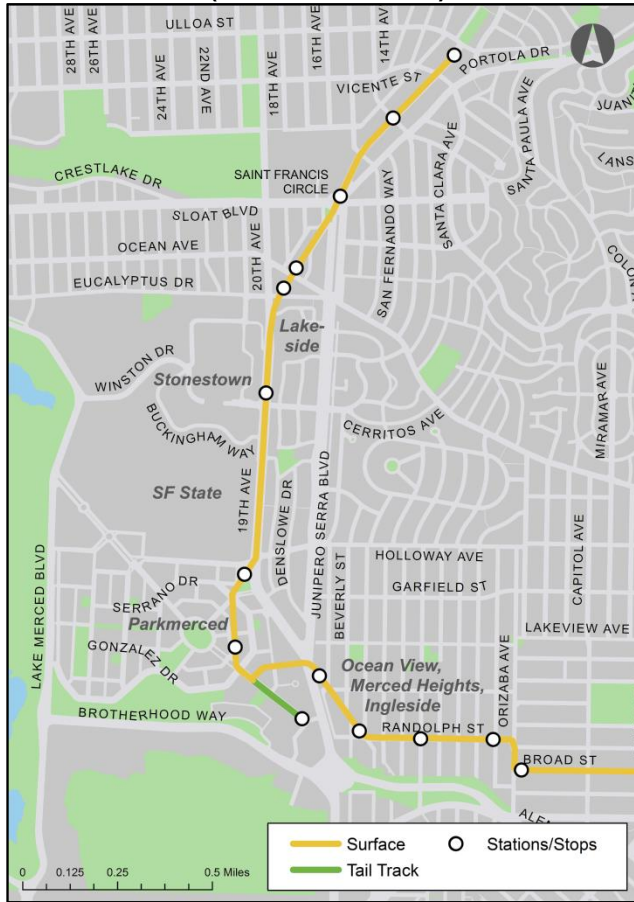
“Default Parkmerced Plan”  
(All Surface)

## Alternative 2

“Partial Subway and Bridge”

## Alternative 3

“Full Subway”





# Open house has more on each alternative's performance relative to our goals

Faster, more  
reliable, address  
crowding

Safer transit  
access

Safer more  
pleasant  
experience for  
people walking,  
cycling

Support planned  
development with  
travel choices

Reduce  
bottlenecks that  
affect reliability for  
people driving

# Open house also has more on each alternative's implications for implementation considerations

Capital cost

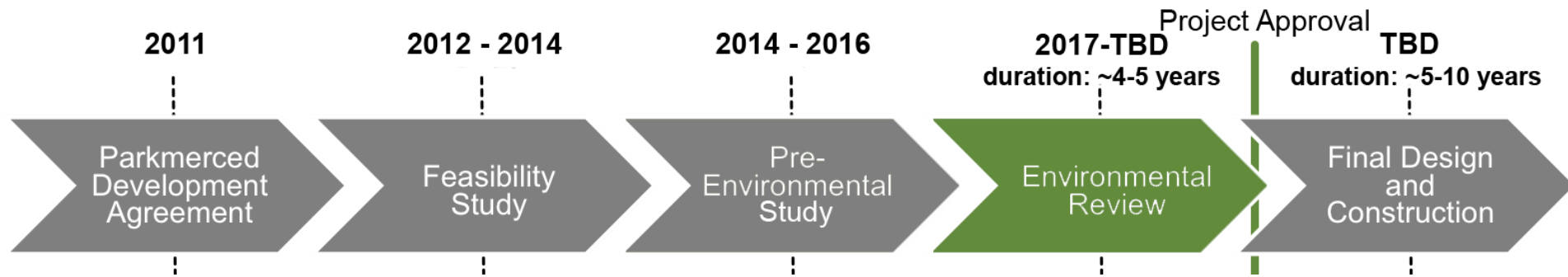
Operating and  
maintenance cost

Constructability

Adjacent property  
impacts

On-street parking  
(on 19<sup>th</sup> Avenue)

- A history lesson
- Project overview
- How we got here
- **Next steps**



Environmental review is the stage when questions about impacts and mitigations are answered. E.g. construction impacts, traffic, noise, visual, etc.



**STATION 1 – ENGINEERING**

**STATION 2 - RAIL**

**STATION 3 – STREET**

**STATION 4 - MISCELLANEOUS**

- Spread the word about the rest of the meeting series to others
- Invite us to your group or request a meeting
- Stay tuned for an outreach summary

## **THURSDAY, FEBRUARY 4**

2月4日周四 | Jueves, 4 de febrero

*San Francisco State University*  
三藩市州大Seven Hills會議室  
Seven Hills Conference Room  
6:00 p.m. – 8:00 p.m.

## **TUESDAY, FEBRUARY 16**

2月16日周二 | Martes, 16 de febrero

*IT Bookman Community Center*  
IT Bookman社區中心  
446 Randolph Street  
7:00 p.m. – 9:00 p.m.

## **THURSDAY, FEBRUARY 18**

2月18日周四 | Jueves, 18 de febrero

*SFMTA*  
1 South Van Ness Ave, 2nd Floor Atrium  
二樓會議大廳  
6:00 p.m. – 8:00 p.m.

## **THURSDAY, FEBRUARY 25**

2月25日周四 | Jueves, 25 de febrero

*Waldorf High School*  
Waldorf高中  
470 West Portal Ave  
6:00 p.m. – 8:00 p.m.

## STATION 1 – ENGINEERING

## STATION 2 - RAIL

## STATION 3 – STREET

## STATION 4 - MISCELLANEOUS

1. Visit stations to learn more and ask questions of our team
2. Fill out a comment card
3. Leave your comments for others to see on the wall
4. Feel free to leave or stay for large group Q+A

### **Types of feedback we want**

- Are we on the right track?
- What do you like/not like about the new alternative?
- What should we be considering about your travel needs on 19<sup>th</sup> Ave/on the M-line as we move to the next phase of more detailed design?

- All voices heard
- Only one person speaks at a time
- If you have a question, please wait in line behind the microphone
- Please limit your question to 2 minutes
- Be respectful of others, even when you disagree
- Wrap up by 8pm