



SFMTA

Municipal
Transportation
Agency

19th Ave/M-Line project

Presentation to Balboa Park CAC

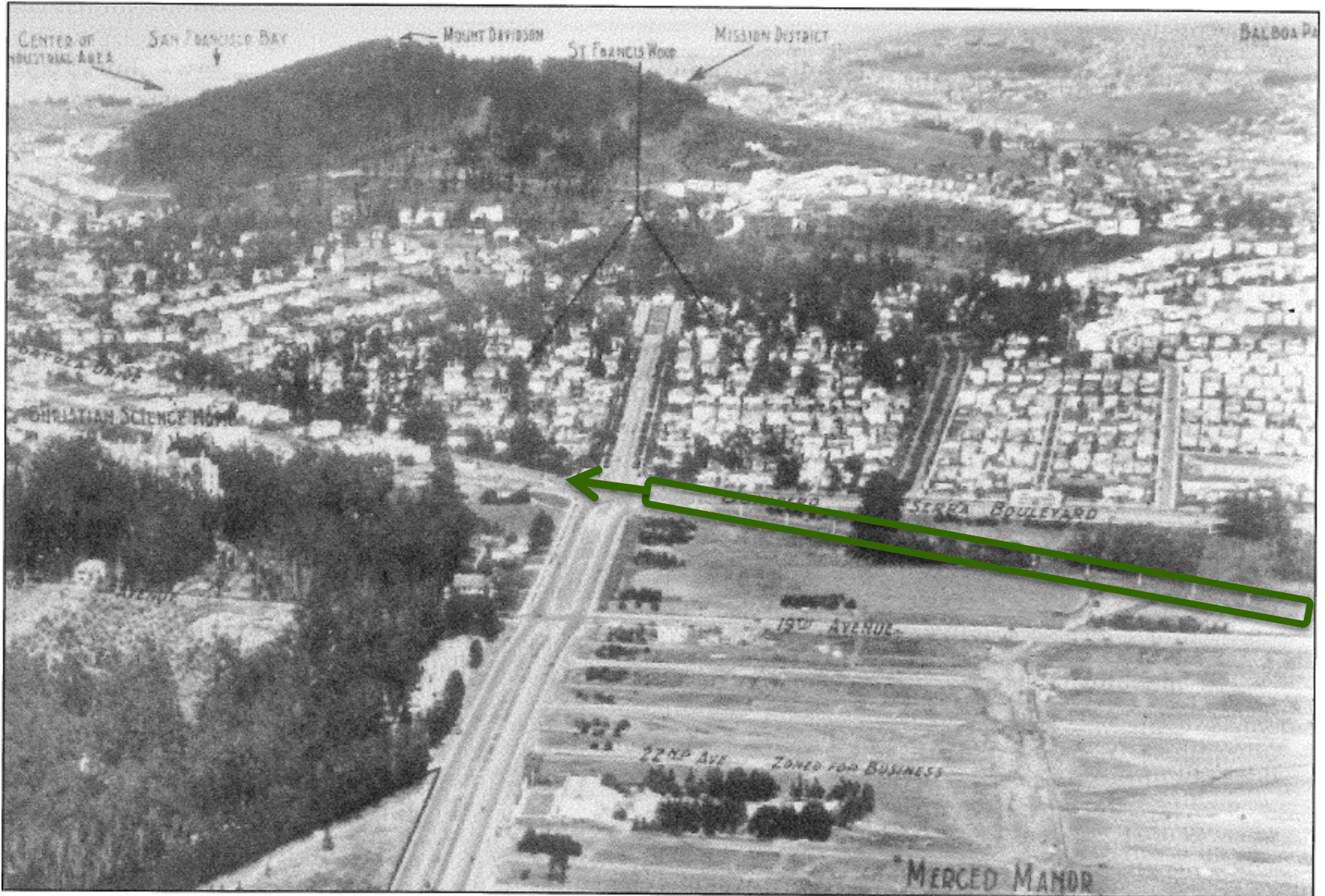
February 17, 2016



GGP



Rail has been part of SF history for generations: M-line began operation in 1925 when 19th 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.



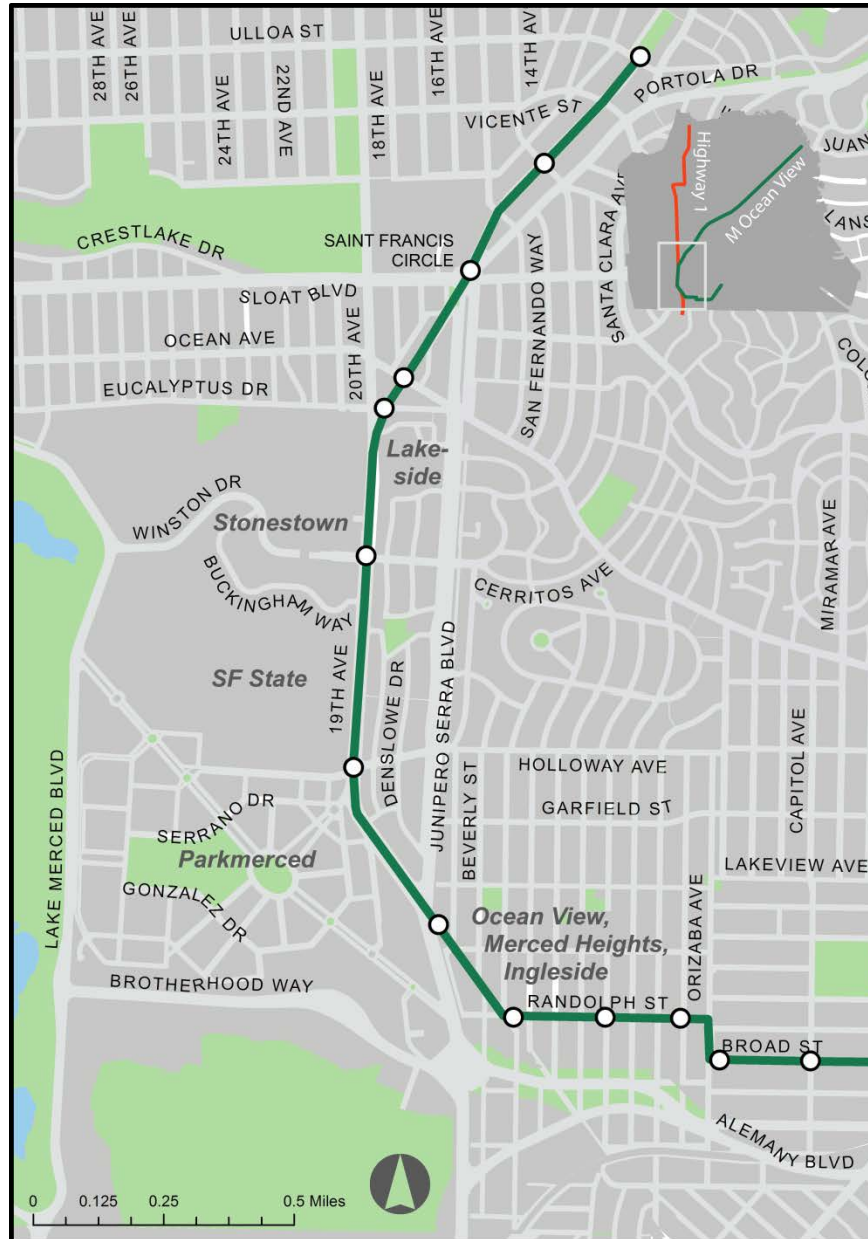
And 19th Avenue is not working for anyone



- **Upgrade the Muni Metro** to provide fast, reliable, un-crowded service
- **Re-design 19th 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



Purpose and need

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



MUNI ALE

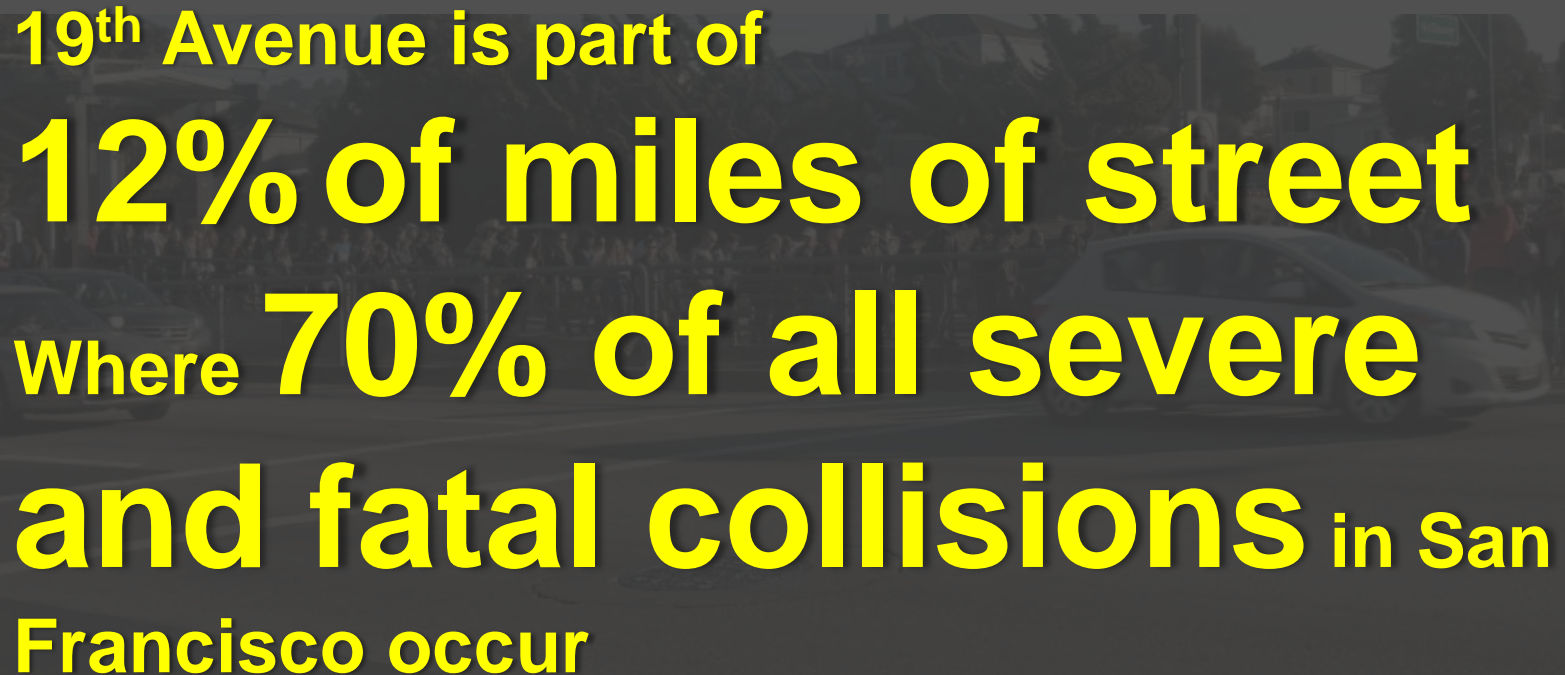
ATTN: Northbound #mocean

Update: Northbound
Muni vehicle at J
supplementing se

11/25/2014

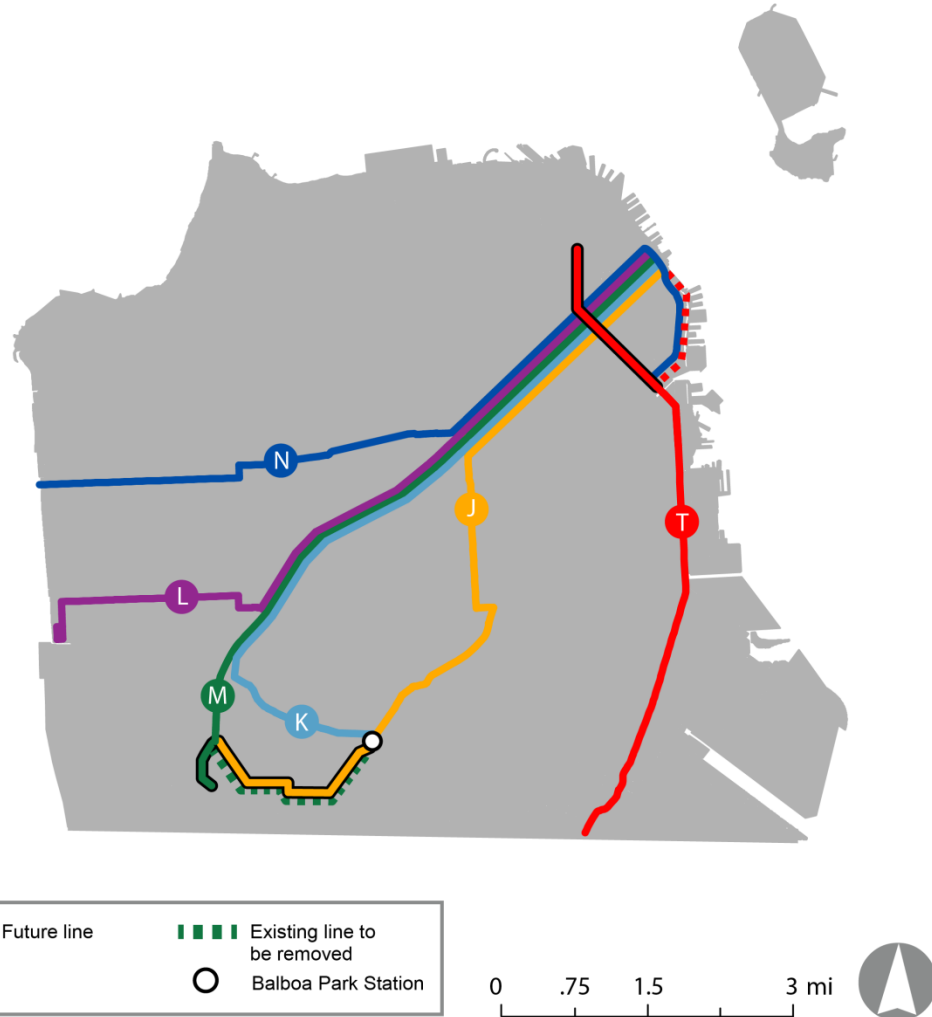
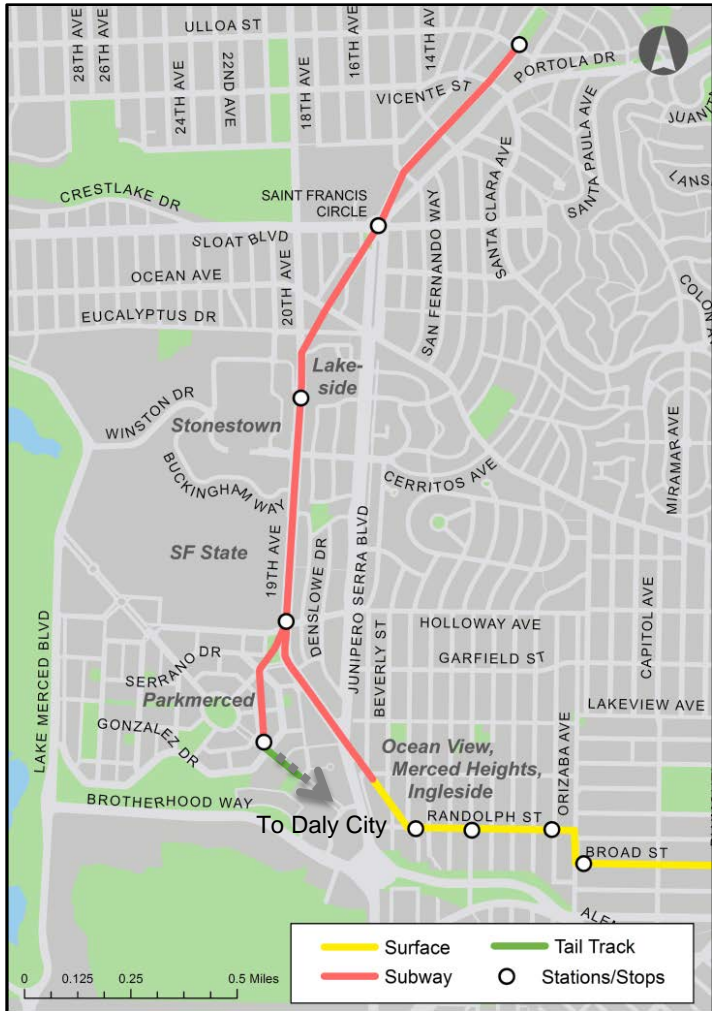


Safer transit access



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

What we're proposing



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

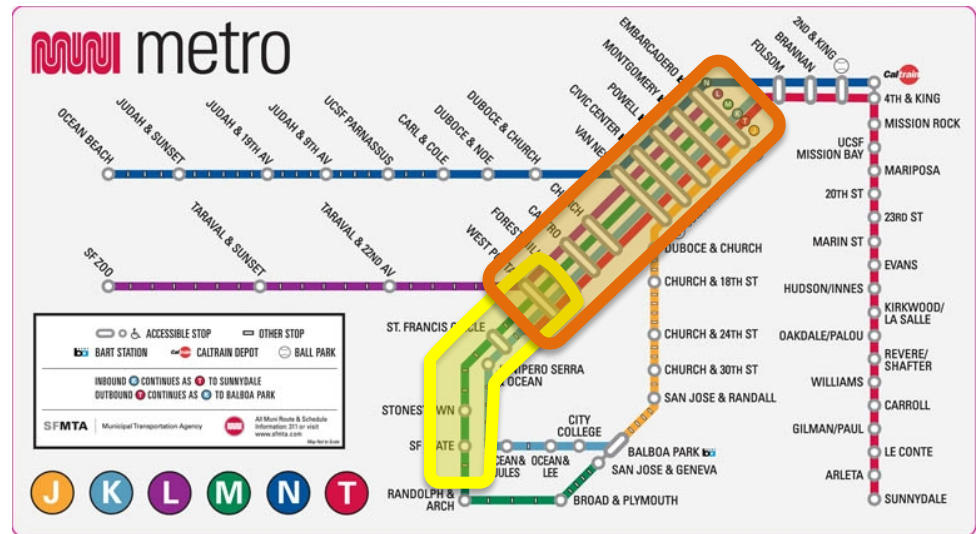
Potential: Carry 4-car light-rail trains



Today: 1-car



Today: 2-car

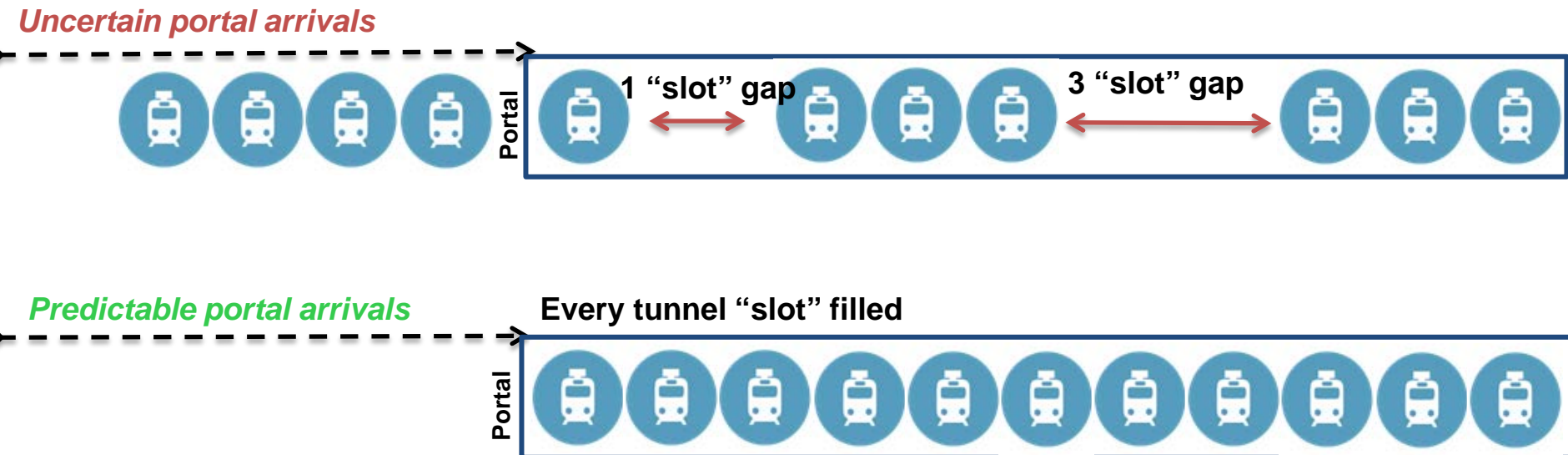


= Study Area = System Benefits

And create predictable portal arrivals that maximize subway capacity

We schedule ~ 36 trains/per hour/direction in Market Street subway.
These “slots” are based on:

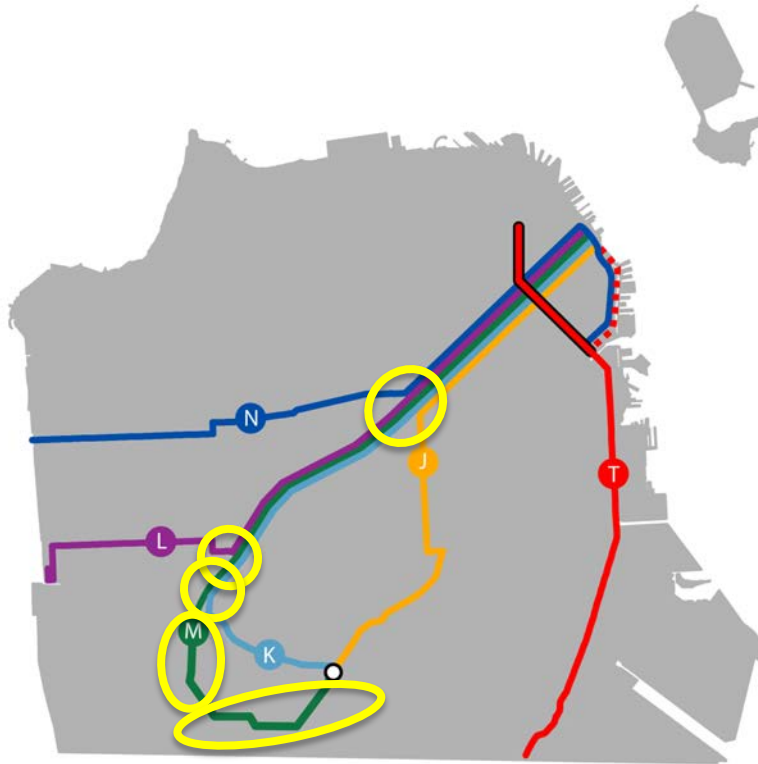
- Time it takes to turn around trains at the end of the line
- Safe distance between trains in subway based on Automated Train Control System



Also simplifies Balboa Park Terminal, improves operations



**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. **19th Avenue** -- (Conflicts Rossmoor, Winston, Holloway, Junipero Serra)
5. **Gaps and Bunches due to 1-4**

Example trip in the future with proposed project

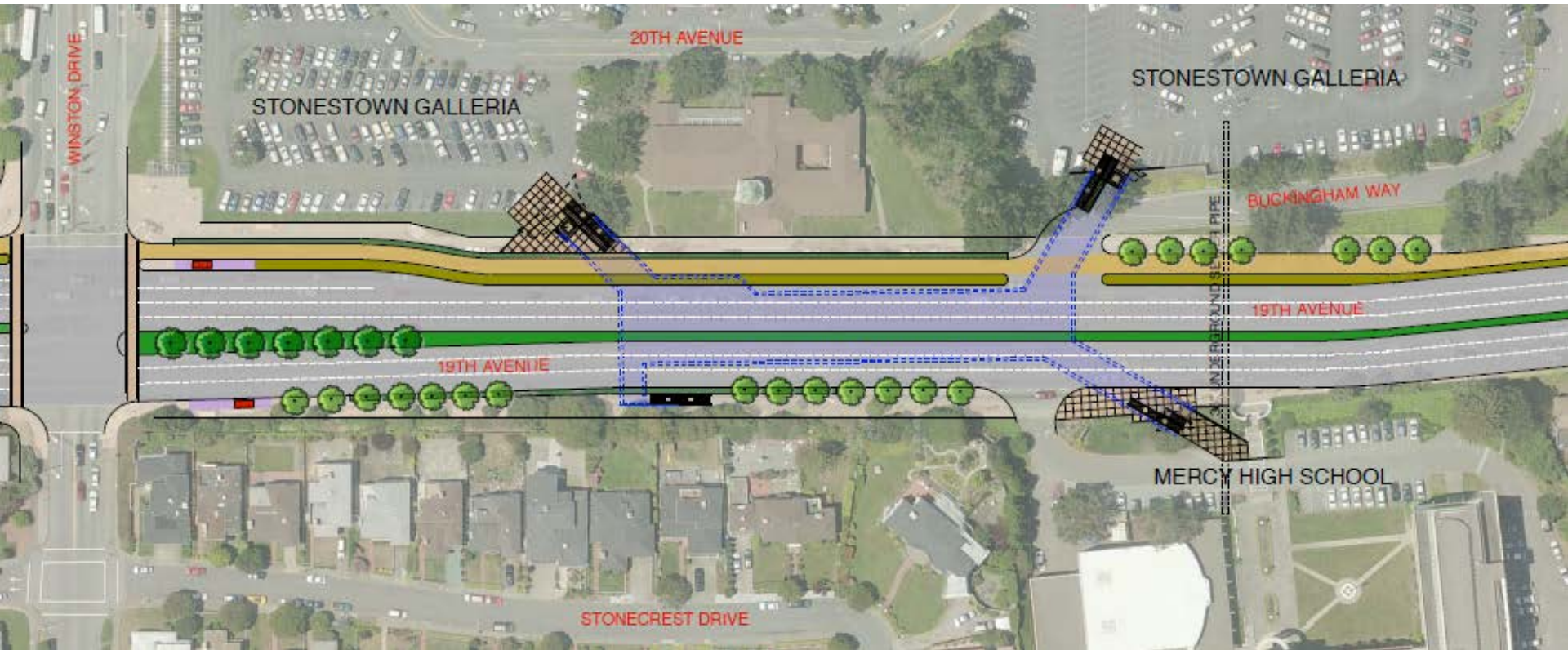


1. **Van Ness Station** – Long trains flush out all the riders just trying to get to Church/Castro and don't pass-up riders needing to get all the way to westside
2. **West Portal** – L comes out at surface, KM stay underground, alleviating bottleneck
3. **St. Francis Circle** – K and M go under this intersection and avoid the 2.5-3 minute signal cycle.
4. **19th 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

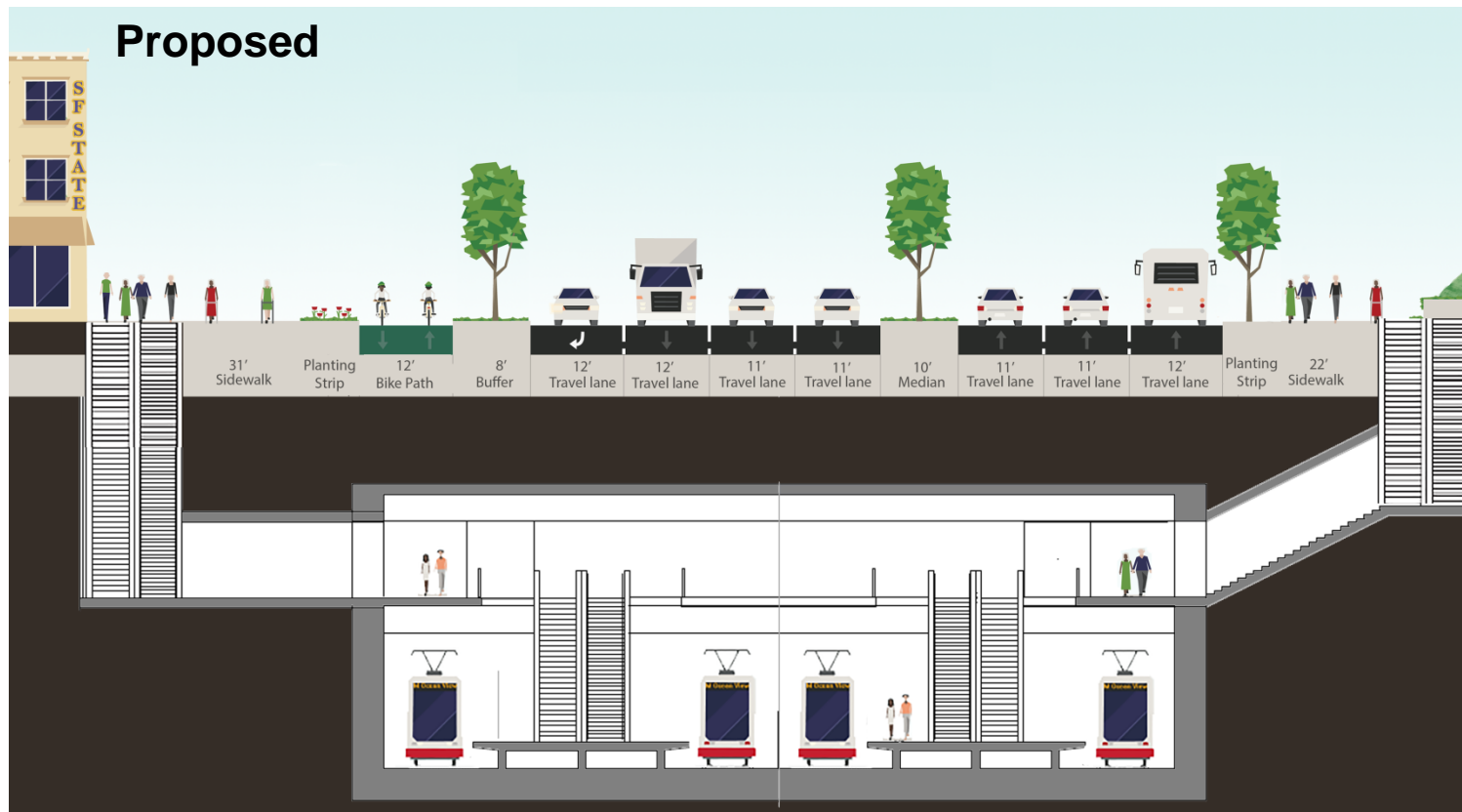


Proposed station entrances – Stonestown Galleria



**Representative design. Project materials include additional locations*

Proposed street re-design for safety and beautification, Holloway

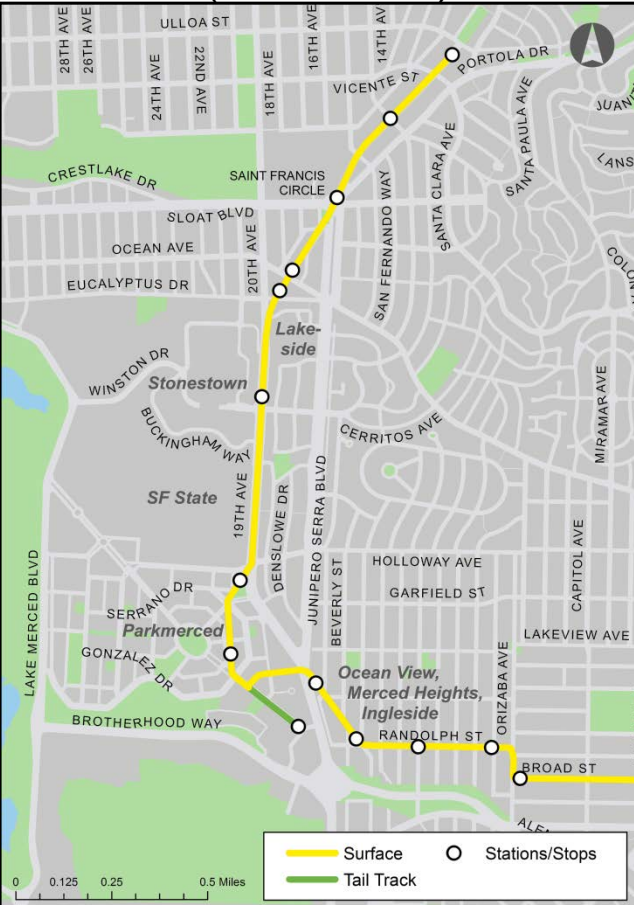


****Representative design. Project materials include additional locations***

- **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**

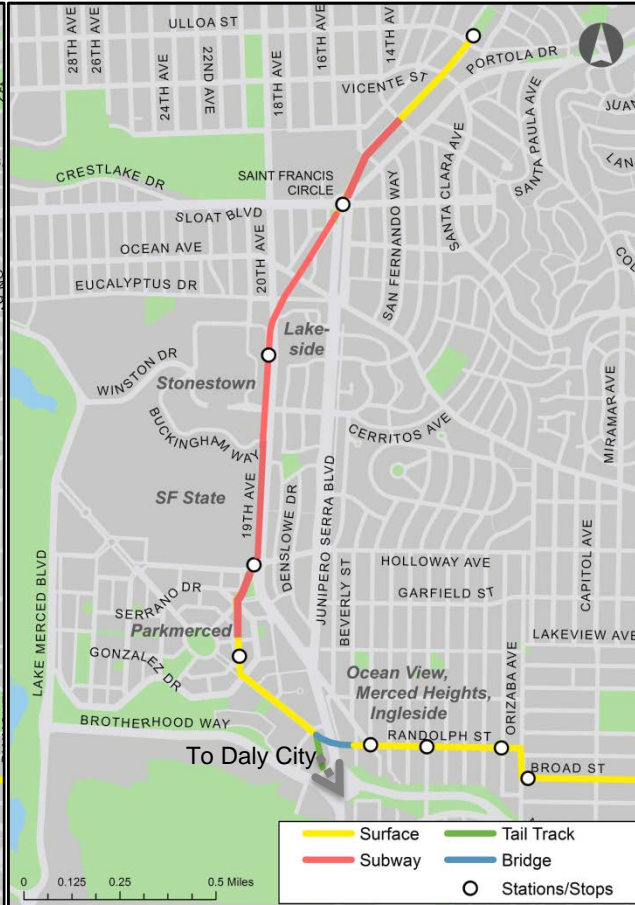
Alternative 1

“Default Parkmerced Plan”
(All Surface)



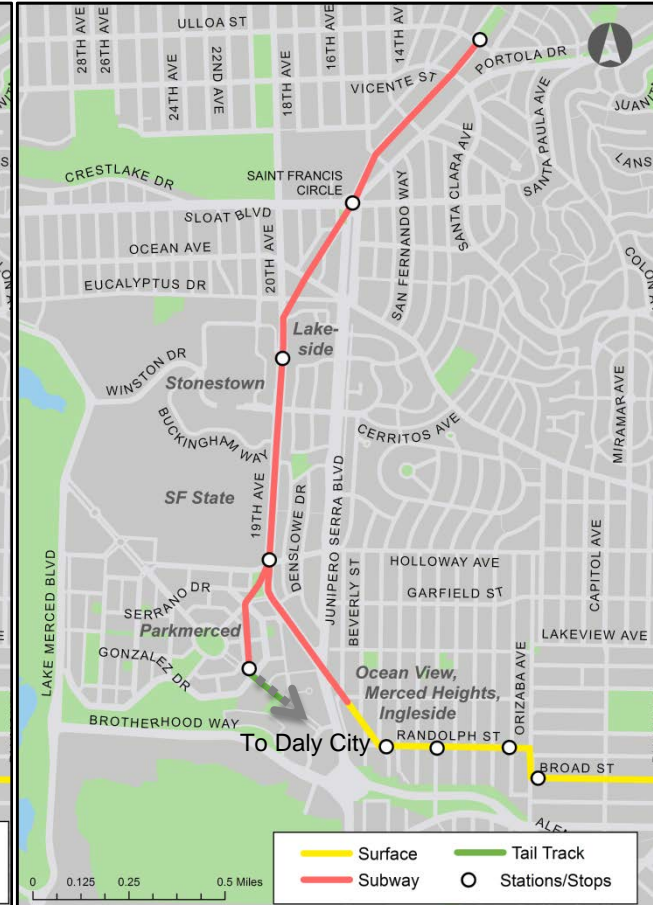
Alternative 2

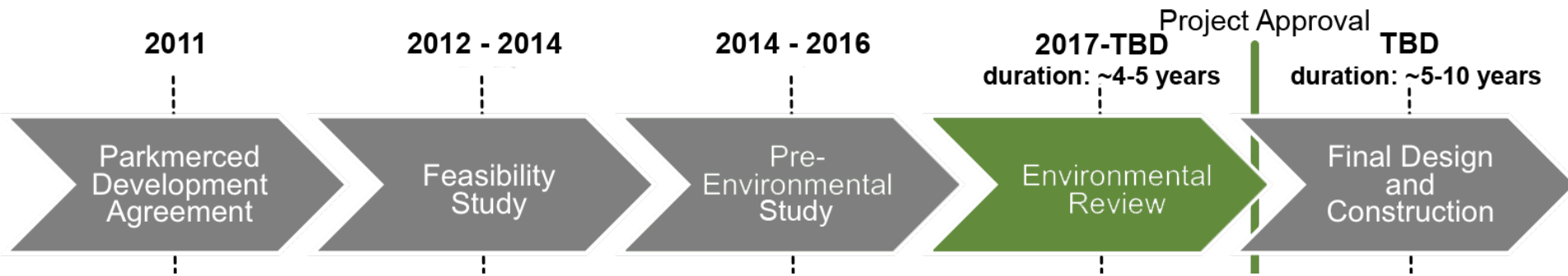
“Partial Subway and Bridge”



Alternative 3

“Full Subway”





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

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Where we left things at close of Feasibility Study

