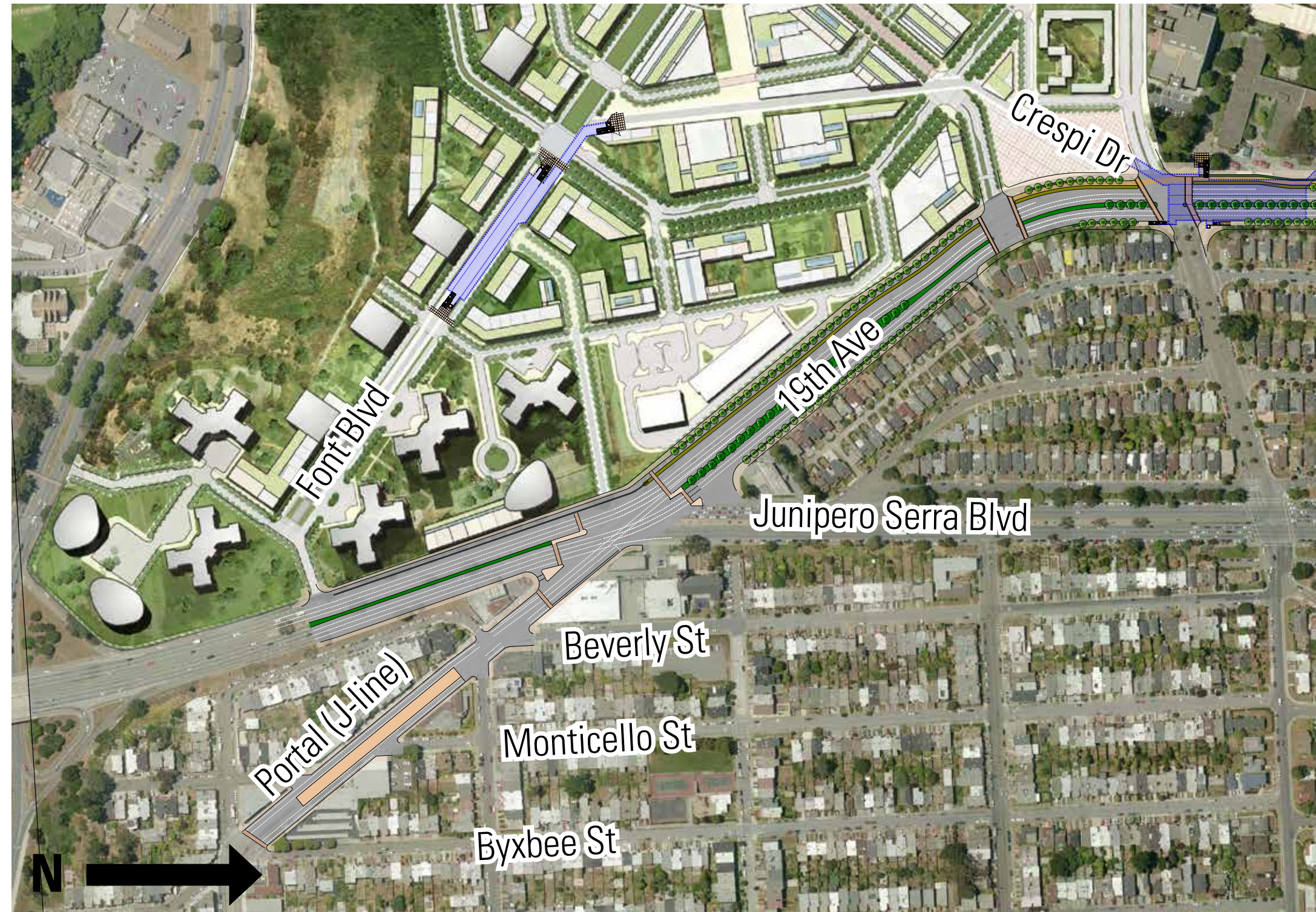


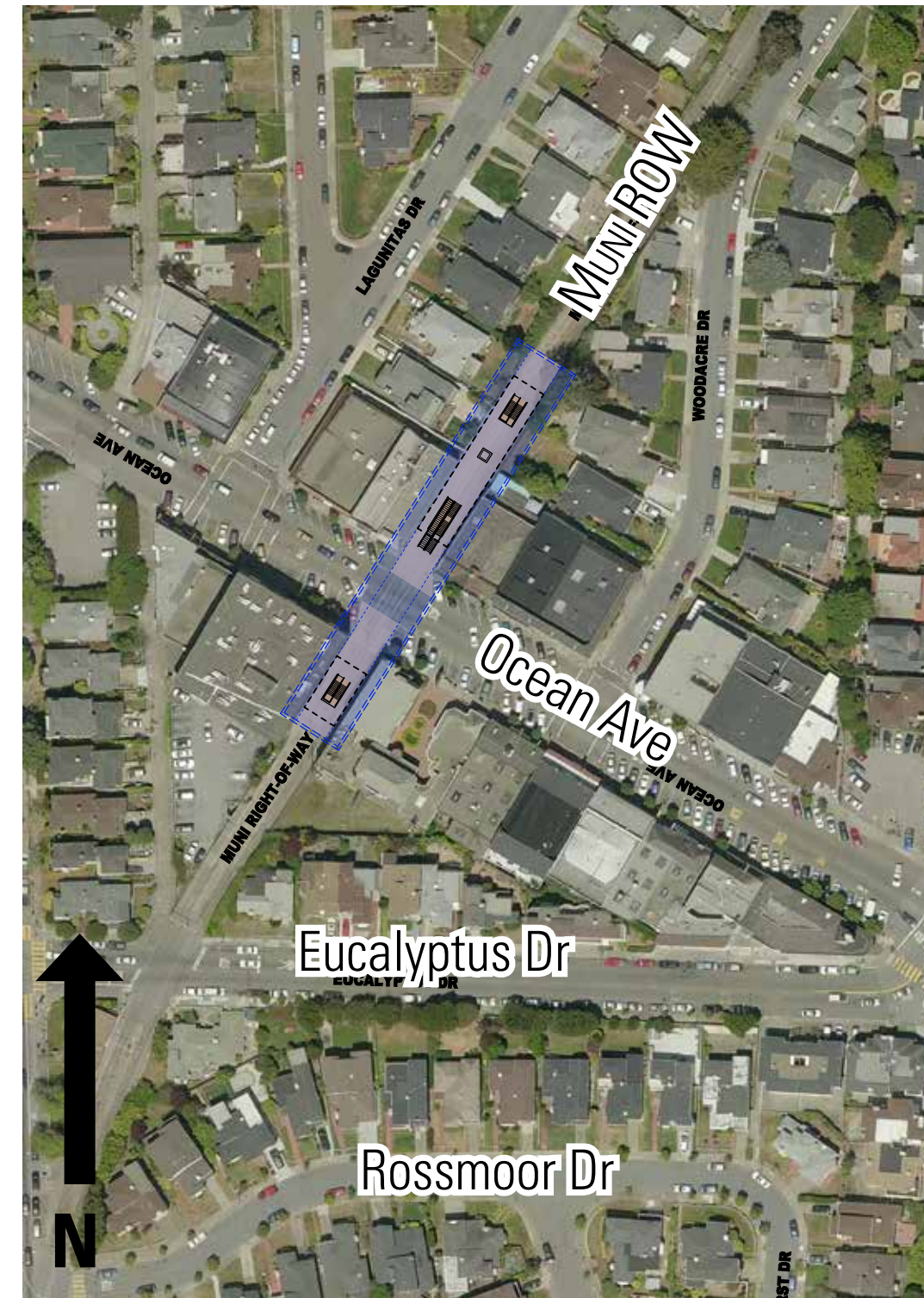
Subway Station Entrances

Potential locations have been identified to provide convenient access from major destinations.



PARKMERCED STATION

- 4 car platform length
- 3 station entrances
- New proposed M-line terminus



OCEAN AVENUE STATION (POTENTIAL)

- 4 car platforms
- 3 station entrances



ST. FRANCIS CIRCLE STATION

- 4 car platforms
- 2 station entrances
- Convenient transfer point between M- and K-lines



SF STATE STATION

- 4 car platform length
- 5 station entrances
- Convenient transfer point between M- and J-lines
- New proposed J-line terminus

STONESTOWN STATION

- 4 car platform length
- 4 station entrances

ROADWAY ELEMENTS

Sidewalk		Landscape		Bus Stop		Station Entrance	
Bike Path		Crosswalk		Bus Shelter			
Buffer		Underground Station		Proposed Roadway			

19th Avenue/M Ocean View Project

All aspects of the proposed project presented are preliminary and subject to refinement. Next steps would include environmental review, project approvals by regulatory agencies, identifying full funding, detailed design and others. Any potential construction activities would not happen for many years in the future.

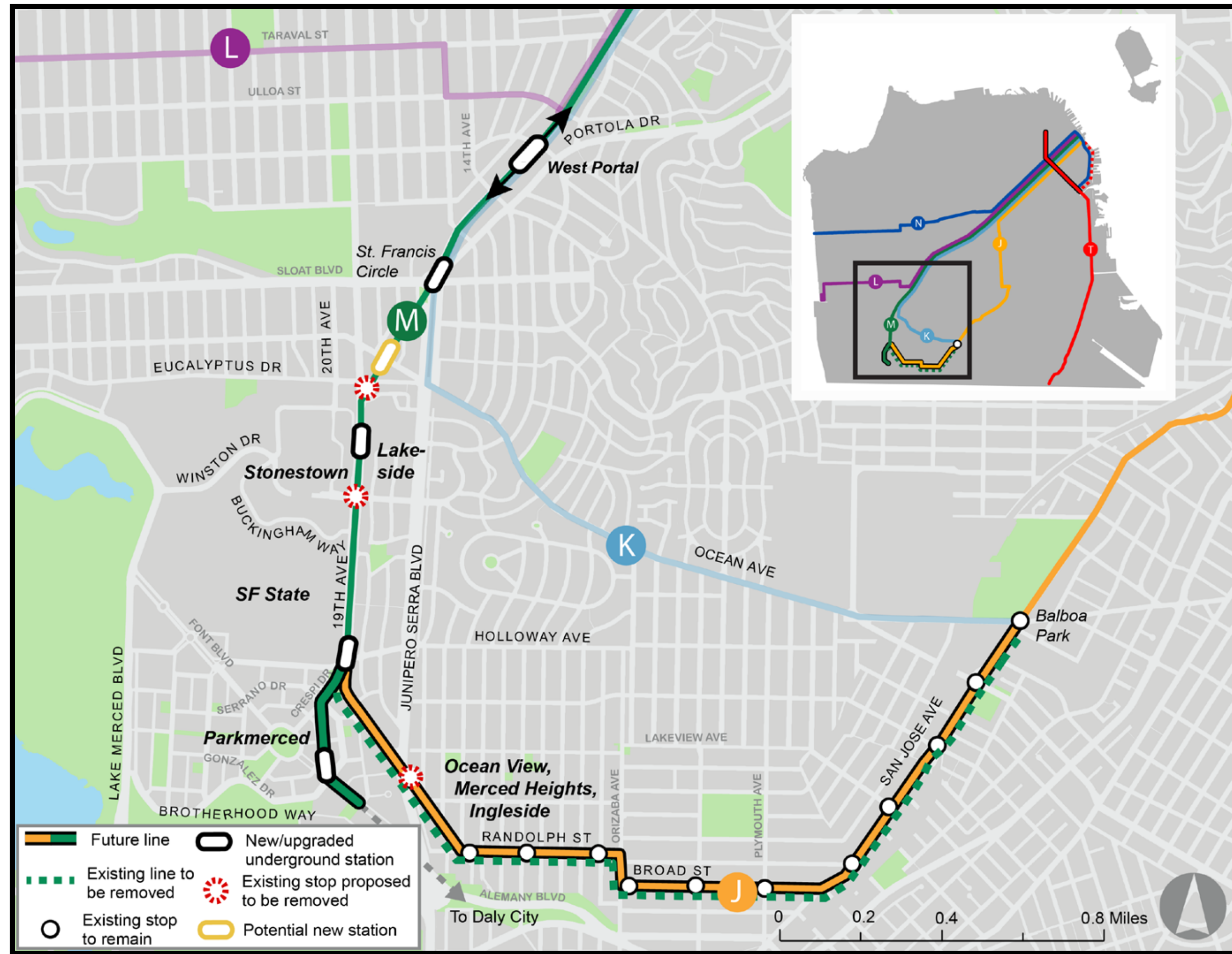
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New, Upgraded & Removed Stations

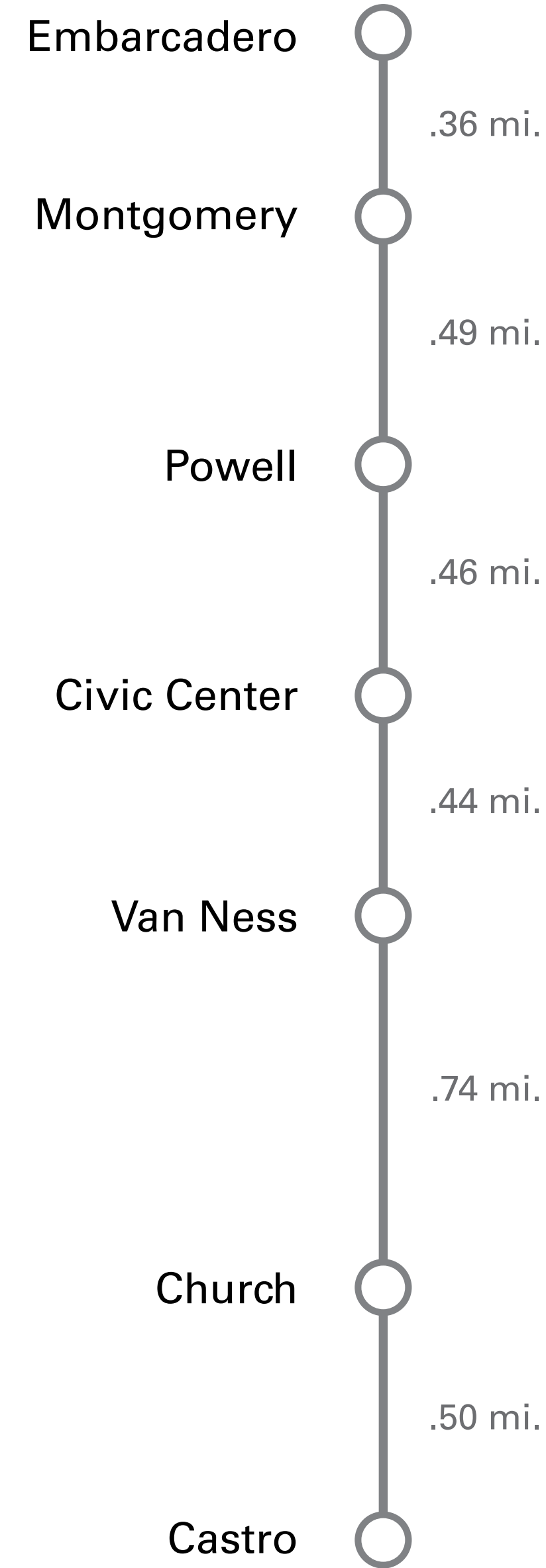
Consolidating surface stops into subway stations means a faster ride. Proposed changes would make the spacing similar to Muni Metro stations under Market Street.



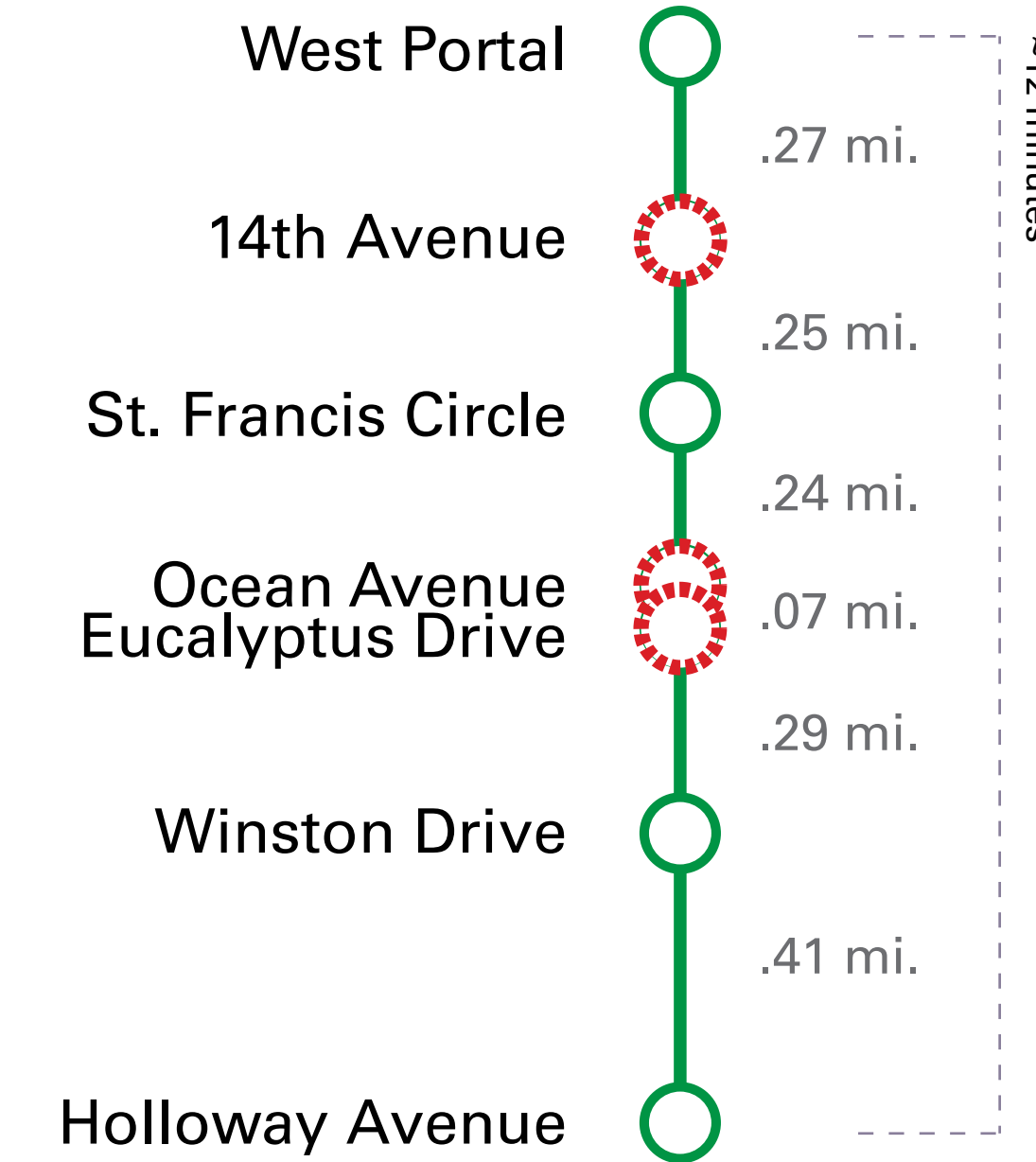
STATION LOCATION PRINCIPLES

- Proposed M-Line station spacing would be more like Muni Metro
- Stations would be located to serve existing and future major destinations
- Locate station entrances logically so riders can walk to different destinations
- Can't build stations on a curve or an incline

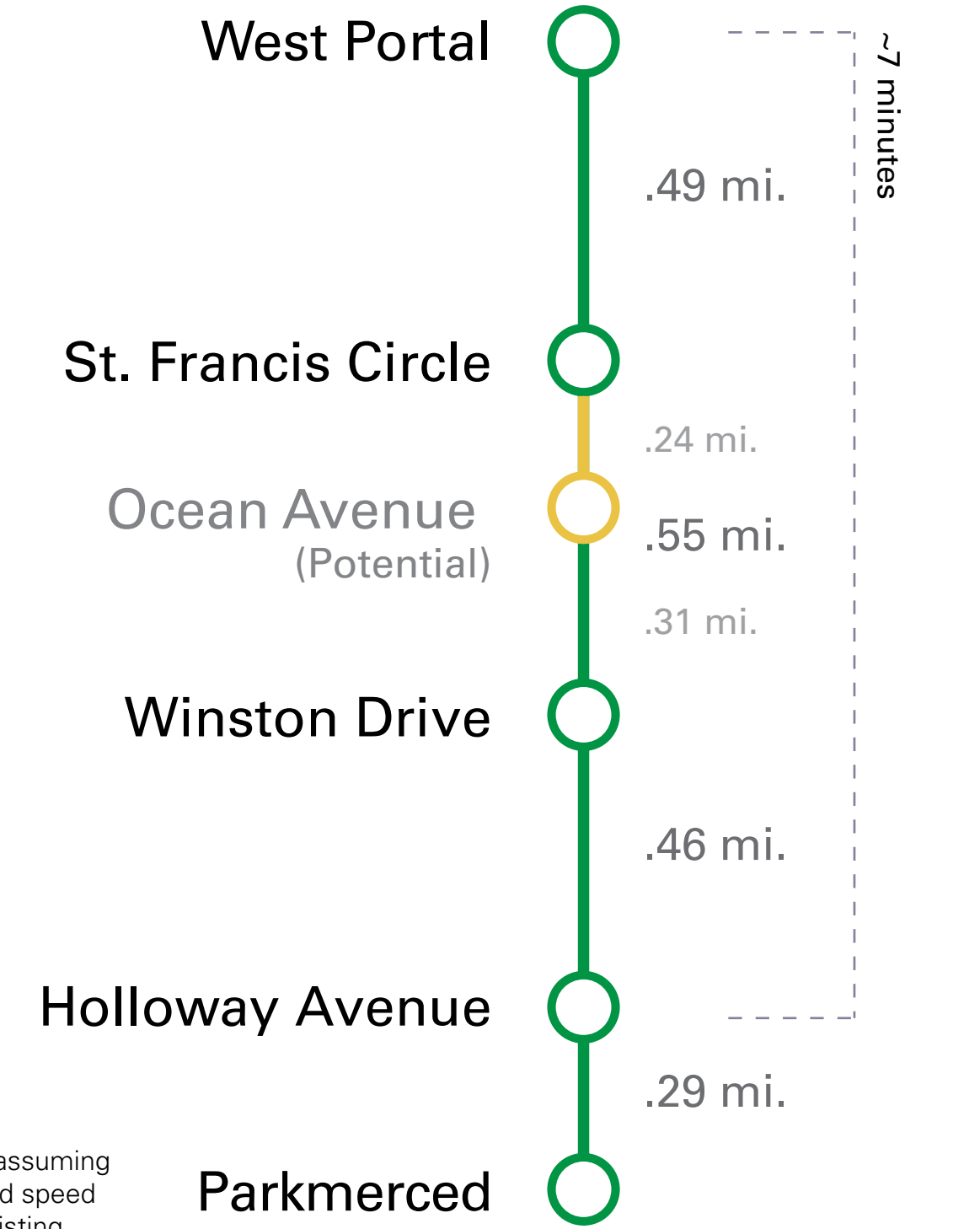
Muni Metro MARKET STREET



M-Line EXISTING

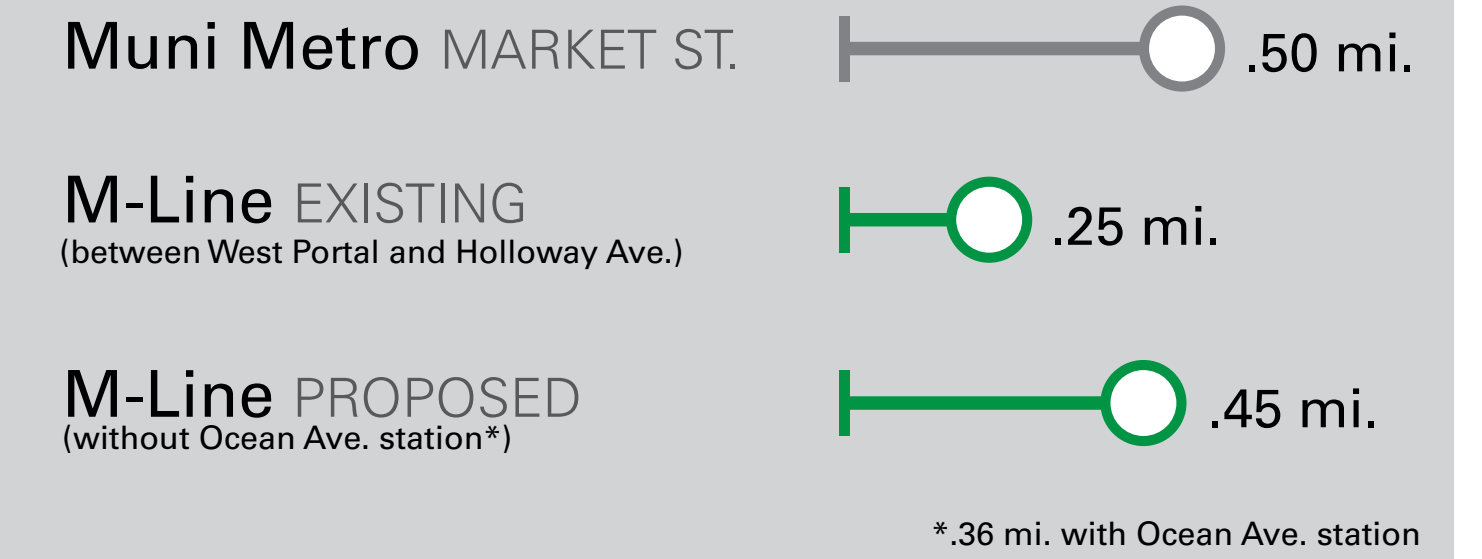


M-Line PROPOSED



Preliminary analysis assuming similar travel time and speed in new subway to existing Muni Metro and 10 second reduction in dwell time due to longer stations.

AVERAGE STOP SPACING



19th Avenue/M Ocean View Project

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