



SFMTA
Municipal
Transportation
Agency

SFMTA Citizens Advisory Committee ESMC Presentation

10/29/14

San Francisco, CA



Muni Forward: Get On Board!



SFMTA LRV4 Project Outreach Presentation

The Right Vehicle to Meet Increasing Demand *for Rail Transit in the City*

- Procurement of up to 260 vehicles in multiple phases (Base Order of 175 vehicles)
- Designed to meet unique infrastructure of San Francisco
- Proven technology & design exceeding reliability requirements
- Competitive price
- Manufactured in Sacramento, CA
- Manufacturer with proven on time performance
- Prototype due in December 2016



Light Rail Procurement – The Right Vehicle to Meet Our Demands

- Contract signed with Siemens on September 19, 2014



State of The Art Features in the New LRV To Improve Safety and Performance

- Car body features a crashworthy design – meeting CPUC requirements
- Operator cab with Ergonomic, High Visibility Design
- Designed to allow easy access for inspections, maintenance and repairs to minimize time out of service
- Improved passenger amenities, fully ADA compliant



- Modern information system with crystal clear audio announcement and camera surveillance system

Directly Address Component That Most Negatively Impacts Rail Service

- Improved passenger door system - higher reliability – fewer moving parts
- Dramatic reduction in maintenance
- Improved passenger door obstruction detection system
- Electrically operated steps for higher reliability and smoother operation



Front End Style



Gate



Presidio

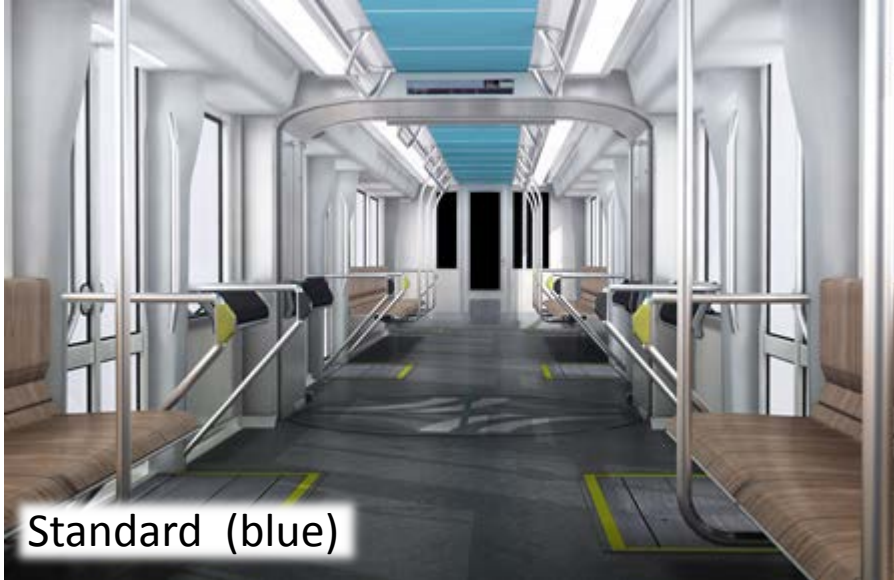


Skyline 1



Skyline 2

Interior Colors Schemes



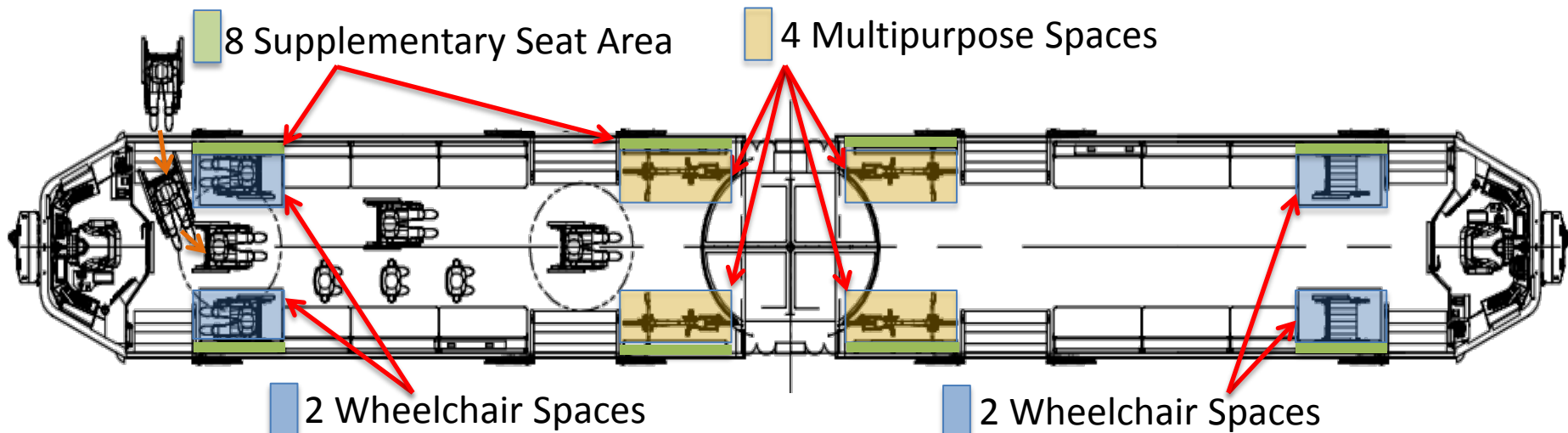
Longitudinal Seating: Wide, Open Interior



Final layout will be determined with public input including stakeholders such as CAC and MAAC

Longitudinal Seating

- Seating for **60 passengers** (Combination of Seats and Supplementary Seats)
- Standing Area for **143 passengers**
- Total Capacity of **203 passengers**
- **Aisle width of 55.9 inches** (57% more than current LRVs)
- Wider aisle for better passenger flow and maneuverability for wheelchairs and standees
- Easier for all passengers to exit the train at their stop



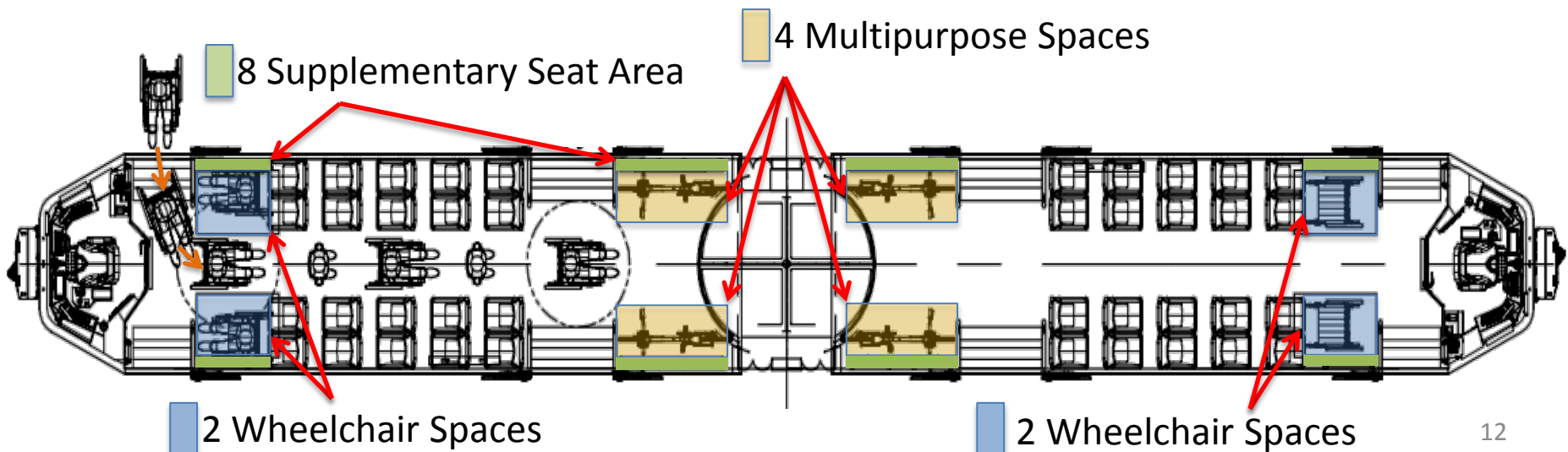
Transverse Seating: Forward/Rear Facing Seats



Final layout will be determined with public input including stakeholders such as CAC and MAAC

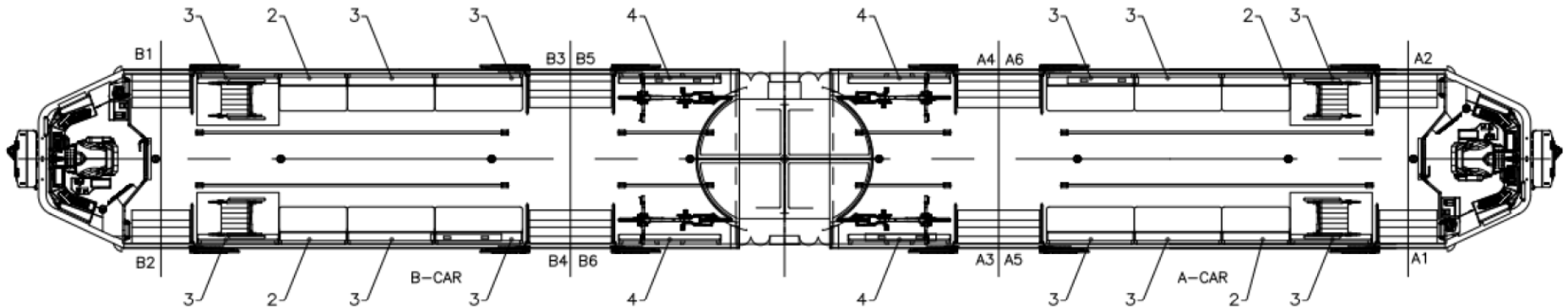
Transverse Seating

- Seating for **60 passengers** (Combination of Seats and Supplementary Seats)
- Standing Area for **141 passengers**
- Total Capacity of **201 passengers**
- **Aisle width of 32 inches** – same as current LRVs
- General seating arrangement is same as current LRVs (except for multipurpose spaces)
- Forward/Rear facing transverse seating arrangement shown below



Seat Locations

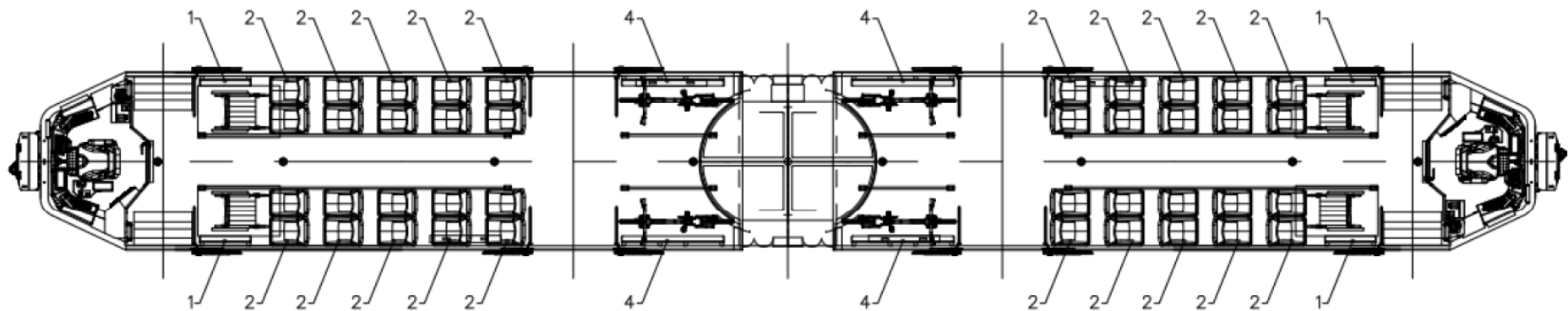
Longitudinal Seating



PLAN VIEW (WITH CEILING REMOVED)

SEATS: 60

Transverse Seating



PLAN VIEW (WITH CEILING REMOVED)

SEATS: 60

Summary of Qualitative Information

	Longitudinal Seating	Transverse Seating
Interior Feel	Wider aisle provides open and well-lit interior	Look and feel similar to current LRV
Weight of Car	Less structural members to support seat than Transverse	More structural members to support seats; heavier car
Hand-holds (Stanchions, etc)	Wider aisle may need more locations of hand-holds	Similar locations of hand-holds to current LRV
Direction of Seats	Facing towards center	Facing the direction (or reverse) of travel

Locations of stanchions are not finalized.

Adequate stanchions to allow safe transport of passengers will be provided.

Summary of Qualitative Information...

	Longitudinal Seating	Transverse Seating
Access to Seats	All seats have access to aisle. (No need for another seated passenger to make room when passengers enters / exits.)	Window seats have no access to aisle. (Aisle seat passenger need to make room when window seat passenger enters / exits.)
Aisle Width	Wider aisle provides easier navigation for all passengers	Standing passengers need to make room for others to navigate
Passenger Flow	Passenger egress much faster	Impacted by narrow aisles
Bike Accommodation	Better passenger flow allows consideration for Bikes	Restricted passenger flow in congested areas make Bike accommodation impractical.

Summary of Seat Arrangements

	Longitudinal Seating	Transverse Seating
Aisle Width	55.9 Inches (57% more than current LRV)	32 Inches (same as current LRV)
Total Seats	60	60
Fixed Seats	32	40
Leaning Pads / Flipdown Seats	28	20
Standees	143	141
Ingress time for Full Load	47 sec	58 sec
Total Passengers	203	201
Wheelchair Spaces	4	4
Multi-Purpose Spaces	4	4

Longitudinal seating arrangement does not result in loss of any seats while improving passenger flow and standee comfort.

LRV4 Project Timeline

- Notice to Proceed – September 2014
- Solicit public input and provide direction to Contractor – November 2014
- Car delivery starting – December 2016
- Car delivery to continue in phases through 2028

LRV4 Outreach: Multimedia approach

- Online survey:
www.muniforward.com/newtrains
 - Translated versions in Chinese and Spanish
- Nextmuni message
- In-person/intercept surveys
- Meetings with key stakeholders
- Telephone calls

LRV4 In-reach

- Promoted via:
 - Messages to all staff
 - Newsletters
 - Internal blog

LRV4 Outreach

- Promoted via:
 - Social media, email blasts
 - City partners and agencies
 - Other transit agencies
 - subscribers to SFMTA and Muni messages (9000)
 - subscribers to survey panel (6000)



Thank you

- Contact us: LRV4Outreach@sfmta.com

New LRV4 at 3rd and King

