



San Francisco Subway Vision

Land Use & Transportation Committee

October 17, 2016



SFMTA
Municipal
Transportation
Agency





San Francisco's 2016 Subway Vision

Ordinance 202-15 amended transportation code such that San Francisco maintain a Subway Vision

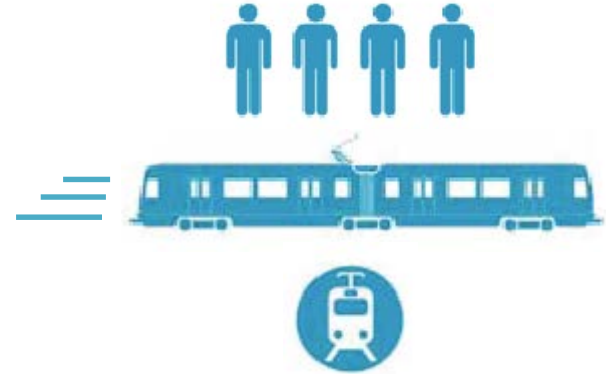
- Policy Guidance on Application of Subways
- Operator/Mode Neutral - Local and Regional Thinking
- List of Subway Candidate Corridors

Subway Vision will inform and be refined through ConnectSF Program

Characteristics of Subways

Features:

- Capacity
- Speed
- Reliability

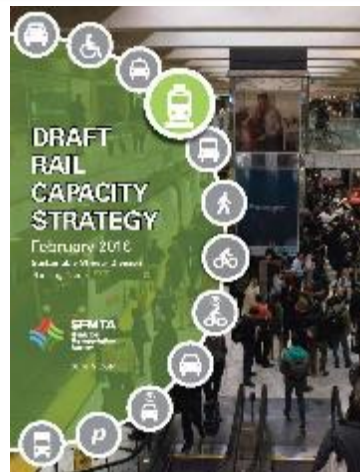


Tradeoffs:

- Delivery Timeline
- Capital Cost
- Station Spacing & Access



Prior Plan Review

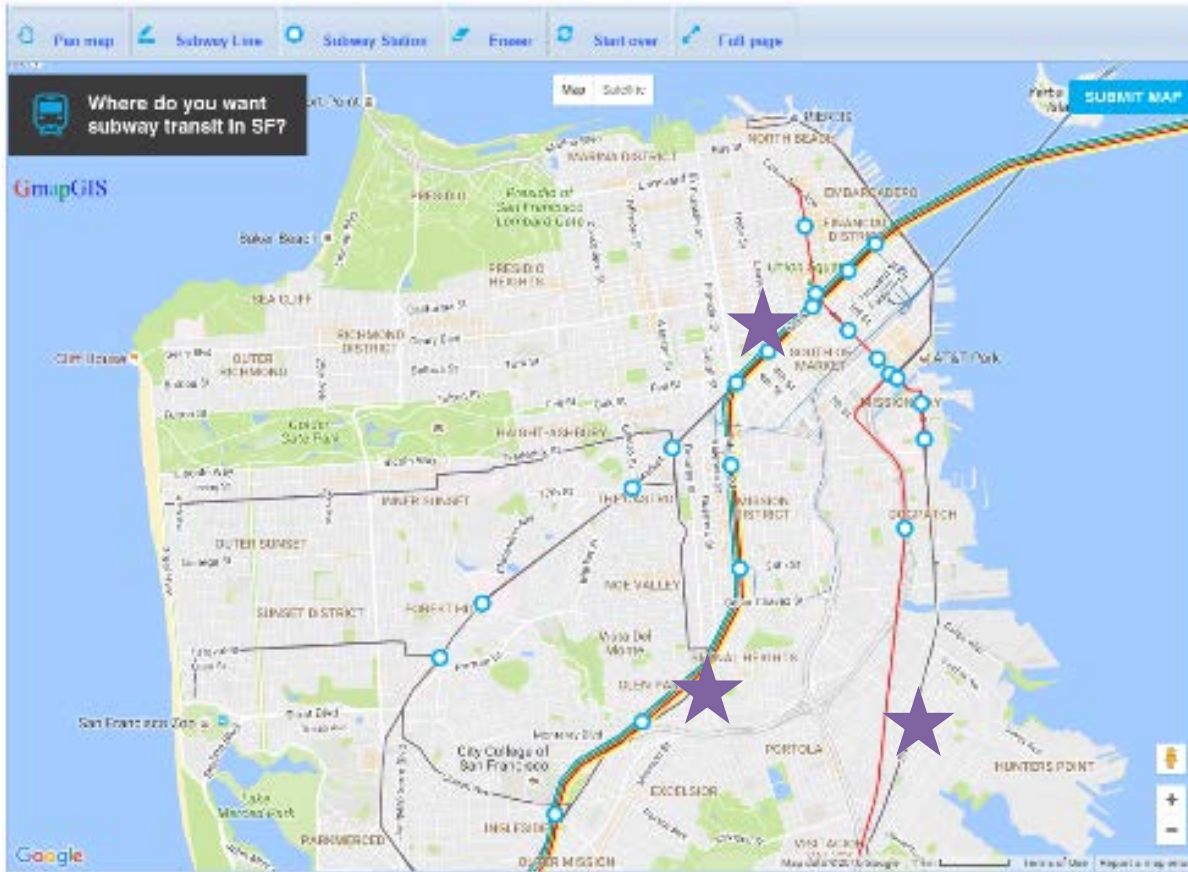


moveSmartSF
SAN FRANCISCO
TRANSPORTATION PLAN
2040

FINAL REPORT
DECEMBER 2013



Outreach



Online Outreach Results

Subway Vision

Online Map Responses

October 2016

Online Responses

Value



Existing Subway

Existing Surface Rail

Rail Stations



Scale 1:50,000

Date Saved: 10/12/2016

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Pop-Up Outreach Results

Subway Vision

Pop-Up Responses

October 2016

Pop-Up Responses

Value



- Existing Subway
- Existing Surface Rail
- Rail Stations



Scale 1:50,000

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Needs Assessment & Analysis

Projected Population Density 2040

- Caltrain Stations
- Caltrain
- < 20 Residents per Acre
- 20 - 50
- 50 - 100
- 100 - 200
- 200 < Residents per Acre
- BART Stations
- Existing BART
- Existing Muni Rail
- Water Bodies
- Parks

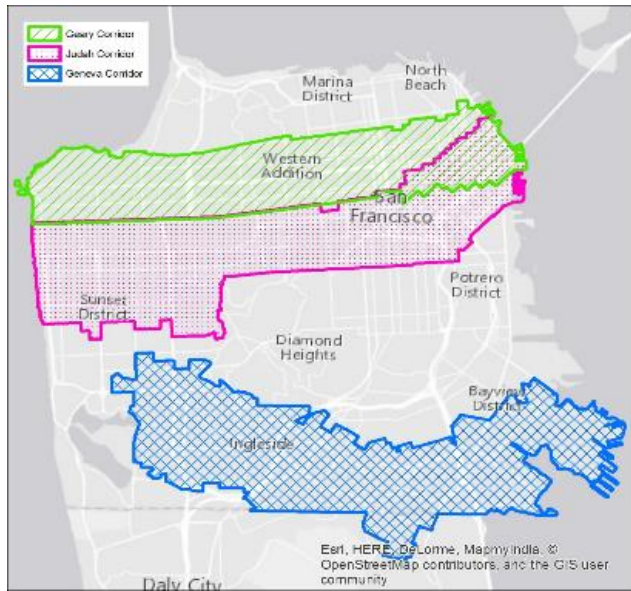


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Corridors for Evaluation



Cross Town – Connectors - Demand Based

Major Corridor Concepts

Subway Vision

Concept A

October 2016

Corridor Concepts

Existing Rail

- Muni Light Rail
- Muni Surface Rail
- Muni Stations
- BART
- BART Stations
- Caltrain
- Caltrain Stations
- Water Bodies

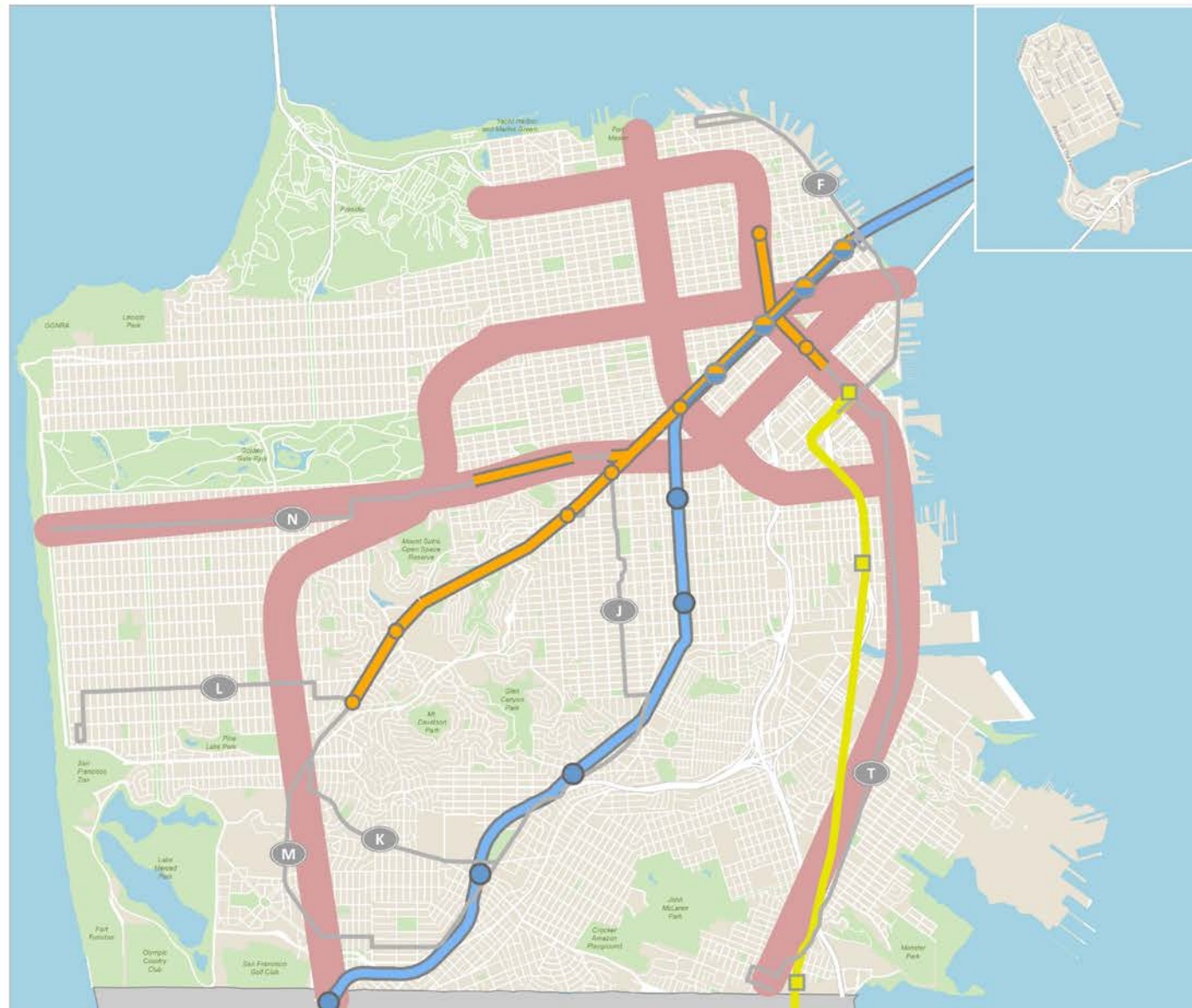


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Major Corridor Concepts

Subway Vision

Concept B

September 2016

- Corridor Concepts
- Existing Rail
 - Muni Subway
 - Surface Rail
 - Muni Stations
 - BART
 - BART Stations
 - Caltrain
 - Caltrain Stations
- Water Bodies
- Parks



Scale 1:50,000

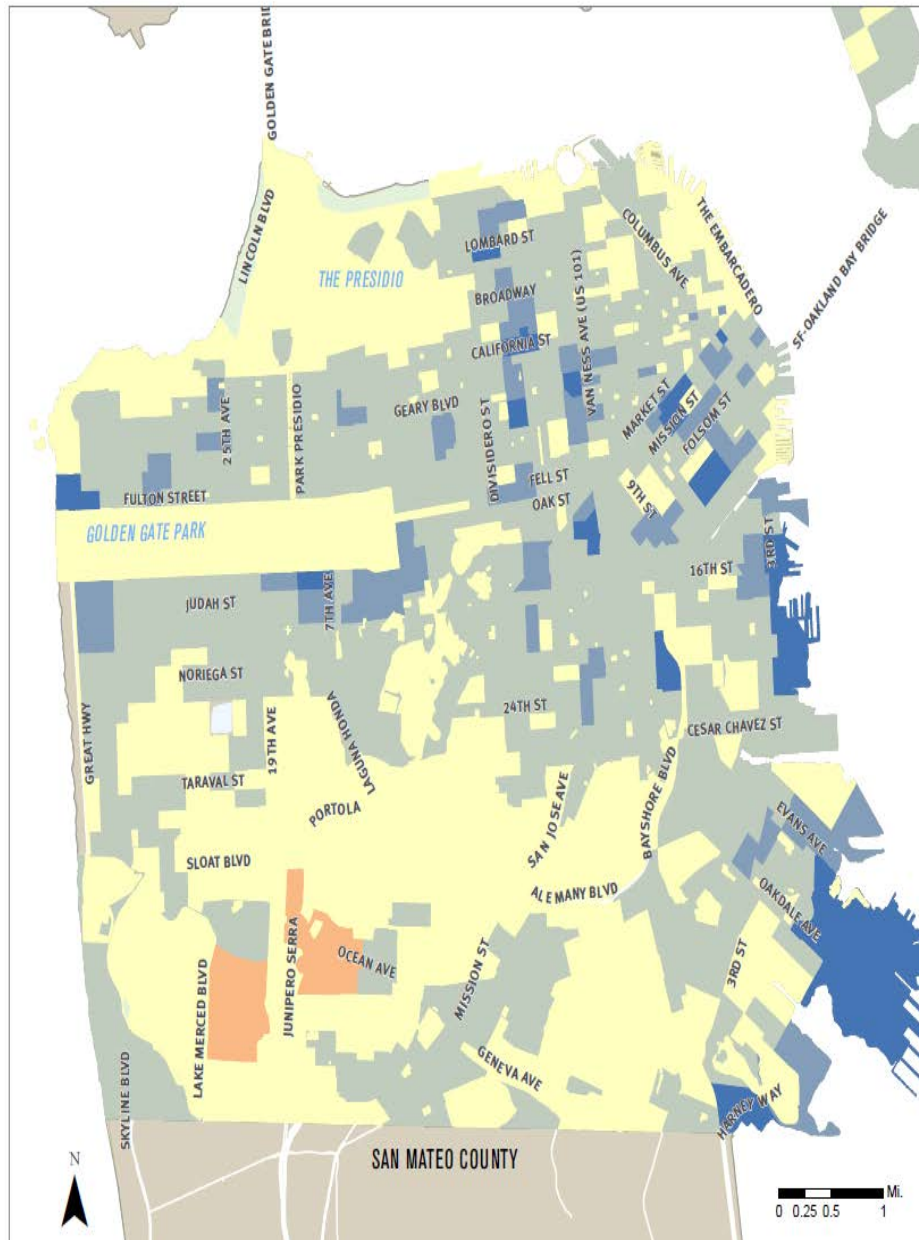
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System Performance Findings

- Travel Time Savings
- Reliability Improvements
- Increased Ridership
- Enhanced Accessibility
- Low Income Riders Benefit



Subway Vision Transit Travel Time

Total Difference for
All Trips (hours)

Network B vs. 2040 Baseline

Network B v. Baseline

Travel time savings (hrs)

- 100 to -50
- 50 to -10
- 10 to 10
- 10 to 50
- 50 to 100
- Increases more than 100

Evaluation Metrics



Boardings



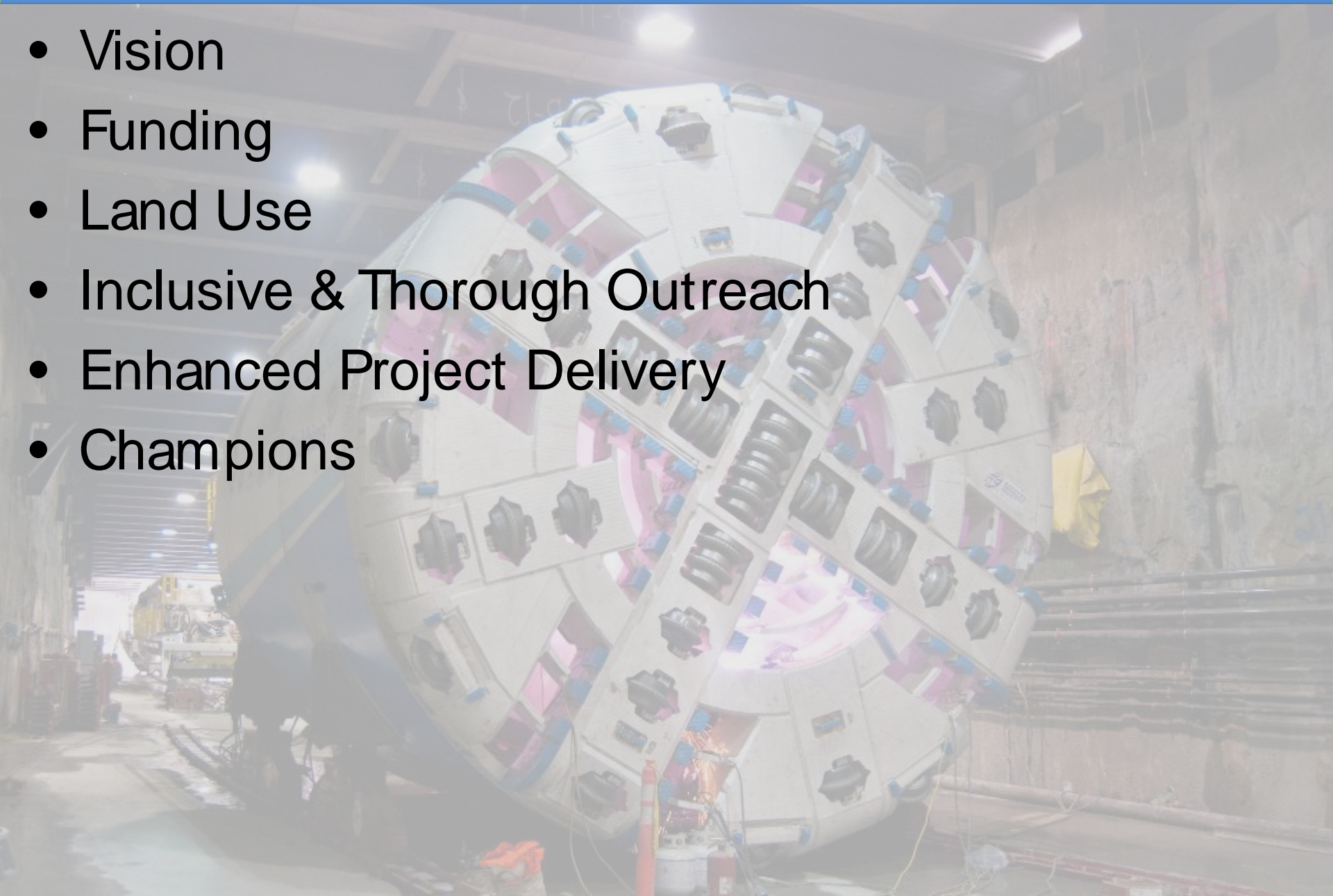
Travel Time



System Integration

Developing the Subway Vision

- Vision
- Funding
- Land Use
- Inclusive & Thorough Outreach
- Enhanced Project Delivery
- Champions



Next Steps

- Final Subway Vision End of 2016

ConnectSF

www.connectsf.org



EQUITY



SAFETY AND LIVABILITY



ENVIRONMENTAL
SUSTAINABILITY



ECONOMIC VITALITY



Michael Schwartz

Senior Planner, SFCTA

Michael.Schwartz@sfcta.org

Sarah Jones

Director of Planning, SFMTA

Sarah.Jones@sfmta.com

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