

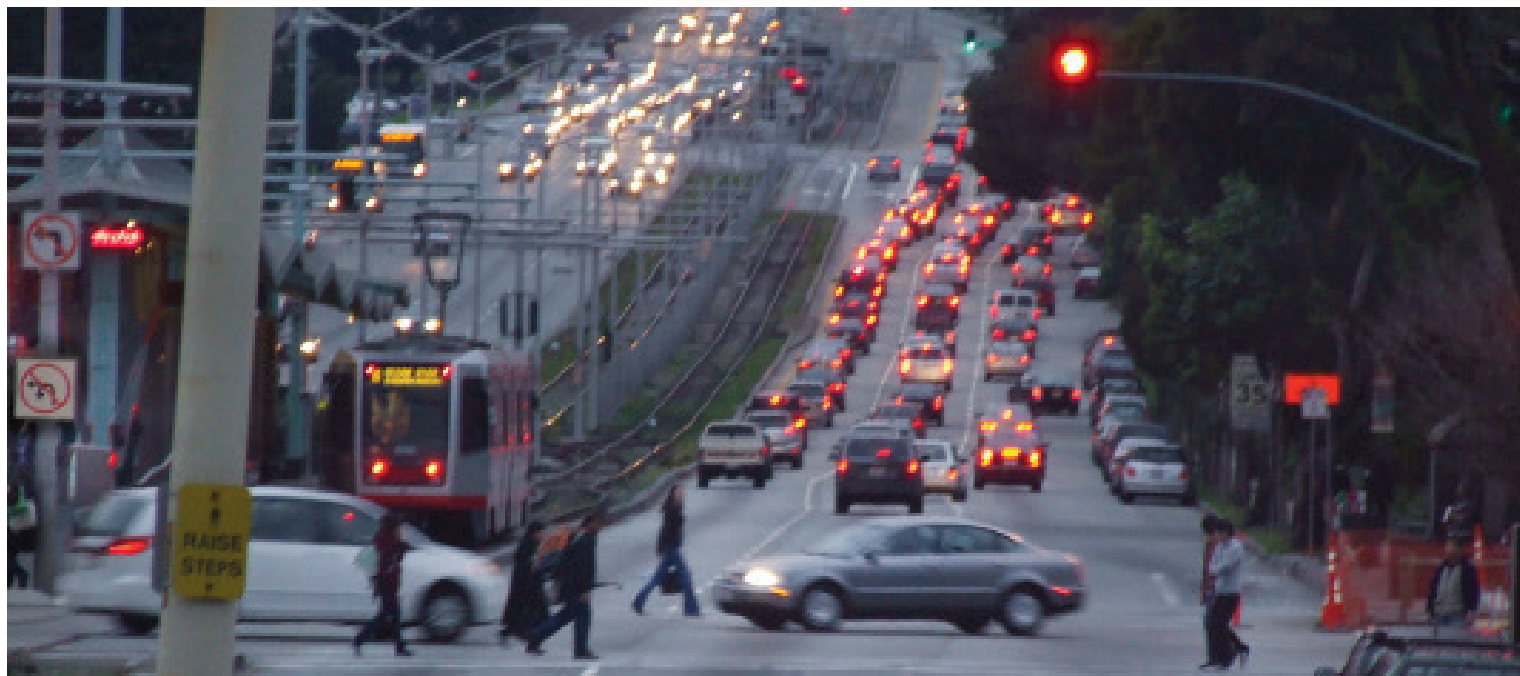
Muni Subway Expansion Project

Summer 2016 | Sustainable Streets



SFMTA
Municipal
Transportation
Agency

SFMTA.COM



Overview

- The San Francisco Municipal Transportation Agency (SFMTA) is studying options to improve Muni Metro and 19th Avenue through the Muni Subway Expansion Project.
- The project aims to improve reliability and reduce crowding on the M-line, as well as improve 19th Avenue, through a major investment in Muni Metro light rail.
- Nineteenth Avenue is a busy state highway that currently doesn't work well for its many users. Light rail vehicles, buses, automobiles, pedestrians and bicyclists all have to compete for space on this congested road.
- Early planning for this effort began with a Feasibility Study led by the San Francisco County Transportation Authority (SFCTA) between 2012 and 2014. Following two rounds of outreach, the Feasibility Study recommended an alternative that included a partial subway and bridge and some additional studies based on community feedback.
- SFMTA used this input to develop a new alternative, the Full Subway, that proposes to locate the entire M-line in a subway from West Portal to Parkmerced. The K-line would also be underground along West Portal Avenue.
- The new alternative introduces routing changes to improve Muni Metro performance, stations long enough to run four-car light-rail trains and a roadway re-design along 19th Avenue to provide a safer and greener street.

Project Goals

**Faster, more reliable,
less crowded Muni Metro**

Safer access to M-line

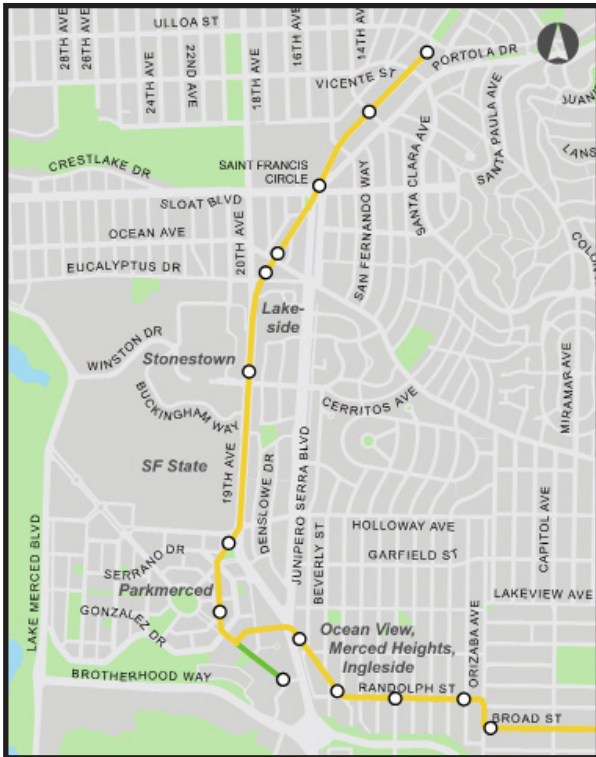
**Safer and more pleasant
experience for people
walking and cycling**

**Support planned
developments with travel
choices**

**Reduce bottlenecks
that affect reliability for
people driving along
19th Avenue**

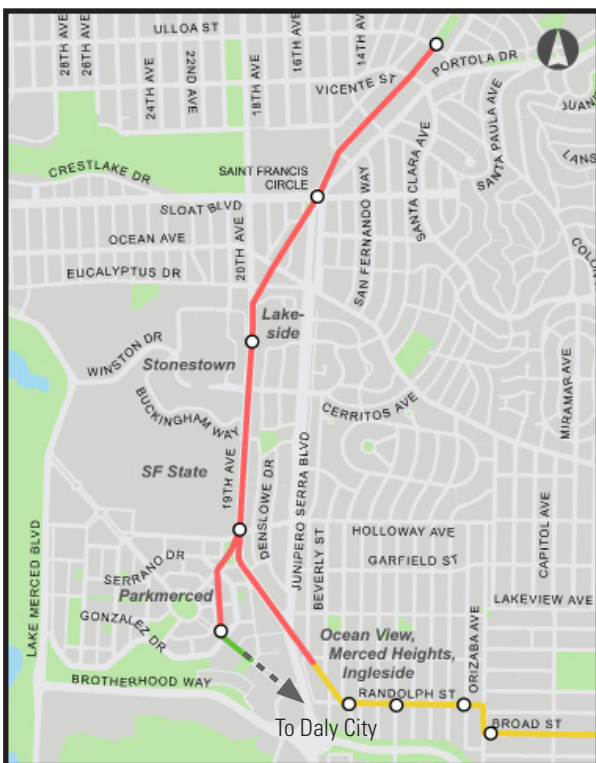
Project Background and Alternatives

Studies to improve the M Ocean View's speed and on-time performance on 19th Avenue began in 2012. Community input and conceptual engineering helped the project team develop the *new Full Subway alternative* described below.



Default Parkmerced Plan (all surface)

- Developed in 2011 as part of Parkmerced's Development Agreement
- Proposed to extend existing M-line into Parkmerced
- Proposed to add two new M-line crossings of 19th Avenue at Holloway Avenue and Junipero Serra Blvd.
- Design would have negative impacts on transit operations and motor vehicle operations on 19th Avenue



Full Subway ***New Alternative***

- Developed in 2015 as part of the Pre-Environmental Study
- Proposes a full subway from West Portal to Parkmerced built under the middle of 19th Avenue
- Introduces a new transfer at San Francisco State University for the M- and J-lines.

Surface
 Subway
 Tail Track

Project Details

The *new Full Subway alternative* proposes routing changes to improve the M-line's performance, new four-car platform subway stations and a roadway re-design to improve safety and quality of life for everyone traveling 19th Avenue.

Subway Stations

(Right) Potential new subway stations along the proposed M-line subway. Each station would include platforms to accommodate four car trains, doubling the current capacity of the M-line.

The SF State station would become a transfer point between the M- and J-lines, with the J taking over the portion of the M-line between SF State and the end-of-the-line at Balboa Park. Parkmerced would become the new terminal for the M-line subway.

(Below) Subway station footprint and roadway layout near SF State.

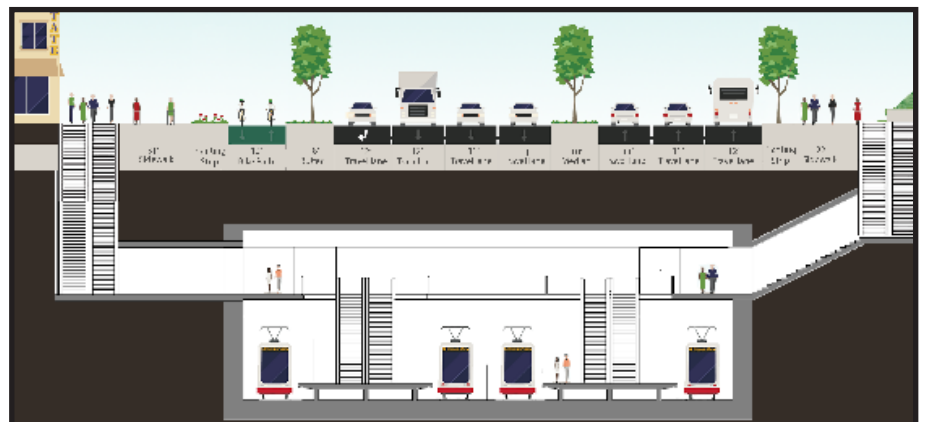


Visit www.sfmta.com/subwayexpansion for more project materials including conceptual drawings at additional locations

Safer and Greener 19th Avenue

19th Avenue is part of San Francisco's High-Injury Network, which is the 12% of San Francisco streets where more than 70% of severe and fatal collisions occur.

(Right) Cross section of proposed roadway changes at 19th Avenue and Holloway Avenue (near SF State). The re-designed roadway would include wider sidewalks, a two way bike path, and additional trees and landscaping.



Key Benefits of Full Subway

CROWDING REDUCTION: Ability to run 4-car trains on a whole line creates substantially more space for riders on M Ocean View and Muni Metro.

MUNI METRO SPEED AND RELIABILITY: No delay to train from waiting at intersections makes for faster and more reliable service. Undergrounding the M- and K-lines through West Portal also addresses this major bottleneck.

SAFE STATION ACCESS: New station entrances on both sides of the street means M-line riders don't need to cross 19th Avenue.

SAFE, COMFORTABLE STREET: Re-designed 19th Avenue provides a safe bike facility, wider sidewalks, a shorter distance across the street, and no conflicts between the M-line and cars.

ENVIRONMENT/QUALITY OF LIFE: Road re-design is an opportunity to introduce landscaping, greenery and improve neighborhood quality of life.

Implementation Considerations for Full Subway

This analysis is preliminary and to be studied in detail during Environmental Review.

CAPITAL COST: \$2.5-3 billion, could utilize Parkmerced funding (\$70 million) but would require substantial additional funding from federal, state, regional, local and other private sources. The project is a good candidate for funding from the Federal Transit Administration's Core Capacity grant program.

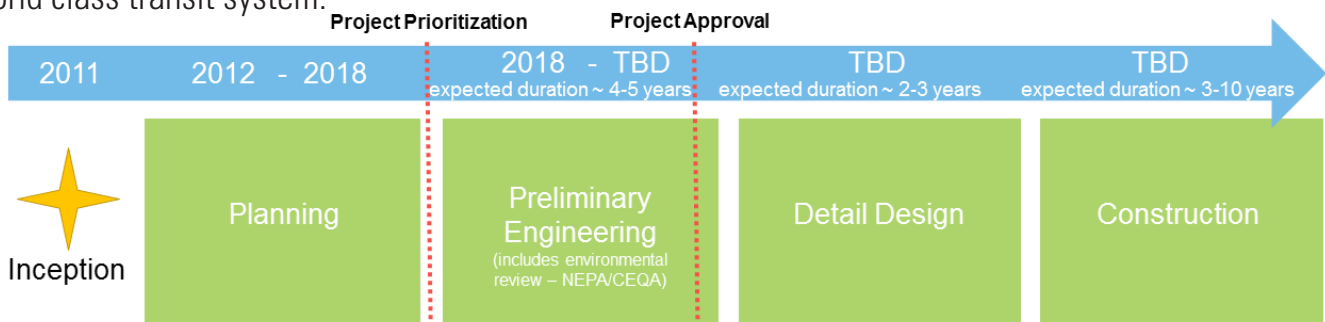
CONSTRUCTABILITY: Good candidate for tunnel boring, which would minimize surface interruption. Short-term impacts most likely at station locations and portals. The tie-in to the existing Twin Peaks Tunnel is likely to be implemented through short-term temporary service disruptions (not a multi-year closure).

POTENTIAL ADJACENT PROPERTY IMPACTS: Train portal for transition from subway to surface on 19th Avenue between Sargent Street and Byxbee Street would use a community design process to develop a design that supports neighborhood goals.

ON-STREET PARKING (on 19th Ave): Proposes removal of some on-street parking on 19th Avenue between Eucalyptus Drive and Holloway Avenue and between Junipero Serra and Randolph Street.

Timeline

This big idea is still in very early stages of planning. As a part of the planning phase, we have been focused on defining the project's conceptual design. The next step is for it to be considered for prioritization as a part of an upcoming citywide effort that will identify the full universe of major transit investments that we need to provide a world class transit system.



For more information, please contact Project Manager Liz Brisson at liz.brisson@sfmta.com or 415.701.4791 or Public Information Officer Kelley McCoy at kelleymccoy@sfmta.com or 415.701.5428. To receive regular email updates about this project, please visit the project page and sign up at: www.sfmta.com/subwayexpansion

