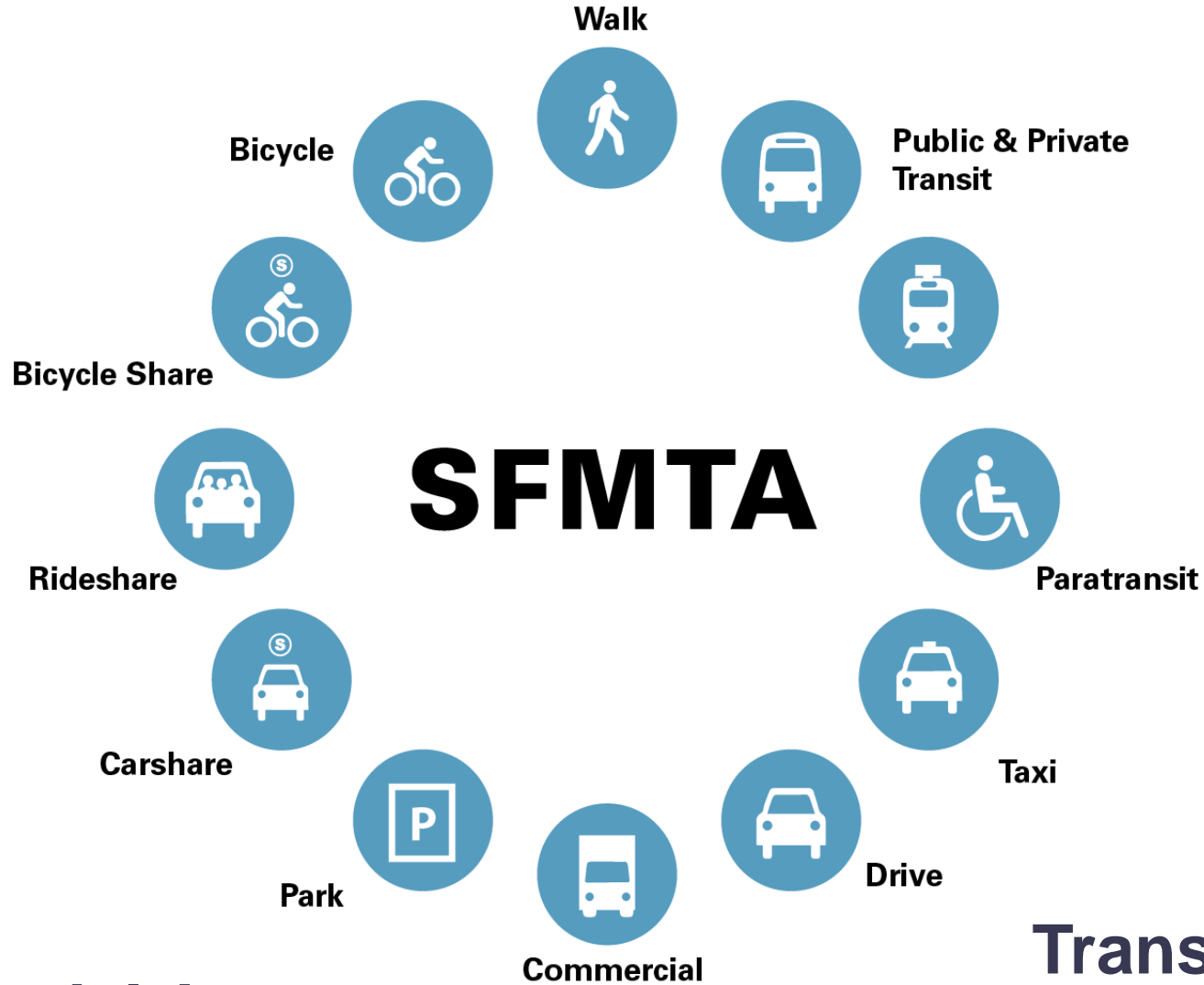


Central Subway Project

San Francisco, California

The Scandinavian 8 Million City

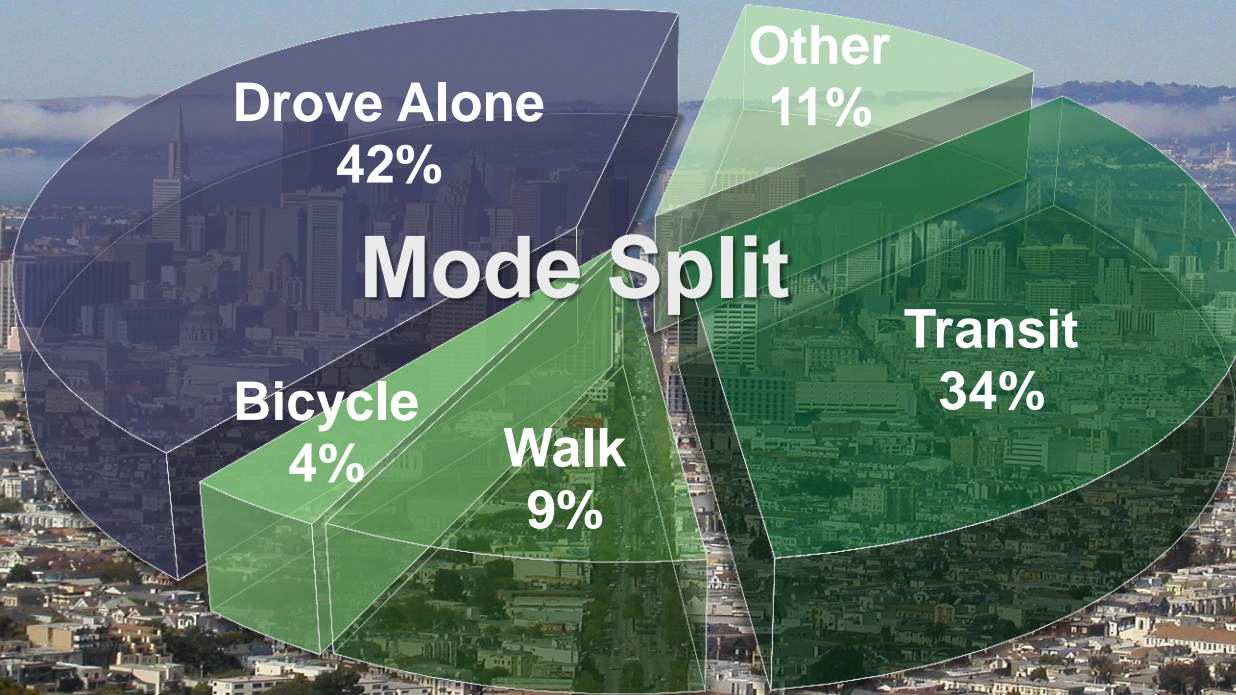




Multi-Modal Agency

Transit-First City

San Francisco Overview

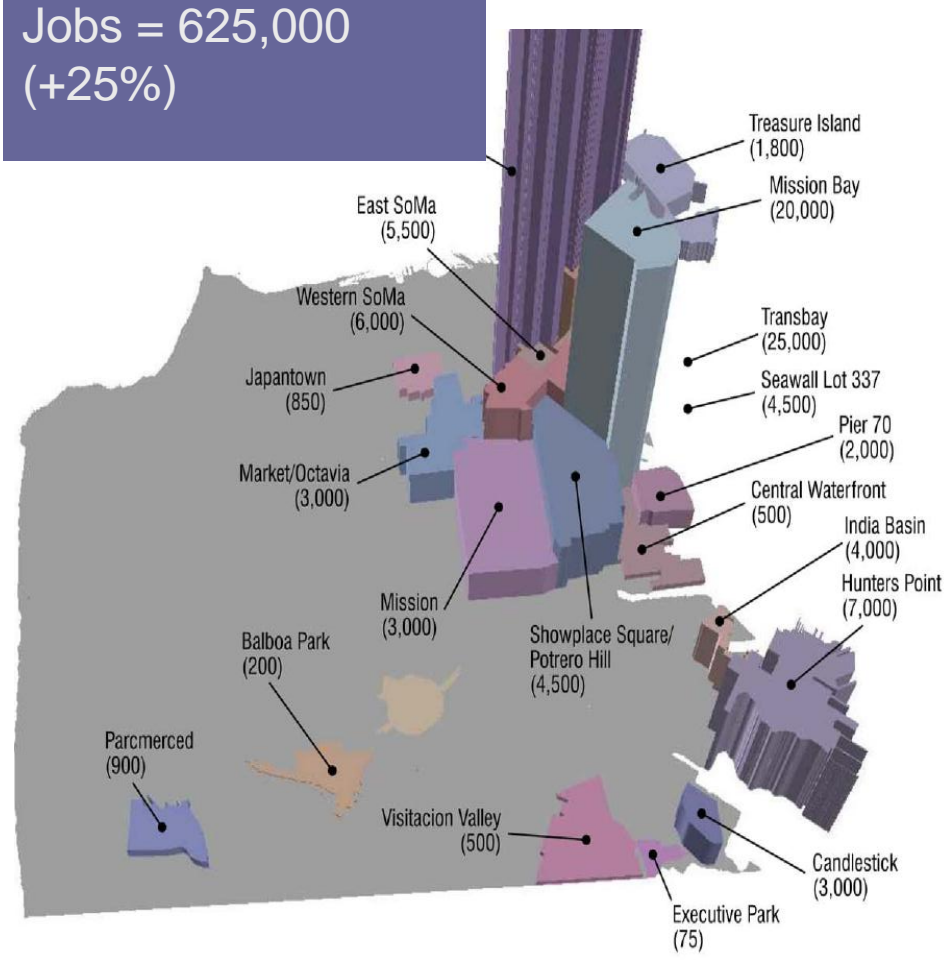
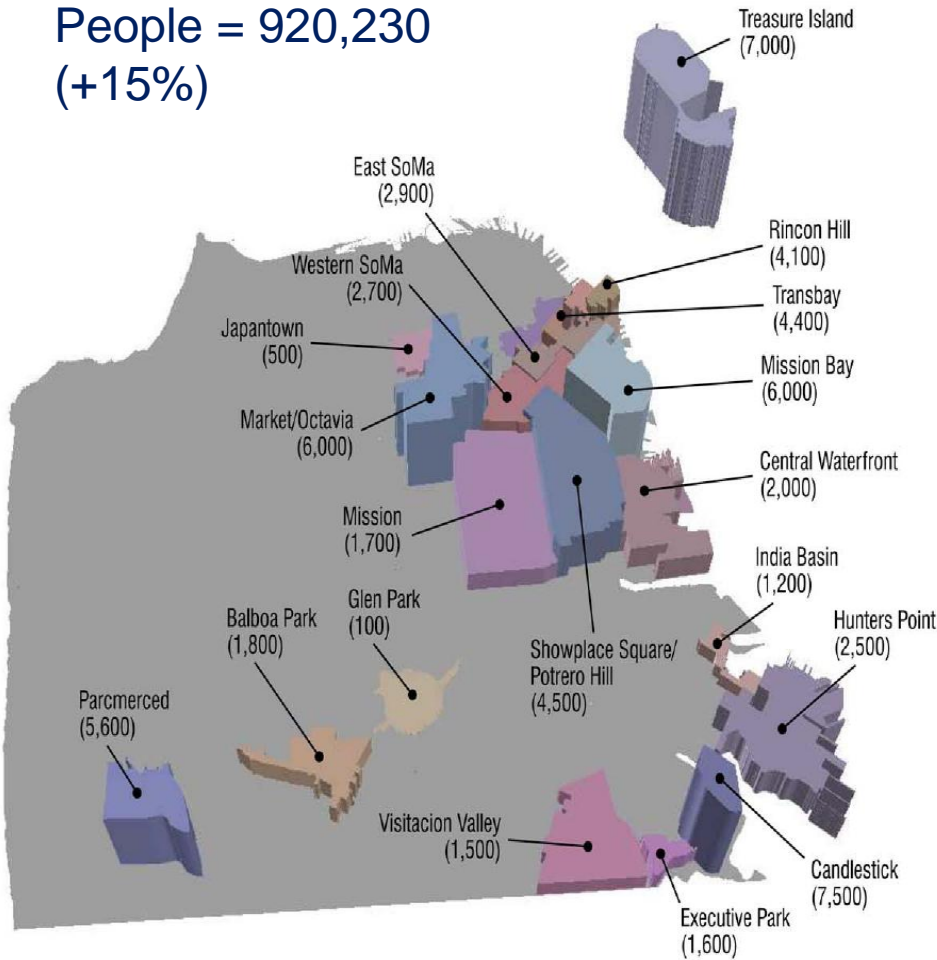


Area:	46.9 square miles
Population (2010):	805,000
Population Density:	17,000 people/sq. mi.
Jobs (2010):	500,000

City's 2035 Population & Employment Growth

People = 920,230
(+15%)

Jobs = 625,000
(+25%)



Source: SF City Planning

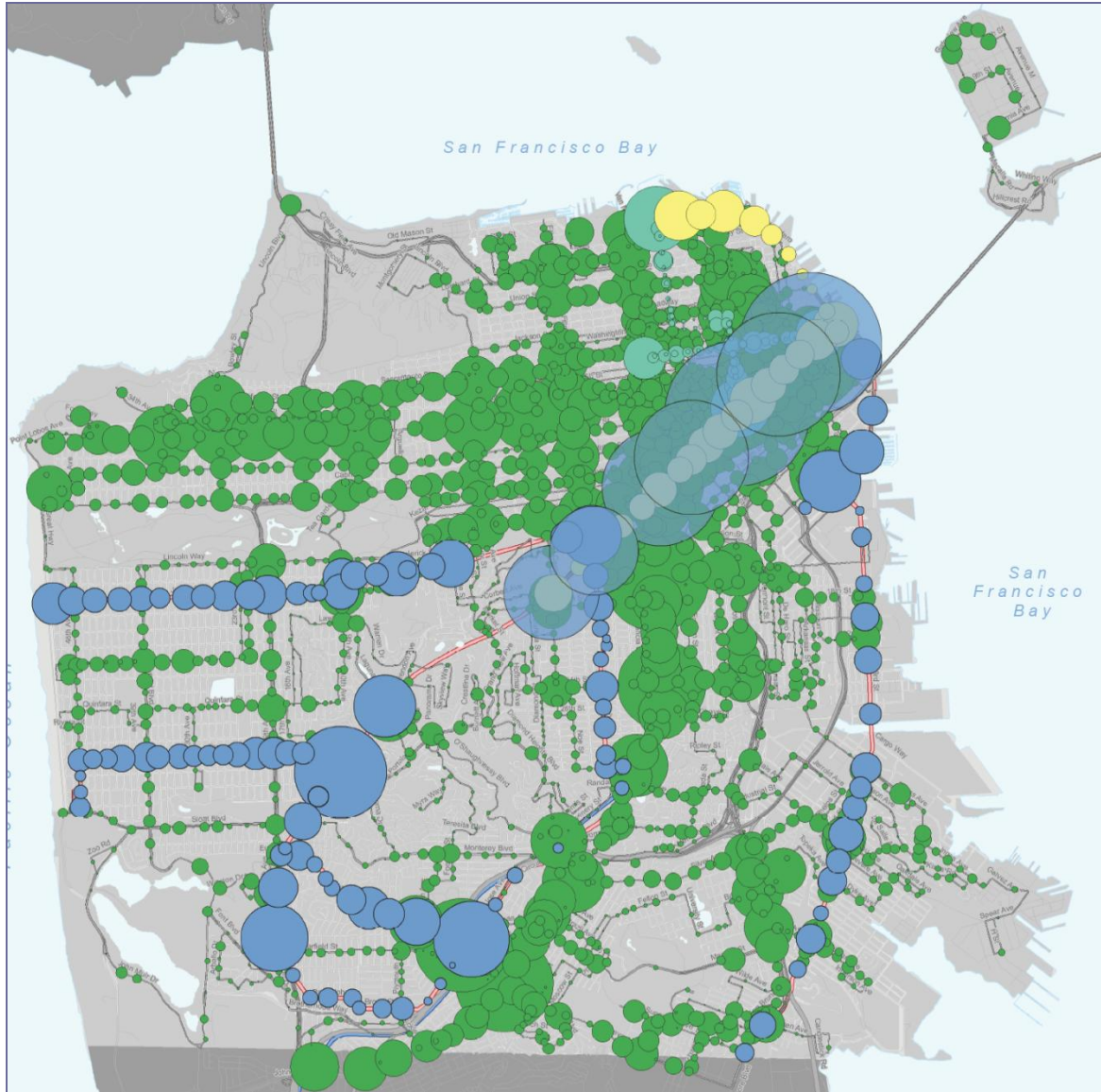
System Challenges on our quality of life

Muni Transit System

- 5 distinct transit modes (bus, trolley, cable car, light rail, historic streetcar)
- 200 million riders annually; one of most productive bus system in the country
- 4th highest usage in the nation (passengers per capita)
- **100 years old!**

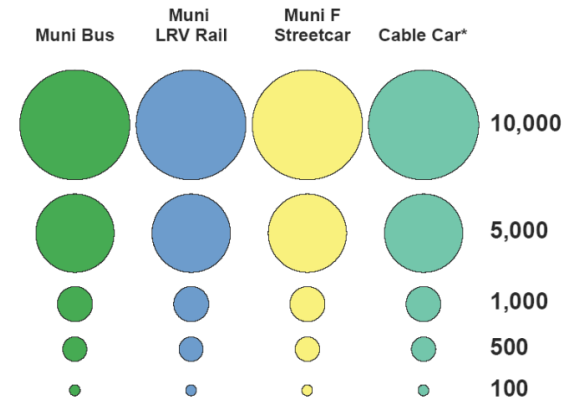


Total Weekday MUNI Boardings Post T-Line Implementation



Daily Bus Boardings Grouped by Intersection

Daily LRV & Streetcar Boardings Grouped by Station



Existing Bus Network
Muni Rail Line
BART Line
Freeway/Highway

Primary Data Sources:
SFMTA APC and Manual Ridecheck
Fall 2006-Fall 2007

Secondary Data Sources:
SFMTA, SFCTA, SFGOV, MTC.

*Note:
Cable Car data is peak season
data from August 2007.
Powell-Mason data not included.
Updated:
April 2008

SFMTA | Municipal Transportation Agency



Service Density (700,000 daily boardings)

Existing Capital Assets that Support Transit

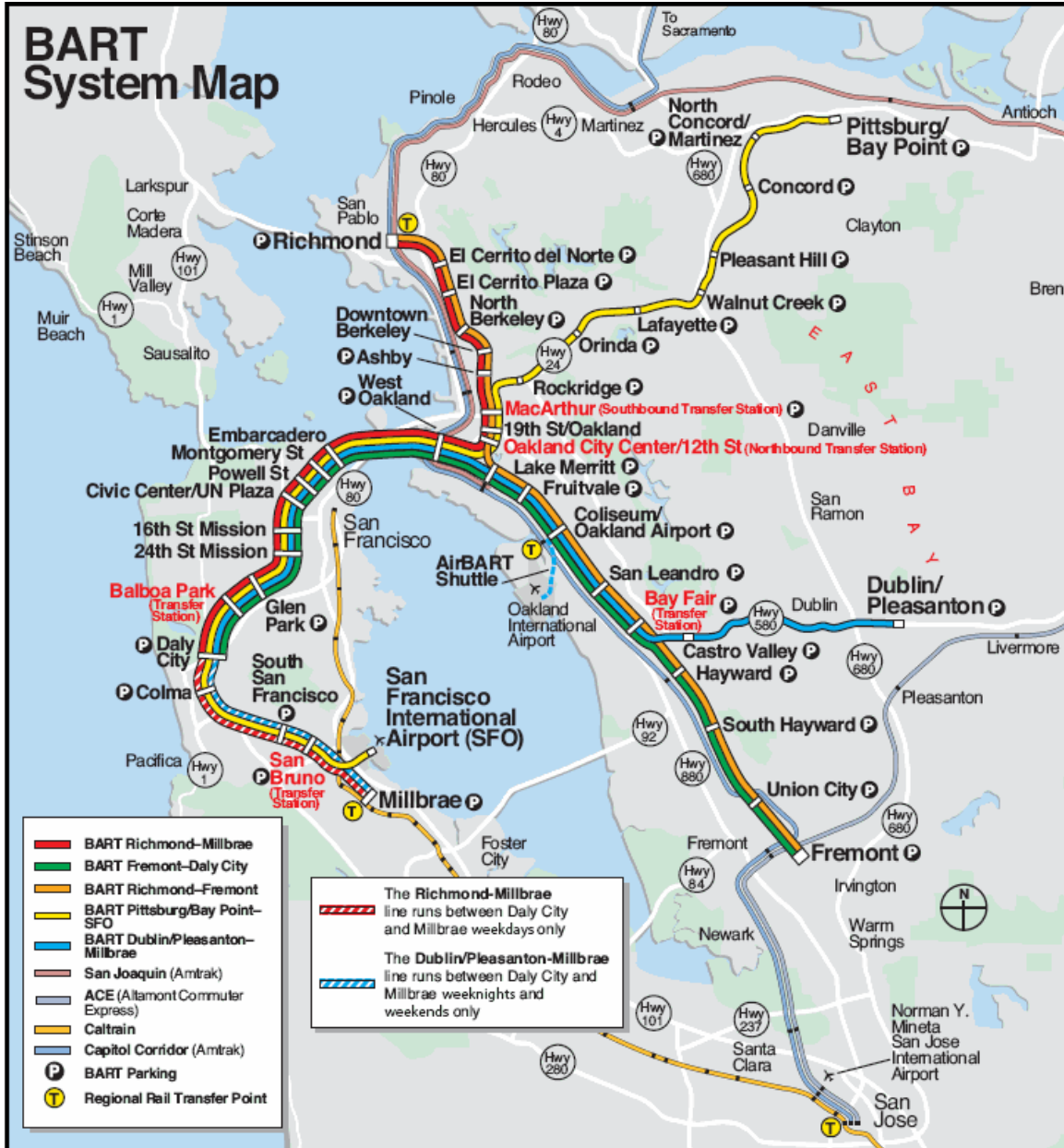
- 1,040 transit vehicles
- 71.5 miles of Light Rail tracks
- 8.8 miles of Cable Car tracks
- 9 subway stations
- 9 elevators/28 escalators
- 24 surface light rail stations
- 19 operations, maintenance & administrative facilities

Other Capital Assets SFMTA Manages

- 208 miles of bicycle paths, lanes & routes
- 281,700 street lights
- 40 off-street parking garages & lots
- 1,184 traffic signals
- 28,862 metered parking spaces
- 1,500 taxis

Capital Asset Total Value: \$13.4 Billion

BART System Map



- █ BART Richmond–Millbrae
- █ BART Fremont–Daly City
- █ BART Richmond–Fremont
- █ BART Pittsburg/Bay Point–SFO
- █ BART Dublin/Pleasanton–Millbrae
- █ San Joaquin (Amtrak)
- █ ACE (Altamont Commuter Express)
- █ Caltrain
- █ Capitol Corridor (Amtrak)
- P BART Parking
- T Regional Rail Transfer Point

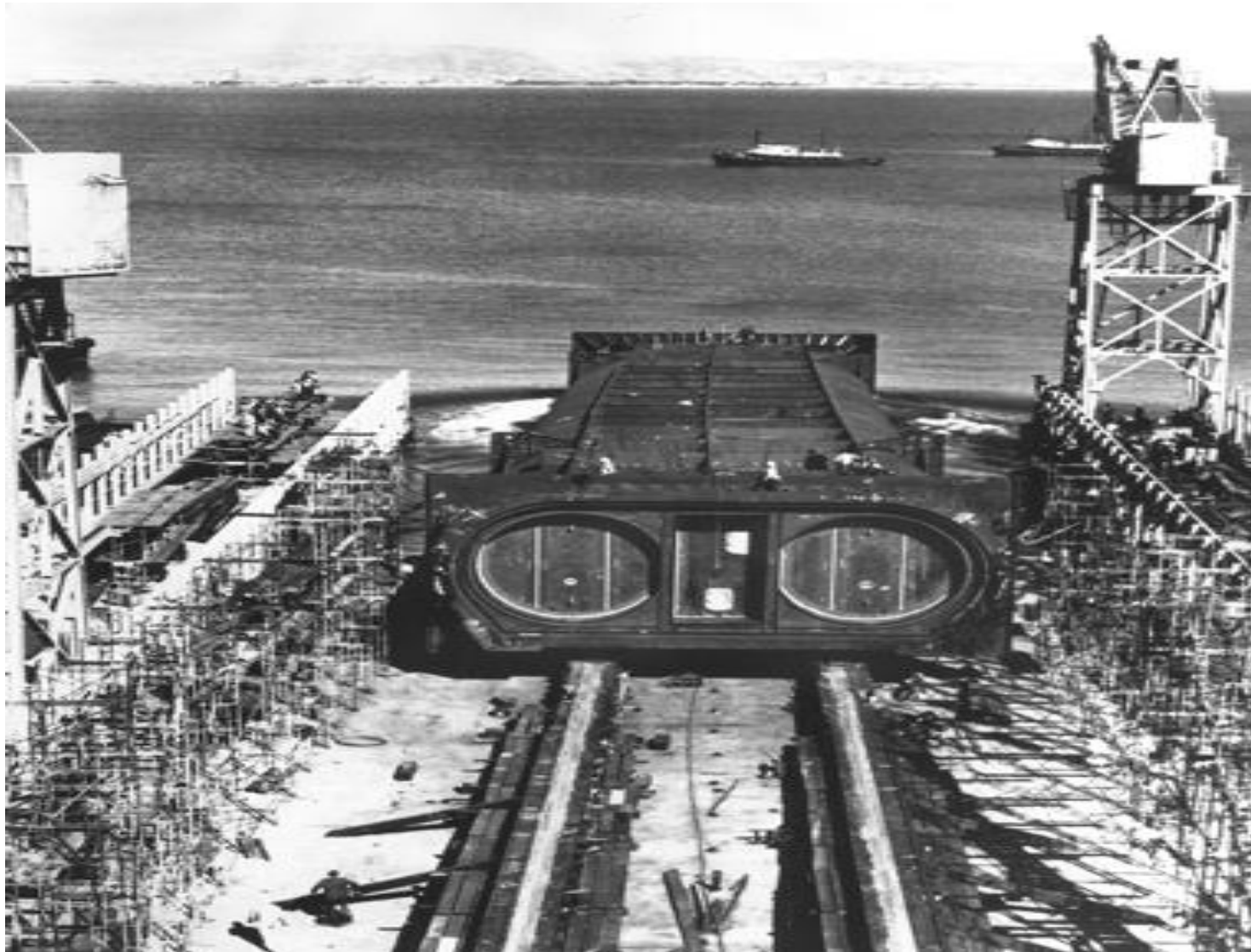
 The Richmond-Millbrae line runs between Daly City and Millbrae weekdays only

 The Dublin/Pleasanton-Millbrae line runs between Daly City and Millbrae weeknights and weekends only



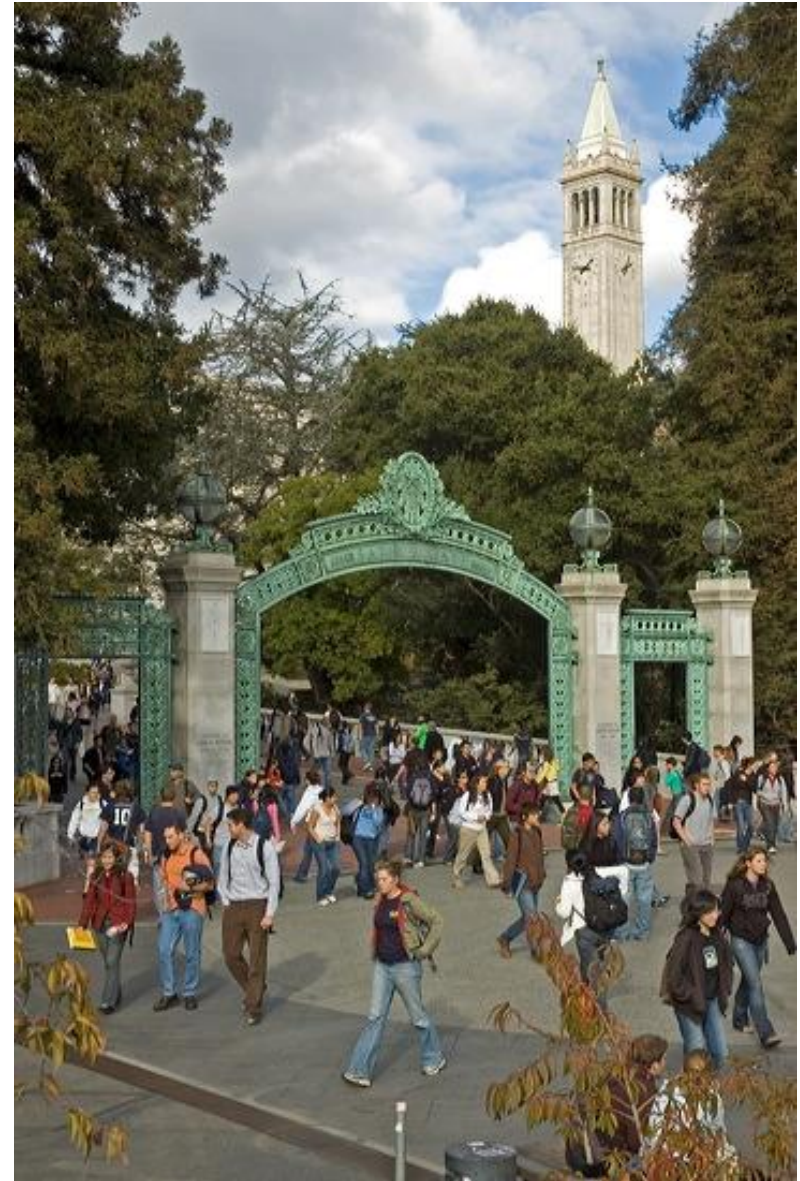


**Key System Transit Lines westward "B" train on Bay Bridge, 1955.
Photo courtesy of John Harder.**





University of California Berkeley



Fruitvale





Hayward

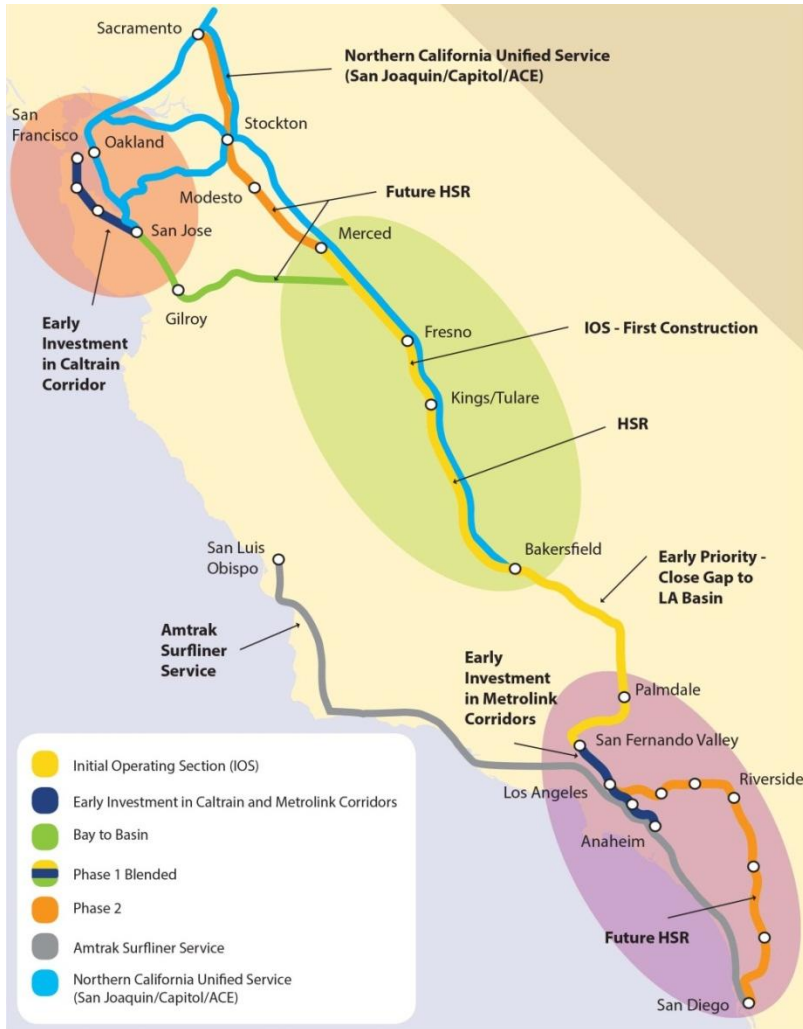




Richmond

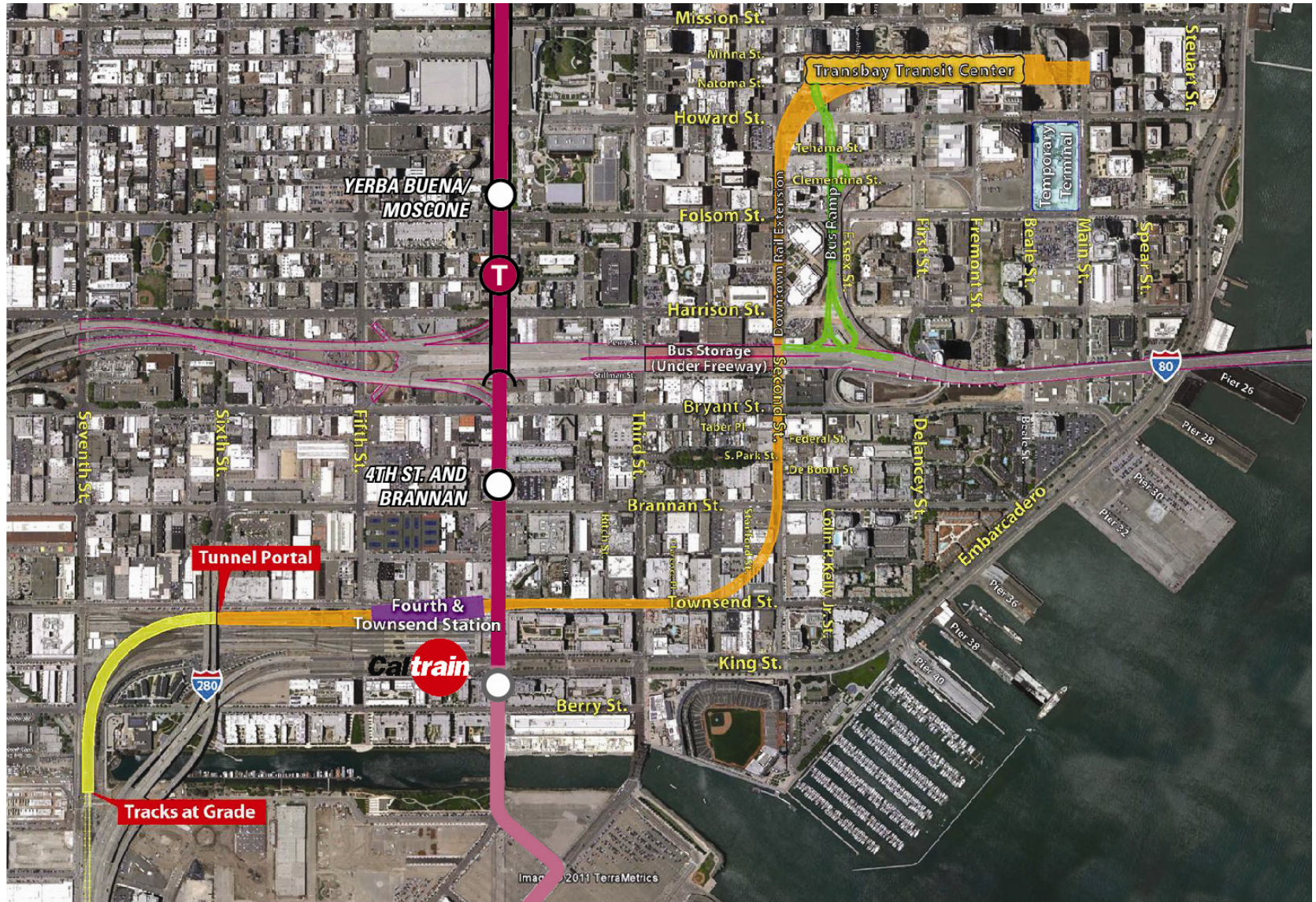


A Statewide Rail Modernization Plan

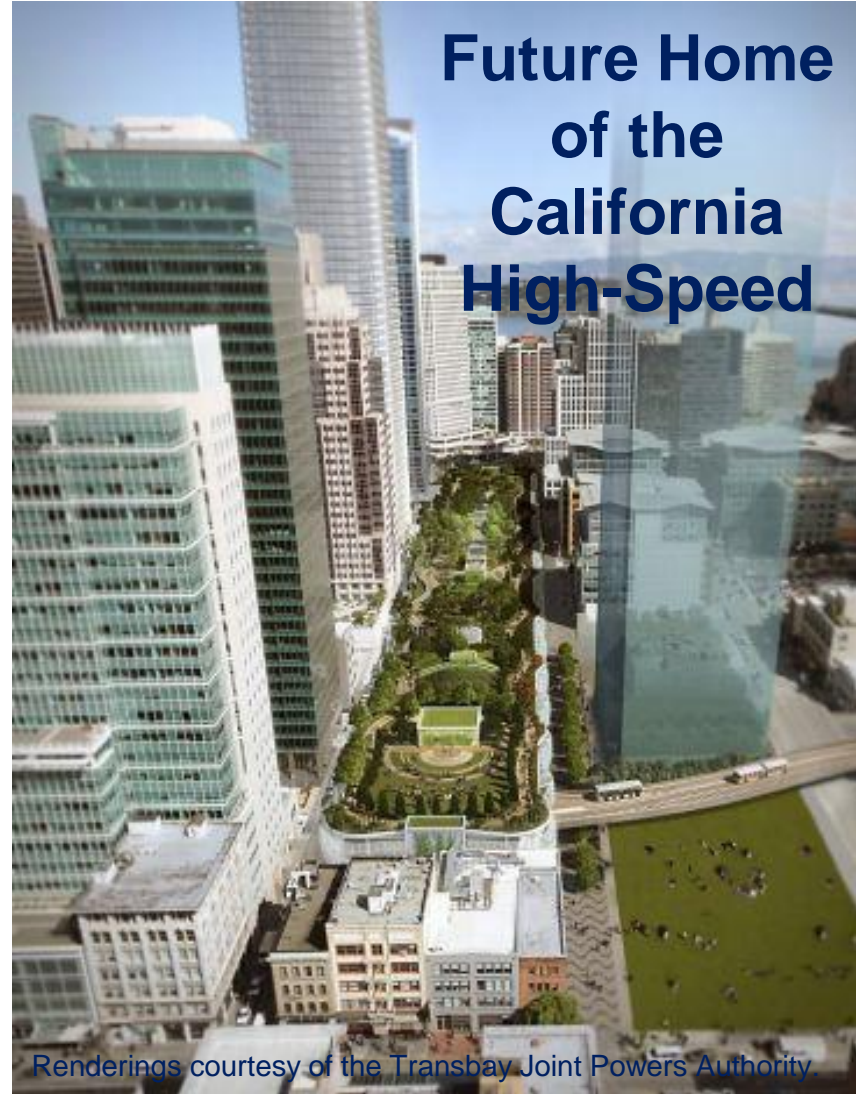


Phase I Blended - San Francisco to Los Angeles Union Station and Anaheim – 520 miles

Phase II - Extensions to Sacramento and San Diego – 800 miles



Transbay Transit Center

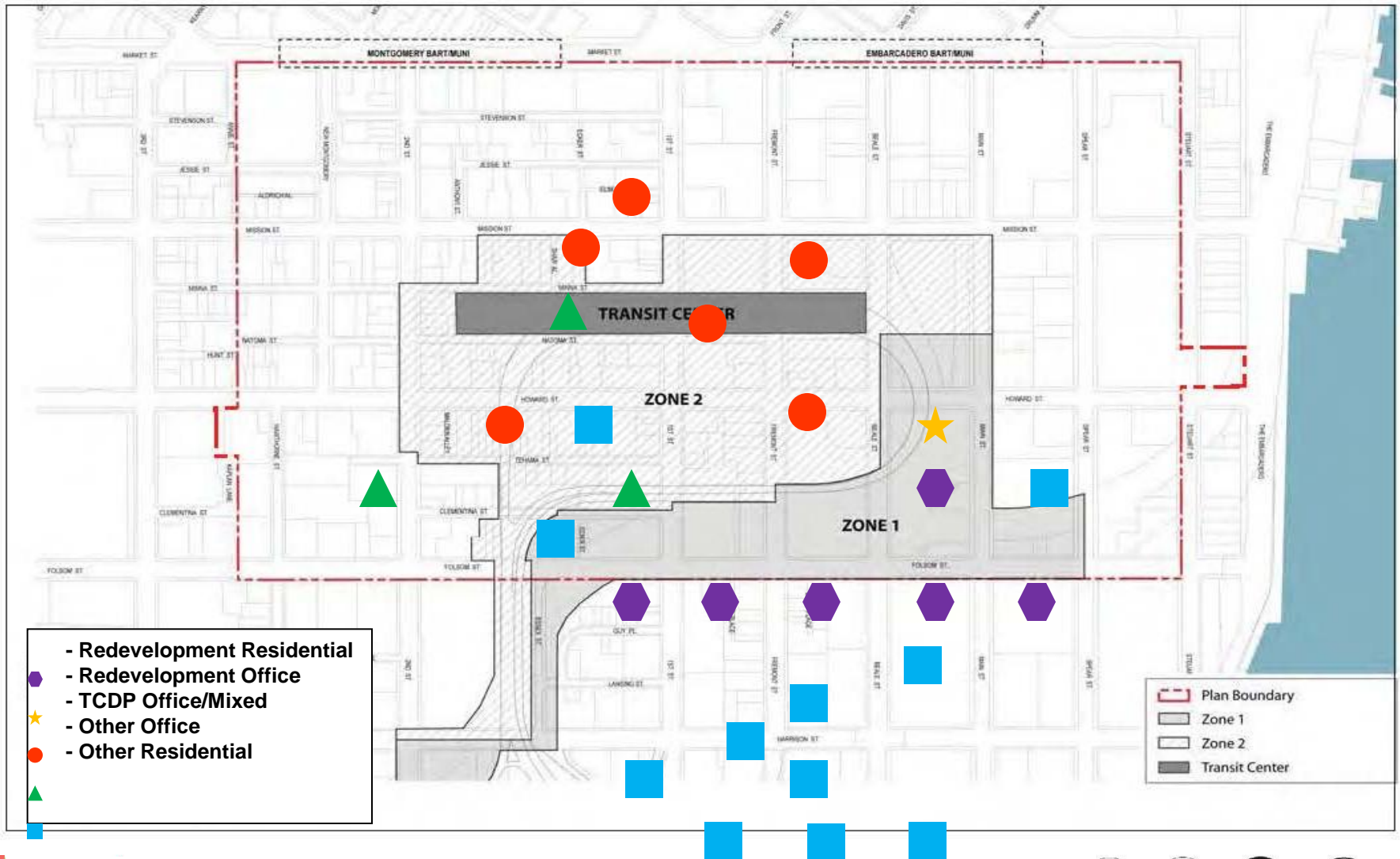


Renderings courtesy of the Transbay Joint Powers Authority.

Transbay Center: Excavation and Bracing



Development Projects Pipeline



- Redevelopment Residential
- Redevelopment Office
- TCDP Office/Mixed
- Other Office
- Other Residential

- Plan Boundary
- Zone 1
- Zone 2
- Transit Center







Expansion Projects



Transit Effectiveness Project



Central Subway



Bus Rapid Transit Projects (Geary and Van Ness)



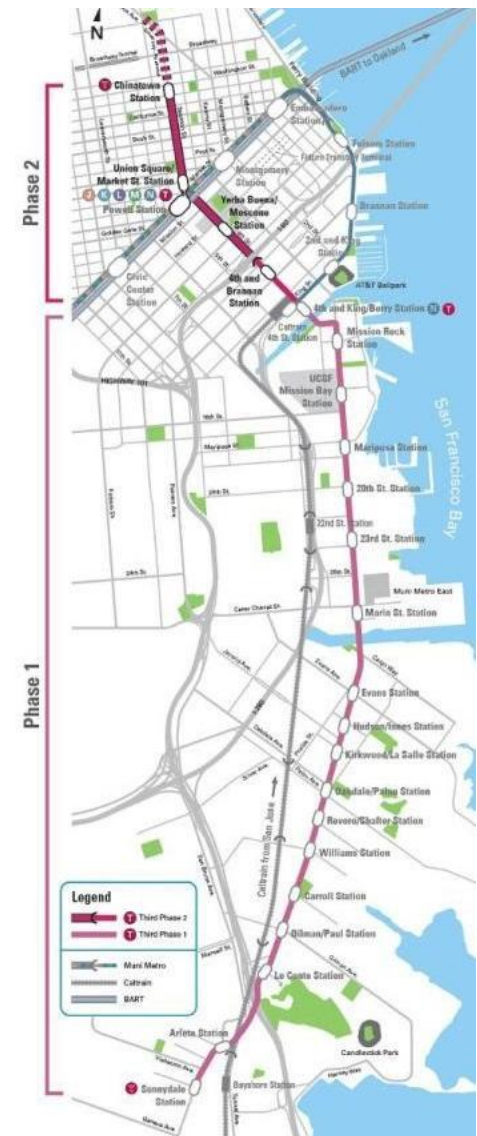
Central Subway Project

Why Central Subway?

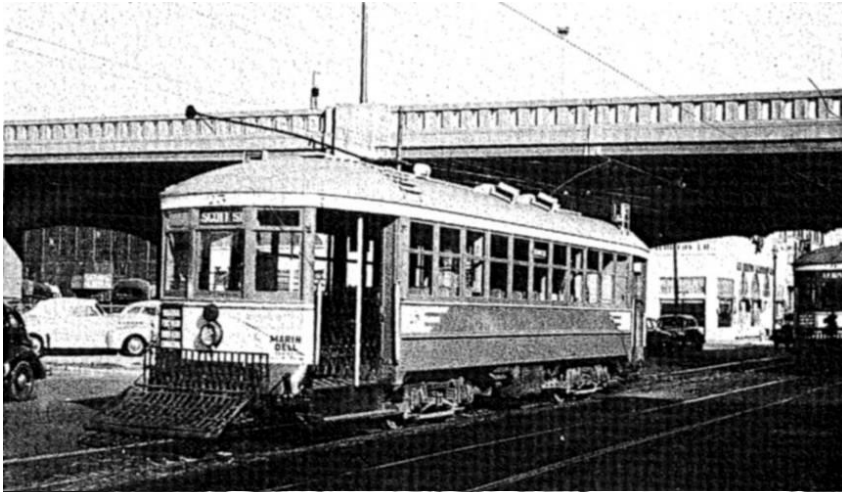
- Reduces travel times
- Improves San Francisco's transportation network
- Connects bustling neighborhoods, premier commercial districts and tourist destinations
- An essential investment in San Francisco's transportation infrastructure that will ease travel and enhance the Bay Area's public transit network

Improving Transportation

- Bypasses congested city streets
- Provides a direct connection to BART and Muni Metro at Powell Street Station
- Improves access to Caltrain at 4th and King streets
- Facilitates rapid travel from the southern neighborhoods to SoMa, downtown, Union Square and Chinatown
- Relieves congestion on Stockton, 4th and Market



Historic Streetcar on 4th and Stockton Streets



The Stockton Tunnel was built in 1914 as part of Muni's original F-line, which ran until 1951.

Overhead View North up Stockton Street From South Side of Market and 4th, Showing Traffic Flow | September 18, 1957 | Marshall Moxom, Municipal Railway Photographer

Copyright:© 2012 SFMTA

Along the Embarcadero



Photo Credit: watertransit.org

With the Embarcadero Freeway



© 2009 Peter Ehrlich

Without the Embarcadero Freeway

Third Street Light Rail Corridor Development





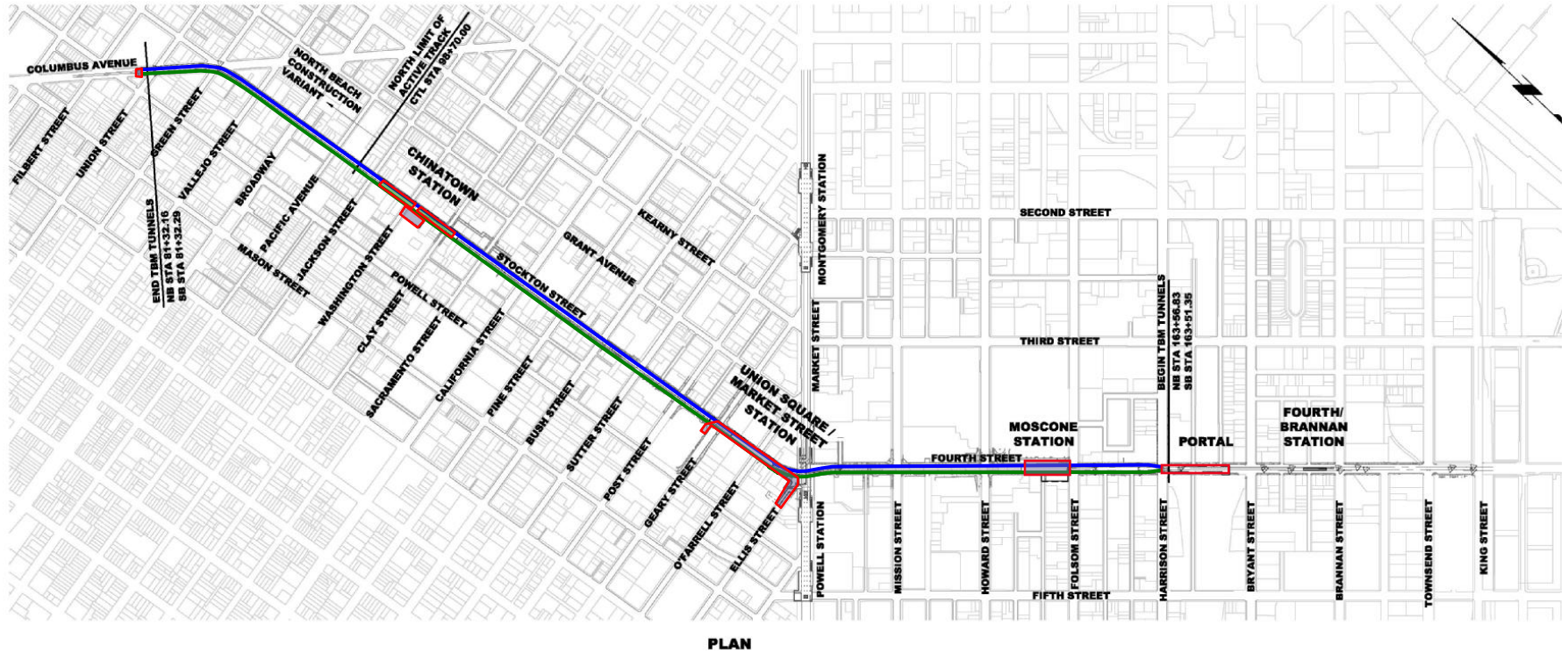
Photo Credit: Mark Defeo

Revitalization of Industrial Waterfront

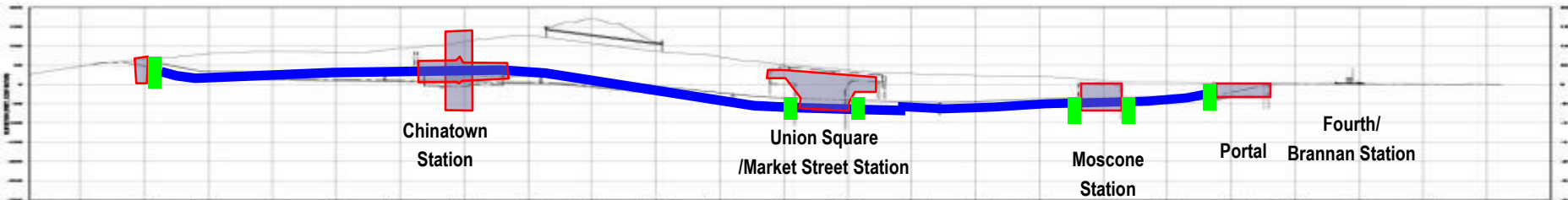


Photo Credit: sfcitycondos.com

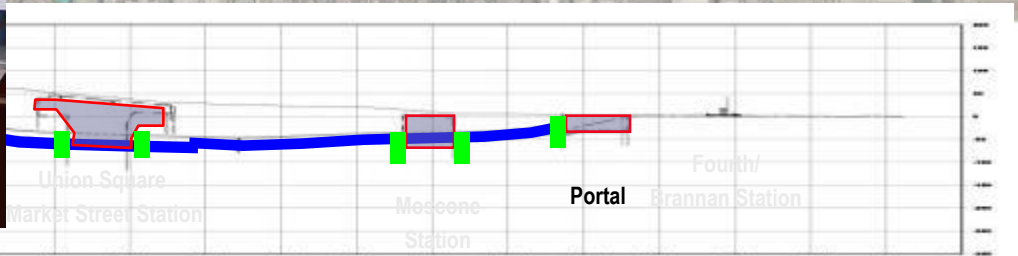
Tunnel Plan and Profile



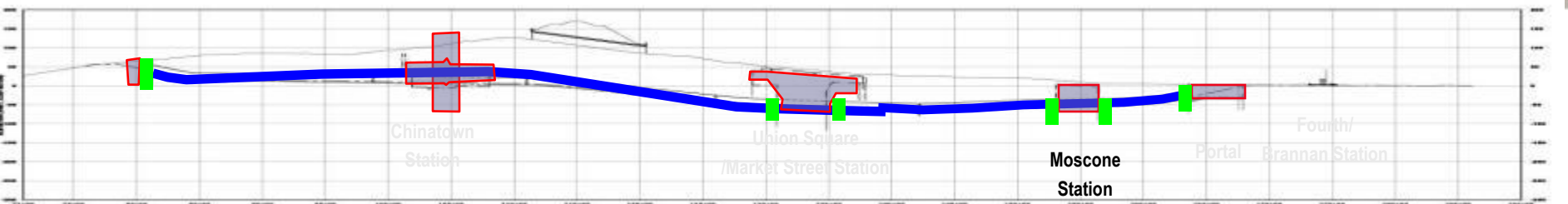
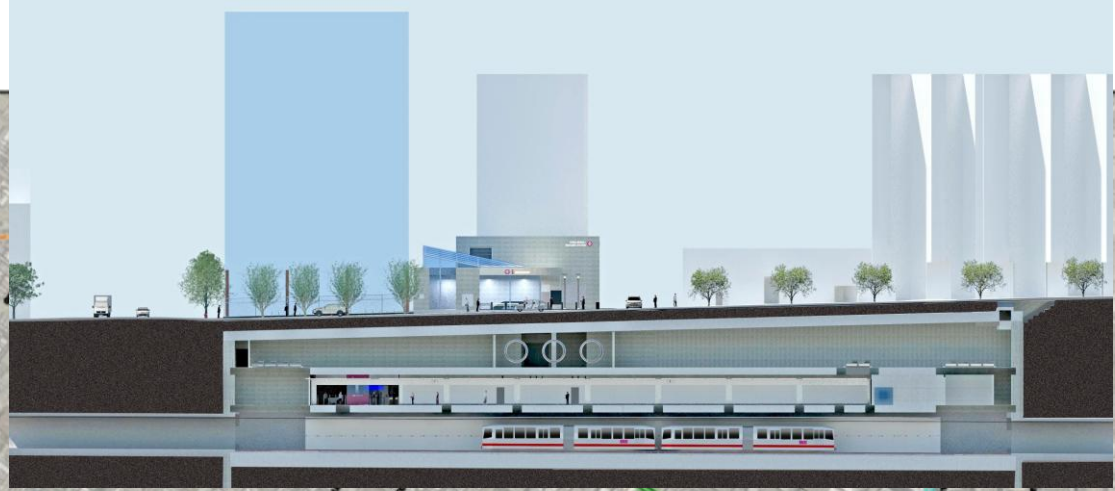
PLAN



Portal Beneath I-80 Freeway



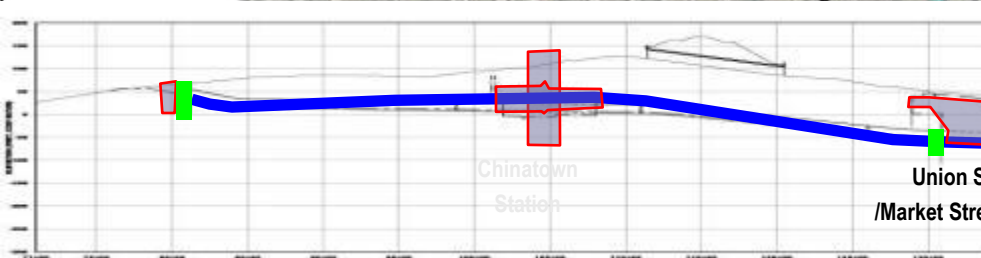
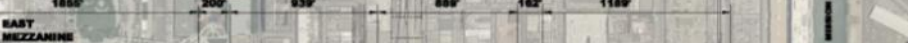
Yerba Buena/Moscone Station



Yerba Buena/Moscone Station

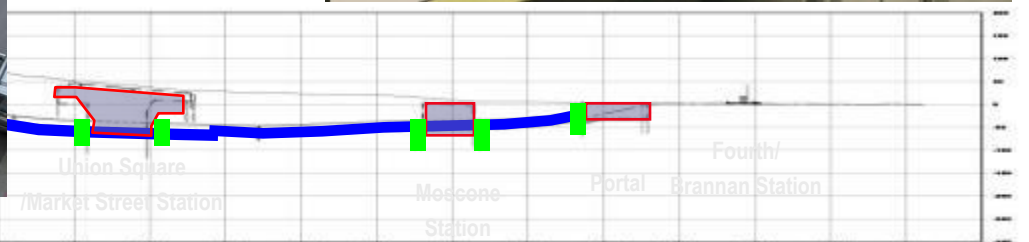


Union Square/Market Street Station

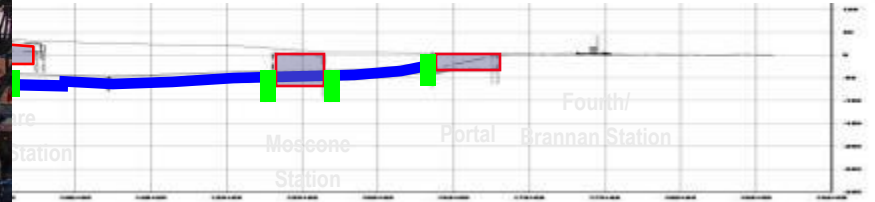
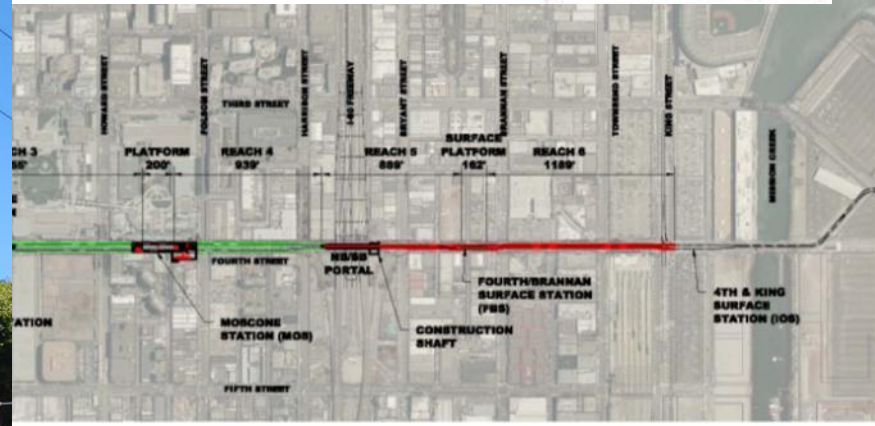
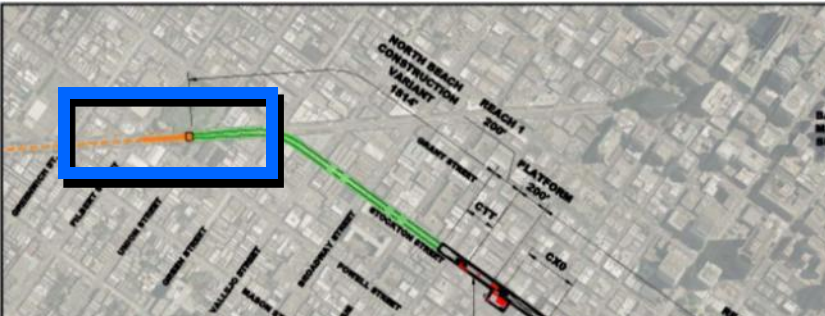




Chinatown Station



North Beach Construction Variant-TBM Retrieval Shaft



Thank you

SFMTA Vision: San Francisco: great city, excellent transportation choices.

Mission Statement: We work together to plan, build, operate, regulate and maintain the transportation network, with our partners, to connect communities.

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