

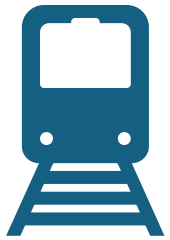


Long Range MUNI Metro Vision

By Phoenix McNab, 16 Year Old Public Transit Advocate

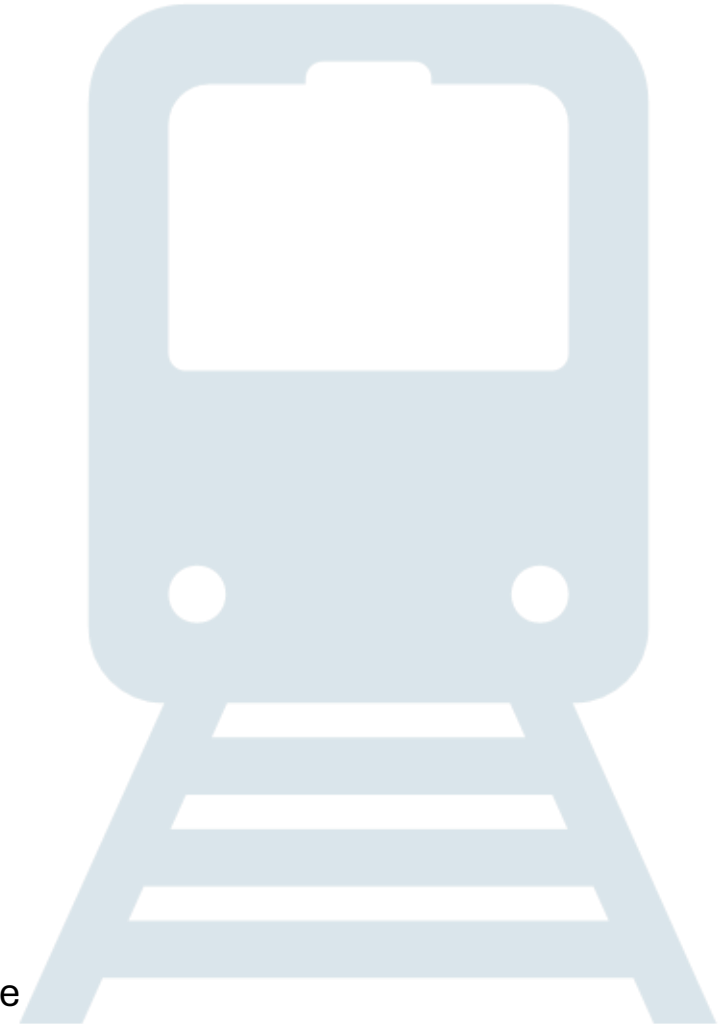
A red and white tram is shown on a street. The tram has a red front and a white body with a red stripe along the bottom. It is positioned on a track. In the background, there are palm trees and buildings. The word "Introduction" is overlaid in white text in the center of the image.

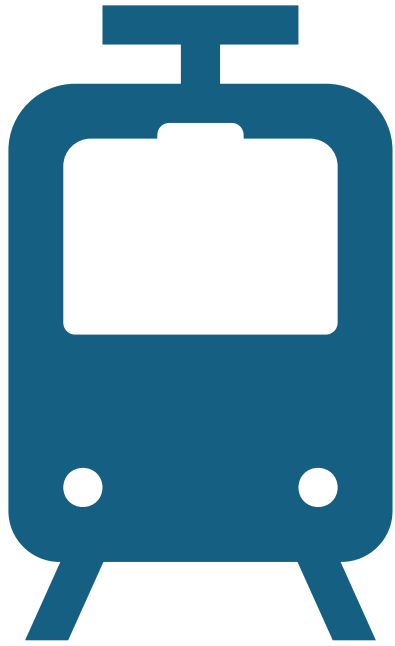
Introduction



Current Conditions

- MUNI is slow and unreliable
- Many MUNI Buses have high overcrowding
- A few routes have higher ridership than the current Metro Routes
- While my MUNI Metro Modernization Project aims to modernize MUNI Metro, it is only a short term vision for the future of MUNI Metro





Why this project intends to do

- Expands MUNI Metro from the current 5 line system into a 7 line system that serves more major corridors
- Reduce crowding on busy bus routes
- Reduces interlining in the subways and on the surface
- Serve MUNI Metro service through more high-density and equity neighborhoods



Geary Light Metro

What is the Geary Light Metro

- Automated light metro between Montgomery Station and Park Presidio Boulevard
- Yard located at the Target at Masonic & Geary
- Stations at Montgomery, Union Square, Leavenworth, Van Ness, Fillmore, Presidio Avenue, Arguello, and Park Presidio
- Trains operating every 2 minutes, 24 hours daily



Why the Geary Light Metro is needed



Geary Boulevard has the highest bus ridership west of the Mississippi



8% of 38R Geary Rapid trips are overcrowding, and crowding will continue to increase with population



Geary is a high density thoroughfare and serves several equity neighborhoods



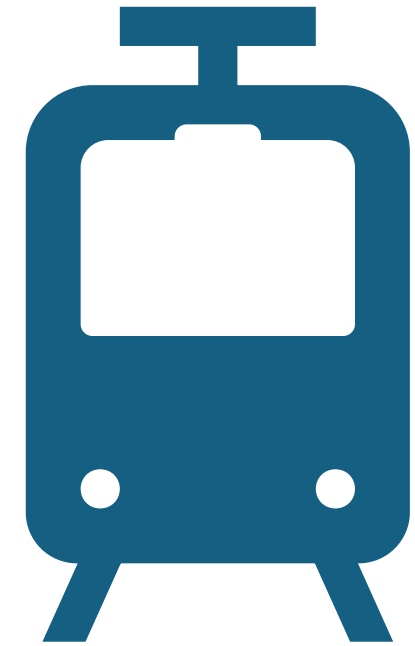
Higher density housing is proposed along the Geary Corridor



Van Ness LRT

What is the Van Ness LRT

- New Light Rail route operating between Fisherman's Wharf and 16th Street Mission BART
- Yard located at Kirkland Bus Yard
- Conversion of the Van Ness BRT to Light Rail
- Trains operate every 5 minutes, 5 AM until 12 AM Daily



Why the Van Ness LRT is needed



THE 49 VAN NESS-MISSION IS THE HIGHEST STANDALONE BUS RIDERSHIP CORRIDOR IN SAN FRANCISCO



CROWDING REMAINS HIGH ON VAN NESS AVENUE, ESPECIALLY DURING PEAK HOURS



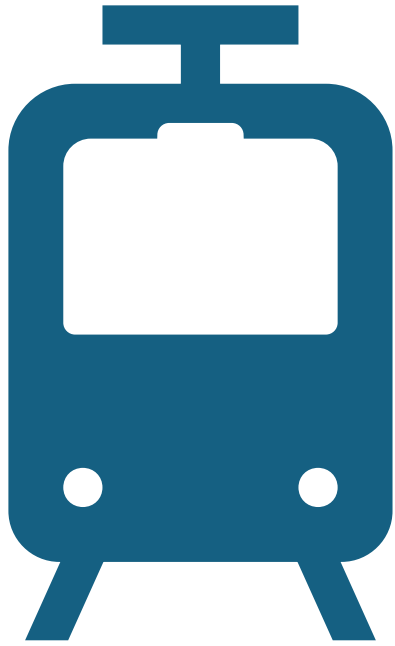
THERE IS LIMITED NORTH-SOUTH CONNECTIVITY BY RAIL



RIDERSHIP WILL CONTINUE TO INCREASE ON THIS HIGH DENSITY, HIGH RIDERSHIP THOROUGHFARE



Central Subway Fisherman's Wharf Extension



What is the Central Subway Fisherman's Wharf Extension

- 2 Stop extension of the MUNI Central Subway to Fisherman's Wharf
- New stations at North Beach and Fisherman's Wharf
- Trains operate every 5 minutes from 6 AM to 12 AM Daily
- Connects to the proposed Van Ness LRT and F Market Streetcar

Why the Central Subway Fisherman's Wharf Extension is needed



MAJOR TOURIST DESTINATION
REMAINS WITHOUT RAPID TRANSIT
ACCESS



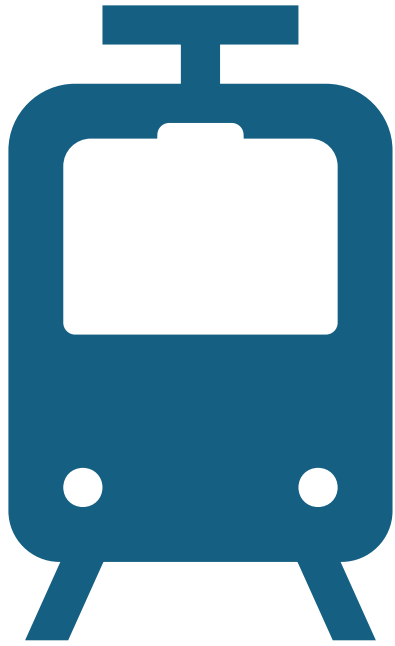
THE 8, 30, AND 45 ARE THREE OF THE
MOST CROWDED BUS LINES IN SAN
FRANCISCO



WHILE THE F AND CABLE CARS ARE
IMPORTANT TOURIST ATTRACTIONS,
BOTH ARE SLOW AND OVERCROWDED

Market Street Subway Extension





What is the Market Street Subway Extension

- 5 stop extension of the Market Street Subway to Daly City BART
- New stations at St Francis Circle, Stonestown, SF State, Parkmerced, and Daly City BART
- Improves frequency to every 3-6 minutes on the M Market
- Connects to major destinations and BART

Why the Market Street Subway Extension is needed

- Maintains the direct connection between Downtown and SF State with the MUNI Metro Modernization Project
- Reduces crowding on the 28 19th Avenue between SF State and Daly City BART
- Improves service between Parkmerced and Downtown
- Connects to future high-density housing at Stonestown



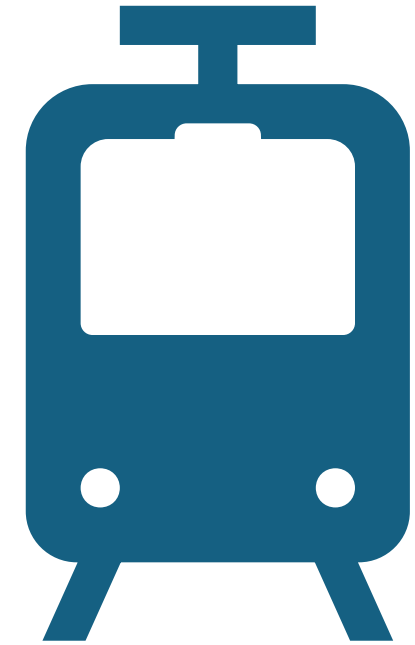


19th Avenue LRT



What is the 19th Avenue LRT

- Reroute of the L Ocean View Light Rail via 19th Avenue
- New Light Rail connection between Stonestown and California Street
- Stops at Eucalyptus, Sloat, Vicente, Taraval, Quintara, Noriega, Lawton, Judah, Lincoln Way, Fulton, Balboa, Geary, and California
- Improves North-South MUNI Service



Why the 19th Avenue LRT is needed



19th Avenue is one of the most congested corridors in San Francisco



The 28 19th Avenue remains slow and crowded with no transit priority



High density is proposed in the Richmond and Sunset



If San Francisco is ever a world class transit city, there needs to be more crosstown transit



J Church Fillmore Extension

What is the J Church Fillmore Extension



4 stop extension of the J Church to Fillmore & Geary



Stations located at Duboce & Church, Haight, Alamo Square, and Geary



Cut & cover subway built under Fillmore Street



Connects to equity priority neighborhoods and the Geary Light Metro

Why the J Church Fillmore Extension is needed



The 22 Fillmore is the highest ridership bus route restricted to 40 foot buses



Service on Fillmore Street remains slow and overcrowded



Crosstown connectivity is currently limited in San Francisco

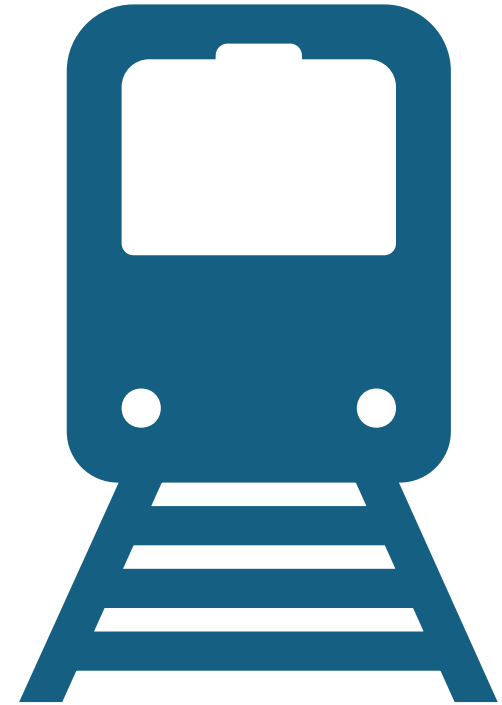


N Judah 16th Street Extension



What is the N Judah 16th Street Extension

- Extension of the N Judah via 16th Street to UCSF/Chase Center Station
- Replaces crowded 22 Fillmore with frequent train service
- Provides a faster link between BART and Chase Center



Why the N Judah 16th Street Extension is Needed

- The 22 Fillmore is the highest ridership bus route restricted to 40 foot buses
- Links between BART and Chase Center by rail are indirect through Downtown
- While the 16th Street Improvement Project aimed to improve service, a rail connection will reduce crowding and improve service further



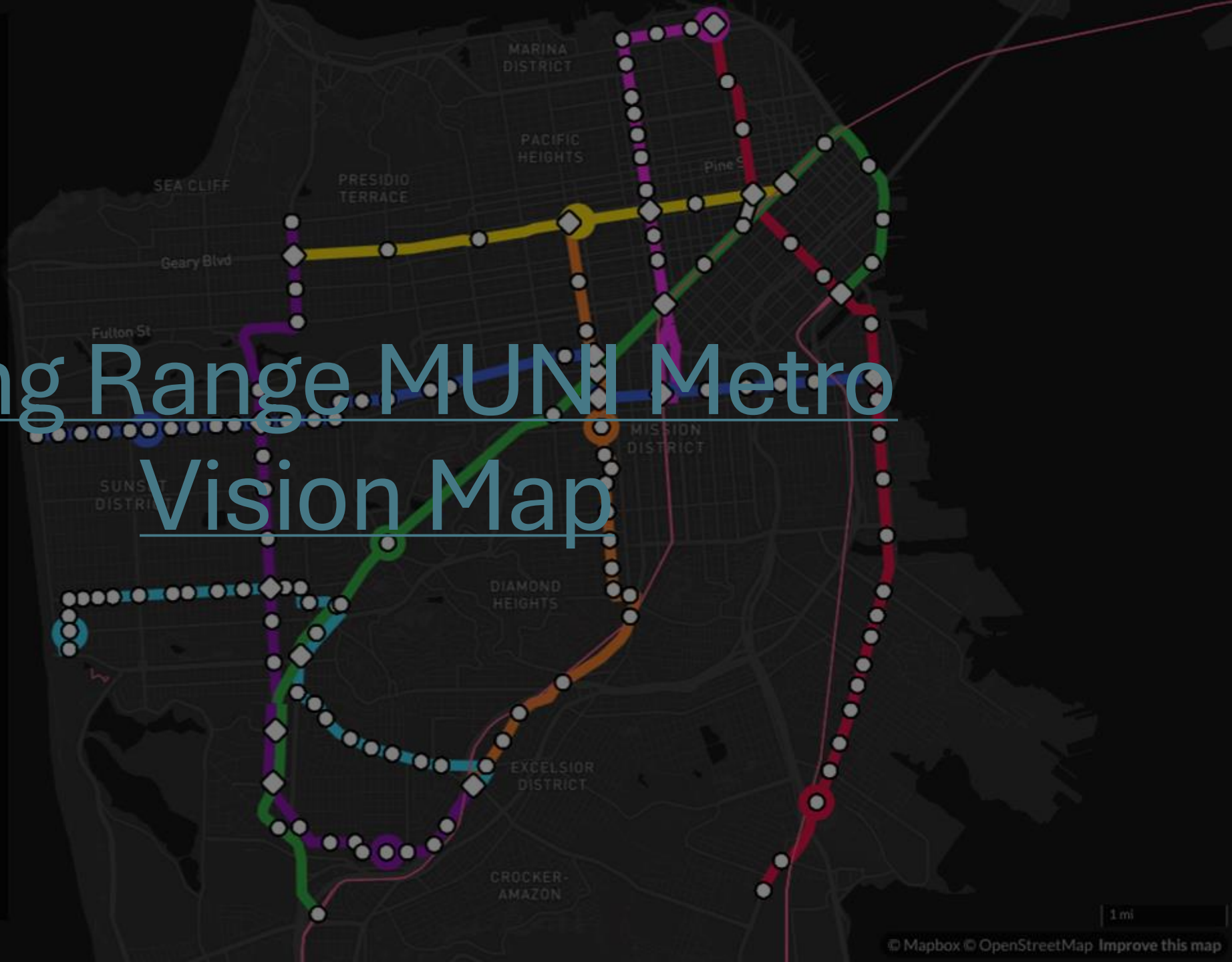
Long Range MUNI Metro Vision



Show less ^

- Waypoints
- Default
- Satellite
- Topographic
- Railways
- Light rail/interurban
 - M Market
 - T Third Street
 - + Add new line
- Tram
 - J Church
 - K Ingleside
 - L Ocean View
 - N Judah
 - V Van Ness
 - + Add new line
- Metro/rapid transit
 - B Geary

Long Range MUNI Metro Vision Map





Benefits and Tradeoffs



Benefits

- More connected MUNI Metro
- Faster service throughout San Francisco
- Reduces San Francisco driving and car ownership



Tradeoffs



Cost to build



Thank You