



SFMTA
Municipal
Transportation
Agency

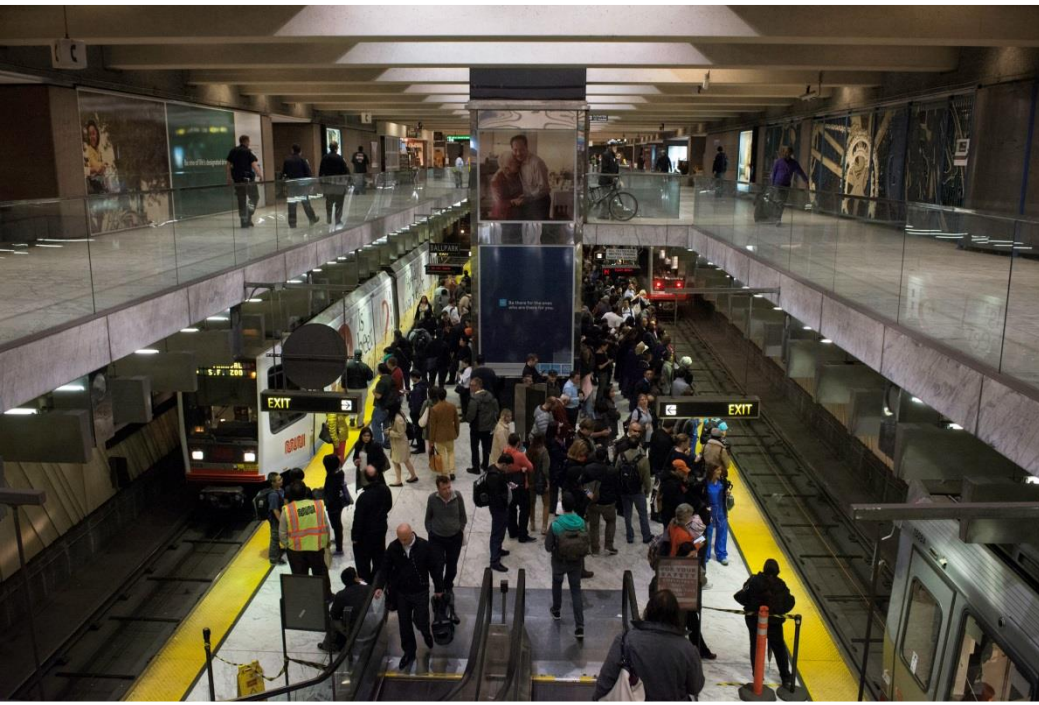
SFMTA Rail Capacity Strategy

March 25, 2015

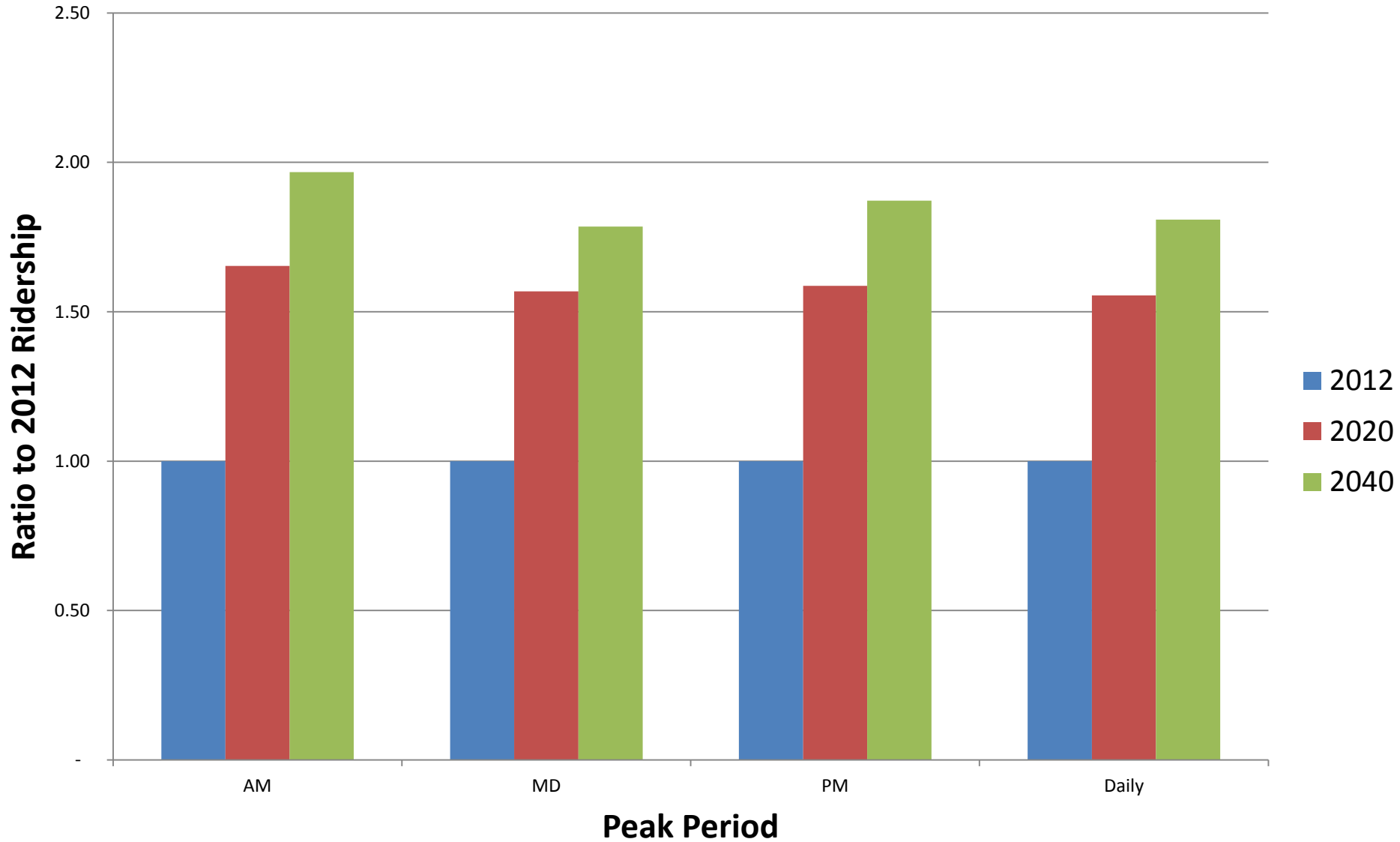
SFCTA CAC

Presentation Overview

- Rail Capacity Strategy
 - Purpose & Need
 - Scope
- Rail Capacity Technical Panel
- Near-Term Investments
- Workshops & Outreach
- Medium/Long-Term Investments
- Next Steps & Discussion



Forecasted Light Rail Boardings





Capital Improvement Program

Fiscal Year 2015 - Fiscal Year 2019

Adopted on May 20, 2014

SFMTA Strategic Plan
Fiscal Year 2013 - Fiscal Year 2018

SFMTA | Municipal Transportation Agency

SFMTA Bicycle Strategy
April 2013


SFMTA

San Francisco Pedestrian Strategy

Prepared for the Mayor
Prepared by the Planning & Urban Form Team
January 2013

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
REAL ESTATE & FACILITIES UNION FOR THE 21ST CENTURY

SFMTA



DRAFT SITE VISITS AND INTERVIEW DOCUMENTATION

Prepared by:
Parsons Brinckerhoff, Inc.
Proxer, Inc.
Gender Architecture
Vital Environments, Inc.

May 15, 2012

TRANSIT EFFECTIVENESS PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT
Volume 1 - Chapters 1 to 7



City and County of San Francisco Planning Department
Case No. 2011-0688E
State Clearinghouse No. 201112020
Draft EIR Publication Date: July 10, 2013
Draft EIR Public Hearing Date: August 16, 2013
Draft EIR Public Review Period: July 11, 2013 - August 26, 2013

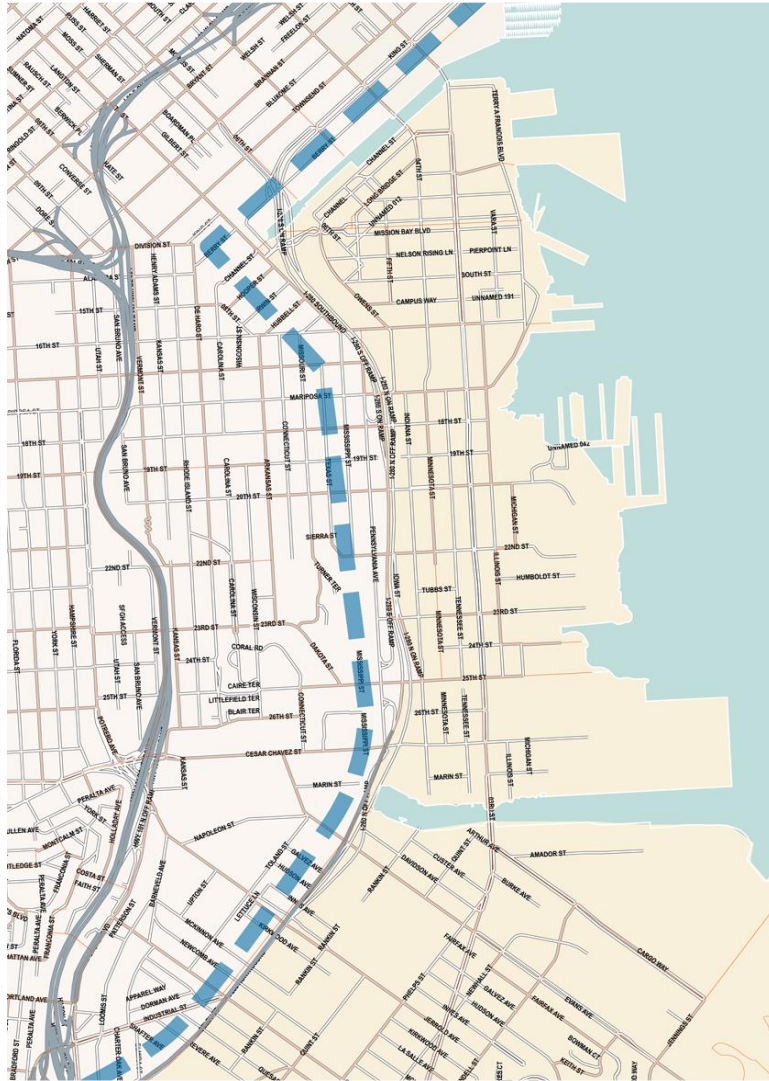
Further comments should be sent to:
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MUNI FORWARD





Figure ES-8. Key Features of the Highest-Performing Alternative (Longer Subway and Bridge)



Waterfront Transportation Assessment

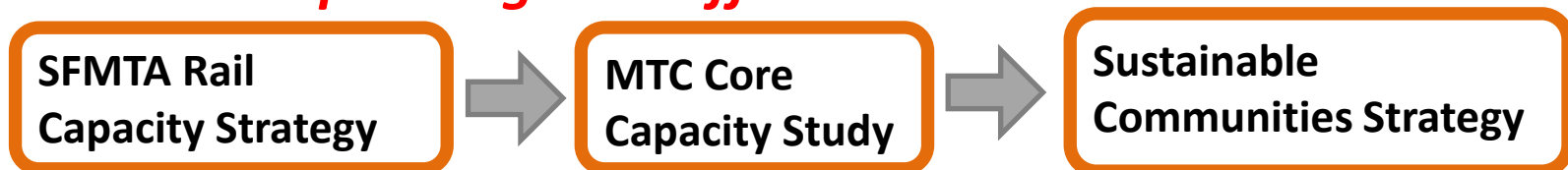


T-Third Phase 3

Rail Capacity Strategy Deliverables

- Prioritized over next two CIP cycles (0-10 year)
 - Conceptual Engineering (5%) for Highest Priority Near Term Projects
 - Specific projects (scope, schedule, budget) that leverage SOGR opportunities and can be added to CIP
- Prioritized Mid & Long Term (10-20+ year) Capacity Improvement and Expansion Corridor Concepts
 - Order of Magnitude/Unit Cost Based Cost Estimates

Relationship to Regional efforts



Existing Constraints Major Themes

<p>Infrastructure</p>	<p>Vehicles (fleet size, reliability) ATCS Equipment (counters, blocks, sensors, signals, etc.) Station/Stop Spacing System Flexibility (crossovers, loops, wyes, switches) Facilities (vehicle storage & Maintenance) Station/Terminal/Turnaround Car Capacity Overhead (capacity and resiliency)</p>
<p>Operations</p>	<p>Dwell Times Subway Intrusion ATCS at Portals and Non-Communicating Trains Modal Conflicts Transit Signal Priority/Traffic Control/At-Grade Crossings</p>
<p>Human Resources</p>	<p>Senior Staff Attrition/Institutional Knowledge Operator Availability</p>

Top Priority 1-5 year Investments

Capacity Enhancement	Project Benefit
West Portal Conflict Reduction	Reduce conflicts and associated delay at one of the busiest LRV intersections in the Muni system
Muni Metro Extension (MMX) Pocket	Reduces Embarcadero turn-back bottleneck following opening of Central Subway.
MMX Transit Signal and Train Control/Tramway Enhancement	Reduce travel time between Folsom & 4 th & King stations. Investigate Train Control System to allow for reverse running.
Church & Duboce Portal Conflict Reduction	Reduce conflicts and associated delay at Church & Duboce intersection

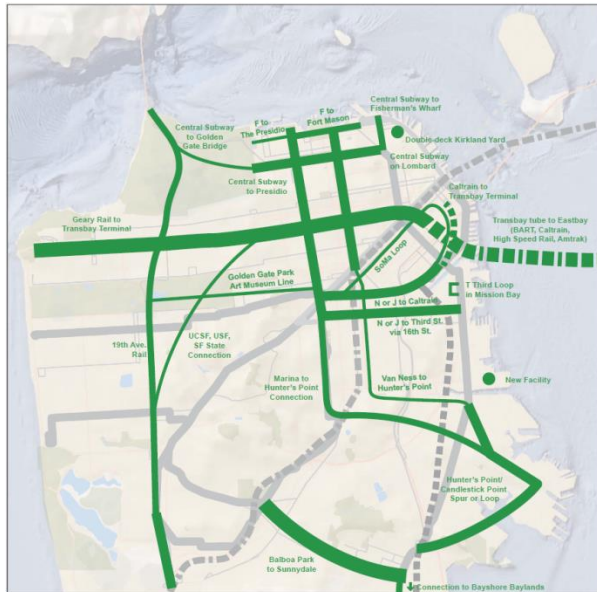




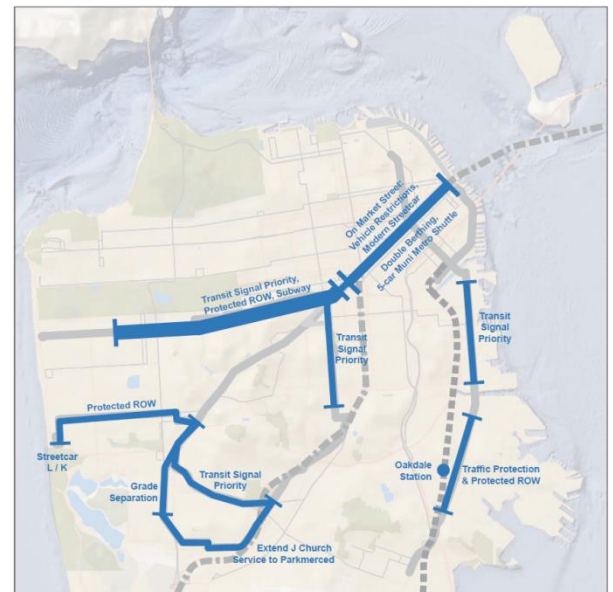
Bottlenecks



System Resiliency



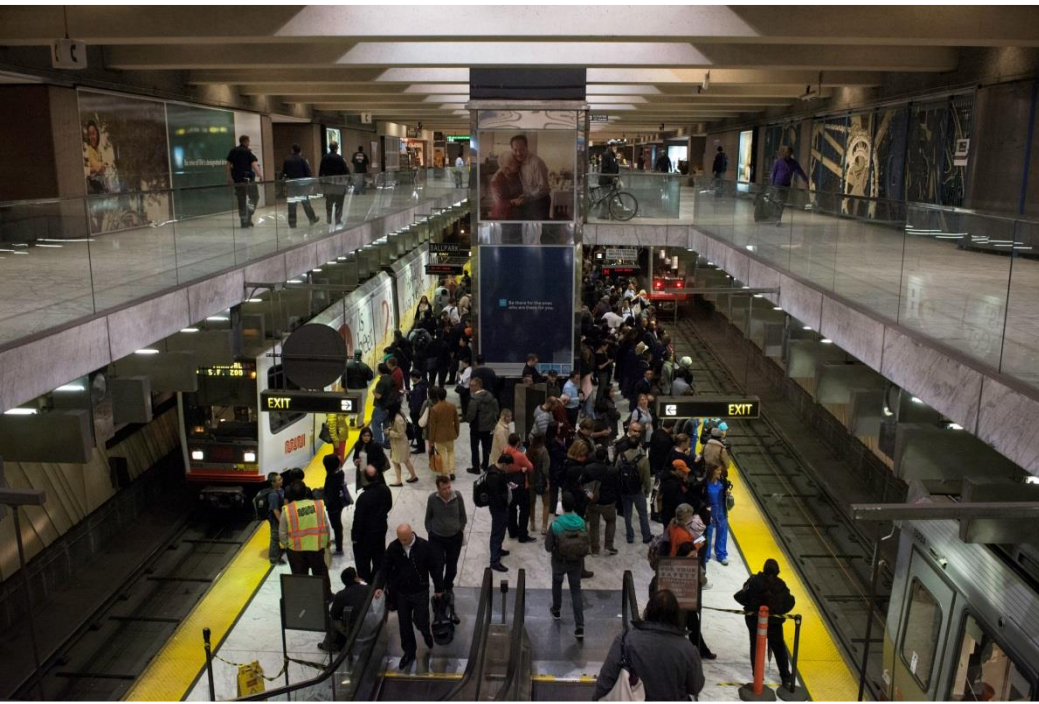
System Expansion



System Enhancement

Next Steps

Deliverable	Date
Identify Mid-Term Prioritized Investments	March 2015
Scope and Order of Magnitude Cost Estimates	March 2015
Draft Rail Capacity Strategy	April 2014



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