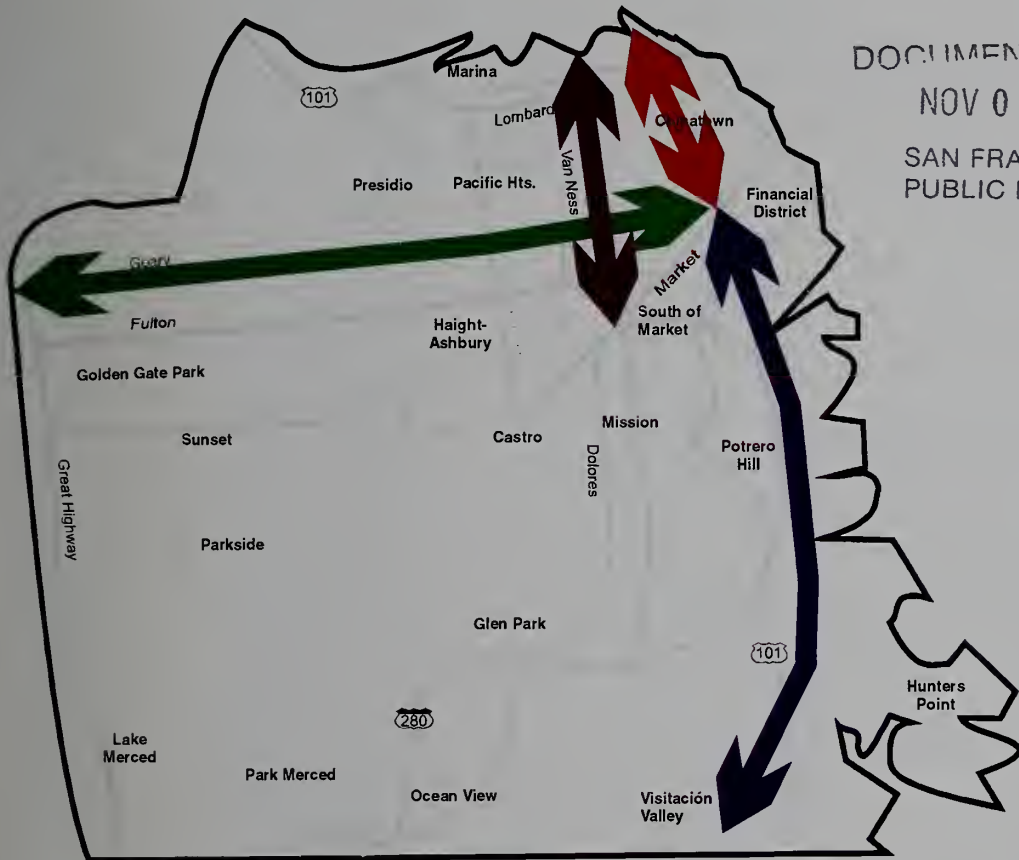


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- Bayshore Corridor
- Geary Corridor
- Van Ness Corridor
- North Beach Corridor

THE FOUR CORRIDOR PLAN

RANGE FIXED GUIDEWAY PLAN

JUNE 1995

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Barbara Kaufman, *Vice Chair*

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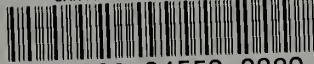
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San Francisco is a city where tradition and innovation flourish side-by-side, drawing visitors from all over the world. As a world-class city, it must constantly look ahead to stay ahead; thus, the San Francisco County Transportation Authority proposes expansion of the City's transit network as the next logical step to move San Francisco into the 21st Century.

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*A detailed
vision of transit
improvements
today will help
shape the City
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The four corridors in the plan are Bayshore, Geary, North Beach and Van Ness. The Plan considered six different systemwide alternatives, based on different technologies, system linkages, and evidence of community support. Three basic criteria helped shape the final Four Corridor Plan:

- Maximize connectivity for east/west and north/south travel
- Travel time savings in congested travel corridors
- Recognize funding possibilities and constraints.

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The Authority has developed a four phase Long-Range Fixed Guideway Plan for the four transit corridors included in the Proposition B Expenditure Plan approved by voters in 1989. This Four Corridor Plan provides for strategic transit system improvements that will enable the City to transport visitors and residents to every corner of the City – from the developing Bayshore to the restaurants and clubs of North Beach, from the surf at Ocean Beach to the highrises of Downtown. The Four Corridor Plan will unite the City even as it expands its horizons.

*A detailed
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- Recognize funding possibilities and constraints.

PUBLIC OUTREACH

The Authority conducted an extensive public outreach program for the guideway study, drawing together interested City residents and representatives from neighborhood groups, the business community,



Chambers of Commerce, and the San Francisco Planning and Urban Research Association (SPUR). Three-hour workshops on the long-range plan were held and approximately 130 neighborhood and other interest groups received transportation issue workbooks. The SFCTA Citizens Advisory Committee participated in a number of briefings and workshops; their input was particularly important in formulating the Plan. Some major points arising from public discussion include:

Serve the City – City residents believe it is essential to find a common solution that serves the entire City while balancing the interests of individual groups and neighborhoods.



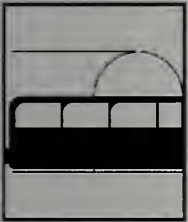
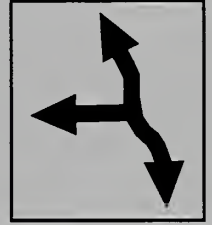
*It is essential
to find a common solution
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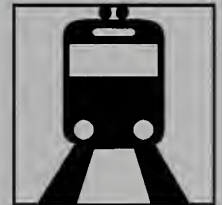
Four corridor plan :
long-range fixed
1995.

Downtown Core – Create a subway core connecting the Geary, North Beach and Bayshore corridors downtown, thereby reducing downtown congestion.



Bayshore Corridor Priority – Access needs and economic development potential point to the Bayshore Corridor for Phase One development. A Bayshore–North Beach Corridor connection is preferred, with Bayshore crossing Market Street (*providing a mezzanine level pedestrian connection to MUNI Metro*) so it can serve the Financial District, Chinatown and North Beach.

North Beach Subway – While subway alignments are possible under Kearny and Stockton Streets, public outreach favored a subway alignment under Kearny due to existing corridor congestion.



Funding Constraints – Leveraged funds could support surface alignment solutions in two priority corridors or a partial subway in one corridor. However, all surface solutions could adversely impact traffic and do not provide significant benefits in travel time. Surface solutions that do not preclude implementation of the core subway concept may be developed as a staging technique if matching or leveraged funds cannot be found.



Four Corridor Plan - Full Implementation



*Four Corridor Plan – Full Implementation
(Downtown Detail)*

The recommended plan creates a \$2 billion new core subway and rail infrastructure system, maximizing connectivity and travel time savings in all four corridors. It is designed to be implemented in stages based on funding availability and reflects public input received during the outreach process. Phasing decisions were based on

financial constraints, consistency with the long-range core subway concept, redevelopment potential, service equity, and growth in ridership.

*A downtown subway
for north/south and
east/west travel will
provide maximum
benefit*

PHASE ONE

BAYSHORE CORRIDOR

The Bayshore Corridor would include a rail line from the County line, on surface in the median of Third Street, transitioning to subway operations between Brannan and Bryant Streets. The new subway would continue under Third Street and would cross Market Street, providing mezzanine level connections to the MUNI Metro Montgomery Street Station, and would extend under Stockton/Kearny before terminating near California Street. The cost of this first phase, extending north of Market, is estimated at \$600 million. In the absence of leveraged funds, an initial surface segment extending from the County line to Third and King streets, connecting with existing light rail tracks on King Street and the Embarcadero could be constructed with locally available funds from Proposition B.

ENDATIONS

PHASE TWO

GEARY CORRIDOR

A rail line would be constructed at-grade from 48th Avenue to Laguna Street, where it could go into subway to Market Street. Routings in the downtown core area will focus either on the Financial District or South of Market area.

PHASE THREE

NORTH BEACH CORRIDOR

The North Beach Corridor would be a subway extension of the California Street terminus of the Bayshore line to the vicinity of Union Street or Bay Street and would continue on surface to the waterfront, connecting with the F Line near Fisherman's Wharf.

PHASE FOUR

VAN NESS CORRIDOR

The Van Ness Corridor rail line would extend from Sixteenth Street and Mission Street to Aquatic Park with the central section from south of Market Street to Pacific Avenue proposed for subway. Implementation of this Phase is clearly beyond the twenty-year time frame of Proposition B.

Any long-range vision for the City must reflect the likely need for phased development within the context of funding availability.

An essential ingredient to implementation of this Plan is a new vehicle maintenance facility, since the existing facilities do not have any room for expansion. Since it is an important prerequisite to the implementation of the plan, the decision on siting a new facility will be addressed in the Bayshore environmental document.

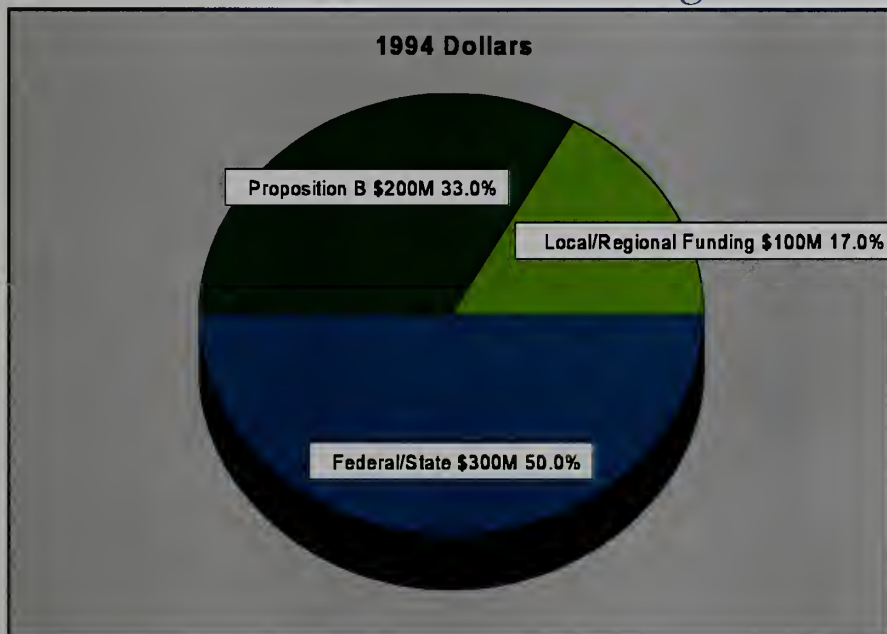
Any fixed guideway plan must also be consistent with the Regional Transportation Plan (RTP) of the Metropolitan Transportation Commission (MTC). Since 1994, the RTP includes only those projects that can be delivered with the funds expected to be available over the RTP's 20-year time frame. The 1994 RTP contains fixed guideway improvements in San Francisco only to the extent that they are locally funded – i.e., utilizing the \$200 million provided through Proposition B. In order to accomplish the more ambitious Phase One project of this Four Corridor Plan, the Authority will need to demonstrate where additional funds can be obtained and verify those assumptions with the MTC in an RTP update.

*Recognizing
financial
constraints
is a key factor
in developing
a viable
implementation
plan*

Twenty years of transportation project funding patterns indicate a probability that some matching funds will be available from state and federal sources. Even though current State and Federal budget constraints are less than optimistic within the remaining 15 years of Proposition B, the plan assumes \$300 million for fixed guideway design and construction from state and federal sources. Added to the estimated \$200 million from Proposition B and \$100 million from other local and regional sources, an amount of \$600 million would be available.

Taking into consideration uncertain funding levels and the constraints of the RTP, the Plan includes an initial stage of the Phase One Bayshore Corridor project to be built on the surface and fully funded from local Proposition B funds.

Four Corridor Plan - Phase One Funding Sources

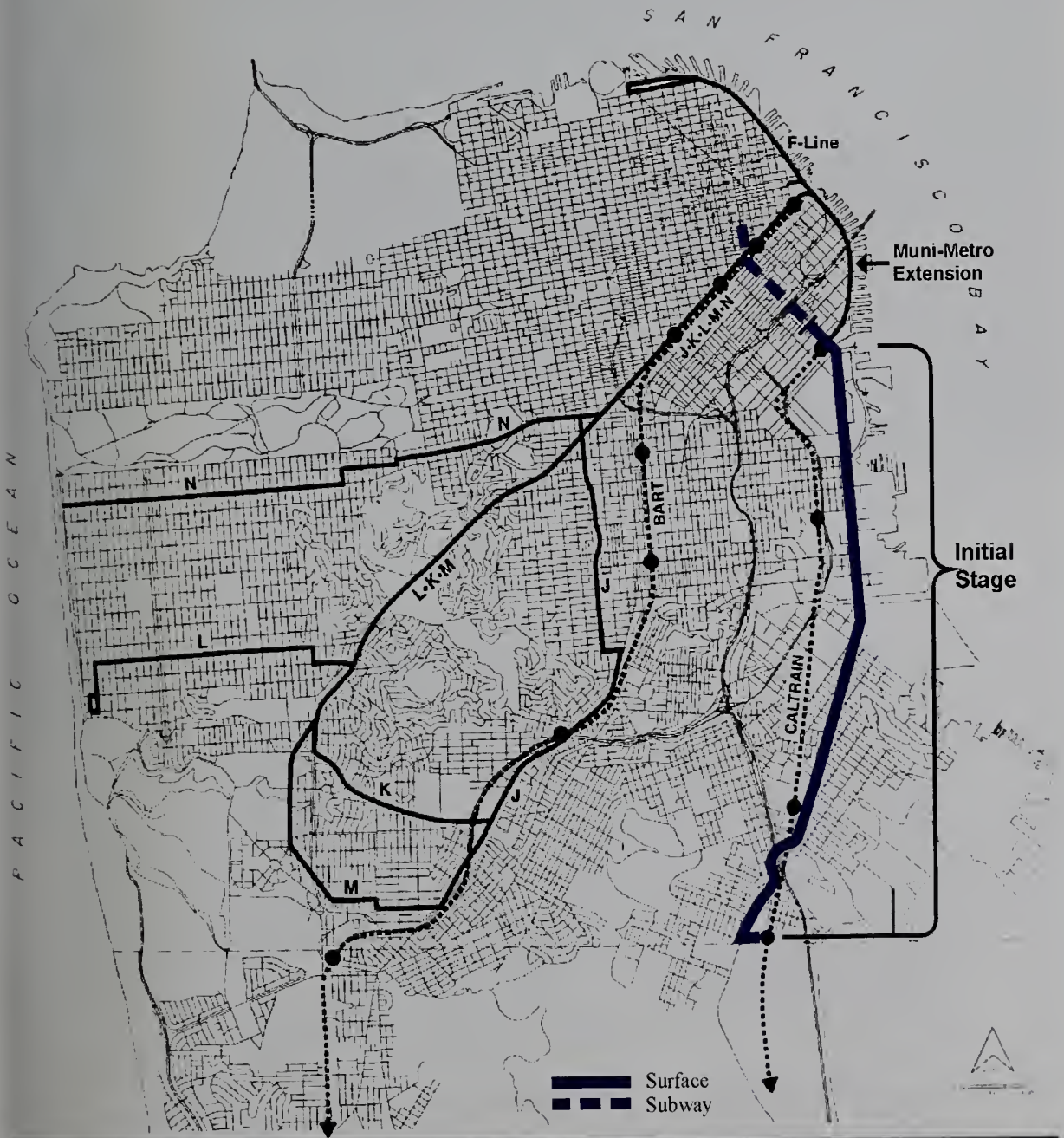


PHASE ONE – BAYSHORE CORRIDOR

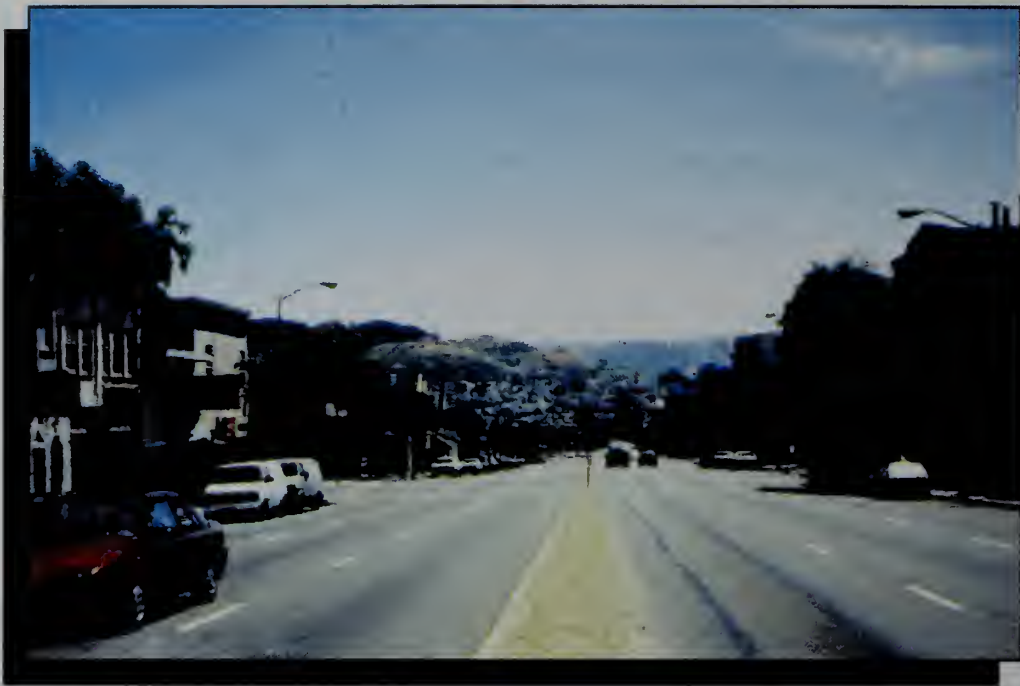
This project will provide a rail connection from the County line in surface light rail in the median of Third Street transitioning to subway operation between Brannan and Bryant Streets, crossing Market Street in a shallow subway and ending at a subway station at California and Kearny Streets. If matching funds for construction of the subway are not readily available, the first surface stage of the plan – from the County line to Third and King Streets – can be constructed with Proposition B funds. This would provide service to Market Street by connecting to the existing Muni Metro extension.

The Bayshore Corridor was chosen as the first phase of the long-range plan because:

- It is a priority corridor in the Expenditure Plan;
- It is the only corridor of the four that shows significant growth in ridership over the 20 year period;
- There exists opportunity and community support for redevelopment and the potential for some of the value created by the transportation investment to be recaptured for project costs;
- When the full alternative is constructed and operated, there will be an increase in capacity without an increase in operating costs;
- The project addresses equity concerns by residents who feel isolated and want the same kind of rail investment as the west side of the City; and
- It is the only phase of the three corridors eligible for capital construction that has a surface segment which can be implemented with Proposition B funds, without prejudice to the future core subway implementation.



Phase One - Bayshore Corridor



Bayshore Corridor – Today



Bayshore Corridor – Future

A number of issues require further investigation. The most important of these include:

Maintenance Facility

- What is the location, design and funding for a new vehicle maintenance facility to accommodate an expanded MUNI vehicle fleet?

Bayshore Corridor

- What exactly are the alignment and tunnel portal options along the Third Street corridor north of Mission Bay?
- What alternative alignment and terminal decisions exist south of Mission Bay?
- Should low floor or high floor vehicles be used for corridor service?
- What are the alignment options for crossing Highway 101 and reaching the southern terminal?

Geary Corridor

- Should the Geary Corridor primarily serve the Financial District or South of Market?
- Should implementation be phased, with an initial at-grade project to be replaced ultimately with a subway project?

North Beach

- Is it reasonable to consider phasing of the North Beach Corridor in increments, with interim terminals at California, Broadway, and Union?

*Expanding
San Francisco's
Fixed Guideway
System is the next
logical step to
move the City into
the 21st Century*



THIS SUMMARY PRESENTS CONCLUSIONS FROM THE FOUR CORRIDOR PLAN,
SUMMARY TECHNICAL REPORT, PREPARED BY SAN FRANCISCO GUIDEWAY
ASSOCIATES FOR THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY.