

22 Fillmore Transit Priority Project

Providing faster and more reliable zero-emission transit service to:

- Hospitals, schools, and senior centers
- A new job center
- A growing population
- Recreation space and event venues
- Regional transit connections

And addressing:

- A critical safety need for people walking and bicycling
- An average transit speed of 7 mph along the corridor
- Aging infrastructure



The proposed project will engage the communities along the three distinct segments of the corridor to improve transit reliability, travel time, safety, and accessibility for all users of the corridor regardless of mode of travel.

- At the western end of the corridor is the Mission District, a dense, multicultural residential neighborhood that serves as the site of the city's original Franciscan mission. This segment is home to a regional transportation node—the 16th Street Mission BART station—that serves 12,000 passengers on an average weekday and carries residents to jobs throughout the Bay Area.
- The corridor's middle segment passes through the northern end of the Potrero neighborhood, with a mix of residential and light industrial uses. Many of these warehouses used to serve nearby docks now support a vibrant local manufacturing trade and provide important ladders of opportunity for residents. Also in this central segment, recent changes in zoning have allowed for a significant increase in density and height for the many market-rate and below-market-rate residential and mixed-use buildings under construction.
- The eastern end of the corridor is the site of Mission Bay, a large redevelopment project already underway. This emerging neighborhood includes a new campus of the University of California, San Francisco (UCSF) and a complex of three new hospitals serving children, women and cancer patients. This development is expected to create more than 6,000 housing units and 32,000 jobs. Additionally, the Golden State Warriors are planning an 18,000-seat arena in Mission Bay that will host basketball games and other events throughout the year.

In sum, over 43,000 people (51% minority, 25% low-income) currently live within a quarter-mile of the project area, with more housing built everyday. Approximately 2,800 businesses employing over 23,000 individuals also call the area home. The proposed project will connect these communities to improve transit reliability, travel time, safety, and accessibility for all users.

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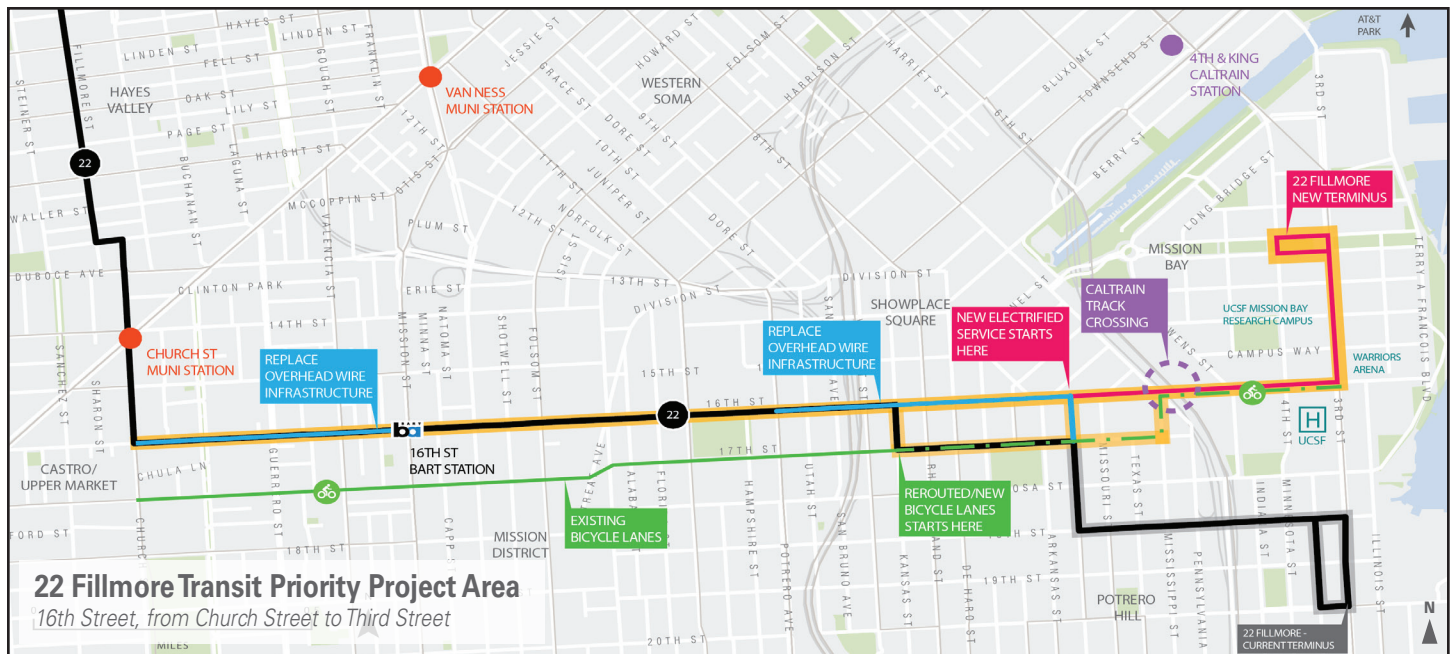
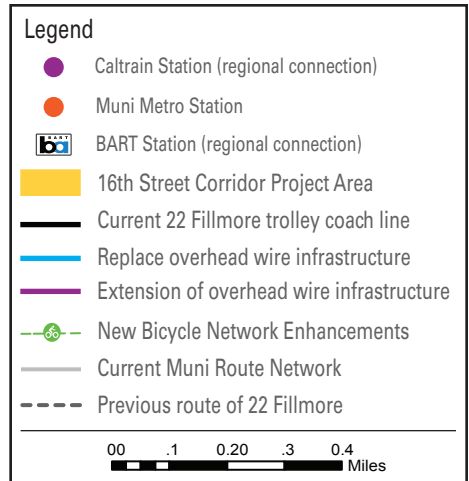
PROJECT ELEMENTS

The corridor-wide transit network enhancements like transit-only lanes, transit bulbs, new traffic and pedestrian signals will deliver the safety, speed, and reliability Muni customers need along the corridor. Upgrading and extending the overhead wire system on 16th Street from Potrero Avenue to Third Street will improve the state good repair of the network and enable zero-emission transit service into Mission Bay.

Space for traffic, transit, and people walking and on bicycles is limited on 16th Street and the opportunity for dangerous conflicts can arise.

For this reason, the 22 Fillmore Transit Priority Project will widen the sidewalks on 16th Street and upgrade the bicycle infrastructure on 17th Street to make a parallel, contiguous, safe, comfortable and attractive bicycle route for traveling in the east-west direction.

The implementation of these project elements will improve the safety, economic competitiveness, state of good repair, livability, and environmental sustainability of the corridor.



Transit-only lanes dedicate space for the buses to navigate through the traffic congestion.



Pedestrian & transit bulb-outs extend the sidewalk into the roadway to provide safer street.



Extension of overhead wire system enables zero-emission transit service to Mission Bay.



New traffic & pedestrian countdown signals improve visibility of the signals, traffic flow, and safety of the roadway.



Wider sidewalks create a safer, more inviting place for people to walk.



Separated bikeways can improve safety and make the roads easy to navigate for all users.

SUMMARY OF BENEFITS

PROVIDING LADDERS OF OPPORTUNITY

By linking four neighborhoods (Castro, Mission, Potrero, and Mission Bay) with a 51% minority population and 25% low-income population, this project will enable workers to make faster multimodal connections to jobs, schools, and healthcare services in an area undergoing tremendous growth and redevelopment.

FACILITATING REGIONAL CONNECTIONS

A primary goal of the project is to create better connections between the regional transit hubs and adjacent residential areas in the west to the burgeoning biotech job, retail, and entertainment destinations in San Francisco's Mission Bay to the east.

CREATING A SAFER WALKING & BICYCLING ENVIRONMENT

After extensive study done by the City and County of San Francisco, the western portion of the project area has been identified as a "high-injury corridor." Streetscape improvements including widening sidewalks and opening crosswalks will increase the visibility of people walking in this corridor. Additionally, 17th Street will be upgraded to become a parallel, contiguous, safe, comfortable and attractive bicycle route for traveling in the east-west direction.

MAKING TRANSIT OPTIONS FASTER & MORE RELIABLE

The proposed project will modernize and extend the trolley bus system to improve transit reliability, travel time, safety, and accessibility for all users on the 22 Fillmore Muni route, one of the heaviest-used transit lines in the city. This project will facilitate zero-emission transit service to connect the Mission Bay neighborhood to the Inner Mission and other neighborhoods north of Market Street.

LEVERAGING ONGOING INVESTMENT IN THE AREA

The burgeoning Mission Bay development is a \$4.2 billion investment in the new construction of housing and commercial development, new educational institutions, medical research and technology centers, and two major new hospitals. Additionally, the 22 Fillmore Transit Priority Project will be implemented in coordination with other improvements to Muni's Rapid Network and the Bay Area Bicycle Sharing program, multiplying the benefits of each individual project and delivering more value for San Francisco and the region.

PROJECT FUNDING

PRELIMINARY COST

ESTIMATE*: **\$67 M**

*Cost estimate in FY 2014 dollars and still under evaluation pending coordination with sewer and stormwater replacement.

PLANNED FUNDING SOURCES

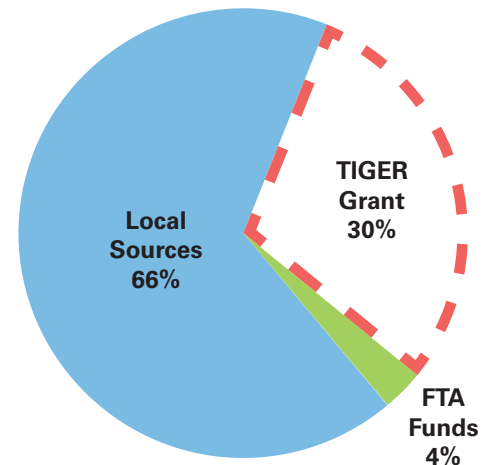
LOCAL: **\$44 M**

Combination of local sales taxes, developer fees, and bond funding:

FEDERAL: **\$23 M**

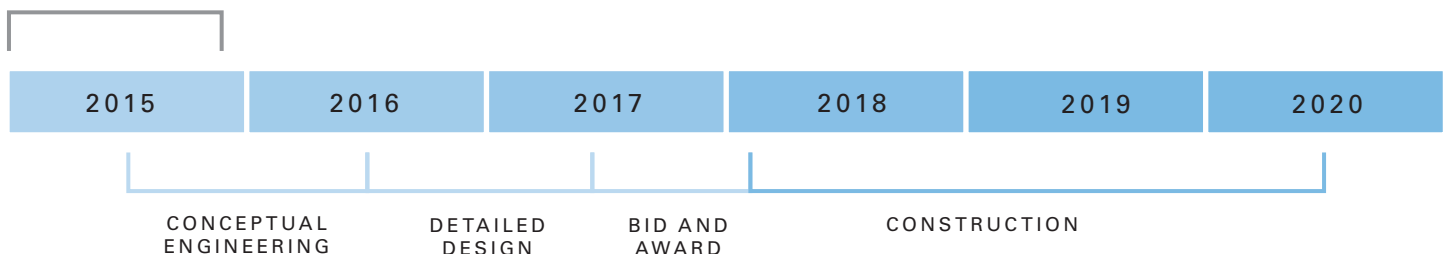
TIGER 2015 Grant: \$ 20 M

FTA funds (non-TIGER): \$ 3 M



PROJECT SCHEDULE

OUTREACH AND LEGISLATION



PROJECT READINESS

- Critical pedestrian and transit safety needs along corridor; identified as a top community and city priority
- Environmental clearance of the transit enhancements and streetscape elements on the corridor
- Cost-effective solution to the long-standing technical challenge of crossing the Caltrain tracks found
- Need to better serve communities along the corridor as well as serve new community as it grows



The project is a collaboration between the San Francisco Municipal Transportation Agency (SFMTA), its City Partner Agencies, regional employers and the local community. San Francisco is committed to providing safer, reliable, and zero-emission east-west transit connection in this area.



SFMTA
Municipal
Transportation
Agency

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