
Twin Peaks Tunnel Track Replacement



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Project Overview:

The Twin Peaks Tunnel, which runs between West Portal and Castro Muni stations, will undergo an extensive rehabilitation and replacement of its 40+ year old infrastructure, including fixtures that are original to the tunnel, circa 1917. Planned work includes full replacement of tracks and track infrastructure, repairs to tunnel walls and ceilings, seismic upgrades to original east entrance of tunnel (Eureka Valley station), and structural repairs/inspections of the tunnel. The new tracks will improve safety and reliability of Muni trains, and ensure that the tunnel remains in good working condition.

The initial schedule for the project was 21 non-consecutive weekends of construction; in an effort to minimize transit impacts to weekend service, the schedule changed to 5 9-day construction blocks. Construction is expected to start in January, but specific dates and subsequent construction blocks have not yet been decided.

The SFMTA has been engaging the West Portal community for over a year and a half about the Twin Peaks Tunnel project. In that time, we have heard your concerns raised about the impacts of construction. These are the concerns we have heard and what MTA is doing to address them:

Concern: Construction schedule

What we heard: Construction is planned during busy months for the avenue and neighborhood; schedule should accommodate a January shutdown, per the merchants' suggestion; merchants' busy season runs mid-March to mid-June, especially the latter months; construction should be done in one month-long shutdown in January to minimize impacts to neighborhood, Muni customers, and merchants.

What we're doing: MTA will commit to not scheduling construction during the upcoming November/December holidays and May/June. The schedule is being revised, and we are doing our best to determine a schedule that avoids the busy months. MTA has not yet reviewed a shutdown of this duration and will provide a follow-up response shortly.

Concern: Staging areas

What we heard: Staging areas should be away from the avenue; avenue parking lots should not be used for construction; avoid taking street parking/metered spots; avoid using Ulloa Street at Claremont to move vehicles/equipment; concentrating staging on the first block of the avenue will negatively impact merchants.

What we're doing: MTA will commit to not using either avenue parking lot for staging purposes. MTA is currently working with the contractor to determine their staging and movement needs, with the goal of minimizing the amount of parking affected during construction. Alternative staging areas away from merchant storefronts are being identified; movement plan for construction vehicles is being developed to avoid using Ulloa Street as path to tunnel.

Concern: Transit service during construction

What we heard: Little/no information about the transit service; bus shuttles should use existing bus stop/shelter locations

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What we're doing: Our Transit division is finalizing the transit service plan, and we expect to have more information in the coming weeks. There may be some parking spaces used for temporary bus stop areas, but our goal is to use as few spaces possible to accommodate the shuttles.

Please contact Public Information Officer Kelley McCoy (415.701.5428 or kelly.mccoy@sfmta.com) with questions or additional concerns about the project.