

LONG-TERM CONCEPTS

The region anticipates that two million more people will call the Bay Area home by 2040, and many of them are expected to find housing along the region's transit networks, commuting to jobs in the Core. This will put increasing stress on existing infrastructure, particularly in the transbay corridor.

The main goal of the long-term concepts is to ensure that the transit system can handle major growth in travel demand projected for the transbay corridor over the next 25 years.

Transit-centered growth: The region's land use vision channels thousands of new housing units and millions of square feet of new office space into neighborhoods like the Financial District, South of Market, Civic Center, Market-Octavia, Showplace Square, and Mission Bay. Much of the balance of Bay Area job and housing growth is projected to occur in transit-accessible mixed-use areas the region has prioritized for infill development. Many of these areas are centered on BART or Caltrain stations, and many of the new residents and workers in them will turn to transit as their first option.

Handling future growth on transit: In the transbay corridor, the Bay Bridge is already at capacity for vehicles, leaving an already crowded transit system to absorb a large share of the projected travel growth through the corridor.

Considering a range of approaches: While BART provides a large share of capacity in the transbay corridor today, the region may be able to scale capacity up on other systems. The project team explored concepts that would dramatically increase bus and ferry service or provide a new transbay connection on conventional rail like Caltrain or the Capitol Corridor.



MAXIMIZE EXISTING ASSETS

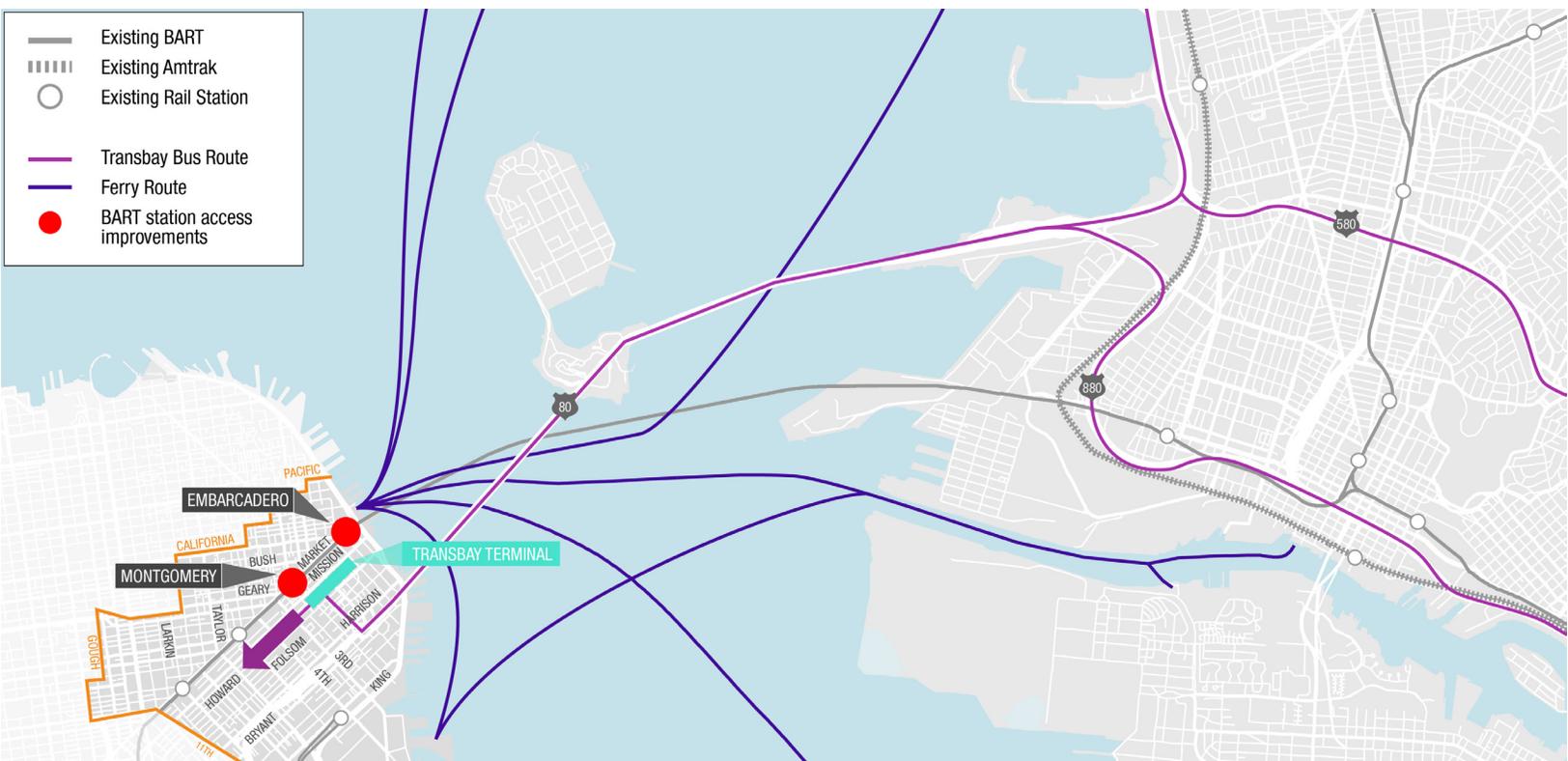
This package would utilize existing transportation infrastructure to maximize the total number of people traveling across the Bay during constrained peak hours.

Package Summary: Increase bus and ferry service and enhance Downtown BART stations

- **Greatly enhance bus and ferry service:** Increase the frequency and capacity of transbay bus and ferry service. Improving these modes will likely require a smaller up-front investment than would be required for a new transbay tube, but it could yield space for thousands of additional riders per day. It would also maximize the region’s investment in the new Transbay Transit Center, which will be able to accommodate many more buses per hour than the current temporary terminal or the original terminal.
- **Increase BART station capacity in Downtown San Francisco:** Install barriers on the edges of the platforms at Embarcadero and Montgomery stations, which have the highest daily ridership in the BART system, and improve vertical circulation as well, by optimizing stairways, escalators, and elevators. Both of these steps would allow more passengers to wait on platforms and circulate into and out of trains by making more efficient use of platform space.
- **Overall impact on capacity (preliminary estimate):** A roughly 25% increase in capacity across all modes.

Key Components

- Works with infrastructure already in existence or currently being built
- Manages Bay Bridge to maximize person throughput
- Maximizes bus and ferry service
- Improves BART station platform capacity in SF Core



TRANSBAY BART TUBE TO CORE VIA CENTRAL SOMA

This package would construct a second transbay BART tube with a western landing south of AT&T Park, traveling underneath Third Street toward Market Street.

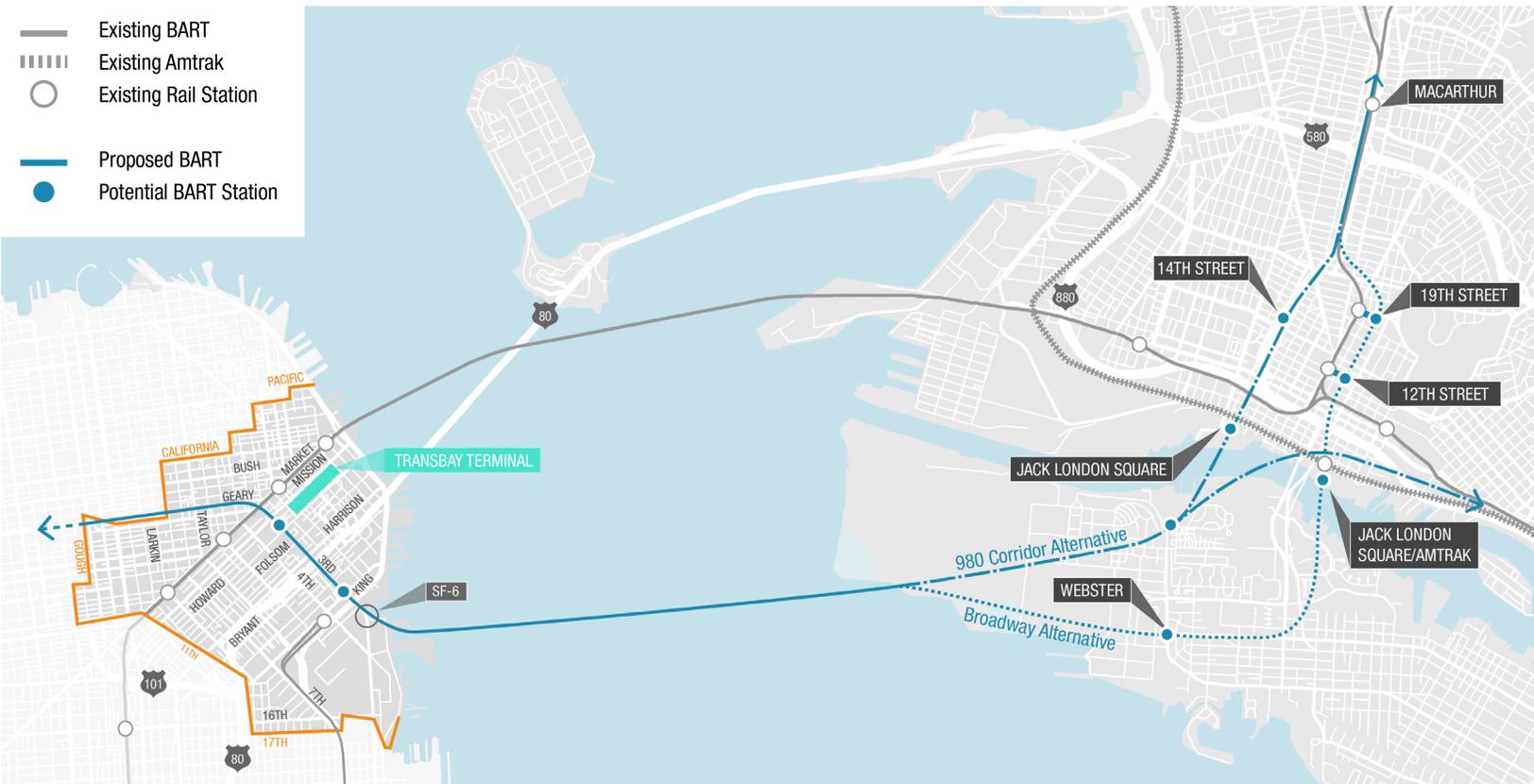
Package Summary: New transbay tube that would serve Mission Bay, Central SoMa, and the Geary Corridor

- **A second high-capacity link from the East Bay to the Core:** This alignment would provide convenient rail access to the Downtown Core even when one of the two transbay tubes needs to be closed for routine maintenance or an unexpected service issue.
- **A potential connection to the Geary corridor:** The alignment would continue across Market Street and along the a dense corridor with high existing transit ridership.
- **Alignments outside the study area:** Specific alignments outside the study area will be determined in a future study, but this concept has the potential to connect to a range of neighborhoods in western San Francisco, and it leaves several options for connecting through Alameda and Oakland to the broader East Bay.
- **Overall impact on capacity (preliminary estimate):** A roughly 50-70% increase in capacity across all modes, depending in part on the East Bay BART alignment.

Key Components

- Provides an alternative BART route to the areas around the high-ridership Montgomery and Embarcadero stations
- Potential stations around AT&T Park and Moscone Center/ Yerba Buena Gardens

- Existing BART
- ▤ Existing Amtrak
- Existing Rail Station
- Proposed BART
- Potential BART Station



TRANSBAY BART TUBE TO CORE VIA MISSION STREET

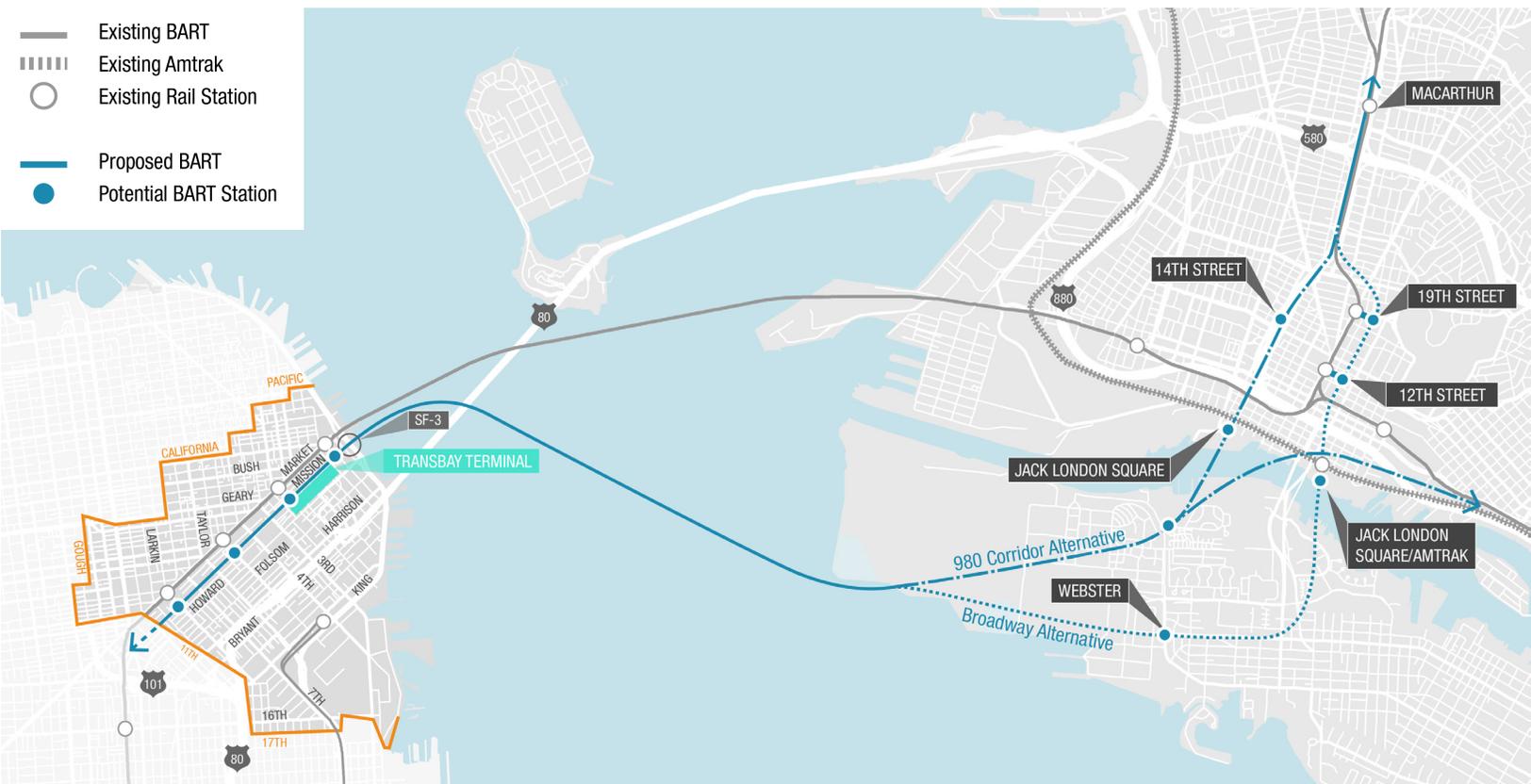
This package would construct a second transbay BART tube with a western landing at the Embarcadero and traveling underneath Mission Street, a block from the existing alignment on Market Street.

Package Summary: Accommodate surging ridership in high density areas near Market Street

- **Direct connection to Transbay Transit Center:** Stations could be located adjacent to the future transit hub.
- **Provide an alternative route to Embarcadero and Montgomery station areas:** It would also serve the areas surrounding existing high ridership BART stations along Market Street, providing valuable redundancy if the existing transbay tube ever needed to be closed.
- **Potential to connect to Upper Market or Mission neighborhoods:** Specific alignments outside the study area will be determined in a future study, but the alignment would continue traveling southwest through the Core, with the potential to continue through other high density residential areas. It leaves several options for connecting through Alameda and Oakland to the broader East Bay.
- **Overall impact on capacity (preliminary estimate):** A roughly 50-65% increase in capacity across all modes, depending in part on the East Bay BART alignment.

Key Components

- Reinforces existing land use patterns by providing significantly more capacity to areas that have high densities today and have been identified for additional growth in the future.
- Provides an alternative BART route to the areas around Montgomery and Embarcadero stations.



TRANSBAY BART TUBE THROUGH SOUTHERN SOMA

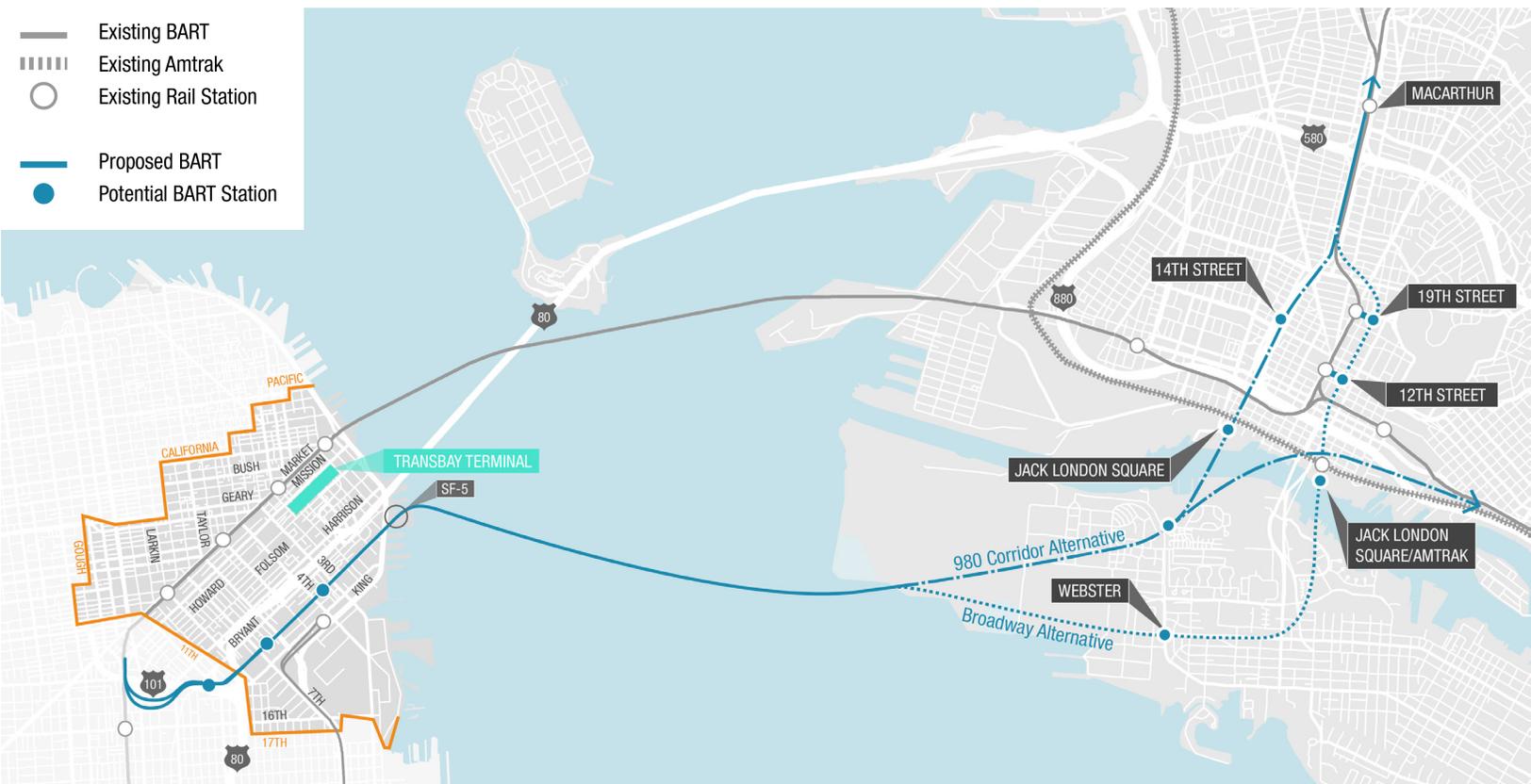
This package would construct a second transbay BART tube with a western landing near the Embarcadero in South Beach, traveling underneath Brannan or Townsend streets before connecting to the existing BART alignment between 16th Street and Civic Center.

Package Summary: Greatly enhance transit service to areas south of I-80

- **New BART connection through a dense neighborhood with growth potential:** Provide access to southern SoMa, which is likely to continue seeing additional development over the coming years. The area is currently only served by Muni bus service and Caltrain.
- **Flexibility to serve existing Market Street BART stations in a different way:** Connect to the existing Market Street alignment from the west, ensuring continued access if the exiting transbay tube ever needed to be closed.
- **Overall impact on capacity (preliminary estimate):** A roughly 35-50% increase in capacity across all modes, depending in part on the East Bay BART alignment.

Key Components

- New high capacity transit access to southern SoMa along Brannan or Townsend Street
- Potential to link to existing BART mainline



TRANSBAY BART TUBE TO THE HIGH GROWTH SOUTHERN PART OF THE CORE

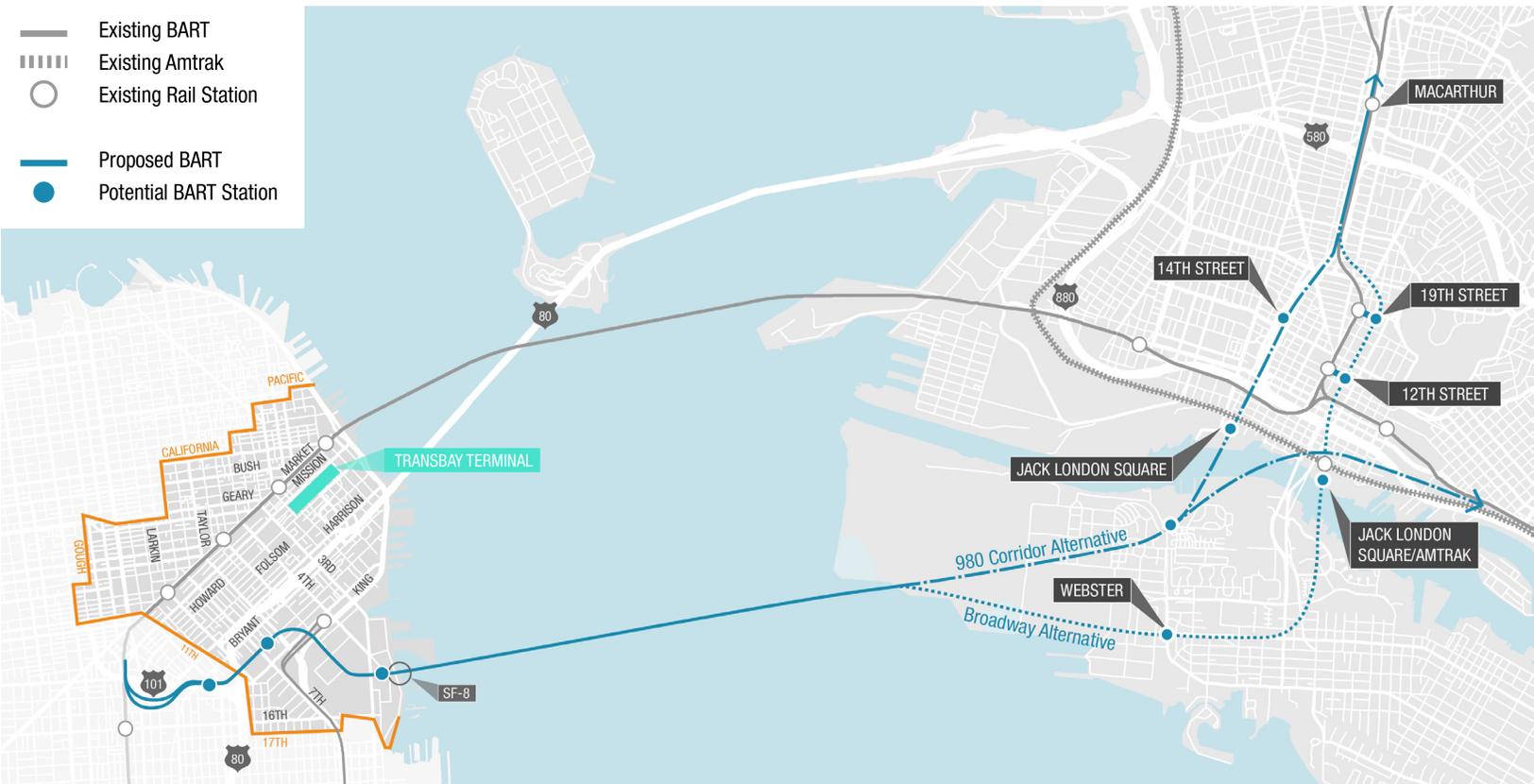
This package would construct a second transbay BART tube with a western landing near 16th Street in Mission Bay and traveling west until connecting with the existing BART mainline between 16th Street and Civic Center.

Package Summary: Provide new connections to the center of Mission Bay and Western SoMa

- **Direct BART access to a major development area:** Provide high capacity transit access to Mission Bay. The neighborhood is home to UCSF and a future sports venue, as well as thousands of current or future apartments and jobs. It would provide a transfer opportunity to the T-Third and the Central Subway.
- **Serve a part of SoMa with potential for growth:** Provide service to western SoMa and Showplace Square, both areas that have seen housing and employment growth in recent years.
- **Flexibility to serve existing Market Street BART stations in a different way:** Connect to the existing Market Street alignment from the west, ensuring continued access if the exiting transbay tube ever needed to be closed.
- **Overall impact on capacity (preliminary estimate):** A roughly 40-50% increase in capacity across all modes, depending in part on the East Bay BART alignment.

Key Components

- Provides new transit access to jobs, housing, and major institutions in Mission Bay and western SoMa
- Potential to link to existing BART mainline



GREATER REGIONAL RAIL CONNECTION

This package would construct a second transbay tube with a western landing south of the Bay Bridge along the Embarcadero and traveling north to the Transbay Transit Center. From the Transbay Transit Center, the alignment would travel through central SoMa to Caltrain and the future alignment of California High-Speed Rail (HSR).

Package Summary: Connect Caltrain to Amtrak’s Capital Corridor Line via the Transbay Transit Center

- **Connections for conventional rail:** This package would be different than other transbay packages in that the proposed tube would accommodate the train technology used by rail systems like Caltrain, Amtrak, and HSR, rather the technology used on BART. This would knit together systems that currently only connect in San Jose.
- **Direct connection to the Transbay Transit Center:** Maximize the utility of the region’s major investment in the transit center, potentially providing access to regional and intercity rail and hundreds of buses per hour.
- **Overall impact on capacity (preliminary estimate):** A roughly 40% increase in capacity across all modes.

Key Components

- Creates a regional corridor capable of linking to statewide rail networks (Amtrak, future HSR) through the use of conventional rail technology
- Connects to the planned Caltrain Downtown Extension and the Transbay Transit Center
- Makes Transbay Transit Center a through station, improving station’s efficiency (over current plans)
- Future rail operator unknown/undetermined at this time

