

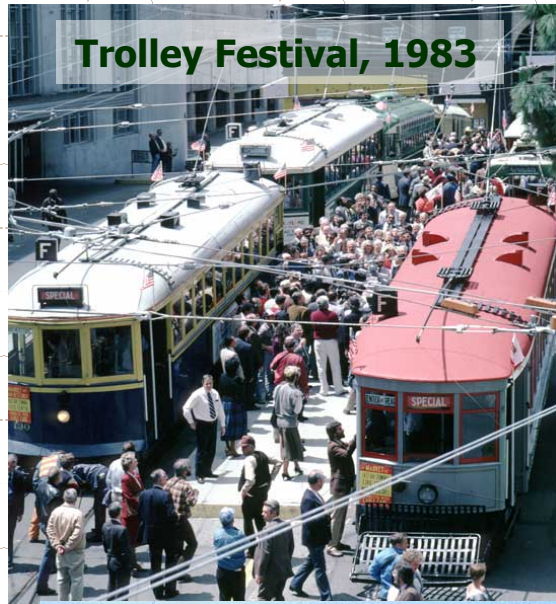
# Extending Success: Streetcars to Ft. Mason

Rick Laubscher, Doug Wright, Rich Hillis

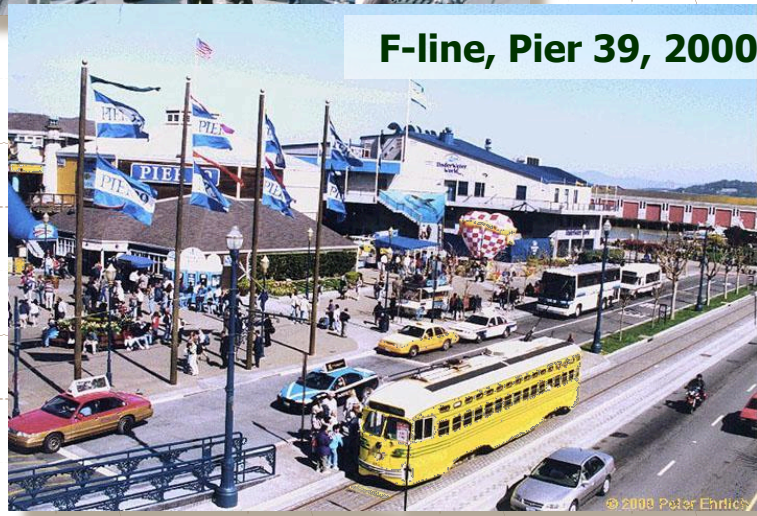
SPUR, October 19, 2011



# Historic Streetcars: Huge SF Success



Trolley Festival, 1983



F-line, Pier 39, 2000

- “Trolley Festival” started momentum 28 years ago
- Used Market St. surface track
- Chamber-City joint project
- Mayor Feinstein was champion
- Community support led to:
  - ⊕ 5-summer run
  - ⊕ Adoption of permanent F-line
- F-line open 1995; to Wharf 2000
- Today: 23,000+ daily riders
  - ⊕ Most popular vintage line in U.S.
  - ⊕ Service increased to meet demand
  - ⊕ Still more service needed





# Rail's Role: Commerce, Commuters, Defense

Ferry Bldg. 1927



- Waterfront rail – 1900-c.1960s
  - ⊕ State Belt freight RR served piers
  - ⊕ Supplies, troops carried to Fort Mason & Presidio on Army track
  - ⊕ 25 streetcar lines served waterfront
    - ◆ World's 2<sup>nd</sup> busiest transit hub
- Maritime & defense evolved
  - ⊕ Waterfront's face changed forever
  - ⊕ Today: recreation, visitor oriented

Troop Train at Crissy Field 1941



# Fort Mason Streetcar History

- Muni's H-line served Fort Mason 1914-1948





# Fort Mason Streetcar Revival

## ■ Historic waterfront streetcar line repeatedly proposed

- ⊕ 1970: San Francisco Tomorrow suggests waterfront route
- ⊕ 1979: First Muni Embarcadero streetcar proposal included in plan
- ⊕ 1980: GGNRA General Management Plan proposes historic streetcar shuttle from Aquatic Park to Crissy Field
- ⊕ 1985: I-280 Transfer Study evaluates Caltrain-Fort Mason route
- ⊕ 2000: F-line extension opens to Wharf
- ⊕ 2001: Fort Mason Center, Fisherman's Wharf Merchants, Market Street Railway revive interest in extension to Fort Mason
- ⊕ 2011: Environmental Impact Statement being completed



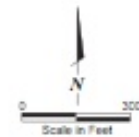
**E-line demonstration, 2001**



# Proposed Extension Alignment



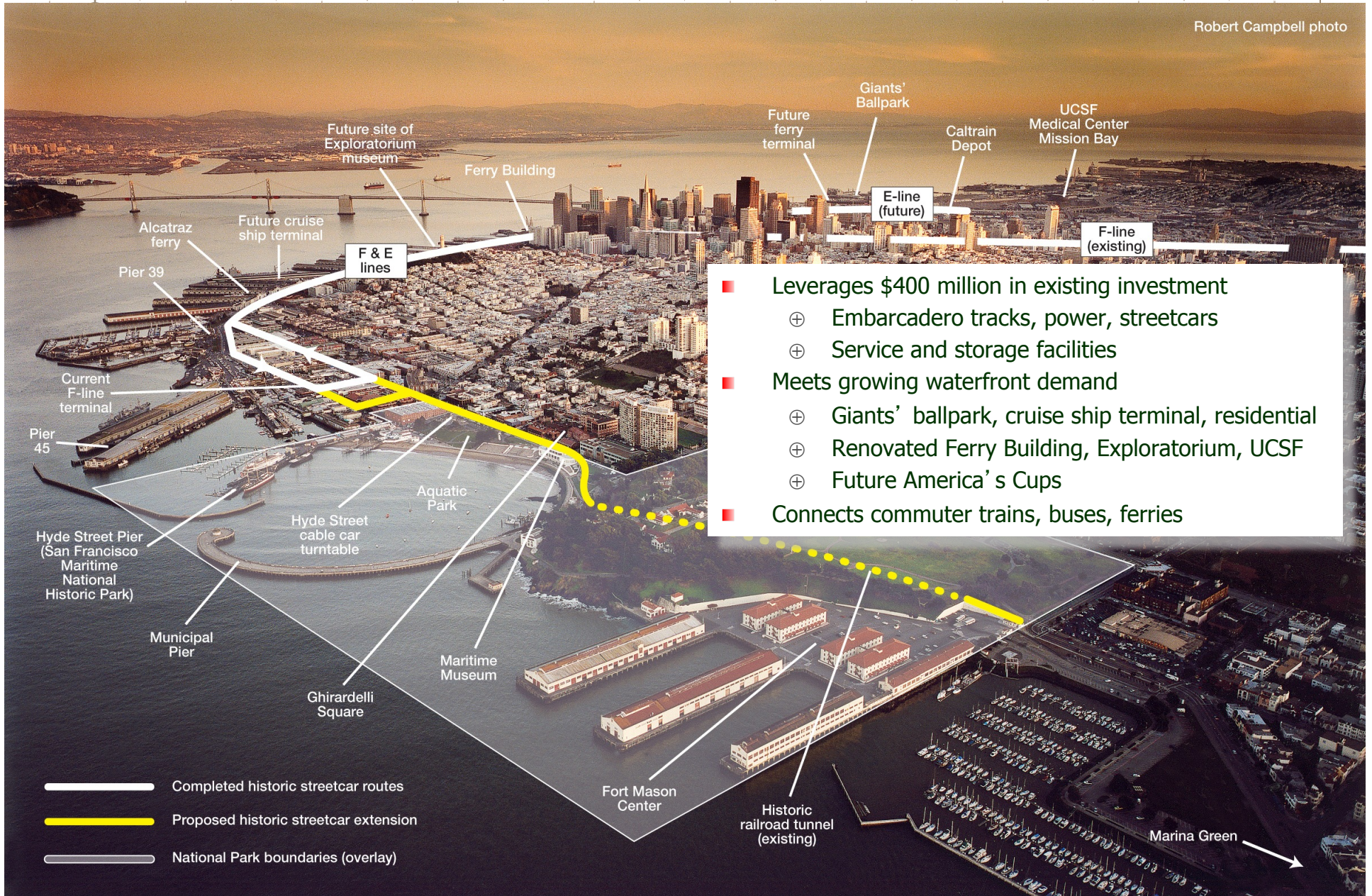
Note: Track details generalized.





# Fort Mason Extension: Building on Success

Robert Campbell photo

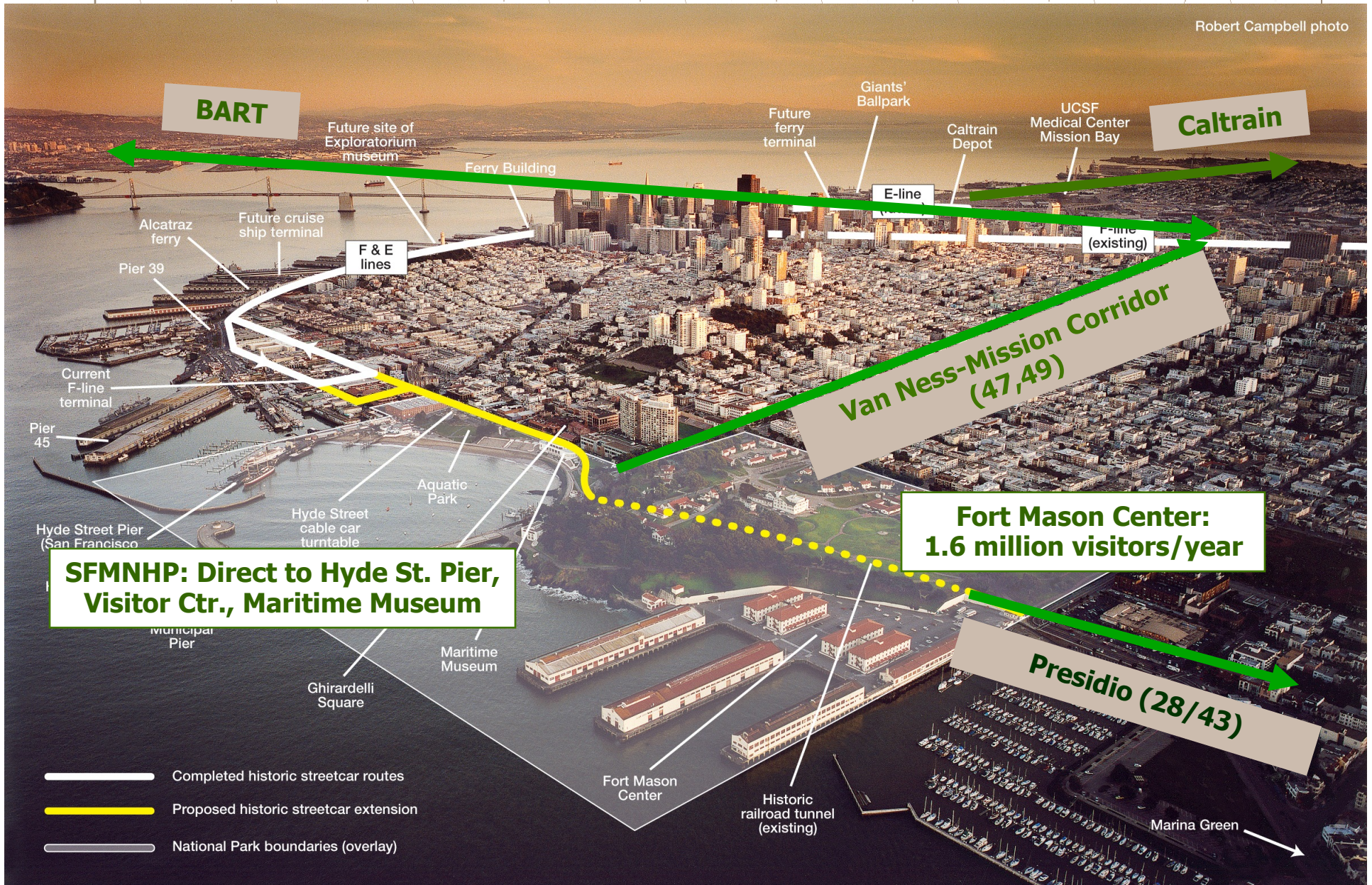


- Leverages \$400 million in existing investment
  - ⊕ Embarcadero tracks, power, streetcars
  - ⊕ Service and storage facilities
- Meets growing waterfront demand
  - ⊕ Giants' ballpark, cruise ship terminal, residential
  - ⊕ Renovated Ferry Building, Exploratorium, UCSF
  - ⊕ Future America's Cups
- Connects commuter trains, buses, ferries



# A True Regional Transit Corridor

Robert Campbell photo





# Fort Mason: Underserved by Transit

- 1.6 million visitors per year
- Hundreds of events annually
- HQ for 40+ non-profits
- Historically served by streetcar (H-line: 1914-1948)
- Now, just 1 Muni line within 4 blocks of Ft. Mason Center
- No connection to Wharf, Ferries
- No connection to East Bay or Peninsula transit
- Major auto congestion, parking problems affect neighborhood
- Exhibition space expansion planned in coming years



# Low Profile, But Useful for The Marina

- Extension terminates inside Fort Mason gates
- Still in easy walking distance for thousands of Marina residents as far west as Fillmore
- TEP: Direct Muni bus connection to Presidio (43)
- Bicycle rentals could be great opportunity
- Walking distance to Marina Green







Fort Mason Center Gate



# On the Way: Western Wharf

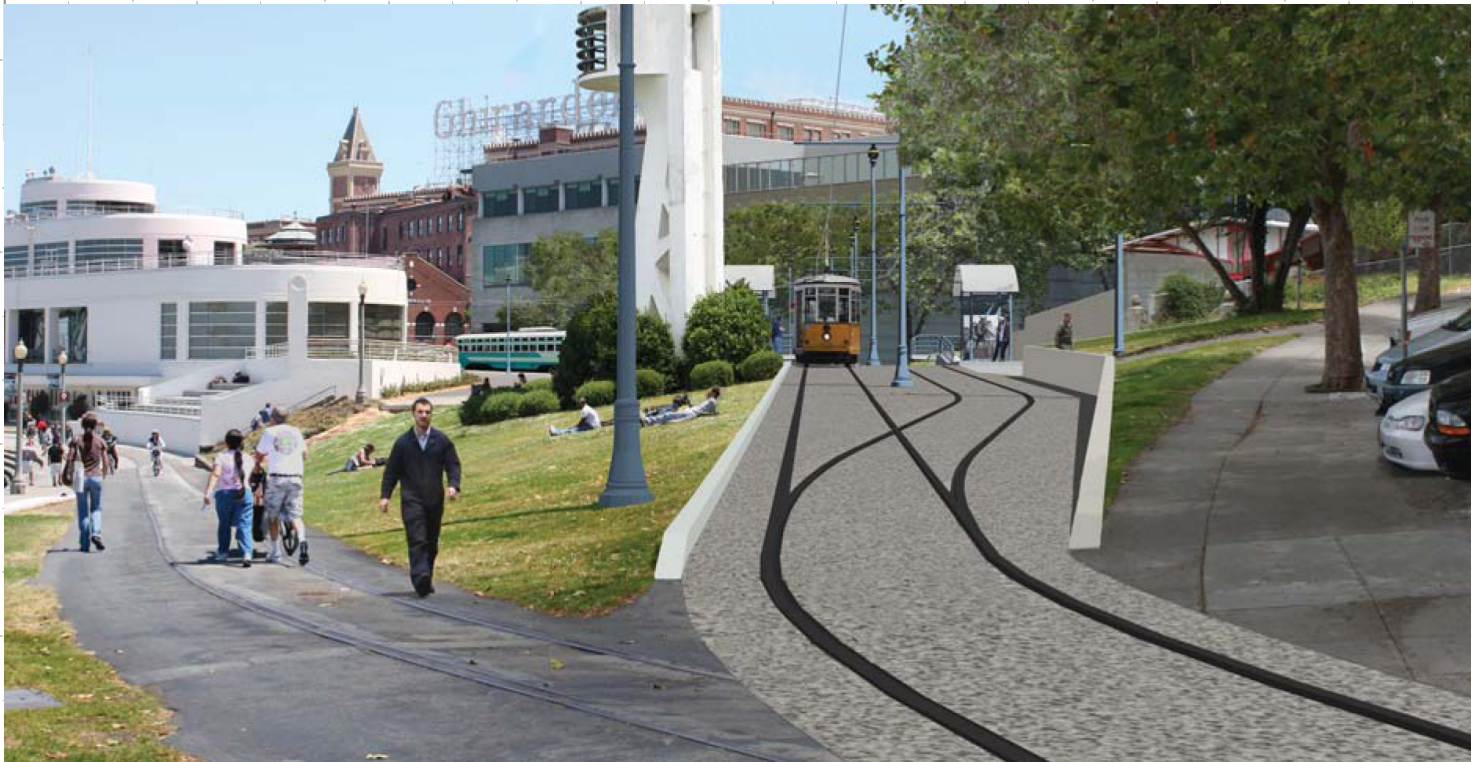
- Visitation dropped after F-line opened
- More economic activity = More tax revenue
- Opportunity to reduce autos, parking
- Stop locations TBD in final design





# On the Way: Aquatic Park

- Better access for residents
- Municipal Pier, Maritime Museum, Ships
- Recreation for underserved populations
  - ⊕ Senior Center, Transit dependent





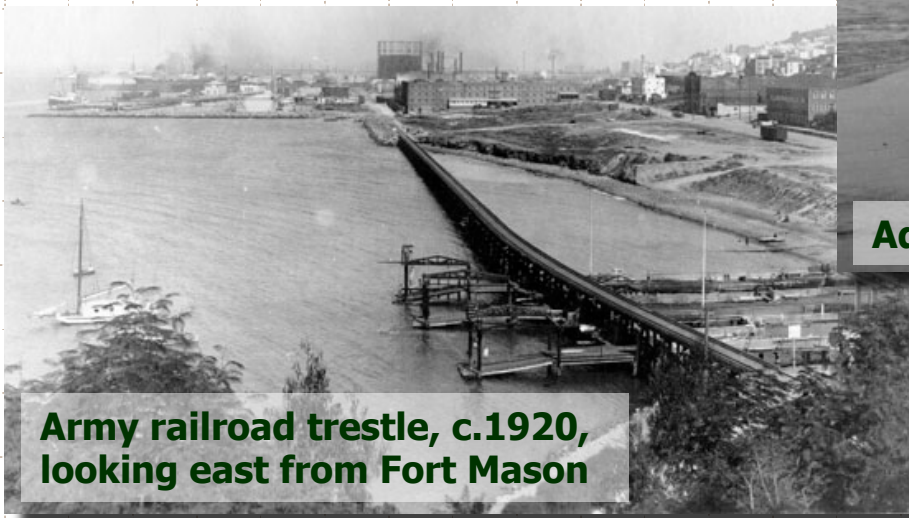
Aquatic Park from Van Ness



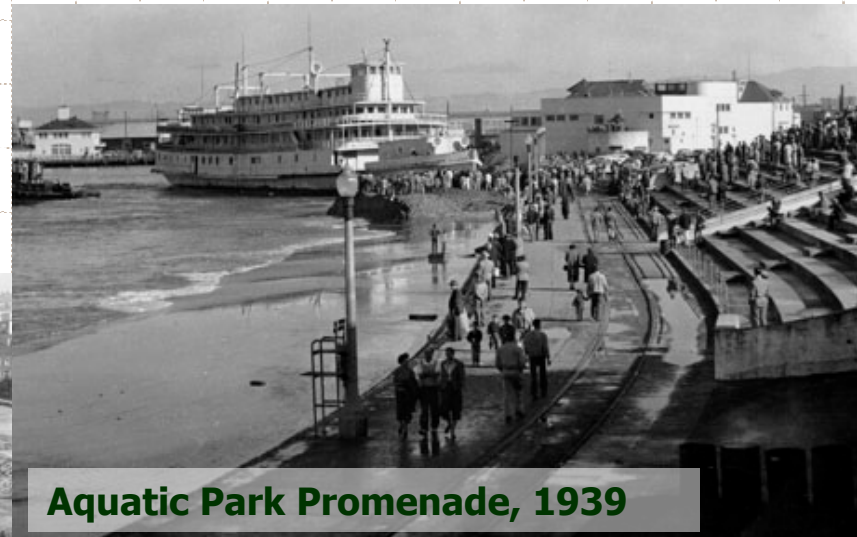


# Rail: Long Part of Aquatic Park

- Army line, tunnel built 1914
- Track rerouted 1935 when Park built
- Last train 1976



Army railroad trestle, c.1920,  
looking east from Fort Mason



Aquatic Park Promenade, 1939



# The Tunnel

- Built 1914, 1500 feet long (2.5 blocks)
  - ⊕ Single track with safety walkways
  - ⊕ ~65 seconds to transit @15 mph
- Seismic study completed
  - ⊕ Needs \$7m in structural upgrades



**Trestle and tunnel, 1918,  
looking west to Fort Mason**



# Bringing Bay Area to Parks' Doorstep

## ■ Regional Transit

- ⊕ BART
- ⊕ All SF Ferry Stops
- ⊕ Caltrain
- ⊕ Golden Gate Buses

## ■ Muni Connections

- ⊕ Van Ness Bus Rapid Transit
- ⊕ 19<sup>th</sup> Ave. Corridor via Presidio, GG Bridge (28/43)
- ⊕ Market Street Subway
- ⊕ Third Street light rail
- ⊕ Cable Cars, Coit Tower bus



# Citywide + Regional Users

## ■ Core Muni service for residents of:

- ⊕ Marina, Wharf, N. Russian Hill, East Telegraph Hill, Golden Gateway, South Beach, Mission Bay, etc.

## ■ Neighborhoods' link to waterfront business/recreation

- ⊕ Bayview/Hunter's Point/Vis. Valley via 3<sup>rd</sup> Street LRT
- ⊕ Sunset/Parkside/Ocean View/Ingleside via K,L,M,N or 28-line
- ⊕ Mission/Excelsior via BART, J-line, 49-line (@ Van Ness)

## ■ Commuters' Direct Connection

- ⊕ Caltrain riders
- ⊕ Ferries to Marin, Oakland, Vallejo, Alameda
- ⊕ BART at Embarcadero Station





# Fort Mason Extension: Who Likes It?

## ■ Business

- ⊕ Chamber of Commerce
- ⊕ Convention & Visitors Bureau
- ⊕ Fisherman's Wharf Merchants Association
- ⊕ San Francisco Giants
- ⊕ Cruise Ship Terminal, Ferry Building, Exploratorium
- ⊕ Pier 39, Ghirardelli Square, Cannery at Del Monte Square



# Fort Mason Extension: Who Likes It?

## ■ Environmental & Historic Preservation Groups

- ⊕ Golden Gate National Parks Conservancy
- ⊕ SF Maritime Nat' l Historic Park Association
- ⊕ National Parks Conservation Association
- ⊕ Fort Mason Foundation & 40 non-profits based there
- ⊕ Sierra Club
- ⊕ San Francisco Beautiful
- ⊕ Delancey Street Foundation
- ⊕ Market Street Railway

## ■ Transit Advocacy Groups

- ⊕ SPUR, Rescue Muni, SF Tomorrow





# Extension + E-line: History Linking History



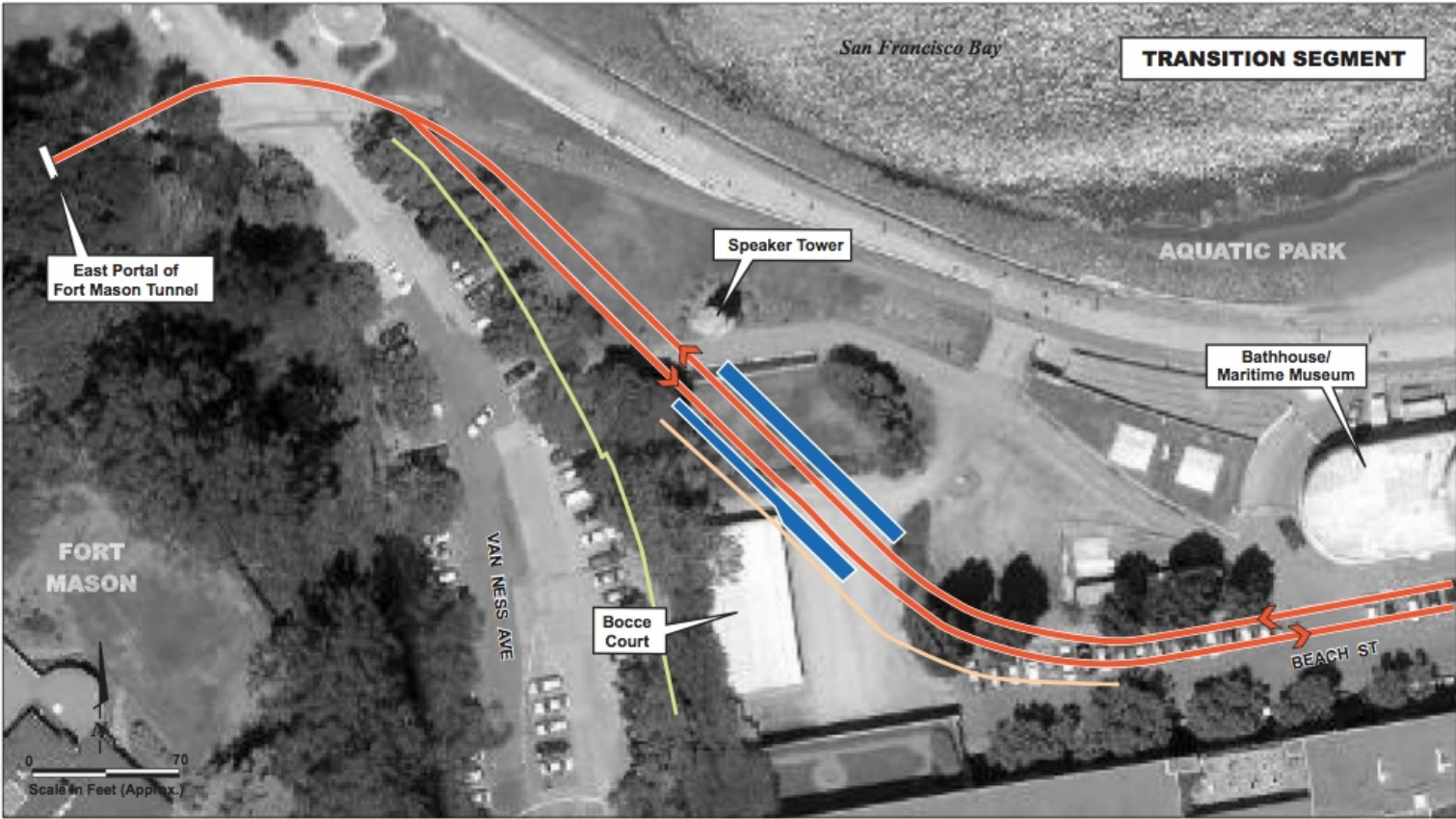
Fort Mason Port of Embarcation  
Fort Mason Upper Post ♦ Municipal Pier  
Ghirardelli Square ♦ Maritime Museum  
Hyde Street Pier ♦ Haslett Warehouse  
Fisherman's Wharf ♦ Coit Tower ♦ Filbert Steps  
Jackson Square ♦ Ferry Building  
Agriculture Building ♦ Rincon Annex ♦ Bay Bridge  
South Beach Warehouses ♦ China Basin



No transit line in America would serve as many National Historic Landmarks, National Historic Districts & National Register Properties



# Preserving Recreation



Source: NPS; Google Earth 2009.

- LEGEND**
- Proposed Streetcar Alignment
  - Platform
  - Existing Retaining Wall
  - Proposed Retaining Wall

**ALTERNATIVE 2 PROPOSED ACTION TRANSITION SEGMENT AREA**



Draft Environmental Impact Statement  
 Historic Streetcar Extension  
 San Francisco, California

FIGURE 2-2