

Chapter 9: Facilities Program

SFMTA maintains a complex infrastructure of operational, maintenance, and administrative facilities. The SFMTA Facilities Program develops, manages, and maintains space for the operating, maintenance, administration, and storage needs required to support Muni. The emphasis is on maintenance and preservation projects, with the major goals of enabling all facilities to operate in the most effective and efficient manner possible, while preserving older facilities until rehabilitated or replaced. Figure 9-1 describes the function, deficiencies and future plans for SFMTA’s facilities. Figure 9-2 illustrates the location of all of SFMTA major facilities (excluding those specifically for DPT, parking lots and garages).

The majority of SFMTA’s facilities are dedicated to the storage, maintenance, and dispatch of Muni’s fleet of revenue vehicles. Three of the facilities house motor coaches: Woods Division, Flynn Division, and Kirkland Division. Two house trolley coaches: Potrero Division and Presidio Division. Four are concerned with Muni’s rail operations: Green Division, the Geneva Yard, the Cable Car Barn, and the Duboce Yard. (There is a temporary 6th & King satellite yard affiliated with Green Division.) Seven other facilities provide support to all of Muni’s transit modes: the Central Control Center, Scott Division, 1401 Bryant, 700 Pennsylvania, Marin Street, and the Burke Avenue facility. Finally, Muni’s administrative offices are distributed among six different sites: 401 Van Ness, One South Van Ness, 875 Stevenson, 949 Presidio, 700 Pennsylvania, and 425 Geneva.

The following sections describe these existing facilities, together with their current deficiencies, if any, and Muni’s planned remedies for these deficiencies.

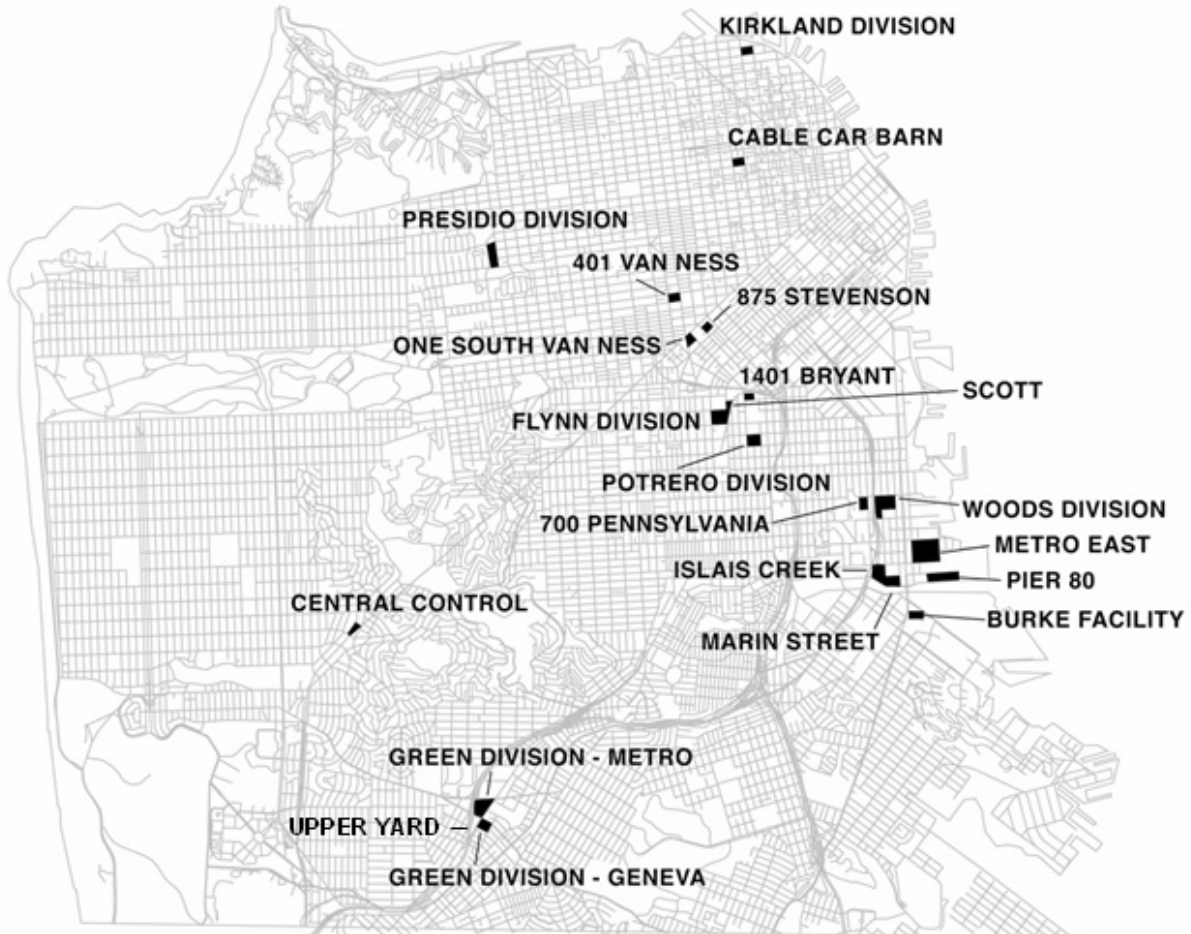
Figure 9-1: SFMTA Facilities – Modes, Functions, Deficiencies and Future Plans

SFMTA Facility	Mode(s) Supported	Major Functions	Deficiencies, if any	Future Plans
Kirkland Division	Motor Coaches	Operating division, running repair.	Overcrowded and outmoded.	Convert to a different SFMTA use, and/or redevelop the property.
Woods Division	Motor Coaches	Operating and maintenance division, heavy repair, paint and body shops, and reserve fleet [site also includes carpentry shop].	Somewhat overcrowded.	Fleet size to be downsized when new Islais Creek Division opens.
Flynn Division	Articulated Motor Coaches	Operating and maintenance division, heavy repair.	No serious defects.	Ventilation improvements .
Islais Creek Division (Future Facility)	Alternative-fueled motor coaches	Future maintenance/operations facility.	Currently vacant site.	Detailed design and property acquisition underway.
Potrero Division	Electric Trolley Buses, including all articulated trolley buses	Operating and maintenance division, heavy repair, paint shop, some operations support offices.	No serious defects.	No change.

SFMTA Facility	Mode(s) Supported	Major Functions	Deficiencies, if any	Future Plans
Presidio Division	Electric Trolley Buses	Operating and maintenance division, heavy repair, administrative offices, Revenue Center, Operator Training Center.	-- Bus yard adequate. -- Bus maintenance facility and offices are outmoded, overcrowded. Schedules Dept. isolated from Service Delivery senior management and service planning.	Relocate administrative staff offices and Operator Training Center. Rebuild bus facility with revenues derived from joint development project.
Green Division	Light Rail Vehicles (LRVs)	Operating and maintenance division, heavy repair, electronics shop.	Seriously overcrowded, storage yard needs re-railing.	To be downsized when Metro East opens.
Green Annex	Rail Vehicles	Rail maintenance administration, rail dispatch.	Needs new roof, and new heating and ventilation systems.	No major changes contemplated.
Geneva Yard and Shop	Historic Streetcars and LRVs	Maintenance shop, paint shop. Geneva Upper Yard provides storage	No serious defects. Geneva Upper Yard needs rail and overhead renovation.	Erect canopy over part of storage yard. Consider other improvements as part of historic streetcar comprehensive analysis.
Cable Car Barn	Cable Cars	Operations, maintenance, administration; Cable Car Museum	Offices are overcrowded. Walkway obstructions, water infiltration, poor ventilation, peeling paint, hardware deficiencies..	Additional office space considered.
Metro East (Future facility)	Light Rail Vehicles	LRV maintenance and operations facility under construction on 13 acres. Adjacent 4 acres for future expansion may be sold to SF PUC for Peaker Power Plant.	Funding & scope issues	Under construction
Central Control	All modes	Operations control for all revenue vehicles: rail, bus, cable car.	Outmoded, inadequately sized.	Expand or relocate.
Scott Division	Non-revenue vehicles	Maintenance for cars/trucks; parking for Flynn Division employees	No serious defects. Cannot store alternative fuel vehicles, e.g., CNG.	No change.
1401 Bryant/2502 Alameda	Trolley buses, streetcars/LRVs	Base for Muni's overhead lines maintenance staff and crews.	Outmoded facility; seismically unsafe.	Relocate functions and sell property.
Power Control Center	Trolley buses, streetcars/LRVs	Control center for distribution of electric power to trolley and light rail system.	No serious defects. Should be co-located with central control.	No change.
700 Pennsylvania	Facilities maintenance	Shops/offices for maintenance-of-way functions; Muni administrative center.	No serious defects.	No change.

SFMTA Facility	Mode(s) Supported	Major Functions	Deficiencies, if any	Future Plans
1399 Marin	General storage, track maintenance, video maintenance	Storage of out-of-service vehicles. Emergency fueling facility.	Leased from Port of S.F	Purchase property, incorporate parking for Islais Division, add Operator Training; store reserve fleet.
Burke Avenue Facility	Central Warehouse	Storage of parts and materials.	New facility.	Modify part of building for use by Overhead Lines Department.
875 Stevenson	Administrative offices	Security	Leased.	Ultimately relocate staff to City-owned space.
One South Van Ness	Administrative offices	SFMTA Headquarters and most SFMTA administrative support staff.	None.	City purchased the property in May 2007, so SFMTA's "rent" will be stable for the next 30+ years.
401 Van Ness Avenue	Administrative offices	SFMTA Human Resources offices	Needs to be consolidated with other administrative offices	Consolidation at One South Van Ness imminent

Figure 9-2: Map of SFMTA Facilities



Existing Facilities

Motor Coach Facilities

Kirkland Division

Kirkland Division is Muni's oldest motor coach facility, located at Beach and Stockton Streets in the Fisherman's Wharf neighborhood. Opened in 1950, it is small (only 2.6 acres), outdated, and wholly inadequate for Muni's needs. The storage yard provides inadequate parking for the 132 coaches assigned there, such that buses must be parked on surrounding streets at night. There is no on-site parking for employees, exacerbating the negative impacts of the facility on the surrounding neighborhood. Because the facilities here are so inadequate, all but the most minor maintenance procedures on the Kirkland fleet must be performed at Woods Division, necessitating costly shuttling of buses over the four miles between the two facilities. Consequently, SFMTA is about to break ground on a replacement facility at Islais Creek. Changes in adjacent land uses have made the Kirkland Division incompatible with the surrounding hotel, retail, and residential uses. It is anticipated that once Islais Creek is operational, the Kirkland site would be available for redevelopment, with the site possibly shared with appropriate SFMTA uses.

Woods Division

Muni's largest motor coach facility is Woods Division, located at 22nd and Indiana Streets. This facility handles the storage, maintenance, and dispatch of approximately 231 standard-size motor coaches, making it Muni's largest facility in terms of the number of vehicles based there. Woods is also burdened with performing most of the maintenance activities required for Kirkland's 132 motor coaches. For this reason, even though in recent years both the operations and maintenance buildings at Woods have been updated, this facility will continue to be overcrowded until Muni's planned new facility at Islais Creek is opened. At that time, Woods will be downsized to a more manageable 220 coaches.

Flynn Division

Muni's only motor coach facility to accommodate articulated buses is Flynn Division. It houses 136 60-foot coaches at 15th and Harrison Streets. All maintenance, operations, and storage functions are housed under one roof, in a large industrial building converted for Muni's use in 1989. The design size of this facility is 100 coaches, so the facility is already overcrowded, and any expansion of the articulated fleet will require expanding or converting other facilities.

Trolley Coach Facilities

Potrero and Presidio Divisions

Muni operates trolley coaches from two facilities: Potrero and Presidio Divisions. Approximately 197 trolley coaches are dispatched, maintained and stored at Potrero Division, on a 4.4-acre site at Mariposa and Bryant Streets. Built in 1914, this facility was fully updated in 1990 and is Muni's only trolley coach division that can accommodate articulated coaches. Currently, 93 60-foot coaches are based here.

Presidio Division stores, maintains and dispatches approximately 165 trolley coaches on a 5.4-acre site at Presidio Avenue and Geary Boulevard. Presidio Division is Muni's only operating and maintenance facility in the west or northwestern parts of the City, and as such, is essential to the operation of several trolley coach lines that serve those parts of the City. Built in 1912, the entire facility is antiquated, and few of the functions it serves are accommodated properly. Besides trolley coach maintenance, the facility also houses Muni's Operator Training Center.

Rail Facilities

Green Division and Green Annex

Green Division is currently Muni's only full-service facility for light rail vehicles (LRVs). Located on a 7-acre site along San Jose Avenue, between Ocean and Geneva Avenues, it was built to accommodate 80 LRVs, but Muni's entire fleet of 151 LRVs is dispatched and maintained here. Despite additional LRV storage across the street in the Geneva Yard, Muni's entire LRV fleet cannot be housed here. (A temporary facility at 6th & King is also used.) A building at 425 Geneva Avenue, known as the Green Annex, houses administrative and dispatch functions for both Muni's LRV fleet and its fleet of historic streetcars.

Geneva Yard/Shop and Duboce Yard

The Geneva Yard and Car Barn constitute Muni's primary facility for historic streetcars, providing storage and maintenance for up to 50 cars, as well as a paint/body shop for LRVs and historic cars. Currently, Muni's operating (revenue) historic streetcar fleet does not total 50, and

so LRVs are stored in the Geneva Yard beside the historic cars. A satellite facility is the Duboce Yard, just off Market Street, where Market Street Railway volunteers help rehabilitate and maintain the historic streetcars.

A much larger satellite yard has been developed at 6th and King Streets, near the Caltrain Terminal, which is used for overnight storage of 20 LRVs due to overcrowding at Green Division and Geneva Yard

Cable Car Barn

Finally, Muni's fleet of 40 cable cars is stored, maintained and dispatched from the Cable Car Barn, a 19th century building, completely rebuilt in 1984, at Mason and Washington Streets. The building includes a Cable Car Museum, operated by a non-profit organization, housing many artifacts including Andrew Hallidie's original 1871 cable car.

Support Facilities

Central Control

Adjacent to the West Portal Metro station, at 131 Lenox Way, is Muni's Operations Control Center or Central Control. This facility is connected directly to the signal control system for the subway, and also houses supervisors who are in constant radio contact with Muni's entire fleet of LRVs, buses, and cable cars. This facility is undersized for its existing use, contributing to inefficiencies and limiting the functions that can be accommodated. A study, currently being updated, looks at options for modernizing and expanding this facility, either on-site or at an alternate location. Related infrastructure and equipment needs for Central Control are discussed in their respective chapters.

Scott Division

Across Harrison Street from Flynn Division, and containing a parking garage for Flynn employees, is Muni's Scott facility. Scott Division is where Muni's non-revenue fleet of trucks and sedans is maintained.

1401 Bryant/2502 Alameda

At 1401 Bryant Street stands a 43,000-square-foot building, erected in 1893, where Muni's Overhead Lines Maintenance operations have been housed since 1947. The building is not in compliance with San Francisco's Unreinforced Masonry Building Code, and the cost to seismically upgrade this facility is estimated at over \$21 million. Thus, SFMTA will soon relocate this function to the Burke Avenue facility, discussed below. SFMTA's Real Estate group will retain an appraiser for the 1401 Bryant Street property for sale. An adjacent facility, at 2502 Alameda Street, contains the Power Control Center for all of Muni's overhead lines power distribution. This facility will remain after 1401 Bryant is no longer used by Muni.

700 Pennsylvania

On a 2-acre site at Pennsylvania and 22nd Streets stands Muni's 700 Pennsylvania facility, housing most of the maintenance-of-way functions for Muni. It includes a small warehouse, plus shops and offices for such functions as rail maintenance, custodial services, painters, electricians, locksmith, and other such operations. In addition, 700 Pennsylvania houses a machine shop where specialized parts are fabricated and repaired for the cable car and historic streetcar system.

This facility, built in 1947, was acquired by Muni and in 2000 was fully rehabilitated, and modified, to house the functions described here.

1399 Marin

At the corner of Marin and Indiana Streets (1399 Marin) stands a 25,000-square-foot warehouse and adjacent 2.6-acre parcel, which SFMTA rents from the Port of San Francisco. In the warehouse and on the adjacent land, SFMTA stores several historic streetcars awaiting restoration.

949 Presidio

Muni's Operator Training facility is located at 949 Presidio Avenue, in space adjacent to, but generally separate from, the Trolley Coach operating division on that property.

Burke Avenue Facility

And finally, in 2005, SFMTA purchased a 103,000-square-foot warehouse on Burke Avenue, just off Third Street south of Cargo Way, to serve as the Railway's central warehouse and to replace 1401 Bryant as the base for overhead lines staff. Muni relocated over \$12 million in parts and equipment from a smaller, rental warehouse in April 2005. Other stored items previously in space rented from the Port were moved to Burke Avenue as well. It is also intended to be the new home of Muni's Overhead Lines Maintenance function. Design is now underway to modify the Burke Avenue facility to accommodate the relocation of Overhead Lines from the seismically deficient 1401 Bryant facility. That move is expected by the end of 2009.

SFMTA Administrative Offices

One South Van Ness Avenue

Between June 2005, and July 2007, most of the administrative support functions of the SFMTA and Muni were relocated to an office building at the corner of Market Street and Van Ness Avenue. In May, 2007, the City and County of San Francisco purchased this building, One South Van Ness, thus stabilizing the SFMTA's occupancy costs (essentially "rent"), and ensuring that the organization will no longer be at the mercy of fluctuations in the real estate rental market. The other advantage has been the consolidation of functions previously scattered among several different buildings.

The following SFMTA support functions are now located at One South Van Ness: SFMTA administration and human resources management, previously at 401 Van Ness; Transportation Planning and Development, previously at 1145 Market and 25 Van Ness; Materials Management, previously at 700 Pennsylvania; Finance, and Information Technology, previously at 875 Stevenson; Muni Accessible Services, and Passenger Services, and the Revenue Center, previously at 949 Presidio; and various other functions such as Communications, Marketing, and Photography, previously at either the Market Street or Presidio Avenue addresses.

875 Stevenson

This leased space houses security personnel. The plan is to relocate these to a City-owned building to reduce long-term rent.

Other Administrative Offices

The following functions remain at Muni's old former headquarters building at 949 Presidio Avenue: the Schedules Department, Reproduction Center, and Muni Health and Safety Department. This facility also serves as one of Muni's two trolley coach operating divisions, as noted above, though the office functions are generally in a separate part of the property.

At 700 Pennsylvania Avenue are the administrative offices of SFMTA's Maintenance Engineering and Fleet Engineering departments. This facility also houses Muni's maintenance-of-way functions, mostly shops and storage.

Finally, there is a small office building at 425 Geneva Avenue, adjacent to the Green Division rail facility. Most of the uses in this building are related to rail operations and maintenance, but some functions there, such as Station Operations, could in the future be centralized elsewhere, preferably in the Civic Center area.

New Facilities

Islais Creek

As noted under *Motor Coach Facilities*, Muni's inadequate Kirkland Division will soon be replaced by a new Operating Division for alternative-fueled motor coaches (Islais Creek). Islais Creek has been designed to occupy 8.3 acres of land bordered by Cesar Chavez Street on the north, Indiana Street on the east, Islais Creek on the south, and the northbound Cesar Chavez off-ramp from I-280 on the west. Site preparation will start in 2008, and all project construction is scheduled to be complete by 2011. The Islais Creek project consists of four elements:

Fuel and Wash Facility: A 16,200-square-foot building to include a fuel dispensing system for both diesel and lighter-than-air fuels, a bus cleaning and washing system, and a fare retrieval system, plus a 1,900-square-foot building with an AC power substation and emergency generator, office space, restrooms and locker rooms, and mechanical and electrical rooms.

Maintenance and Operations Building: A 64,400-square-foot building consisting of the following: 1) a one-story maintenance area with 16 bus bays, providing facilities for lifting, steam cleaning, high-pressure parts washing, and brake, chassis, and dynamometer testing; and 2) a main building with a brake shop, welding/electric shop, tool room, engineering office and shop, tool storage, compressor room, parts and battery storerooms, a public-access conference room, restrooms, and lobby, all on the main floor, plus administrative and dispatcher's offices, lockers/showers/restrooms, lunchroom and vending room, and (for bus operators) an assembly room, a quiet/TV room, and an exercise room, all on the second floor.

Parking Area: Parking for 165 40-foot motor coaches, 19 non-revenue vehicles (mostly maintenance trucks), and a large number of employee private autos. Employee parking that cannot be accommodated on-site will be provided for at 1399 Marin, across Indiana Street from the planned Islais Creek facility.

Shoreline Improvements: Integral to the facility design and for use by Muni employees and the general public, the project will include major waterfront improvements on a strip of land approximately 40 feet wide and 800 feet long. Improvements will include hardscape, landscape, benches, a pedestrian and bicycle path, a small beach area, and an art structure, all designed to reflect the historical industrial and port uses along San Francisco Bay and the Islais Creek inlet.

Burke Avenue Warehouse and Overhead Lines Maintenance Base

As noted under *Support Facilities*, in 2005 SFMTA purchased a warehouse building at 1570-1580 Burke Avenue, which is now SFMTA's new Central Warehouse. Part of this building is currently under design to be converted for use as a new facility for the Overhead Lines Department. That function will be relocated to Burke Avenue around 2010, after the necessary improvements are made to the property to accommodate those activities.

Metro East

Metro East is a new light rail vehicle operating and maintenance facility being built as part of the Third Street Initial Operating Segment project. The facility will accommodate the additional vehicle demand needed to operate the T-Line and the future Central Subway, and will also help relieve crowding at the Green LRV Facility. This facility is described in more detail in Chapter 3.

Transit-Oriented Development and Asset Development

As discussed in Chapter 5, SFMTA is committed to pursuing Transit-Oriented Development (TOD), including strategic use of its own property assets. This could involve use of SFMTA properties to increase transit ridership, promote sustainable development, and provide income to SFMTA. There would be the option to retain part of the site for SFMTA uses. The following are examples of such potential TOD projects.

Kirkland Yard

Once the new Islais Creek motor coach facility is in operation in 2011, SFMTA's 2.6-acre Kirkland Division property at Stockton and Beach Streets will be available for development for other uses. Although ongoing Muni transit uses may remain at this site, it is also a prime joint development site, with potential for residential and retail uses. SFMTA intends to explore opportunities for deriving income from this valuable Fisherman's Wharf property.

Phelan Loop

A site of approximately 1.4 acres at Ocean and Phelan Avenues serves as the off-street terminal for the Muni's 49-Van Ness/Mission trolley coach route and the 9X motor coach route. Three other bus routes, plus the K-line streetcar, stop adjacent to this property, on either Ocean or Phelan. This stretch of Ocean Avenue, and the adjacent City College of San Francisco (CCSF) campus, was part of the Planning Department's "Better Neighborhoods 2002" planning process.

In addition to that planning process, City College representatives have been in discussions with the Public Utilities Commission concerning changes in the use of the PUC's nearby reservoir property. A community consensus has coalesced around the idea that CCSF expansion onto part of the reservoir property should be linked directly to a re-invigorated Ocean Avenue commercial strip. SFMTA's Phelan Loop lies directly between the reservoir property and the portion of Ocean Avenue most in need of improvement, and thus could provide the desired linkage.

SFMTA has developed a conceptual design for relocating this bus terminal closer to Phelan Avenue. The former bus turnaround area would then include a 4-story affordable housing development with retail or educational development at ground level. Housing could be developed with relatively limited parking that would be feasible with the high transit service

within walking distance. A Neighborhood Specific Plan and a Program Environmental Impact Report have been adopted to guide new development and encourage private investment in the adjacent area. Although SFMTA may not derive any net new revenue from the sale of the Phelan Loop property for use as an affordable housing development site, the reconfiguration of this property will result in a new, easier to maintain, boarding area for Muni riders, at no cost to the agency. In addition, the beautification of the neighborhood will mean improved public relations for SFMTA in the area, as well as better transit connectivity. This project may help support pedestrian safety improvements on Phelan Avenue, primarily affecting students walking between City College and the Phelan Loop.

Balboa Park and Upper Yard

SFMTA owns a significant amount of land in the Balboa Park area, including the Green Yard, Geneva Yard, and the Upper Yard. In 2004 SFMTA transferred the Geneva Office Building to the Recreation and Park Department for development as a community facility. When Metro East relieves some of the pressure on the Green Division, SFMTA will have an opportunity to reexamine the operation and efficiency of these pieces of real estate, and evaluate whether a joint development project can be contemplated. SFMTA would also have to make some decisions about Muni's current and future need for the Upper Yard, service plans for the rail and bus lines through this area, and how to store, maintain, and dispatch a growing fleet of historic vehicles.

As mentioned in Chapter 5, SFMTA will be working with other City agencies, SFCTA, BART, and Caltrans, to begin conceptual engineering and service planning work for a wide variety of improvements in the Balboa Park station area. Proposition K has contributed funding for this study, and the RFP will be finalized in early January 2008, issued in February, with the consultant selected in March and Notice to Proceed in April. The conceptual engineering is scheduled for completion within two years and will result in a conceptual cost estimate, phasing, and funding plan for the station area improvements. There will be a focus on designing and implementing short-term improvements while the larger, more complex long-term improvements move through the process.

Presidio

As noted above, SFMTA's Presidio Division is outdated and inadequate as an electric trolley bus division, and the Revenue Center housed there is too small and lacks proper security. As the only operating division and only trolley coach facility in the western part of the City, it is crucial to Muni operations. However, like Kirkland Division, the site has considerable development potential. It commands a stunning view of downtown, affords a convenient downtown commute along Geary Boulevard, and is surrounded by considerable retail uses and desirable residential neighborhoods.

Now that most SFMTA administrative offices and the Revenue Center have been relocated to One South Van Ness, SFMTA is one step closer to making the Presidio site amenable to some type of joint development project. Redevelopment options range from building new, high-rise residential buildings on the southern portion of the site (where the office building now stands) to decking over the entire 5.75-acre site for a major residential and mixed use project. Any redevelopment option will have to include expanding or rebuilding the cramped electric trolley bus maintenance facility on the lower level(s) of the property.

1399 Marin

As noted above, SFMTA currently leases a 3.2-acre site, including a warehouse building, from the Port of San Francisco, at Indiana and Marin Streets, directly adjacent to the new Islais Creek Motor Coach Facility. Negotiations are currently underway with the Port for the SFMTA to purchase this property. Its use would ultimately include the following: off-street parking for Islais Division employees, a new Training Facility (relocated from 949 Presidio and from Pier 80), and storage of Muni’s reserve bus fleet.

Facility Changes to Respond to Fleet Composition Changes

Chapter 7 discusses the impact of the fleet composition changes on facility needs. This focuses primarily on committed projects and fleet expansion. In addition, Bus Rapid Transit (BRT) projects may have a significant impact on the fleet needs, and in turn, on facility needs. BRT may use completely new vehicles. The impacts of the BRT projects are unknown because these projects are still in the planning stage and a range of possible vehicle strategies will be considered.

Facilities Safety Program

This program consists of a series of projects designed to improve the safe operation of SFMTA’s Muni maintenance facilities. It includes pigeon abatement at most Muni facilities, safety net upgrades at those facilities where maintenance pits exist, new or additional eyewash stations at all facilities, and the replacement of aged, malfunctioning lifts at Woods Division (where currently only portable lifts are in use). The funding shown is inadequate to bring all these projects to completion, and additional funding must be sought.

Figure 9-3: Facilities Safety Program

Phase	Year	Cost
Woods Vehicle Lift Replacement	TBD	\$5,300,000
Systemwide Pit Safety Net Improvement	2005	\$67,600
Potrero Pit Drain Sump System	TBD	\$676,000
Systemwide Pigeon Abatement	2005	\$135,200
Systemwide Eye Wash Improvement	2006	\$161,403
Fall Protection Project	FY 2007-08 through FY 2011-12	\$600,000

TBD =To be determined. These projects are programmed in the CIP as part of larger, multi-year projects

Transit Shelter Replacement

Following an extensive competitive bidding process in 2007, the SFMTA awarded a new contract to maintain and install transit shelters to Clear Channel Outdoor. The project includes design and installation of at least 1100 new shelters, as well as maintaining 33 high-level boarding platforms, 135 low-level boarding platforms, and eight historic transit shelters. Advertising on shelters is expected to cover all costs, so the contract will be at no cost to the SFMTA.

This project will have a significant impact on the citywide streetscape. It also provides an opportunity to design for:

- “Green” technology (emphasizing energy conservation and sustainable building products),
- Passenger information advances,
- Universal design and accessibility features, and
- Adaptability for different neighborhoods.

Example designs were posted on the SFMTA website and in City Hall. More than 1,000 people provided input on favorite and least favorite designs.