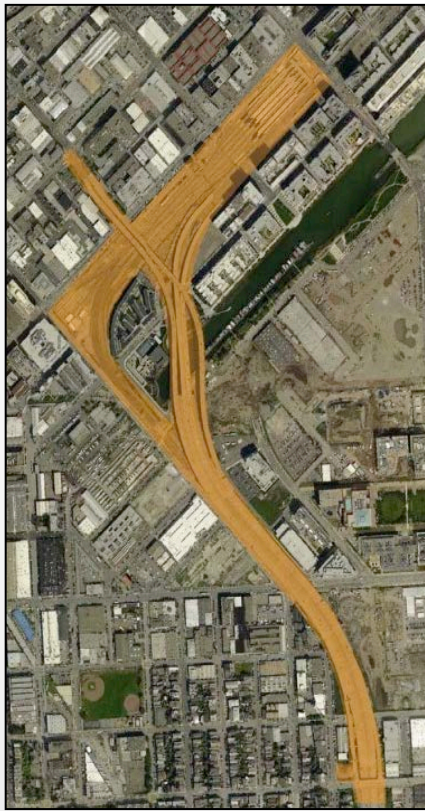


RAILYARD ALTERNATIVES & I-280 BOULEVARD (RAB) FEASIBILITY STUDY



RAB Citizen Working Group Meeting, August 1st 2016

CITIZEN WORKING GROUP (CWG) MEETING AGENDA

- I. WALKING TOUR OF STUDY POINTS OF INTEREST
- I. WHAT QUESTIONS WILL THE CWG HELP ANSWER?
- I. UPCOMING CWG MEETINGS

WHY ARE WE HERE?

The Citizen Working Group is a body tasked with attending meetings and workshops to better understand the intricacies of the study, providing a public forum, and based on discussions in the working group, aiding in informing recommendations for the second phase of the RAB study.

This process is vital for allowing a thorough assessment of the varying priorities and needs as we evaluate the community impact as part this project's feasibility.

We're not here to pick an alternative, but to **assess the existing conditions** of the area and the **possibilities for its future** that are being studied.

WHAT QUESTIONS WILL THE CWG HELP US ANSWER?

- How do we get High Speed Rail and Caltrain to TTC?
- How do we provide reliable travel times for all modes?
- How do we provide (better) access to public amenities (e.g, UCSF, Medical Center, parks, etc.)?
- Are we ok with trenching streets (16th and Mission Bay Drive)?
- Is there an opportunity to improve additional infrastructure (e.g., 22nd Street Station, re-connecting the street grid, etc.)?
- Should we continue to have a rail storage yard within the downtown core?
- What opportunities are there for housing, open space, and employment in freed areas?
- How does a boulevarded I-280 from Mariposa north benefit the neighborhoods?

What are the tradeoffs?

CITIZEN WORKING GROUP (CWG) FUTURE MEETING TOPICS

NEXT MEETING (TBD) – August 25 or 29, September 8 or 19

- Start with an overview of the 4th/King station
- Select a Chair for the CWG
- Review analysis from planning Phase One
- Discuss updates provided on the rail alignments and Transbay Transit Center loop options since last public meeting

3rd MEETING (Sept-Oct TBD):

- Explore Railyard needs, I-280 boulevarding, and possible land use scenarios as well as updates since last public meeting

4th Meeting (Oct-Nov TBD):

- Explore draft alternatives, benefits, and costs in preparation for fall public workshop

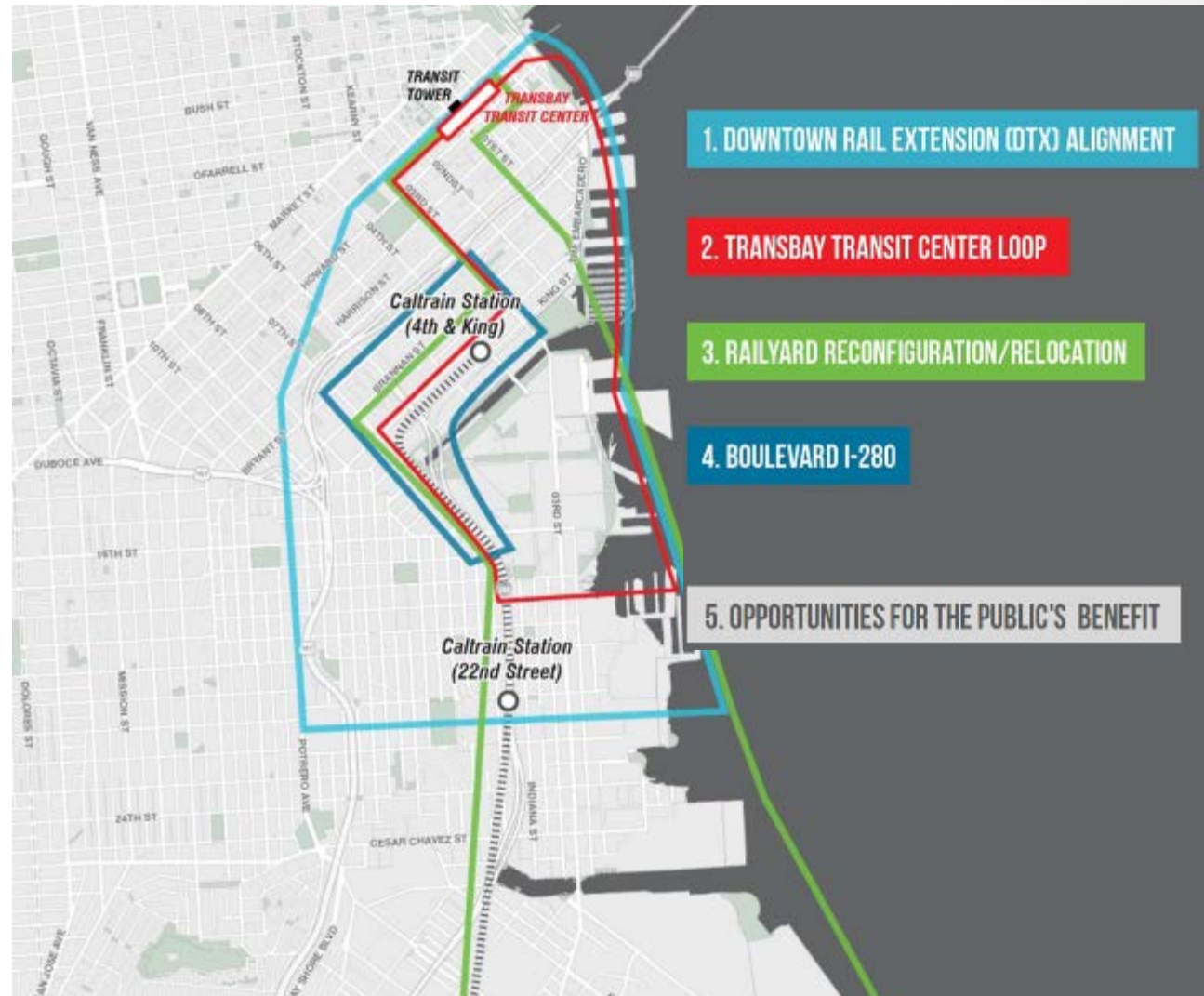
5th Meeting (Dec-Jan TBD):

- Review public meeting and share modifications/updates to draft alternatives, benefits, and costs

THERE ARE FIVE STUDY COMPONENTS

Each component is being studied individually, as well as combined with others.

We are studying the potential to remove the last 1.2 miles of I-280 as an option for Component 4, though none of the other component options being studied *require* its removal



WHY IS THE CITY STUDYING THIS?

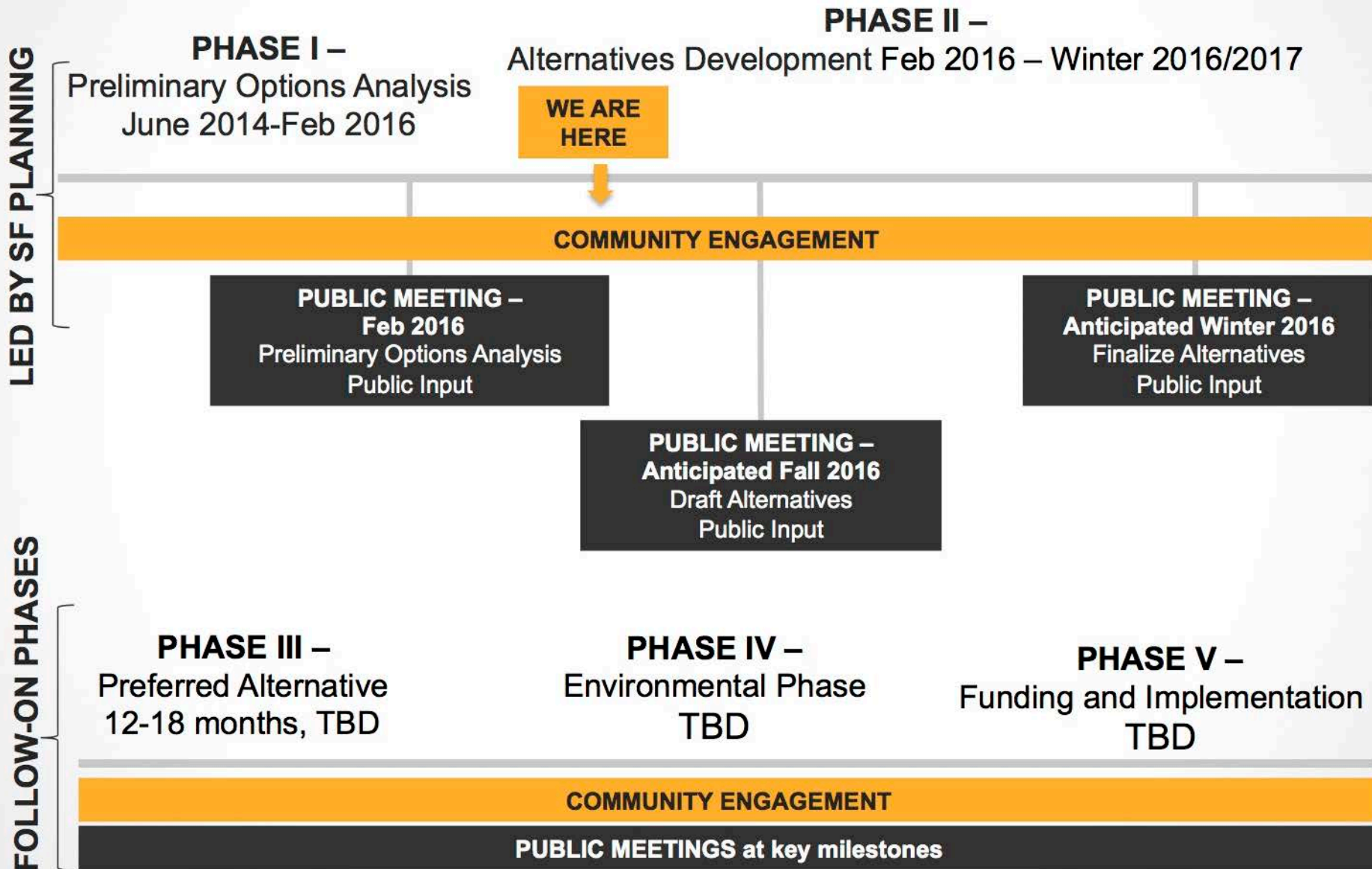
Visioning future transportation possibilities and new opportunities to reconnect our neighborhoods.

In the next decade, Caltrain will electrify, High Speed Rail will come to the City, and construction will begin on a new tunnel connecting Caltrain—and High Speed Rail—to the new Transbay Transit Center (TTC).

The ***particular route that the underground tunnel takes is the big question***, as the decision will influence other major transportation and land use planning decisions in the surrounding area. For example, the current rail alignment will likely require a long grade-separation at 16th Street (think 16th Street in a trench) that would have a significant impact on pedestrians, vehicles, bicyclists, and the livability of the surrounding neighborhoods.

The route alignment is a once in a 100-year decision that will impact our entire region, and we want to make sure we get it right by studying all the possibilities for the area.

WHAT IS THE PLANNING PROCESS?



WHERE ARE WE IN THE PROCESS?

Building off the preliminary concepts shared earlier this year, San Francisco Planning is currently determining the feasibility of (a) various route alignments for the area, (b) preliminary boulevard layout options, (c) traffic operations, and (d) land use scenarios.

This feasibility study will simply allow us to understand what is possible and at what cost.

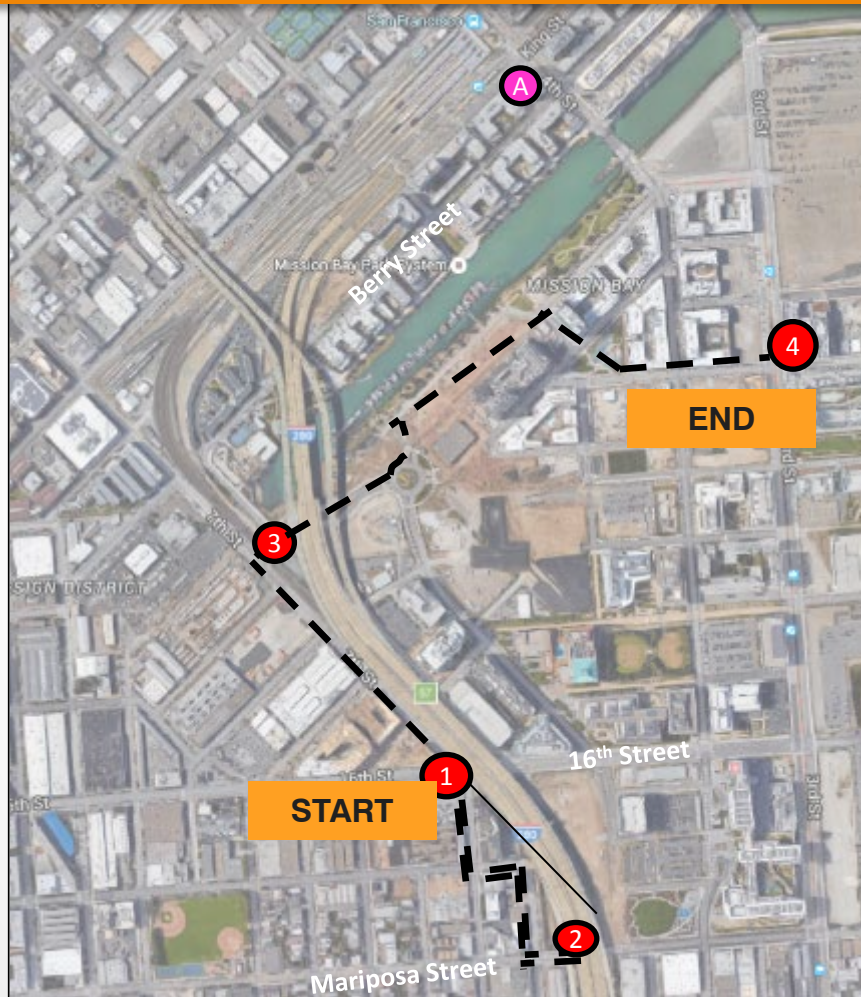
- Phase I, completed in January of 2016, considered 25 years of reports on the five components being studied and identified options that warranted further analysis.
- Phase II, the project's current phase, will further develop these options into more complete alternatives and will compare their cost and impacts.

HOW ABOUT FUNDING?

Currently, all of the options and alignments being studied in the area would require new committed funding sources. These could include Federal, State, and regional sources as well as revenue from developments made possible by the alternative chosen.

The study will undertake an economic analysis, and cost estimates for all the options and alternatives being studied that will be presented to the Citizens Working Group and at the public meeting being planned for this fall.

WALKING TOUR POINTS OF INTEREST RELATED TO THE STUDY



Walking tour includes some hills, covers more than 1 mile, and takes about an hour at a good pace.

1. **Start:** At corner of 16th Street & Mississippi. Look at grade crossing of 16th Street & Caltrain Tracks
 2. Walk south on Mississippi, east on 17th Street, south of Pennsylvania Ave and east on Mariposa Street to the underpass of I-280 and the overpass of Caltrain. This is located right over the Caltrain Tunnel 1 portal.
 3. Following the same path back to 16th Street, continue on 7th Street to the intersection of 7th & Mission Bay Drive. This is the second grade crossing in the City.
 4. Following Mission Bay Drive through the circle and using Channel Street, El Dorado Street, through the new Mission Bay Kids Park, and east on China Basin Street to 3rd Street **End:** 1275 Third Street (Fire Station 30) Community Room – CWG meeting space
-
- A. 4th/King Railyard – The second CWG meeting will start with an overview of the 4th/King station.

TRANSPORTATION PLANNING IN THE AREA - CITY OF SAN FRANCISCO PLANNED 16TH STREET



The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) classifies 16th Street as a High Priority Corridor

Here's a look at EN TRIPS with 22 Fillmore BRT lanes (proposed)



A VIEW FROM 16TH STREET & CALTRAIN TRACKS

Each time a train travels through the at-grade crossings of Caltrain (16th Street and 7th/Mission Bay Drive) it closes the intersection for approximately 60-100 seconds.

- Caltrain will be increasing the number of trains from 5 trains to 6 trains per peak hour per direction (2020/2021). They also want to move to longer trains – currently they are 6-car trains, Caltrain would like to go to 8-cars.
- High Speed Rail plans to add an additional 4 trains per peak hour per direction. Each train will be 2x the length of the existing Caltrain trains.
- That means a total of up to **20 trains** traveling through the area per peak hour.
- Currently, during peak hours, the queue of traffic, as depicted below, does not clear in one cycle after the gate closure.
 - Caltrain is installing the CBOSS/PTC (Communications Based Overlay Signal System/Positive Train Control) which may allow for gate closure time to decrease. To what extent has yet to be determined.



8:30am looking east from
16th/Vermont towards Caltrain tracks



8:30am looking west from
16th/Mississippi



8:30am looking south up
Mississippi

EXAMPLES OF GRADE-SEPARATED ROADS

Potential Grade-Separation of 16th Street



Source: CHSRA (2010), developed when HSR was to have it's own tracks. That has changed and HSR will share the tracks with Caltrain.

Potential Grade-Separation of Mission Bay Drive



Existing Grade-Separation Near West Oakland Bart Station at 7th Street



Existing Grade-Separation at Cesar Chavez

