

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



RAB CITIZEN WORKING GROUP MEETING #4, DECEMBER 6TH, 2016

HELD AT: OLD FIRE STATION 30 COMMUNITY ROOM - 1275 THIRD ST, SAN FRANCISCO, CA | 6:00-8:00PM

CITIZEN WORKING GROUP (CWG) MEETING AGENDA

- I. Meeting #3 Recap
- II. Goals for CWG Meeting #4
- III. A Look at Grade Separation:
 - 16th Street
 - Mission Bay Drive
- IV. Review Technical Feasibility and Opportunities of Components
- V. Discussion of Tradeoffs
- VI. Next Steps:
 - Meeting #5
 - Public Workshop

I. MEETING #3 RECAP

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- Reviewed analysis and options for:
 - Component 3: Railyard Reconfiguration/Relocation
 - Component 4: Boulevard I-280
 - Component 5: Opportunities for Public Benefit
- Discussed component challenges and opportunities, which included the following takeaways (among others):
 - Ensure outcomes reflect San Francisco's (and the surrounding neighborhoods) sense of place and community
 - Opportunities for new housing and office space are appreciated, though there is a strong interest in housing over office space
 - Mobility issues in the area are a concern, including current traffic patterns and the need for better access
 - Boulevard I-280 component is on a different timeline (longer) than some the other components, questioned whether tying it to the Study was necessary

II. GOALS FOR MEETING #4

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- Provide more information on the two grade-separated intersections (16th Street and Mission Bay Drive) with the Caltrain Tracks under the Baseline Alignment option.
- Review component and options feasibility, associated opportunities, and potential impacts
- Begin discussing tradeoffs for components and options
- Cover plan and timing for upcoming public workshop

III. A LOOK AT GRADE SEPARATION

- 16TH STREET
- MISSION BAY DRIVE

A LOOK AT GRADE SEPARATION

- Considerations for Baseline Alignment Option:
 - Increased Caltrain & High Speed Rail operations would result in further delays at the existing at-grade crossings
 - Due to existence of I-280 above the Caltrain tracks, there is not sufficient room to go over the Caltrain tracks but under I-280
 - Streets would need to be trenched (depressed) under the Caltrain tracks to allow for better access through the area and address concerns about traffic delays due to gate-down time at the Caltrain at-grade crossings
 - Both 16th Street and Mission Bay Drive would need to be trenched



- For both the Pennsylvania Avenue Alignment and the Mission Bay (3rd Street) Alignment the Caltrain/HSR tracks are relocated to a tunnel underground. 16th Street and Mission Bay Drive would remain where they are.

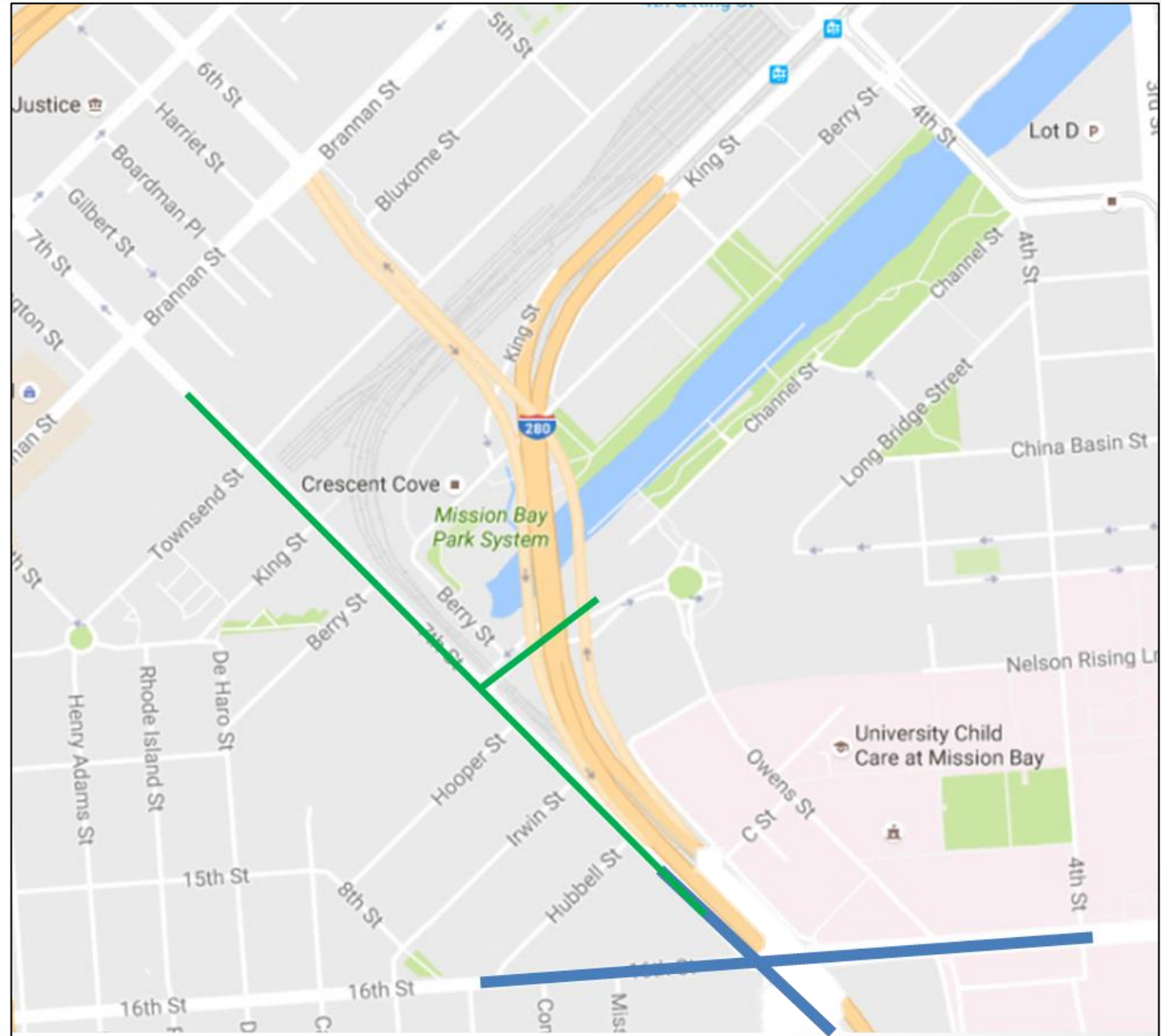
	# of Trains/peak hour/direction (total)	Approximate time of each closure	Total Closure Time/peak hour
Existing	5 (10)	60-100 seconds	≤15 minutes
Caltrain after electrification (2022)	6 (12)	Same	≤18 minutes
Caltrain + HSR (2025)	8 (16)	Likely slightly more	≤24 minutes
Caltrain + HSR (2029)	10 (20)	Likely slightly more	≤30 minutes

GRADE SEPARATION OF 16TH STREET

- Fire, life, and safety needs require 7th and Mississippi Streets to remain as a through streets providing access to the adjacent buildings
- 16th Street would be depressed 40 to 45 feet under 7th/Mississippi Streets, and the Caltrain tracks
- Presumed a 7% grade for streets
- Access along 16th Street to intersecting streets could be removed, including: Hubbell, Connecticut, Missouri, 7th/Mississippi, Owens, and 4th Street – for preliminary analysis and costing presumed these intersections were cul-de-sac'd
 - Connections to streets could be accommodated but at increased costs
- Currently, plans for grade separation at 16th Street are unfunded and would require additional design, environmental clearance, and construction

APPROX. LENGTH OF POTENTIAL TRENCHING

- 16th Street
- Mission Bay Drive



A LOOK AT GRADE SEPARATION: 16TH STREET

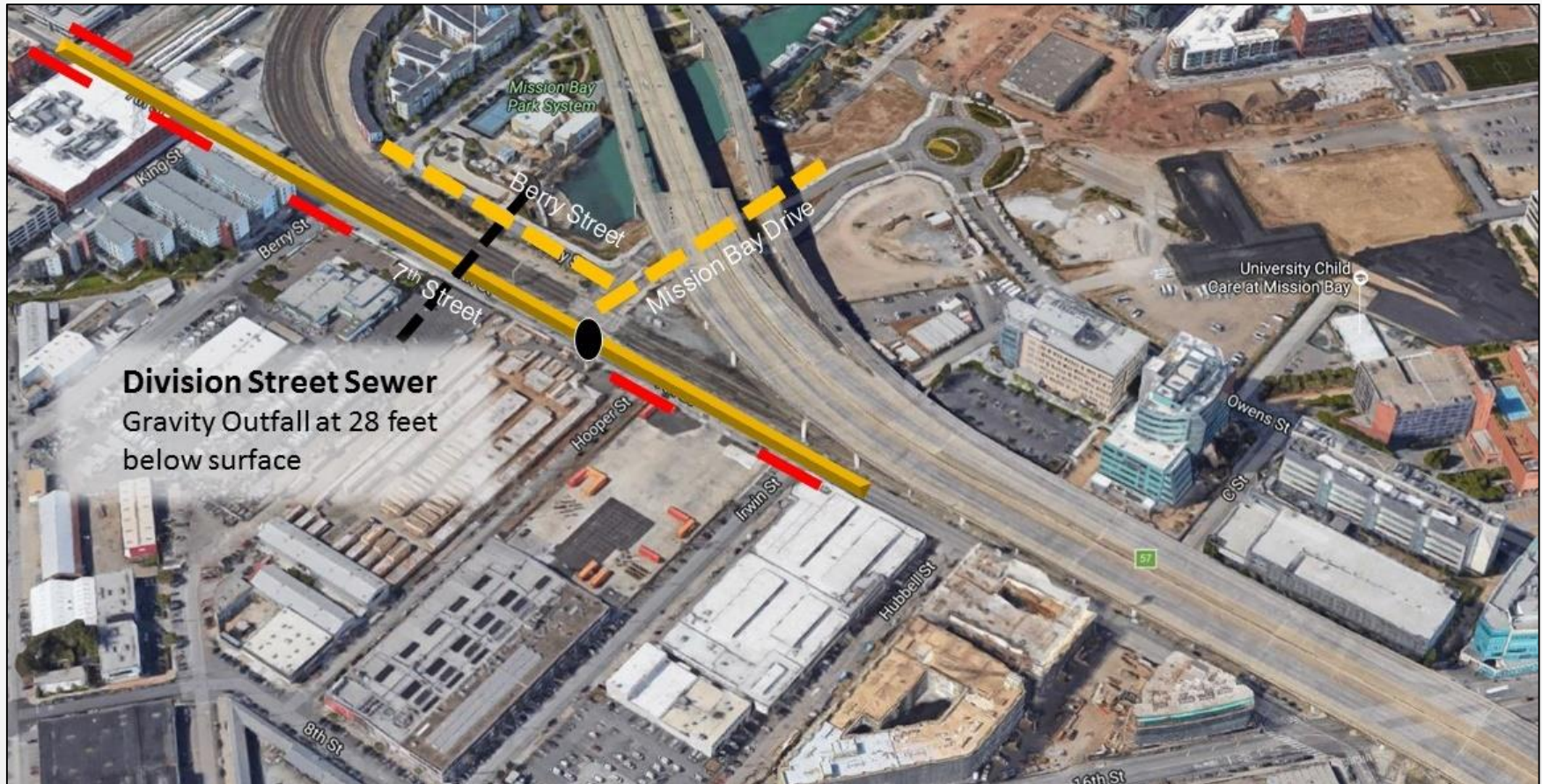


16TH STREET AT-GRADE SEPARATION

GRADE SEPARATION OF MISSION BAY DRIVE

- Utilities at Mission Bay Drive would require a depressed intersection of 50-feet from current location
- Presumed a 7% grade for streets
- Access along 7th Street to intersecting streets could be removed, including: Townsend, King, Berry, Hooper, Irwin and Hubbell – for preliminary analysis and costing, these intersections were presumed to be cul-de-sacs
 - Connections to streets could be accommodated but at increased costs
- Currently, plans for grade separation at Mission Bay Drive are unfunded and would require additional design, environmental clearance, and construction

GRADE SEPARATION OF MISSION BAY DRIVE



LENGTH OF POTENTIAL GRADE-SEPARATION OF MISSION BAY DRIVE

IV . TECHNICAL FEASIBILITY AND OPPORTUNITIES

TECHNICAL FEASIBILITY AND OPPORTUNITIES

- The Study team has assessed the technical feasibility and opportunities associated with the Study components and options
 - Provides key information about each component and the options in a snapshot
 - Helps us to understand the potential tradeoffs between individual options and components
- *Please see options matrix provided under separate cover*

V . DISCUSSION OF TRADEOFFS

DISCUSSION QUESTIONS

- What combination of options best achieve your goals for the Study?
- Which components and options are less important to you?
- Which matrix items (columns) are most important to you?
- Which matrix items (columns) are you willing to compromise on?

VI. NEXT STEPS

- MEETING #5
- PUBLIC WORKSHOP

NEXT STEPS

NEXT CWG MEETING (CWG #5)

- Full Alternatives Discussion:
 - Includes benefits/impacts, schedule impacts, and costs
- Review Draft Public Meeting Materials
- CWG Meeting #5 (tentative) date: March 2, 2017

RAB PUBLIC WORKSHOP

- Review alignment options, opportunities and impacts
- Solicit public feedback on preferences and concerns
- Anticipated location: UCSF, the Genentech Auditorium and Atrium
- Public workshop (tentative) date: March 6, 2017

PHASE I –

Preliminary Options Analysis
June 2014 – Feb 2016

PHASE II –

Alternatives Development Feb 2016 – Winter 2016/2017

WE ARE
HERE

COMMUNITY ENGAGEMENT

COMMUNITY WORKING GROUP

PUBLIC MEETING – FEB 2016

Preliminary Options Analysis
Public Input

**PUBLIC MEETING –
ANTICIPATED WINTER 2016/17**

Revised Alternatives
Public Input

**PUBLIC MEETING –
ANTICIPATED FALL/WINTER 2016**
Draft Alternatives
Public Input

BOARD INVOLVEMENT –
Determination of
Elements to Move
Forward
(Antic Jun/Jul 2017)

BOARD INVOLVEMENT –
Update –
Draft Alternatives
(Antic Feb/Mar 2017)

BOARD INVOLVEMENT –
Update –
Revised Alternatives
(Antic Apr/May 2017)

FOLLOW-ON PHASES TO BE DETERMINED

LED BY SF PLANNING