

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



**RAB CITIZEN WORKING GROUP MEETING #3, OCTOBER 18TH, 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 #2 RECAP**

## **II. GOALS FOR CWG MEETING #3**

## **III. REVIEW ANALYSIS AND OPTIONS FOR:**

- **RAILYARD RECONFIGURATION/RELOCATION OPTIONS (COMPONENT 3)**
- **BOULEVARD I-280 OPTIONS (COMPONENT 4)**
- **OPPORTUNITIES FOR PUBLIC BENEFIT OPTIONS (COMPONENT 5)**

## **IV. CHALLENGES AND OPPORTUNITIES DISCUSSION**

## **V. NEXT STEPS**

- **MEETING #4**
- **WINTER 2017 PUBLIC WORKSHOP**

# I. MEETING #2 RECAP

# MEETING #2 RECAP

- **DISCUSSED STUDY CHALLENGES**
  - **COMPONENT ELEMENTS HAVE BEEN STUDIED FOR DECADES**
  - **KNITTING TOGETHER THE MULTITUDE OF PROJECTS AND OPTIONS**
  - **ENSURING OUTCOMES REFLECT SAN FRANCISCO'S SENSE OF PLACE AND COMMUNITY**
- **REVIEWED ANALYSIS AND OPTIONS FOR:**
  - **DOWNTOWN RAIL EXTENSION ALIGNMENT OPTIONS (COMPONENT 1)**
  - **TRANSBAY TRANSIT CENTER LOOP OPTIONS (COMPONENT 2)**

# MEETING #2 RECAP

## ■ ISSUES EXPRESSED BY CWG MEMBERS

- ISOLATION OF MISSION BAY; DIFFICULTY GETTING IN AND OUT (ESP. 16<sup>TH</sup> STREET)
- SOME DECISIONS WERE MADE MANY YEARS AGO. ARE THEY STILL THE BEST OPTION?
- OVERALL CAPACITY OF THE SYSTEM
- NEED TO UNDERSTAND THE PLANNING DEPARTMENT'S DECISION MAKING PROCESS
- ACCESS TO MORE BACKGROUND INFORMATION ON STUDY COMPONENTS
- ISSUES IMPACTING THE AREA: SEA-LEVEL RISE, MILLENNIUM TOWER CONSTRUCTION, AND OTHERS
- KEEPING FUTURE PLANS CURRENT IN A RAPIDLY CHANGING AREA
- FACTORING IN TIMING WITH ADDITIONAL ITEMS ON THE BALLOT
- DECIDING HOW CWG WILL SHAPE STUDY NEXT STEPS

## II. GOALS FOR MEETING #3

# GOALS FOR MEETING #3

- **REVIEW REMAINING THREE COMPONENTS STUDIED BY SF PLANNING DEPARTMENT**
  - **RAILYARD RECONFIGURATION/RELOCATION (COMPONENT #3)**
  - **BOULEVARD I-280 (COMPONENT #4)**
  - **OPPORTUNITIES FOR PUBLIC BENEFIT (COMPONENT #5)**
- **DISCUSS KEY STUDY QUESTIONS**
- **BEGIN ADDRESSING THE CHALLENGES AND OPPORTUNITIES FOR EACH OF THE FIVE COMPONENTS**

# **III. REVIEW ANALYSIS AND OPTIONS:**

**3. RAILYARD RECONFIGURATION/RELOCATION OPTIONS**

**4. BOULEVARD I-280 OPTIONS**

**5. OPPORTUNITIES FOR PUBLIC BENEFIT OPTIONS**



# UPDATES SINCE LAST MEETING

- CALIFORNIA HIGH SPEED RAIL (CHSRA) ISSUED NEW GUIDELINE TO THEIR ENGINEERS THAT HSR PLATFORM LENGTHS WILL BE 800-FEET NOT 1,410-FEET.
  - WILL THE TRAIN BOX EXTENSION OF TTC STILL BE CONSTRUCTED
  - MODIFIES REQUIREMENTS AT 4<sup>TH</sup>/KING AS INTERIM HSR LOCATION
  - STORAGE TRACK LENGTH FOR HSR MODIFIED FROM 1,650-FEET TO 900-FEET
  - REGIONAL CHSRA TEAMS ARE EVALUATING GUIDANCE AS APPROPRIATE TO INCLUDE IN ENVIRONMENTAL WORK
  - FURTHER DEFINITION OF THIS CHANGE WILL FOLLOW
- TJPA REQUEST OF SFCTA FOR \$6.8 MILLION TO COMPLETE ADDITIONAL DTX ENGINEERING



# STUDY COMPONENTS

**1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT**



9/19/2016 CWG MEETING

**2. TRANSBAY TRANSIT CENTER LOOP**



9/19/2016 CWG MEETING

**3. RAILYARD RECONFIGURATION/RELOCATION**

10/18/2016 CWG MEETING

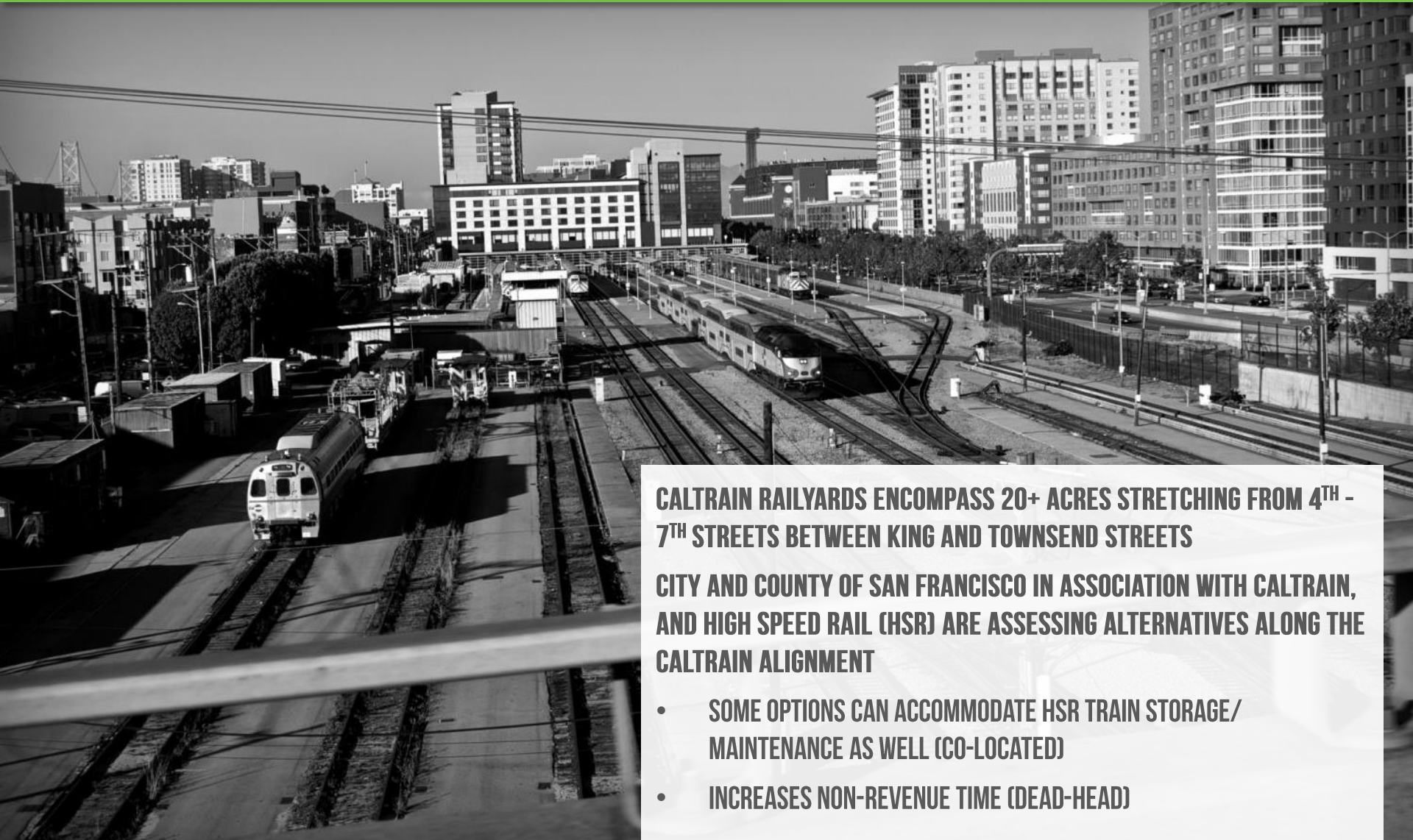
**4. BOULEVARD I-280**

10/18/2016 CWG MEETING

**5. OPPORTUNITIES FOR THE PUBLIC'S BENEFIT**

10/18/2016 CWG MEETING

# 3. RAILYARD RECONFIGURATION/RELOCATION



**CALTRAIN RAILYARDS ENCOMPASS 20+ ACRES STRETCHING FROM 4<sup>TH</sup> - 7<sup>TH</sup> STREETS BETWEEN KING AND TOWNSEND STREETS**

**CITY AND COUNTY OF SAN FRANCISCO IN ASSOCIATION WITH CALTRAIN, AND HIGH SPEED RAIL (HSR) ARE ASSESSING ALTERNATIVES ALONG THE CALTRAIN ALIGNMENT**

- **SOME OPTIONS CAN ACCOMMODATE HSR TRAIN STORAGE/ MAINTENANCE AS WELL (CO-LOCATED)**
- **INCREASES NON-REVENUE TIME (DEAD-HEAD)**

# 3. ACTIVITIES CURRENTLY AT 4<sup>TH</sup>/KING RAILYARD

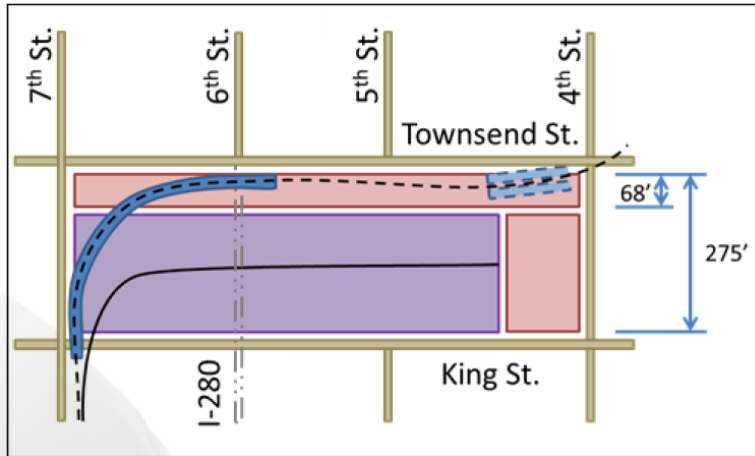
- OPERATIONS, MAINTENANCE, STORAGE
- CURRENTLY, CALTRAIN USES 6 PLATFORMS AND 12 TRACKS AT 4<sup>TH</sup>/KING
  - HSR IS ANTICIPATING 2 PLATFORMS/4 TRACKS (2025)
  - HSR OPERATIONS AT 4<sup>TH</sup>/KING COULD MODIFY CALTRAIN USE OF STATION TO 5 TRACKS/2.5 PLATFORMS
- FOR 4<sup>TH</sup>/KING IT IS LIKELY THAT CALTRAIN AND HSR WILL OPERATE AT DIFFERENT PLATFORM HEIGHTS
  - HSR WILL OPERATE AT 50-INCHES, CALTRAIN LIKELY AT 8-INCHES TOP OF RAIL (TOR). THEREFORE, THERE WILL LIKELY BE DEDICATED PLATFORMS FOR CALTRAIN AND HSR AT 4<sup>TH</sup>/KING
- CALTRAIN MAY CHANGE HEIGHT OF THEIR PLATFORMS AT SOME TIME TO 25-INCHES FROM TOR BUT STILL WILL BE DIFFERENT THAN HSR
- ALL PLATFORMS AT TTC TO BE CONSTRUCTED AT 50-INCHES. CALTRAIN WILL USE 2<sup>ND</sup> SET OF DOORS AT TTC AND UTILIZE ANY PLATFORM/TRACK AT TTC
- CALTRAIN PROVIDES UP TO FIVE SPECIAL EVENT “LOAD AND GO” TRAINS AT 4<sup>TH</sup>/KING
- CALTRAIN HAS OPERATION EASEMENT FROM PROLOGIS FOR RAILYARDS



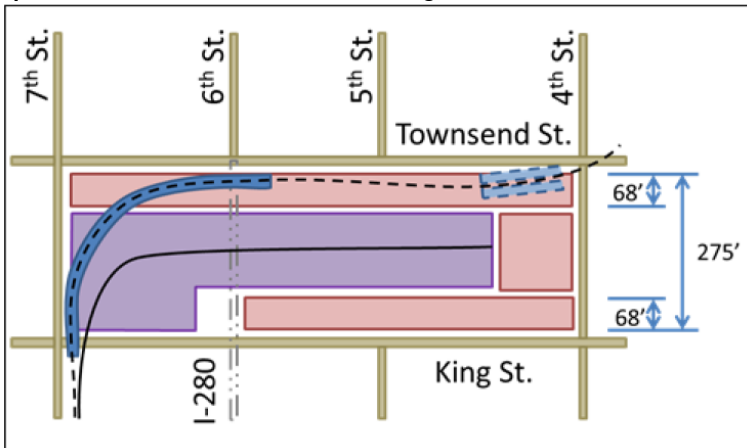
Source: CHSRA, 2010

# 3. RAILYARD RECONFIGURATION/RELOCATION

If maintenance, storage, and operations remained at 4<sup>th</sup>/King after electrification



If maintenance and storage were relocated, but operations remained at 4<sup>th</sup>/King after electrification



- 2013 CALTRAIN STUDY COMPLETED A PRELIMINARY ASSESSMENT OF POSSIBLE MODIFIED FOOTPRINTS AT 4<sup>TH</sup>/KING AT THE REQUEST OF SAN FRANCISCO
- STARTING POINT FOR ANALYSIS
- ASSUMES ONLY CALTRAIN USE OF 4<sup>TH</sup>/KING
- BASED ON ANTICIPATED MAINTENANCE, STORAGE, AND OPERATIONS AFTER ELECTRIFICATION OF CALTRAIN (ANTICIPATED DECEMBER 2020)

- DTX alignment (in 2013)
- Minimum area needed for Caltrain use
- Available area for repurpose or other use

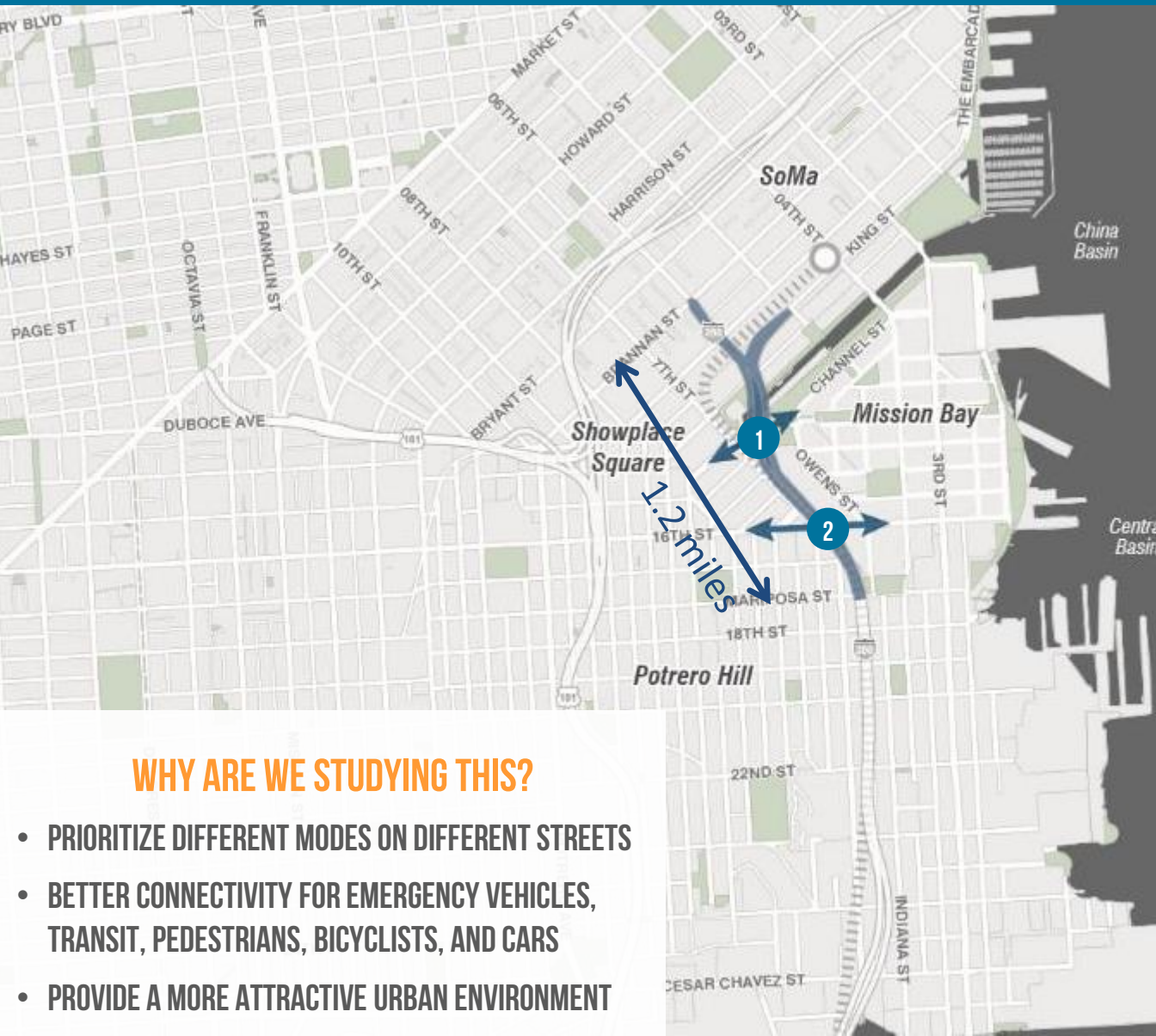


### 3. RAILYARD RECONFIGURATION/RELOCATION: DESIGN CONSIDERATIONS



- **ORIGINALLY LOOKED AT 5 LOCATIONS BASED ON CRITERIA PROVIDED BY CALTRAIN**
  - LOCATION MUST BE WITHIN 10 MINUTES OPERATING FROM 4<sup>TH</sup>/KING
  - MUST BE LARGE ENOUGH TO STORE 8 6-CAR CONSISTS
  - REVISED BY CALTRAIN TO PROVIDE 8 8-CAR CONSISTS
- **IF POSSIBLE CO-LOCATE HSR STORAGE/MAINTENANCE**
- **ABILITY TO EXPAND LOCATION**
- **CITING LOCATION DID NOT TAKE INTO ACCOUNT LEGAL JURISDICTION**
- **AFTER PRELIMINARY ASSESSMENT, TWO (2) LOCATIONS REMAIN WITH VARIANTS**

# 4. BOULEVARD I-280 — EXISTING CONDITIONS



## ONLY TWO CROSSINGS



## WHY ARE WE STUDYING THIS?

- PRIORITIZE DIFFERENT MODES ON DIFFERENT STREETS
- BETTER CONNECTIVITY FOR EMERGENCY VEHICLES, TRANSIT, PEDESTRIANS, BICYCLISTS, AND CARS
- PROVIDE A MORE ATTRACTIVE URBAN ENVIRONMENT

## 4. BOULEVARD I-280 — OPTIONS UNDER CONSIDERATION

### BACKGROUND

- ONLY SEGMENT NORTH OF MARIPOSA UNDER CONSIDERATION
- ORIGINALLY PLANNED TO CONNECT OTHER HIGHWAYS, SEGMENT OF I-280 IS EFFECTIVELY A LONG OFF-RAMP

### OPTIONS

- BOULEVARD WOULD PROVIDE MORE CROSSING FOR ALL ROAD USERS
- SOUTHBOUND REQUIRES 3 LANES
- NORTHBOUND REQUIRES 3 TO 5 LANES
- HIGH OCCUPANCY VEHICLE (HOV) LANES UNDER CONSIDERATION FOR CARPOOLING, BUSSING, ETC.



# 5. OPPORTUNITIES FOR THE URBAN ENVIRONMENT

Railyard (20+ Acres)



I-280 Corridor (4+ Acres)

**Activate** Adjacent Parcels

**New** Funding Opportunities



## 5. OPPORTUNITIES FOR THE URBAN ENVIRONMENT

### LAND USE OPTIONS UNDER CONSIDERATION

- **4TH AND KING RAILYARD COMPONENT ASSUMES 20+ ACRES OF LAND AVAILABLE FOR DEVELOPMENT**
- **STARTING POINT: POTENTIAL DEVELOPMENT SCENARIOS (BASED ON EXISTING LAND USE IN THE AREA) RANGE FROM ADDING 1.05 -2.43 MILLION SQUARE FEET OF COMMERCIAL AND OFFICE SPACE AND 1.46 MILLION SQUARE FEET OF ADDITIONAL RESIDENTIAL SPACE**
- **THIS PROJECT CAN SERVE AS THE STARTING POINT FOR A DISCUSSION OF POTENTIAL DEVELOPMENT — WHAT’S POSSIBLE? WHAT’S DESIRABLE? WHAT DOES IT LOOK LIKE TO ADD 1.05-2.43 MILLION SQUARE FEET OF COMMERCIAL AND OFFICE SPACE? IS THAT THE RIGHT RANGE?**
- **ALSO CONSIDERING “PUSHING THE ENVELOPE” ON LAND USE SCENARIOS**
- **DECISIONS REGARDING THE BALANCE OF DEVELOPMENT TYPES, BUILDING HEIGHTS AND PUBLIC AMENITIES WILL BE MADE THROUGH AN EXTENSIVE COMMUNITY PLANNING PROCESS**



# QUESTIONS?



# **IV. CHALLENGES AND OPPORTUNITIES DISCUSSION**

# CHALLENGES AND OPPORTUNITIES DISCUSSION

- **WHAT SHOULD THE PRIORITIES BE IN DECISION MAKING?**
- **WHAT OPPORTUNITIES ARE MOST IMPORTANT TO YOU?**
- **WHAT DO YOU SEE AS THE COMPONENT CHALLENGES?**
  - DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT
  - TRANSBAY TRANSIT CENTER LOOP
  - RAILYARD RECONFIGURATION/RELOCATION
  - BOULEVARD I-280
  - OPPORTUNITIES FOR THE URBAN ENVIRONMENT
- **OTHERS?**

# NEXT STEPS

## **NEXT CWG MEETING (CWG #4)**

- **OPTIONS, BENEFITS, AND TRADEOFFS DISCUSSION:**
  - EXPLORE BENEFITS BY INDIVIDUAL OPTIONS; EXPLORE TRADEOFFS OF INDIVIDUAL OPTIONS; POTENTIAL SCHEDULE IMPLICATIONS
  
- **OPTIONS FOR CWG MEETING #4 DATE INCLUDE:**
  - DECEMBER 6, 2016
  - DECEMBER 12, 2016
  - JANUARY 18, 2017

## **CWG MEETING #5 (JAN/FEB 2017)**

- PUBLIC WORKSHOP (PLANNED FOR WINTER 2017)
- FULL ALTERNATIVE ANALYSIS; SCHEDULE IMPLICATIONS; PRELIMINARY ESTIMATES OF PROBABLE COSTS, ETC.

## 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**