

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

PHASE I: PRELIMINARY OPTIONS ANALYSIS

San Francisco Planning Department
Public Meeting #1, February 23, 2016
Potrero Hill Recreation Center 6-8pm

San Francisco
Planning

An aerial, black-and-white photograph of a dense urban area. A multi-lane highway with a complex interchange runs diagonally across the center of the image. To the right of the highway, a river flows through the city. The surrounding area is filled with various buildings, including residential houses, commercial structures, and a large stadium with a distinctive roof. The overall scene depicts a bustling city environment.

ABOUT THE STUDY

BACKGROUND: WHY THIS STUDY NOW - MAJOR PIECES OF NEW INFRASTRUCTURE PLANNED

CALTRAIN ELECTRIFICATION



HIGH-SPEED RAIL (HSR)



DOWNTOWN RAIL EXTENSION (DTX)



Transbay Transit Center (under construction Jan 2016)



Potential Grade-Separation of 16th Street

Potential Grade-Separation of Mission Bay Drive



CHALLENGES THAT FACE SAN FRANCISCO

COORDINATE PARTNER EFFORTS

KNIT TOGETHER CITY FABRIC

IMPROVE LOCAL AND REGIONAL CONNECTIONS

CONSIDERATION OF BENEFITS/IMPACTS

OPPORTUNITIES FOR HOUSING, OPEN SPACE, AND JOBS

STUDY GOALS

- **Understand** and coordinate the projects **holistically**.
- Help **shape** the urban environment for the **public's benefit**.

An aerial, black and white photograph of San Francisco, California. The image captures the city's dense urban landscape, including numerous skyscrapers and residential buildings. In the background, the San Francisco Bay is visible, with the Golden Gate Bridge spanning across it. The text "STUDY COMPONENTS" is prominently displayed in white, bold, sans-serif capital letters within a solid orange rectangular box that is centered horizontally and vertically over the cityscape.

STUDY COMPONENTS

RAB STUDY COMPONENTS

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

3. RAILYARD RECONFIGURATION/RELOCATION

4. BOULEVARD I-280

5. OPPORTUNITIES FOR THE PUBLIC'S BENEFIT

STUDY AREA

EACH COMPONENT HAS ITS OWN STUDY AREA

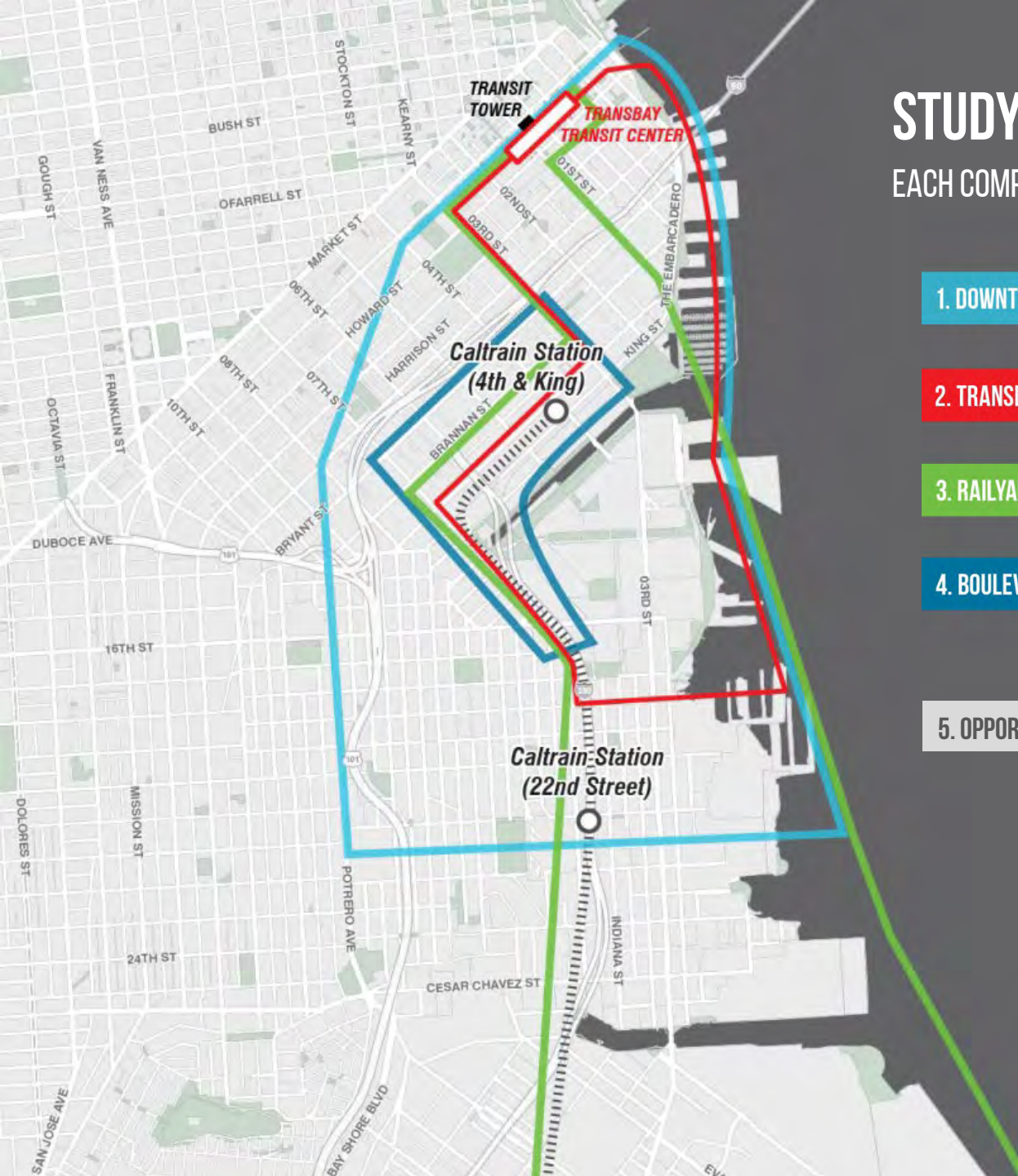
1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

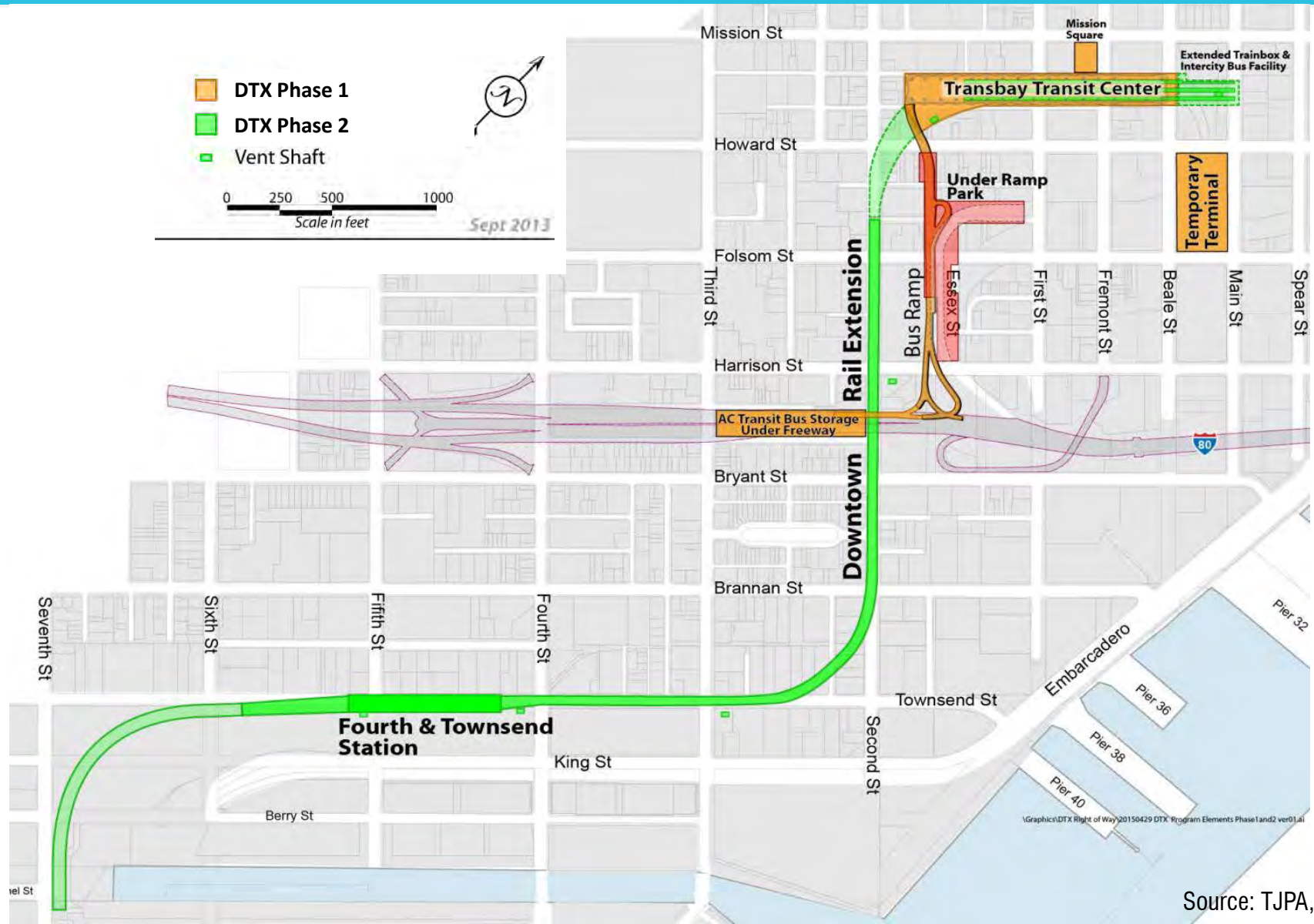
3. RAILYARD RECONFIGURATION/RELOCATION

4. BOULEVARD I-280

5. OPPORTUNITIES FOR THE PUBLIC'S BENEFIT



1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT — EXISTING



1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

OPTIONS FOR ALIGNMENT

- A. Baseline: Existing Alignment Plus Environmentally Cleared DTX**
 - A.2 SubOption: Reduced 4th/King footprint**

- B. Tunnel Under Existing Alignment**

- C. Pennsylvania Avenue**

- D. Mission Bay (Third Street)**



2. TRANSBAY TRANSIT CENTER LOOP

OPTIONS FOR TRANSBAY TRANSIT CENTER LOOP

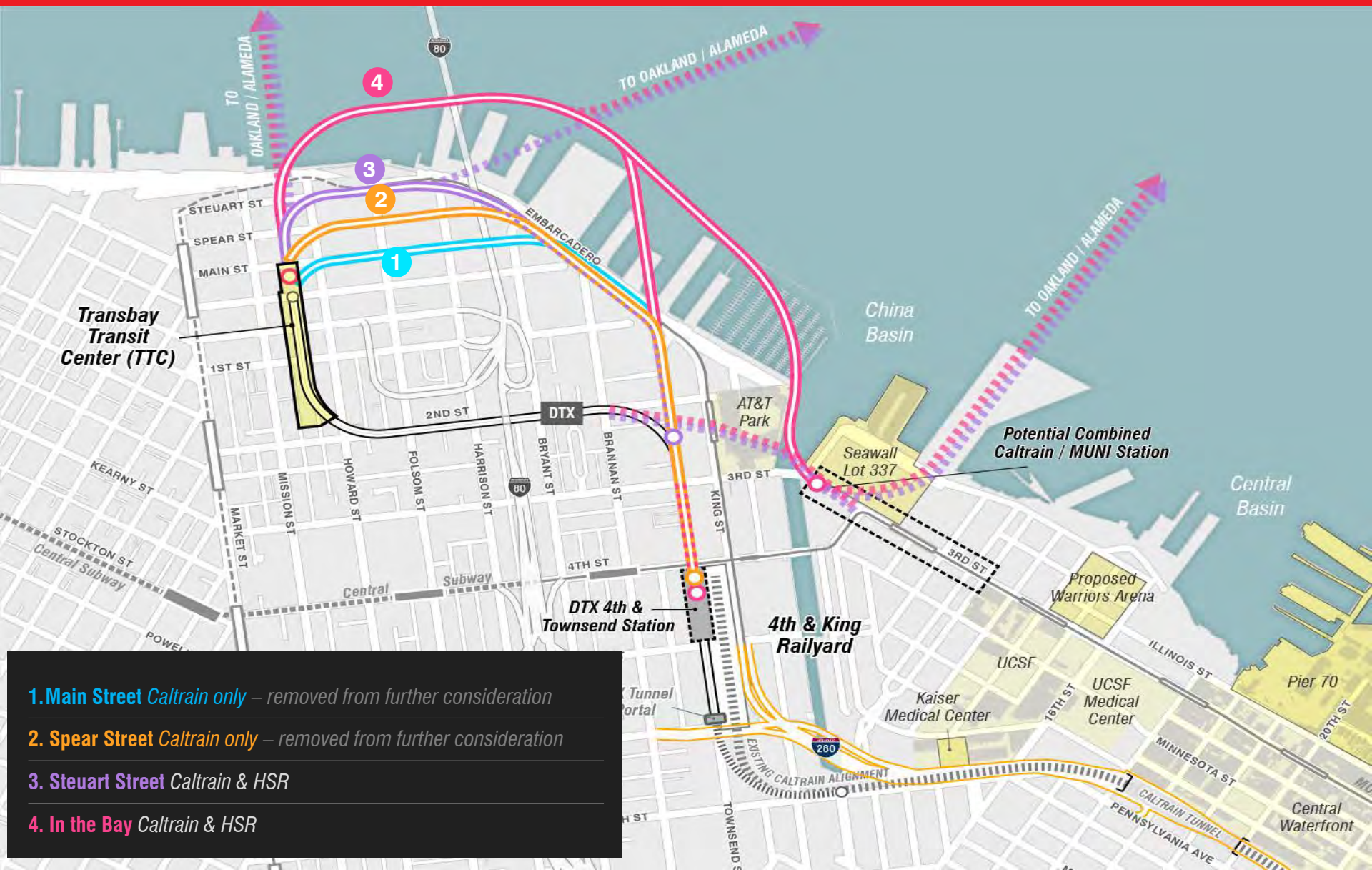
1. **Main Street** - *Caltrain only*

2. **Spear Street** - *Caltrain only*

3. **Steuart Street** - *Caltrain & HSR*

4. **In the Bay** - *Caltrain & HSR*

2. TRANSBAY TRANSIT CENTER LOOP - SUMMARY

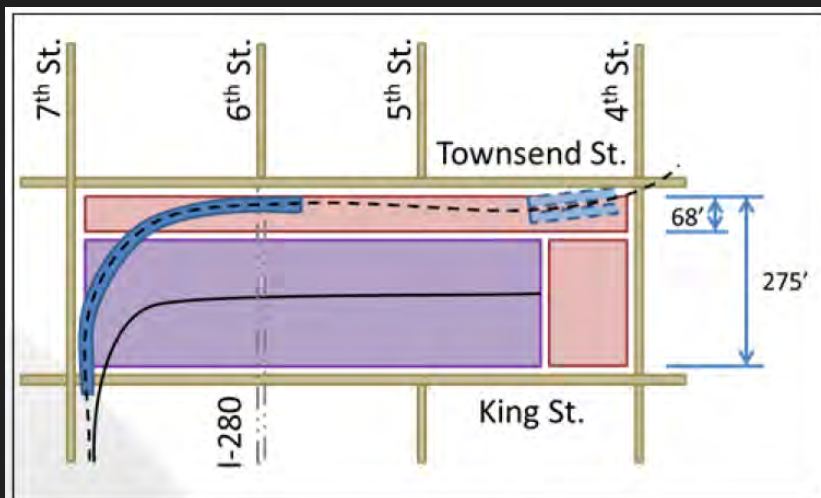


3. RAILYARD RECONFIGURATION/RELOCATION

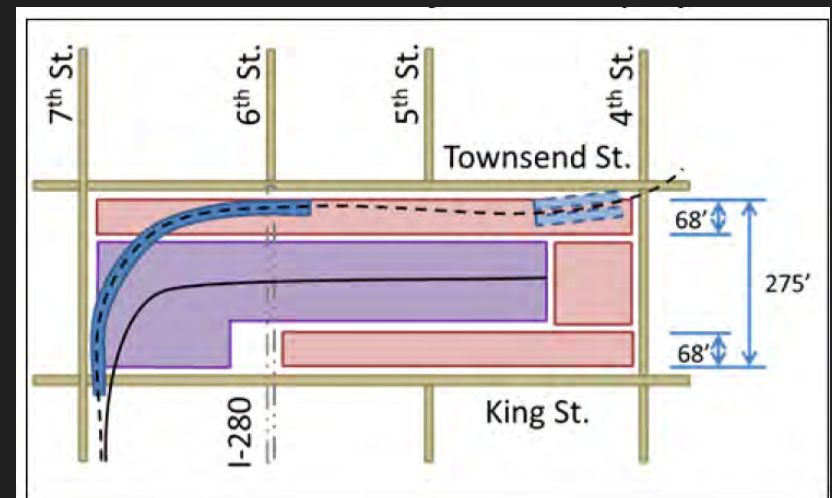
PRELIMINARY OPTIONS

1. If maintenance, storage, and operations remained at 4th/King after electrification

2. If maintenance and storage were relocated, but operations remained at 4th/King after electrification



Source: Caltrain, 2013



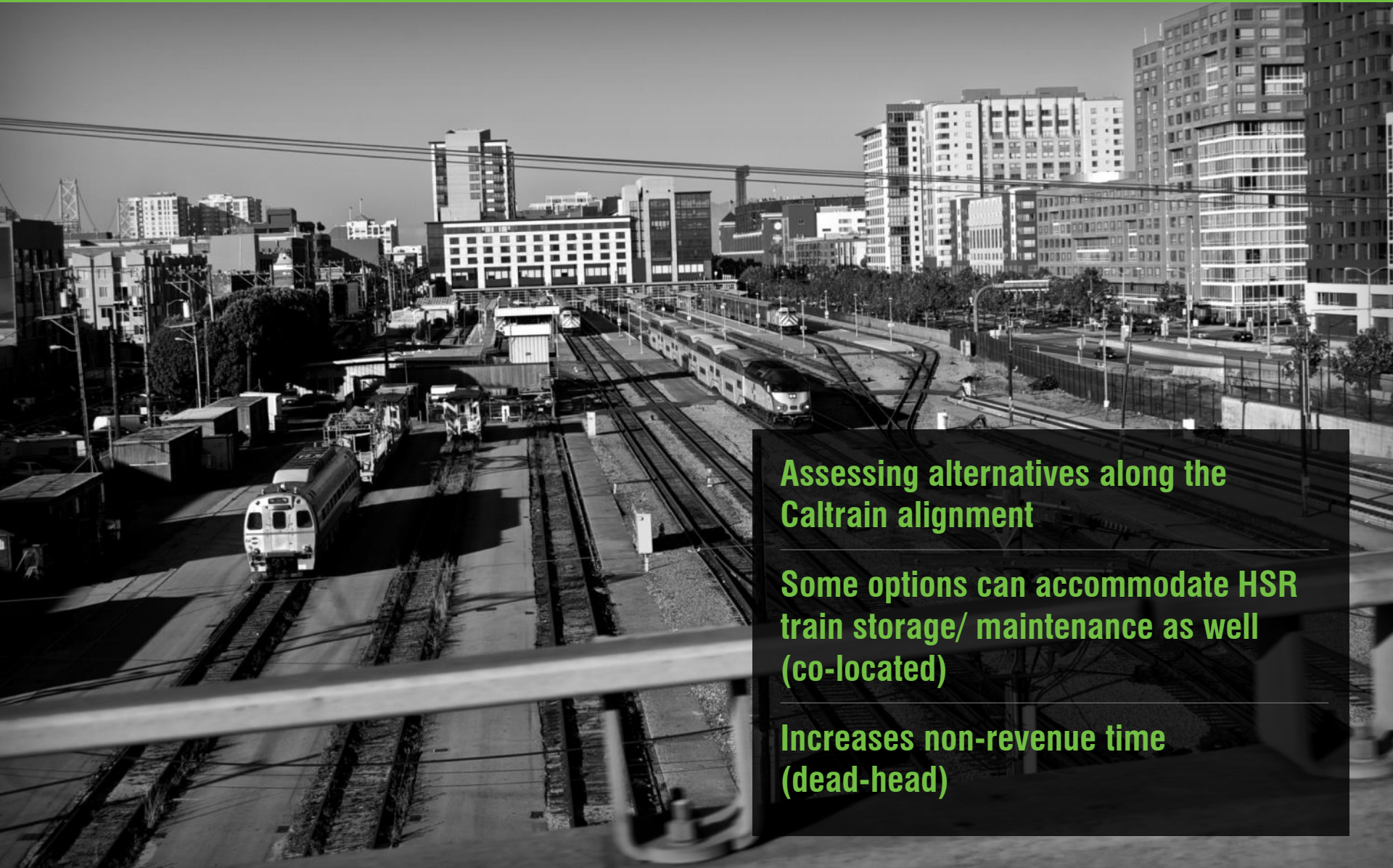
Source: Caltrain, 2013

DTX alignment (in 2013)

Minimum area needed for Caltrain use

Available area for repurpose or other use

3. RAILYARD RECONFIGURATION/RELOCATION - SUMMARY

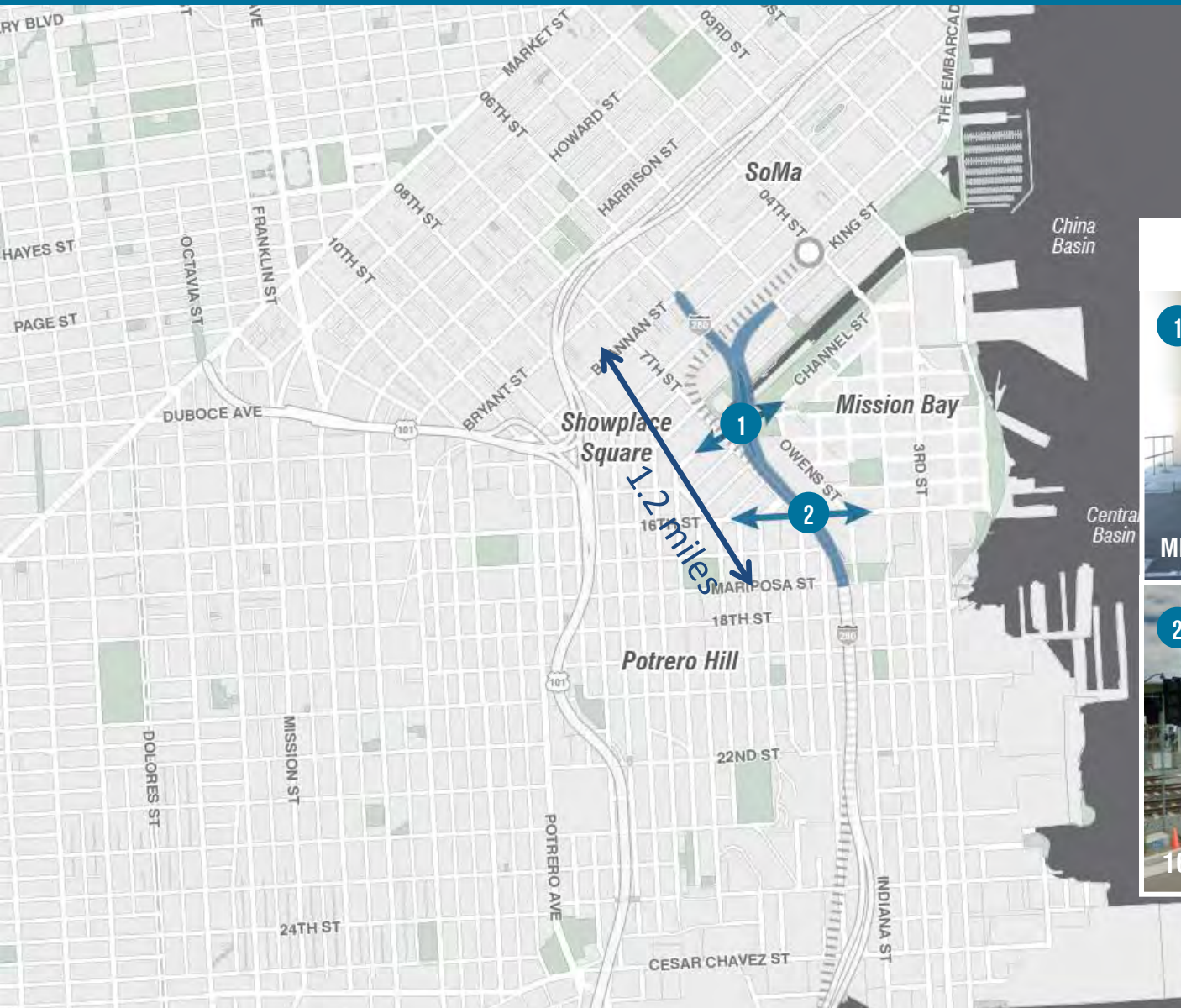


Assessing alternatives along the Caltrain alignment

Some options can accommodate HSR train storage/ maintenance as well (co-located)

Increases non-revenue time (dead-head)

4. BOULEVARD I-280: EXISTING CONDITIONS



ONLY TWO CROSSINGS

1



MISSION BAY DR / 7TH STREET

2



16TH STREET

4. BOULEVARD I-280: WHY WOULD WE TAKE DOWN A FREEWAY

THE EMBARCADERO



OCTAVIA BLVD



4. BOULEVARD I-280: SUMMARY



Continue to work with Caltrans, SFMTA, SFCTA on potential configurations

Configurations differ depending on other component elements

ONLY TWO CROSSINGS

1



MISSION BAY DR / 7TH STREET

2



16TH STREET

SUMMARY OF OPTIONS TO BE STUDIED IN PHASE II

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

- Three of the four alignments options moving forward
- Removed the “Tunnel under Existing Alignment” option

2. TRANSBAY TRANSIT CENTER LOOP

- Two of the four loop track options moving forward
- Removed the Main Street and Spear Street options

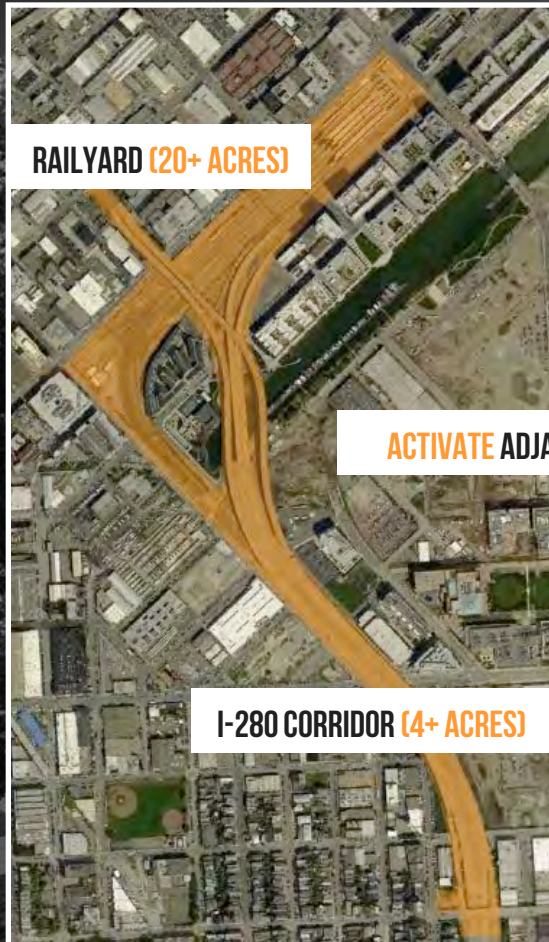
3. RAILYARD RECONFIGURATION/RELOCATION

- Continue to work with Caltrain and California High Speed Rail Authority (CHSRA) on possible reconfiguration/ relocation options

4. BOULEVARD I-280

- Continue to work with Caltrans, San Francisco Municipal Transportation Agency (SFMTA), San Francisco County Transportation Agency (SFCTA) on traffic operations


OPPORTUNITIES TO SHAPE THE URBAN ENVIRONMENT FOR THE PUBLIC'S BENEFIT



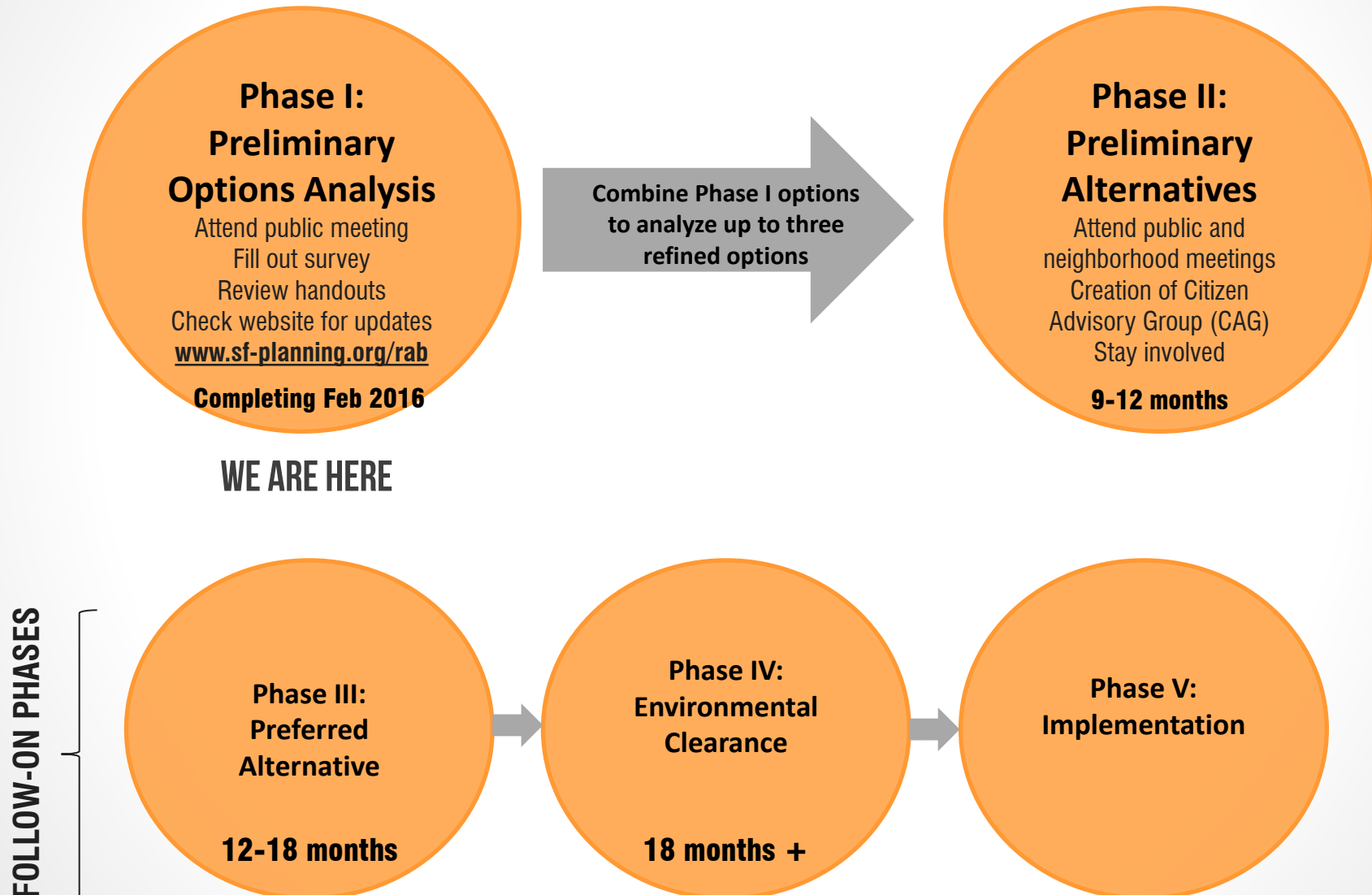


OUTREACH

WE NEED YOUR FEEDBACK

- 
- **Submit your questions** or ask them at the tables
 - **Answer our survey** provided to you tonight
 - **Sign-in** to ensure we have your information for future meetings

COMMUNITY ENGAGEMENT — HOW CAN YOU PARTICIPATE?



TIMELINE & NEXT STEPS

PHASE I –

Preliminary Options Analysis
June 2014-Feb 2016

PHASE II –

Alternatives Development
9-12 months

STAKEHOLDER BRIEFINGS UPON REQUEST

PUBLIC MEETING – Feb 2016

Preliminary Options Analysis
Public Input

PUBLIC MEETING –

Anticipated Winter 2016

Finalize Alternatives
Public Input

PUBLIC MEETING –

Anticipated Fall 2016

Draft Alternatives
Public Input

PHASE III –

Preferred Alternative
12-18 months

PHASE IV –

Environmental Phase
(could be semi-concurrent with Phase III)

PHASE V –

Funding and Implementation

STAKEHOLDER BRIEFINGS UPON REQUEST

PUBLIC MEETINGS at key milestones

FOLLOW-ON PHASES

THANK YOU

www.sf-planning.org/rab

Study Manager

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