

# **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 from the upper left towards the lower center. To the right of the highway, a river flows through the city. The surrounding area is filled with various buildings, including residential blocks, commercial structures, and a large stadium with a distinctive roof. The overall scene depicts a major metropolitan area with significant infrastructure.

# 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 16<sup>th</sup> 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 the San Francisco skyline with prominent skyscrapers like the Transamerica Pyramid. The city extends to the waterfront, where the San Francisco Bay is visible. The Golden Gate Bridge is seen in the distance, spanning the water. The text "STUDY COMPONENTS" is overlaid in a large, white, sans-serif font within a solid orange rectangular box that is centered horizontally and vertically. The overall scene is a wide-angle shot, providing a comprehensive view of the city and its surrounding water and hills.

# 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

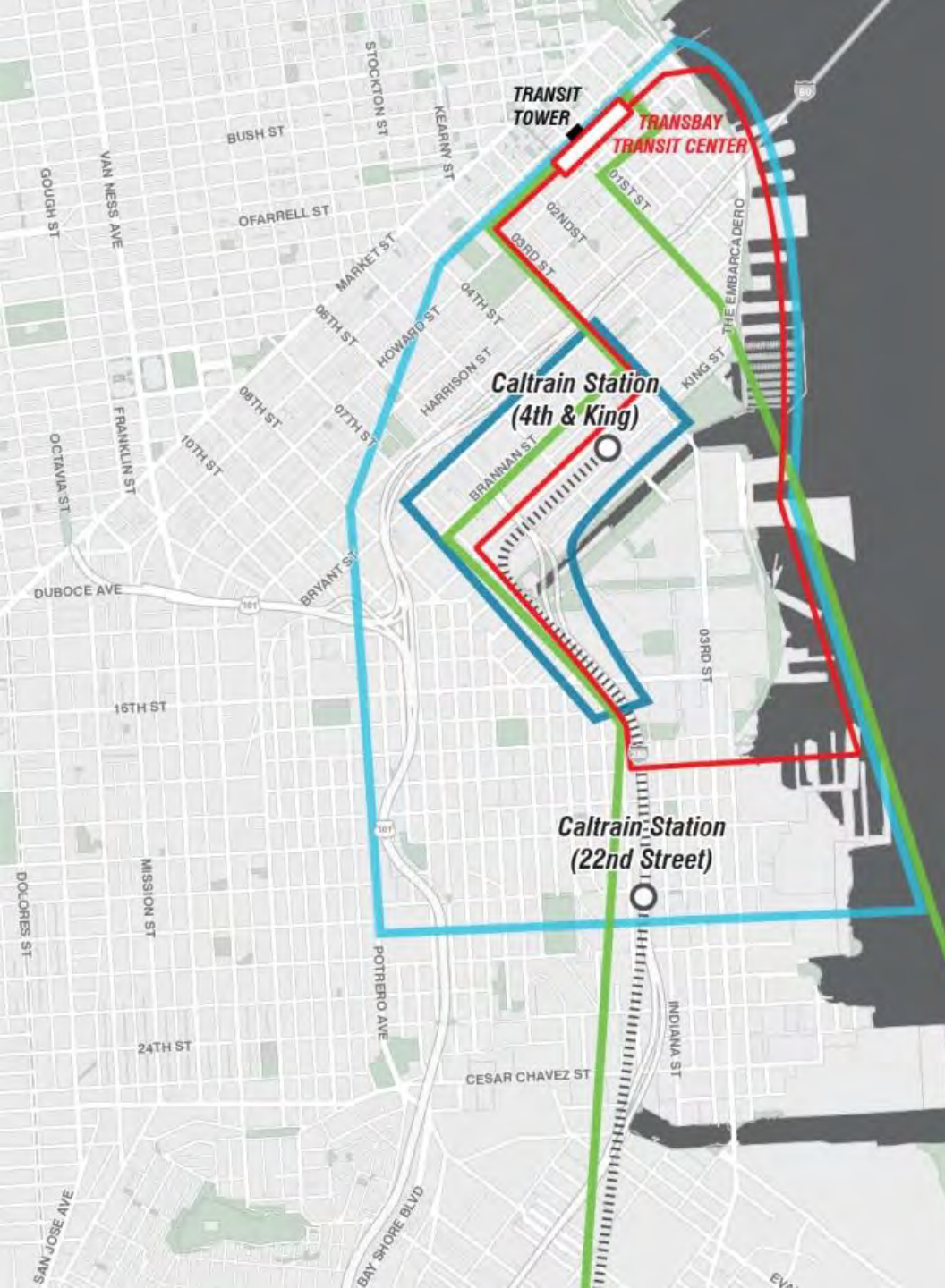
1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

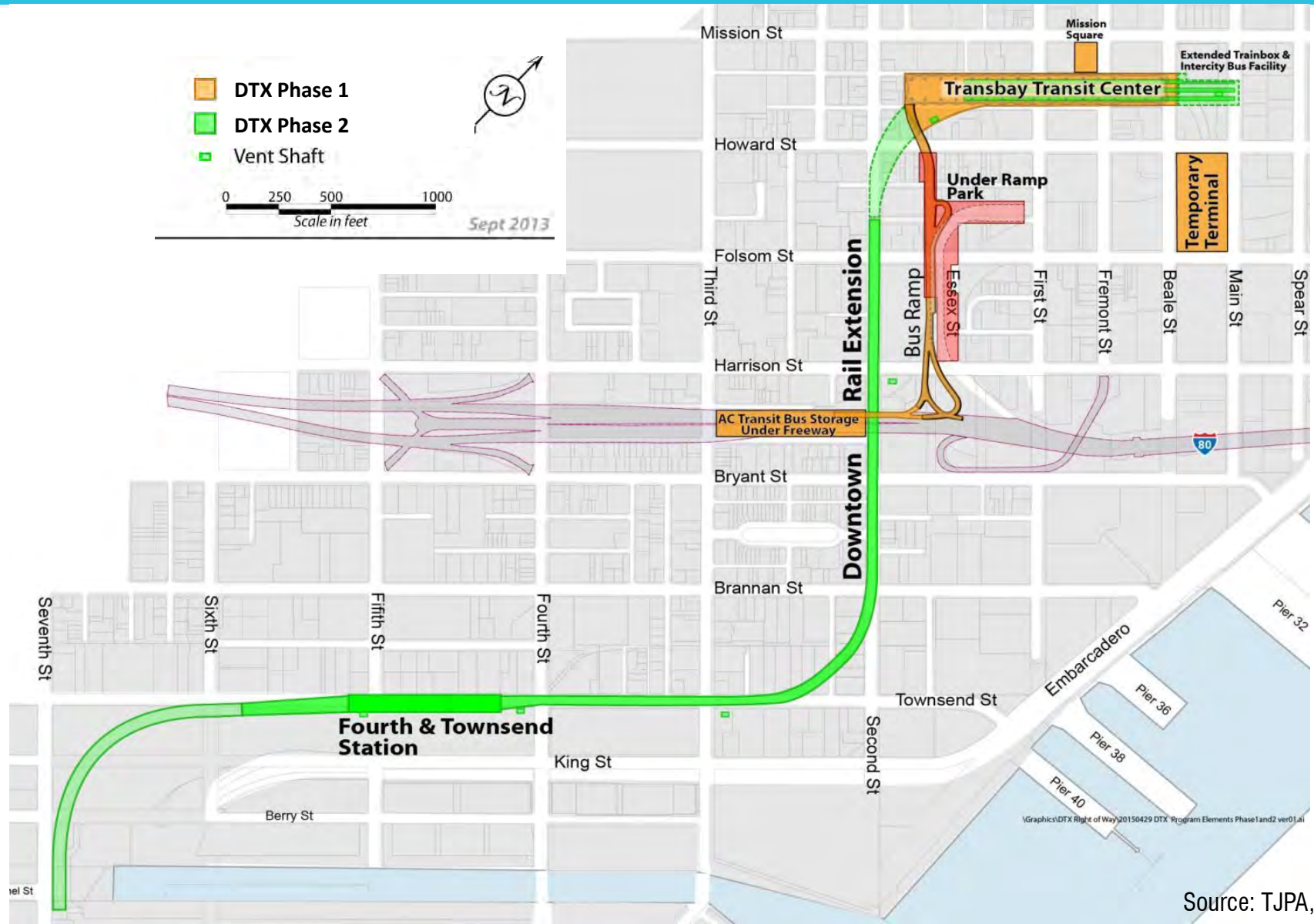
3. RAILYARD RECONFIGURATION/RELOCATION

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 4<sup>th</sup>/King footprint**

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- B. Tunnel Under Existing Alignment**

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- C. Pennsylvania Avenue**

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- D. Mission Bay (Third Street)**





## 2. TRANSBAY TRANSIT CENTER LOOP

### OPTIONS FOR TRANSBAY TRANSIT CENTER LOOP

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

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

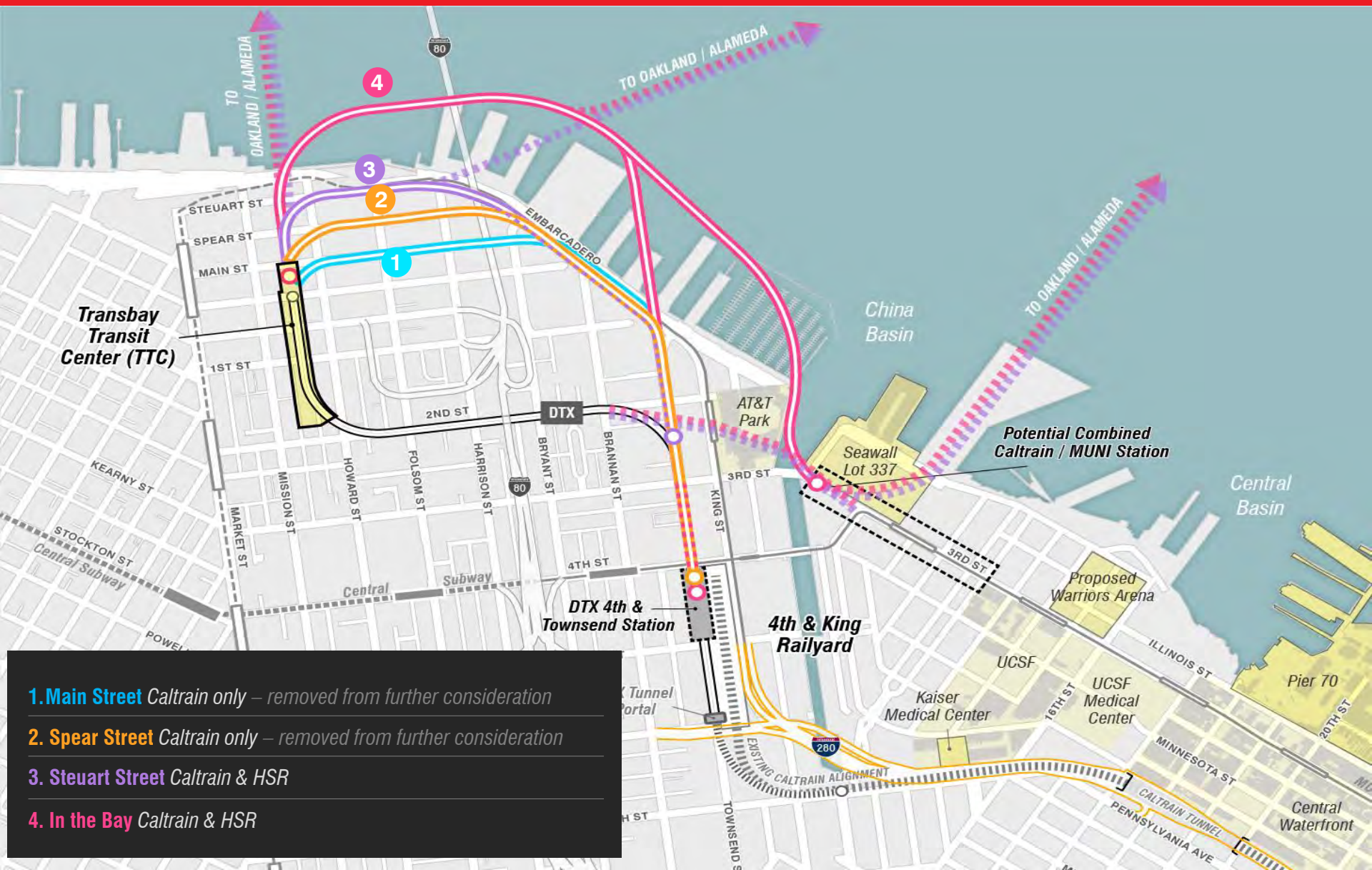
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3. **Steuart Street** - *Caltrain & HSR*

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

## 2. TRANSBAY TRANSIT CENTER LOOP - SUMMARY



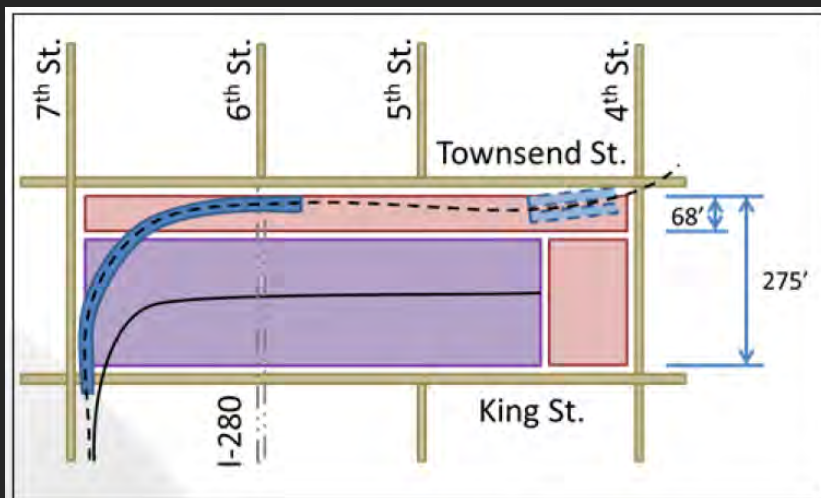


### 3. RAILYARD RECONFIGURATION/RELOCATION

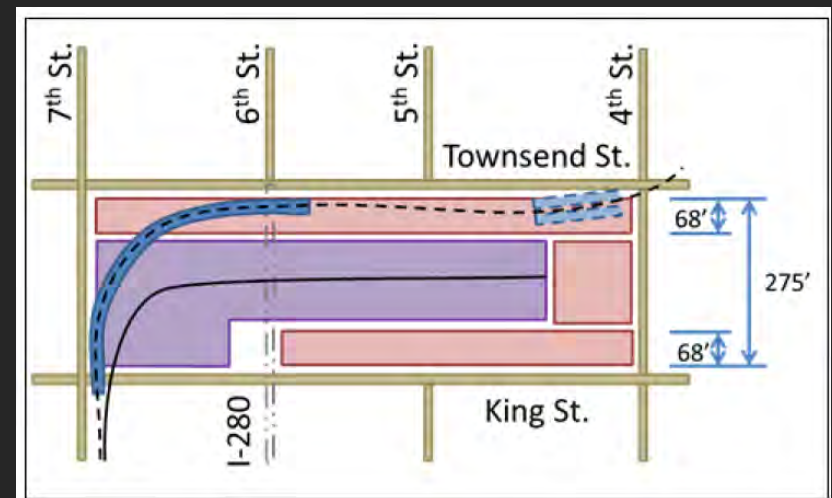
#### PRELIMINARY OPTIONS

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

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



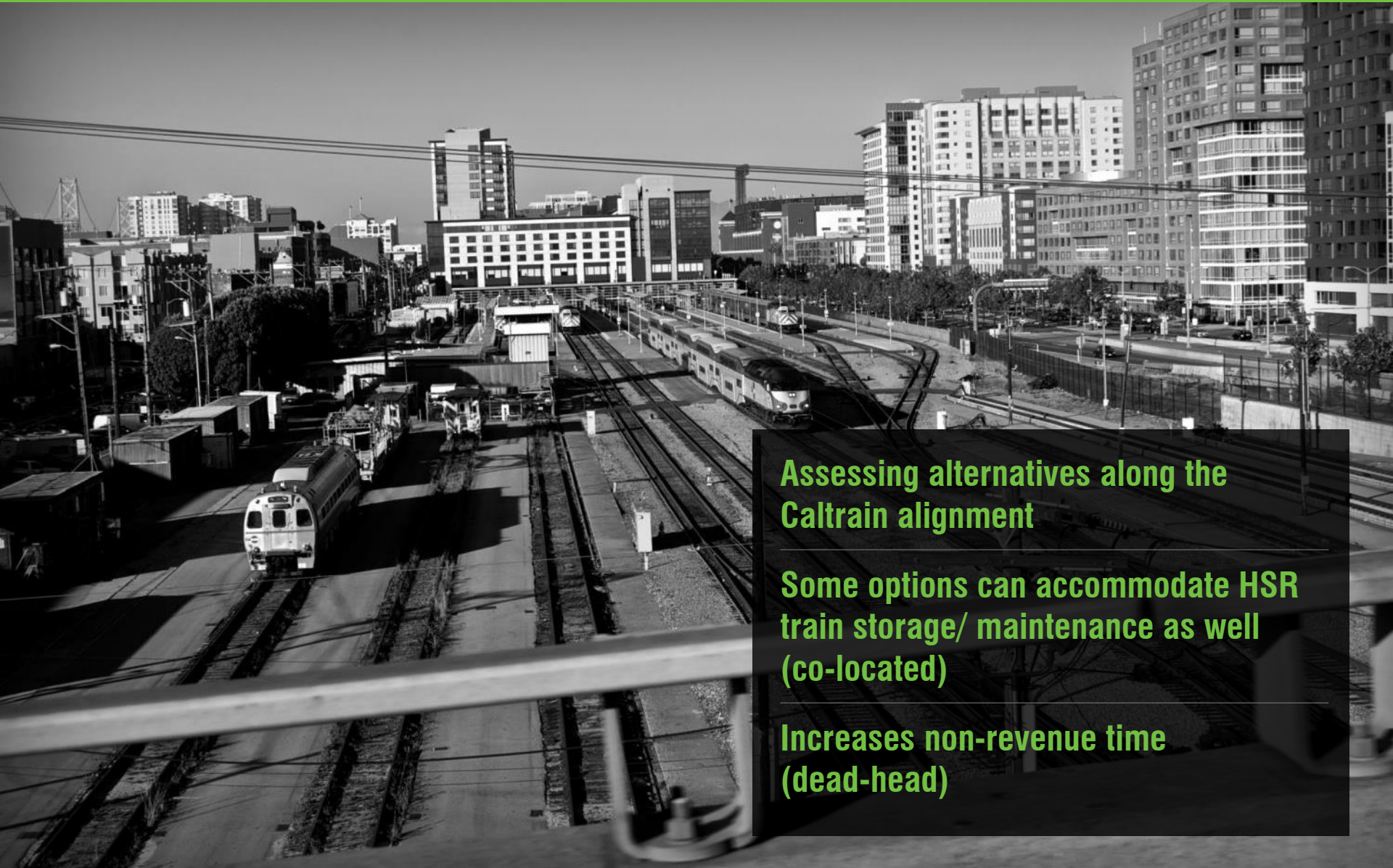
Source: Caltrain, 2013



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



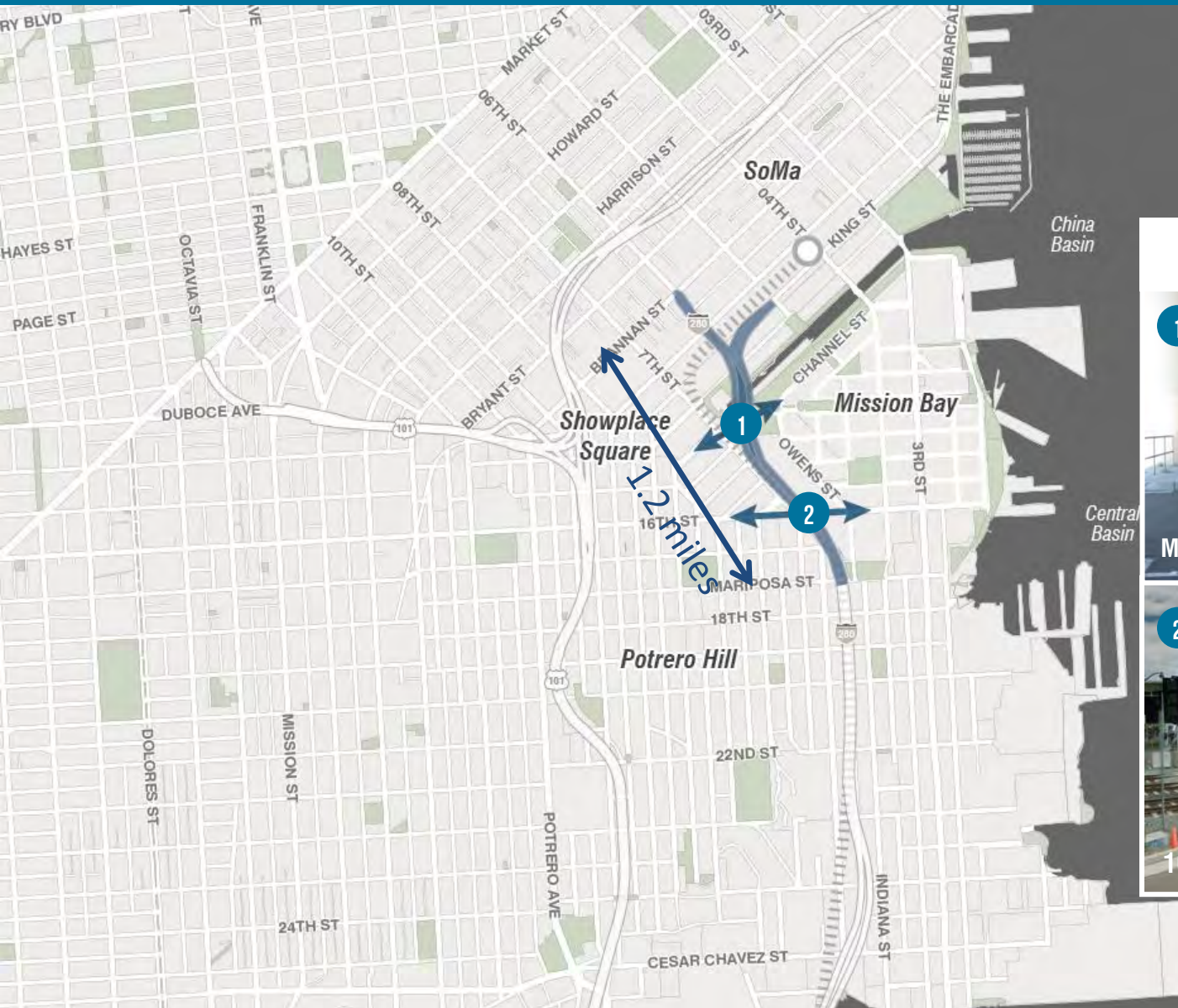
**Assessing alternatives along the Caltrain alignment**

**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





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

THE EMBARCADERO

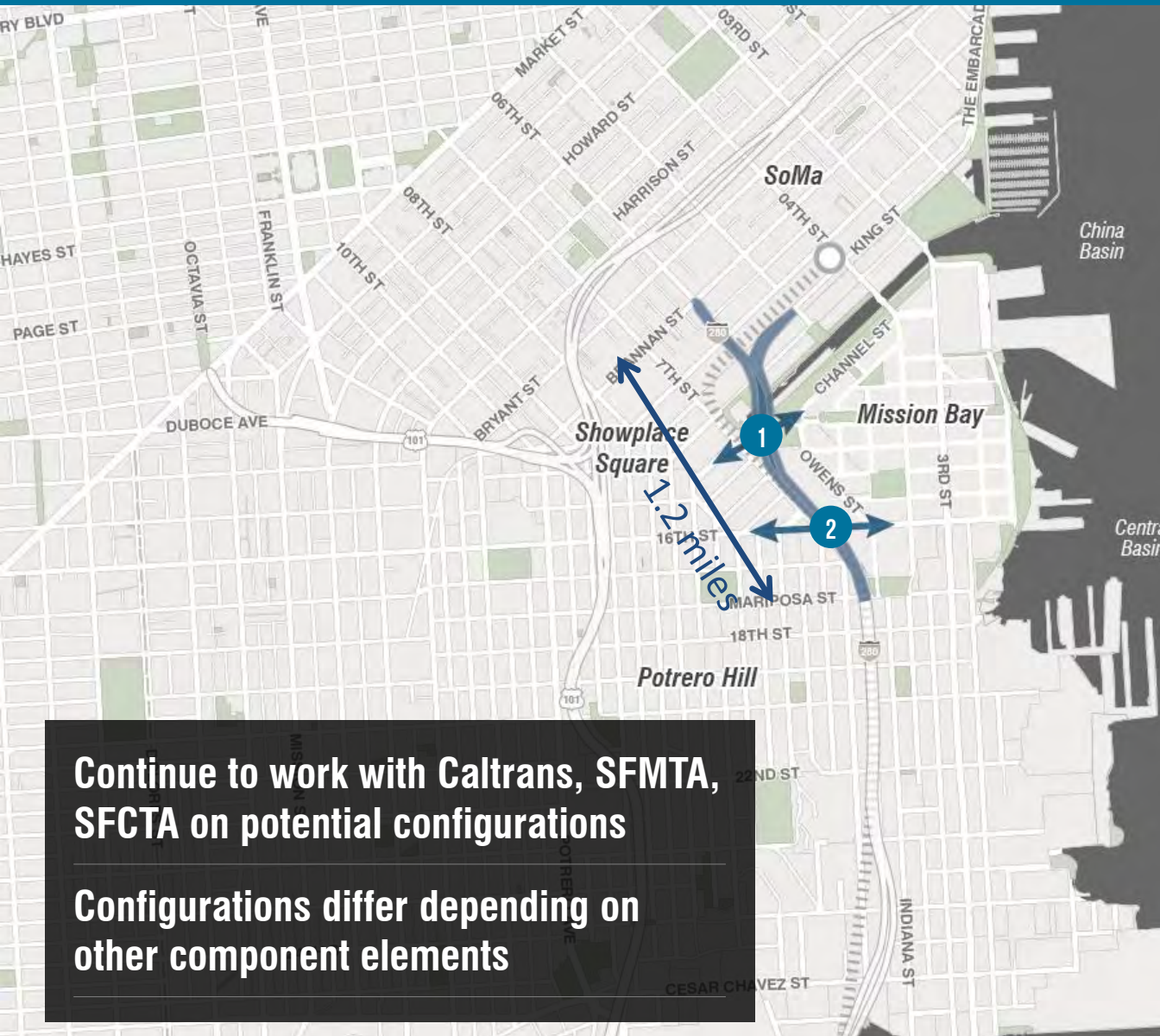


OCTAVIA BLVD





## 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



MISSION BAY DR / 7TH STREET



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

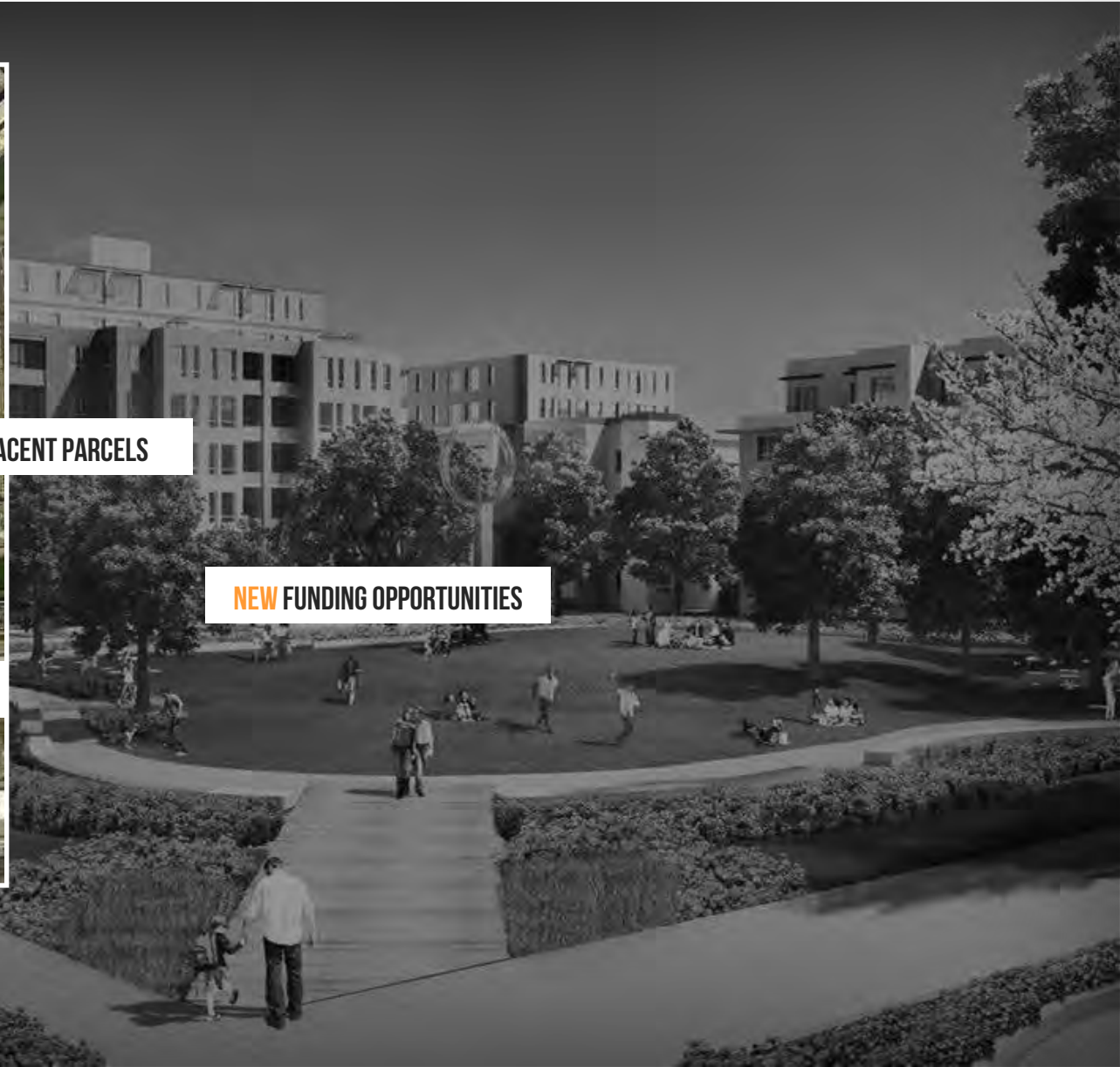
- Continue to work with Caltrain and California High Speed Rail Authority (CHSRA) on possible reconfiguration/ relocation options

## 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






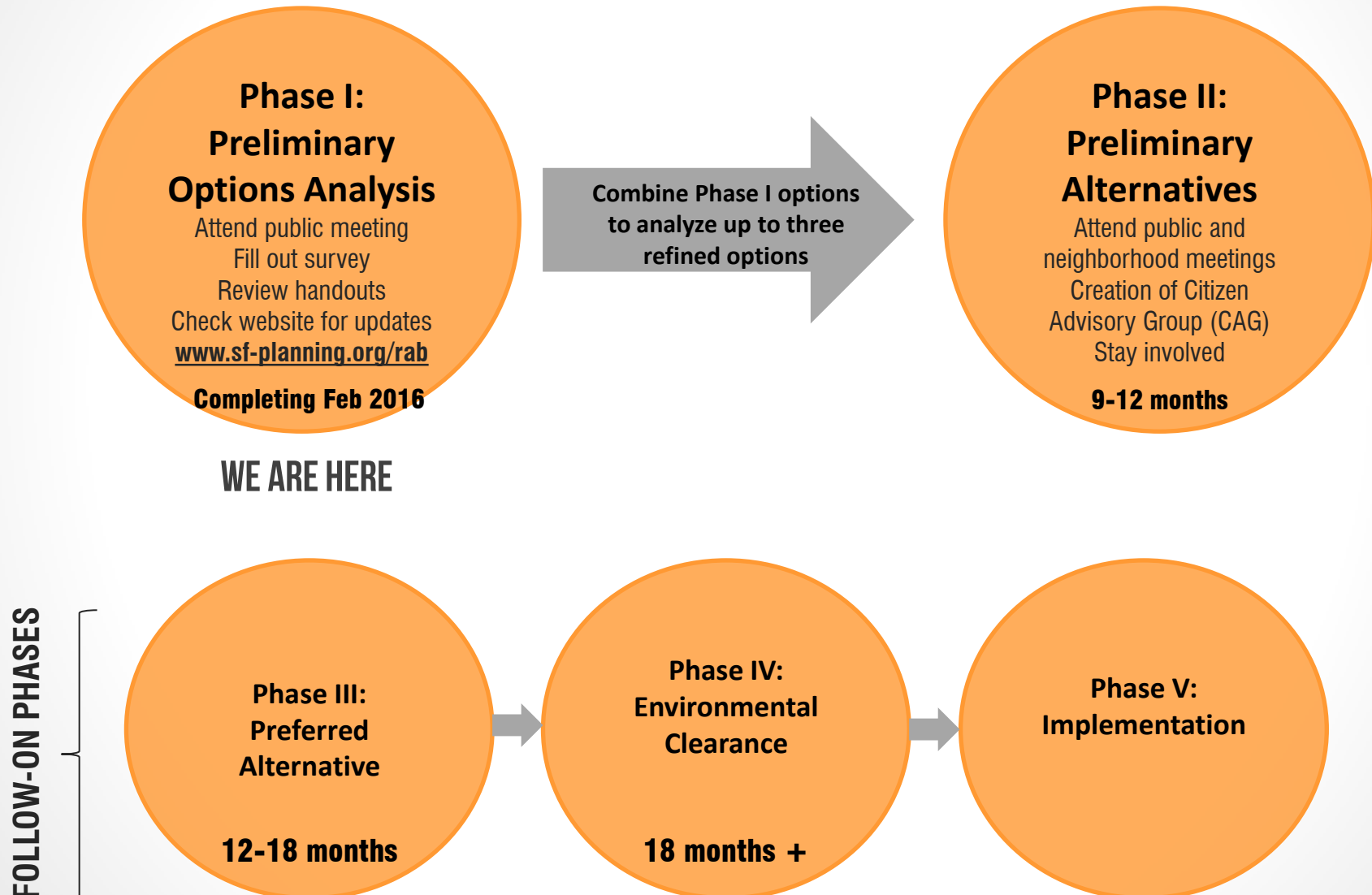
# OUTREACH



# 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](http://www.sf-planning.org/rab)

*Study Manager*

Susan Gygi, PE



San Francisco  
**Planning**