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

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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. 16th 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
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- 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 4th/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.
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 4TH - 7TH 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 4TH/KING RAILYARD

- OPERATIONS, MAINTENANCE, STORAGE
- CURRENTLY, CALTRAIN USES 6 PLATFORMS AND 12 TRACKS AT 4TH/KING
  - HSR IS ANTICIPATING 2 PLATFORMS/4 TRACKS (2025)
  - HSR OPERATIONS AT 4TH/KING COULD MODIFY CALTRAIN USE OF STATION TO 5 TRACKS/2.5 PLATFORMS
- FOR 4TH/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 4TH/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 2ND SET OF DOORS AT TTC AND UTILIZE ANY PLATFORM/TRACK AT TTC
- CALTRAIN PROVIDES UP TO FIVE SPECIAL EVENT “LOAD AND GO” TRAINS AT 4TH/KING
- CALTRAIN HAS OPERATION EASEMENT FROM PROLOGIS FOR RAILYARDS

Source: CHSRA, 2010
3. RAILYARD RECONFIGURATION/RELOCATION

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

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

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

- 2013 Caltrain Study completed a preliminary assessment of possible modified footprints at 4th/King at the request of San Francisco
- Starting point for analysis
- Assumes only Caltrain use of 4th/King
- Based on anticipated maintenance, storage, and operations after electrification of Caltrain (anticipated December 2020)
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 4th/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

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 CARPOOLSING, BUSSING, ETC.
5. OPPORTUNITIES FOR THE URBAN ENVIRONMENT

Railyard (20+ Acres)

Activate Adjacent Parcels

New Funding Opportunities

I-280 Corridor (4+ Acres)
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
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- 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

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**PUBLIC MEETING — FEB 2016**

Preliminary Options Analysis
Public Input

**PUBLIC MEETING — ANTECEDENT FALL/WINTER 2016**

Draft Alternatives
Public Input

**PUBLIC MEETING — ANTECEDENT WINTER 2016/17**

Revised 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)

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**COMMUNITY ENGAGEMENT**

**COMMUNITY WORKING GROUP**

**LED BY SF PLANNING**

**FOLLOW-ON PHASES TO BE DETERMINED**