Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB)
Poster Board Comments from 2/23/16 Meeting

I-280 Boards
- Impact of traffic on local neighborhood –
  - Stadium parking
  - Peak period
  - Traffic study
  - Six years observing traffic growth
  - Look at and study traffic in local neighborhood
- Kansas & 19th bus stop for 22
- Need more reliable public transportation
  - Further study but neighborhood is fast growing
- Connections to SF general and other services
- Support move, use other public transit
- Connecting neighborhood
  - Lack of good connections
- Cost of transportation
- Lack of incentive to us
- City of hills; topography difficult to get around
- What is status of 16th street corridor?
- Free parking at 22nd street station impacts to local neighborhoods in residential parking; people
- Consider accessibility at 22nd Street Station (Caltrain)
- Impact of Market & Octavia – pedestrian & cycling safety impacts
- Connection at station between I-280 and 101
  - Function of freeways
  - Concern about I-280 role of alleviating 101
- If at Mariposa, only 1/5 of traffic gets off at Mariposa, but gridlock at 16th & Texas
- Where will the flow be, concerned w/short cutting at Potrero Hill
- I-280 elevated vs. Pollution at surface streets (emission)
- Think 280 should stay as is; retrofit by Caltrans; purpose to get into City without getting into neighborhoods
- City study on emissions, localized pollution caused not just by volume, it’s the stopping and idling by cars
- Environmental justice – look at PMIO; PPM
- Look at stop & idling, remove hard stops
- Significant quality of life concerns
- Traffic in SoMa – should study impacts on SoMa
- “No car” attitude
- Need better transit connections in City, to/from east side
• “Tear it Down” – remove barrier a la embarcadero
• Are there better regional routes (e.g. San Mateo Bridge)
• “Put it underground” a la Doyle Drive
• Study PPM particulars
• Make new usable space public not just for wealthier/private
• “It’s great” as long as public transit services needs of SE
• Ferry service to 16th/Mission Bay
• “I hope it comes soon enough so I can enjoy the benefits”
• “Tear it down” to CC or 101
• With fewer on/off ramps south (on 101), could we improve maintain throughout
• Integrate Mission Bay development w/surrounding community – opportunity for more housing
• Removing 6th ramp
  o Increase pedestrian safety
  o Increase water access
• Connect Owens Street to 6th via new bridge; 5th to creek, connect CRD
• Integrate grid, crossing 7th to Mission Bay
• Implement Potrero traffic calming study (and make sure it works with these plans)
• How do you avoid pinch points like Octavia Blvd?
• Where’s traffic going to go at peak?
• Will increase traffic
• 280 serves important function today
• Repurpose 280 as Highline Park
• Be sure to consider SLR
• Fantastic
• Great idea: 3rd street alignment
• Keep 280 as is
• Take 280 down – rejoin neighborhoods
• Blvd will be problematic w/8 lanes – hard to rejoin neighborhood
• 280 stops at Cesar Chavez – remove 280 at cesar Chavez?
• Remove 280 at Mariposa
• Default plan would block access to residents of Mariposa & Missouri, Mariposa & Mississippi, Mariposa & Texas (+1 in favor of comment)
• Want stop near existing 22nd Caltrain stop
  o Make 22nd Street station accessible
  o Provide drop & ride facility
Railyard & Placemaking
- Parkland on Railyard? What is the potential?
- Central SoMa Plan: Why Now?
  - Landfill & SLR – problem
- What about shifting railyard one block west?
- Can the railyard be put underground?
- Can there be dedicated station parking near 22nd Street station? Joined with Muni bus yard?
- Show renderings of how freeway would end & emphasize the short stretch being studied for removal
- Can I drive the TBM?
- Please don’t relocate train storage to the Bayview
- Build a park at 4th & King railyard
- Look to City of Arts & Science; in Valencia Spain for I-280 Corridor (vs. Octavia)
  - Negative impacts of freeway traffic/pollution when it enters street grid
- What/Why is part of DTV blue on diagram but not all of it?
- Keep railyard open/flexible for construction/maintenance over the long-term (or flex uses like bike/skate park)

Pennsylvania Ave Tunnel & DTX Baseline
- Bored tunnel vs. cut
- How disruptive? & Monitoring?
- Depth?
- What $ source?
- Will this raid the High Speed Rail $?
- Priority is getting HSR overall built; 2nd is DTX

- Leverage/build on 3rd street tunnel for new, higher, better seawall?
  - & connect us/seawall $?
- T-3rd should be priority for existing tunnel under 3rd
  - Key for Warriors connection/access
- Better central subway connection to Warriors – tunnel under channel for speed
- Can both T & HSR/Caltrain go under 3rd in one project? (double-decker tunnel?)
  - T-3rd not adequate for growth as a surface route.
- Can DTX Baseline alignment be:
  - Added to Pennsylvania Ave Tunnel; or
  - Can Pennsylvania Ave tunnel be a Phase II of proposed DTX alignment?
  - Goal: no at grade or trenched 16th street crossing
22nd Street Station
- Like to see 22nd Street station remain where it is or more further South
- Like to see time & cost of a minimal “Phase 1”
  - DTX project – CT only; no 7th/6th grade sep, current alignment – no later than September 1, 2016
- Caltrain station at 22nd street & 3rd street
- Favor 3rd street alignment