



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



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- “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
 - Increase pedestrian safety
 - 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
 - Make 22nd Street station accessible
 - Provide drop & ride facility



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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



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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 I"
 - 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