



Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB)

Written Questions from the Poster Board Activity at the 2/23/16 Community Meeting

If you do not see your question here, please [contact us](#) and let us know.

I-280 Boards

Q: What is status of 16th street corridor?

A: The project was approved by the SFMTA board on January 19, 2016, and has entered into Conceptual Design. Anticipated construction to begin 2018 and completed 2020. Early implementation of pedestrian safety zones and other immediate improvements are being undertaken as early as spring 2016. You can find information out about the 22-Fillmore Transit Priority Project [here](#).

Q: Where will the flow be? Concerned w/short cutting at Potrero Hill

A: As part of the Phase II work, preliminary analysis of different scenarios with lanes, intersections, signals and right-in/right-out only to the boulevard will be completed to determine the feasibility and impacts of each. Not every intersection in the area will be analyzed in Phase II, but enough analysis will be completed to provide information related to the entire area - not on a street by street, or intersection by intersection basis. Following phases will expand that analysis.

Q: How do you avoid pinch points like Octavia Blvd?

A: Preliminary traffic analysis will be conducted during Phase II and following phases of the study. The RAB study is the beginning of the process toward understanding the possibilities for the City and providing more efficient service no matter how you travel (by bus, train, car, bike, or on foot). There have been lessons learned from the takedown of the Embarcadero and Central Freeway segments, and we will be employing those lessons learned through the study.

Q: I-280 stops at Cesar Chavez – remove I-280 back to Cesar Chavez?

A: The segment proposed to be surfaced under the RAB study (Mariposa to 4th/King – 6th/Brannan) is an aerial segment of freeway. Previously, the portion north of 4th/King-6th/Brannan was removed due to structural instability from the Loma Prieta Earthquake. The support structures of I-280 change south of Mariposa Street, making Mariposa a logical stopping point for the RAB study. In the future, further peeling back of the I-280 corridor could be possible.

Railyard & Placemaking

Q: Parkland on Railyard? What is the potential?

A: As part of Phase II, land use scenarios will be developed for the overall alternatives (including different options for the five components). As part of any development, there is need for open space. During Phase II, more information on the potential parcels that may be available for public benefit will be identified.

Q: Central SoMa Plan: Why Now?

A: Please find more information on the Central SoMa plan [here](#).

Q: Landfill & Sea Level Rise – problem

A: As part of any project moving forward out of the RAB study, resiliency issues will be addressed and incorporated where possible.



San Francisco Planning

Q: What about shifting railyard one block west?

A: As part of the Baseline and sub-options under consideration for the Railyard Reconfiguration/Relocation component, various configuration of the 4th/King railyard will be reviewed and analyzed.

Q: Can the railyard be put underground?

A: As part of the Baseline and sub-options under consideration for the Railyard Reconfiguration/Relocation component, various configuration of the 4th/King railyard will be reviewed and analyzed.

Q: Can there be a dedicated station parking near 22nd Street station? Joined with Muni bus yard?

A: Parking is not part of the RAB study.

Q: Can I drive the Tunnel Boring Machine (TBM)?

A: The Project Team is first in line. So if you are willing to wait in line after us... Realistically, the answer is no, and you wouldn't want to. A Tunnel Boring Machine Pilot sits in a very small room and looks at various computer screens and readouts, in cramped quarters, underground, for hours at a time. But they are very good at their jobs. One example: the Central Subway project required TBMs to be utilized and driven within inches of buildings and the BART Market Street tube. Monitoring devices were used to ensure there was no settlement or visible/audible disturbance at the surface existed during the construction and afterwards will continue to monitor.

Q: What/Why is part of the Downtown Rail Extension (DTX) blue on diagram but not all of it?

A: Various options of alignment exist for the Mission Bay Alignment option. All divert from the existing Caltrain tracks around or south of 22nd Street station, and there are options to either weave through the pilings of AT&T stadium or around those pilings. As we move through Phase II, more information will be made available and likely one alignment for this option will be identified.

Pennsylvania Ave Tunnel & DTX Baseline

Q: How disruptive? & Monitoring?

A: Pennsylvania Ave Alignment - Tunnel boring machines have less disruption on the surface once they are underground. They go along quietly digging while activities continue along the street. There will still be some disruption (confined to vent locations and wherever the underground station(s) are located) but those will be minimized. Phase II will provide more of that information.

A: DTX Baseline includes both cut and cover* and sequential mining construction methods. Both are labor intensive and the current construction schedule is 7 years. Disruptions of various levels will be felt throughout the entire construction schedule along both Townsend Street and 2nd Street. *Cut and cover is a method of construction where a trench is excavated (in this case, along Townsend road and within the entire Townsend Street) and roofed over while work is completed underground. It's how Bart/Muni was completed on Market Street.

Q: Depth?

A: The depth of the tunnel depends on various elements including, but not limited to, the alignment and the diameter of the anticipated tunnel. Suffice it to say, the tunnel boring activity will not be felt at the surface and will be deep enough to avoid substructures as necessary. In addition, all alignments under consideration will enter the Transbay Transit Center (TTC) as proposed in the SW corner of the TTC and at the elevation required.



San Francisco Planning

Q: What are the anticipated funding sources?

A: As part of Phase II, preliminary cost estimates of the entire potential alternatives (made up of the various components) will be available. To date, each project has only looked at its individual costs. Understanding the entire costs is essential to the City. Once the potential costs are known, potential funding sources can be sought. It is anticipated that some of the same sources as are currently anticipated for projects would be “transferred” and utilized.

Q: Will this raid the High Speed Rail funding?

A: All options for funding will be reviewed and considered.

Q: Leverage/build on 3rd street tunnel for new, higher, better seawall? Connect SF/seawall? What would be the cost?

A: The Mission Bay alignment, if identified as the preferred alignment in Phase III, would be designed to incorporate resilient elements. At this time is not anticipated to replace or incorporate a seawall.

Q: Can both T & HSR/Caltrain go under 3rd in one project? (double-decker tunnel?) T/3rd line at surface is crowded and doesn't operate well.

A: At this time, the underground tunnel identified in the Mission Bay alignment is not anticipated to accommodate the T/3rd line underground. As the project progresses, a “double-decker tunnel” concept could be analyzed.

Q: Can the DTX Baseline alignment be added to Pennsylvania Ave Tunnel; or can the Pennsylvania Ave tunnel be a Phase II of the proposed DTX alignment?

A: The Pennsylvania Avenue alignment does include the DTX as currently designed and environmentally cleared. As part of the draft supplemental environmental documents on the DTX (released December 29, 2015), there is a tail-track that the City requested be included. A tail track is a dead end track that can be used as storage. This tail track is 100-feet of underground track that could be connected at a later date, and without additional disruption to the Caltrain/HSR service.