

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

Led by the San Francisco Planning Department, the RAB Study is a multi-agency analysis of transportation and land use alternatives in the most rapidly growing areas of the City, including: South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill.



San Francisco Planning Department
SFCTA Board Update
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San Francisco
Planning

Photo: Manu Cornet

RAB Study Components

The Planning Department is studying the five following components.

- Each component is being studied individually, as well as combined with others.
- Each component represents a **potential big move** to improve access and quality of life for the east side of the City.
- Each decision is a **100-year decision** that will impact our entire region.
- **None of the component options require I-280's removal.**
- Cost estimates and potential schedule implications will be provided at the Public Meeting (Summer 2017)
- Component #1 will be the **first decision** that needs to be made.

1: Rail Alignment to Transbay Transit Center (TTC)

How High Speed Rail and Caltrain trains connect from the county line into Transbay Transit Center (TTC) has major implications for both the urban fabric and future development potential along the corridor.

2: Transbay Transit Center (TTC) Loop

The Transbay Transit Center Loop entails creating a loop track/extension to enhance operational capacity at the TTC and potentially incorporate a second Transbay tube to the East Bay.

3: Railyard Reconfiguration/Relocation

Modifying or relocating some or all of the activities at the 4th/King Railyard would allow Caltrain to operate on a smaller footprint, while potentially freeing up land for open space and future development opportunities.

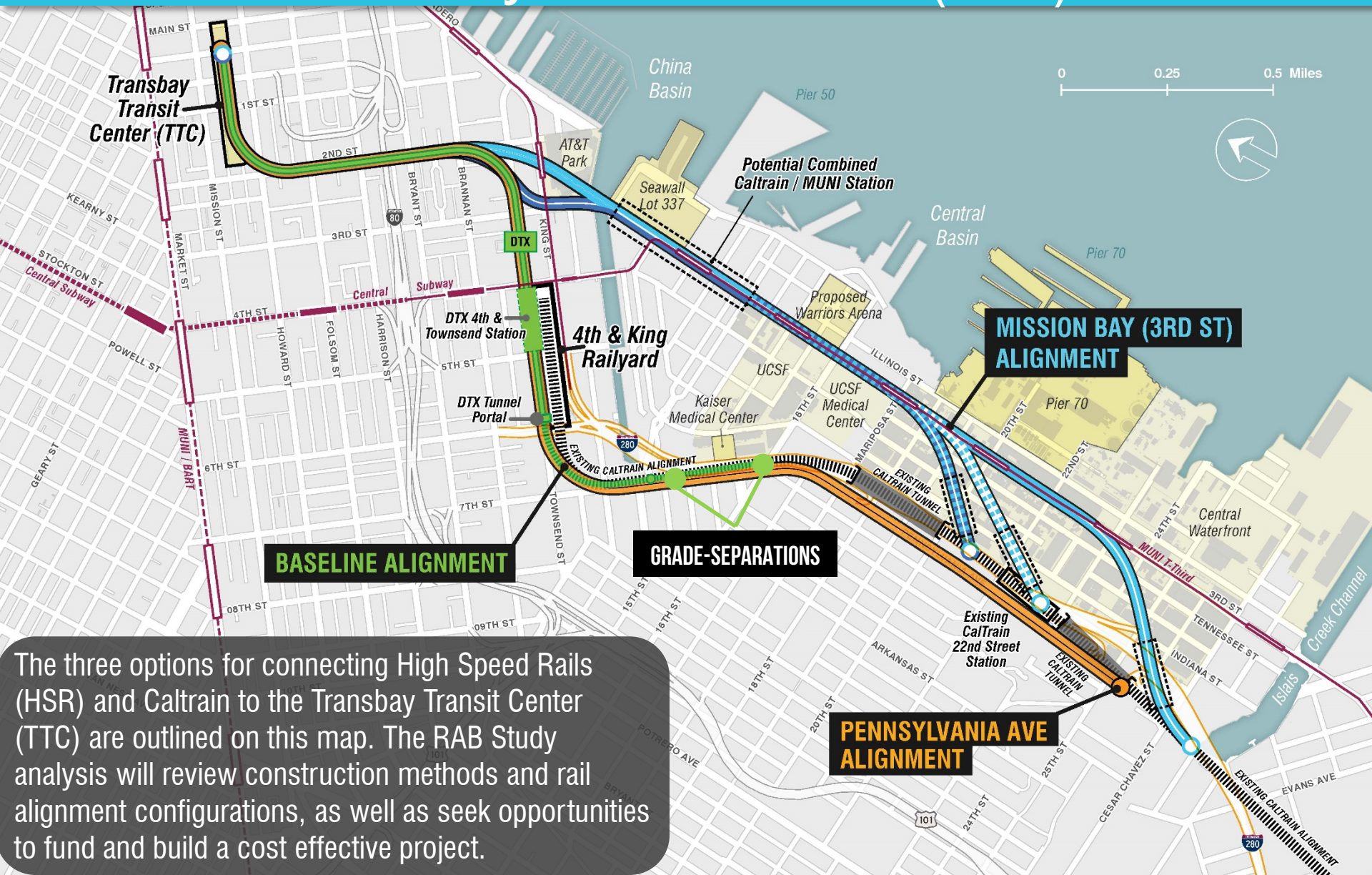
4: Boulevard I-280

In the long term, replacing the end of I-280 north of Mariposa with an urban surface boulevard, similar to the Embarcadero or Octavia Blvd, could create new open space, improve circulation and allow connectivity throughout the area that is currently separated by 1.2 miles of I-280.

5: Opportunities for the Public's Benefit

Relocating the Caltrain Railyard and/or creating a surface-level boulevard instead of the elevated freeway makes new land available for housing, commercial development, and open space.

Component 1: Rail Alignment to Transbay Transit Center (TTC)



The three options for connecting High Speed Rails (HSR) and Caltrain to the Transbay Transit Center (TTC) are outlined on this map. The RAB Study analysis will review construction methods and rail alignment configurations, as well as seek opportunities to fund and build a cost effective project.

RAB – Citizen Working Group

COMMUNITY/DISTRICT/STAKEHOLDER	NAME
Chair – represents Dogpatch (District 10)	Ron Miguel
Bayview CAC	Devanshu Patel
California College of the Arts	Jennifer Stein
Eastern Neighborhoods CAC	Daniel Murphy
Mission Bay CAC	Corinne Woods
Potrero Hill	Brian Scully
Potrero Hill	Rick Hall
Potrero Hill	J. R. Eppler
Regional focus	James Haas
SoMa (District 6)	Brian David Shaw
Southeast	Sophie Maxwell
South Beach/Rincon/ Mission Bay	Jackson Fahnestock
SPUR	Ratna Amin
TJPA CAC	Bruce Agid
UCSF	Tammy Chan
Bicycle/pedestrian advocacy	Nathan Mee
Business	David Brentlinger
Environmental/Transportation	Howard Strassner
Housing	Alice Light
Senior/disability community	Ted Olsson
Transportation advocacy/ Business	Adina Levin

A Citizen Working Group (CWG) was launched Summer 2016 to aid the Study Team in **assessing the existing conditions** of the area and **weigh-in on possibilities for the future**. Made up of **21 members** representing broad interests within the communities surrounding the Caltrain right-of-way, the 4th/King Railyard, and the I-280 right-of way. Includes: area residents, businesses, and employers, CAC's, various advocacy groups (pedestrian/bike, transportation, car users, environment, seniors/people with disabilities, etc). More information is available on the project website.

RAB – Evaluation Matrix Criteria

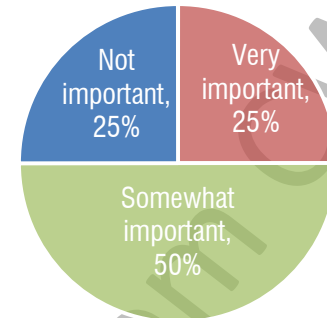
Criteria being studied are broken into 7 major topic areas:

- Technical Feasibility Criteria – provided by the partners to the project (CalSTA, CHSRA, MTC, CalTrans, TJPA, Caltrain, CCSF departments/agencies. These items **MUST** be met by each option under consideration. (minimum radii, minimum number of tracks, etc)
- Mobility (access to jobs/housing/parks, efficiency of service, multi-modal connectivity, etc)
- Capacity (Number of trainsets accommodated, transit improvements, Vehicle LOS/VMT, etc.)
- Policy (Vision Zero, affordable housing goals, etc)
- Social Criteria (ability to knit back neighborhoods, ability to adapt to sea level rise, etc)
- Schedule implications (DTX, Caltrain electrification of 4th/King, etc)
- Costs (construction costs, value capture, economic impact)

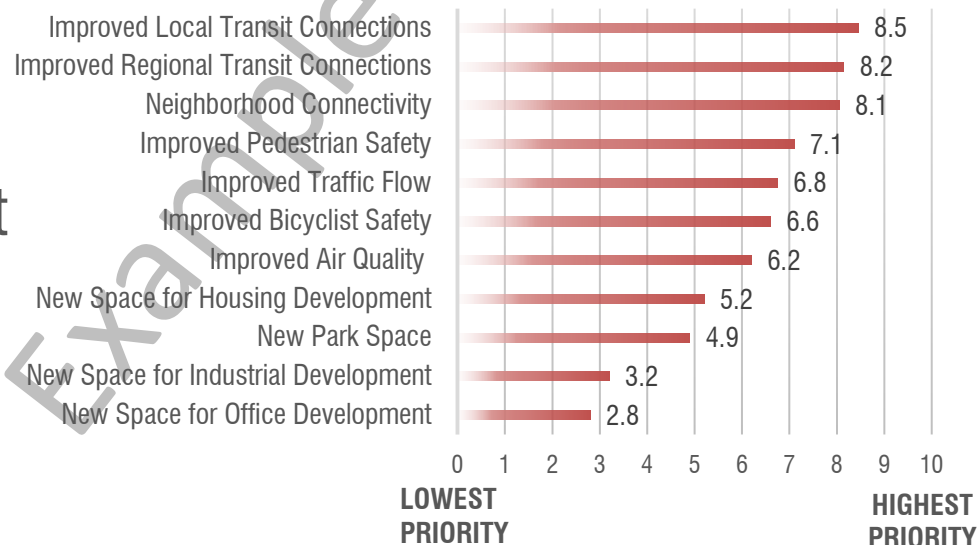
RAB – Decision Making

- ❑ The evaluation matrix provides information only
 - Qualitative versus Quantitative criteria
 - Doesn't weight the criteria or provide a decision making tree.
- ❑ Values must be taken into account
 - Differ across stakeholders and decision-makers
- ❑ Tradeoffs will become important

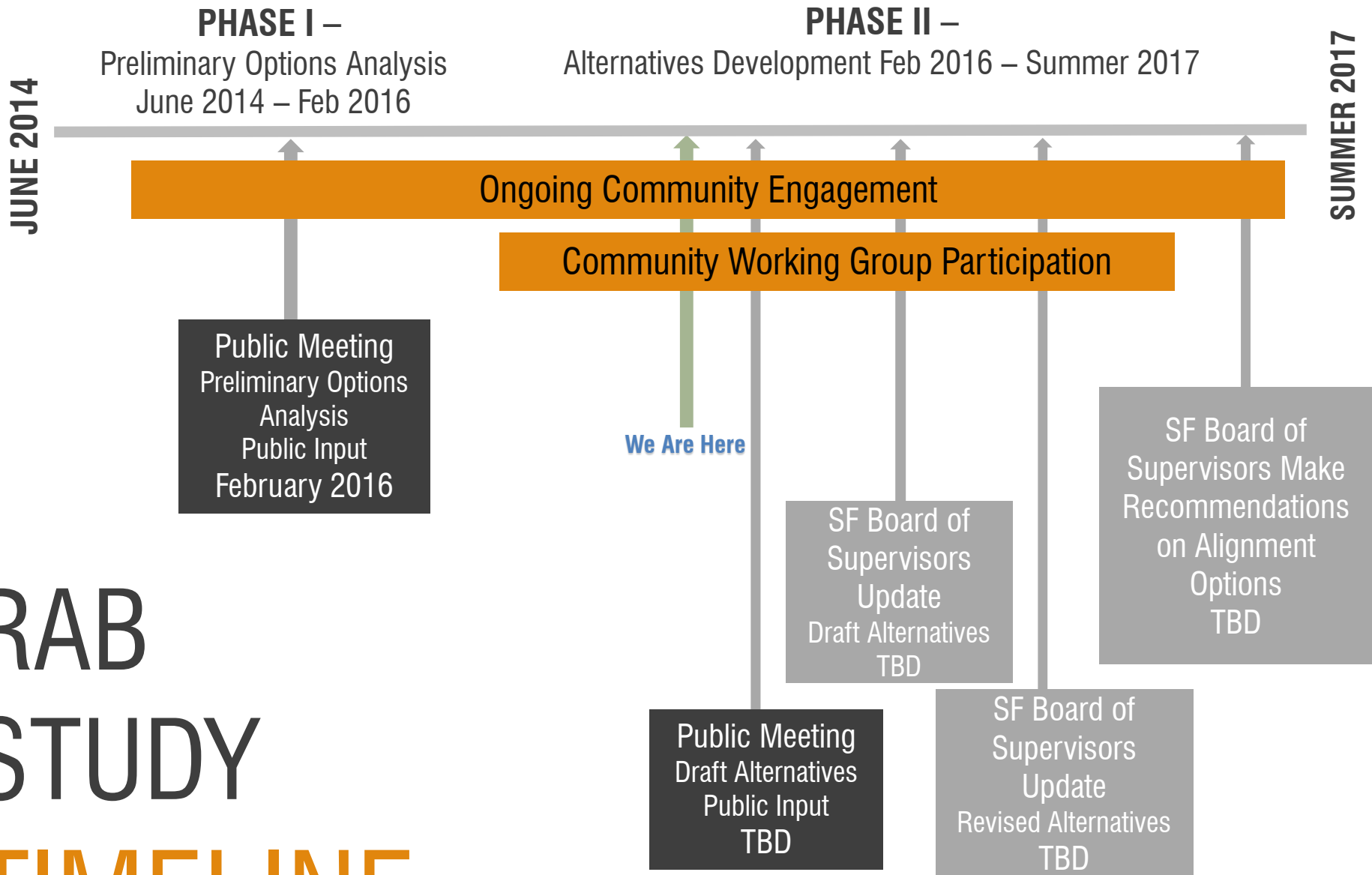
How important is relocating the 22nd Street Caltrain Station?



WHAT ISSUES ARE THE MOST IMPORTANT TO PRIORITIZE



RAB STUDY TIMELINE



Note: Dates and timeframes indicated are subject to change

THANK YOU

WWW.SF-PLANNING.ORG/RAB

STUDY MANAGER
SUSAN GYGI, PE



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