

Pennsylvania Alignment

Citizen Advisory Committee Agenda Item 7



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

September 5, 2018



Why Now

- ▶ One of the main reasons for delays in advancing the DTX has been the need to develop City consensus on the best below-grade rail alignment alternative to avoid two at-grade intersections
- ▶ One of the primary purposes of the RAB Study was to study alternative alignments and develop agreement on the City's preferred below-grade alignment for the DTX
- ▶ San Francisco agency staff, including the Transportation Authority, have identified the Pennsylvania alignment as the staff preliminary preferred alignment alternative
- ▶ This will provide clear guidance to the TJPA, city agencies, funders, and other stakeholders, and will enable the project to be more competitive for discretionary funding

Pennsylvania Alignment Benefits



- ▶ Solves the significant traffic operation conflicts that currently exist at the at-grade intersections of 16th Street and Mission Bay Drive
- ▶ Unites Mission Bay with the City, removes barriers, maintains access and mobility for critical life-saving services, and avoids a long, deep trenching of streets to maintain east/west connections
- ▶ Provides an opportunity to reknit over one mile of the city east/west
- ▶ Provides for potential increased operational capacity via underground expansion of the 4th/Townsend station to allow for additional storage or staging opportunities for Caltrain
- ▶ Maximizes options for phasing the project (DTX first, Pennsylvania Avenue extension opening quickly thereafter subject to funding availability)
- ▶ Could be built an estimated four years sooner and at a significantly lower cost than the 3rd Street alignment, pending a full funding plan

Locations for Potential Southern Railyard



- ▶ The RAB study team identified two likely railyard locations (one inside the City limits, and one outside of the City limits) that could meet Caltrain's storage and operational needs in the near term
- ▶ Based on the City Attorney's Office legal opinion and common practice, City agencies should not disclose potential locations for properties that may have to be acquired until sufficient work is completed to determine what parcels may be needed
- ▶ There has not been any public outreach because of there is not enough information at this time to determine whether a southern yard will be needed or what size it should be

Continued use of the 4th and King Yard



- ▶ Continued use was not studied under RAB. The study concentrated on the more impactful options from reducing the yard's footprint, to moving a portion of the yard underground, to removing the yard altogether
- ▶ Implementation of the Pennsylvania alignment may not require relocating the yard.
- ▶ Caltrain and CHSRA are developing an operational needs assessment. Any decisions on what to do with the yard at this time would be premature
- ▶ The Transportation Authority will work with Caltrain and CHSRA regarding the future use of the yard.
- ▶ Even after the Pennsylvania Avenue alignment is built, Caltrain could continue using the current surface railyard (or a smaller footprint) for some undetermined amount of time

Proposed 7th Street alignment



- ▶ The RAB Study considered 30 conceptual alignments of which four were deemed to have merit
- ▶ One of the alignments that were considered and rejected because it was deemed unfeasible was very similar to the proposed 7th St. alignment
- ▶ The 7th St alignment adversely impacts other existing buildings, constrains operations and creates safety risks, doesn't meet design requirements, and compromises the structural layout of the Salesforce Transit Center
- ▶ The Peer Review conducted by the Transportation Authority did not consider the 7th St alignment, because alignments were not part of the scope

Questions?



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