

# RAILYARD ALTERNATIVES & I-280 BOULEVARD (RAB) FEASIBILITY STUDY

## UPDATE

San Francisco Planning Department  
SFCTA Plans and Programs Committee  
October 11, 2016

# WHY THIS STUDY NOW?

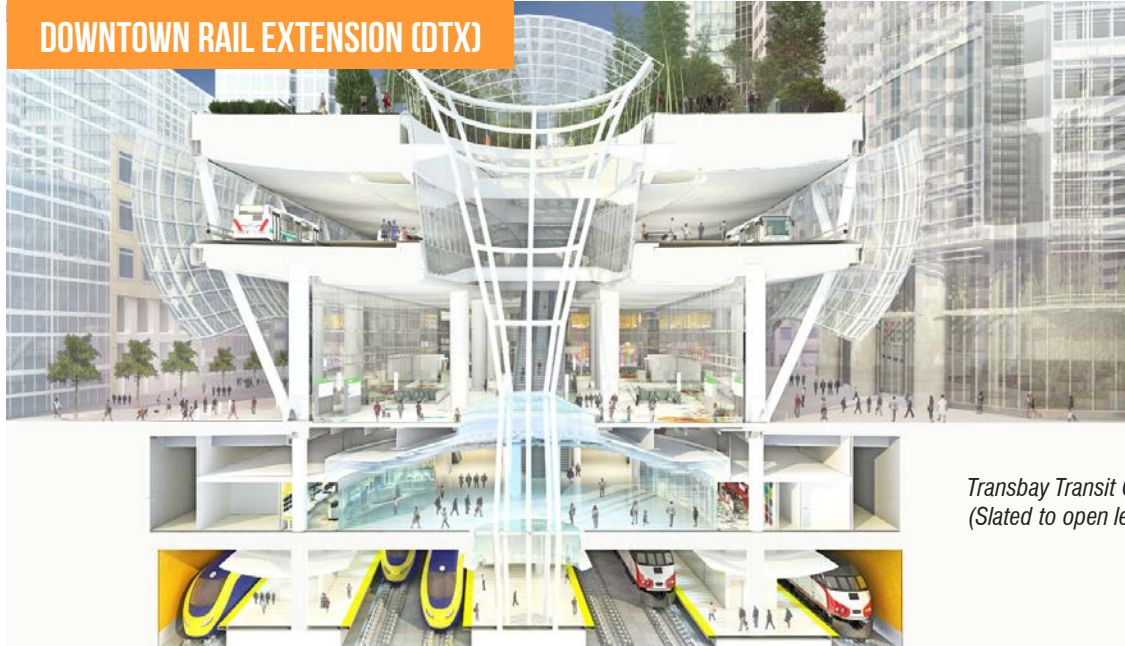
## CALTRAIN ELECTRIFICATION



## HIGH-SPEED RAIL (HSR)



## DOWNTOWN RAIL EXTENSION (DTX)



- Major pieces of new infrastructure planned
- 100-year decision that will impact our entire region

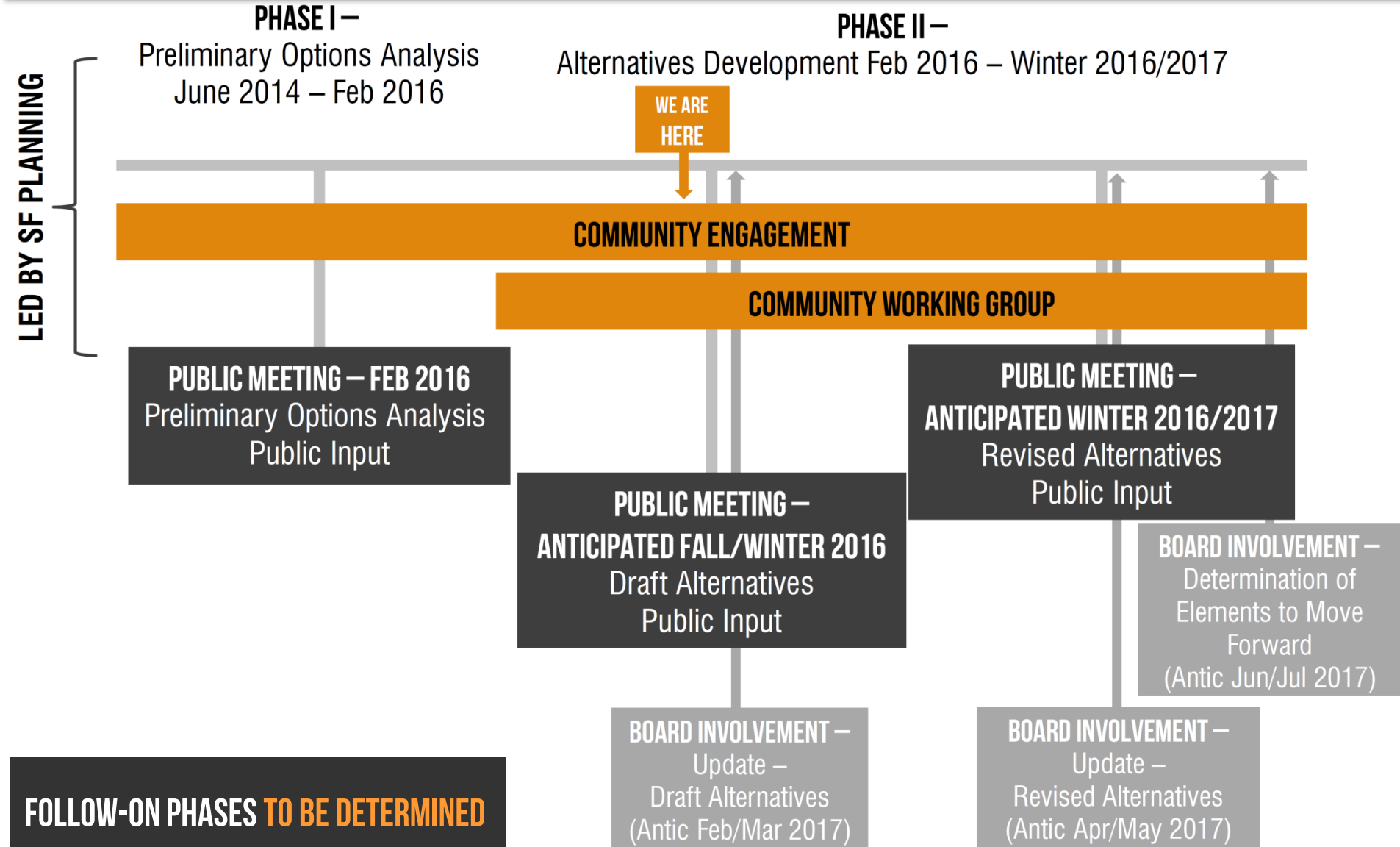
*Transbay Transit Center  
(Slated to open levels 3-5 December 2017)*



# STUDY GOALS

- **Understand** and coordinate the projects **holistically**.
- Help **shape** the urban environment for the **public's benefit**.
- Envision **future transportation** possibilities and new opportunities to **reconnect our neighborhoods**.

# WHAT IS THE STUDY PROCESS?



# COMMUNITY WORKING GROUP (CWG)

- LAUNCHED **SUMMER 2016**
- ASSESS THE **EXISTING** CONDITIONS OF THE AREA AND WEIGH-IN ON **POSSIBILITIES FOR THE FUTURE**
- 22 SEATS FILLED WITH STAKEHOLDERS REPRESENTING BROAD INTERESTS OF THE COMMUNITIES SURROUNDING THE **CALTRAIN RIGHT-OF-WAY, THE 4<sup>TH</sup>/KING RAILYARD, AND THE I-280 RIGHT-OF-WAY**. INCLUDES: AREA RESIDENTS, BUSINESSES, AND EMPLOYERS, CAC'S, VARIOUS ADVOCACY GROUPS (PEDESTRIAN/BIKE, TRANSPORTATION, ENVIRONMENT, SENIORS/PEOPLE WITH DISABILITIES)
- NEXT MEETING WILL BE HELD ON OCTOBER 18

# RAB STUDY COMPONENTS

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

3. RAILYARD RECONFIGURATION/RELOCATION

4. BOULEVARD I-280

5. OPPORTUNITIES FOR THE PUBLIC'S BENEFIT

- 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 WHOLE EAST SIDE OF THE CITY.
- **NONE OF THE COMPONENT OPTIONS REQUIRE I-280'S REMOVAL.**
- COST ESTIMATES AND POTENTIAL SCHEDULE IMPLICATIONS WILL BE PROVIDED



# 1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT



- DTX — 3 TRACKS / TTC — 6 TRACKS
- 7 YEAR CONSTRUCTION SCHEDULE
- CURRENT **ESTIMATED** CONSTRUCTION COST — \$4 BILLION

SOURCE: TJPA, 2016

# 1. OPTIONS FOR DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT - SUMMARY



**A. Baseline: Existing Alignment Plus Environmentally Cleared DTX**

**A.2 SubOption: Reduced 4<sup>th</sup>/King Footprint**

**B. Pennsylvania Avenue**

**C. Mission Bay (Third Street)**



# GRADE-SEPARATION

POTENTIAL GRADE-SEPARATION OF 16TH STREET



POTENTIAL GRADE-SEPARATION OF MISSION BAY DRIVE



Source: CHSRA, 2010

EXISTING GRADE-SEPARATION NEAR WEST OAKLAND BART STATION AT 7TH STREET





# QUESTIONS?



# THANK YOU

[WWW.SF-PLANNING.ORG/RAB](http://WWW.SF-PLANNING.ORG/RAB)

*STUDY MANAGER*  
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San Francisco  
**Planning**