

ISSUE 2 AUGUST 1995

On The Right Track

CALTRAIN SAN FRANCISCO DOWNTOWN EXTENSION PROJECT

THE NEXT STEP

Detailing the Alternatives

The JPB has spent the summer conducting technical studies on the three alternatives under consideration for the CalTrain extension (see inside for a description and maps).

In October, the JPB will release a draft report summarizing its preliminary findings. It also will hold several community workshops to present the results and to hear from the public.

In November, the JPB is scheduled to choose specific design options for the two build alternatives—Alternatives 2 and 3. For example, the JPB will select a preferred alignment for each alternative. Several

continued on page two

Attend a Workshop!

(Same content for each meeting)

San Carlos Wednesday, October 11

SamTrans Headquarters, 2nd Floor
Bacciocco Auditorium
1250 San Carlos Avenue
San Carlos
6-9 pm

San Francisco Wednesday, October 18 or Thursday, October 19

Location to be determined
6-9 pm

Call the hotline, 1-800-818-TRAK,
for an update.

The Community Has Spoken

The Peninsula Corridor Joint Powers Board, which owns and operates CalTrain, has spent the past few months exploring design options for an extension into downtown San Francisco. In conjunction with environmental and technical studies, the JPB has launched an active public participation program. Through this program, it has worked hard to inform the public about the extension and to solicit their input.

The public has played a major role in determining the direction of this project. Indeed, as a direct result of their involvement, the JPB has revised and reconsidered several aspects of the proposed extension:

Eliminate the Brannan Street alignment from all alternatives.

The JPB recently removed this alignment from consideration, citing public objections and technical infeasibility. As a result, the extension will follow a route either along Townsend Street or King Street.

Study a Seventh Street portal.

The JPB agreed to consider placing the portal (i.e., where the train enters underground) earlier along the route—at Seventh Street rather than Fourth Street. The inclusion of this option addresses public concerns about the effects of a

ground-level alignment on the neighborhood.

Drop the proposal to remodel the Transbay Terminal, and replace with a proposal to construct a new facility.

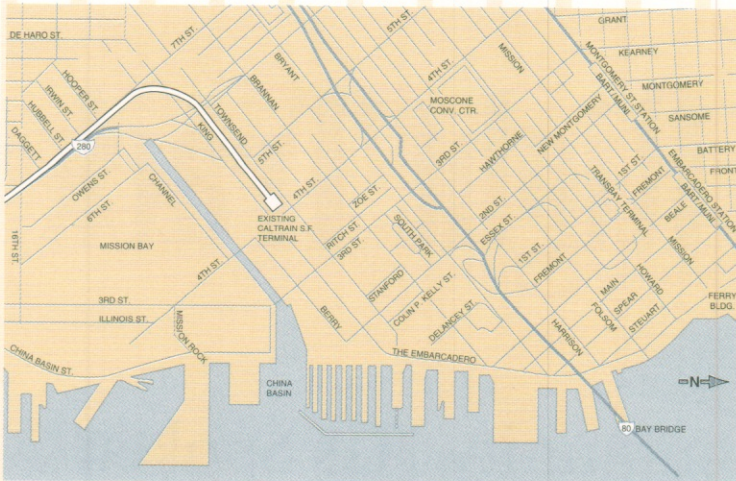
At the request of the City of San Francisco, the JPB will analyze a variation of Alternative 3 in which the Transbay Terminal would be demolished and reconstructed on the same site (instead of renovation). Under this alternative, CalTrain would access the new terminal either along an aerial or underground alignment (see inside for detailed descriptions and maps).

Study a direct tunnel from Third Street to the Transbay Terminal site.

The JPB will look at modifying Alternative 3 to include a direct-tunnel alignment as well as a combination cut-and-cover/tunnel alignment (this change would make Alternative 3 consistent with the alternative proposed by Michael Kiesling).

As the JPB prepares the Draft Environmental Impact Statement and Report (DEIS/DEIR) for this project, it will continue its dialogue with the public. Public input has been—and always will be—a vital part of the evaluation process.

Alternative 1: "NO BUILD"



ALTERNATIVE 1 "NO BUILD"

In Alternative 1, the CalTrain terminal would remain at its current location at Fourth and Townsend streets. Muni Metro light-rail service between the terminal and the downtown area would assist CalTrain riders in reaching their destinations quickly and easily.

Detailing the Alternatives

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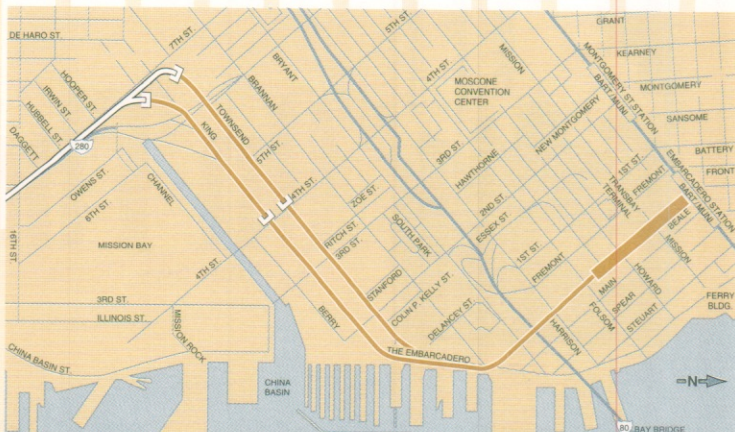
alignments have been proposed for both alternatives, as indicated in the maps.

Besides choosing alignments, the JPB must answer a series of other design questions for each alternative:

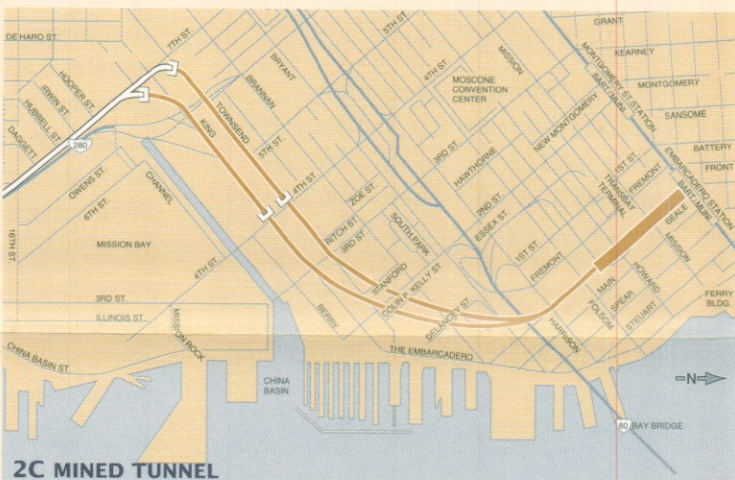
- Should the first half of the extension follow Townsend Street or King Street?
- Should underground portions of the extension be constructed using a cut-and-cover technique (i.e., digging a trench, installing a box structure, and covering the structure back up) or a tunnel technique?
- What type of fuel should be used to propel Caltrain—diesel, liquefied natural gas or electricity?
- For Alternative 2, should the terminal follow a deep, three-level design or a shallower, two-level design?
- For Alternative 3, should the terminal be located above or below ground?

Thus in November, the JPB will select a preferred alignment, construction technique, propulsion type, and terminal design for Alternative 2 and for Alternative 3. The detailed alternatives will then serve as the focus of the DEIS/DEIR.

Alternative 2: MARKET & BEALE STREETS



2A CUT AND COVER



2C MINED TUNNEL

ALTERNATIVE 2 MARKET & BEALE STREETS Maps 2A and 2C

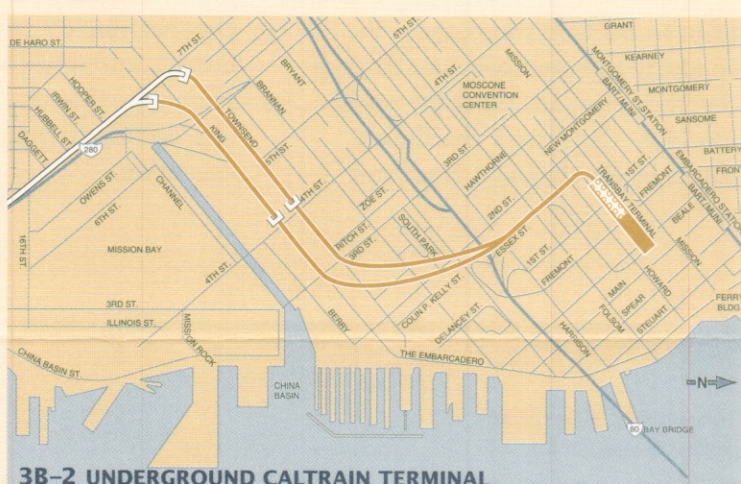
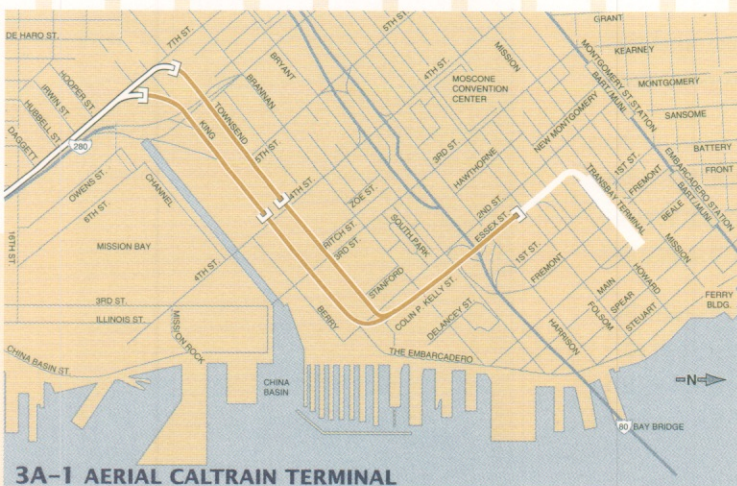
In Alternative 2, CalTrain would be extended to an underground station at Market and Beale streets. A direct underground connection would be provided to BART and Muni Metro service at the Embarcadero Station.

CalTrain would be routed either below or along the surface of Townsend Street to Fourth Street. Should Townsend Street prove infeasible, King Street would be considered. From Fourth Street, Caltrain would travel along one of the two following alignments:

Option 2A CalTrain would operate underground directly below Townsend, Embarcadero, and Beale streets to the Market and Beale station. This alignment would be constructed using the cut-and-cover technique.

Option 2C CalTrain would travel through a mined tunnel from Third and Townsend streets to Harrison and Beale streets, passing deep underneath a number of private properties in the South Beach/Rincon Hill area. From there, CalTrain would continue underground to Market and Beale streets, using the cut-and-cover construction technique.

Alternative 3: NEW TRANSBAY TERMINAL, EXISTING SITE



ALTERNATIVE 3 NEW TRANSBAY TERMINAL, EXISTING SITE

Maps 3A-1, 3A-2, 3B-1 and 3B-2

In Alternative 3, the existing Transbay Terminal would be demolished and a new building would be constructed on the same site. The new structure would incorporate a CalTrain station either on the second level (Option 3A) or below the surface (Option 3B).

CalTrain would be routed either below or along the surface of Townsend Street to Fourth Street. Should Townsend Street prove infeasible, King Street would be considered. From Fourth Street, Caltrain would travel along one of the two following alignments:

Options 3A-1, 3B-1 CalTrain would operate underground directly below Townsend and Colin P. Kelly/Essex streets to Folsom Street. From

there, CalTrain would either begin ascending to the second-level station (3A-1) or continue traveling underground to the subsurface station (3B-1). This alignment would be constructed using the cut-and-cover and tunneling techniques.

Options 3A-2, 3B-2 CalTrain would travel through a mined tunnel from Third and Townsend streets to Folsom and Essex streets, passing deep underneath a number of private properties. From there, CalTrain would either begin ascending to the second-level station (3A-2) or continue traveling underground to the subsurface station (3B-2), using the cut-and-cover construction technique.



Surface



Underground



Portal Options



Aerial



New Bus Terminal-Above Ground

Public Participation Program

The JPB celebrated the first days of summer with a campaign to involve the public in the planning process.

In June, the JPB held three community workshops, two in San Francisco and one in San Carlos—with more than 150 people attending. Participants viewed a brief slide presentation on the project and then had the opportunity to direct comments and questions to the JPB and consultant staff.

Prior to the workshops, the JPB conducted an extensive door-to-door outreach program along the project corridor. Canvassers distributed copies of *On the Right Track* and

informed business owners and residents about the CalTrain workshops.

The JPB also interviewed more than 40 citizens and public officials. The one-on-one format allowed them to speak candidly about the project.

Concurrently, the JPB boosted the project mailing list from 1,000 to 2,700 names, and established a project hotline: 1-800-818-TRAK (8725).

The public participation program, however, is far from complete. In October, the JPB will hold additional community workshops to present preliminary technical findings on the alternatives under consideration.

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Mailing List

If you would like to be added to or removed from the project mailing list, please call our Hotline at 1-800-818-TRAK.

Special Needs

Please call the project hotline at 1-800-818-TRAK 72 hours prior to the public workshops if you need help with translation and/or accessible services. Hearing impaired individuals may get meeting information by calling the California Relay Service for assistance. The meeting facilities are wheelchair accessible.

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