

Bicycle Advisory Committee
CORRESPONDENCE

as of March 13, 2017

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: Tietjen, Brent
Subject: FW: SFCTA March 14 Board meeting Item #12. Update on the Railyard Alternatives
Date: Monday, March 13, 2017 3:16:06 AM
Attachments: [SFCTA March 14 Board meeting Item #12. Update on the Railyard Alternatives.pdf](#)
[December 2015 DTX SEIR comments.pdf](#)

From: Roland Lebrun
Sent: Monday, March 13, 2017 3:15:44 AM (UTC-08:00) Pacific Time (US & Canada)
To: Supervisor Aaron Peskin; SFCTA Board Secretary
Cc: Nila Gonzales; MTC Commission; Board (@caltrain.com); VTA Board Secretary; CHSRA Board; SFCTA CAC; cacsecretary (@caltrain.com); cac@transbaycenter.org; Caltrain, Bac (@caltrain.com)
Subject: SFCTA March 14 Board meeting Item #12. Update on the Railyard Alternatives

Dear Chair Peskin and members of the SFCTA Board,

Further to my email of February 11th to the TJPA Board of Directors, please find attached my comments on the DTX alignment alternatives that will be presented by the Planning Department on Tuesday March 14th.

Sincerely,

Roland Lebrun.

cc:

TJPA Board of Directors
MTC Commission
Caltrain Board
VTA Board
CHSRA Board
SFCTA CAC
Caltrain CAC
TJPA CAC
Caltrain BAC

From: Roland Lebrun <ccss@msn.com>
Sent: Saturday, February 11, 2017 2:57 AM
To: Mohammed Nuru
Cc: Ed Reiskin; Greg Harper; Supervisor Jane Kim; jgee@redwoodcity.org; Nila Gonzales; MTC Commission; SFCTA Board Secretary; Caltrain Board; VTA Board Secretary; CHSRA Board; SFCTA CAC; Caltrain CAC Secretary; cac@transbaycenter.org; Caltrain BAC
Subject: Fw: Caltrain Downtown extension draft SEIR/SEIS

Dear Chair Nuru,

Further to Director Reiskin's question with regards to additional comments submitted for the DTX supplemental SEIS/SEIR, I am attaching my February 29th 2016 scoping comment letter addressed to Mr. Scott Boule.

Please note for the record that the SEIR/SEIS scoping report including the 116 comment letters has yet to be completed by the TJPA.

Thank you in advance for following up on this matter.

Sincerely,

Roland Lebrun

Metropolitan Transportation Commission Board of Directors
SFCTA Board of Directors
Caltrain Board of Directors
VTA Board
California High Speed Rail Authority Board of Directors
SFCTA Citizens Advisory Committee
TJPA Citizens Advisory Committee
Caltrain Citizens Advisory Committee
Caltrain Bicycle Advisory Committee

From: Roland Lebrun <ccss@msn.com>

Sent: Monday, February 29, 2016 3:27 AM

To: brenda.perez@dot.gov; SEIS.EIR@transbaycenter.org

Cc: Steve Heminger; MTC Commission; SFCTA Board Secretary; Caltrain Board; CHSRA Board; SFCTA CAC; Caltrain CAC Secretary

Subject: Caltrain Downtown extension draft SEIR

Dear Mr. Boule,

Thank you for the opportunity to comment on the 2015 Caltrain Downtown Extension draft SEIR.

The attached comments pertain to the following aspects of the project:

- Train box extension design conflict with SB916 (no Transbay connection to the East Bay)

- Widened throat structure impacts and costs
- Lengthy, risky and prohibitively expensive sequential mining tunnel construction
- Fourth and Townsend underground station location
- Unnecessary 7th Street tunnel stub box proposal
- Turnback track impacts on 16th Street grade crossing gate down time
- Alignment conflict with AB3034 (Diridon to Transbay in 30 minutes)

Each comment is followed by a recommendation for an alternative to be studied in the final SEIR.

Thank you in advance for your consideration.

Roland Lebrun

CC

Metropolitan Transportation Commission Board of Directors

SFCTA Board of Directors

Caltrain Board of Directors

California High Speed Rail Authority Board of Directors

SFCTA Citizens Advisory Committee

Caltrain Citizens Advisory Committee

Roland Lebrun
ccss@msn.com
February 29, 2016

2015 DTX draft SEIR

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Thank you for the opportunity to comment on the 2015 Caltrain Downtown Extension draft SEIR.

My comments pertain to the following aspects of the project:

- Train box extension design conflict with SB916 (no Transbay connection to the East Bay)
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Roland Lebrun

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California High Speed Rail Authority Board of Directors
SFCTA Citizens Advisory Committee
Caltrain Citizens Advisory Committee

1) Train Box Extension

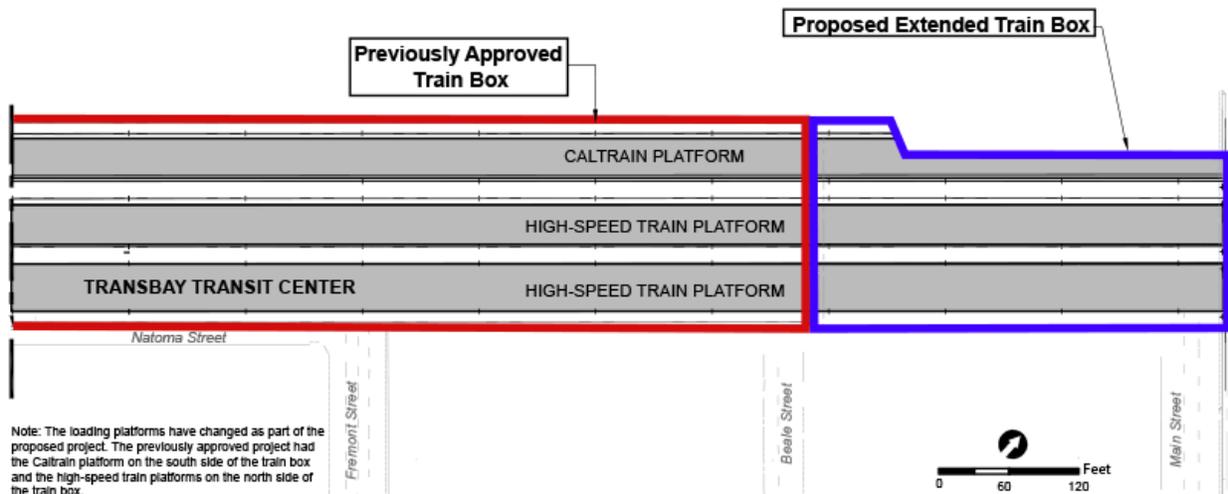
- The train box extension design violates SB916 (2003) codified in Streets & Highways Codes section 30914(22) (<http://law.justia.com/codes/california/2011/shc/division-17/30910-30922/30914>) by failing to provide any kind of engineering solution for a future East Bay extension



TJPA Mandates

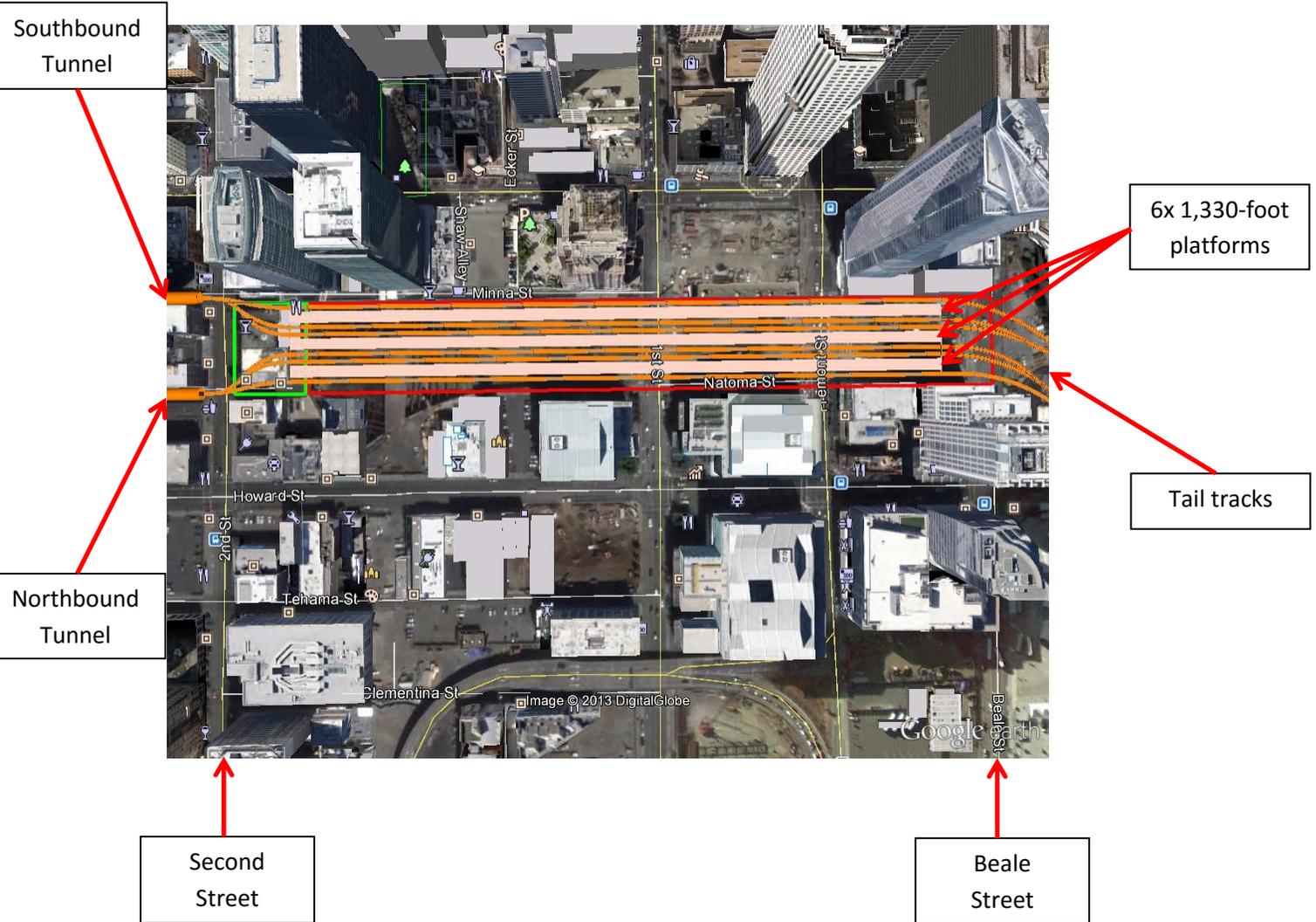
- Regional Measure 2 - Senate Bill 916 : Oct. 03
 - Regional, Local & Intercity Bus
 - Caltrain Downtown Extension
 - Accommodate Future HSR
 - Accommodate Eventual East Bay Extension
- Assembly Bill 812: July 03
(Public Resources Code – Addresses National Register of Historic Places)
 - Allows Demolition of Transbay Terminal for construction of TTC to serve Caltrain & HSR

- The proposed Caltrain storage is insufficient to enable Caltrain to vacate the 4th & King railyard until after relocation to Oakland.

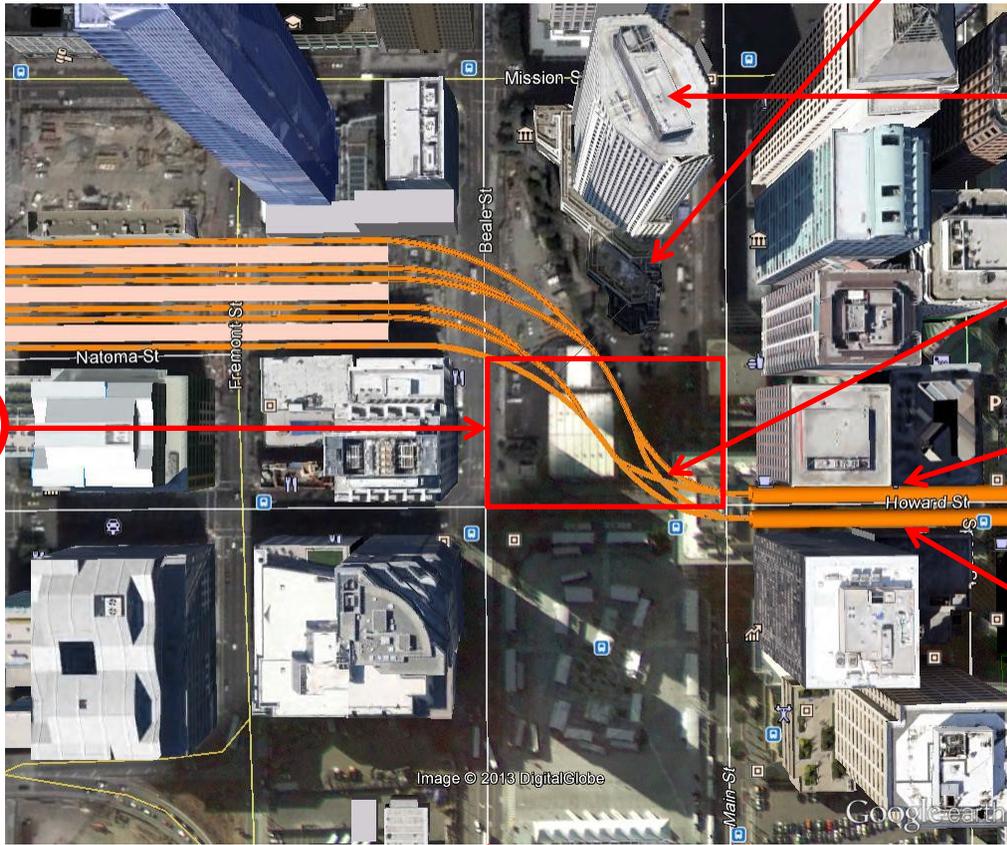


Recommendation #1

The SEIR should consider an alternate DTX alignment which would enable platform lengthening by extending the train box one block west (towards 2nd Street) while simultaneously providing a viable connection to a Transbay tunnel. This alignment would also eliminate conflicts with the 201 Mission building and enable a 6th full-length through platform (total 3 eastbound and 3 westbound platforms).



This alignment would eliminate the need to demolish the 201 Mission podium structure.



Potential
Block 5
conflict

201 Mission

Crossover

Interim Train
storage

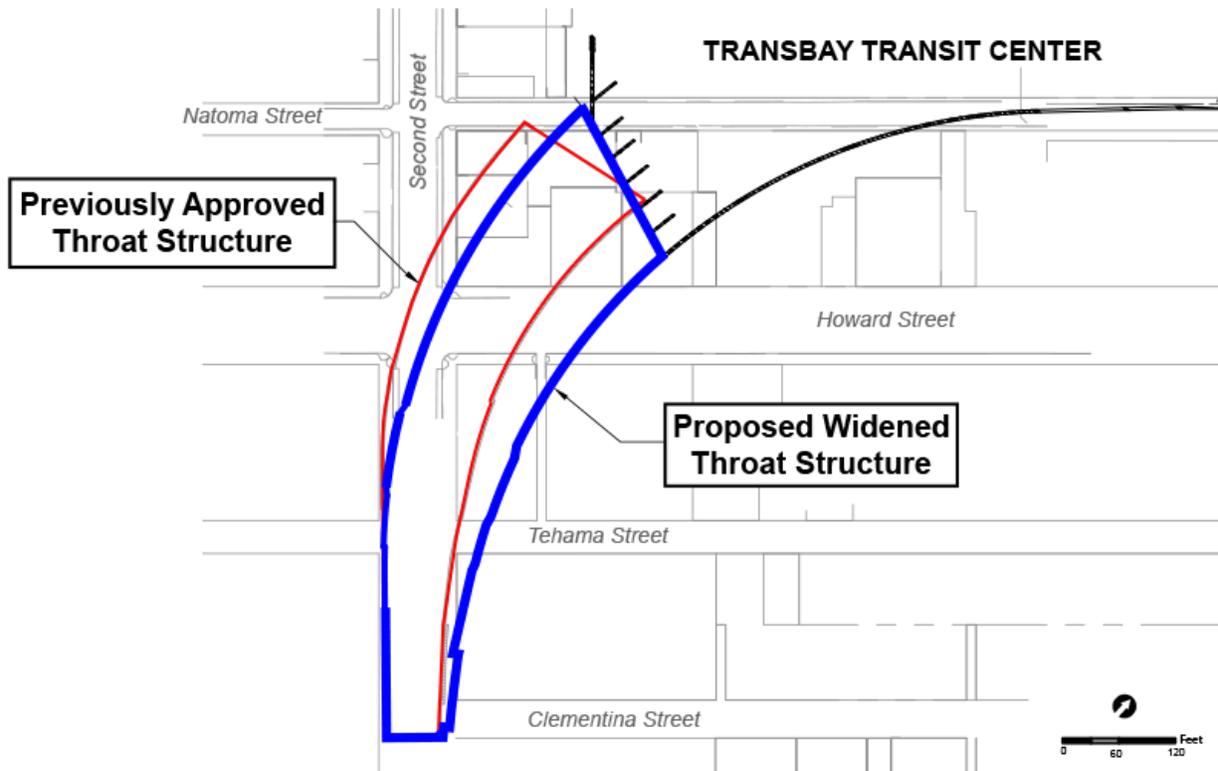
Future
Transbay
tunnel

Beale Street

Main Street

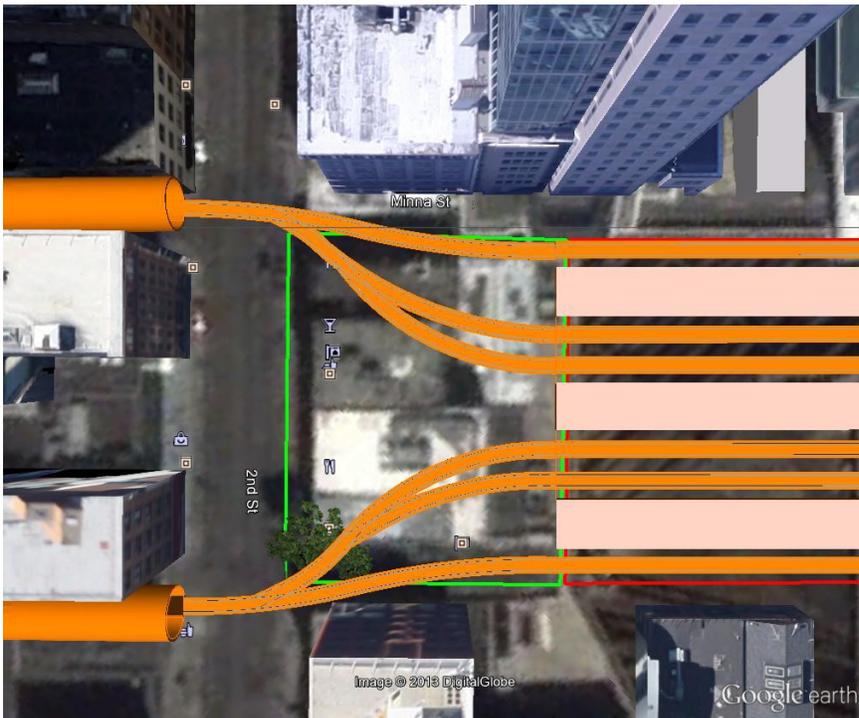
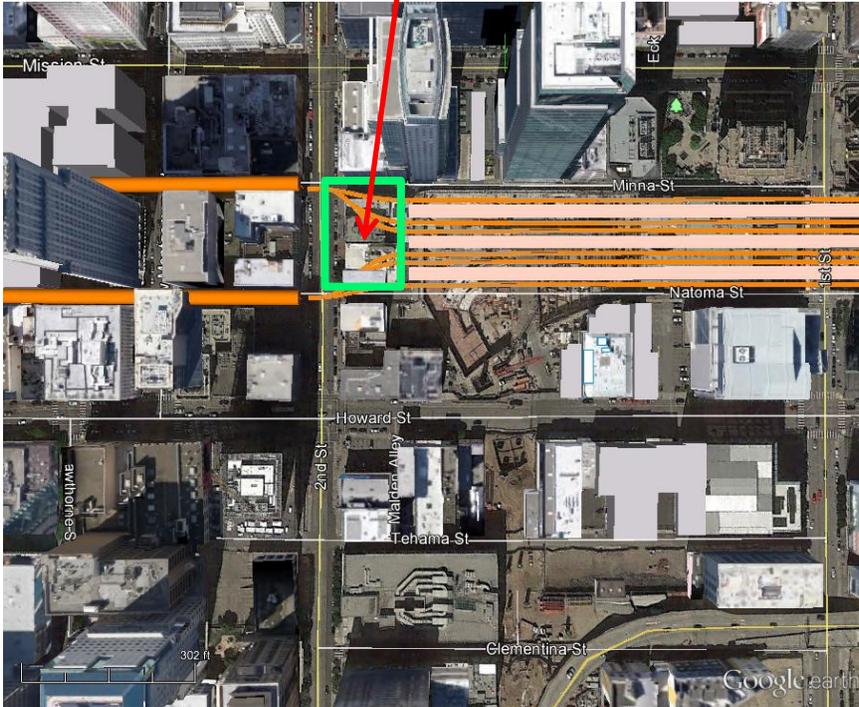
2) Widened throat structure

The SEIR proposes a widened approach to the Transbay Center train box via a massive cut & cover structure that will impact numerous properties as far south as Clementina Street. Construction costs are expected to run into the hundreds of millions and will result in massive circulation and noise impacts on the adjacent neighborhoods for many years.



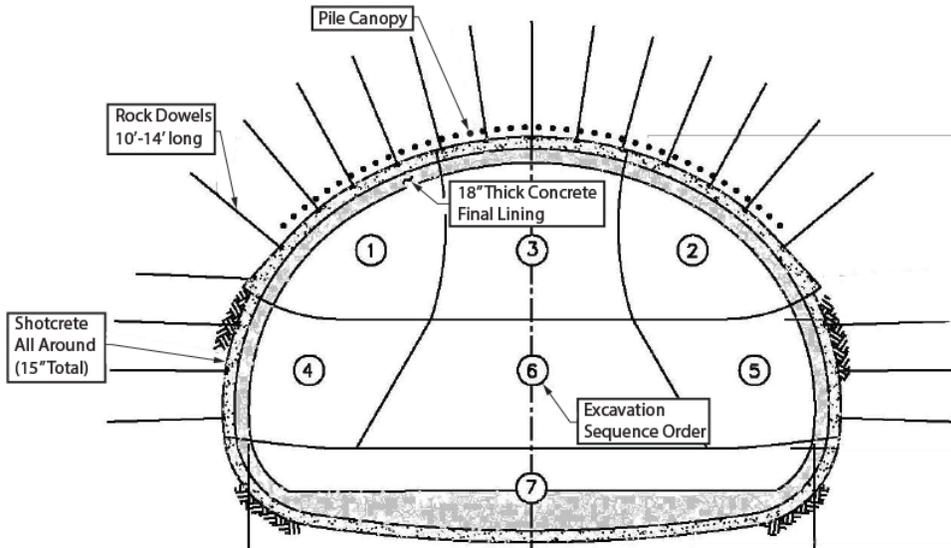
Recommendation #2

The SEIR should consider an alternate DTX alignment and construction technique that would limit impacts to a small number of buildings on 2nd Street between Minna and Natoma. There would be no additional surface impacts in SOMA north of Townsend.



3) Tunnel design

The current DTX design contemplates the construction of a 3-track sequentially excavated tunnel without any apparent plans for the evacuation of a train travelling on the middle track. This is of particular concern with High Speed trains which have a single door per carriage.

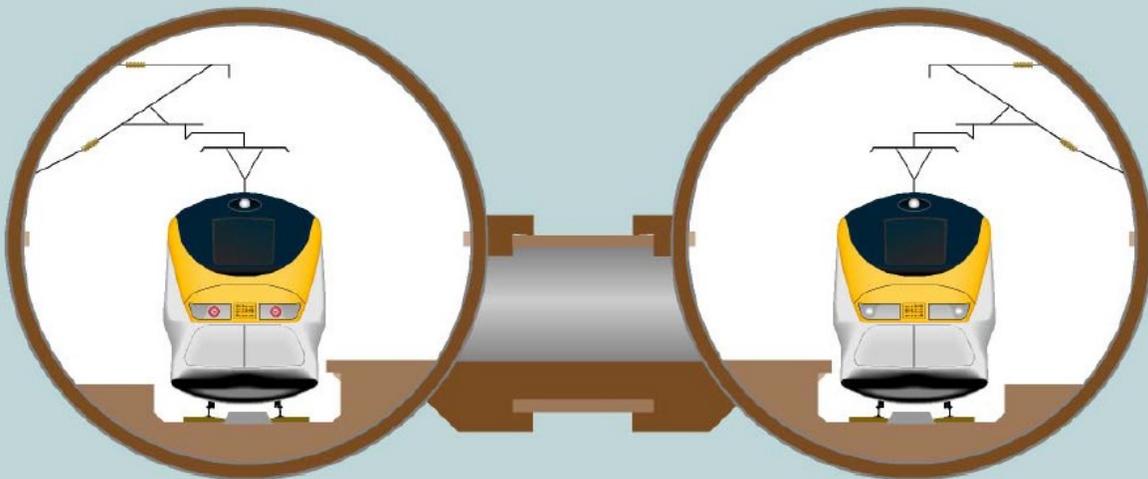


Recommendation #3

The SEIR should consider a twin-bore tunnel design with cross-passages for emergency evacuation (similar to the Central Subway) and a ventilation system designed to eliminate any requirement for vent/evacuation structures north of Townsend.

Please refer to Appendix A (Tunneling Studies) in the HS2 Final Report

http://www.railwaysarchive.co.uk/documents/HS2_RouteEngineeringStudyAppendices_2010.pdf and **Section A1.4 Fire Safety Engineering** in particular for additional information.



Twin bore - Single track tunnel

7.15m internal diameter, 8.1m external diameter

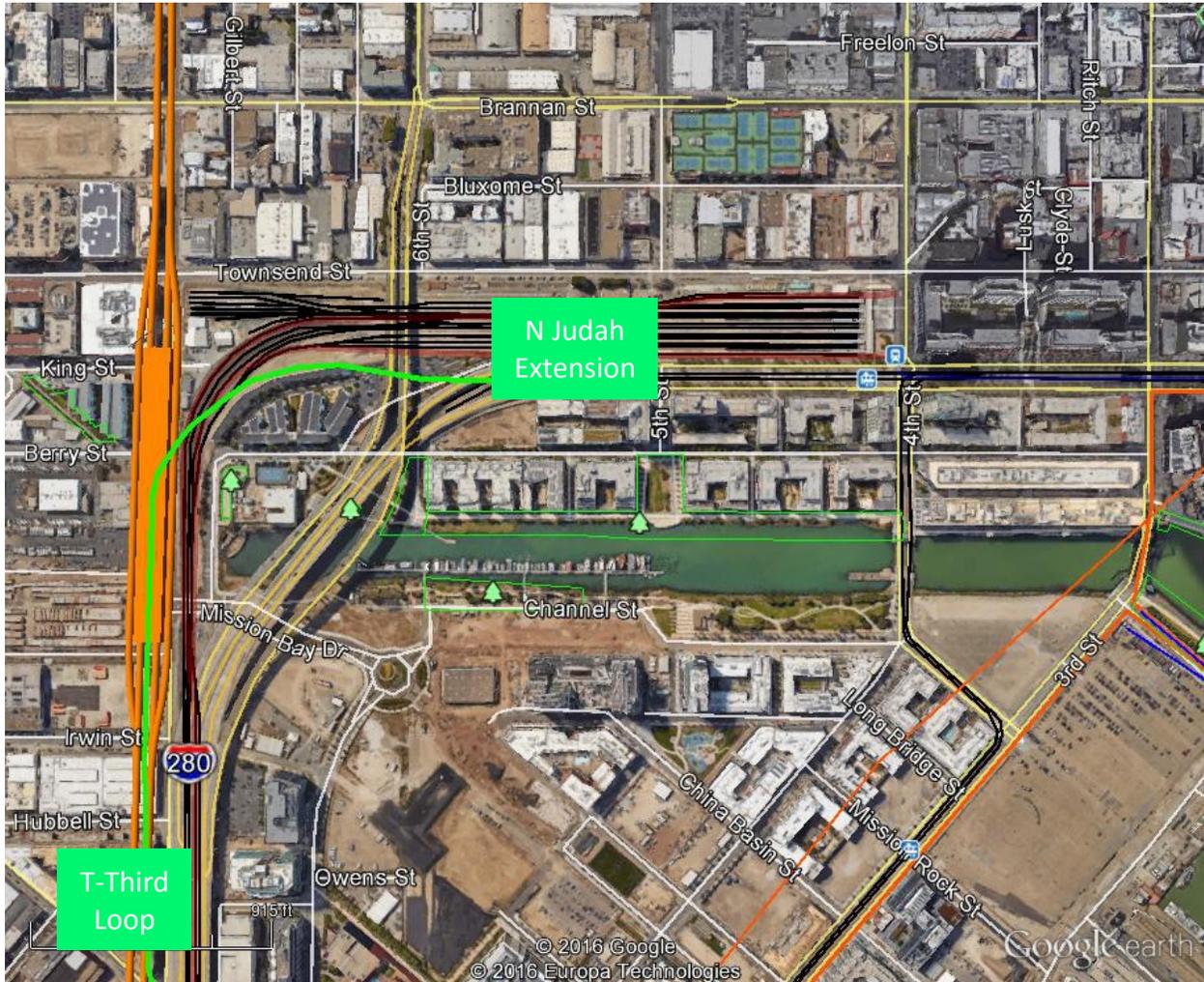
4) Fourth and Townsend Underground Station location

It is unclear how a relocated Caltrain station on Townsend could possibly accommodate the ridership demand from Mission Bay including UCSF, AT&T Park and the proposed Warriors Arena.



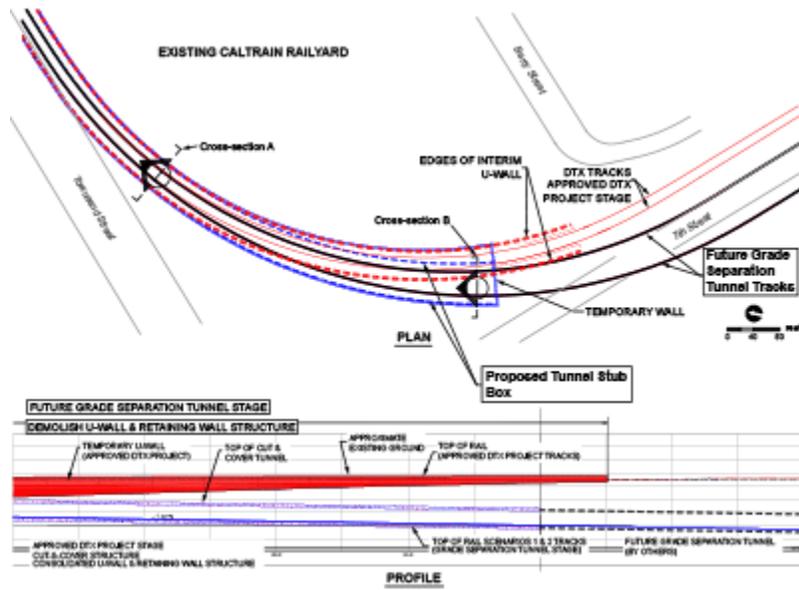
Recommendation #4

The SEIR should consider relocating the Townsend station to 7th Street and providing connectivity to the Central Subway via an extension of the N line connecting to the Mission Bay loop via 16th Street. This station should be designed to accommodate the Grand Boulevard at a later date.

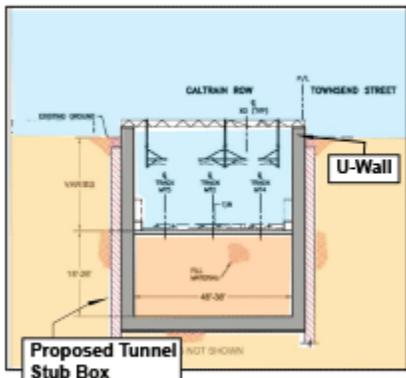


5) 7th Street Tunnel Stub Box

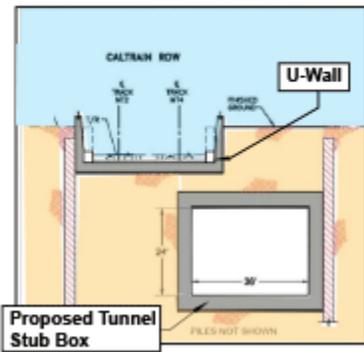
The SEIR proposes to terminate the DTX on 7th Street with a “tunnel stub box” designed to accommodate a future 16th Street grade separation.



Cross-Section A

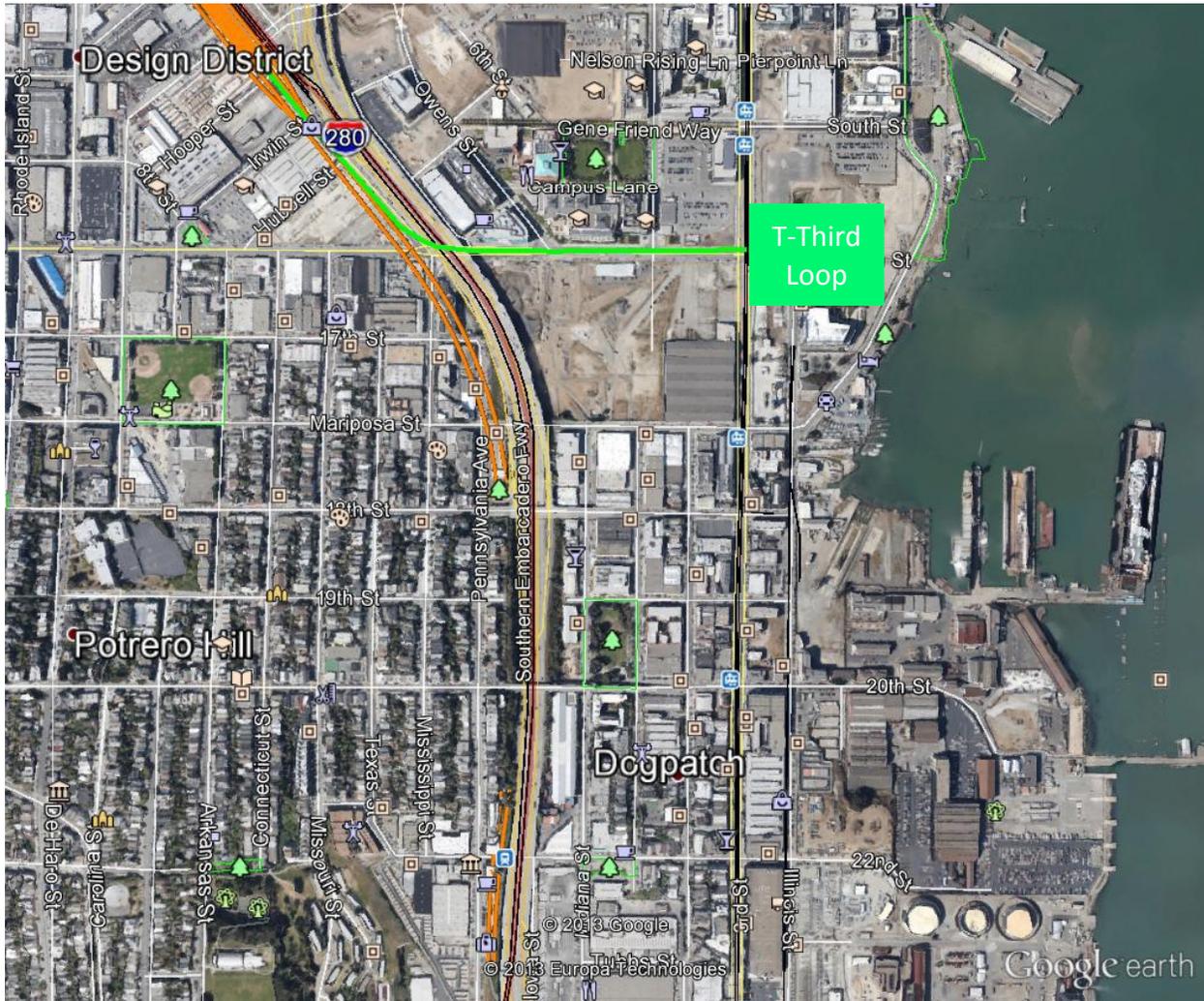


Cross-Section B



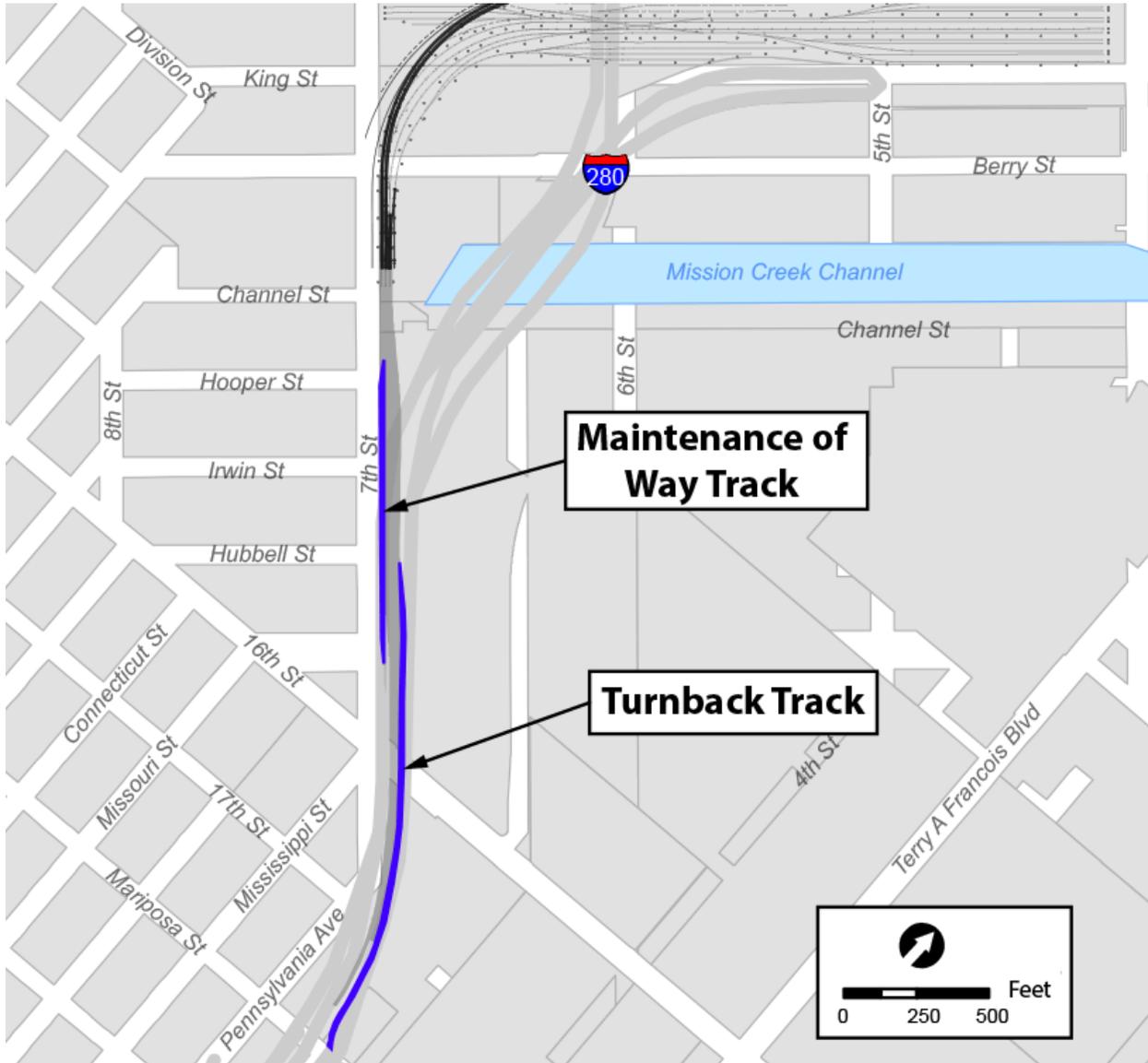
Recommendation #5

The SEIR should consider a direct connection to the Planning Department's Pennsylvania Avenue RAB study alternative. This would achieve 16th Street Grade separation as soon as Caltrain operations are relocated to the Transbay terminal and would save hundreds of millions by eliminating cut & cover structures @ 7th & Townsend



6) Turnback Track impacts on 16th Street grade crossing

The SEIR proposes the addition of two additional tracks on 7th Street, including a turnback track across 16th Street, thereby increasing gate downtime for each train crossing by an additional 10 seconds (10 minutes per day).



Recommendation #6

The SEIR should consider a direct connection to the planning department's Pennsylvania Avenue alternative (see recommendation #5 above) and turn trains around further south. The SEIR should also consider the abandoned tunnel #1 for storage.

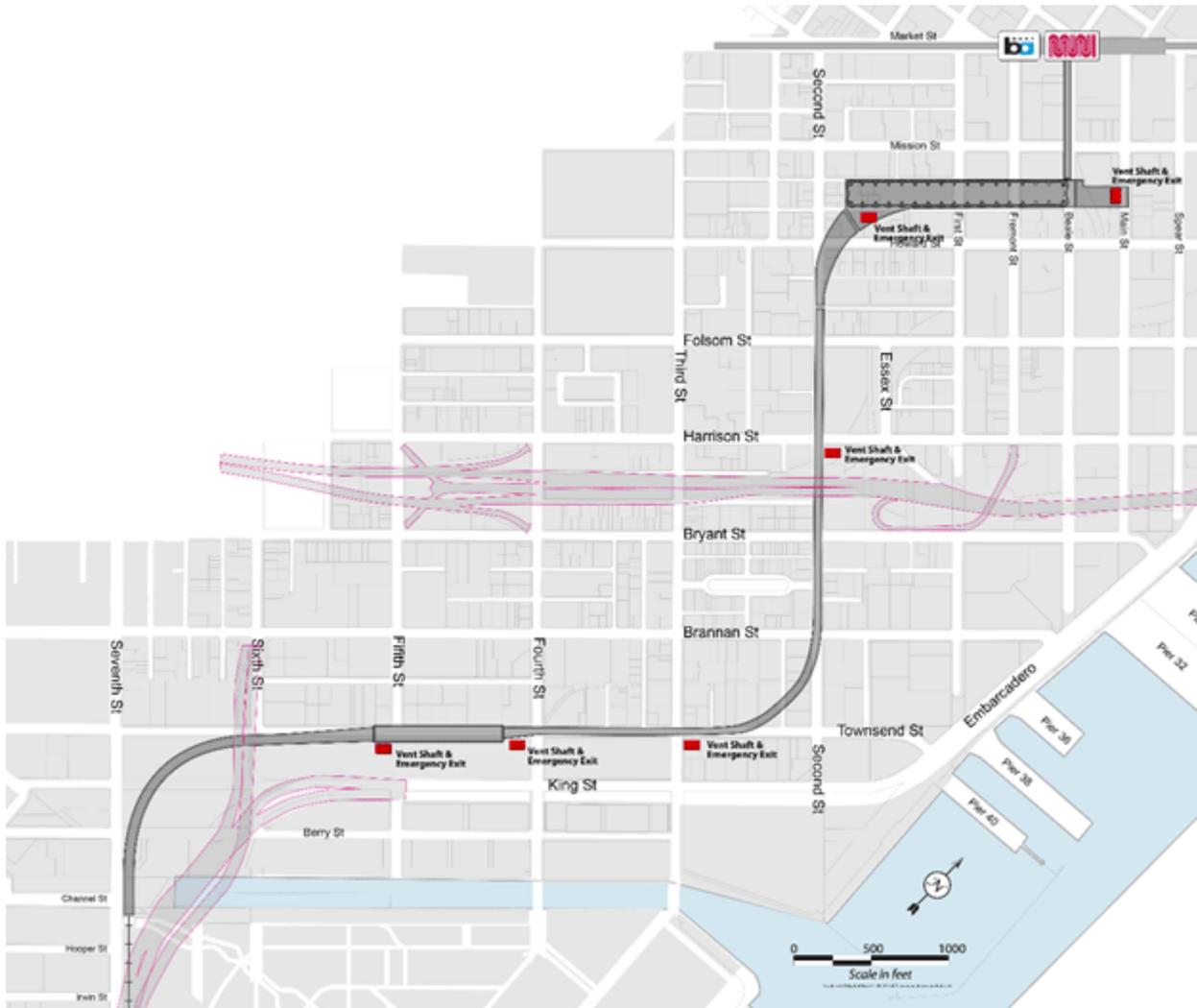
7) Alignment conflict with AB3034 (San Jose to Transbay in 30 minutes)

The current DTX alignment consists of 3 sharp curves each with a maximum speed of 25 MPH which extend the travel time between 7th Street and the Transbay Terminal by an additional 3 minutes.

This alignment conflicts with AB3034 (2007) codified in Streets & Highways code section 2704.09(b) <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

“Maximum nonstop service travel times for each corridor that shall not exceed the following:

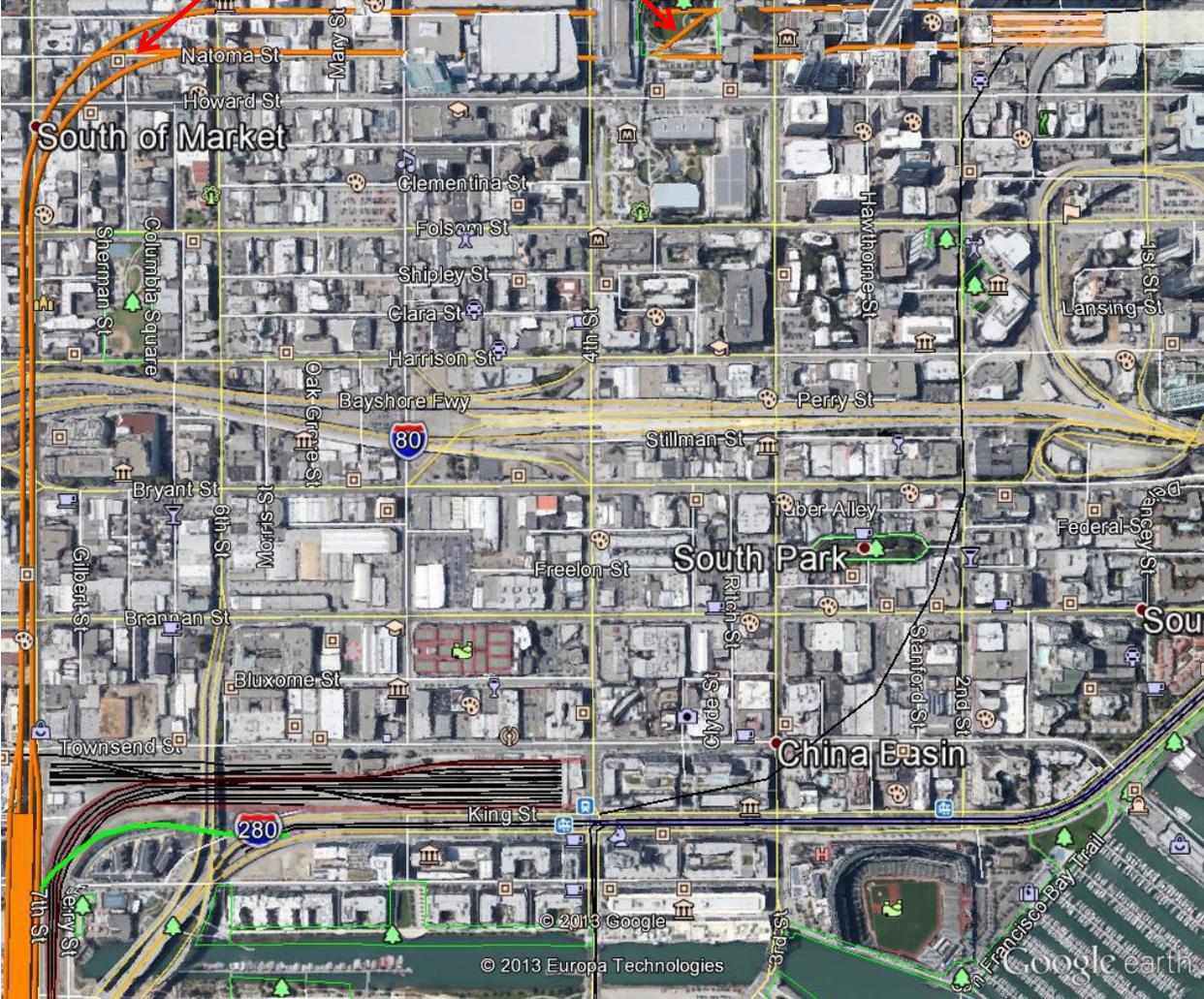
(3) San Francisco-San Jose: 30 minutes.”



Mined
crossovers

Recommendation #7

The SEIR should consider an alternate alignment designed to enable an 80 MPH approach to the Transbay Transit Center.



Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

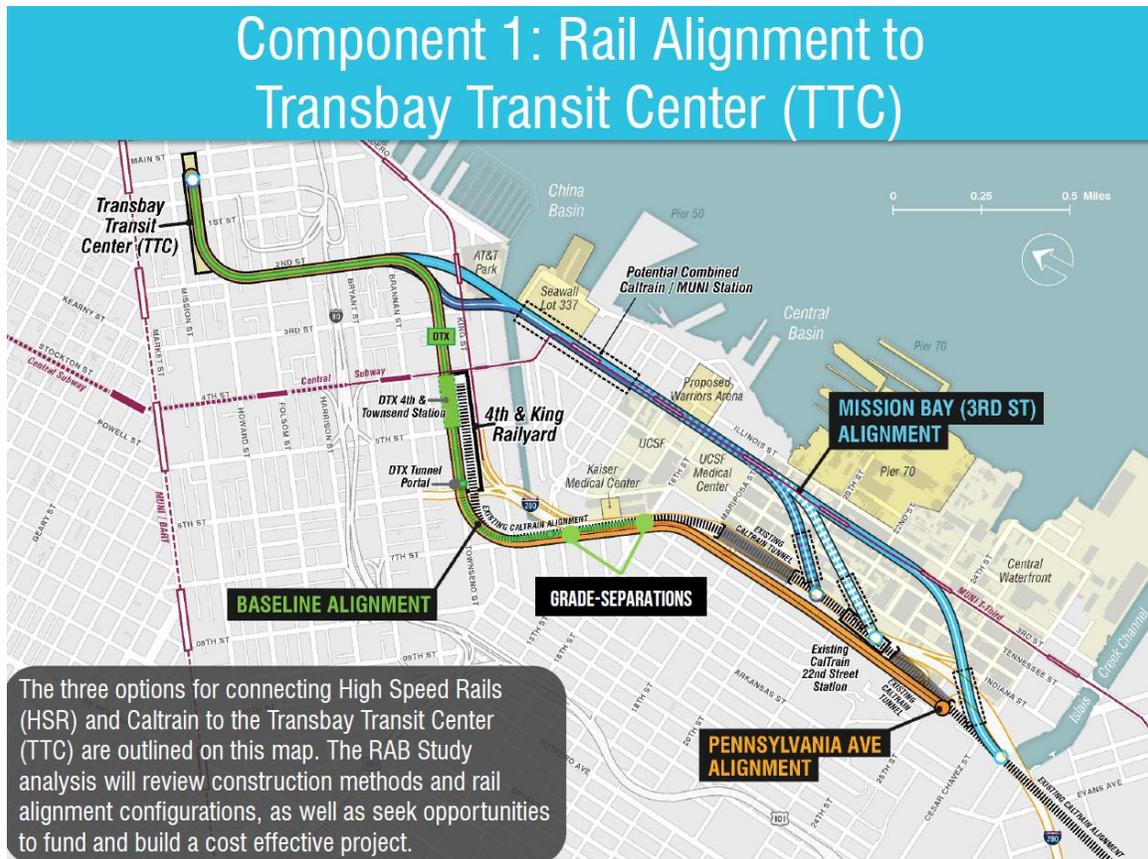
SFCTA March 14 Board meeting Item #12 update on the Railyard Alternatives

Dear Supervisor Peskin and members of the SFCTA Board,

Further to my email of February 11th (attached), here are my comments on the DTX alignment alternatives that will be presented to you by the Planning Department on Tuesday March 14th.

3rd Street alignment

This alignment is superior to the TJPA DTX alignment in that it eliminates the massive cut and cover structures on Townsend at 7th & 2nd Streets but any savings may be partially offset by a flaw in the south whereby it is not possible to tunnel across the maze of freeway piles **AFTER** going under the freeway at Evans Avenue. In other words, the divergence to the east of the existing alignment must occur south (not north) of Islais Creek (potentially as far south as the Oakdale underpass) resulting in a crossing of Islais Creek in a cut & cover tunnel (or a shallow viaduct).



The next problem arises from the construction impacts of a 1,000-foot cut & cover 4-track underground station that will impact the local residents and the operation of the T-3rd line for 3-4 years. This is followed by a kink around AT&T Park and the massive station throat (3 blocks of cut & cover on 2nd street).

Last but not least, this alignment does not eliminate the need for the \$400M train box extension between Beale and Main Street which cannot possibly accommodate a full-length sixth track (conflict with the 201 Mission podium foundations) and violates SB916 (2003) codified in Streets & Highways Codes section 30914(22) by failing to provide any kind of engineering solution for a future East Bay extension.

<http://law.justia.com/codes/california/2011/shc/division-17/30910-30922/30914>

Pennsylvania Avenue Alignment

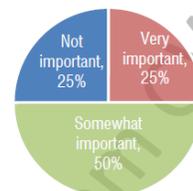
This alignment is identical to the "DTX South" 16th Street grade separation solution proposed back in 2012. The alignment appears to be conceptual at this stage (no optimization for 80 MPH approach to 7th Street) and merely adds to the TJPA (AKA "Baseline") alignment's \$4.5B costs and construction impacts. The RAB study should consider continuing the Pennsylvania alignment under 7th Street ("DTX North") and approach the TTC under Minna (southbound bore) and Natoma (northbound bore).

Mission Bay Station Location

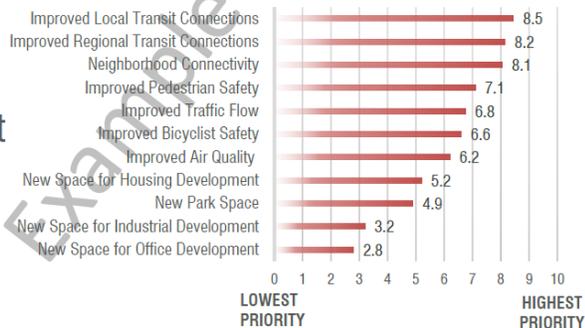
RAB – Decision Making

- 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



Observation: the Townsend (Baseline) and Third Street locations do not address the top community priorities:

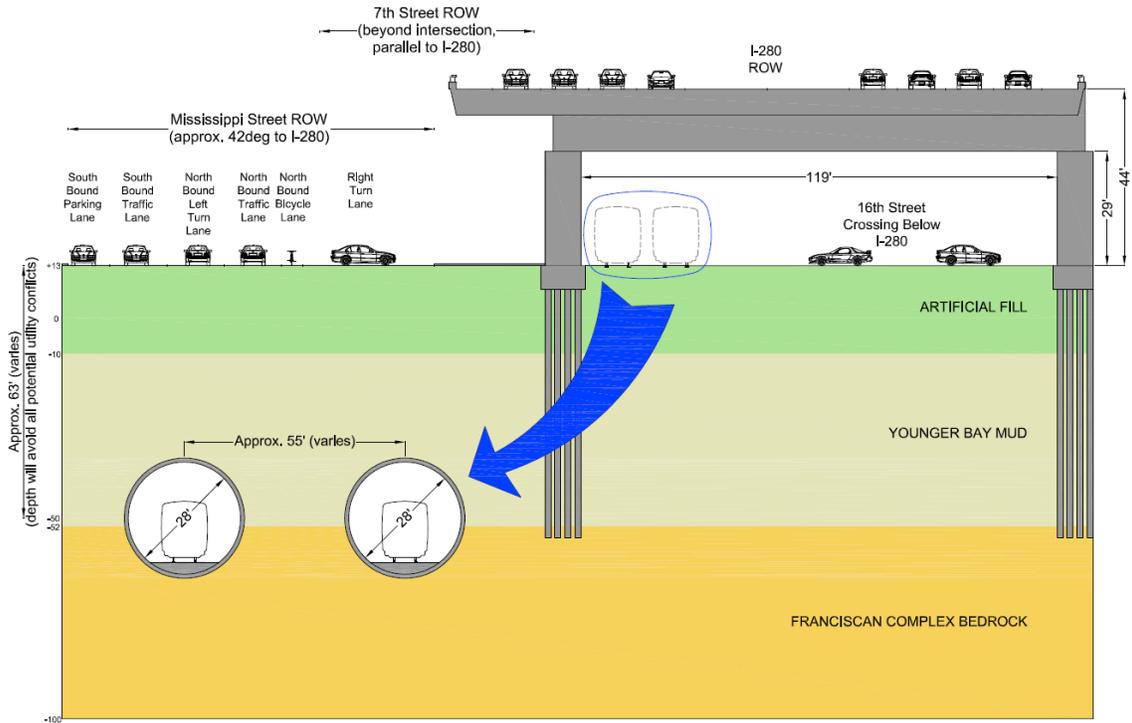
- Improved Local Transit Connections
- Improved Regional Transit Connections
- Neighborhood connectivity

Recommendation: the RAB study should consider the 7th Street location (between 16th and Townsend) which has the following characteristics:

- Best local transit connections (22 Filmore and N & T-Third loop extensions).
- Epicenter of the most rapidly growing areas of the City including South of Market, Mission Bay and Showplace Square/Lower Potrero Hill.
- Lowest construction impacts.
- Station can act as a substitute for the existing 22nd and 4th & King stations

Point of clarification

The September 2016 RAB presentation showed 28' (200 MPH) internal diameter tunnel bores which are not constructible under Minna & Natoma (30 feet wide). The recommended external diameter in urban areas is 27 feet (150 MPH).



Section A-A

(not to scale, example of a typical cross section, actual cross section and freeway supports vary along the alignment)

Sincerely,

Roland Lebrun