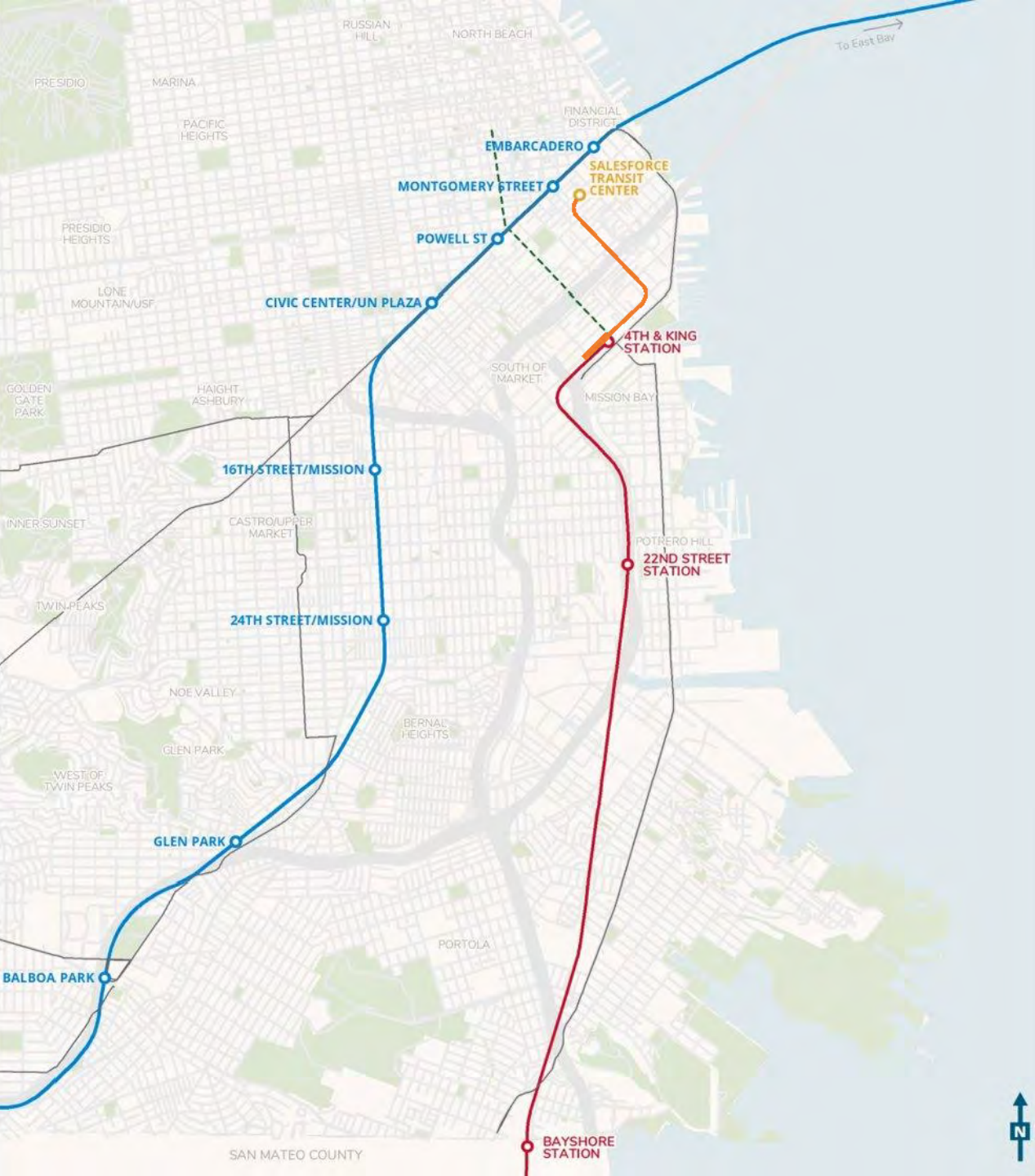


Southeast Rail Station Study (SERSS)

*Informational Update and
Request for Feedback*



Introduction

The City is planning for the future of rail in the southeastern part of San Francisco.

The Pennsylvania Avenue Extension (PAX) tunnel (which would extend the planned Downtown Rail Extension tunnel south under Seventh St. and Pennsylvania Ave.) could require the redesign or relocation of 22nd Street Station.

We also want to restore regional rail access to the Bayview-Hunters Point communities.

In 2020, we began a study to explore the best locations for new or rebuilt Caltrain stations between existing 4th & King and Bayshore in southeast San Francisco

MAP LEGEND

- | | |
|---------------------------|------------------------|
| Salesforce Transit Center | Muni Metro |
| BART Station | BART |
| Caltrain Station | Caltrain |
| DTX | Central Subway Project |

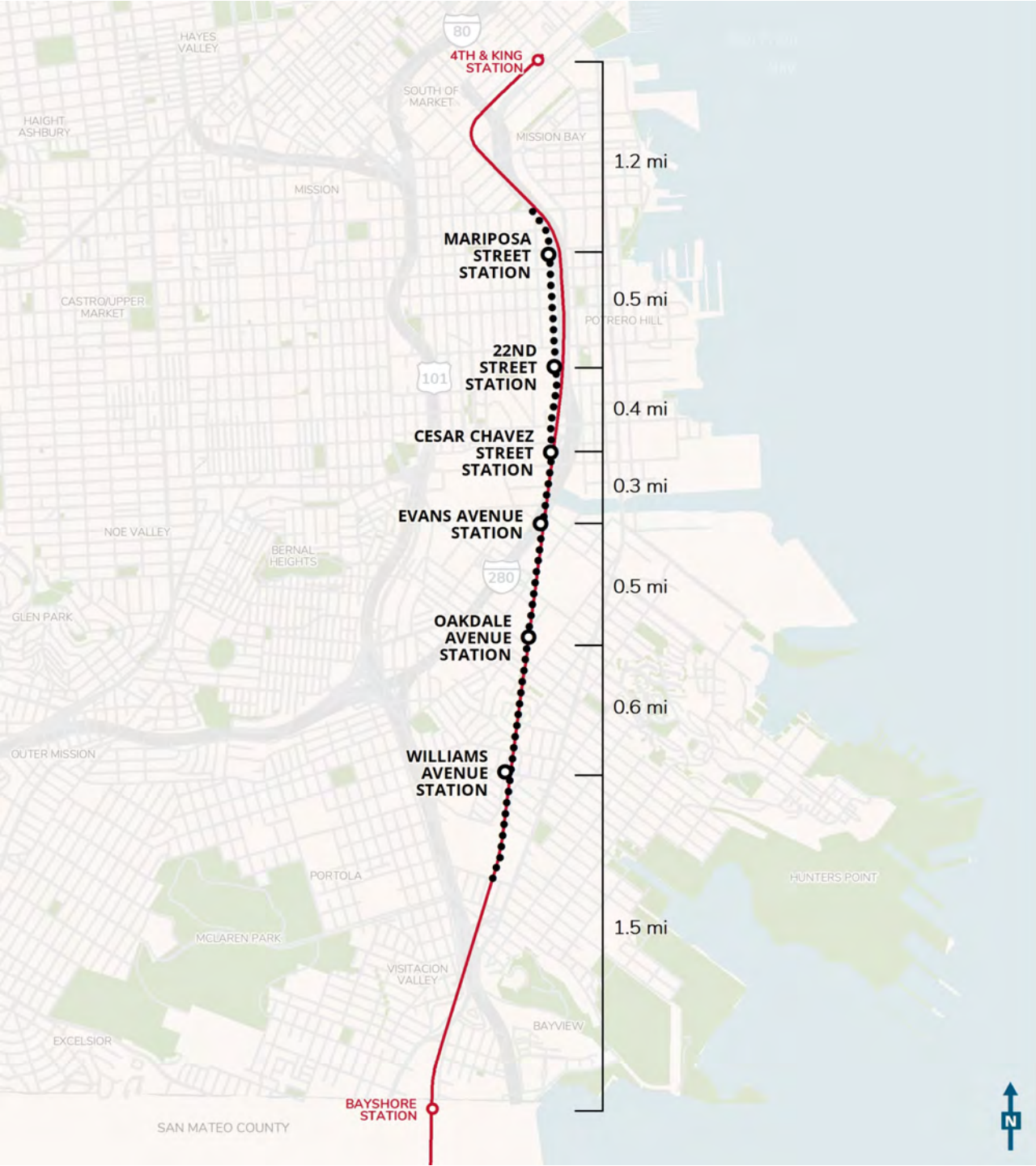
Draft Recommendations

- We recommend that the City **plan for two Caltrain stations** in this area in the future:
 - A station at or near the existing 22nd Street Station
 - A new station in the Bayview
- 22nd St Station could proceed with continued work on the Pennsylvania Avenue Extension (PAX) tunnel, while the new Bayview station could move ahead separate from the longer PAX timeline.
- More outreach and engagement with the Bayview community is needed before a preferred station option can be selected.

Some Considerations for Station Alternatives

For optimal train service, the stations should be at least 1 mile apart and able to accommodate a 1000' platform on a straight section of track.

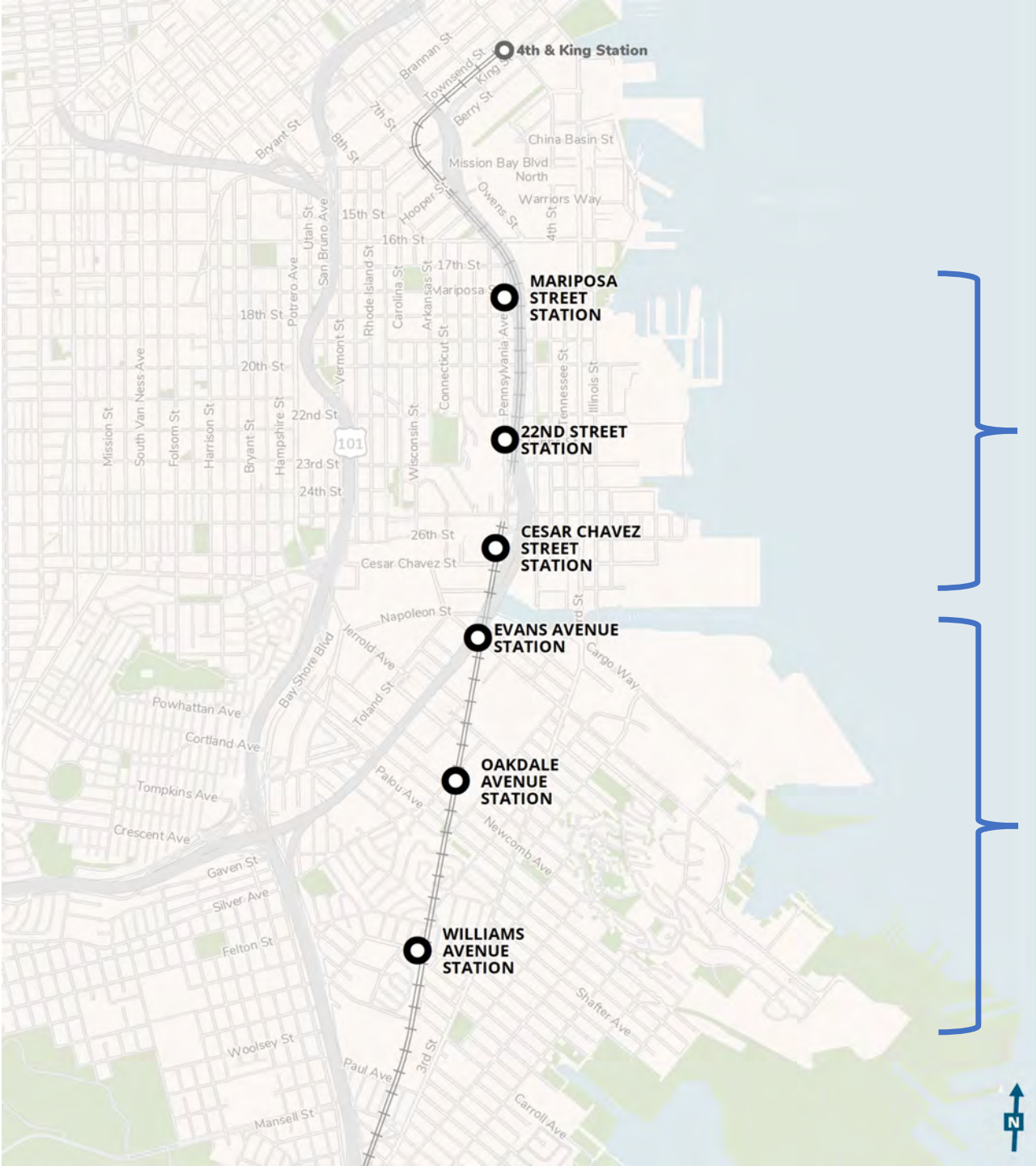
This means that 16th Street and Paul Avenue are not good options as they are on or near curves in the tracks.



Potential Station Locations

Dogpatch/Potrero – Station Options

Bayview – Station Options



MAP LEGEND

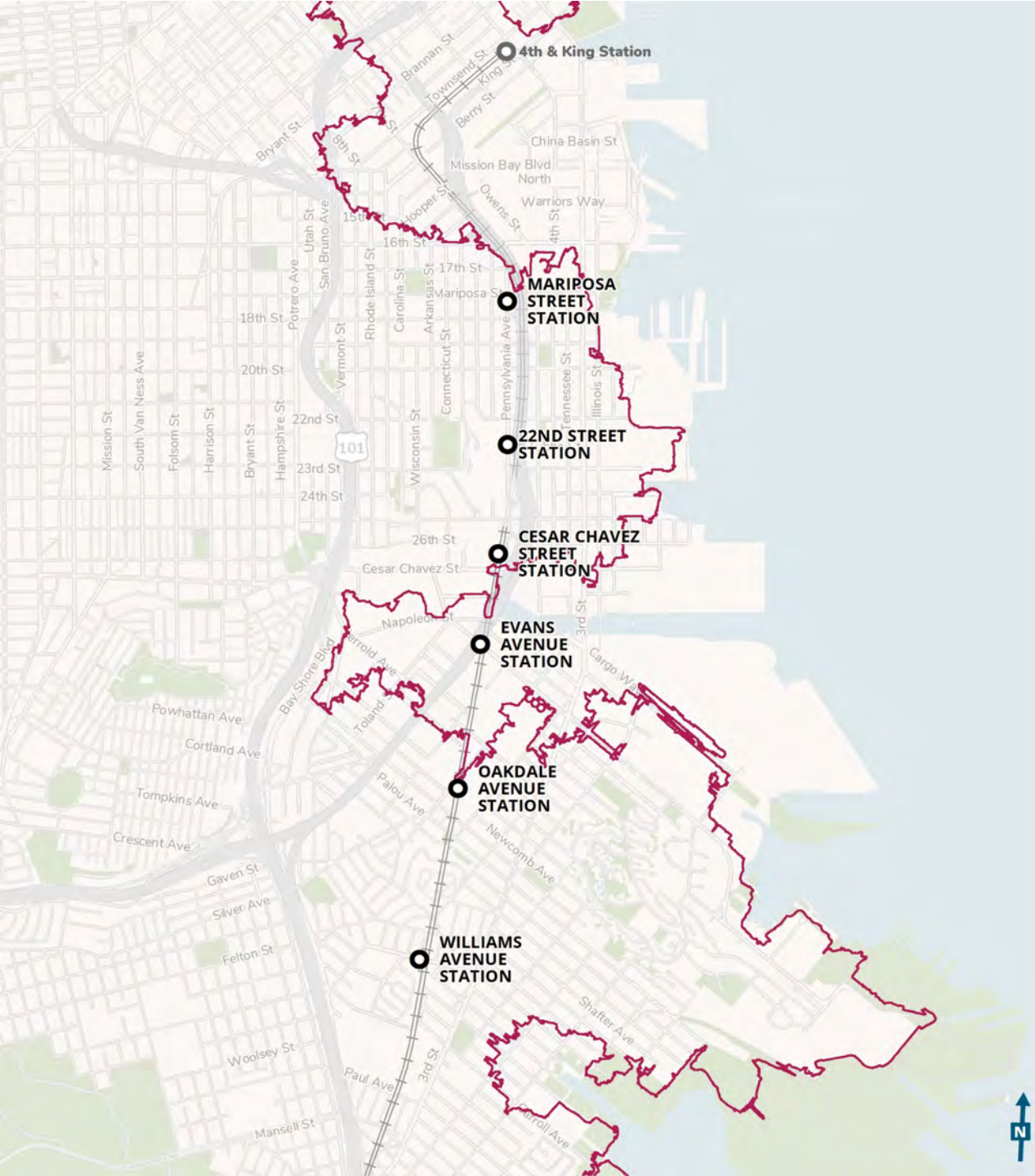
● Station Options

Sea Level Rise Vulnerability Zone

We know that climate change will be a challenge in the future.

The pink line shows a worst-case scenario for how far inland water could rise with storm surge by 2100.

The options at Mariposa, Cesar Chavez, Evans, and Oakdale are in or close to the inundation zone in this scenario.



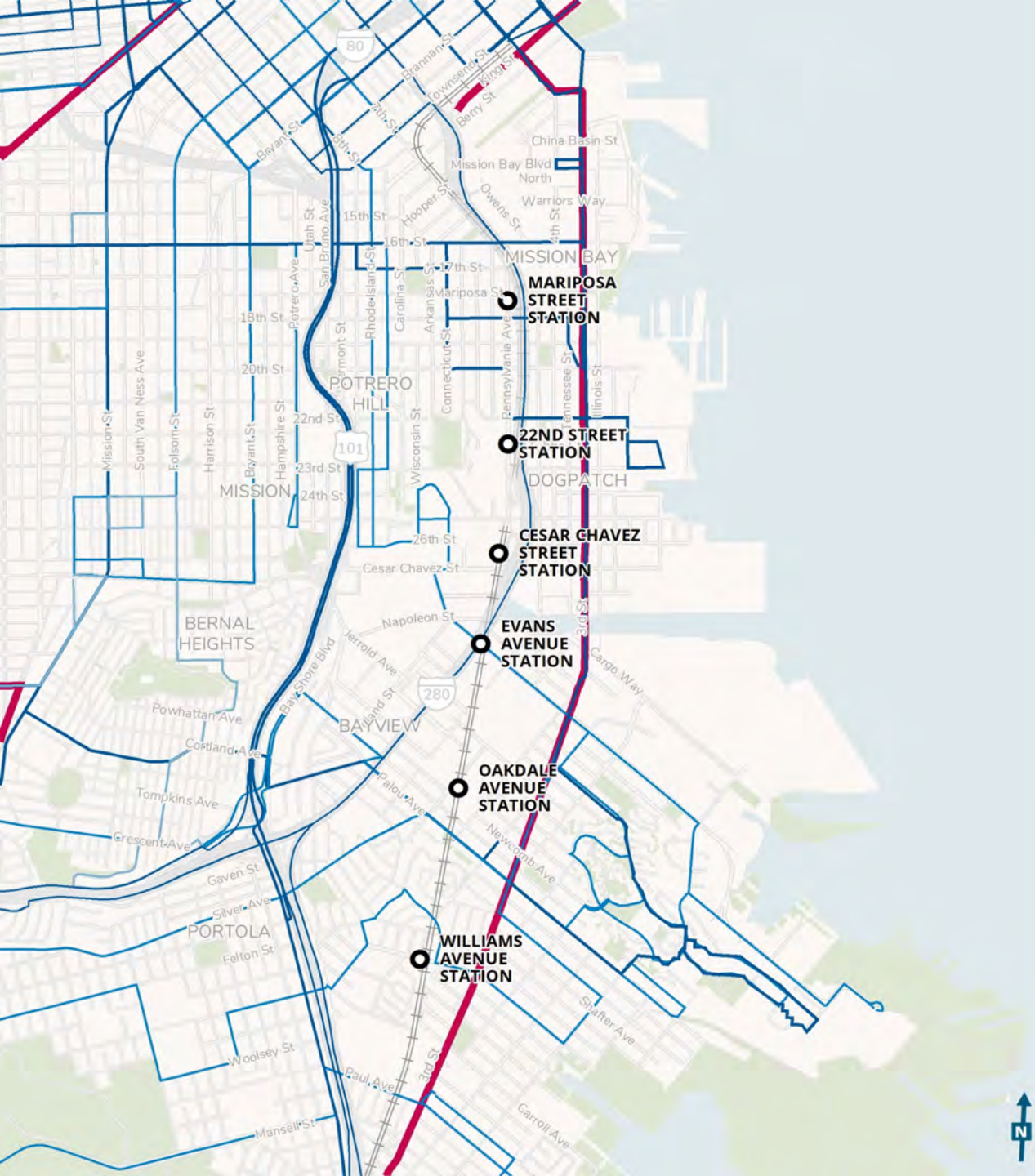
LEGEND

- Station Options
- 108" Inundation Vulnerability Zone Line

Transit Facilities

How do existing bus and light rail services and infrastructure connect to these sites?

We know that some services are easier to change than others. Bus routes can be adjusted and bicycle and pedestrian facilities can be changed or added, but light rail cannot move as easily, and all changes must compete for valuable resources.



MAP LEGEND

Existing Service

- Muni Metro Rail
- Muni Rapid Bus
- 10 minutes or less
- Every 10-20 minutes
- Every 20-30 minutes
- Peak Service (Limited Hours)

Mobility Barriers

It is not easy and sometimes not possible to change major natural or built barriers to mobility, such as hills, creeks, Interstate 280 or large industrial uses.

These barriers affect how easy or difficult it is to access the different station options.



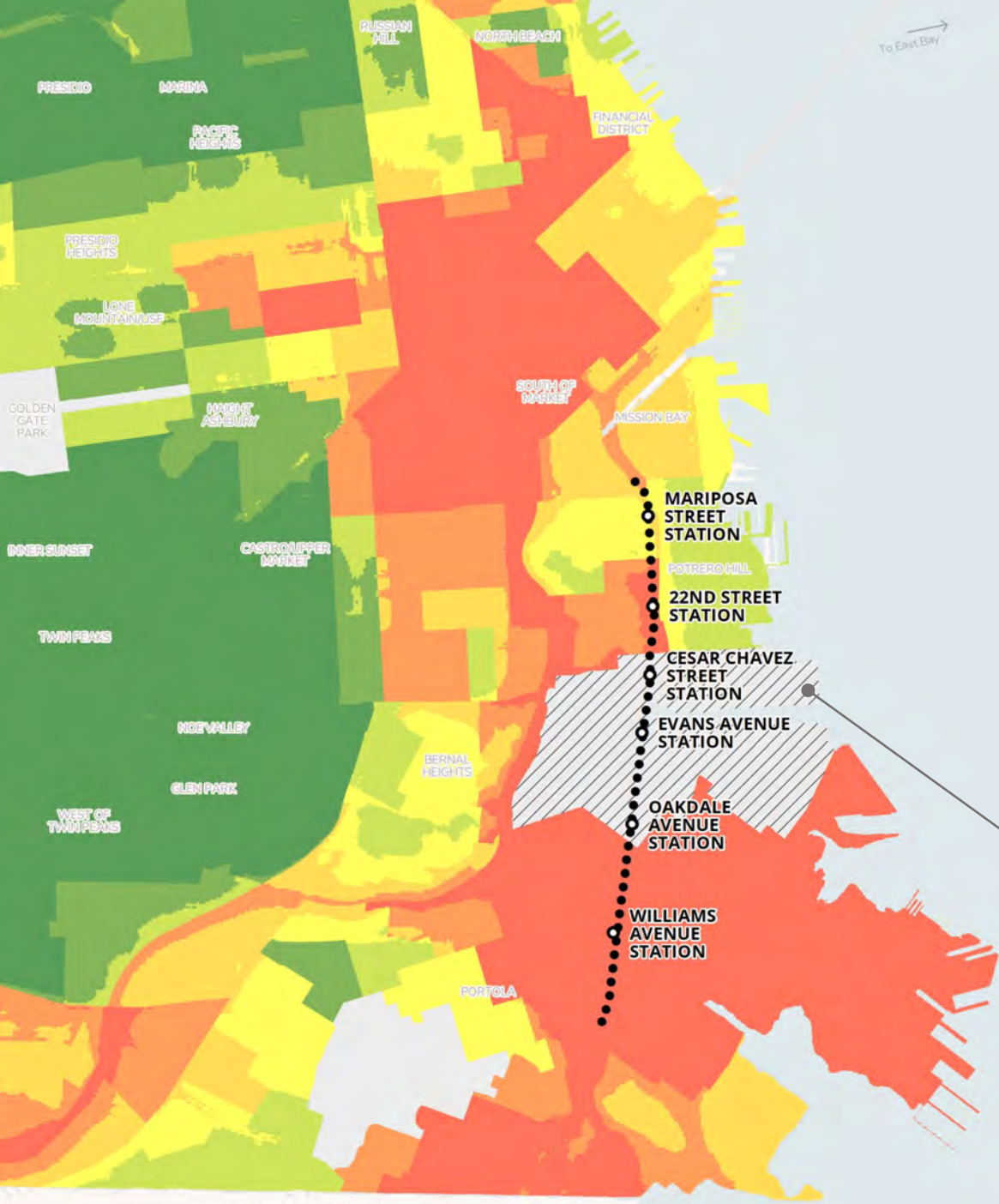
MAP LEGEND

- Infrastructure Barrier
- Land Use Barrier
- Topographical Barrier

Environmental Justice (EJ) Communities

We must consider racial and social equity - which combination of stations equitably provides access for the most people to the most jobs?

Which station options best address longstanding mobility inequities in southeast San Francisco and connect financially isolated residents to opportunities up and down the peninsula?



Area with high pollution burden (not included in OEHHA CalEnviroScreen 3.0 due to missing data/low population)

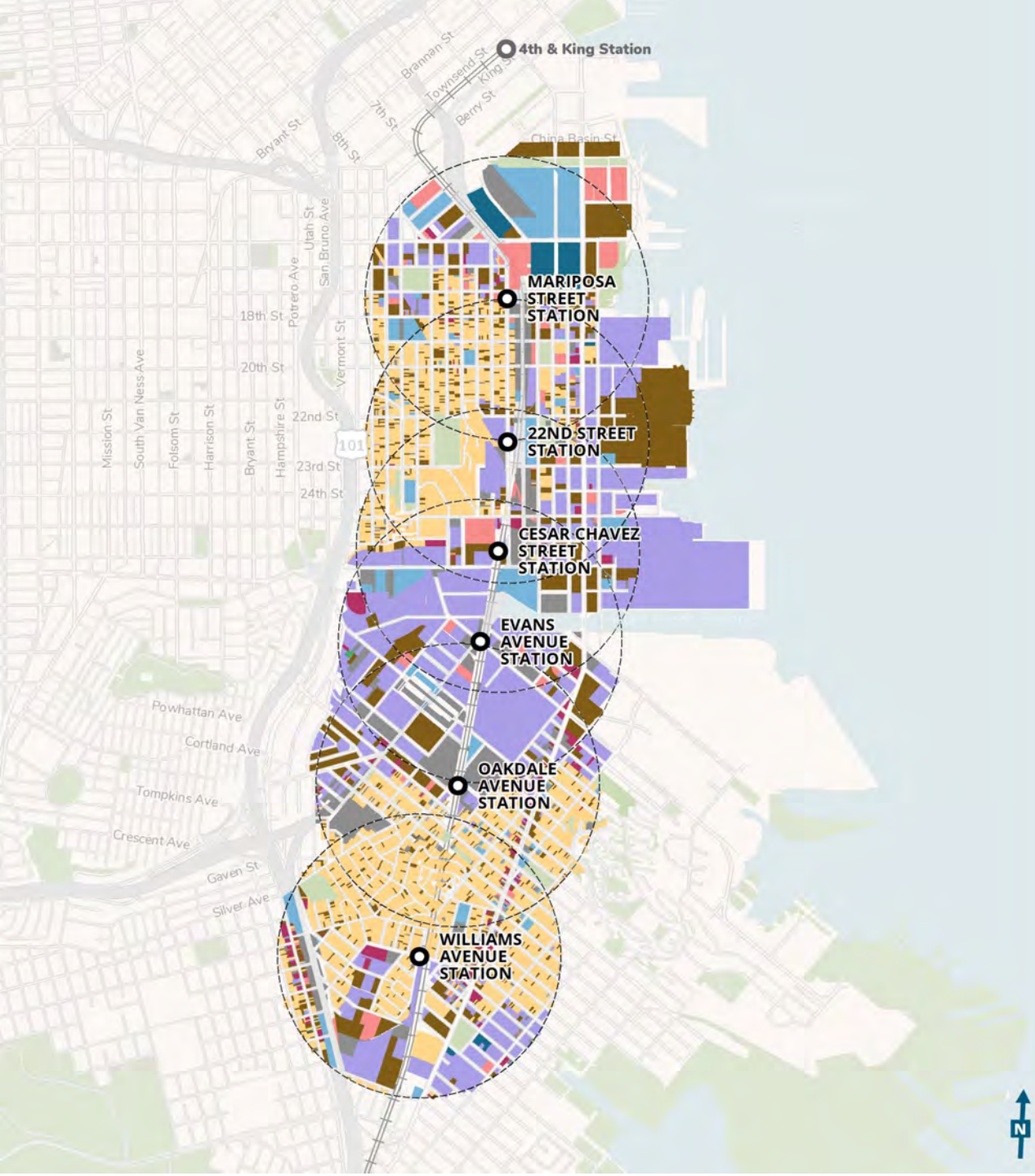
LEGEND

- Station Options
- Study Corridor
- Environmental Justice Burden
 - Least
 - Top 30% of burdened area

Developed Land Use and Zoning

Each station option serves a different mix of land uses.

Residential zoning, shown in light yellow, is more common around Mariposa, 22nd, Oakdale, and Williams, while light industrial zoning, shown in purple, is more common around the Cesar Chavez and Evans options.



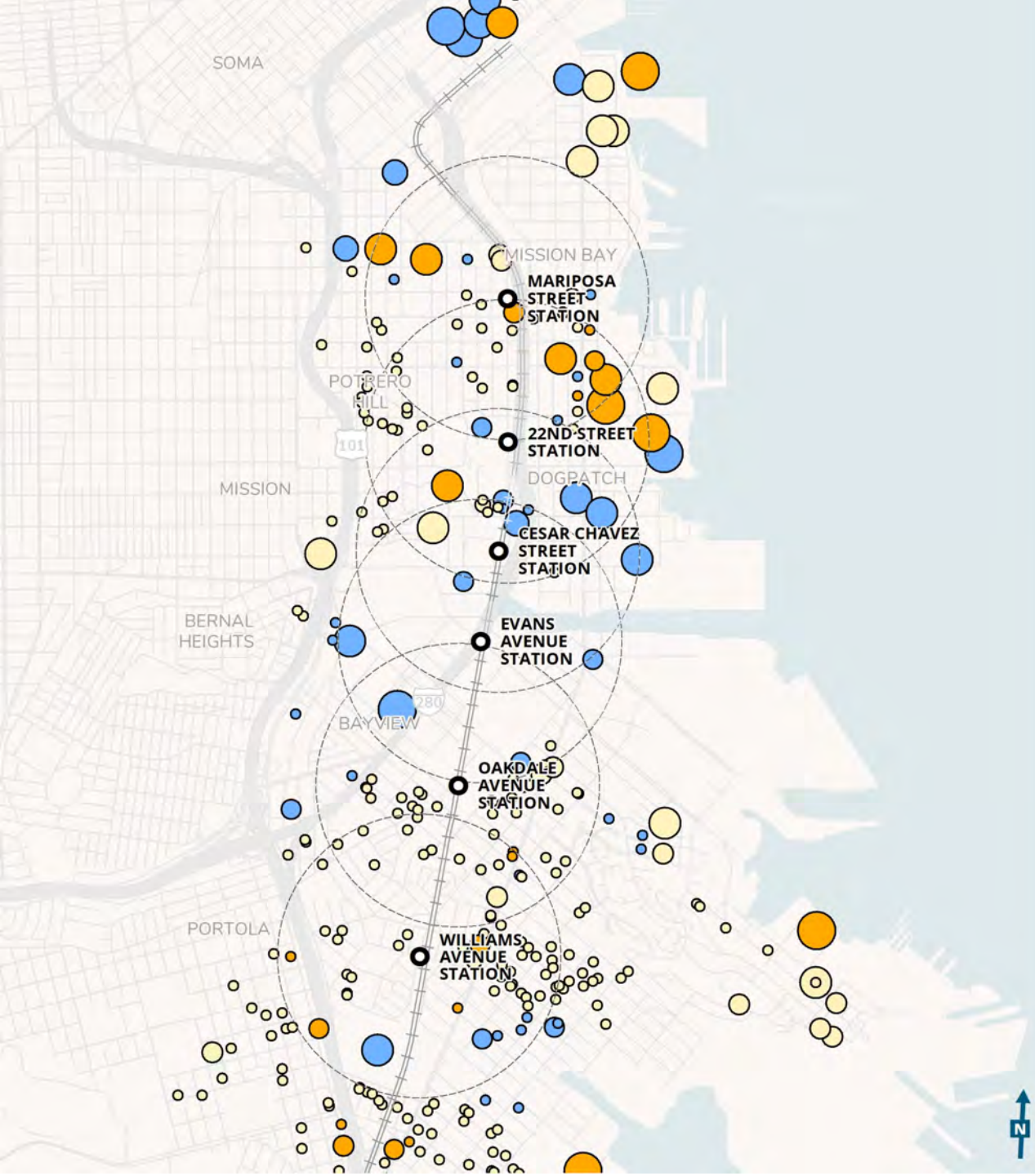
LEGEND

Land Use Categories

Residential	Cultural, Institutional, Educational
Mixed Uses	Industrial (Production, Distribution, Repair)
Retail, Entertainment	Office (Management, Information, Professional Services)
Hotels, Visitor Services	Open Space
Medical	Vacant

Pipeline Projects

This map shows approved developments that are under construction or expected in the future.



LEGEND

Housing Units in residential projects	Housing Units in residential-commercial projects	Square footage in commercial projects
1-10 units	1-10 units	130 – 15,000 square feet
11-25	11-25	15,000 – 50,000
26-100	26-100	50,000 – 200,000
101-1000	101-1000	200,000 – 500,000
1,001-9,120	1,001-9,120	500,000 – 1,200,000

Selected Station Concept Sketches

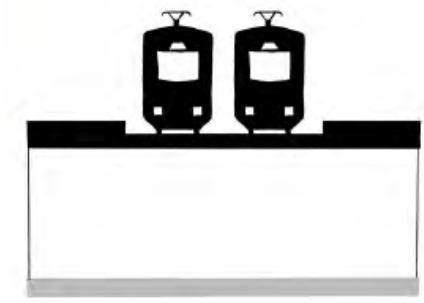
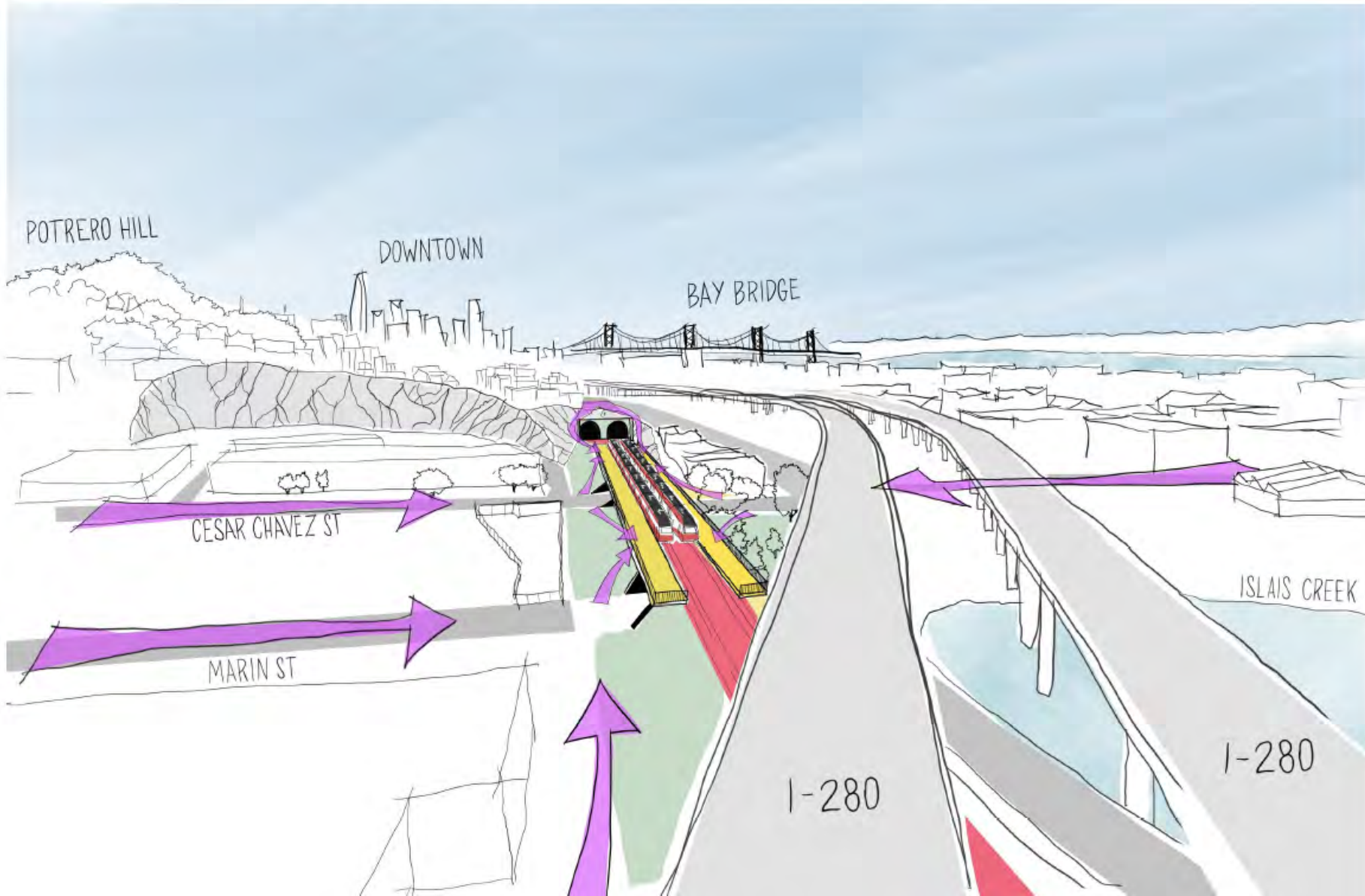
- 22nd Street Option – Rebuilt in same location
- Cesar Chavez Option (similar to Evans)
- Oakdale Option
- Williams Option

22nd Street Station - Rebuilt - View from 22nd St Bridge



At Grade Center Platform

Cesar Chavez

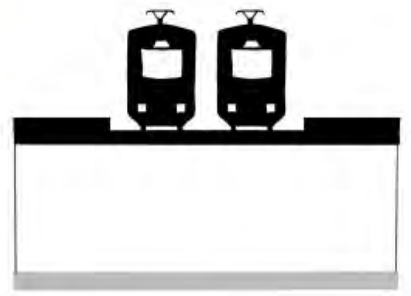
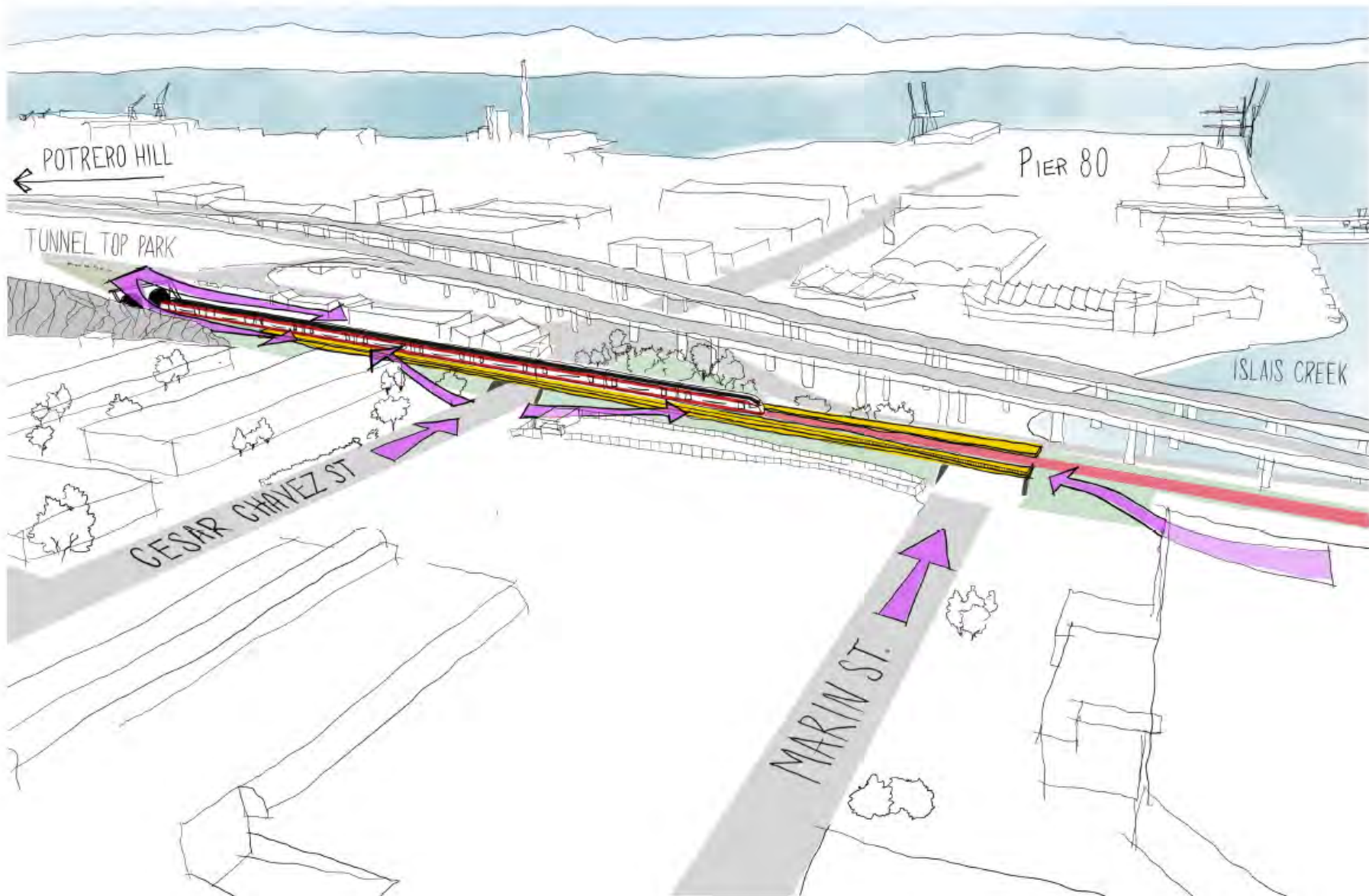


Elevated Station

LEGEND

- AT GRADE
- ... TUNNEL
- AT GRADE STATION
- - - TUNNEL STATION
- ← STATION ACCESS ROUTE

Cesar Chavez - Overview #2

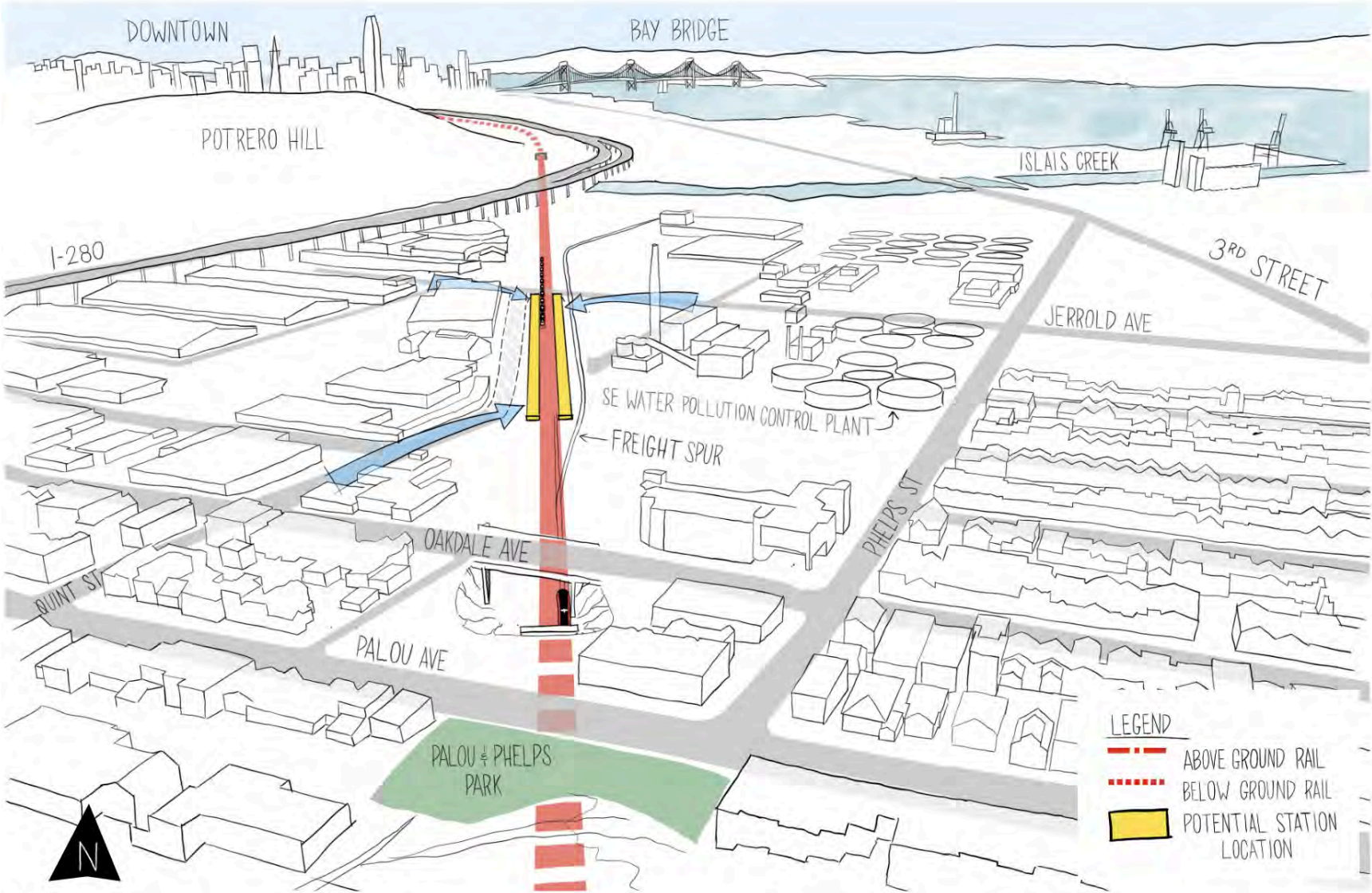


Elevated Station

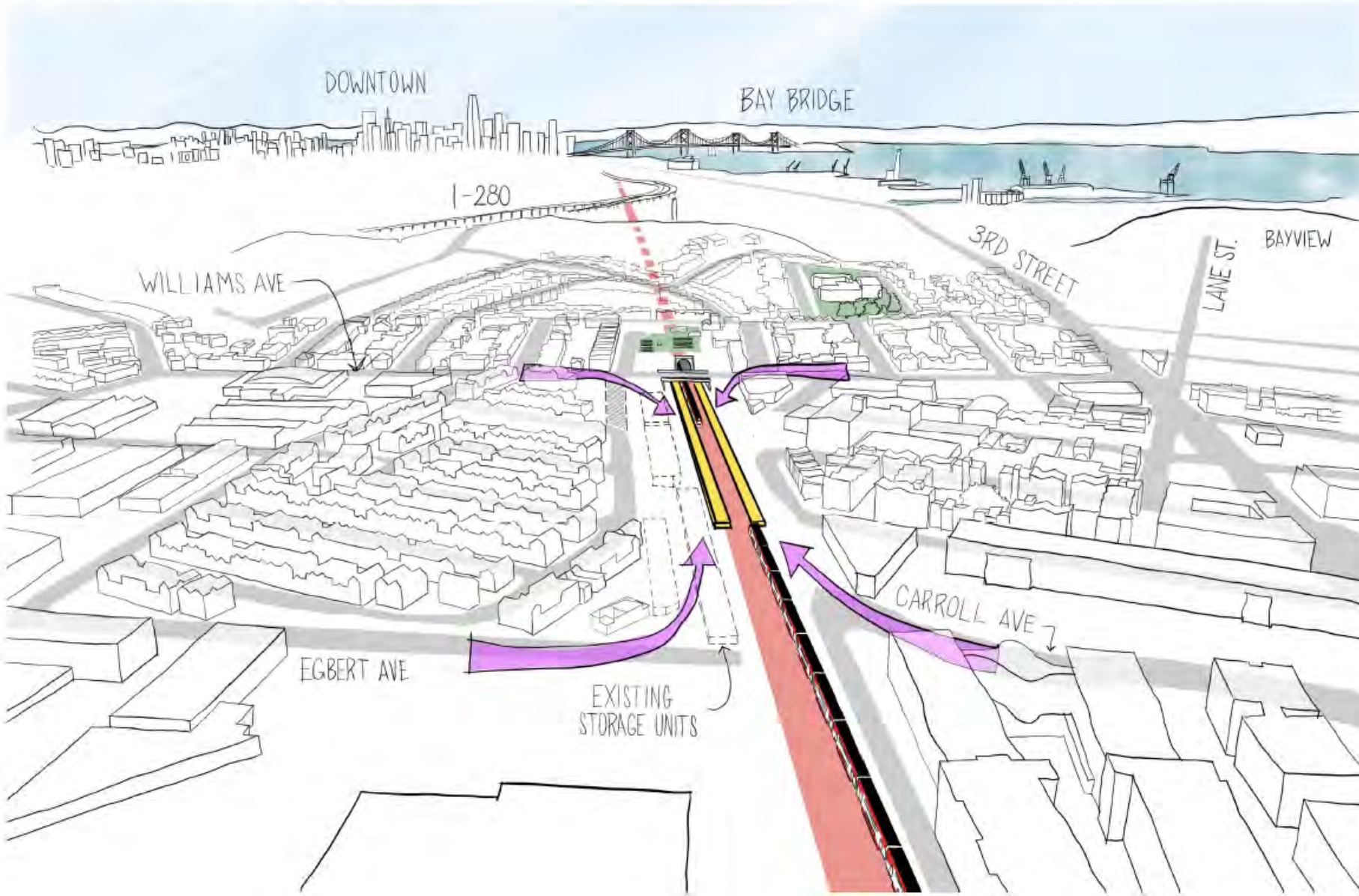
LEGEND

- AT GRADE
- TUNNEL
- AT GRADE STATION
- - - TUNNEL STATION
- ← STATION ACCESS ROUTE

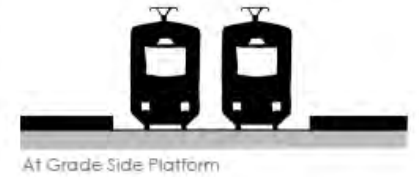
Oakdale



Williams



The Florence Fang Community Farm will not be impacted by this option.



LEGEND

- AT GRADE
- ... TUNNEL
- AT GRADE STATION
- ▨ TUNNEL STATION
- ← STATION ACCESS ROUTE

Planning New Southeast Caltrain Stations



We want to hear from you!

San Francisco, in partnership with Caltrain, is looking at options for building a tunnel under Pennsylvania Avenue, rebuilding the 22nd Street Station, and building a new station in the Bayview.

The City is conducting a series of community meetings for you to explore the station options under consideration, provide feedback, voice concerns, and ask questions directly to the project team.

It is highly encouraged that participants attend one event from each round to understand the full project scope. Cantonese and Spanish interpretation will be available. Slides will be available in Chinese and Spanish.

Round 1: Project Basics

CHOOSE ONE
 Thursday October 7 at 6 PM
 Saturday October 9 at 12 PM
 Both dates will cover the same info

Learn about the study's goals and background with a comprehensive look at the areas under review - including the 22nd Street Station area and the Bayview District.

Round 2: Conversations About Locations

CHOOSE ONE
 Thursday November 4 at 6 PM
 Saturday November 6 at 12 PM
 Both dates will cover the same info

Discuss the advantages and disadvantages of each site and engineering limitations. From connectivity to job access, we want to hear about your priorities for the new stations!

To learn more, visit sfplanning.org/serss or email CPC.SERSS@sfgov.org

Key Outreach Dates

October

- 10/7 & 9 – Virtual Public Workshops Round 1
- 10/20 – Caltrain Citizens Advisory Committee
- 10/21 – SF Planning Commission
- 10/26 – SFCTA Board, Potrero Boosters
- 10/27 – SFCTA Citizens Advisory Committee

November

- 11/2 – UCSF Briefing
- 11/4 & 6 – Virtual Public Workshop Round 2
- 11/8 – Friends of Caltrain
- 11/9 – Dogpatch Neighborhood Association
- 11/17 – Southeast Community Facility Commission

December-Early 2022

- 12/4 – Florence Fang Community Farm presentation (11am)
- 1/5 – Bayview CAC (6pm)
- Early 2022 – Final report released

We Want To Hear From You

Please leave your written feedback on this page before December 22nd, via email at CPC.SERSS@sfgov.org, or leave us a voicemail at 415-593-1655.

Thank You

www.sfplanning.org/SERSS

CPC.SERSS@sfgov.org

