From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, May 24, 2023 1:21 AM
To: Baylands <baylands@brisbaneca.org>
Cc: Council Members <CouncilMembers@ci.brisbane.ca.us>
Subject: Revised Baylands Specific Plan Notice of EIR Preparation

Dear Mr. Swiecki,

Further to my January 24, 2014 and March 2020 comments (below and attached), please refer to the attached Bayshore multimodal study (https://default.sfplanning.org/Citywide/bayshore_multimodal/Bayshore_MultiModal_FAQ.pdf) and consider addressing the lack of "***Seamless, accessible connections to reliable transit***" as currently proposed in Section 6.2.5 IMPROVE ACCESS TO TRANSIT of the DEIR (https://www.brisbaneca.org/sites/default/files/fileattachments/baylands/page/24259/202302_draftbaylands-sp_ch06-circulation.pdf) by integrating MUNI, Caltrain and Geneva BRT as follows:

1. Extend and relocate the existing Bayshore Caltrain station further south so that it intersects with the Geneva extension
2. Extend MUNI LRT over Geneva Avenue and add an additional stop at the intersection of Geneva Avenue and the Caltrain tracks

Thank you
Roland Lebrun

BAYSHORE MULTI-MODAL FACILITY STUDY

Frequently Asked Questions

What is this study?

The Bayshore Multi-Modal Facility Study is analyzing alternative locations, conceptual designs, and implementation plans for a multi-modal facility in the Bayshore area. It is based on consultant analysis, public agency input and community feedback. It is designed to improve transportation access for Visitacion Valley, Candlestick Point, Hunters Point Shipyard, Executive Park, and the bi-county area.

What is a multi-modal facility?

Multi-modal facilities link transportation services and infrastructure within a single location or area, providing better access and transit connections for people using a variety of transportation modes. Multi-modal facilities can be anything from a special plaza or street design to a multi-modal station.

What are multi-modal facility "elements?"

Any feature that supports multi-modal connectivity or transit access. They include informational kiosks, shared platforms, transit-priority streets or pedestrian/bike paths, and curb areas designated for transit access. Specific wayfinding, pedestrian-scale lights, design, and signage are other types of elements.

What does this have to do with Geneva-Harney Bus Rapid Transit (BRT)?

The Geneva-Harney BRT project is analyzing bus rapid transit service between Hunters Point Shipyard and Balboa Park/City College. High frequency, high quality service will be combined with the existing Muni 28 Rapid line to provide a "one seat" ride connecting major growth in Southeast San Francisco, Bayshore Caltrain & Balboa Park Stations, college campuses and major retail. This Study contributes to better connections between this BRT service and Muni (T-Third and local bus routes), Caltrain, SamTrans, express buses, shuttles and other modes in the area. While the precise BRT route will be determined through analysis and community input, it is expected to use Bayshore Boulevard between Geneva Avenue and Tunnel Avenue, immediately adjacent to the multi-modal facility study area.

What does this have to do with the Schlage Lock development?

Schlage Lock prioritizes multi-modal access, but it does not prescribe specific designs for a multi-modal facility. This Study is the first step towards a facility design that works within Schlage's street network. Schlage's street improvement plan and the Phase 1 application, focusing on the north of the site, is currently under review. This Study's Concept Alternatives 1 & 2 are consistent with the currently proposed street plan. Concept Alternatives 3 & 4 provide additional benefits, but would require additional coordination with future phases of Schlage. The Multi-modal Study will not delay Phase 1.

What does this have to do with the Brisbane Baylands?

This study is not intended to influence the land use within the Brisbane Baylands site. The City of San Francisco is expecting over 17,000 units to be added in southeast San Francisco in the next 10-15 years. A multi-modal facility and service improvements like the Geneva-Harney BRT are essential to better serve this growth and current residents and employees of SF. The study is being coordinated with staff from the City of Brisbane, San Mateo County, Caltrain and the MTC.

Recognizing that proposed land uses on the Brisbane Baylands site have not been finalized, Phase I of this Study included four (4) land use options to account for a range of possible outcomes. Each option is based on land use alternatives shown in the 2015 Baylands Draft Environmental Impact Report (DEIR). Within San Francisco, however, the scale of most major projects in the bi-county area is already known.

Will this move the Bayshore Caltrain Station?

The project does not require moving the Caltrain platforms at the Bayshore Station. However, the project does not prevent future shifts in the platform or locating multi-modal elements elsewhere.

What will this project do for transit service?

Multi-modal facilities make transit services more user-friendly, accessible, and efficient. This project does not guarantee changes in transit service, however some stops may be moved or shuttles rerouted to improve transfers. The Bayshore multi-modal facility and transit-oriented urban design are two factors that could be considered in determining the frequency of Caltrain service at Bayshore. Today's hourly Caltrain peak service would be insufficient to support expected growth near the station.

When will this multi-modal facility be in operation?

This has yet to be determined and will be further explored in the implementation task of this study, to be completed by Winter 2017.

Why is this study happening now?

Development in the bi-county area, including the Schlage Lock site, Candlestick Point and Hunters Point Shipyard are proceeding such that a multi-modal facility is beneficial sooner than projected. With this Study, public agencies can begin coordinating access, developing designs, and applying for funding.

How will the facility be funded?

While potential sources exist, a funding strategy is yet to be determined. It will be further explored in the implementation task of this study and completed by Winter 2017.

What are the next steps in the study?

The consultants will refine the four concept alternatives and evaluate them based on public comments. In Winter 2017, they will publish the refined concepts, evaluation and implementation strategy for a multi-modal facility. City staff will present the Study's findings at the Planning Commission. City staff can also present findings to other Citizen Advisory Committees or neighborhood groups upon request.

What are some examples of Multi-modal Facility Examples in the Bay Area?

See the following pages for examples.

The following multi-modal facility examples are not representative of concepts for the Bayshore area. But certain elements of any of them will be incorporated into Bayshore Multi-modal Facility concepts.

WALNUT CREEK: PLEASANT HILL BART STATION

Multi-level, Off-Street, Public Activities

SAN FRANCISCO: PRESIDIO TRANSIT CENTER

Shuttles, Information and Retail

SAN FRANCISCO: 4TH & KING CALTRAIN STATION

Train terminal, bike parking and repair, local and regional buses, shuttles, taxi stands, wayfinding and information

MOUNTAIN VIEW: TRANSIT CENTER

Off-street shuttle stop and passenger loading, transit, bike parking, shelter, retail, shared platform for Caltrain and light rail

ALAMEDA: MAIN STREET FERRY TERMINAL

Ferry service, on-street bus stop, bicycle parking, passenger loading, multi-use trail, real-time info

SAN FRANCISCO: TEMPORARY TRANSBAY

Local and regional off-street bus facility with large shelters, on-street bus stops, real time information

The following are additional multi-modal facility examples from around the country. Some but not all elements of these facilities can also be incorporated into Bayshore Multi-modal Facility concepts.

BELLEVUE, WA: TRANSIT CENTER

Converted street into bus facility, public plaza

SHIRLINGTON, VA: BUS STATION

Off-street bus facility for regional and local buses

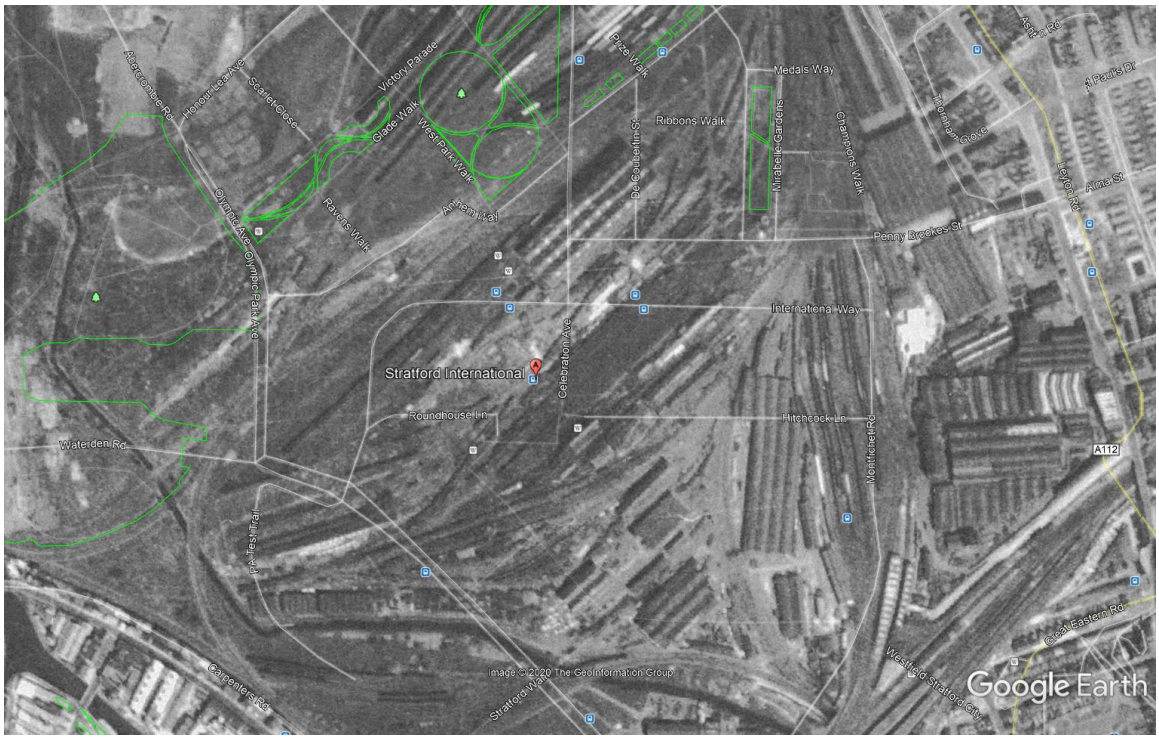
WASHINGTON, DC: RHODE ISLAND AVE STN.

Multi-level, multi-modal station with transit-oriented development and multi-use paths

LONG BEACH, CA: 1ST ST TRANSIT MALL

On-street light rail & bus mall, public art, shelters, lighting and trees, transit-oriented development

1945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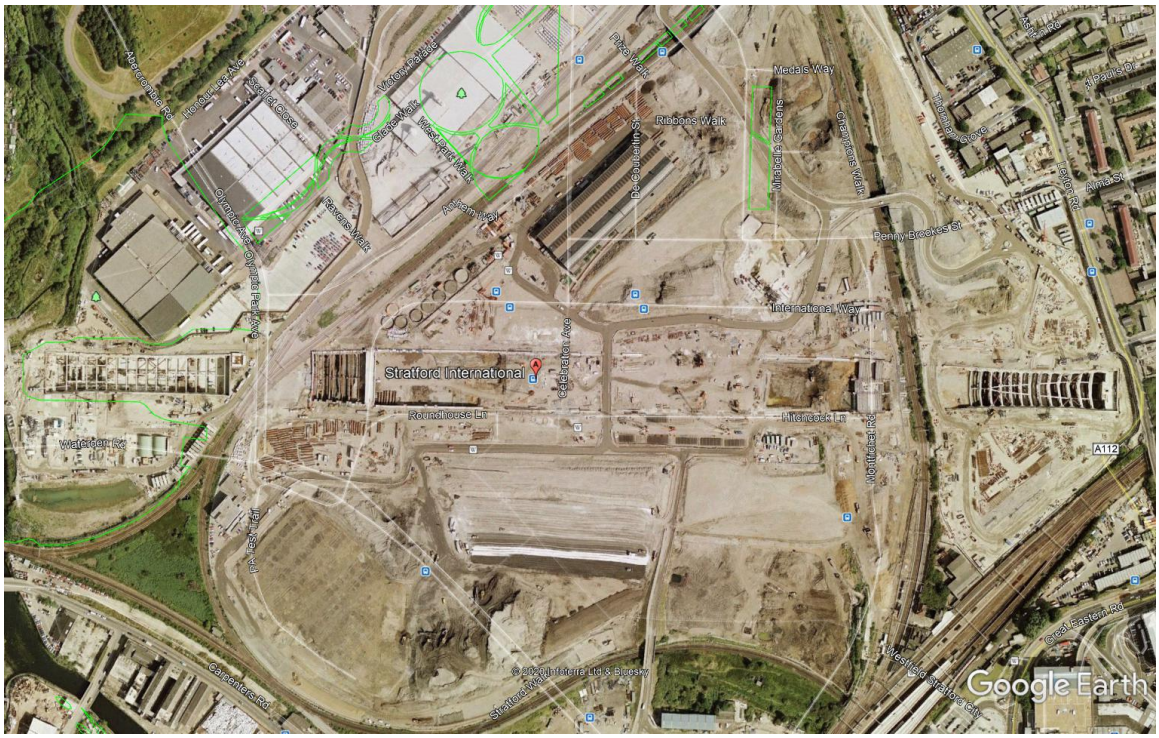
2002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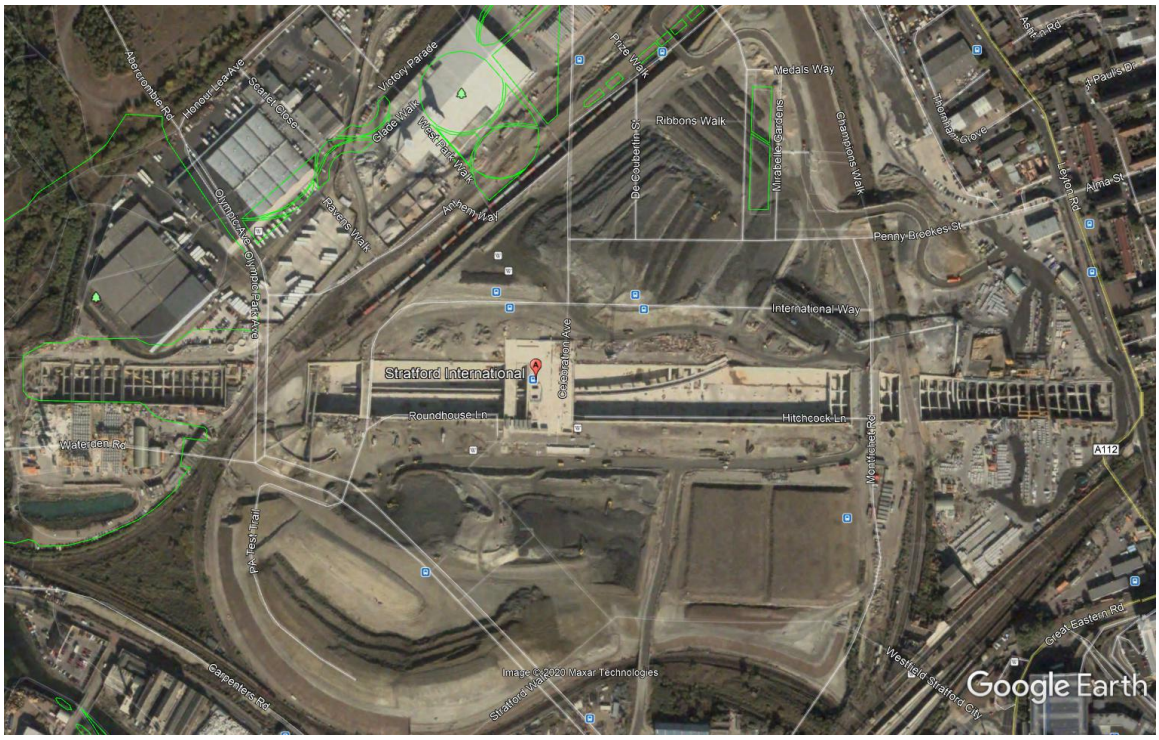
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Ribbons Walk
Medals Way
Mirabelle Gardens
Champions Walk
Thornhaugh Grove
Aston Rd
St Paul's Dr
Leyton Rd
Alma St
Penny Brookes St
International Way
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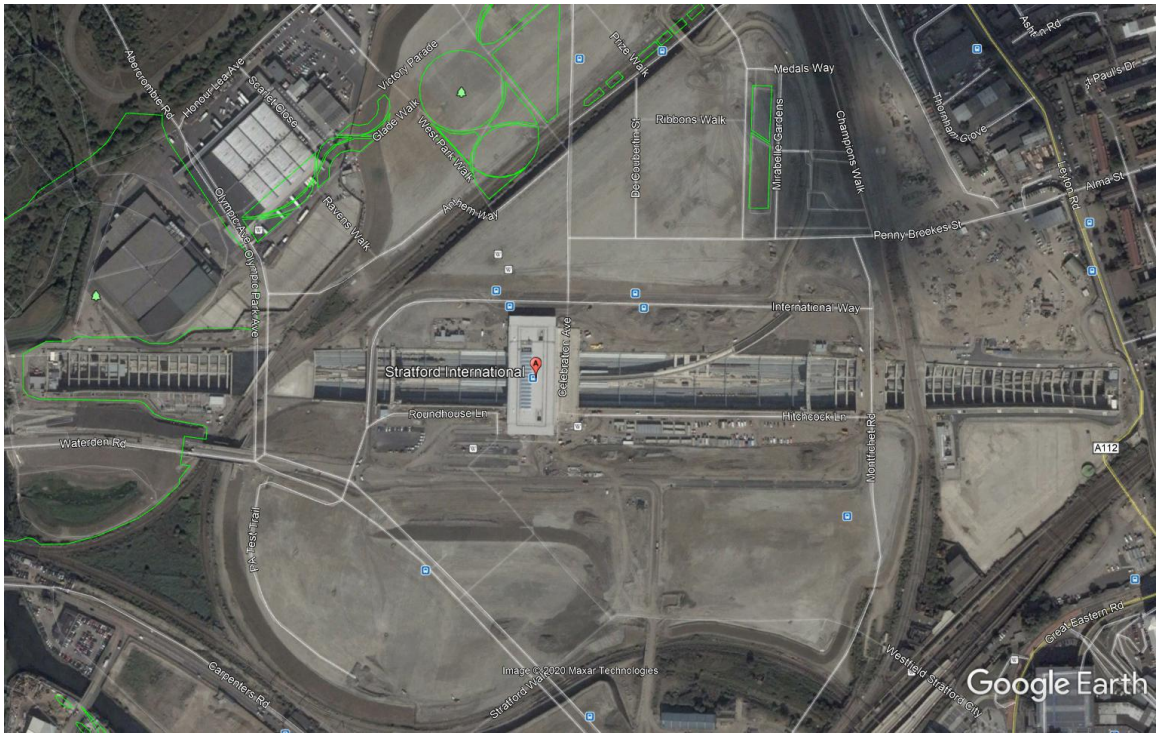
2005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2005

2009


Stratford International
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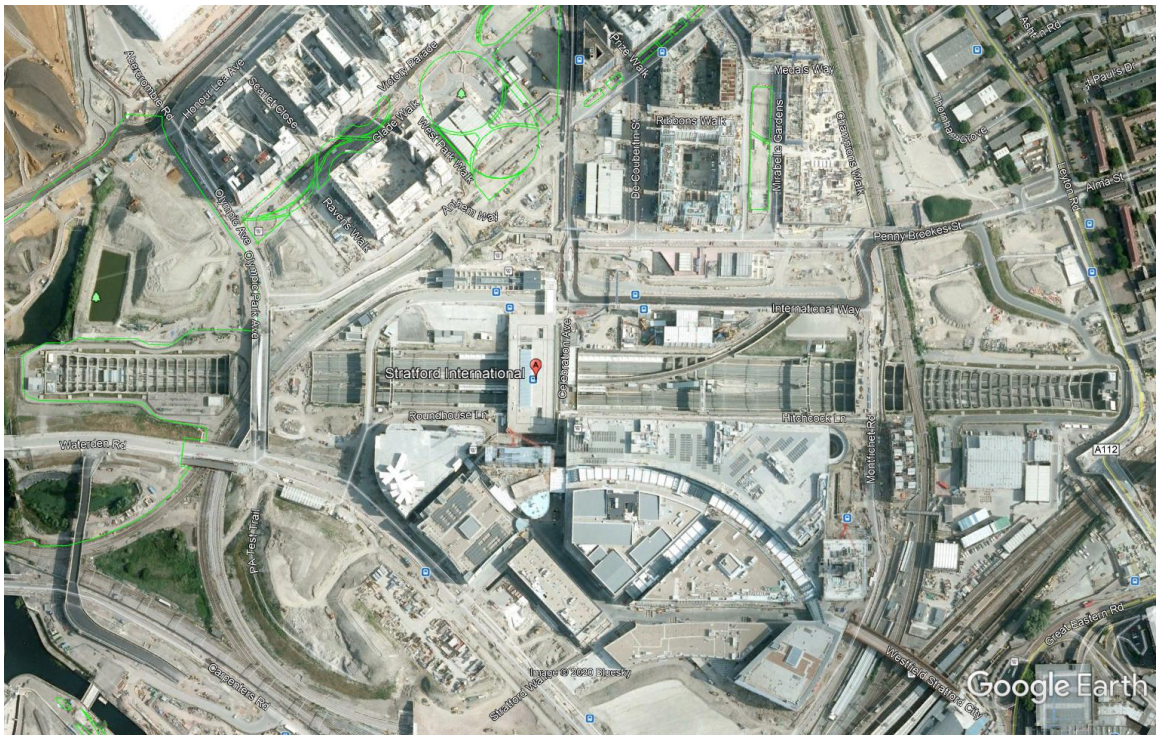
2010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2012


Stratford International
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2016


Stratford International
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Hitchcock Ln
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Medals Way
Ribbons Walk
Mirabelle Gardens
Champions Walk
Norman Grove
Leyton Rd
Alma St
St Paul's Dr
Abbotsmede Rd
Honour Lea Ave
Scarlet Close
Victory Parade
Glade Walk
West Park Walk
Raven's Walk
Olympic Park Ave
Celebration Ave
De Coubertin St
Pitts Walk
Montfichet Rd
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Great Eastern Rd
Westfield Stratford City
Stratford Walk
Carpenters Rd
Pie Trail
Google Earth

2019


Stratford International
Waterden Rd
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Hitchcock Ln
International Way
Penny Brookes St
Medals Way
Ribbons Walk
Mirabelle Gardens
Champions Walk
Norman Grove
Leyton Rd
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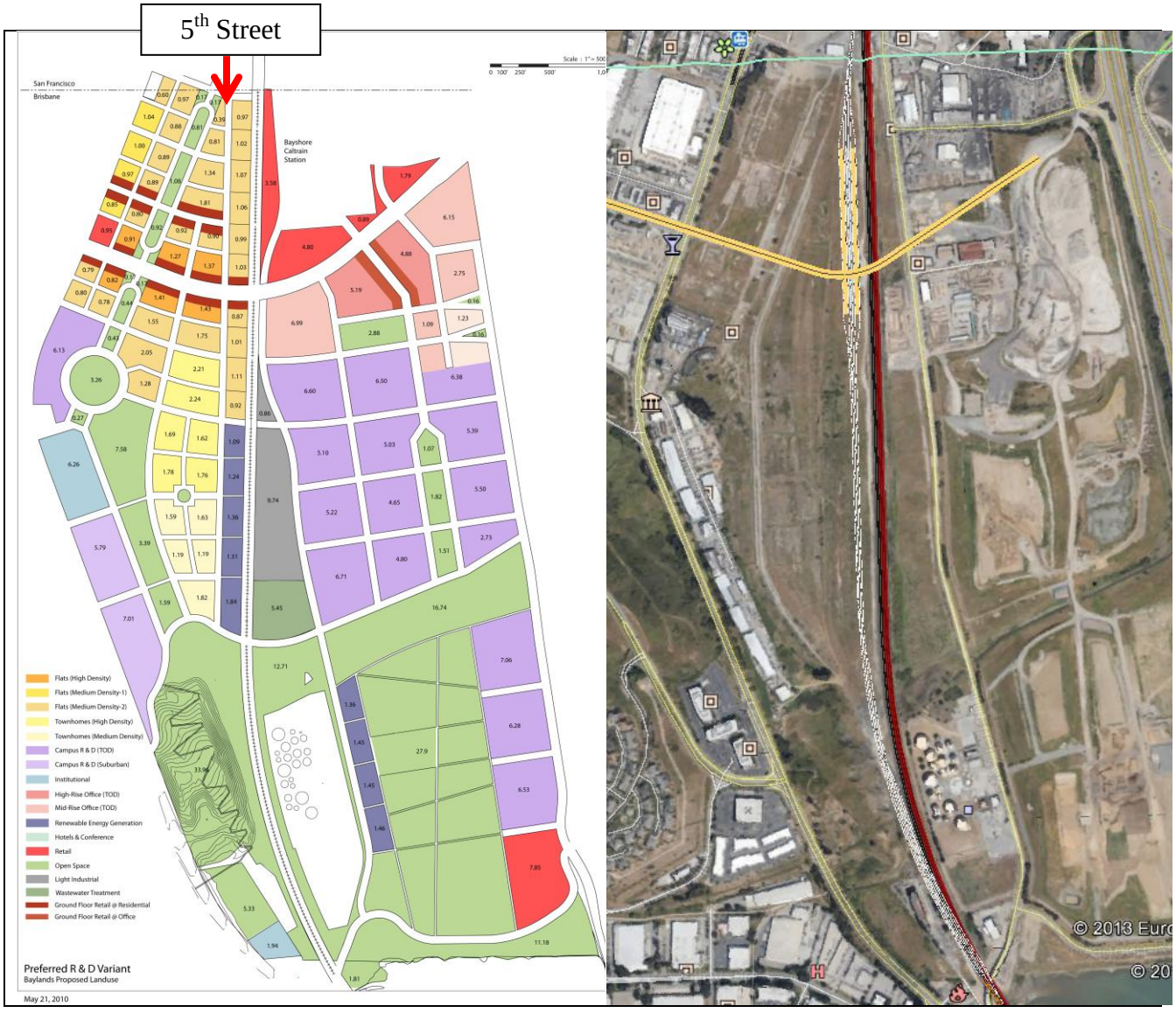
Roland Lebrun
ccss@msn.com
Brisbane Baylands Draft EIR
January 19 2014

Dear Mr. Swiecki,

Thank you for the opportunity to comment on the Brisbane Baylands Draft EIR.

While it is generally accepted that 200 MPH high speed trains will not appear in the Peninsula for at least another 20 years, plans for land use adjacent to the rail corridor should consider future higher speeds in the Peninsula with an eventual objective to connect San Jose to San Francisco in 30 minutes or less.

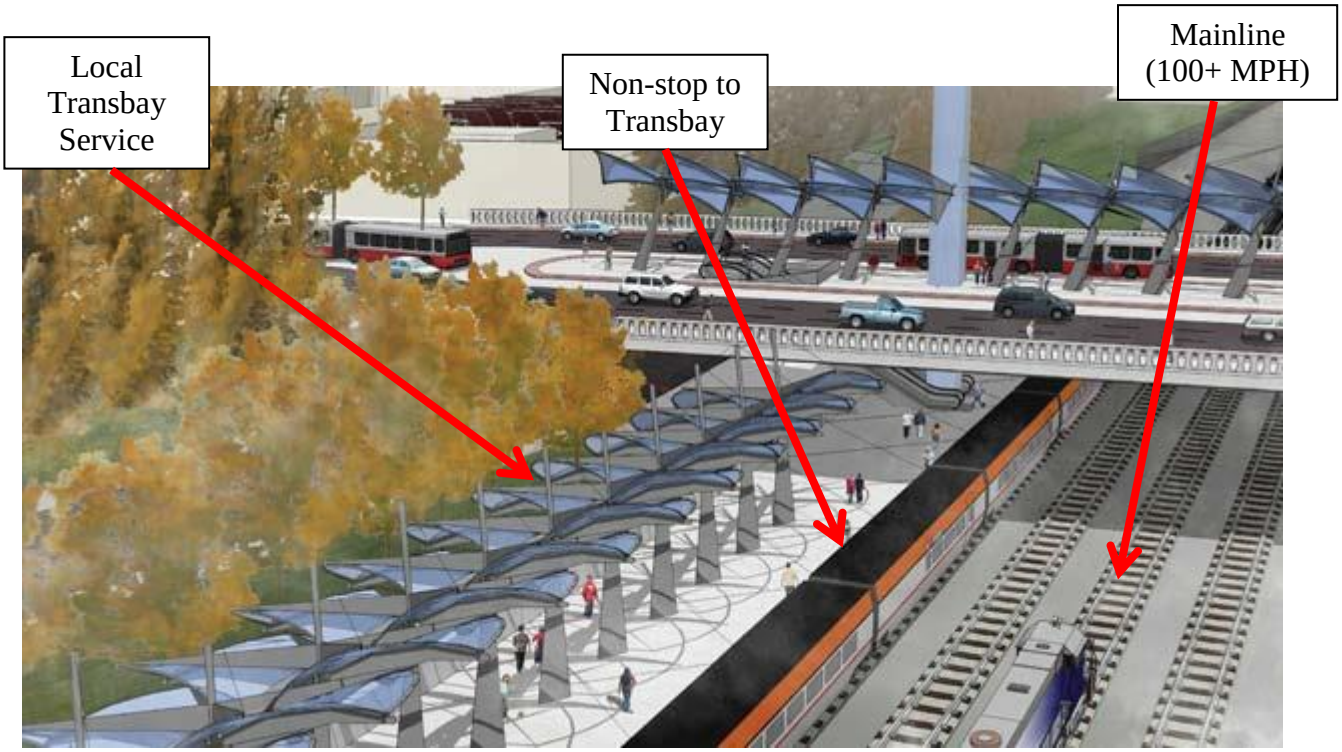
It is in this context that the DEIR should consider a new rail alignment capable of supporting speeds in excess of 100 MPH along the proposed future 5th Street.



The relocation of the tracks and the Bayshore station to the 5th Street alignment would also significantly enhance transfers between Caltrain and the proposed Muni T-Third light rail station on 5th Street.

The relocated Bayshore station would have two additional tracks to facilitate cross-platform transfers between Baby Bullets (5-minute non-stop to Transbay) and locals stopping at Oakdale, 22nd Street, Mission Bay and the Transbay Terminal. The additional station and turnaround tracks would support a capacity of 12 trains/hour between Brisbane and Transbay, 10-20 years ahead of the rest of the Peninsula (Policy 6-12).

The impacts caused by the higher speeds of express trains should be mitigated by creating embankments on both sides of the tracks thereby giving the impression that the proposed Geneva Avenue extension is at grade while the platforms and the tracks are in a trench.



The proposed new alignment would have the following additional advantages:

- Faster, safer and more cost-effective construction of the relocated Bayshore station, including connections to MUNI light rail and Geneva Avenue BRT.

- No construction impacts on Caltrain service.

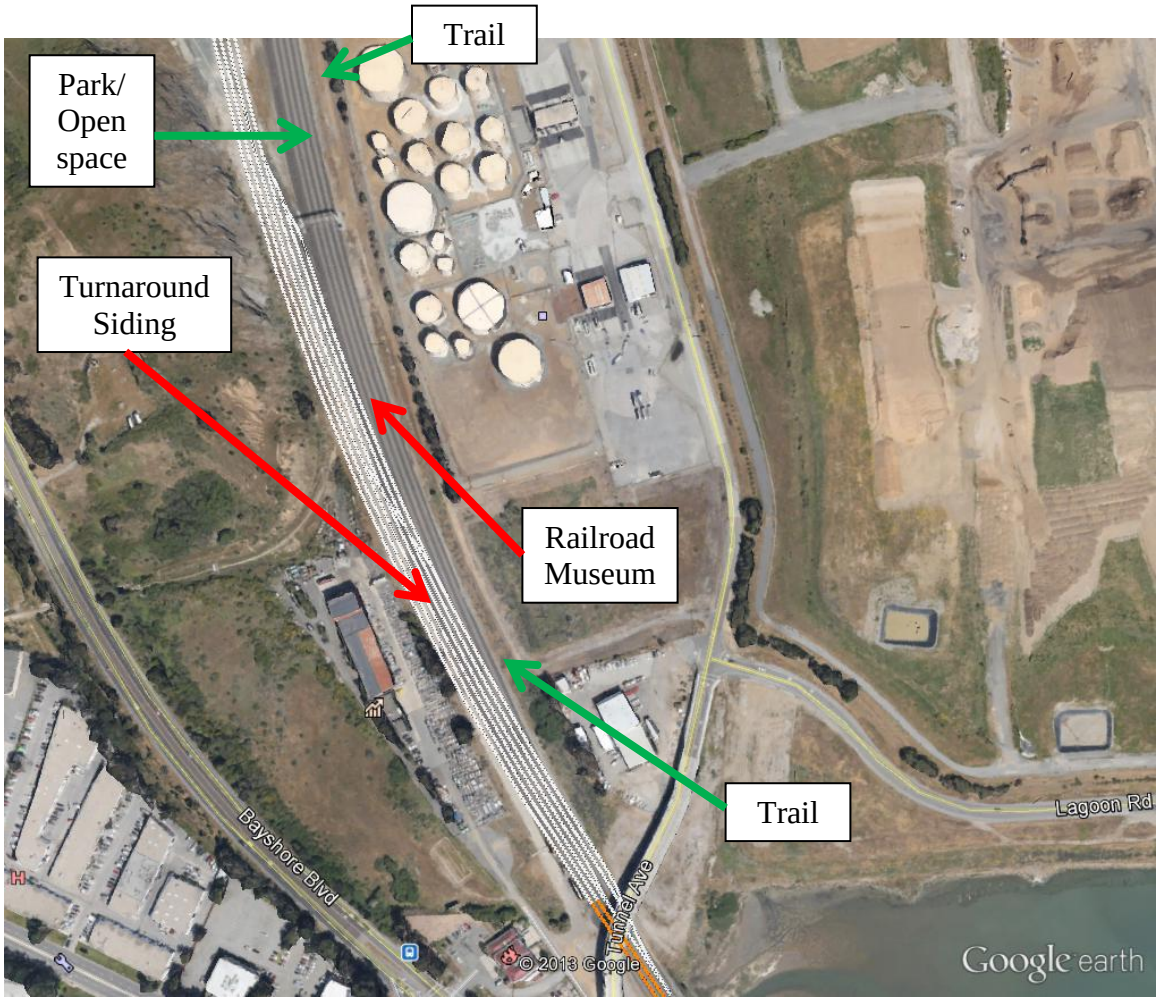
- Foundation for a future 5-minute connection to San Francisco International (Transbay to SFO in 10 minutes, including a one-minute stop in Brisbane).

Platform lengths.

Please refer to "Platform Dimensions" on page 13 of Chapter 3 of the Caltrain Engineering Standards: http://www.caltrain.com/assets/_engineering/engineering-standards-2/criteria/CHAPTER3.pdf : *"The standard platform length shall be 700 feet to accommodate a six (6) car train consist.* ***Platform design shall consider or not preclude a possible expansion of platform length to 1000 feet****"*

The DEIR should consider this 1,000-foot requirement because it would enable a Bayshore Caltrain station entrance at Beatty Avenue which is within walking distance of the Schlage Lock development. The DEIR should also consider extending the platforms south of Geneva Avenue to match Transbay's 1,330-feet platform lengths for two reasons: support for double-length Caltrain consists capable of transporting 2,000 passengers to/from special events in downtown San Francisco and/or Brisbane and the ability to disembark and turn around full-length HSR trains in case of an emergency between Brisbane and the Transbay terminal.

- Relocation of the mainline would also facilitate the repurposing of the existing tracks between Ice House Hill and the Kinder Morgan Energy Tank Farm into a siding yard and a location for the future railroad Museum while maintaining an opportunity for a linear park and trail connection between the siding yard and the Tank Farm. The siding yard could provide off-peak storage for up to 8 Caltrain consists as well as the ability to turnaround additional train service (up to 6 additional trains/hour between Bayshore and Transbay) over and above the proposed maximum six Caltrains/hour by 2019.



Thank you for considering these enhancements to this exciting project.

Sincerely,

Roland Lebrun