

Mission Bay Loop (MBL) Public Meeting

La Scuola Internazionale di San Francisco, November 18, 2014

Frequently Asked Questions

1. When would construction have to start before the SFMTA loses TIGER funds?

There are two independent pieces of the project: street improvements and the transit (rail) Loop. The Mission Bay Development Group (MBDG) is responsible for the street improvements and the SFMTA is responsible for the Loop. Construction had to begin by February 2, 2014 to meet the terms of the TIGER Grant Agreement. This deadline was met by MBDG. However, under the terms of the TIGER Grant Agreement, funds would need to be spent by September 30, 2018 before the Grant Agreement terminates.

2. How does the MBL serve the Dogpatch Neighborhood and Pier 70?

Although they will be south of the Mission Bay Loop, the Dogpatch Neighborhood and Pier 70 will still have very frequent service. The proposed service levels for 2019 match the current N Judah service, which is the most frequent LRV line in the Muni system. Furthermore, the Mission Bay Loop benefits the entire T line in two ways: 1) the MBL will help the SFMTA maintain even spacing throughout the line and respond more efficiently to breakdowns, delays and gaps in service; 2) the Loop also allows the SFMTA to run increased frequency on the heaviest ridership portion of the route. Providing this extra service will reduce crowding and pass ups for the customers traveling further south.

3. What permits will be issued in order for construction to begin?

The SFMTA is not required to take out permits from other City agencies.

4. When and why did the SFMTA take the passenger boarding platform on Illinois Street off the table?

The passenger boarding platform on Illinois Street was taken out because use of the Mission Bay Loop would only be during certain times (e.g., peak periods), and a boarding platform was not included as part of the project. Also, inconsistently used stops cause confusion to our riders.

5. Can the unused tracks be filled to prevent bicycle and pedestrian accidents?

The existing Union Pacific tracks on Illinois Street between 18th and 19th Streets, as well as approximately 25 feet both north and south of those intersections, will be removed as part of the project.

6. How will the SFMTA address parents' and teachers' concerns for schoolchildren's health and physical safety near the project area?

During the construction period, the contractor must comply with all City requirements with respect to noise, dust, and other environmental concerns.

Pedestrian and bicycle access between school and the waterfront will be maintained during construction. The SFMTA will arrange the most efficient drop-off zones possible with the individual schools.

The SFMTA undertakes the following measures to address safety and security concerns throughout the city:

- a. In February 2014, the SFMTA joined the San Francisco Board of Supervisors in adopting "Vision Zero": a policy to eliminate all traffic deaths in San Francisco by 2024. (San Francisco Municipal Transportation Agency, 2014)
- b. The SFMTA's Sustainable Streets Division implemented the following safety initiatives to increase the safety of passengers, employees, and the public:
 - Pedestrian Safety Improvements
 - Educational and Enforcement Efforts
 - Bicycle Safety Improvements
 - Signal Timing Changes
 - Traffic Calming Programs
 - School Safety Program and School Crossing Guards
 - Collision Data Review
 - New Signals and Signal Upgrades
 - Pedestrian Countdown Signals
- c. Collision data for incidents involving Muni vehicles are collected in the SFMTA's Transit Safe database and reviewed for potential system upgrades.
- d. The Loop section of the T Third line would be signalized and managed within the current the SFMTA safety framework.
- e. The SFMTA has an emergency response program to ensure that emergencies are addressed within reasonable timeframes.
- f. The SFMTA's trains and facilities are policed by the San Francisco Police Department (Agency, 2013)

7. How is the SFMTA addressing traffic signalization for pedestrian safety?

The project includes the installation of traffic signals at 18th and Illinois Streets and 19th and Illinois Streets. Pedestrian activated “walk/don’t walk” signals will also be included. Three new ladder/continental crosswalks will be installed at the intersection of 18th and Illinois Streets, and ladder/continental crosswalks will be installed at the southern and western crossing of 19th and Illinois Streets. Pedestrians will be prohibited from crossing the north side intersection of 19th Street.

8. What is the SFMTA doing about traffic signalization in order to improve the T Third line?

See response to Question #9.

9. When light rails exit MBL will the trains delay traffic on Third Street?

The right turn from westbound 19th Street to northbound 3rd Street would be similar to the existing T Third right turn from eastbound Channel Street to southbound 3rd Street. Traffic signal priority will be provided when LRVs make this right turn if the SFMTA determines this to be necessary.

10. How fast will LRVs travel through the MBL?

In order to proceed through the Mission Bay Loop, multiple turns within a short distance is required. Therefore, the LRVs would travel at significantly slower speeds than the posted speed limit of 25 MPH (on 18th, 19th, and Illinois Streets) or 30 MPH (on 3rd Street). LRVs are required to travel no more than 5 miles per hour while completing turns such as those necessary to travel through the Loop. Thus, the SFMTA anticipates that LRVs will travel at no more than 10-15 MPH while in the Loop, and at even slower speeds while turning.

11. What are the overall challenges that the SFMTA faces with light rails coming onto and out of the MBL?

The Mission Bay Loop is an important terminal for the Third Street Corridor. The Loop will support the reliability of the overall system. The signal system is being designed to support the rail movements and the SFMTA does not anticipate major challenges coming into or out of the Loop.

12. How is the SFMTA addressing traffic impacts and conflicts with light rails on MBL?

One lane of traffic will be available in each direction on Illinois, 18th and 19th Streets at all times.

13. How will the SFMTA coordinate light rail operations before and after Giants and Warriors games to prevent major traffic congestion? What is the proposed queuing or parking schedule for light rails on MBL during Giants and Warrior games?

The T Third service carries thousands of passengers during Giants games, and will expect to carry similar volumes for Warriors games should the Warriors build a new arena in Mission Bay. This helps to reduce traffic congestion and encourages patrons to leave their cars at home. Giants games are supported by the SFMTA Parking Control Officers (PCOs) who help to direct traffic and minimize delays; Warriors games would be similarly supported. Some trains will likely stage on Mission Bay Loop during Giants games and other special events. Similarly, the trains would stage on the Loop during Warriors games should the Warriors build a new arena in Mission Bay.

14. If funding or staff resources were limited, which service (i.e. short line or long line) would be eliminated first?

The SFMTA has a performance goal of delivering 98.5% of scheduled service. The SFMTA is currently in the process of hiring operators and rehabilitating vehicles to minimize service gaps. If a train breaks down or is not in service, actions will be taken to minimize gaps along the entire corridor between Sunnydale and Chinatown.

15. Why was Potrero Kids Daniel Webster Preschool (810 Illinois Street) left out of the EIR?

The Environmental Assessment (EA) discussed the presence of a nearby school, La Scuola Internazionale di San Francisco, and discussed impacts from construction and operation of the Loop on the school, as well as impacts on adjacent and nearby residential units. The EA concluded that there would be no significant impacts on this school or nearby residential uses. The EA did not include the Potrero Kids Preschool, however impacts from construction and operation of the Loop on the Protero Kids Preschool would be similar to those on La Scuola and the adjacent and nearby residential units.

Additionally, the project does not include the removal of parking on the block of Illinois Street south of 19th Street, where 810 Illinois Street is located. Access to this block would be available at all times along eastbound 19th Street and southbound Illinois Street approaching the intersection of 19th and Illinois Streets.

16. Did staff review the cumulative effects of multiple construction projects happening around the timeline of construction for MBL?

- Consider impacts on pedestrian and bicycle traffic drawn to Crane Cove Park

The SFMTA (like other City agencies) customarily coordinates its construction projects with any other nearby or adjacent public and private projects. The construction specifications

also require the contractor to be aware of, and coordinate with, other construction in the area.

17. Were stub tracks or a loop considered further south of 18th and 19th Streets? Why did the SFMTA reject alternatives south of MBL?

The Mission Bay Loop was planned and approved as part of the T Third line, which was approved in 1999. During the planning process for the T Third line, alternative Loop locations were considered, but rejected due to one or more of the following reasons:

- 1) Loop operation by LRVs in the public right-of-way was not feasible (e.g. grade too steep, street was too narrow to accommodate an LRV and other modes.)
- 2) Conflicts due to existing parking and/or vehicular driveways, or the presence of loading docks, were found to be greater than those on the blocks bounded by 18th, Illinois, and 19th Streets.
- 3) A Loop at 23rd Street or further south would add significant capital costs (more LRVs) and added operations costs (annual operations costs).

Table 1: Explanation of Rejected Alternatives

Loop Designation	Street 1	Street 2	Street 3	Cost Impacts	Design Issues
1	Mariposa	Tennessee	18th	No	Conflict with I-280 on / off ramp access
2	Mariposa	Illinois	18th	Yes	Conflict-Mariposa St. passenger platform - requires rebuild (\$2-5M estimate)
3	18th	Tennessee	19th	No	Excessive slope on 19th Street (9%+) for LRV operations
4	18th	Illinois	19th	No	Project proposed location
5	19th	Tennessee	20th	No	Excessive slope on 19th Street (9%+) for LRV operations
6	19th	Illinois	20th	Yes	Conflict-20th Street passenger platform - requires rebuild (\$2-5M estimate)
7	20th	Tennessee	22nd	No	Extensive residential properties, longer Loop and high parking loss
8	20th	Illinois	22nd	No	Extensive driveways and loading docks, longer Loop
9	22nd	Tennessee	23rd	Yes	Dead end cul de sac pair on Tennessee St. - connection needed
10	22nd	Illinois	23rd	Maybe	Longer Loop, extensive loading docks, may incur added operations costs
11	23rd	Tennessee	24th	Yes	Added annual operations cost (\$4M), and added vehicle costs (\$20M)
12	23rd	Illinois	24th	Yes	Added annual operations cost (\$4M), and added vehicle costs (\$20M)

Blocks below 23rd will incur added operations costs of \$4M or more annually, and one-time capital costs for new vehicles of \$20M.

Table 2: Street Layout of Alternatives

	Tennessee	Tennessee	Tennessee	Tennessee	Tennessee	Tennessee	
24th	11	9	7	5	3	1	Mariposa
	3rd	3rd	3rd	3rd	3rd	3rd	
24th	12	10	8	6	4	2	Mariposa
	Illinois	Illinois	Illinois	Illinois	Illinois	Illinois	

18. Has the SFMTA considered how traffic at UCSF Mission Bay campus would affect MBL, especially the opening of UCSF Benioff Children’s Hospital in February 2015?

Access to the UCSF Mission Bay hospital will be from 4th/16th Street and from 4th/Mariposa Streets. The hospital will increase traffic on these streets as well as on southbound 3rd Street, north of 16th Street and on northbound 3rd Street, south of Mariposa Street. Traffic from the Mission Bay Campus or the UCSF Benioff Children’s Hospital would not be anticipated to significantly affect operation of the MBL.

19. Illinois is currently a truck route for all the transportation, moving and constructions companies that are along piers south of AT&T Park. There is a steady stream of cement trucks, Bauer buses, moving trucks, food trucks, and tow trucks that travel up and down Illinois Street. They park at the various piers every night. So, with the south bound lane of Illinois Street being used for MBL, where will the truck traffic be rerouted? Also, if the southbound lane will not be closed to traffic, what percentage of time will the southbound street be available for auto, truck and bike traffic?

The south bound lane of Illinois Street will be open to truck traffic. The southbound street will be available for auto, truck and bike traffic at all times.

20. How will the SFMTA prevent vehicle, pedestrian and bicycle collision issues along Illinois Street similar to Embarcadero Boulevard?

The project includes best practices in roadway striping and marking, and in signage, for all modes of transportation, including bicycling.

The project will remove the one-way stop control at the intersections of Illinois, 18th, and 19th Streets, and will install traffic signals at the intersections. Ladder and Continental crosswalks will also be installed and they have shown to effectively make drivers yield to

the right-of-way. The project also includes a pedestrian bulb-out on the east side of Illinois Street at 19th Street, which will reduce the distance required to cross Illinois Street.

The Embarcadero Roadway has long traffic signal cycle lengths (110 seconds) due to the volume of traffic, transit and width of the street. Some northbound bicyclists proceed on the red light while pedestrians are still crossing. Traffic signal cycle lengths on Illinois Street would be shorter than those on Embarcadero Boulevard.

21. How will MBL affect the Illinois Street Bike Plan?

Currently, southbound bicycles on Illinois Street share a traffic lane with southbound vehicles. As part of the Mission Bay Loop, the SFMTA will add a sharrow to the southbound Illinois Street traffic lane. In the northbound direction, there will be sharrows just north of 19th Street that will transition to a bike lane approximately 80 feet north of 19th Street.

The SFMTA will continue to work with the Port of San Francisco in the design and construction of the proposed Crane Cove Park in order to design the eastside sidewalk to allow for the inclusion of a full bike lane for the entire length of Illinois Street.

22. From what we are hearing, there will be one block of Illinois Street (where the Loop runs), which will convert from 1-way on either side into a 2-way on the northbound side.

Southbound Illinois Street bicyclists will use a shared travel lane that will go on the inside of the Loop.

23. When I was looking at the boards in the public meeting, it looked like the northbound and southbound bike lanes were on the east side of the street. Is that correct?

This block on Illinois Street between 18th and 19th Streets will contain one-way bike routes on either side.