



**The Barrier | Replacing Interstate 280 for a New Neighborhood**





# Existing Condition | A Scar Dividing Neighborhoods





# HISTORIC MAP OF SAN FRANCISCO FREEWAYS

What would the city look like today if postwar highway planners had their way — if the legendary Freeway Revolt had not taken place? This map is based on the amended Trafficways Plan of 1955, most of which was rejected by the Board of Supervisors in 1959.

## BUILT

- 1 The **Bay Bridge (80)** opened in 1936. Its approach began at 5th St in SOMA.
- 2 The **Golden Gate Bridge (101)** opened in 1937. Its approaches are:
- 3 4 **Doyle Drive (101)** and **Park Presidio Blvd (1)**. The latter, opened in 1940, was Northern California's first freeway.
- 5 The **Bayshore Freeway (101)** opened from Army St to 7th & Bryant in 1953. It was completed in 1962.
- 6 The **Southern Freeway (280)** was begun in 1958 and completed in 1973.
- 7 The **Embarcadero Freeway (480)** opened in 1959.
- 8 The **Central Freeway (101)** opened in 1959.
- 9 See at right.

## CANCELED

Most projects were rejected in 1959. Some were revised and finally canceled in the 1960s.

- 9 The **Junipero Serra Freeway (1)** was partly built near Brotherhood Way.
- 10 The **Crosstown Freeway**.
- 11 The **Mission Freeway** was partly built as the San Jose Ave expressway.
- 12 The **Western Freeway** (aka the **Panhandle Freeway**).
- 13 The **Park Presidio Freeway**.
- 14 The **Golden Gate Freeway**.

16 The **Embarcadero Freeway** north of Broadway, and its connection to 280.

17 The **Southern Crossing**, a second bridge to the East Bay. Later proposals were made for a fourth crossing, a bridge through Hurler Point, and a bridge at Candlestick Point, was also proposed.

Lighter lines are tunnels.

## DEMOLISHED

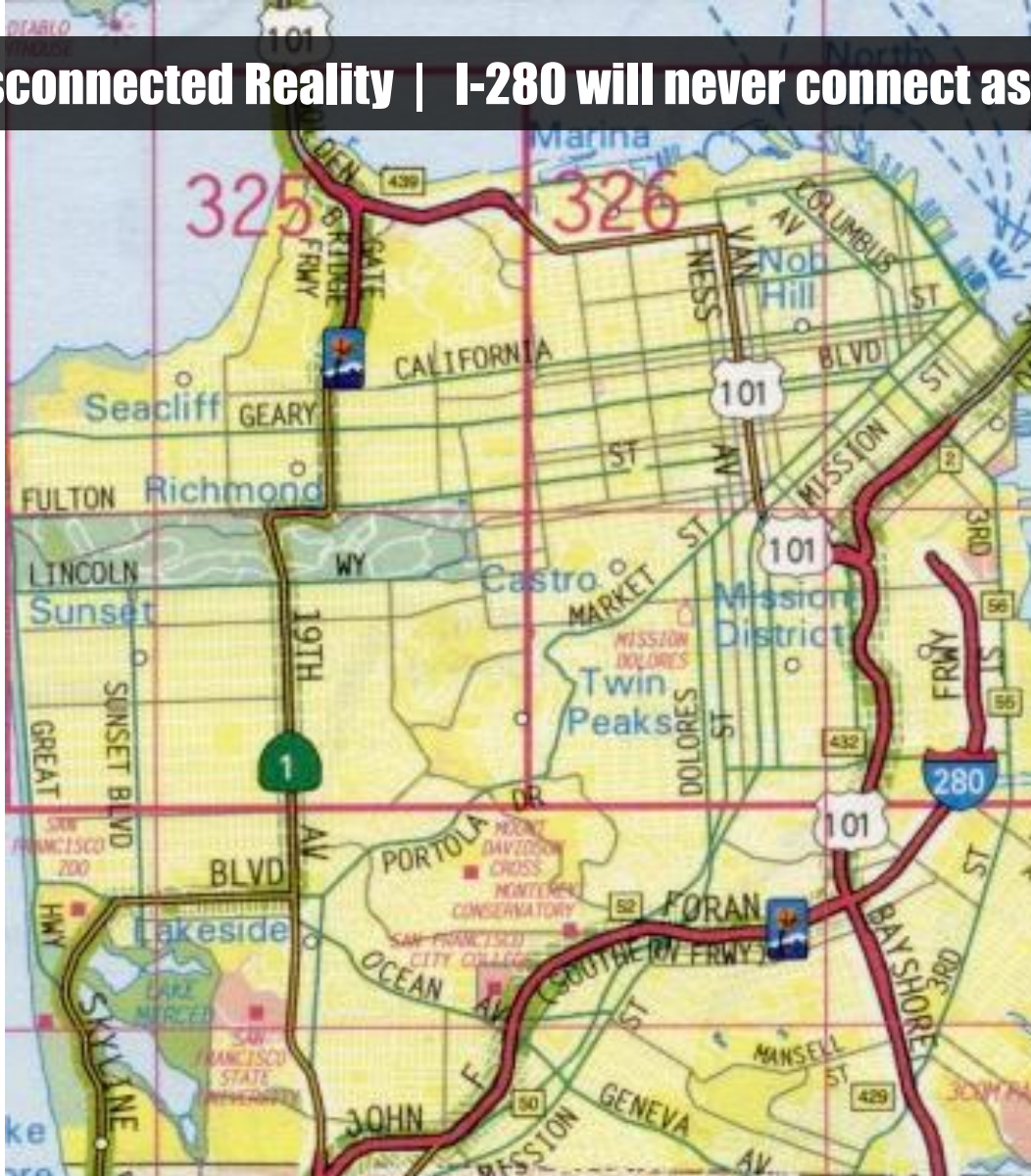
- 7 The **Embarcadero Freeway** demolished in 1991.

# The Highway Engineers' Unrealized Dream | I-280 "The Southern Freeway"



## The Disconnected Reality | I-280 will never connect as planned

"Future growth is projected (ABAG data) along this corridor, but due to constraints in the corridor, **the facility will remain unchanged.**"



"In lieu of constructing new freeways, more alternatives to address congestion are being planned, in part, **due to the financial and the political climate. It is the State's goal to *manage* its existing system** through various alternatives."





## Corridor Plan Interstate 280

**"I-280 is not a significant Goods Movement corridor."**

"US 101, given its access to denser and more varied land uses including some freight facilities, is the preferred arterial for movement of freight."

Trucks as a  
percent of  
overall traffic  
= **2.5%**

"As I-280 neither traverses an area of significant freight movement or handling nor connects with major port facilities, there is **limited goods movement through the corridor.**"

**"I-280 serves as an alternative to US 101."**

"I-280 serves regional and interregional recreational travel demand ... as the **alternate freeway facility for US 101.**"

"As a result of the high tech industry in Silicon Valley, I-280 has become a major commute route, as well as a **highway alternative to US 101** for trips between the South Bay, San Francisco and points north."

**I-280's Role | NOT a truck route; A Recreational Alternative to US 101**







# The Inconvenient Truth | I-280 exists today as a demand inducer

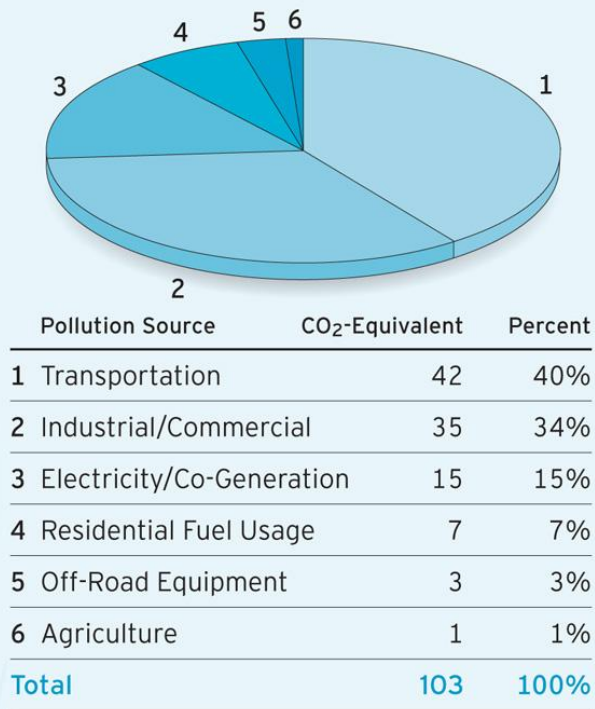


GOAL: Reduce statewide GHG emissions to 1990 levels by 2020



GOAL: Reduce vehicle CO<sub>2</sub> emissions 7% by 2020 and 15% by 2035

## CO<sub>2</sub>-Equivalent Emissions in the Bay Area, by Major Categories



Source: BAAQMD, 2007 Source Inventory of Greenhouse Gas Emissions  
Emissions in million metric tons/year; data is for 2007



GOAL: Reduce VMT per capita from 21.3 to 18.2



GOAL: 20% of all trips made by bike by 2020





**Multimodal Alternatives | High-quality already, even better soon**







**280 Traffic | Where will all that traffic go if you take it down?**



# 280 Volumes | The dominant traffic artery in Potrero Hill/Dogpatch

## Data Variation

*Caltrans 280 Corridor Plan*

Northbound **29,000**

Southbound **28,500**

*Caltrans PeMS System*

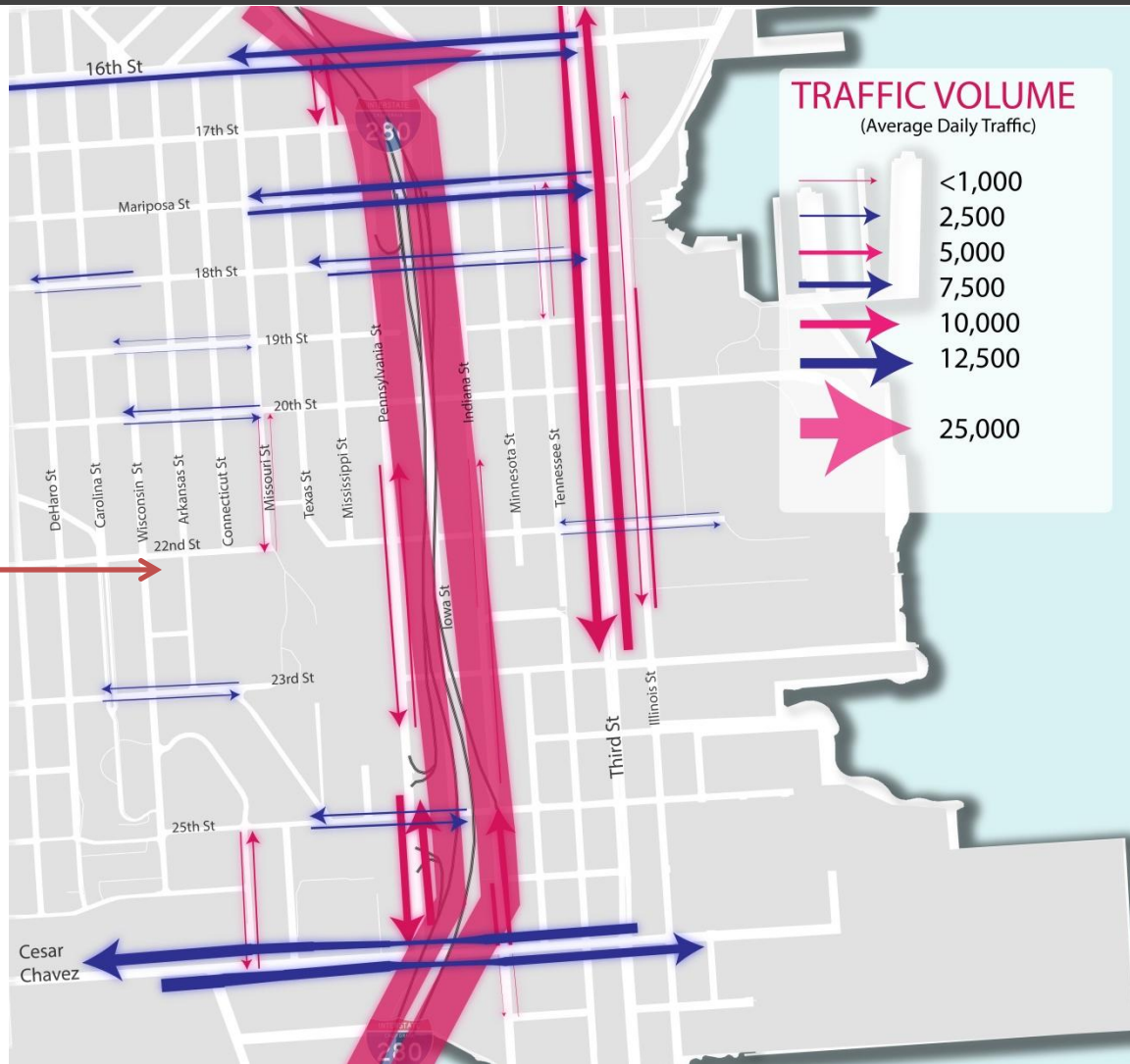
Northbound **47,000**

Southbound **36,000**

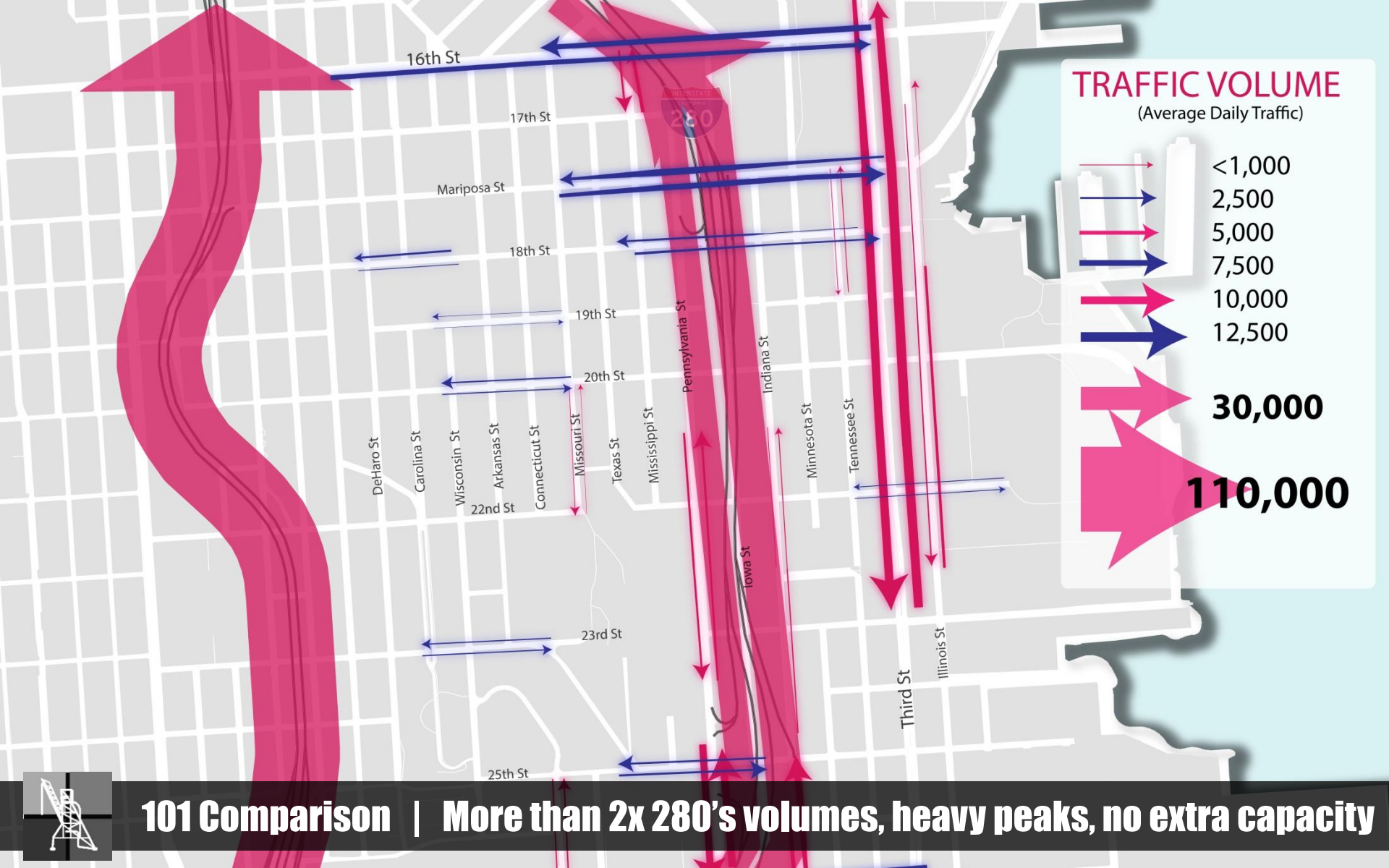
*Caltrans website*

Combined North + South

**59,000 – 113,000**





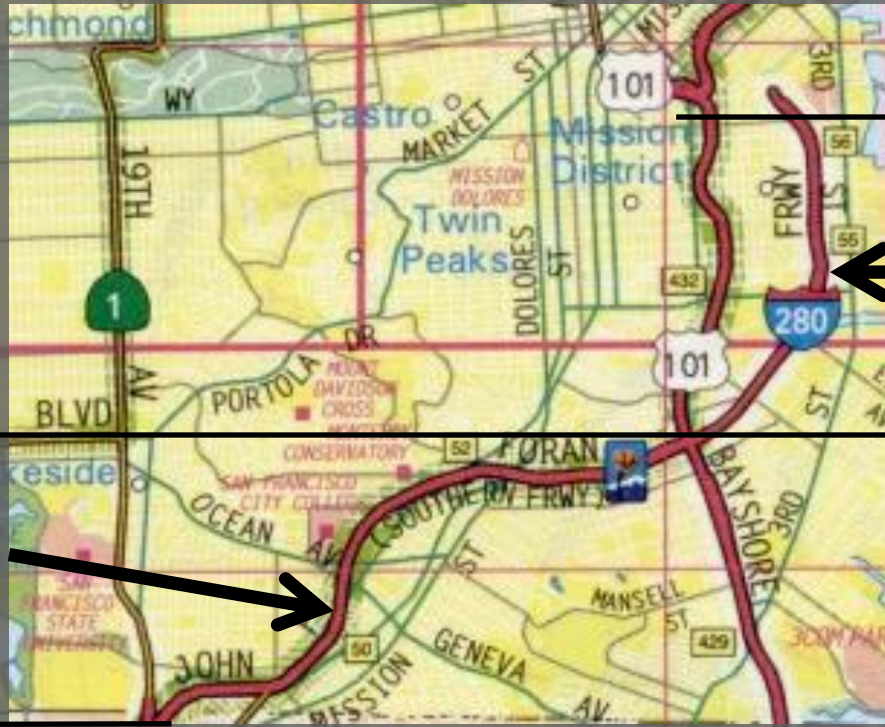


**101 Comparison | More than 2x 280's volumes, heavy peaks, no extra capacity**

# Closer Look | Volume high south of 101 interchange, LOW northeast



Corridor Plan  
Interstate 280

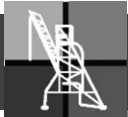


**SEGMENT G**  
101 Interchange to 6<sup>th</sup> St

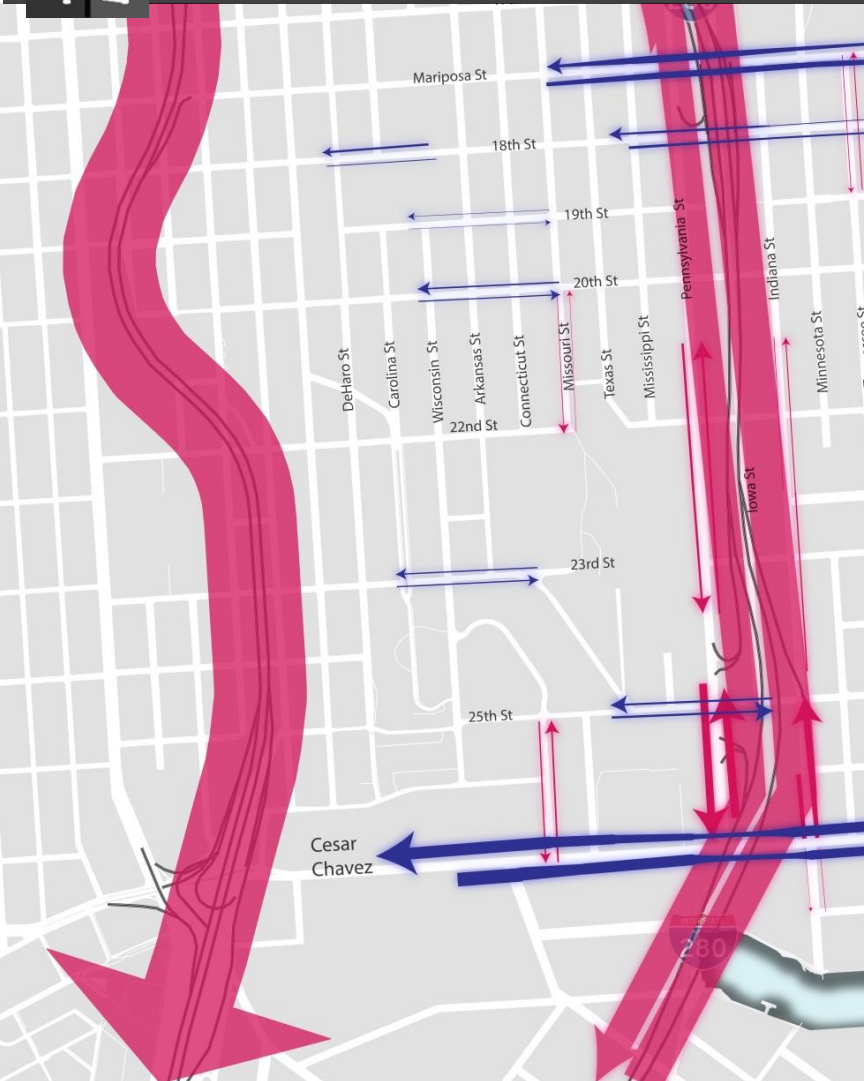
**SEGMENT F**  
San Mateo County  
Line to 101 Interchange

Northbound	83,317	Northbound	29,233
Southbound	100,001	Southbound	28,499

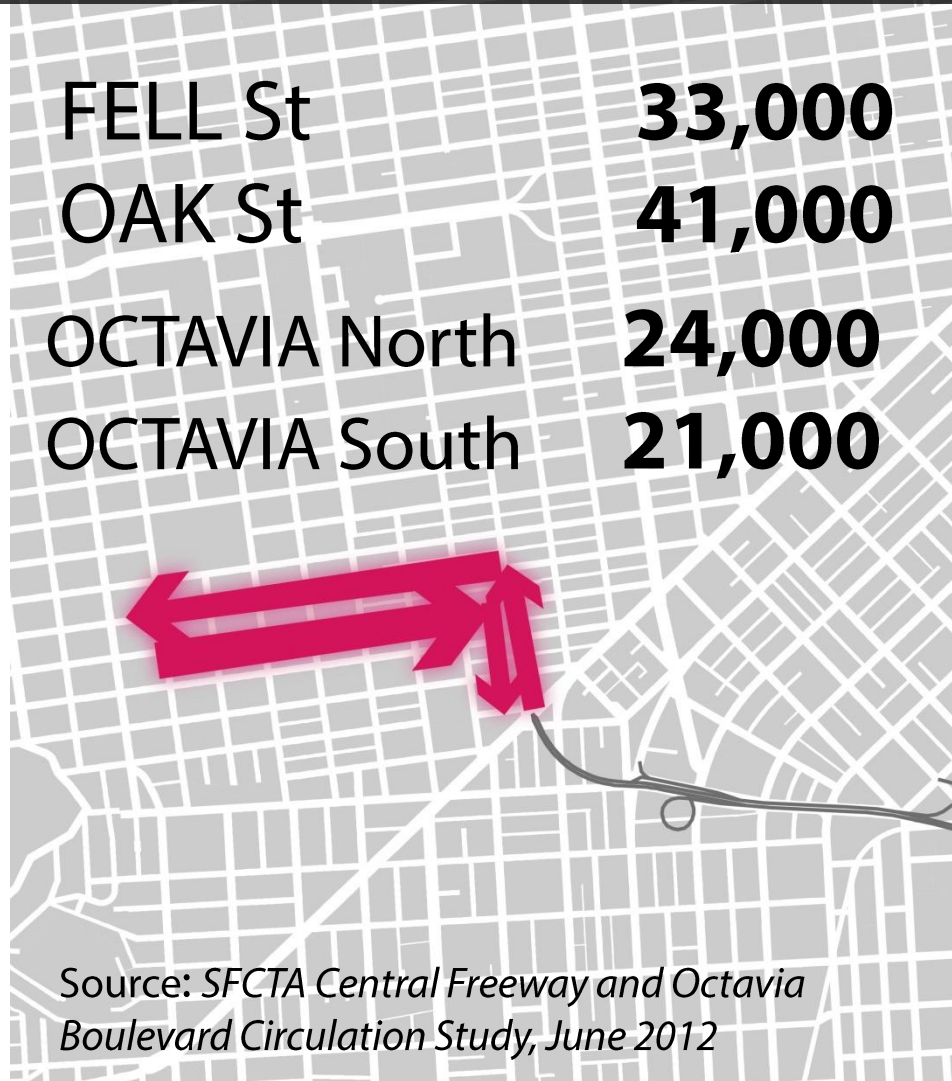




# Octavia Boulevard Comparison | Gracefully handles 280's traffic levels



FELL St	33,000
OAK St	41,000
OCTAVIA North	24,000
OCTAVIA South	21,000



Source: SFCTA Central Freeway and Octavia Boulevard Circulation Study, June 2012



Truck Route?



Traffic Volume

183,000

83,000

45-74,000

Freeway or  
NBHD Scale?

Freeway

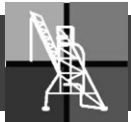
Freeway

NBHD

Demand Inducer?



How does I-280 function now? | Freeway or Boulevard?





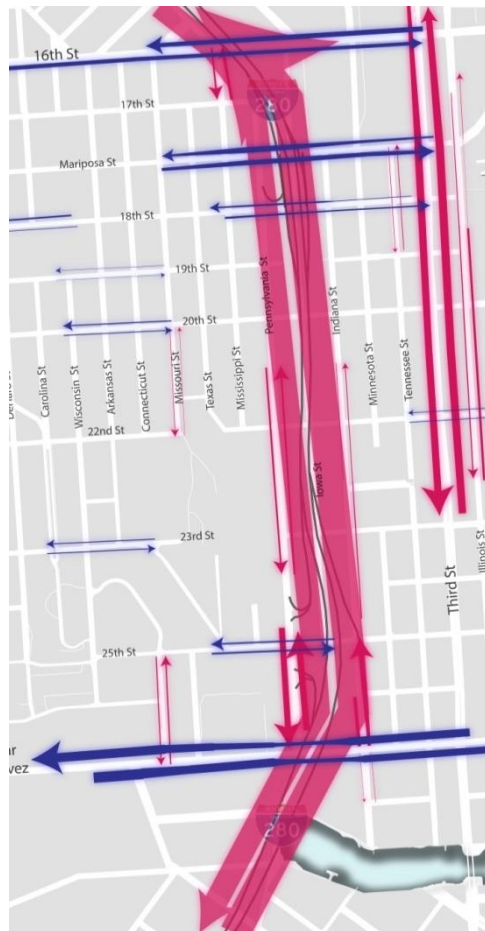


# I-280 FUTURE Traffic Volume | Marginal future demand expected

## Caltrans 280 Corridor Plan **EXISTING**

Northbound  
**29,000**

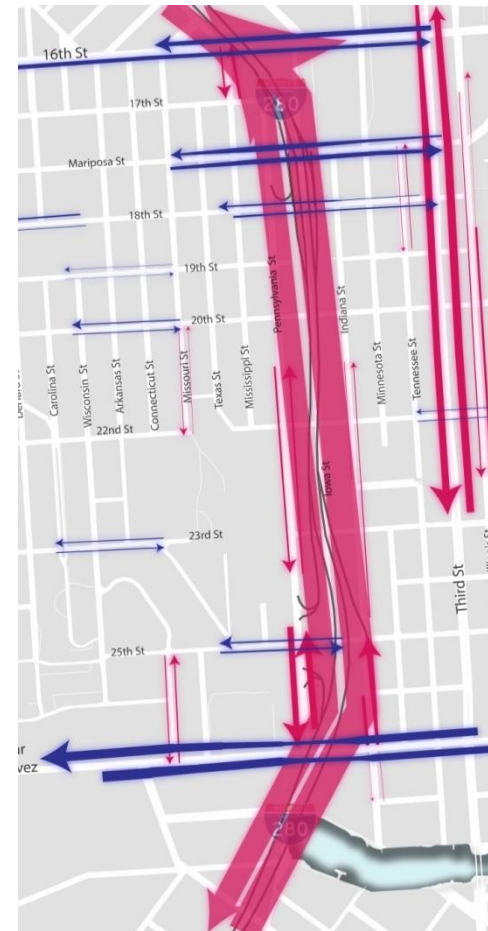
Southbound  
**28,500**



## Caltrans 280 Corridor Plan **FUTURE**

Northbound  
**33,739**

Southbound  
**32,892**

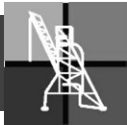




"Future planned alternative mode projects, such as the planned High Speed Rail, may affect future traffic volumes in the area by providing an alternative to private auto use between the Bay Area and Southern California. Caltrain service near the I-280 corridor is another alternative to private auto use. **These alternative travel options and their planned improvement could have a significant impact on future highway demand reduction.**"



**Volume REDUCTION? | The 280 Corridor's Bright Multimodal Future**







## The Downside of I-280 | A daily threat to residents





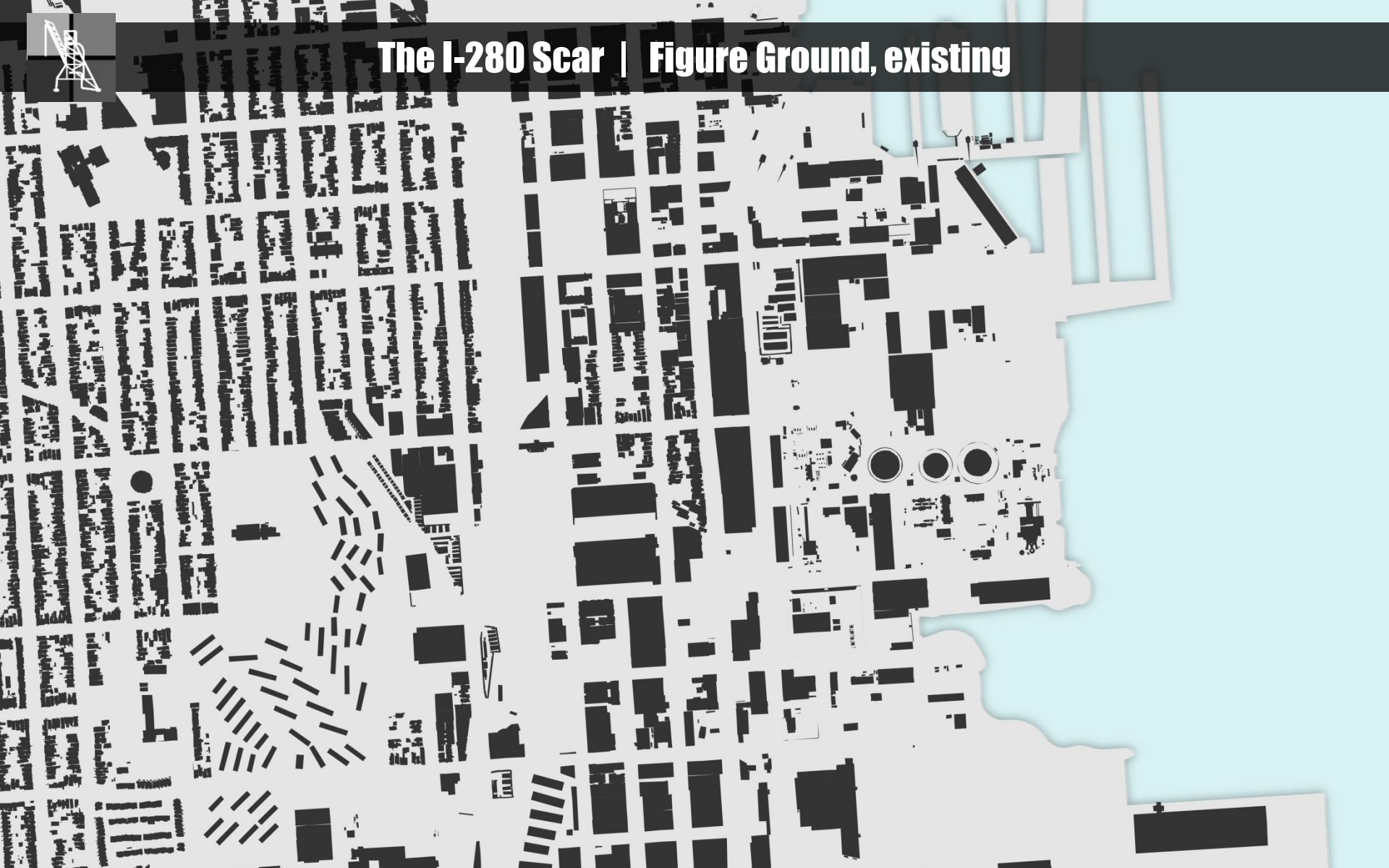


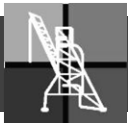
**The Big Barrier | A divider of neighborhoods, A barrier to the waterfront**





# The I-280 Scar | Figure Ground, existing





# The I-280 Scar | Figure Ground, existing





Source: *San Francisco Department  
Of Public Health*

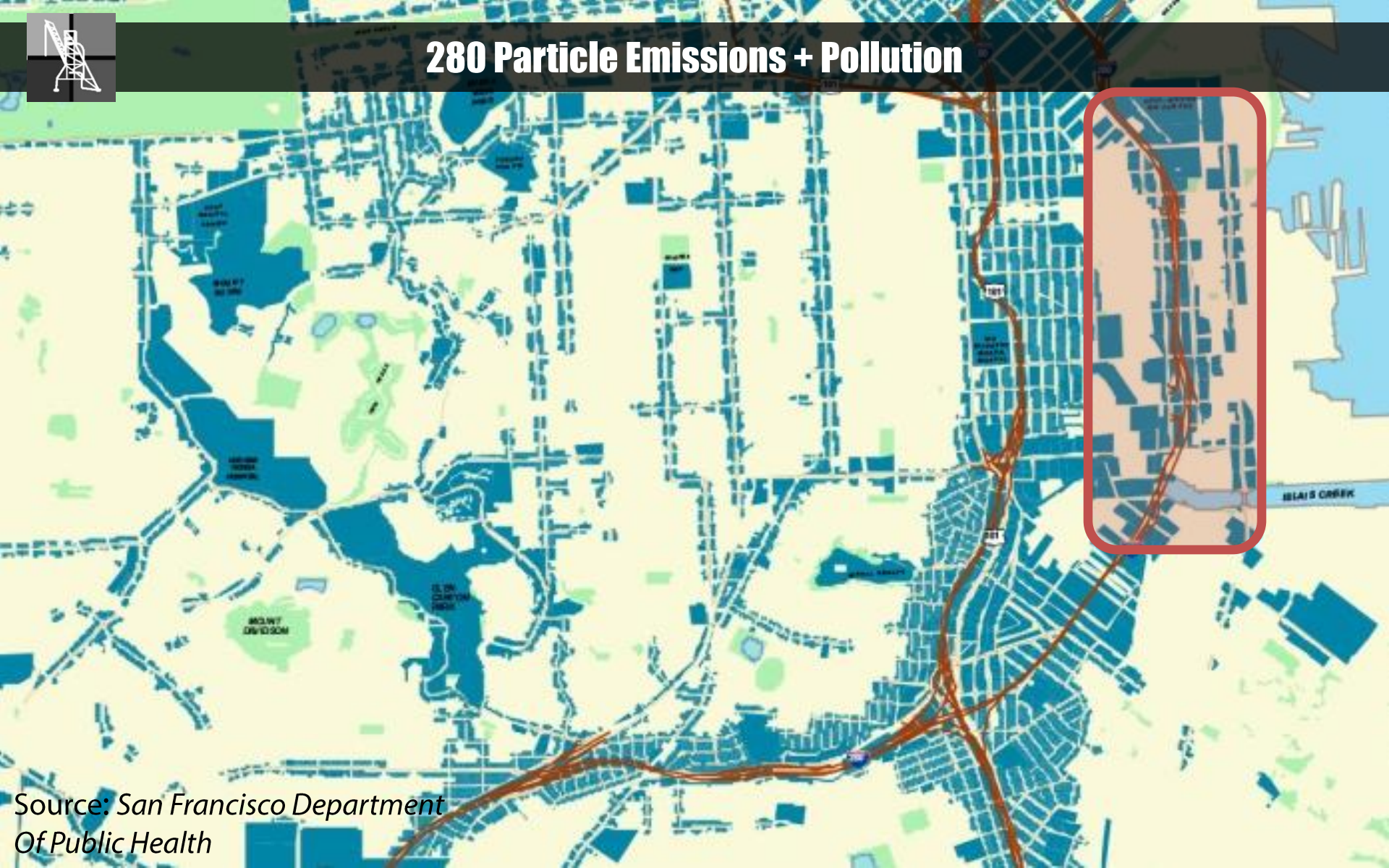


**280 Noise Pollution**





## 280 Particle Emissions + Pollution



Source: San Francisco Department  
Of Public Health



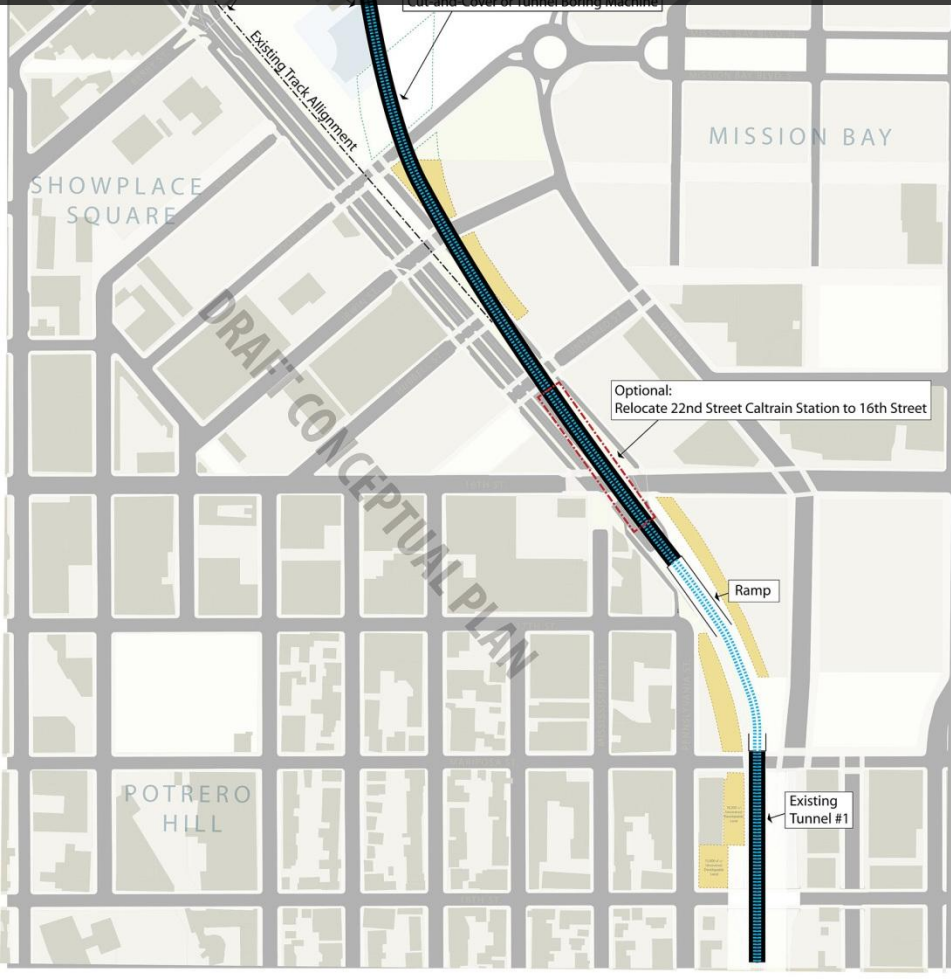
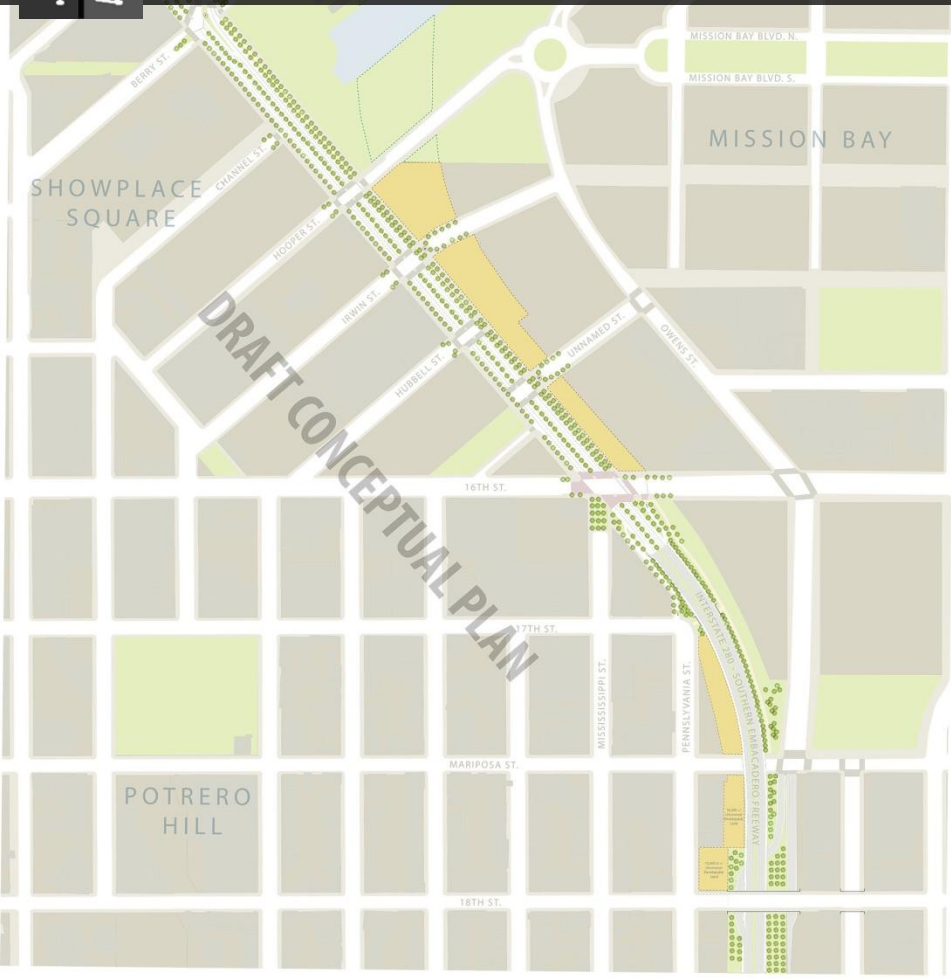


**280 Opportunities | A ripe time for change**





# 280 Opportunity | A New Boulevard north of 16<sup>th</sup> to make way for HSR



SAN FRANCISCO  
PLANNING DEPARTMENT



SAN FRANCISCO  
PLANNING DEPARTMENT  
**RAIL BOULEVARD PLAN**  
DRAFT CONCEPTUAL PLAN - FOR DISCUSSION PURPOSES ONLY

## UNDERGROUND RAIL ALIGNMENT





**Typical Right-of-Way = 300'**

**Number of Parcels Used = 65**



**Total Land Used by Freeway =  
1,260,000 ft<sup>2</sup>  
Or  
29 Acres**

**Total Estimated Land Value =  
\$100,000,000**



**280 Opportunities | Land Parcels**

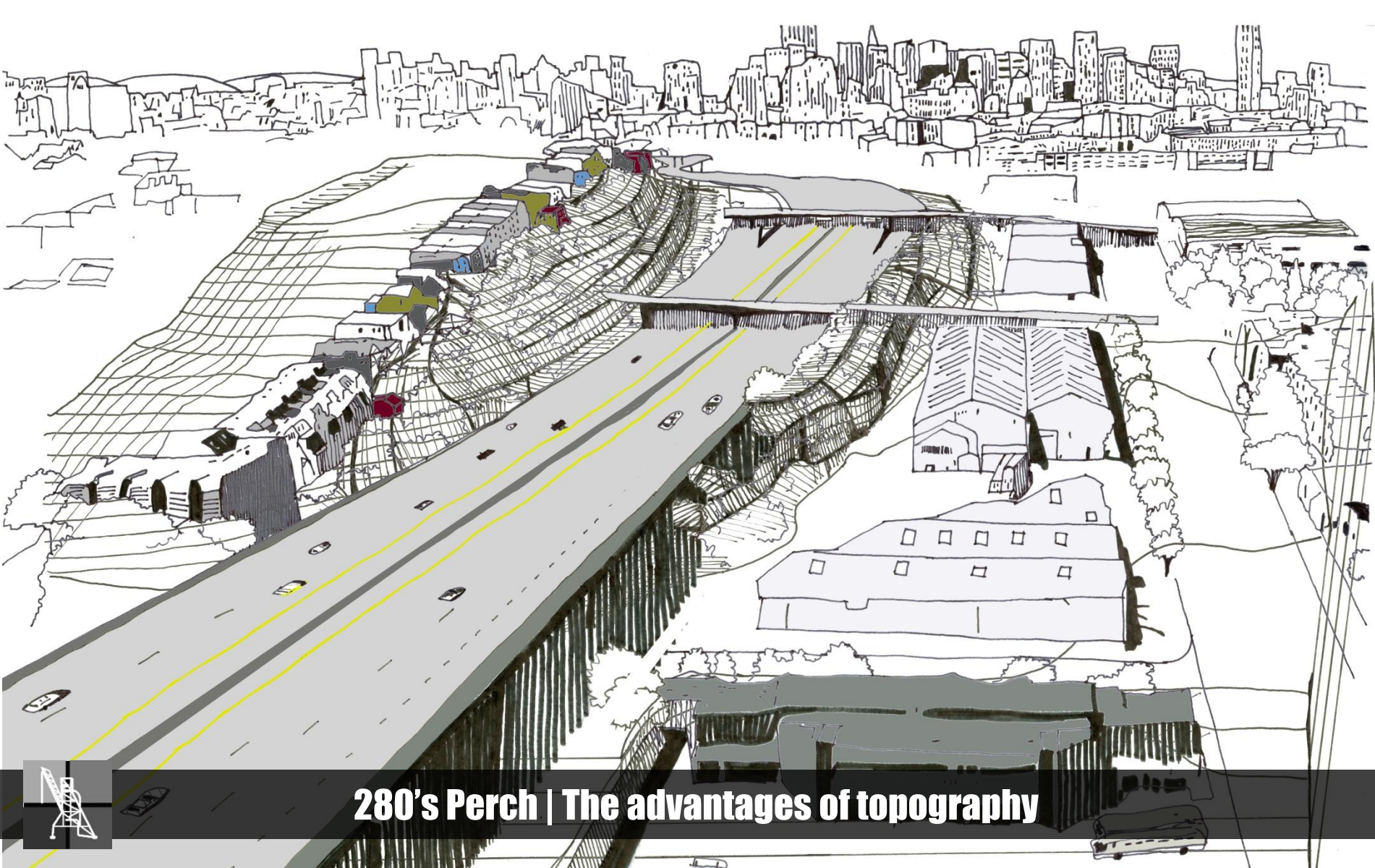




# I-280's Views | \$1,000,000 in any direction



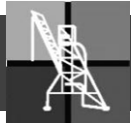




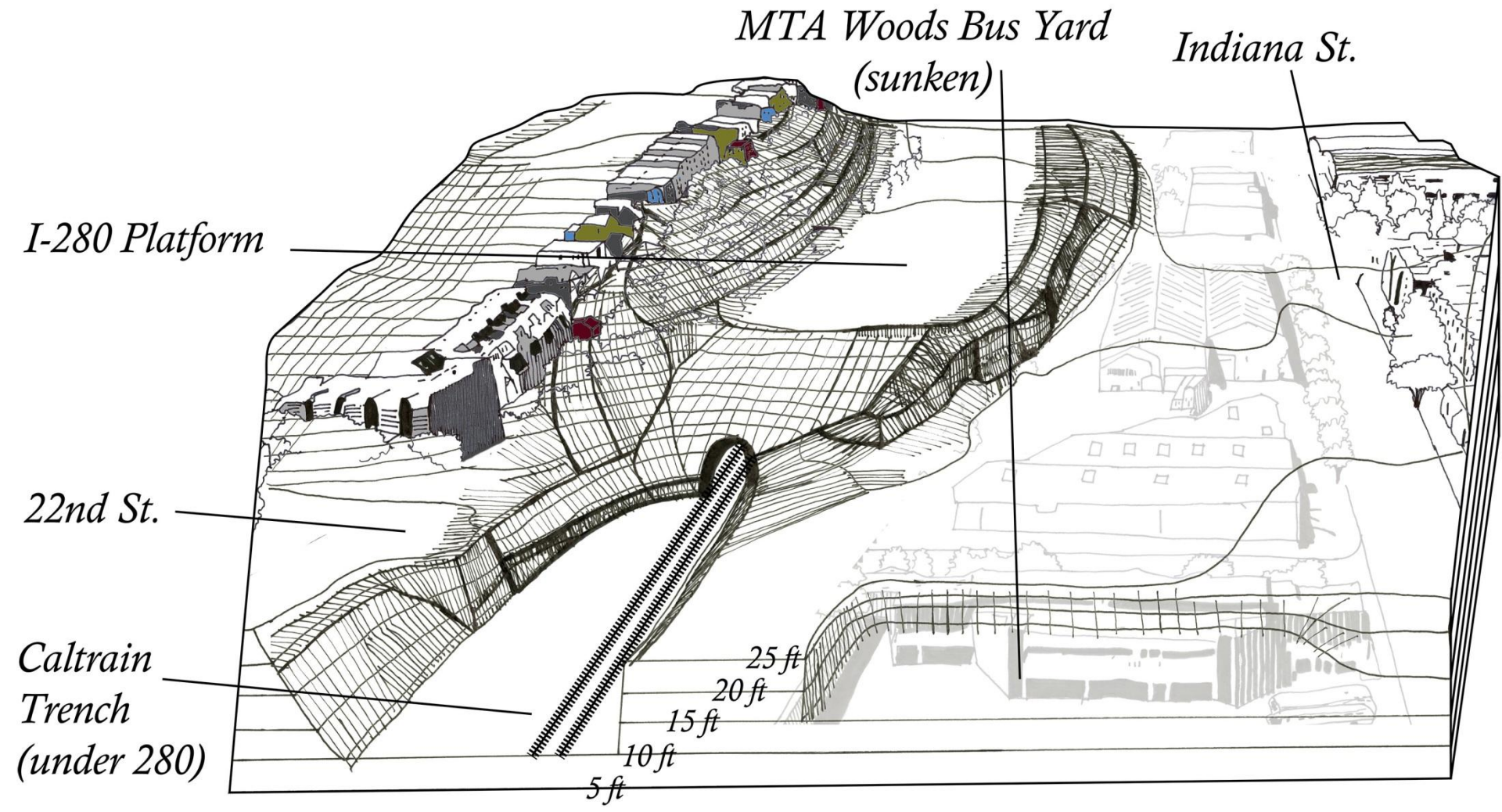
**280's Perch | The advantages of topography**



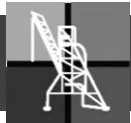




## 280's Perch | The topography, again, no freeway

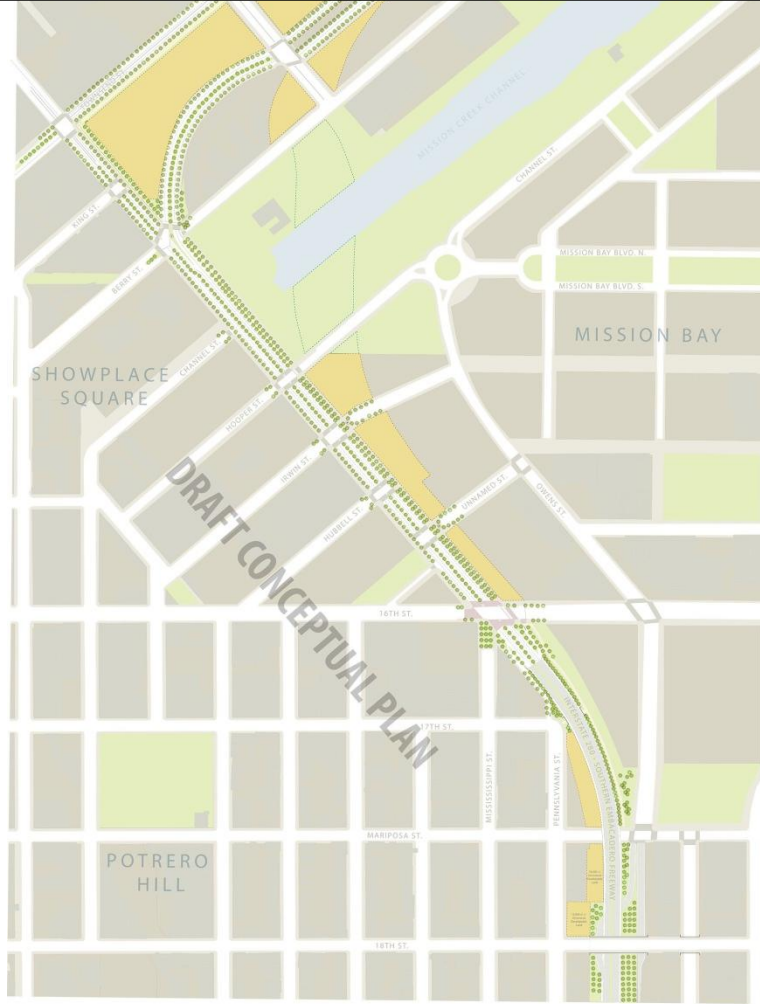






**The Solution | Phase it out, repurpose + sell the land, repair the fabric**

# Phase I | Remove freeway north of Mariposa to make way for CA HSR



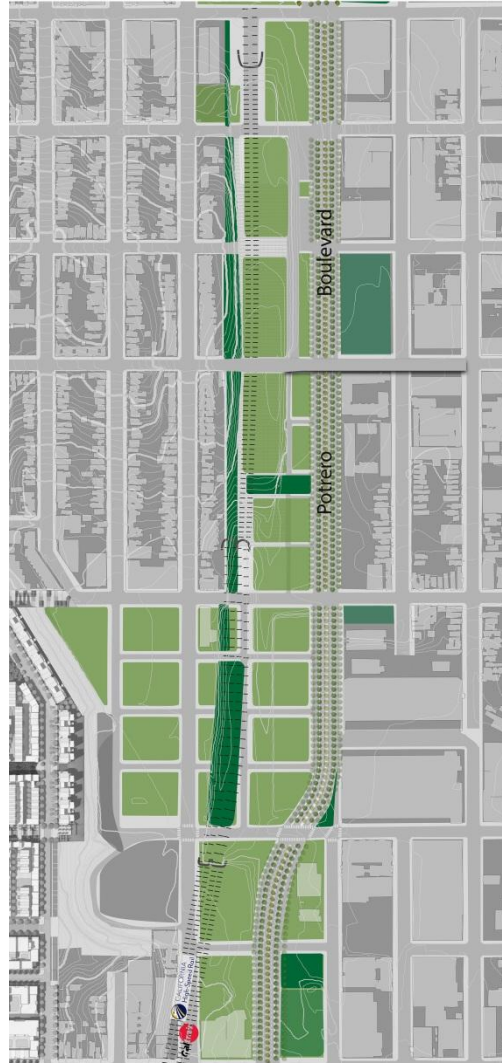
SAN FRANCISCO  
PLANNING DEPARTMENT







## Phase II | Replace freeway north of 25<sup>th</sup> St with new Potrero Boulevard



# Phase III | Replace freeway with boulevard north of Oakdale/101 interchange





Parcel A  
***\$1,000,000***

Parcel R  
***\$3,000,000***

Parcel G  
***\$9,000,000***

Parcel I  
***\$6,000,000***

**Next | Sell and Repurpose the Parcels**





# Finally | Repair the fabric, start stitching then neighborhoods back together







# The Plan

22nd St



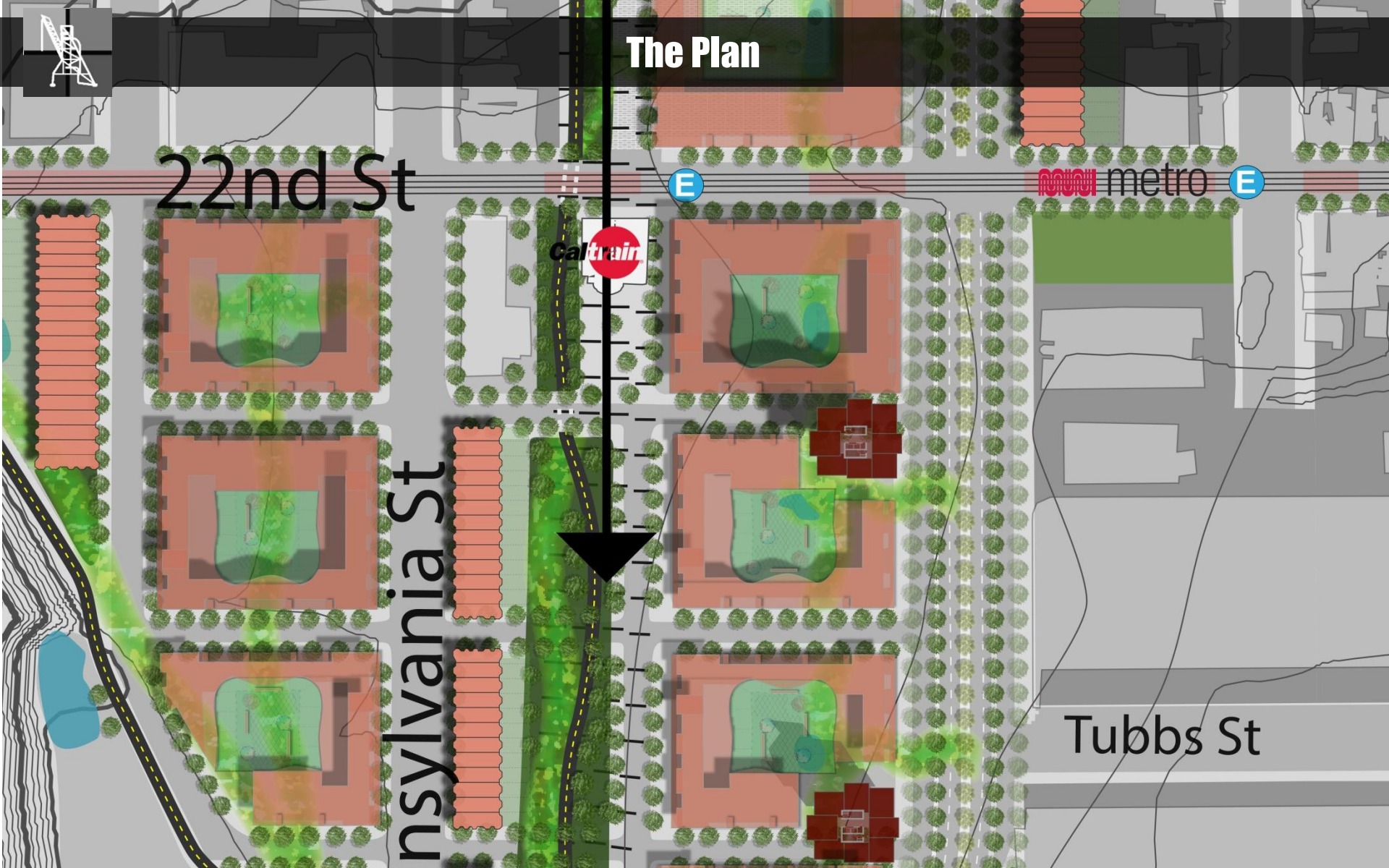
metro E



nsylvania St



Tubbs St



**New gracious Potrero Boulevard replaces  
Interstate 280**

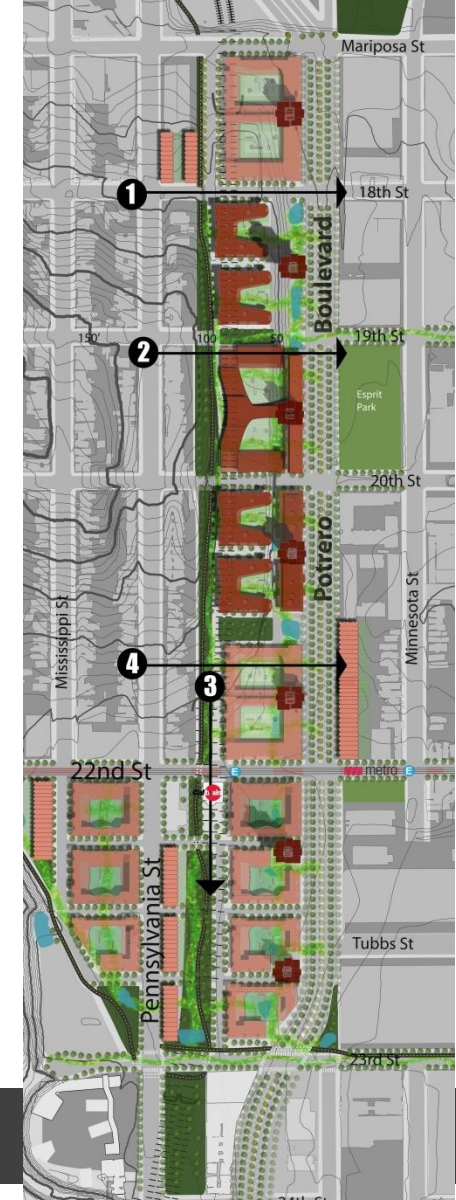
**Dense housing on freeway platform and infilled  
throughout heart of neighborhood**

**E-Embarcadero MUNI extended to 22<sup>nd</sup> St  
Caltrain station, via Pier 70**

**New Station Square and Park on decked-over  
Caltrain tracks at 22<sup>nd</sup> & Potrero Blvd**

**New high promenade and multiuse trail atop  
greened former 280 retaining wall**

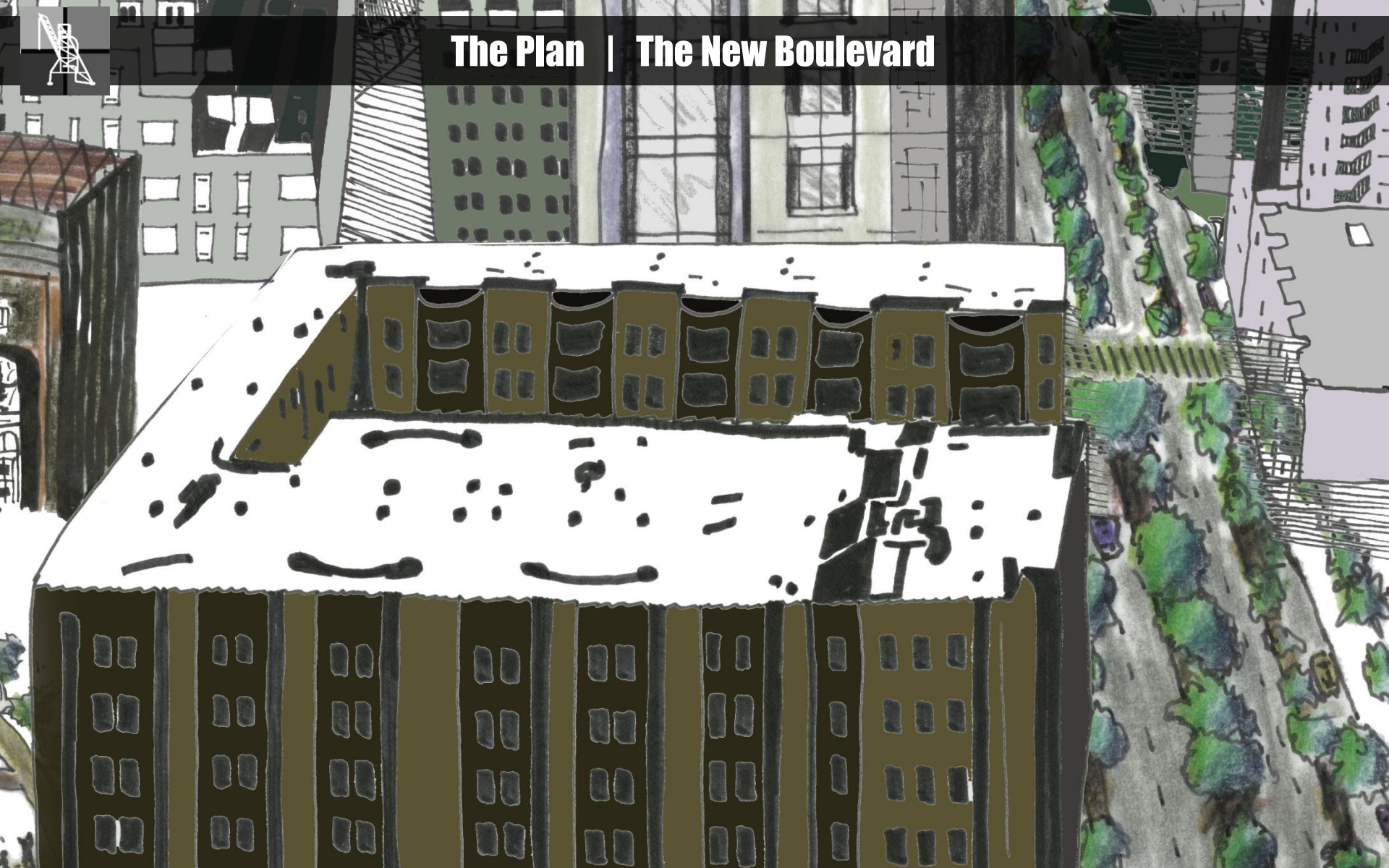
**Stormwater swale treats all wastewater and  
overflow combined flow from Indiana force main**

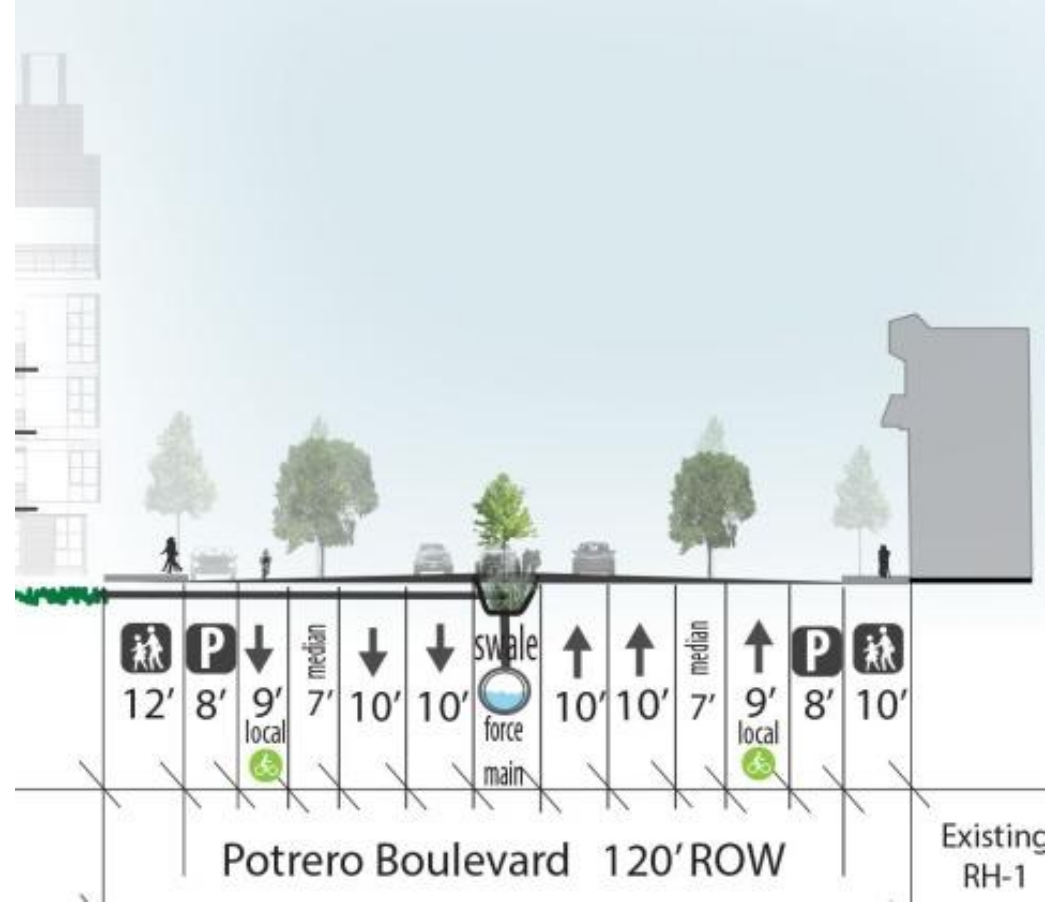
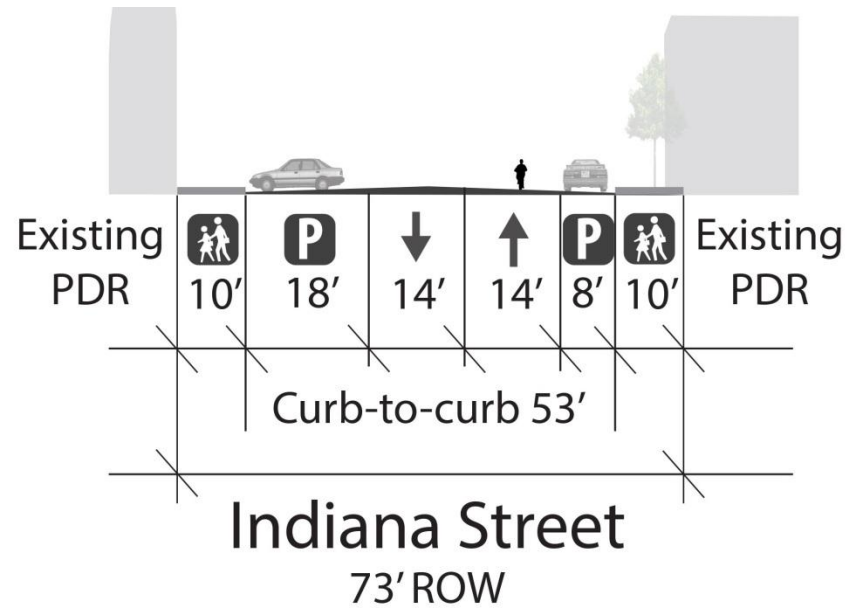






# The Plan | The New Boulevard

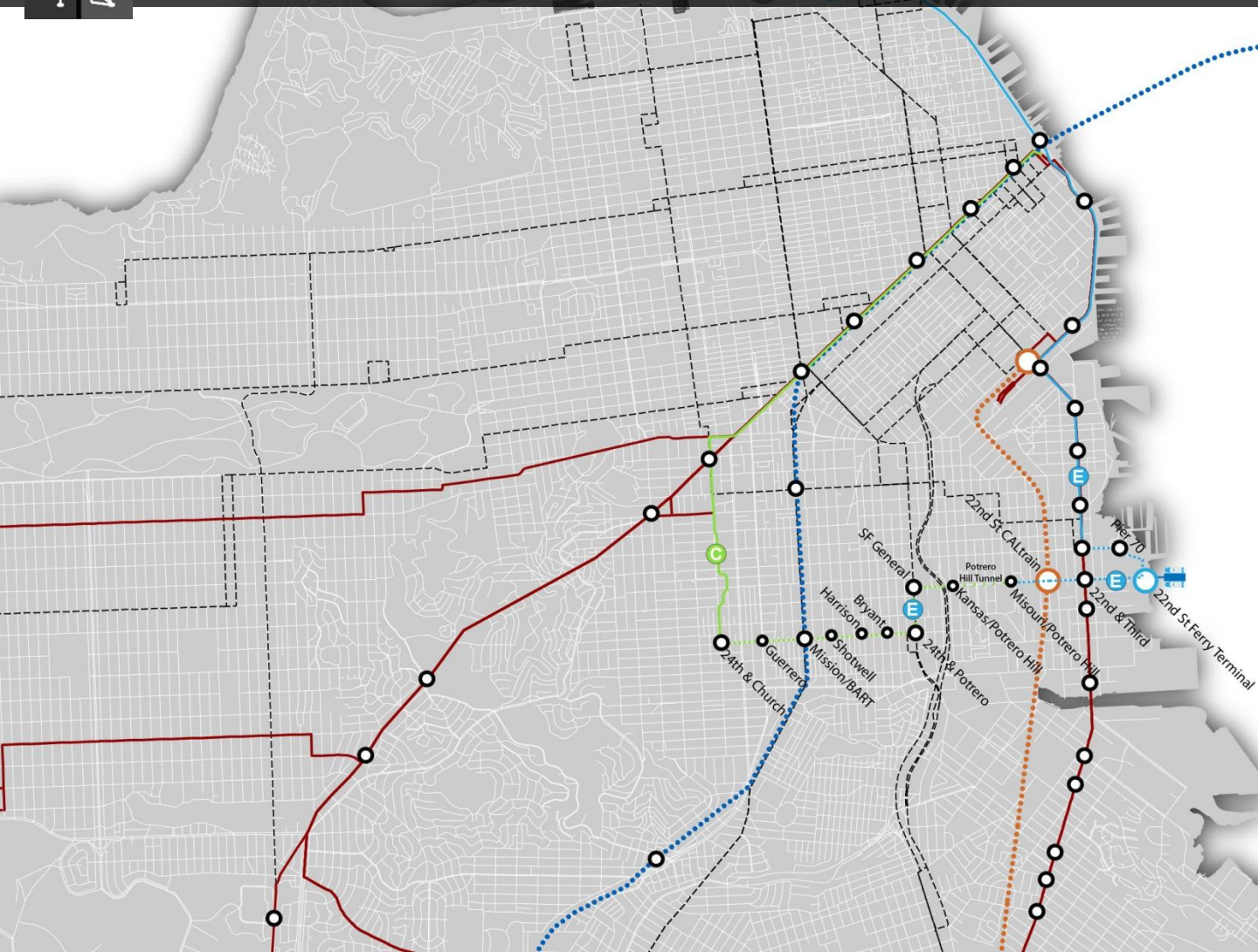






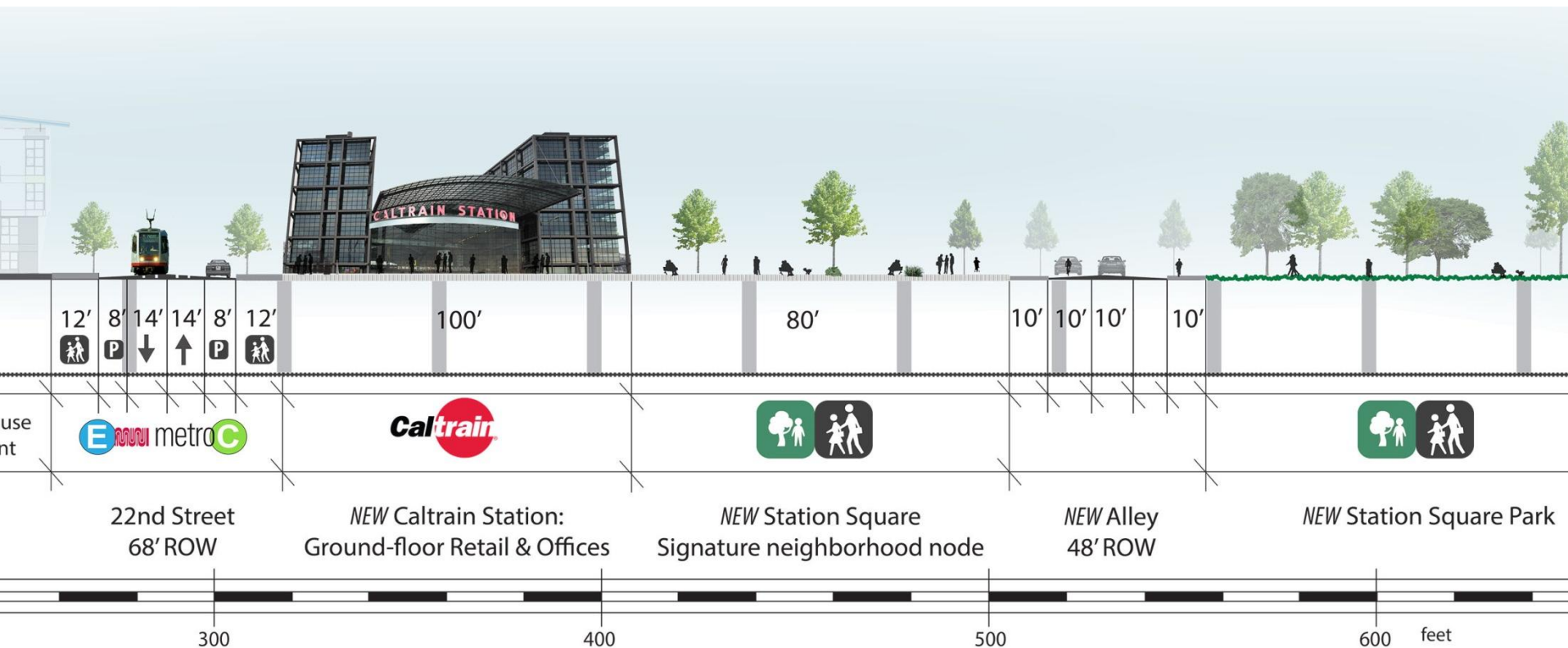


# The Plan | E-Embarcadero extension + Potential (long-term) C-Circle line



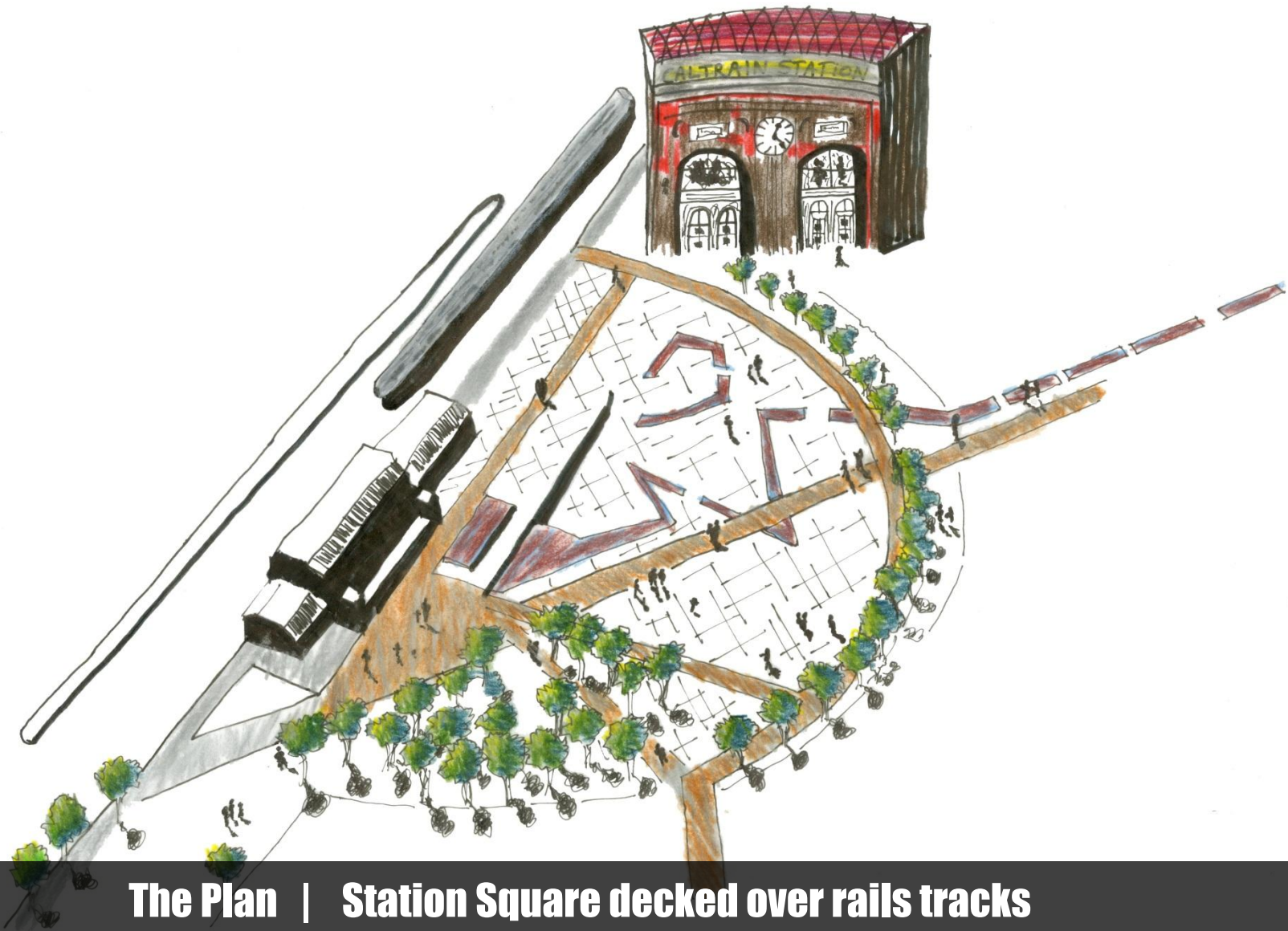
## PIER 70 PROPOSED TRANSIT

- New track
- Existing/Shared track
- E-Embarcadero
- New C-Circle
- BART
- Muni Metro
- Caltrain
- Muni TEP Rapid Network



## The Plan | E-Embarc extension + Potential (long-term) C-Circle line



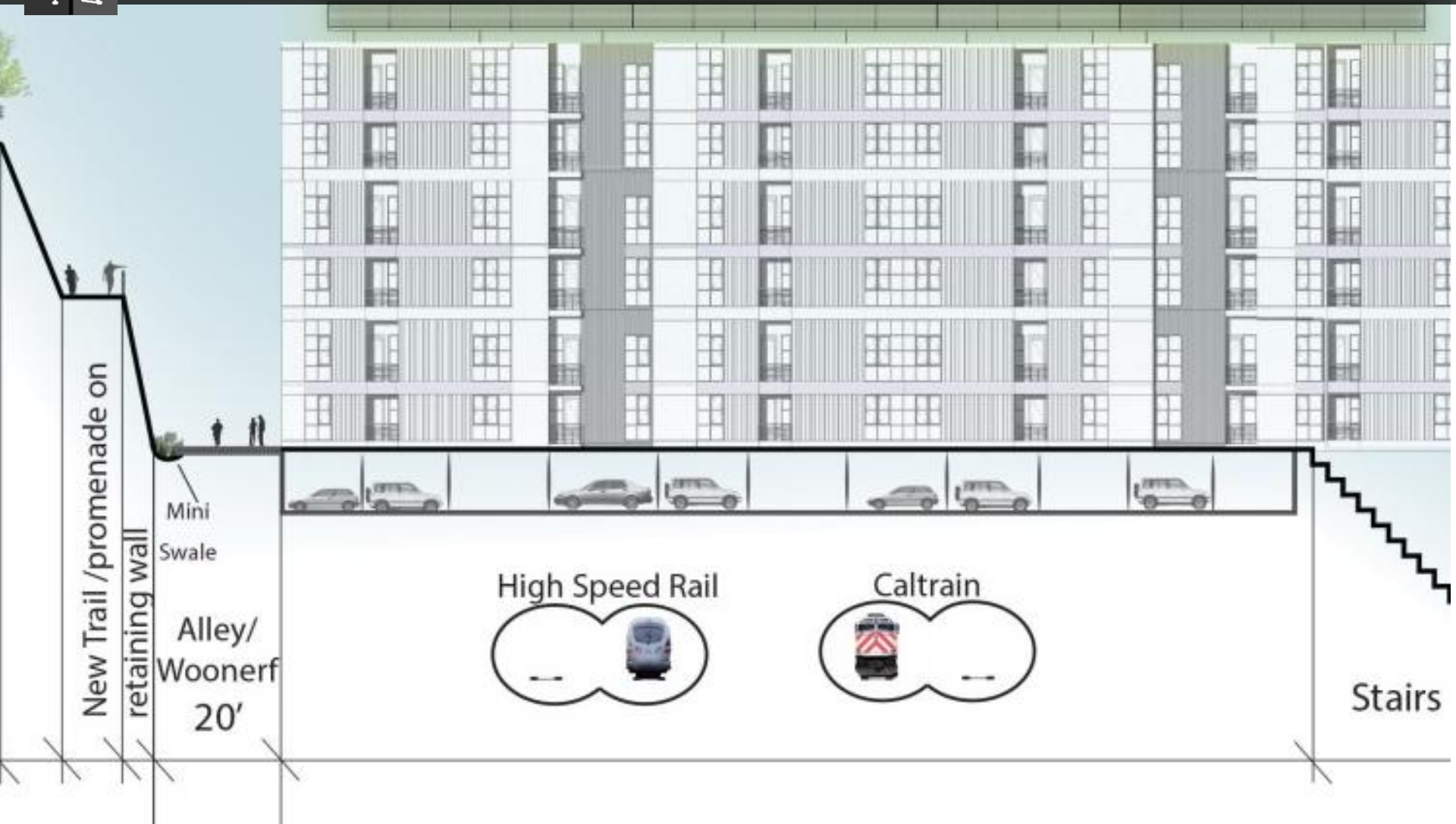


**The Plan | Station Square decked over rails tracks**





# The Plan | The Pathway Promenade



New Trail /promenade on retaining wall

Mini Swale

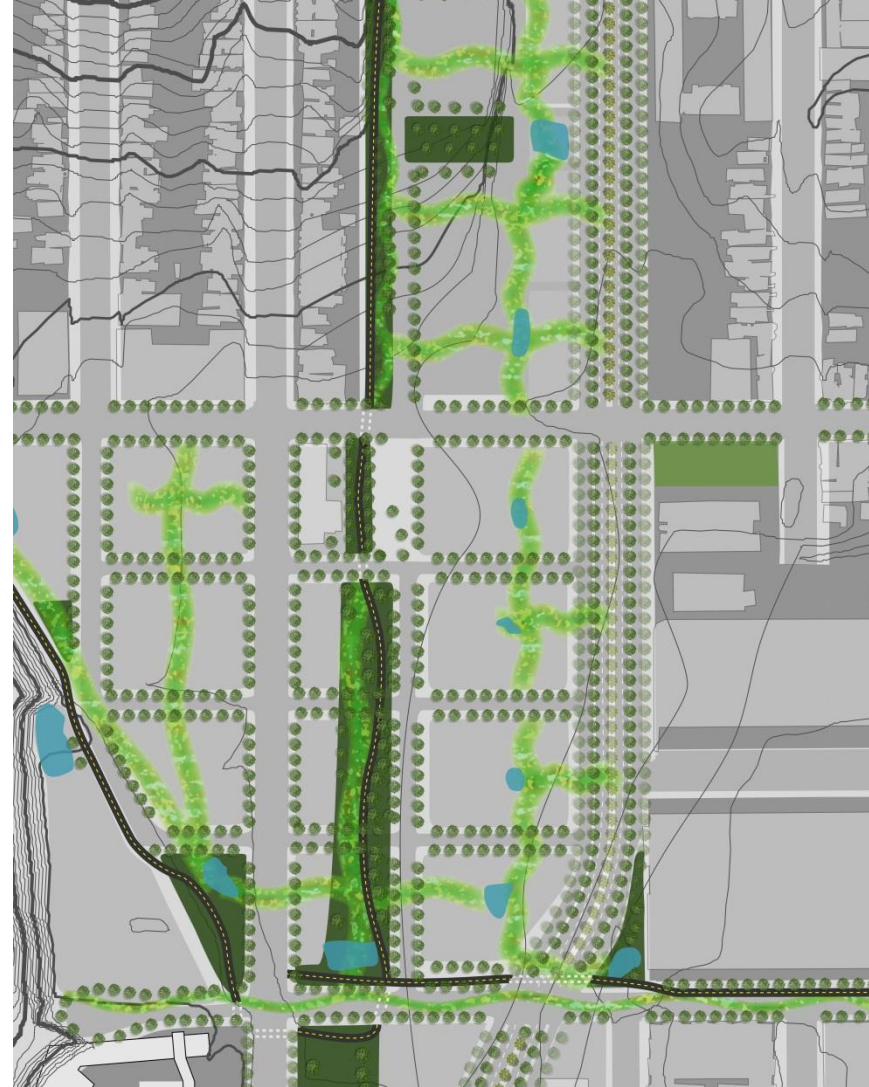
Alley/  
Woonerf  
20'

High Speed Rail

Caltrain

Stairs



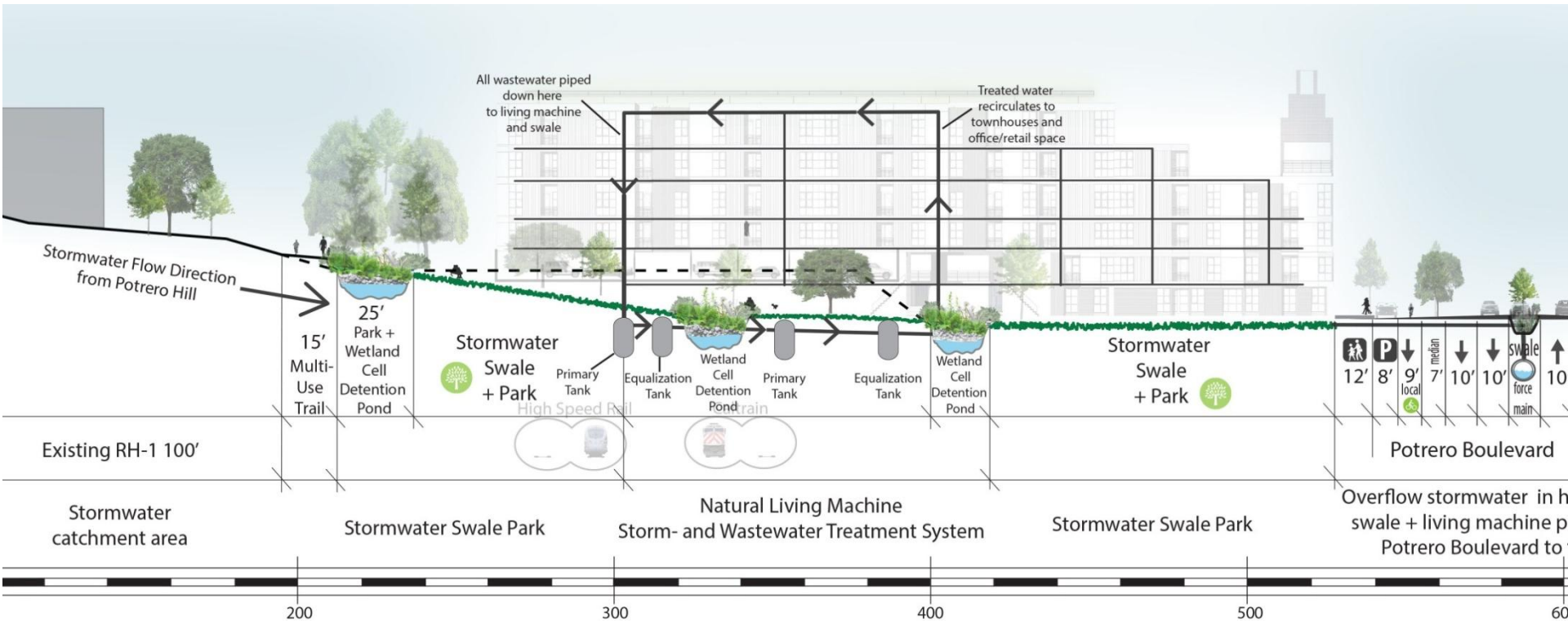


## The Plan | Green Infrastructure

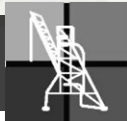
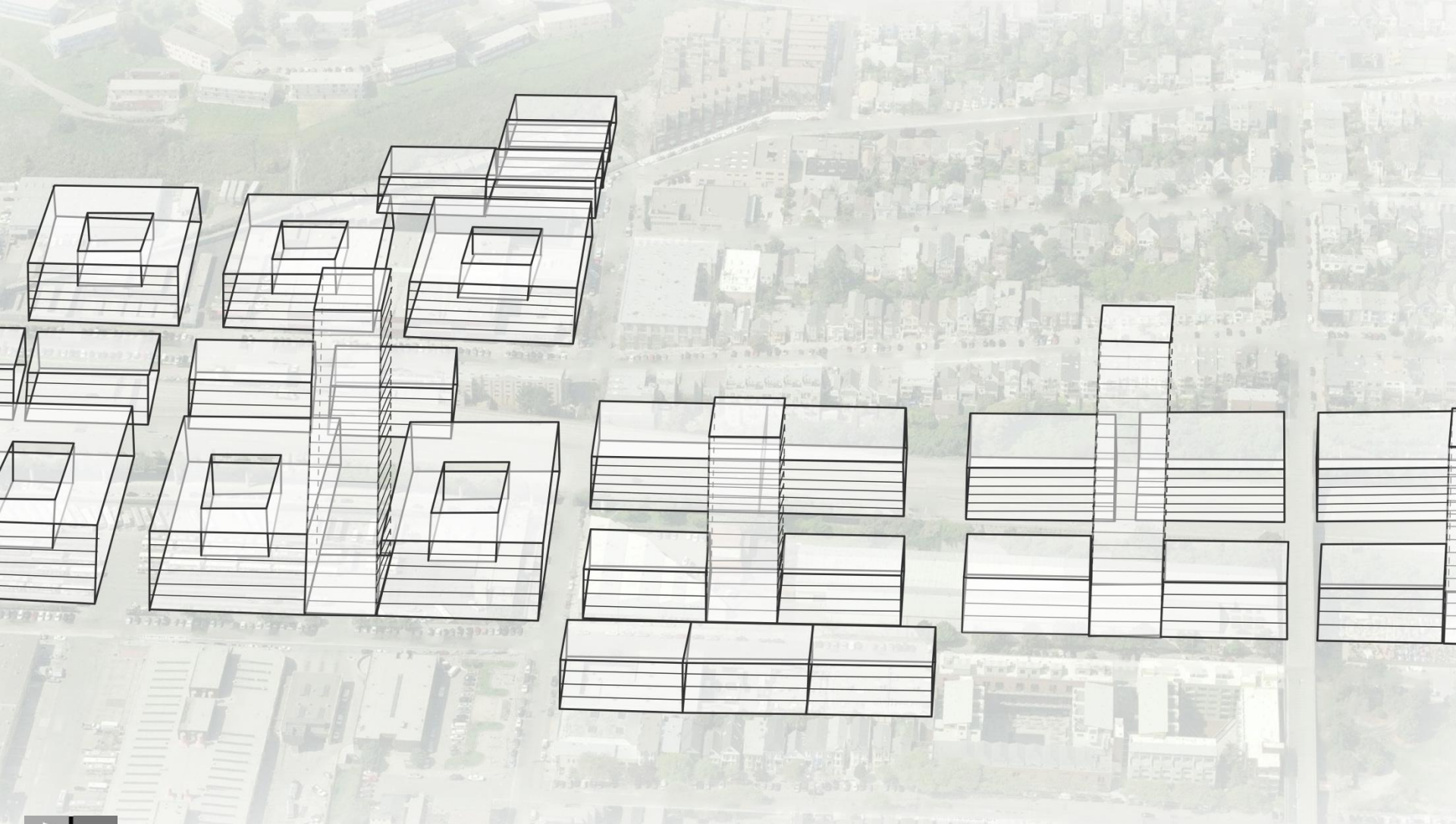




# The Plan | The Stormwater Swale







**The Plan | 3,500 Units of housing**





**The END | Thank You**

