

1 [Resolution urging the Governor to commit the State to participate in a study of Central
2 Freeway alternative configurations, and to postpone future retrofits of the Central Freeway
3 deck.]

4 **Resolution urging the Governor to postpone future retrofits of the Central Freeway**
5 **deck and to commit the State to participate in a study of alternative future**
6 **configurations for the Central Freeway.**

7
8 WHEREAS, As a result of three successive ballot measures, the voters of San
9 Francisco decided to replace the portion of the Central Freeway north of Market Street,
10 damaged during the 1989 Loma Prieta Earthquake, with a boulevard along Octavia Street,
11 connecting to new touchdown ramps at the intersection of Market and Octavia Streets; and,

12 WHEREAS, The fact that the alternative was chosen at the ballot box obviated the in-
13 depth analysis of other potential alternatives, including the possibility of terminating the
14 freeway at a location south of Market Street; and

15 WHEREAS, The City, the San Francisco County Transportation Authority and Caltrans
16 participated in a multi-year process, steered by the Authority's Central Freeway Citizens
17 Advisory Committee, to guide the design of both Octavia Boulevard, currently being built by
18 the City, and the freeway touchdown ramp, currently being built by Caltrans; and the Authority
19 Board approved both designs; and

20 WHEREAS, The Authority has adopted a Strategic Analysis Report (SAR) analyzing
21 the potential impacts of a change in touchdown ramp configuration at this stage of the project,
22 and determined that because of environmental, legal, traffic handling, design and
23 construction requirements, such a change would likely result in an additional six years of
24 delays, and a total financial impact of between \$173 and \$238 million; and
25

1 WHEREAS, The Market and Octavia Better Neighborhoods Plan, currently underway
2 by the Planning Department, identifies the SoMa West neighborhood, immediately north of
3 the Central Freeway, as the recommended location of a new dense residential neighborhood;
4 and

5 WHEREAS, The Board of Supervisors recognizes that the Central Freeway provides
6 access for many residents in the western areas of San Francisco, and that it is important to
7 provide congestion relief and ensure the traffic safety of those who have been waiting for
8 completion of a replacement project for 14 years; and

9 WHEREAS, The Board recognizes that Caltrans is using funds that are discretionary to
10 the State for the construction of the new touchdown ramps, currently underway; that future
11 availability of these funds to the project or to San Francisco is not guaranteed if the project is
12 delayed or postponed; and that no other transportation funds have been identified to date that
13 could be used to defray the significant additional costs identified in the SAR as necessary to
14 change the currently approved touchdown ramps to a different configuration; and

15 WHEREAS, The concrete roadway deck of the existing Central Freeway, built in the
16 1950's, will likely reach the end of its useful life within the next decade and will need to be
17 replaced; and

18 WHEREAS, Before the next set of major rehabilitation investments, including the
19 replacement of the Central Freeway deck, are contemplated, Caltrans, the City and the
20 Transportation Authority should consider the possibility of replacing the freeway with a
21 boulevard as envisioned in the Market and Octavia Plan; and

22 WHEREAS, The Board of Supervisors recognizes the importance of completing the
23 Central Freeway project at the earliest possible date, and of not jeopardizing funding for the
24 project at a time of unprecedented transportation funding crisis at the state level; now,
25 therefore, be it

1 RESOLVED, That the Board of Supervisors finds that it is in the interest of the City and
2 County of San Francisco, and of the health and well being of its residents, to consider
3 alternatives for the potential future configuration of the Central Freeway corridor, including the
4 complete replacement of the elevated freeway with a street-level boulevard; and, be it

5 FURTHER RESOLVED, That the Board of Supervisors finds that it is in the best
6 interests of the City and County of San Francisco and the well being of its residents to study
7 the potential changes to the transportation system along the Central Freeway corridor, so that
8 the future transportation network may more appropriately support residential and other land
9 use changes proposed for the corridor, and better address traffic patterns in the entire South
10 of Market and North Mission area; and, be it

11 FURTHER RESOLVED, That the Board of Supervisors urges the Governor to commit
12 Caltrans to participate, together with the City and the Transportation Authority, in a study of
13 alternative Central Freeway configurations that may better serve the evolving traffic patterns
14 in the area, and at the same time further lessen the negative impacts on the surrounding
15 neighborhoods; and, be it

16 FURTHER RESOLVED, That the Board of Supervisors urges the Governor to ensure
17 that before any future seismic or roadbed replacement projects are undertaken on the
18 existing portion of the Central Freeway, Caltrans shall participate with the City and the
19 Transportation Authority in an effort to investigate replacing the elevated Central Freeway
20 with a surface boulevard for all or part of its length, as well as improvements to the US
21 101/Interstate 80 junction from Mariposa to 7th Street, including rationalizing the system of on-
22 ramps and off-ramps, to improve traffic flow and traffic, pedestrian and bicycle safety on
23 South of Market streets; and, be it

24 FURTHER RESOLVED, That the Board of Supervisors urges the Transportation
25 Authority to coordinate discussions with City departments and the State on the development

1 of the necessary land use, zoning, traffic and engineering studies, leading to a decision on
2 the future of the Central Freeway; and to develop recommendations for further steps
3 including scope, timelines, agency responsibilities and funding prospects for necessary
4 studies, no later than January 1, 2005.