Resolution on Completion of the Ocean And Geneva Corridor Design Plan
Balboa Reservoir Community Advisory Committee
June 2020

Whereas the Ocean And Geneva Corridor Design Plan was completed between Frida Kahlo Way and Manor Drive in 2016, and brought many safety improvements and public amenities that have transformed the the pedestrian realm for the better;

Whereas the portion of the Ocean And Geneva Corridor Design Plan between Frida Kahlo Avenue and Mission Street has not yet been funded;

Whereas the future Balboa Reservoir Project development is expressly designed to attract car-free households whose members will need pedestrian and bicycle access to the Balboa Park BART Station;

Whereas a transit-oriented development is soon to be under construction at the Balboa Upper Yard, at Geneva and San Jose Avenues;

Whereas the City College of San Francisco Facilities Master Plan calls for the Ocean Campus to reorient itself such that its new entrance will face Ocean Avenue;

Whereas the Ocean Avenue Association has recommended that City College of San Francisco actively pursue its plans to make its Ocean Avenue frontage a walkable, landscaped, and properly lighted pedestrian area;

Whereas over the last ten years, many new housing developments that include first-floor retail have opened on Ocean Avenue and many more are in the pipeline;

Whereas the City College of San Francisco Transportation Demand Management (TDM) and Parking Plan (2019) shows that fifty-four percent of students surveyed used transit, walking, and bicycling to get to campus;

Whereas more students and faculty at City College of San Francisco Ocean Campus will depend on transit, walking, and bicycling to get to campus as a result of loss of parking due to the Balboa Reservoir Project;

Whereas City College of San Francisco Facilities Master Plan calls for “Safe pathways and access between Campus and the surrounding community”;

Whereas there are four large high schools in the adjacent neighborhoods: Balboa, Archbishop Riordan, and Lick-Wilmerding, with this last one being located directly on Ocean Avenue between Frida Kahlo Way and San Jose Avenue;

Whereas the Balboa Area Transportation Demand Management (TDM) Plan (2017) recommends numerous physical and operational measures to better manage the transportation needs of commuters, families, seniors, employees, visitors, and students of all ages, means, and schedules in the neighborhood;

Whereas the current pedestrian crossings and bicycle infrastructure in the vicinity of Ocean Avenue and Frida Kahlo Way are inadequate and dangerous, resulting in severe injuries to vulnerable road users in recent years;

Whereas both Ocean and Geneva Avenues from Frida Kahlo Way to Mission Street were designated part of the Vision Zero High Injury Network in 2017, and are therefore identified as a priority for safety improvements under the City's Vision Zero Policy;

Whereas the Balboa Park BART Station has consistently been identified over the last two decades as one of the busiest stations in the system outside of the downtown area;

Whereas BART's Balboa Park Station Modernization Plan (2018) aims to "Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience";

Whereas the coming Geneva-Harney Bus Rapid Transit line, which is designed to connect the Balboa Park Station with neighborhoods to the east and the Bayshore Caltrain Station, will bring many more pedestrians to the area; and

Whereas the completed portion of the Ocean And Geneva Corridor Design Plan, from Frida Kahlo Way to Manor Drive, has resulted in an improved street life for pedestrians, a reduction in crime, and positive economic benefits for area merchants; therefore, be it

Resolved that the Balboa Reservoir Community Advisory Committee (BRCAC):

1. **urges the San Francisco Board of Supervisors to fully fund the completion of the Ocean And Geneva Corridor Design Plan; and**
2. **urges the San Francisco Planning Department to implement the completion of Ocean And Geneva Corridor Design Plan.**