1. INTRODUCTION
2. CEQA TRANSPORTATION ANALYSIS
3. NON-CEQA SUPPLEMENTAL ANALYSIS
4. ON SITE TRANSPORTATION PROGRAMS
5. LOOKING AHEAD
Guiding Transportation Policies

- Vision Zero
- Transit First
- 80% trips by sustainable modes by 2030
What We’ve Heard

Community Concerns

- Increased traffic congestion at key Ocean Ave intersections
- Ped safety to Balboa BART (Ocean and Geneva)
- Potential traffic increase through Sunnyside
- Spillover parking in Westwood Park and Sunnyside
- Onsite parking loss for CCSF Students and Faculty
Transportation Constraints and Opportunities

- Competing uses (peds, cars, transit, bikes)
- Limited right of way
- Neighborhood is not a grid
- Caltrans jurisdiction of ramps + limited right of way on freeway bridge
- City College is a major trip generator
- City College frontage on Ocean Ave limits expansion of right of way

- SFMTA investments
- Growing relationship with City College (TDM Plan; Educator housing)
- Acceleration of SFMTA planning in area
- SFMTA involvement in Balboa Res. site design
- CEQA transportation mitigation requirements for Balboa Reservoir project
RECENT TRANSPORTATION AND STREET IMPROVEMENTS IN THE AREA

- Extended 28R to Balboa Park Station
- Rerouted 19th Ave Rapid to serve Balboa Park Station
- Rerouted 29 to run on Ocean
- Red lane in front of BART
- Bulbouts, signage, striping at Granada and Ocean
- Leading Pedestrian Intervals along Ocean
- Geneva/San Jose Intersection Study
- Balboa Station upgrades: accessible Muni Platform, lighting, wayfinding, 2 car trains on KT line: reducing crowding from/to downtown
- Holloway Green Street
- Ocean Ave Streetscape
CEQA TRANSPORTATION ANALYSIS
CEQA Transportation Topics

Hazards
- Walking
- Bicycling
- Driving
- Transit

Transit Delay

Accessibility
- Walking
- Bicycling
- Emergency vehicles

Loading
- Hazards
- Transit Delay

Vehicle Miles Traveled
- Measures transportation efficiency

Construction
- Hazards
- Accessibility
- Transit Delay
## CEQA Transportation: Significant and Unavoidable Impacts

<table>
<thead>
<tr>
<th>Impact</th>
<th>Existing plus Project</th>
<th>Cumulative (with other projects)</th>
<th>Mitigation Measures</th>
<th>Both options and all variants?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lee Ave extension</strong></td>
<td>YES</td>
<td>YES</td>
<td>• None available</td>
<td>YES</td>
</tr>
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<td></td>
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<td>could result in an unmet loading demand, which could result in potentially hazardous conditions for people biking and substantially delay transit</td>
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<tr>
<td><strong>Transit delay</strong></td>
<td>NO</td>
<td>YES</td>
<td>• Monitor cumulative transit travel times and implement measures to reduce transit delay.</td>
<td>YES</td>
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NON-CEQA SUPPLEMENTAL ANALYSIS
Non-CEQA Transportation Analysis

- **Purpose of Analysis**
  - Supplemental transportation analyses covering Non-CEQA topics

- **Analysis Topics**
  - Shuttle feasibility & operations
  - Parking supply & demand
  - Vehicle traffic operations
Shuttle Operations & Feasibility

Peak Hour Shuttle Demand Estimation Process

1. Estimate Site and CCSF BART and Terminal Demand
2. Establish Shuttle Route and Stops
3. Calculate Walking and Shuttle Travel Times Between Stops
4. Determine Number of Shuttle Vehicles and Wait Time
5. Estimate Shuttle Demand by Walking vs. Shuttle Travel Time
6. Calculate Size of Shuttles

Potential Shuttle Routes and Stop Locations

$1M+ annual cost
31.5 minute peak hour round-trip
Parking Supply & Demand Analysis on Project Site

1,100 dwelling units
- Proposed supply would exceed estimated demand both midday and overnight
- Proposed Supply: 550 spaces
- Estimated Demand
  - Midday: 426 spaces
  - Overnight: 533 spaces

1,550 dwelling units
- Proposed supply would fall short of estimated demand by 100 spaces during the overnight period
- Proposed Supply: 650 spaces
- Estimated Demand
  - Midday: 602 spaces
  - Overnight: 751 spaces
Vehicle Traffic Operations

Legend

- < 5 second change in intersection delay during weekday a.m. or p.m. peak hour
- > 30 second change in intersection delay during weekday a.m. or p.m. peak hour
- < 30 second change in corridor delay during weekday a.m. or p.m. peak hour
Key Findings

- Shortfall of ~240 parking spaces during midday peak period unless the Balboa Reservoir parking garage is open to the public.
ON SITE TRANSPORTATION PROGRAMS
Balboa Reservoir Site Plan

Goals

• Integrate mobility and neighborhood design

• Emphasize walking, biking, transit

• Make open space the heart of the pedestrian network

• Calm traffic

• Provide Transportation Demand Management
Mobility Integrated with Neighborhood Design

PUC Open Space – Looking North to Brighton Paseo

West Street – Looking North
Traffic calming

Figure 5.6 – 6: Raised Crosswalk at Lee Avenue and Reservoir Park

Figure 5.6 – 7: Examples of Bulb-Out

Figure 5.6 – 8: Example of Mountable Traffic Circle
TDM Strategies

- Ample and readily accessible bike parking
- On-site bike share facilities
- On-site car share facilities
- Storage for packages, laundry, groceries
- Unbundled parking
- Real time information displays
- Curb management
TDM Strategies

- On site child care
- Family friendly amenities including convenient storage for strollers & car seats
- On-site transportation coordinator
LOOKING AHEAD
Project goals

- Develop alternative concepts to redesign the Ocean / Geneva / Frida Kahlo intersection for improved safety and transit operations
- Revisit and prioritize concepts from the *Ocean Avenue Corridor Design Study*

Study area

- Intersection of Ocean / Geneva / Frida Kahlo
- Not studying pedestrian bridge at this time
Ocean Avenue Safety Project

Concept Design 1 – Consolidated Geneva Intersection

Concept Design 2 – Split Geneva Intersection

Balboa Reservoir Transportation
Questions for analysis

- What is the preferred alignment of the Geneva intersection?
- Are there any ‘quick-build’ improvement opportunities on our way to a longer-term, larger capital project?

Current status

- $210k secured to fund study
- Consultant scope in development, expected start late 2019
- Outreach begins summer 2020
Recent Transit Improvements

2-car trains on K Ingleside (1-car trains on Ocean Ave)
Implemented 2018

Balboa Park Station upgrades
Completed 2018

28R 19th Avenue Rapid extended to Balboa Park Station
Implemented 2016

29 Sunset routed onto Ocean
Implemented 2015
SFMTA Transit Priority Projects

- Green: Implemented
- Yellow: Early Implementation Completed
- Red: Approved: Construction Underway
- Blue: Approved: In Design
- Gray: Outreach Underway
- Dashed: Future Project

K Ingleside MunI Forward Project

Near-Term upgrades near Reservoir Site
Additional Transportation efforts

- Connect SF
- I-280 Ramp improvements
Overall project benefits

- Using public lands for affordable housing
- Housing near transit
- New parks and open space
- More people benefits local retail
## Balboa Reservoir Transportation

### Timeline

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<tr>
<td><strong>Public Workshops</strong> Neighborhood meetings</td>
<td><strong>CAC meetings to advise RFP</strong></td>
<td><strong>Ongoing CAC meetings</strong></td>
<td><strong>Design Workshops</strong></td>
<td><strong>RFP/Developer Selection</strong></td>
<td><strong>Draft Design &amp; Dev’t Proposal</strong></td>
<td><strong>Environmental Review &amp; Approval Process</strong></td>
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*Orange = Opportunities for Public Input*
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