

# BALBOA RESERVOIR TRANSPORTATION

SEPTEMBER 30, 2019



Services of the San Francisco  
Public Utilities Commission



**SAN FRANCISCO**  
Office of Economic and Workforce Development



**SFMTA**  
Municipal  
Transportation  
Agency



**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



## Accessibility

Walking  
Bicycling  
Emergency vehicles

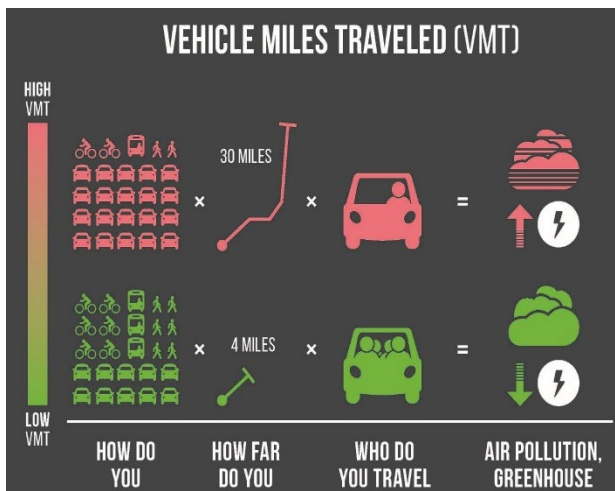


## Transit Delay



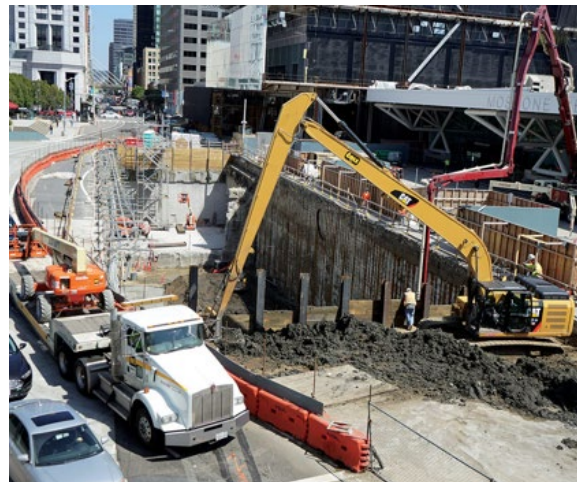
## Loading

Hazards  
Transit Delay



## Vehicle Miles Traveled

Measures transportation efficiency

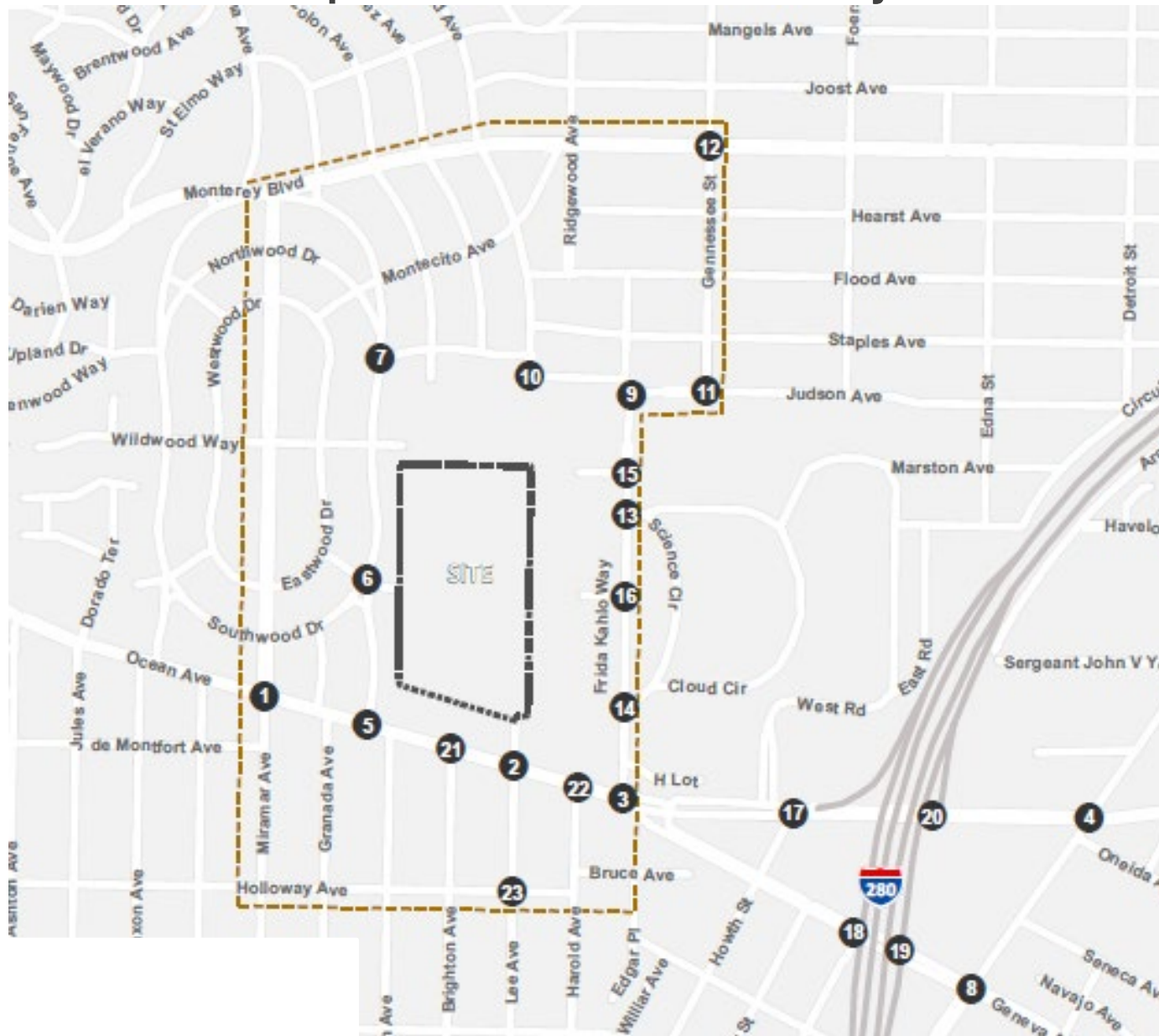


## Construction

Hazards  
Accessibility  
Transit Delay



# CEQA Transportation Review – Study Area



- Study Intersections
- Study Area
- Site Boundary

# CEQA Transportation: Significant and Unavoidable Impacts

Impact	Existing plus Project	Cumulative (with other projects)	Mitigation Measures	Both options and all variants?
<b>Lee Ave extension</b>  could result in an unmet loading demand, which could result in potentially hazardous conditions for people biking and substantially delay transit	YES	YES	<ul style="list-style-type: none"> <li>• None available</li> </ul>	YES
<b>Transit delay</b>	NO	YES	<ul style="list-style-type: none"> <li>• Monitor cumulative transit travel times and implement measures to reduce transit delay.</li> </ul>	YES

# NON-CEQA SUPPLEMENTAL ANALYSIS



# Non-CEQA Transportation Analysis

- Purpose of Analysis

- Supplemental transportation analyses covering Non-CEQA topics

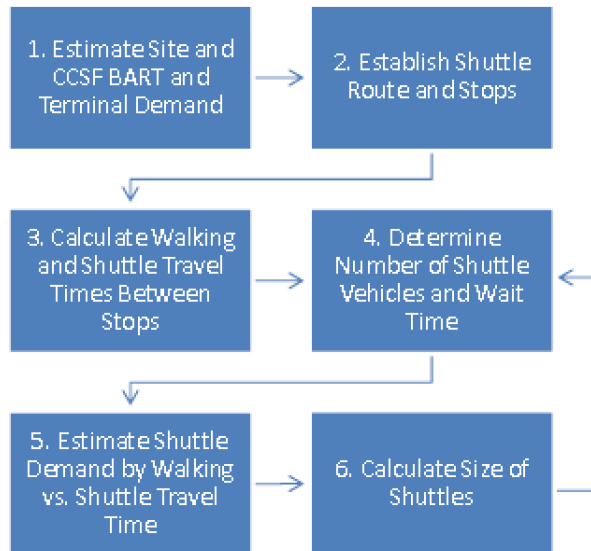
- Analysis Topics

- Shuttle feasibility & operations
- Parking supply & demand
- Vehicle traffic operations

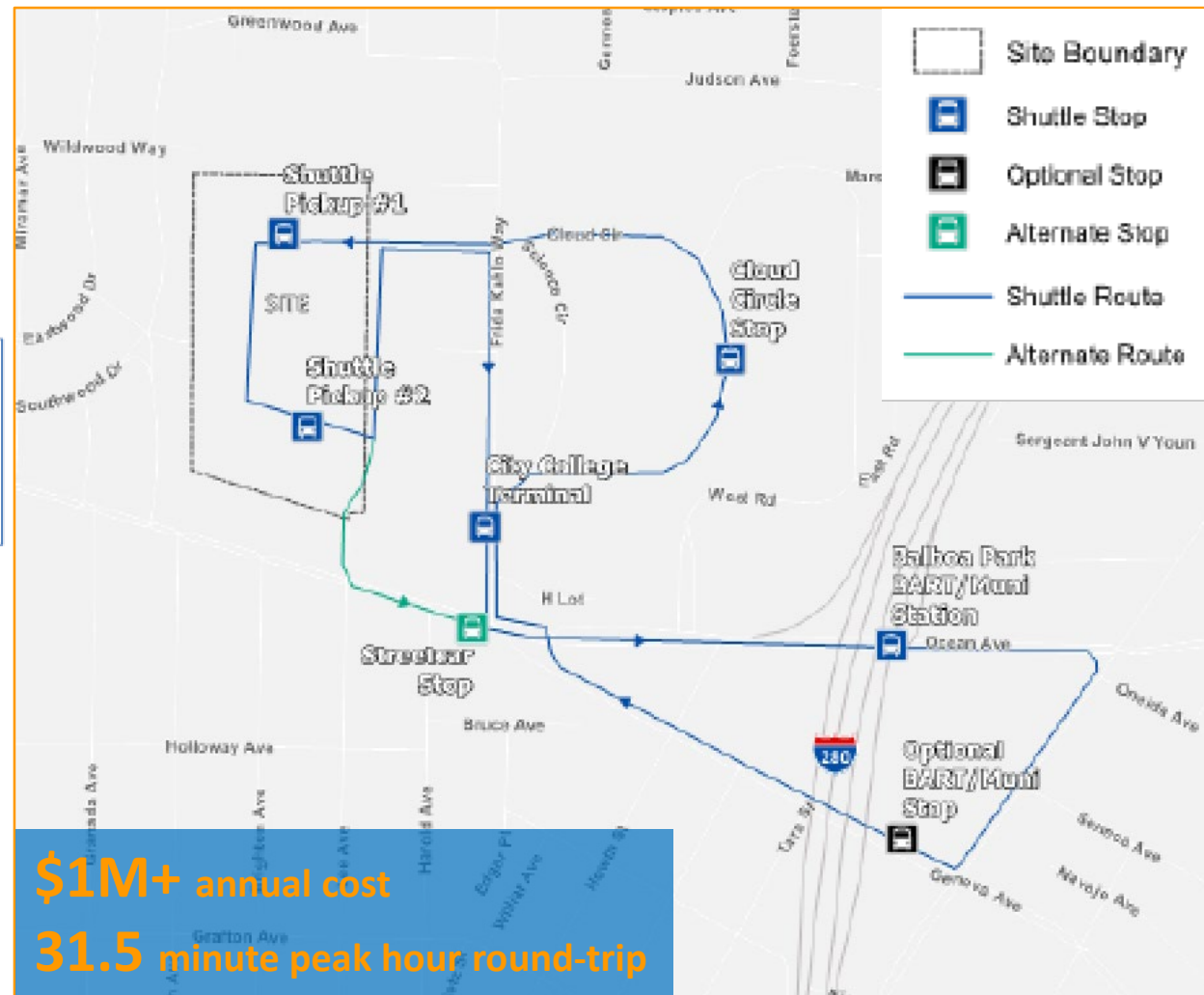


# Shuttle Operations & Feasibility

## Peak Hour Shuttle Demand Estimation Process



## Potential Shuttle Routes and Stop Locations



# Parking Supply & Demand Analysis on Project Site

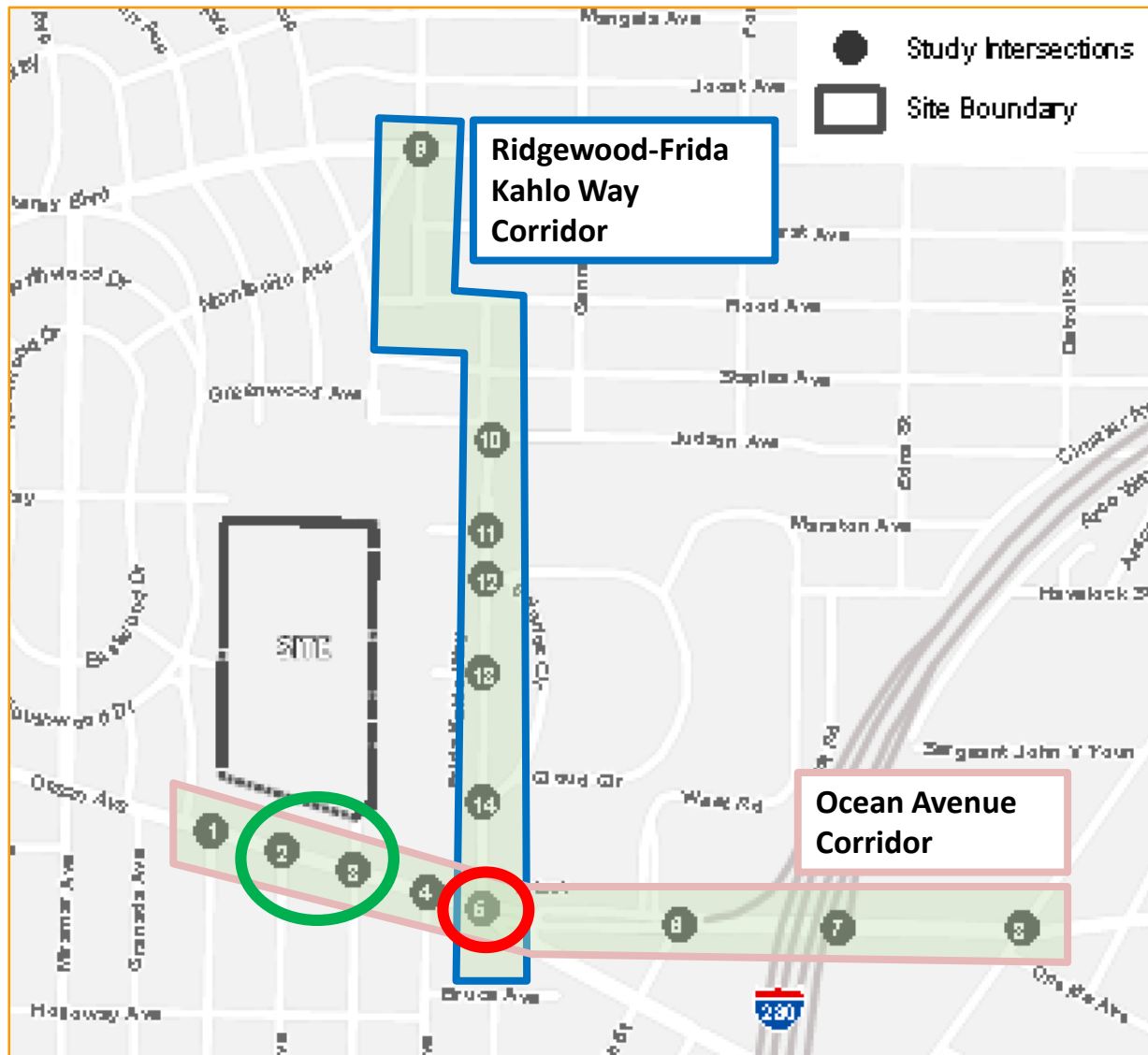
## 1,100 dwelling units

- 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

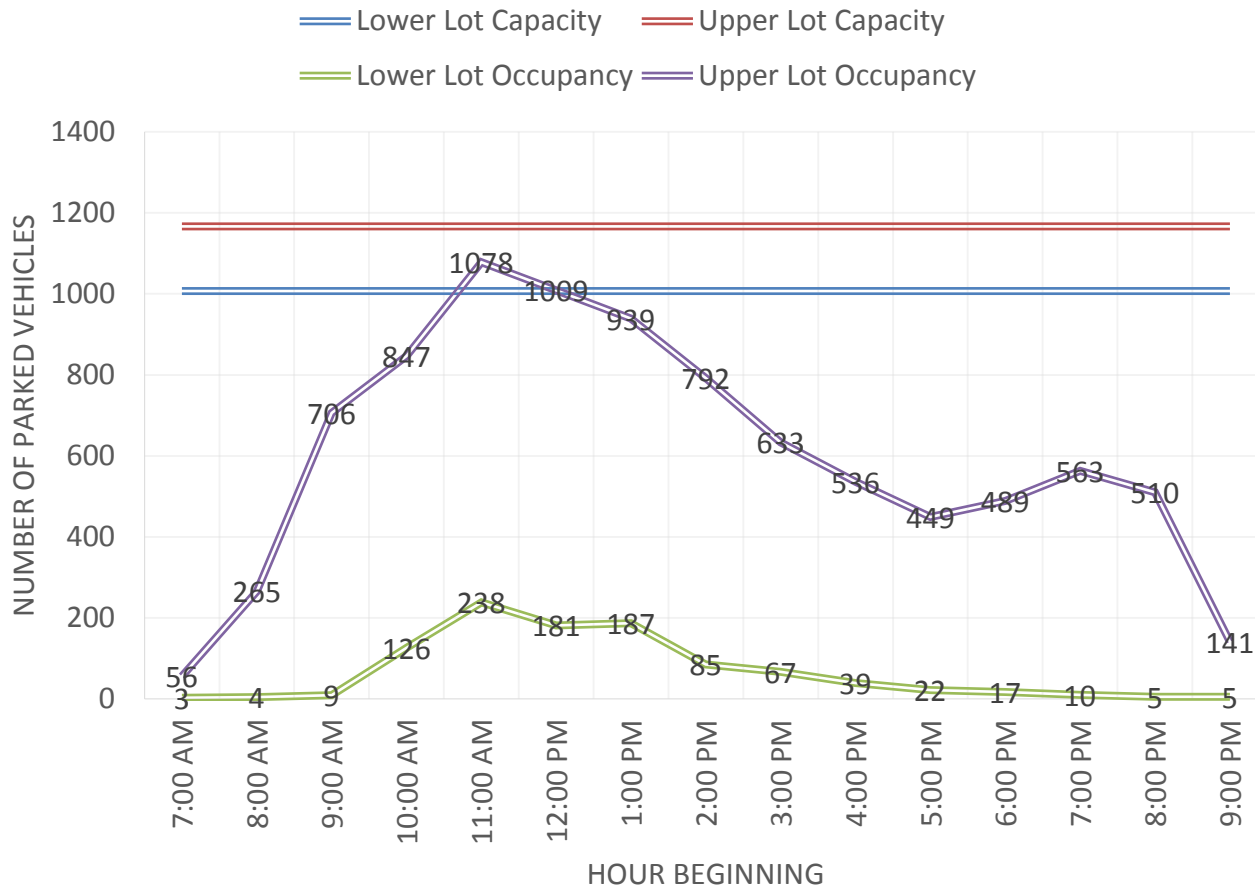
- Proposed supply would fall short of estimated demand by 100 spaces during the overnight period
- Proposed Supply: 650 spaces
- Estimated Demand
  - Midday: 602 spaces
  - Overnight: 751 spaces

# Vehicle Traffic Operations



# Parking Supply & Demand Analysis – City College

## Upper and Lower Lot Supply and Hourly Occupancy



## 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



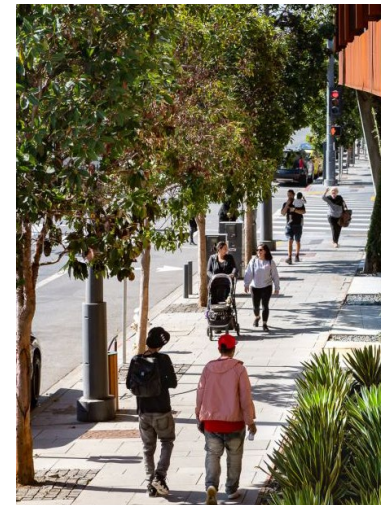
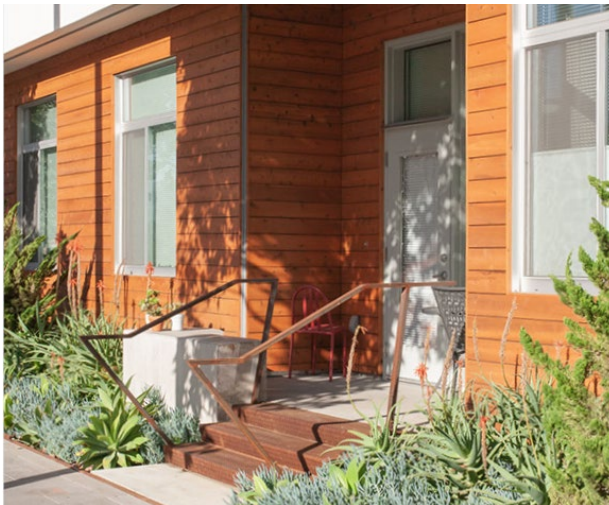
# Mobility Integrated with Neighborhood Design



PUC Open Space – Looking North to Brighton Paseo



West Street – Looking North



Balboa Reservoir Transportation

# Transit Connections

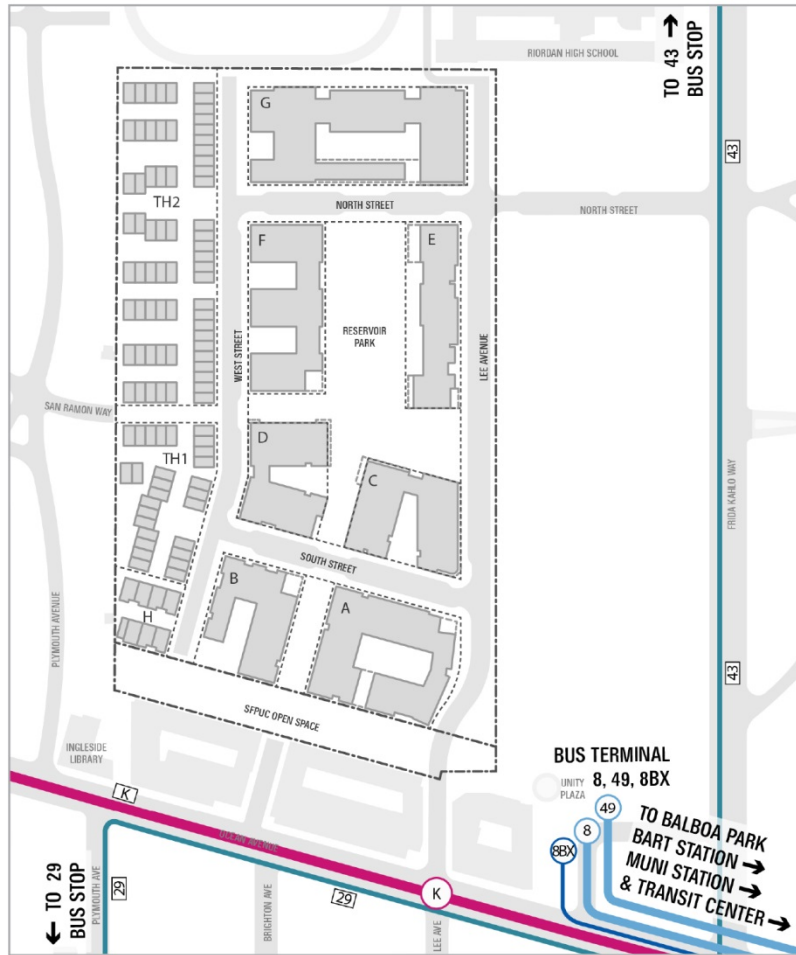


Figure 5.3 – 6: Transit Network Diagram

## LEGEND

- Raised Pedestrian Crossings
- Standard Pedestrian Crossings
- Primary Pedestrian Flow
- Secondary Pedestrian Flow

# Pedestrian Network

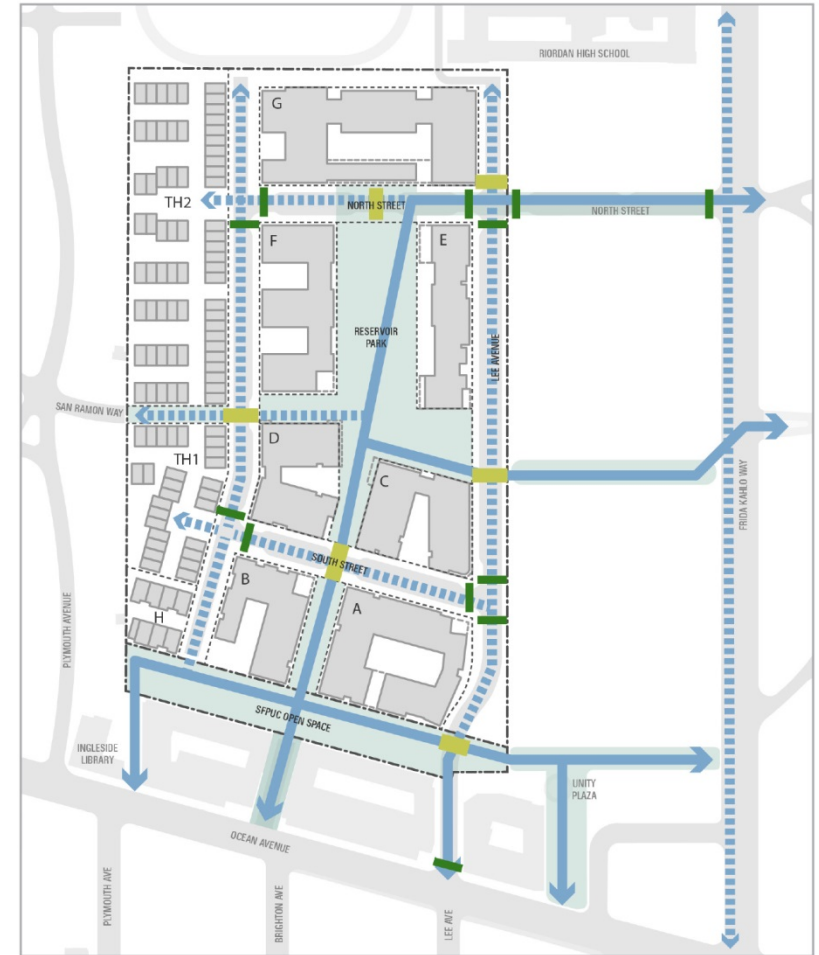


Figure 5.3 – 7: Pedestrian Network Diagram



# Bicycle Network

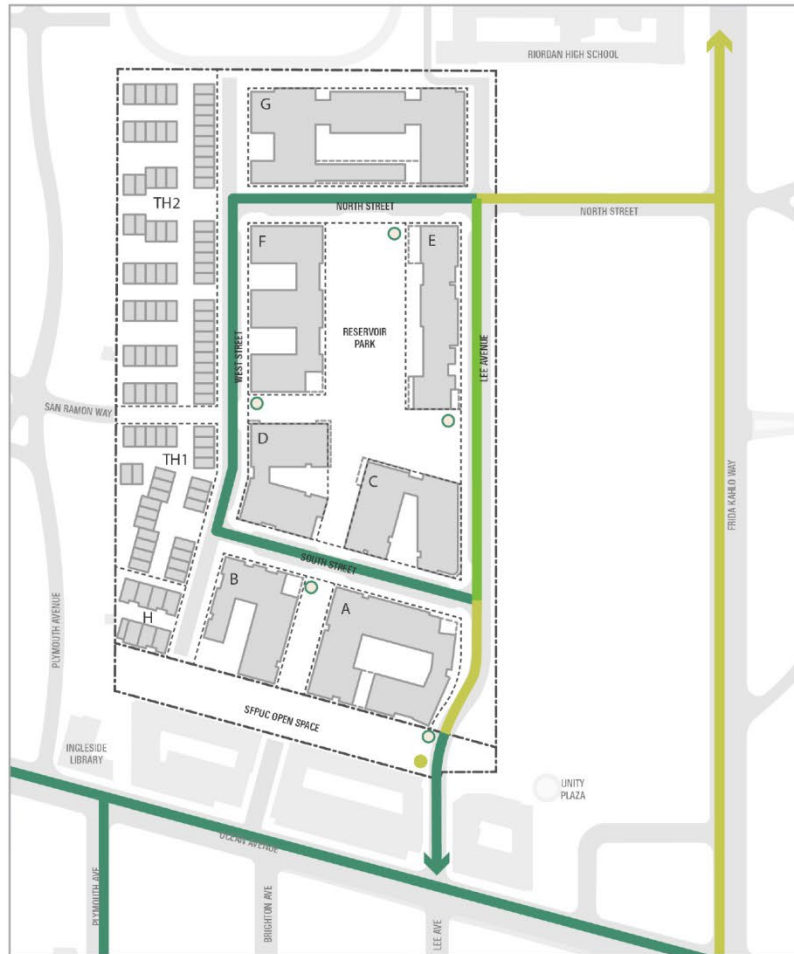


Figure 5.3 – 8: Bicycle Network Diagram



# Vehicle Network

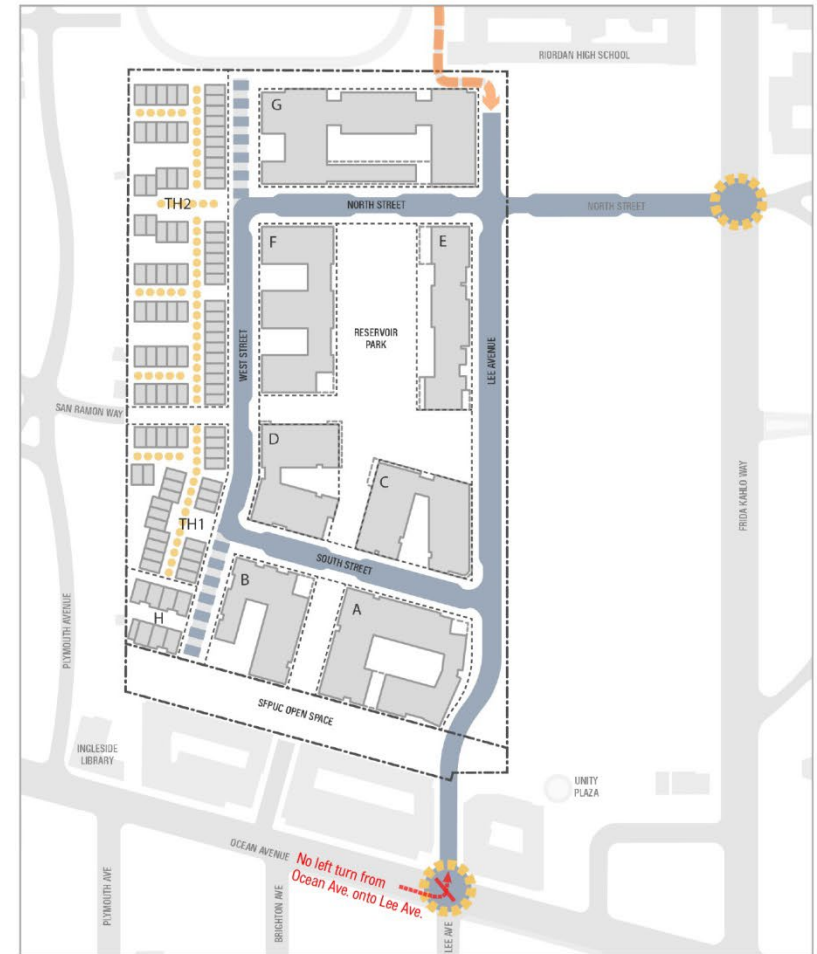


Figure 5.3 – 9: Vehicle Network Diagram



## LEGEND

-  Bike Parking Location
-  Bike Share Station
-  Bike Lanes: Class II, per NACTO
-  Bike Route: Class III, "Sharrow" per NACTO
-  Bike Lanes: Class IV, per NACTO

# Traffic calming

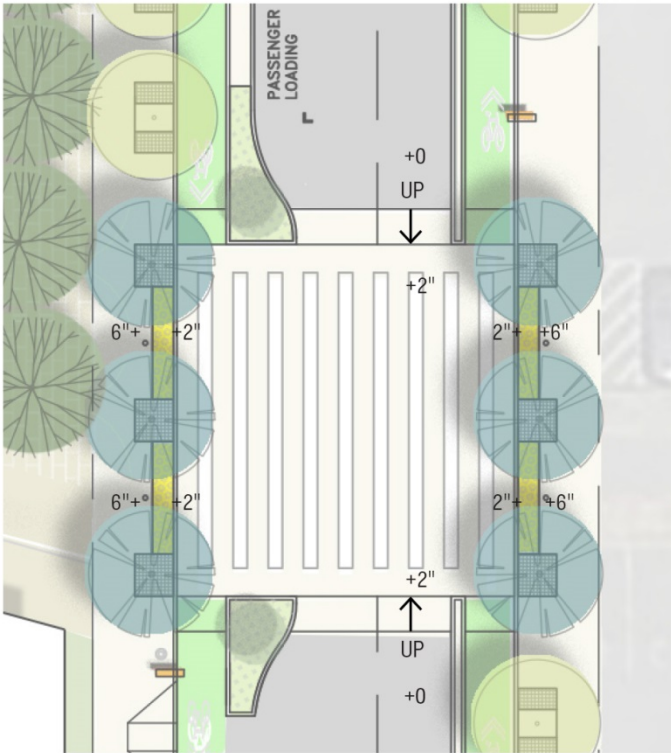


Figure 5.6 – 6: Raised Crosswalk at Lee Avenue and Reservoir Park



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



Balboa Reservoir Transportation



**LOOKING AHEAD**



# Ocean Avenue Safety Project

## ■ Project goals

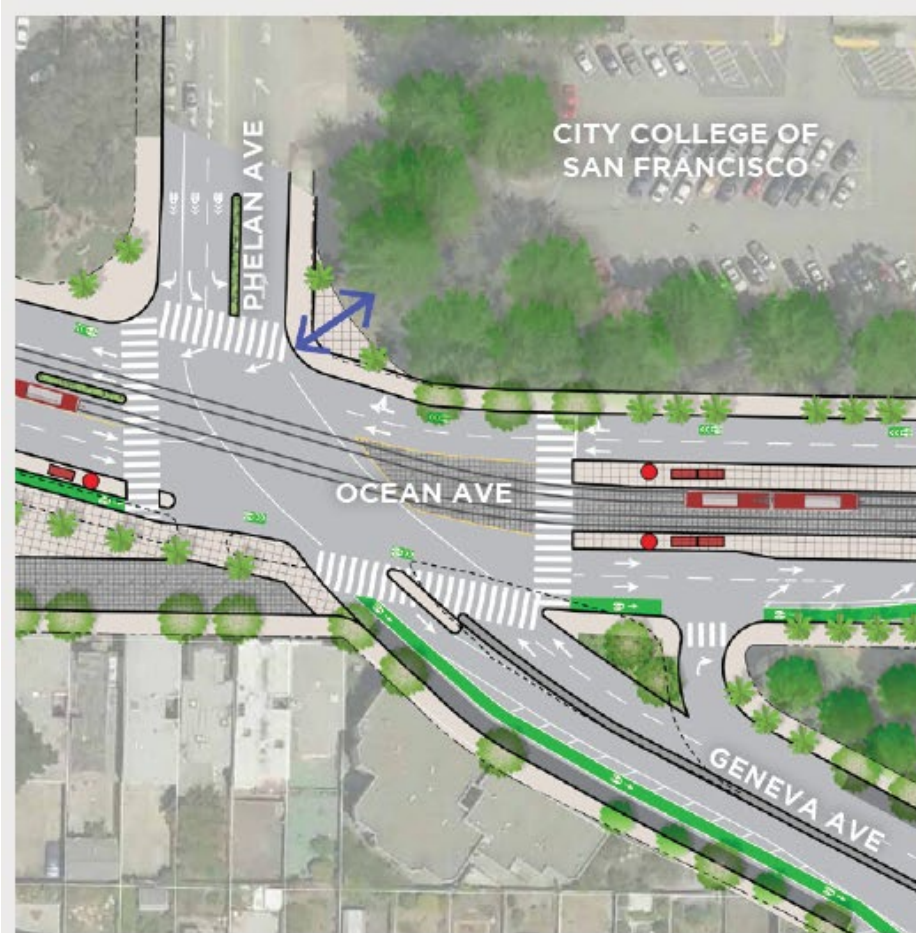
- Develop alternative concepts to redesign the Ocean / Geneva / Frida Kahlo intersection for improved safety and transit operations
- Revisit and prioritize concepts from the *Ocean Avenue Corridor Design Study*

## ■ Study area

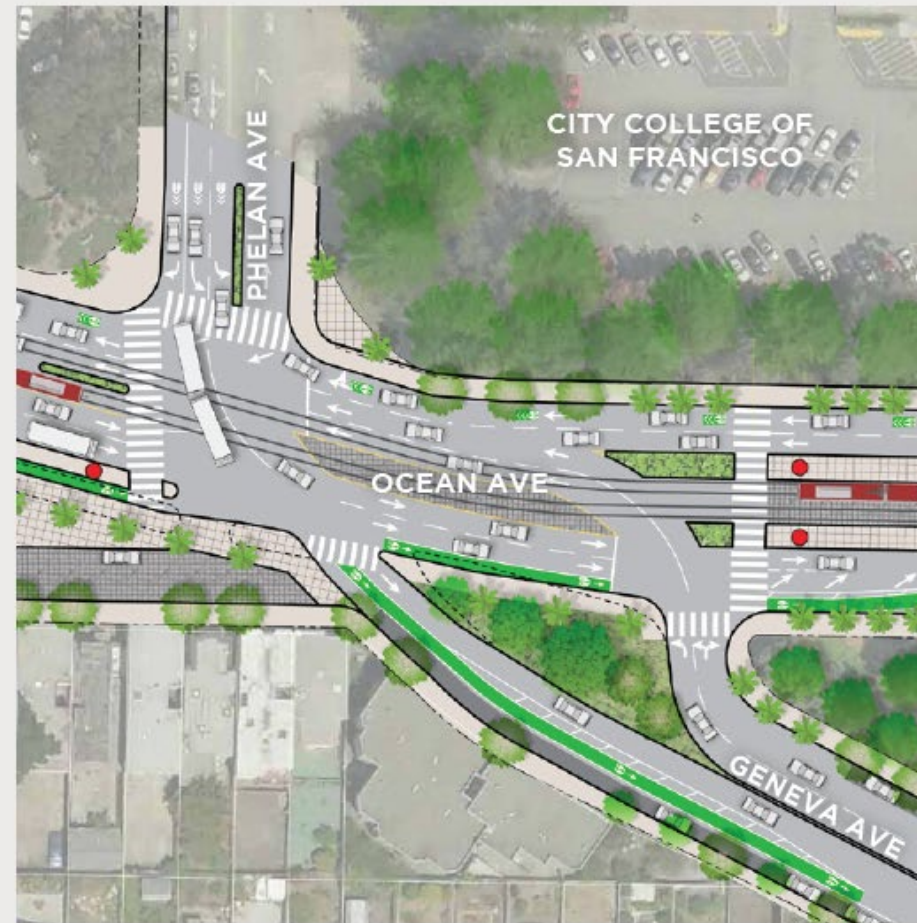
- Intersection of Ocean / Geneva / Frida Kahlo
- Not studying pedestrian bridge at this time



# Ocean Avenue Safety Project



Concept Design 1 – Consolidated Geneva Intersection



Concept Design 2 – Split Geneva Intersection

# Ocean Avenue Safety Project

## 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



## Balboa Park Station upgrades

Completed 2018



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

Implemented 2018



## 28R 19th Avenue Rapid extended to Balboa Park Station

Implemented 2016

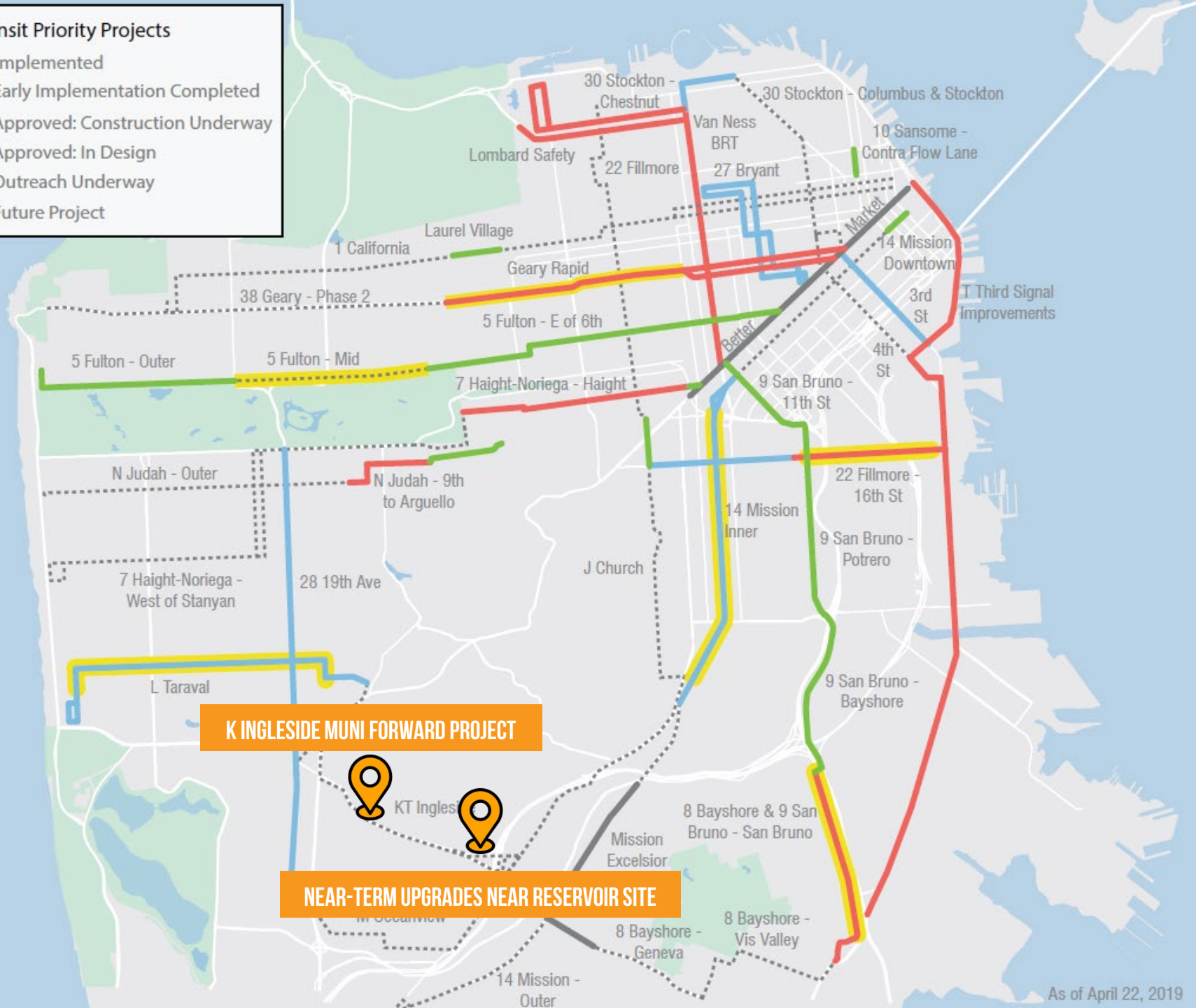


## 29 Sunset routed onto Ocean

Implemented 2015

## SFMTA Transit Priority Projects

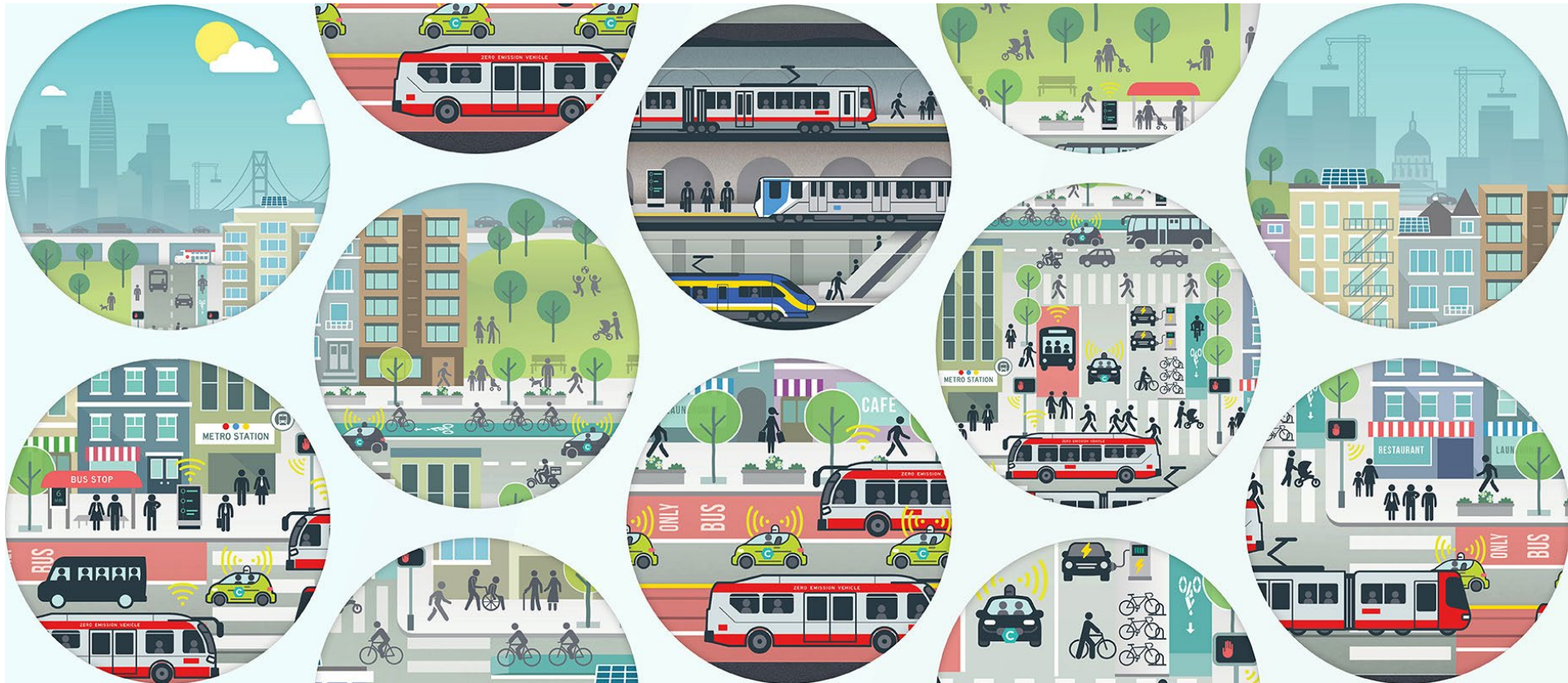
- Implemented
- Early Implementation Completed
- Approved: Construction Underway
- Approved: In Design
- Outreach Underway
- Future Project





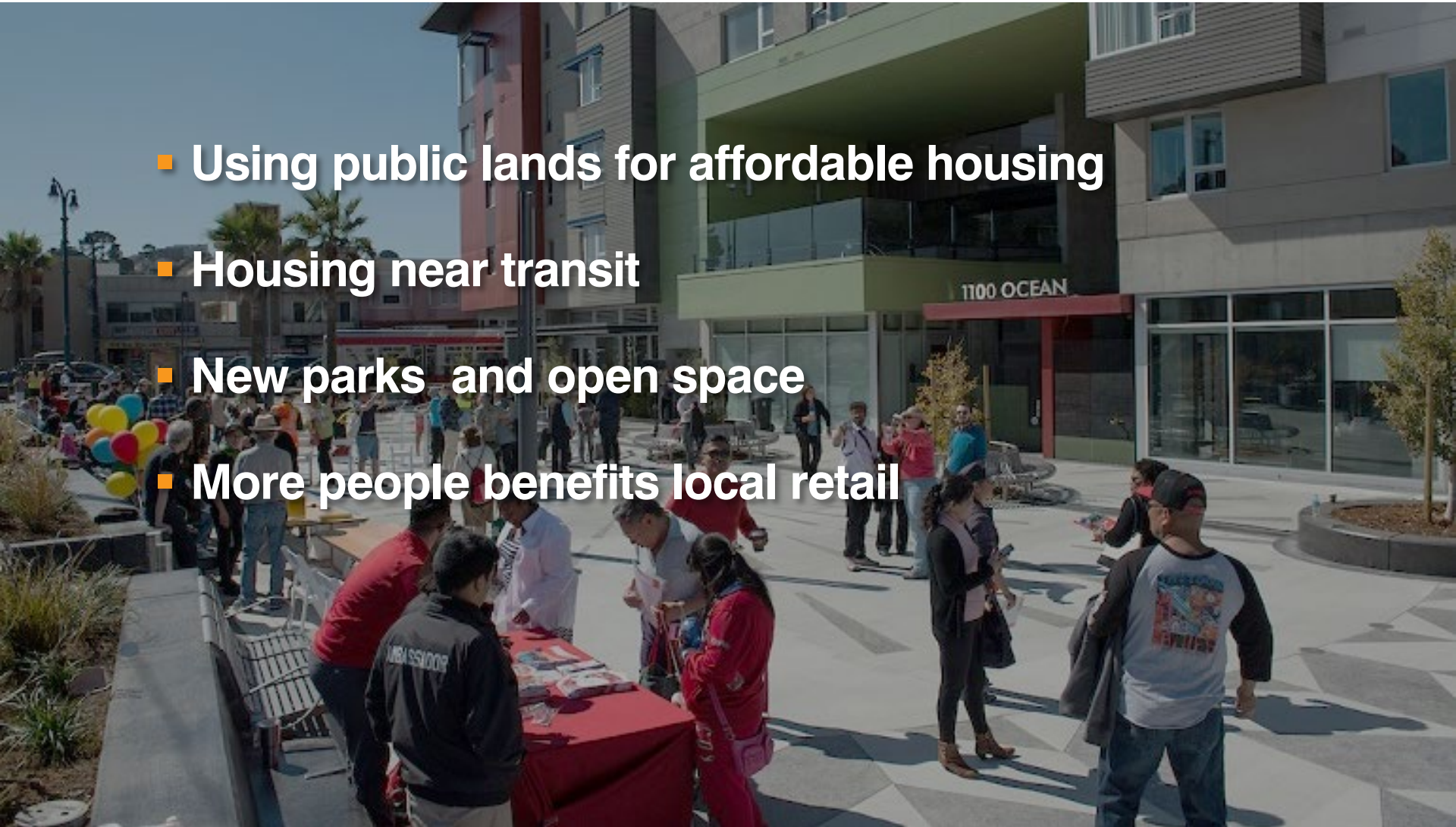
# Additional Transportation efforts

- Connect SF
- I-280 Ramp improvements

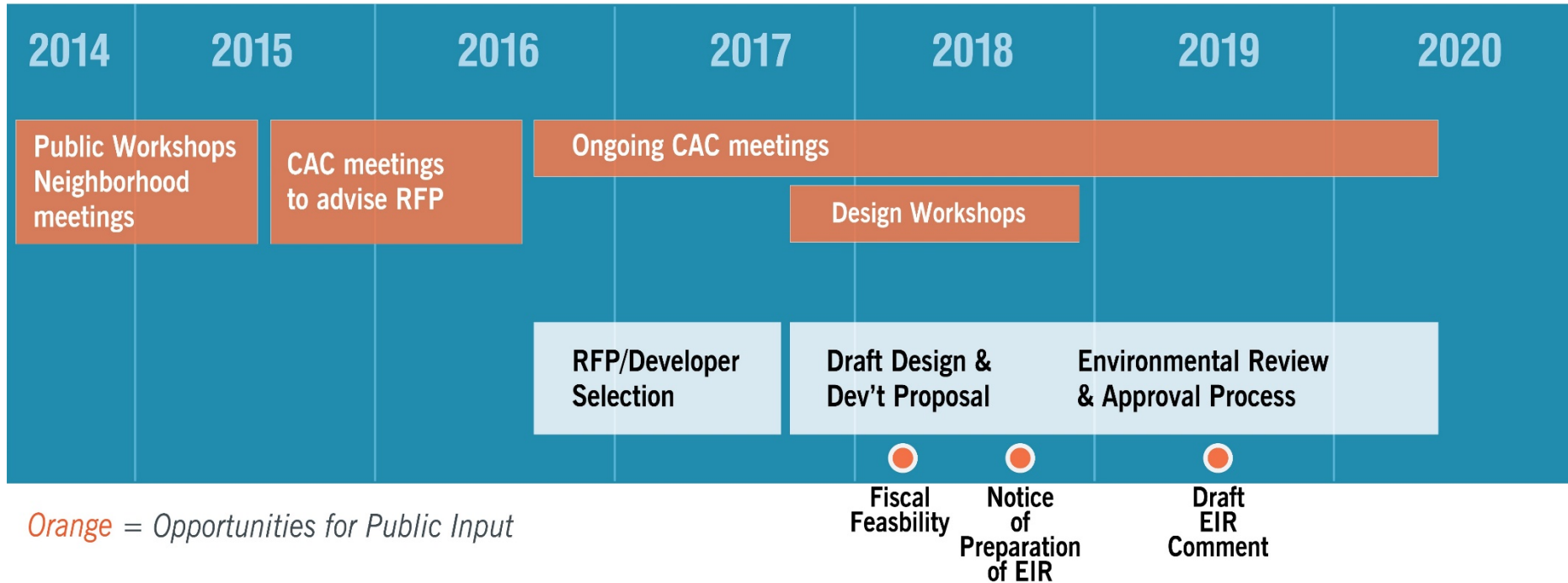


## Overall project benefits

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



# BALBOA RESERVOIR TIMELINE







THANK YOU

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