

Balboa Park Circulation Study

Study Overview and Update
Outreach Round 2



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

**Public Meeting #2
January 30, 2014**

Presentation Outline

- Why this study?
- What will come next?
- Alternatives and Findings
- Q&A: feedback and priorities



Balboa Park Circulation Study - Why?

Improve station access & reduce multimodal conflicts

DAILY

- Over **12,000** BART riders using 4 BART lines
- Over **20,000** Muni riders on 10 different lines

PEAK HOURS AT GENEVA AVE

- Over **1,000** pedestrians
- Over **2,000** vehicles using the I-280 ramps



Balboa Park Circulation Study Goals:

- **Reduce multimodal conflicts near I-280 freeway ramps**
- **Support efficient and reliable bus, light rail**
- **Enhance safety, accessibility, and convenience for pedestrians and bicyclists**
- **Minimize impacts to traffic going to/coming from I-280**

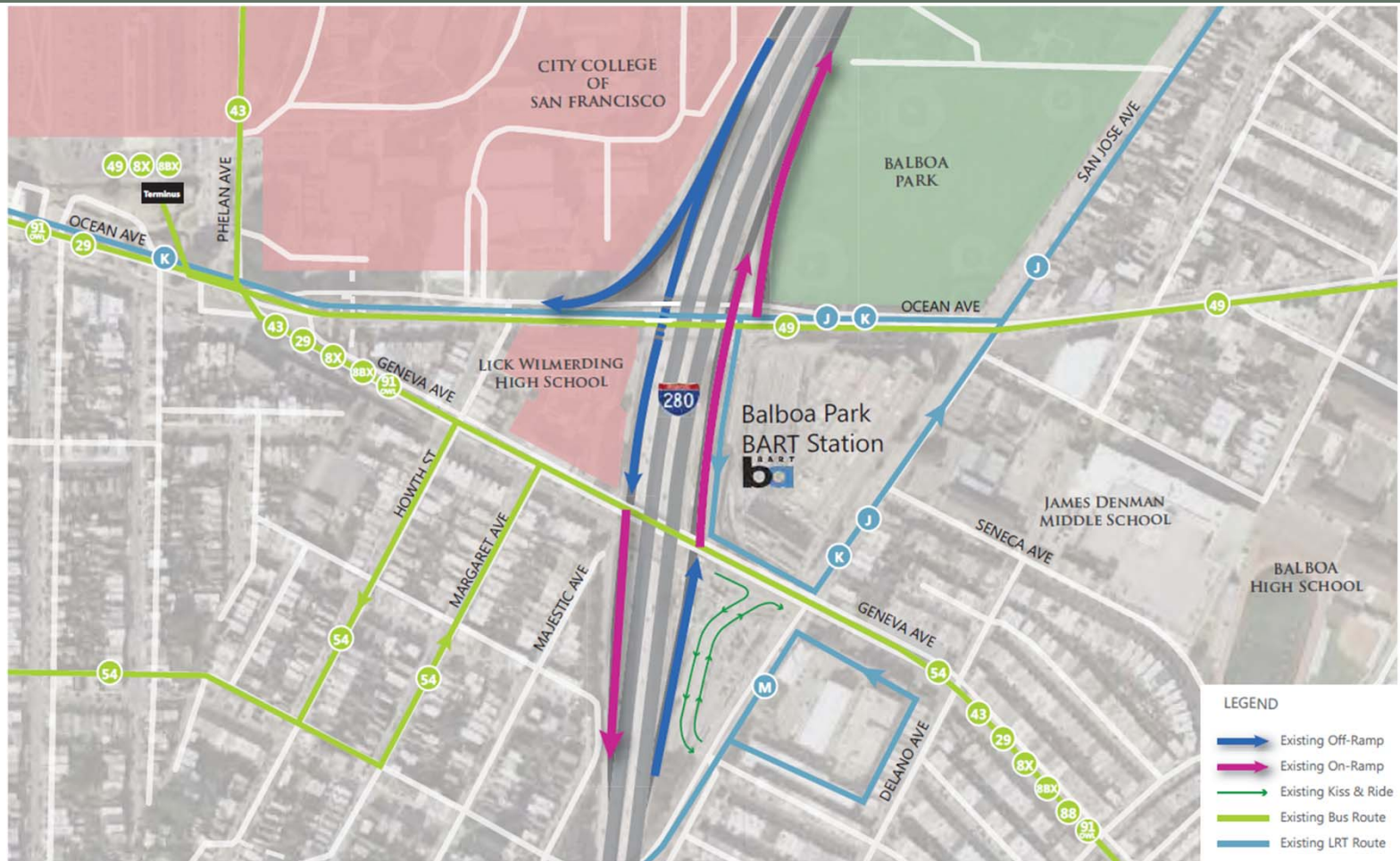


What will happen after this meeting?

- **Completing the study**
 - Final Report with findings, community comments, recommendations
 - Presentation to Transportation Authority Board
- **Advancing a recommended alternative**
 - Additional study and more detailed design
 - Environmental review
 - Concurrence from local, State, Federal agencies
 - Funding
 - Pilots?



Existing Conditions



Existing Conditions



LEGEND

- Existing Off-Ramp
- Existing On-Ramp
- Existing Kiss & Ride
- Existing Bus Route
- Existing LRT Route

 **HOT SPOT LOCATION**



Planned Changes = “Baseline” Scenario

- **Route 29 and 54 Realignment**
- **Transit-only LRV lanes on San Jose**
- **WB transit-only lane on Geneva from Delano to I-280**
- **Real-time LRV prioritization at Ocean on-ramp signal**
- **Geneva/Howth signalization**
- **Geneva/Cayuga signalization**



Baseline Scenario

Local Network Improvements



Baseline Scenario

Local Network Improvements



 **HOT SPOT LOCATION: multimodal conflicts**



Baseline Scenario Evaluation

- + Mild improvement to vehicle conditions on Geneva**
- + Major improvement to transit travel time**
- + Modest improvements for pedestrians**
- 0 No notable change in conditions for cyclists**

CAN WE DO ANY BETTER?

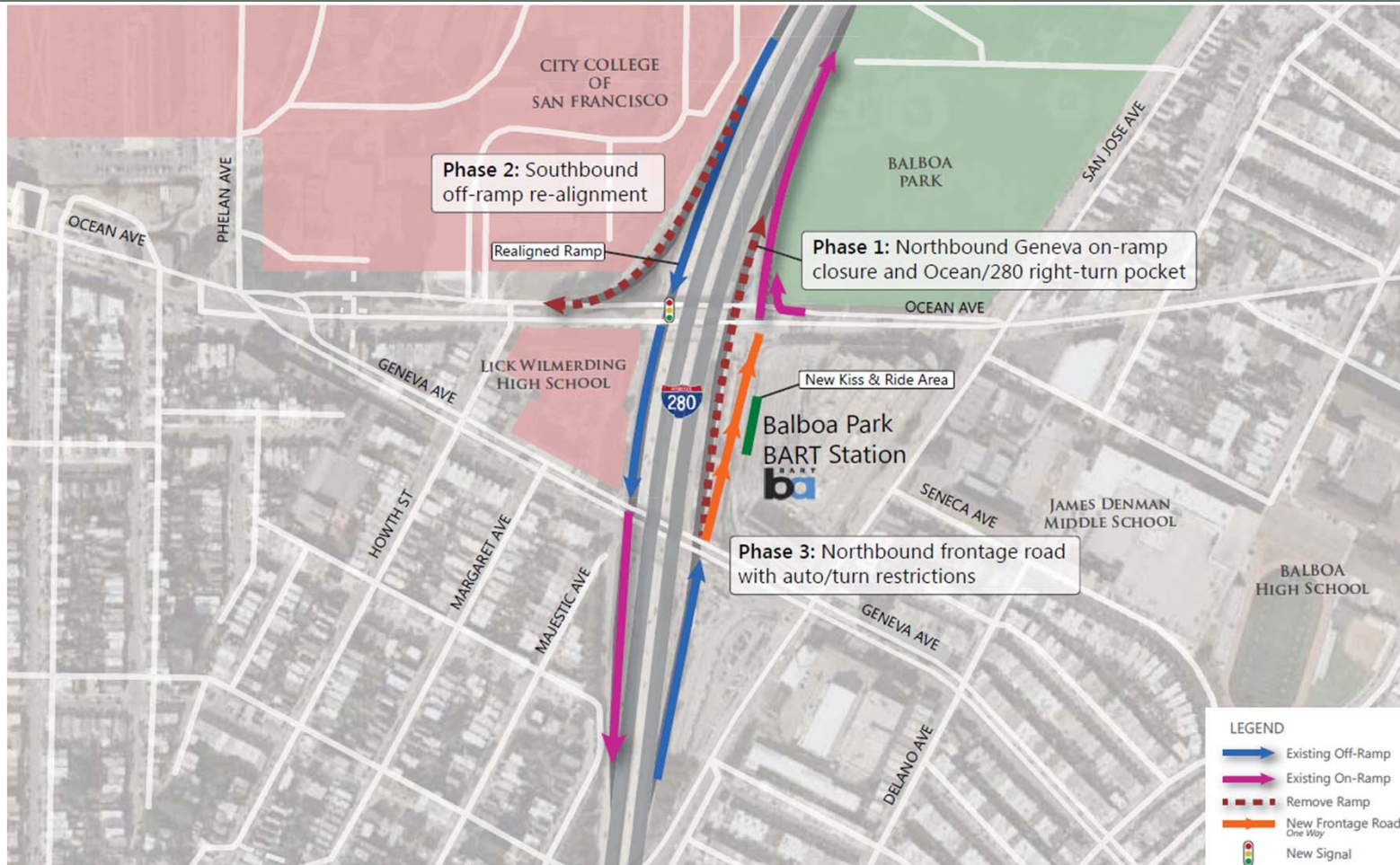


Circulation Alternatives and Findings

- **No “quick fix” to improving circulation**
- **Each alternative brings worthwhile benefits but also trade-offs**
- **Study seeks input to prioritize circulation for travel modes**
 - **Fewer conflicts among travel modes**
 - **Pedestrian access enhancements**
- **Short term: implement in 2 to 10 years**



Alternative 1: Split Interchange



ESTIMATED TOTAL COST: \$18 million



Alternative 1: Split Interchange Evaluation compared to Baseline

- 0** No notable change to vehicle delay on Geneva or Ocean.
- +** Mild improvement to total transit travel time on Geneva.
- Mild worsening of total transit travel time on Ocean.
- +** Improvements for pedestrians at most Ocean and Geneva ramps.
- +** Improvement in conditions for cyclists on Ocean, Geneva.



Alternative 2: Consolidated Interchange



ESTIMATED TOTAL COST: \$12 million



Alternative 2: Consolidated Interchange Evaluation compared to Baseline

- + Significant improvement to total transit and vehicle travel time on Ocean.**
- Worsening of total transit and vehicle travel time on Geneva. Transit travel time could be improved with transit-only frontage road.**
- + Significant improvements for pedestrians on Ocean.**
- + Significant improvement in conditions for cyclists on Ocean.**



Summary Comparison

	Alternative 1: Split Interchange		Alternative 2: Consolidated Interchange at Geneva	
	Geneva	Ocean	Geneva	Ocean
Vehicle	+	-	--	++
Transit	+	(-)	- (-)	++
Pedestrian	+	+	--	++
Bicycle	+	+	-	++



It all comes down to CHOICES

- ? Which modes to prioritize on Ocean
- ? Which modes to prioritize on Geneva
- ? How do we balance the pros and cons of each alternative

Your input via the comment cards is key to making these choices.



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Questions?



For More Information:

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