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### **C1 Travel Demand Memorandum**

This section refers repeatedly to two sources for trip generation data. One is the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10<sup>th</sup> edition and the other is the *San Francisco Planning Trip Generation Workbook (SF Workbook)*. While the ITE *Trip Generation Manual* is indeed a standard source, it also is recognized as a very flawed source of information due to its reliance on datasets with very little input, generally from suburban, not urban, sources. We can't even find the *SF Workbook* and so are unable to determine whether it addresses any of those flaws or simply compounds them. Can the Planning Department provide us with a copy of this workbook?

### **C2 Transit Assessment Memorandum**

#### **TRANSIT ASSESSMENT**

##### **Transit reentry delay analysis**

Delay calculated based on empirical data from 2010 *Highway Capacity Manual*.

Data at least 15 years old was used instead of using 6<sup>th</sup> edition of *HCM* published in 2016—why?

“The *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (HCM)* provides methods for quantifying highway capacity. In its current form, it serves as a fundamental reference on concepts, performance measures, and analysis techniques for evaluating the **multimodal** operation of streets, highways, freeways, and off-street pathways. The Sixth Edition incorporates the latest research on highway capacity, quality of service, and travel time reliability...”

Given the use of an outdated HCM and its related data, we challenge the Kittleston conclusion that, “Based on the findings from this corridor delay analysis, the project would not result in a substantial delay to public transit along Frida Kahlo Way, Ocean Avenue, or Geneva Avenue.”

##### **Passenger boarding delay analysis**

What source was used to assume “two seconds per passenger boarding”? Is it again outdated data? Does it include students and instructors carrying books, supplies, and other material? Does it include students traveling with children? Residents carrying shopping bags or using a wheeled cart? Disabled users?

##### **City College Loop analysis**

The consultant concludes that despite increases in traffic volume, no additional delay will be generated. Consultant makes repeated reference to “existing signal timing coordination and optimization.” As anyone who travels these corridors knows, having actuated signals and having those signals actually work are two different things. Broken and mis-timed signals have plagued traffic on Phelan/Frida Kahlo for years and the city has either ignored the problems or addressed them only after years of complaints. What assurance do we have that any of this will change after the development has been built?