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Balboa Park Station Circulation Improvements

Overview



Introduction

The Balboa Park BART/Muni Station is one of the busiest transit hubs in San Francisco. Access to the station is complicated by the convergence of BART, Muni lines, people walking and biking, and six freeway ramps tying into the local street network directly adjacent to the station.

The Transportation Authority released the [Balboa Park Circulation Study](#) (PDF) in April 2014, with recommendations to reduce conflicts among different types of users at several locations in the station area, improve pedestrian and bicycle conditions while balancing vehicle operational needs, and be of a cost and scope that would allow implementation within the next 10 years.

The recommended modifications included three project elements:

Element 1: Close the northbound I-280/Geneva Avenue on-ramp

Element 2: Realign the southbound I-280/Ocean Avenue off-ramp into a “T” intersection with a new signal on Ocean Avenue

Element 3: Construct a new northbound frontage road between Geneva Avenue and Ocean Avenue, immediately east of I-280, to accommodate a new kiss-and-ride drop off area with direct connection to the BART Westside Walkway

The I-280 Interchange Modifications at Balboa Park Project is the next phase of work to improve circulation in the Balboa Park interchange and station area. This phase, led by the Transportation Authority, will include further project development work on study Elements 1 and 2. The purpose of this effort is to conduct the detailed analysis and documentation needed before implementation decisions can be made on either element.



Goals

- Reduce multimodal conflicts (vehicles, transit, pedestrians) at the I-280 freeway ramps while not substantially degrading vehicle operations in the area, including the I-280 freeway mainline.
- Provide safe, accessible, and convenient connections for pedestrians, bicycle, and intermodal travelers.
- Develop cost-effective solutions that support the community values and goals, without substantial construction-related impacts, that can be implemented in 2–10 years.

Timeline and Status

The Ramp Closure Analysis for Element 1 is planned for completion in spring 2019. The project team is working closely with Caltrans on the PSR/PR and anticipates Caltrans documentation approval and environmental clearance in spring 2019. After completion of these analyses and depending on the results of public

outreach and implementation decisions, next steps could include detailed design work for one or both elements and/or a potential pilot closure of the northbound I-280 Geneva Avenue on-ramp.

Project/Study Partners

Caltrans

BART

The SFMTA leads coordination between ongoing efforts by multiple agencies to improve conditions in the Balboa Park Station Area. SFMTA also provides the primary staff support to the [Balboa Park Station Community Advisory Committee](#).

Cost and Funding

The current phase of work is funded by \$750,000 in Prop K transportation sales tax dollars. The Balboa Park Station Area Circulation Study estimated rough cost ranges for implementation of the recommended interchange modifications. Element 1 was estimated to cost between \$3.2 and \$5.2 million. Element 2 will cost between \$15 and \$18 million for construction. More refined cost estimates and funding plans for these elements will be developed as part of the design project phase.

Resources

[Final Report: Balboa Park Station Area Circulation Study, 2014 \(PDF\)](#)

Contact

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SoMa Freeway Ramp Intersection Safety Studies

The Transportation Authority has been studying how to improve safety at 15 SoMa intersections where freeway on- and off-ramps meet city streets.

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Through this study, the SFMTA will develop conceptual design improvements to address safety issues near the Geneva-San Jose Intersection.

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