

Balboa Reservoir
CAC Workshop #2 – Transportation, Circulation & Parking
11 December 2017

Key to CAC Members

LS = Lisa Spinali

RM = Robert Muehlbauer (not present)

BD = Brigitte Davilla

HC = Howard Chung (not present)

MA = Michael Ahrens

CG – Christine Godinez (not present)

MR = Maurice Rivers (not present)

JW = Jon Winston

Other Abbreviations:

CC = City College

WWP = Westwood Park

MTA = SF Municipal Transportation Agency

PUC = SF Public Utilities Commission

TH = townhouse

Open for Public Questions/Comments on bike, prep & vehicular circulation

- Diagram showed shared parking structure at corner by Sunnyside - concern about lot of cars ending up on Judson; at the same time there is not friendly connection towards Sunnyside. Sunnyside treated as an afterthought and as route to dump all the cars.
 - Acknowledge the concern and project team is eager to work with CC on solutions to reduce impact. Currently, connection to Phelan only way to Sunnyside from the site.
- Vehicular traffic should include bicycles according DMV definition - so presentation should specify the type of vehicular circulation under discussion.
 - Good point
- Where do ride-sharing cars go? What about having a shuttle service?
 - Team has brought up the idea of a shuttle before - but trying to avoid traffic by using the shuttle will not help you avoid traffic since shuttle will end up sitting in traffic. Uber/Lyft is important in today's time and design team will figure out a way to design buildings that make pick up/drop-offs efficient.
- Traffic will come out to Phelan & Judson - what is the study area for the projects Traffic Impact Study? Needs to be all the way to Monterrey Blvd. Secondly, traffic patterns are seasonal so approach to study these patterns needs to be transparent.

- Working on scope of traffic studies - all good comments.
- Hear about Pedestrian floor improvements to Balboa Park Station - in 2008 there was a plan to add a deck over 280. Sidewalk needs widening.
 - MTA & City are leading the effort to design improvements.

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- MA - Bike & Led Access - Westwood Park residents have contested all talks & diagrams showing any access to the neighborhood. No access over San Ramon. Appreciate putting a '?'. Concerned about buildings going over the height agreed upon in the parameters.
- JW - Parking & congestion - two parts of an equation. Many moving parts to get people on and off site (MUNI, bike share, car share, better ped. access, CC needs a transportation plan—don't think they really understand the number people who need to drive to CC). If we insist on having 1:1 parking, we'll have a lot of traffic—so CAC unanimously approved .5:1 for whole site. Possible to share that parking with CC. Building extra parking *on top* of .5:1 and call it shared parking—we'll have de facto have 1:1 parking, which will increase congestion. Need to figure out a way to have better MUNI connections here. Need to make the connection from BART feel more palatable (not feeling like a rat in a tunnel to get to CC from BART). There is a city plan that is more or less shovel ready to improve Ocean Ave for pedestrian improvements, traffic calming without reducing traffic lanes.
- BD - SFSU has 36000 people and no BART service. At CC we have BART, MTA - unique opportunity. Shuttle idea should be further explored.
- LS - "last mile" from BART is a critical issue. How to do different than how we've done before that will provide a bigger, better answer. Biking doesn't work for everybody—that won't ever be the *only* solution. Be cautious about trucks from Whole Foods on Lee Ave—safety. Want us to figure out what is the right answer—don't want to pit Sunnyside against WWP. If no access at all on San Ramon, more will be pushed to Sunnyside. Having no *car* connection at San Ramon is already a big concession. Need to do a joint meeting with Balboa BART Station Area Plan CAC
- Supervisor Yee - Today's topic is one of the most important things to solve—what happens to circulation, to parking. Developers, CC, others need to come together to find solution. Ask developers to be as open as possible for new ways to look at solutions—doesn't have to be one-dimensional—sky, underground. Long term – M line could be underground. Also would like MUNI to think about using the same underground for K line—all the way to BART. Need to push these long-term solutions. Personally support notion of shuttle bus. Many people would benefit.