
From: Paine, Carli
Sent: Thursday, June 13, 2019 2:03 PM
To: White, Dustin; Jefferis, Richard Scott; Henderson, Tony; Garcia, Jessica
Subject: RE: Pls review by Fri morning-- Balboa transit impact mitigation

Hi Dustin—

I asked Wade—his response: “My understanding is all three EIRs used level of service and boarding delay to estimate transit travel times for baseline and baseline plus project travel times. The actual monitoring of transit travel times can use a different method.”

Carli Paine
Manager, Land Use Development and Transportation Integration
Sustainable Streets Division



Office 415.646.2502
Mobile 415.837.3793

San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103



From: White, Dustin
Sent: Thursday, June 13, 2019 11:28 AM
To: Paine, Carli <Carli.Paine@sfmta.com>; Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>; Henderson, Tony <Tony.Henderson@sfmta.com>; Garcia, Jessica <Jessica.Garcia@sfmta.com>
Subject: RE: Pls review by Fri morning-- Balboa transit impact mitigation

Hi Carli,

I only have one question about how the baseline transit travel time data was collected. My preference is that we use a consistent methodology across projects – do we know how the India Basin or Potrero Power Station projects calculated baseline transit travel time?

Thanks,

Dustin

From: Paine, Carli
Sent: Wednesday, June 12, 2019 9:32 AM
To: Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>; White, Dustin <Dustin.White@sfmta.com>; Henderson, Tony <Tony.Henderson@sfmta.com>; Garcia, Jessica <Jessica.Garcia@sfmta.com>
Subject: Pls review by Fri morning-- Balboa transit impact mitigation

Hi all—

There is a cumulative transit delay impact from Balboa that was calculated due to the inclusion of City College's Facilities Master Plan as part of the cumulative conditions. Please review the attached 2 pages of description and mitigation language and provide edits in track changes to me by Friday morning.

I'm including Dustin because I don't think that Tony has encountered this kind of mit measure in the past and it will likely be useful for the two of you to connect on it.

Thanks,
Carli

Carli Paine

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