

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



Introduction

This memorandum summarizes transportation-related plans, studies, and projects in the Bayview neighborhood that are currently underway or were completed within the past ten years. This comprehensive review will be utilized to provide context for current and anticipated transportation conditions, highlight key challenges and opportunities identified in previous work, and help to identify needs already acknowledged but left undressed.

In total 20 plans and studies, conducted 2007-2017 were reviewed, including three ongoing planning projects. Additionally, there are multiple major development projects within and around the borders of the Bayview study area that will make significant investments in the transportation network.

Needs and Priorities - Key themes

The following themes were identified through review of the needs and priorities highlighted in Bayview transportation-related studies and plans. Themes are ranked based on the number of correlating recommendations documented from each study and plan.

Table 1: Key Themes from Plan and Study Review

Theme	Description	Rank
Transit Service, Crowding, and Reliability	Transit service is frequently delayed and unreliable. Riders experience service gaps and crowding on a number of transit lines including the T-Third, 23-Monterey, 29-Sunset, 19-Polk, 24-Divisadero, 44-O'Shaughnessy, 54-Felton	1
Mitigation of Development Impacts	Anticipated development on India Basin, Hunters Point Shipyard and Candlestick Park may exacerbate congestion to and within the Bayview. Strong transit connections between new and existing developments will be essential. Parking	1

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Theme	Description	Rank
	conditions may be negatively impacted by growth in the area.	
Transit Connectivity	Lack of transit connectivity to local and regional destinations, goods, and services, especially those provided by community based organizations. Need for transit connectivity between new and existing developments.	2
Pedestrian Connectivity	Lack of connectivity and poor circulation of pedestrian network. Need to improve pedestrian connectivity as a means of Travel Demand Management (TDM).	3
Bicycle Connectivity	Lack of connectivity and poor circulation of bicycle network. Need to improve bicycle connectivity as a means of Travel Demand Management (TDM).	3
Traffic Congestion and Parking	Need to maintain a system for easy movement of people and goods. Traffic congestion and parking conflicts will increase as population and development increases. Need to contain as many trips as possible within new developments.	4
General Connectivity	Improve street network to better serve existing and new developments. Need for suite of affordable transportation options that connect people to services, places, and opportunity.	5
Pedestrian Comfort/Safety	Improve pedestrian safety for those walking along and across Third Street. Address safety issues at high collision locations. Increase safety and comfort for pedestrians to move throughout the neighborhood.	6
Mobility	Improve mobility (i.e. ability to travel between desired locations/services) for community members with no or limited automobile access. Reduce mobility barriers by utilizing emerging mobility services and technologies, such as	6

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Theme	Description	Rank
	ride-sharing, car-sharing, and chartered vehicle service. Increased access to affordable transportation options.	
Cyclist Comfort/Safety	Improve safety for those biking along and across Third Street. Address safety issues at high collision locations. Increase safety and comfort for cyclists to move throughout the neighborhood.	7

Recent and Planned Development

A number of large developments are planned for Bayview Hunters Point. Several of the transportation-related plans, studies, and projects reviewed in the memorandum are related to the following planned or ongoing development efforts:

India Basin is located on the southeast edge of San Francisco, between the PG&E Power Plant site and Hunters Point Shipyard. The existing 17.2 acre parcel is primarily vacant. The project consists of 700 Innes, a mixed-use village with retail, apartments, and townhomes and the India Basin Waterfront Parks and Trails Project, which includes the rehabilitation and creation of parks and open spaces. Construction for this project is anticipated to begin in late 2019.

Candlestick-Hunters Point Shipyard Redevelopment is located on a former naval base along the southeast waterfront of San Francisco. The 500 acre development, which consists of seven parcels that will be transferred from the Navy to the Office of Community Investment and Infrastructure (OCII) after environmental remediation, is organized into phases. Eighty eight multi-family units were made available on the Shipyard site in 2014. The construction of additional units is dependent on the completed environmental remediation of the remaining parcels.

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San Francisco Wholesale Produce Expansion project includes an expansion and renovation led by the Office of Economic and Workforce Development (OEWD). The SF Wholesale Produce Market currently houses 30 produce wholesalers and distributors in 10 buildings over an 18-acre site located in the Bayview. Improvement of existing streets surrounding the Market, the closure of Jerrold for the two block lengths of the Market, and the renovation or reconstruction of four of the Market's existing warehouses will allow the Market to expand from 300,000 sq. ft. to almost 500,000 sq. ft. The project will be completed in three phases over twenty years, with completion estimated for 2033. The first phase, which included the opening of 901 Rankin Street, was recently completed.

Prologis San Francisco Gateway consists of the expansion of an existing warehouse site in the Bayview from 448,000 sq. ft. to 1,000,000 sq. ft. The development will include multi-level warehouses on a 13.5 acre site and construction is aimed to be completed within 18 months of entitlement.

The **Southeast Community Facility (SECF) Development** will provide a new multi-purpose space for community events and service organizations at 1500 Evans Street. The new SECF will be located about one mile away from the current location of 1800 Oakdale. The facility, which will consist of a 45,000 square foot, three story building and open space, is anticipated to open in 2021.

San Francisco Public Works will begin construction of a new **San Francisco Fire Department (SFFD) Ambulance Deployment Facility** at 2241 Jerrold. The site is located behind SFFD's Station 9 located at 2245 Jerrold and spans 1.7 acres. The development will consist of a 50 foot tall facility building and 41 foot tall parking structure. Work on the site is anticipated to begin in 2018 and commence by 2020.

The **Headworks Facility and Biosolids Digester Facilities Projects** will upgrade existing southeast water treatment plant facilities. The development is bordered by Rankin Street, Jerrold Avenue, and Quint Street. Planning for construction is underway, with construction staging along

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the south side of Evans Avenue between Rankin and Quint streets and early construction activities anticipated in summer 2018. The development is anticipated to be completed by 2023. The Biosolids Digester Facilities Project (BDFP) which will replace and relocate the outdated existing solids treatment facilities. The project is currently awaiting commission approval. Construction is anticipated to begin winter 2018/19 and commence by 2024.

Summary of Plans and Studies

This summary consists of plans and studies completed between 2007 and 2017, as well as efforts that are currently on-going. Each plan or study is summarized in **Table 1**. The synopsis of each project identifies the leading agency, plan recommendations, outreach process and community priorities. Recommendations from these plans were documented and organized into key themes that are further explored in subsequent sections of this memorandum.

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Table 2: Summary of Related Plans and Studies, 2007-Present

ID	Title	Lead Agency	Completion Year
CWCDS	Cargo Way Conceptual Design Study	Port	2008
IBS- BHPAP	DRAFT India Basin Shoreline Subarea Plan of the Bayview Hunters Point Area Plan	SF Planning	2009
BHPAP	Bayview Hunters Point Area Plan	SF Planning	2010
BNTP	Bayview Neighborhood Transportation Plan	SFCTA	2010
IBSCV	India Basin Shoreline: The Community Vision		2010
HPSP2	Infrastructure Plan Volume 2 - Hunters Point Shipyard Phase 2 Development	OCII	2010
BISAS	Bayshore Intermodal Station Access Study	SFCTA	2012
BHPMSS	Bayview Hunters Point Mobility Solutions Study	SFCTA	2013
BCTS	Bi-County Transportation Study	SFCTA	2013
SF - HCSMP	San Francisco Health Care Services Master Plan	SF Planning	2013
GHBRT	Geneva Harney BRT Feasibility Study	SFCTA	2015
IBTAP	India Basin Transportation Action Plan		2015
MSES1	Muni Service Equity Strategy, Fiscal Year 2016-17 and 2017-18	SFMTA	2016
BLAR	BMAGIC Landscape Analysis Report	BMAGIC	2017

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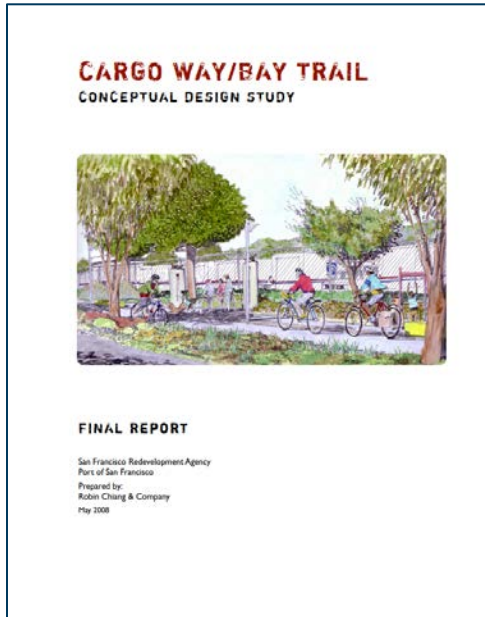


BMMFS	Bayshore Multi-Modal Facility Study	SF Planning	2017
CHPSTP	Candlestick-Hunters Point Shipyard Phase II - Transportation Plan	OCII	2018
MSES2	Muni Service Equity Strategy, Fiscal Year 2018-19 and 2019-20	SFMTA	2018
D10MS	District 10 Mobility Study	SFCTA	Ongoing
MTEP	Muni Transit Effectiveness Project/Muni Forward	SFMTA	Ongoing
SEM X	Southeast Muni Expansion	SFMTA	Ongoing

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CWCDS Cargo Way Conceptual Design Study (2006 - 2008)



The Cargo Way/Bay Trail Conceptual Design Study was developed through a grant received by the San Francisco Redevelopment Agency (SFRA or the Agency) and Port of San Francisco (Port) to study improving a segment of the Bay Trail along Cargo Way in Bayview Hunters Point.

Cargo Way is located in San Francisco's Bayview Hunters Point neighborhood. Cargo Way, which borders India Basin Industrial

Park to the south, connects Third Street to Heron's Head Park. This study examines existing conditions and provides conceptual designs for Cargo Way.

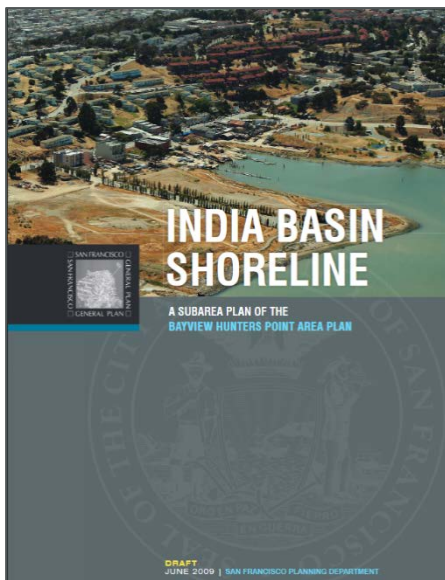
Three alternatives were developed based on opportunities and constraints identified for Cargo Way. The preferred alternative included a dedicated, two-way bike path on the south of Cargo Way, widened sidewalks, a slightly reduced center median, and landscaped buffer areas.

Two public workshops were held to evaluate conceptual design alternatives and present the preferred alternative. Workshop attendees were generally supportive of the conceptual design for a two-way cycle track. However, a number of attendees raised concerns about the loss of on-street parking on Cargo Way.

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IBS-BHPAP DRAFT India Basin Shoreline Subarea Plan of the Bayview Hunters Point Area Plan (2007 -2009)



The India Basin Shoreline Subarea Plan is a sub-area plan for the India Basin Shoreline and a part of the *Bayview Hunters Point Area Plan* (BHPAP, 2010). The Plan, which contains objectives and policies specific to the vision and future of the India Basin Shoreline, was completed by the San Francisco Planning Department. The study area is bound by Jennings Street to the north, Earl Street to the south, Hunters Point

Boulevard to west, and the India Basin Shoreline to the east. The plan focuses on land use, community design and built form, preservation, transportation and circulation, open space, and community services and facilities. Key transportation related objectives included improving circulation, safety, and comfort for alternative modes of transportation, efficient use of parking, and ensuring the connectivity of India Basin Shoreline's street network to existing and future uses.

The outreach process was a joint effort with the SF Planning and the San Francisco Redevelopment Agency (SFRA) with leadership from the Bayview Hunters Point Project Area Committee (PAC). Outreach included community workshops, office hours held by Planning and SFRA at the Southeast Community Center and stakeholder meetings with the India Basin Neighborhood Association.

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BHPAP Bayview Hunters Point Area Plan (2008 – 2010)

The Bayview Hunters Point Area Plan (2010) guides the future development of the Bayview Hunters Point district of San Francisco, and seeks to provide guidelines for realizing Bayview’s growth potential in a manner that is in the best interest of the local residents and the City as a whole. The plan is organized around land use, transportation, housing, commerce, industry, recreation and open space, urban design, community facilities and services, and public safety. Key transportation-related objectives included the establishment of truck routes between industrial areas and the efficient movement of people and

goods, with a focus on providing a comprehensive system for alternative transportation modes such walking, cycling, and public transit.

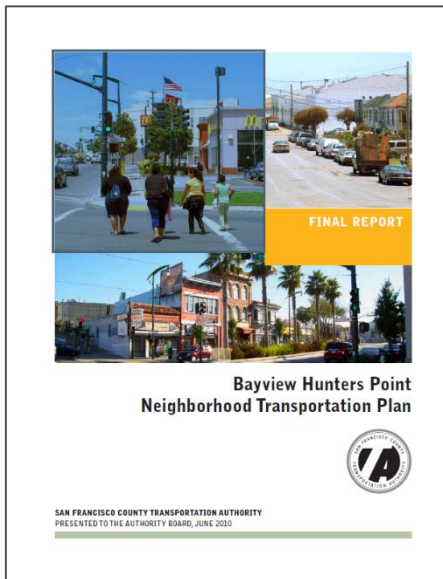
This plan was informed primarily by survey input received from the Bayview Hunters Point community. Citywide feedback was also accepted.

Priorities for the community centered on the need to arrest the demographic decline of the local population (particularly African Americans), focusing on economic growth over housing growth, and the harmonization of different land uses with a particular need to reduce conflicts between housing and industry.

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BNTP Bayview Hunters Point Neighborhood Transportation Plan (2009 – 2010)



The Bayview Hunters Point Neighborhood Transportation Plan (NTP) was a community-based study of transportation needs and priorities in the Bayview Hunters Point (BVHP) neighborhood. The focus area is bordered by Cargo Way and the Islais Creek Channel to the north, the Hunters Point and Candlestick Point redevelopment areas to the east, Bayview Hill to the south, and Highways 101 and 280 to the west.

This effort was led by the County Transportation Authority, in cooperation

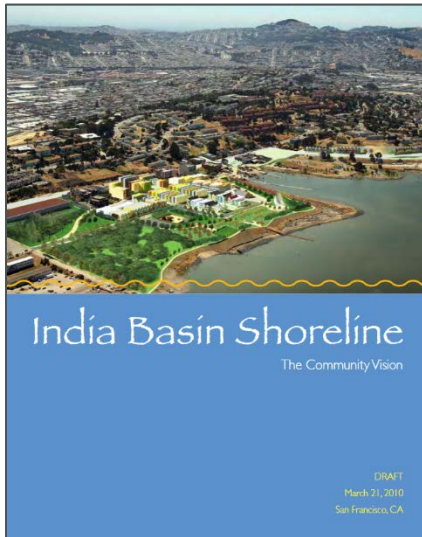
with City agencies and funding partners. Community goals and plan recommendations centered on addressing access and mobility barriers, parking management, and Third Street corridor operations. A number of projects have emerged from this effort, including the Bayview Hunters Point Mobility Solution Study and the subsequent Bayview Moves pilot.

Community outreach included stakeholder interviews of community leaders and representatives of community-based organizations, focus groups, a youth-focused transportation workshop, and presentations at community meetings.

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IBSCV India Basin Shoreline: The Community Vision (2009 – 2010)



The India Basin Shoreline: The Community Vision was developed by the India Basin Neighborhood Association to provide a framework for decision makers regarding the revitalization of the India Basin Shoreline. The India Basin Shoreline is bordered by Jennings Street to the north, Earl Street to the south, Hunters Point Boulevard and Innes Boulevard to west, and the India Basin Shoreline to the east.

The plan prioritizes new transportation routes and infrastructure improvements to increase safety for all users and move traffic

efficiently, while providing more options for traveling such as cycling or walking.

Representatives of the India Basin Neighborhood Association (IBNA) participated in all public workshops and meetings, read and reviewed the draft of the India Basin Shoreline Subarea Plan, and submitted comments in response. The India Basin neighborhood highlighted the importance of projects that would benefit the entire community rather than a small subset of business, developers, or neighbors.

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HPSP2 Infrastructure Plan Volume 2 - Hunters Point Shipyard Phase 2 Development (2008 – 2010)

The Hunters Point Shipyard Phase 2 Development Infrastructure Plan defines the public infrastructure for the second phase of the Hunters Point Shipyard development. The plan details the development's street network, which will be comprised of new and reconstructed streets, intersection improvements, traffic controls, and recommend Muni improvements.

In accordance with the Hunters Point Shipyard Development, the Developer shall be responsible for a number of off-site street improvements. The following off-site streets were identified for improvement:

- Palou avenue
- Ingalls Street
- Carroll Avenue
- Gillman Avenue
- Ingerson avenue
- Jamestown Avenue
- Hunter's Point Boulevard

Transit improvements proposed by the SFMTA included a new Bus Rapid Transit (BRT) route (extension of 28L-19th Avenue

Limited), extension of one existing trolley bus route (24-Divisadero), extensions of several motor coach routes (23-Monterey, 24-Divisadero, 44-O'Shaughnessy, and 48-Quintara), and introduction of a new express motor coach route (HPS2X – Hunters Point Express).

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BISAS Bayshore Intermodal Station Access Study (2010 – 2012)



The Bayshore Intermodal Station Access Study (2012) identifies and evaluates design options for a future Bayshore Intermodal Station. The reconfiguration of the Bayshore Intermodal Station area was identified as a priority project in the SFCTA Bi-County Transportation Study (2013). The current Bayshore Station is located just south of the Bayview, straddling southeastern San Francisco and northeastern San Mateo County. The study was led by the Transportation Authority and adopted by

the Transportation Authority Board in March 2012.

Key recommendations emerging from the study focused on multi-modal station access with an emphasis on non-motorized modes. Dense and diverse land uses near the station were also suggested to support strong transit use.

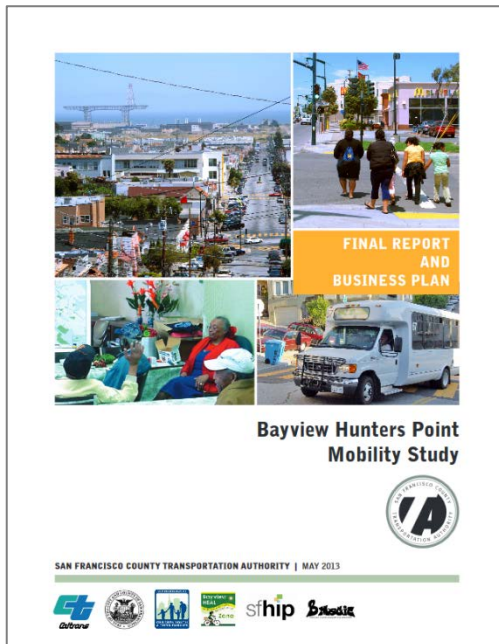
Community outreach included presentations to community groups (Brisbane City Council, SFCTA Citizens Advisory Committee, Visitacion Valley Planning Alliance, Visitacion Valley Citizens Advisory Council), three community workshops in Visitacion Valley and Brisbane, and meetings with developers of adjacent land.

Following completion of the Bayshore Intermodal Station Access Study, the feasibility and impacts and/or benefits of relocating the station were evaluated in a two-part Bayshore Multi-Modal Facility Study, which was completed in August 2017 by the San Francisco Planning Department.

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BHPMSS Bayview Hunters Point Mobility Solutions Study (2011 – 2013)



The Bayview Hunters Point Mobility Study was a partnership, led by the Transportation Authority, between community residents, community-based organizations (CBOs), City departments and university representatives to generate near term solutions for reducing barriers to mobility, increasing transportation access, and building community capacity.

The study, which was informed by the 2010 Bayview Hunter's Point Neighborhood Transportation Plan (BVHP NTP), assessed

existing private transportation services and transportation-related costs for community-based organizations.

A working group of eighteen CBOs was formed to guide the development of a pilot project. Consistent with the findings from the BVHP NTP, the working group determined that community transportation services should prioritize the youth and senior populations of BVHP. Highlighting the lack of timely implementation and sustainability of programs, the pilot project aimed to provide credible service in the short-term and create a foundation for long-term sustainability.

The pilot project, Bayview Moves, provided a shared van service operated through a contractor. Bayview Moves was facilitated through a partnership between CBOs to purchase a block of hours from a private vendor. CBOs were able to reserve blocks of time to serve their clients, with priority given to organizations serving seniors and youth. Bayview Moves, in lieu of servicing individual trips, provided transportation assistance for:

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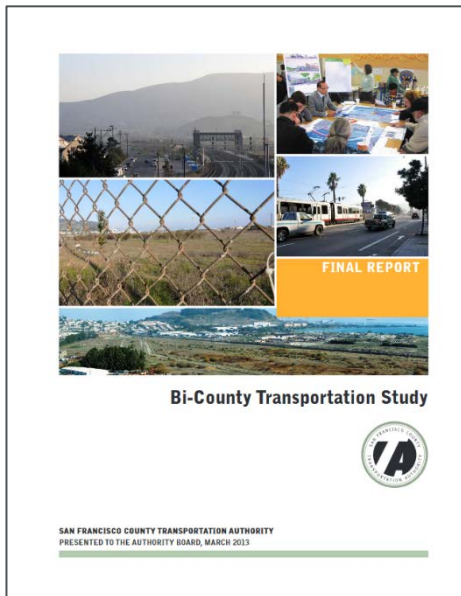
- New service for organizations who currently have no transportation services
- Service trips that are more efficient for organizations who currently only have access to limited “charter” type services on an occasional basis
- Enabling CBOs to expand their reach to new program members/constituents and/or reduce overall transportation costs for organizations who currently provide some type of private, in-house service

The Pilot sunsetted as of June 2017, and the Bayview Moves program is currently run by Bayview Senior Services and paid for through their operating revenue. The Transportation Authority has concluded their evaluation of the Bayview Moves pilot and provided summary findings.

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BCTS Bi-County Transportation Study (2008 – 2013)



The Bi-County Transportation Study was a multi-agency effort to develop a priority project list and funding strategy for new transportation improvements. The study evaluates current neighborhood needs and significant anticipated growth for the San Francisco/San Mateo County border.

Priority projects for the study included Candlestick Interchange Reconfiguration, Geneva Avenue Extension, Harney-Geneva Bus Rapid Transit Line, T-Third Light Rail Extension (Segment "S"), Bayshore Station Reconfiguration, the Area-Wide Traffic Calming Program, and expansion of bicycle

and pedestrian facilities throughout the area.

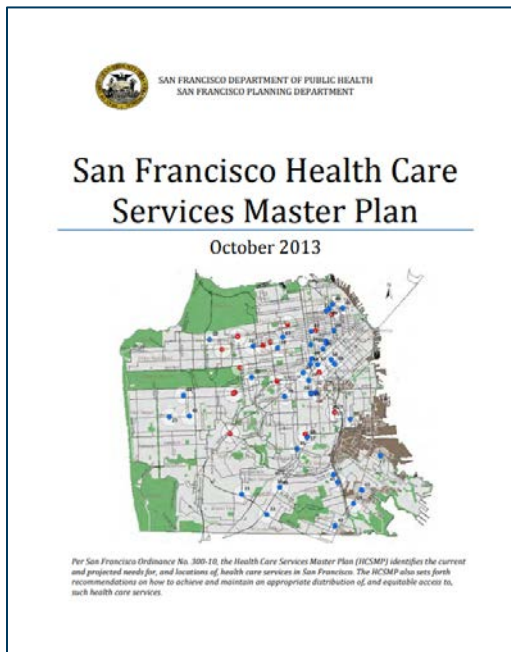
Study recommendations focused on improved connectivity for all modes of travel, enhancements for the shoreline and Bay Trail, parking management, and rapid, reliable transit from Candlestick Point.

Outreach activities included community meetings, presentations to existing community groups and agency boards, working meetings with agency partners, briefings to private developers, project webpage, and periodic email updates.

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SF- HCSMP San Francisco Health Care Services Master Plan



The Health Care Services Master Plan (HCSMP) identifies the current and projected needs for, and locations of, health care services in San Francisco. The HCSMP was developed through a collaboration between the San Francisco Department of Public Health (SFPDH) and the San Francisco Planning Department (Planning).

The HCSMP sets forth recommendations on how to achieve and maintain an appropriate

distribution of, and equitable access to, health care services. Top priorities are:

- 1) Ensure safe and healthy living environments,
- 2) Increase healthy eating and physical activity, and
- 3) Increase access to high quality health care and service were developed for the plan.

A task force of over forty members served as an advisory body for the plan. Public feedback for the plan was gathered through focus groups, four community meetings, and four topic-specific meetings.

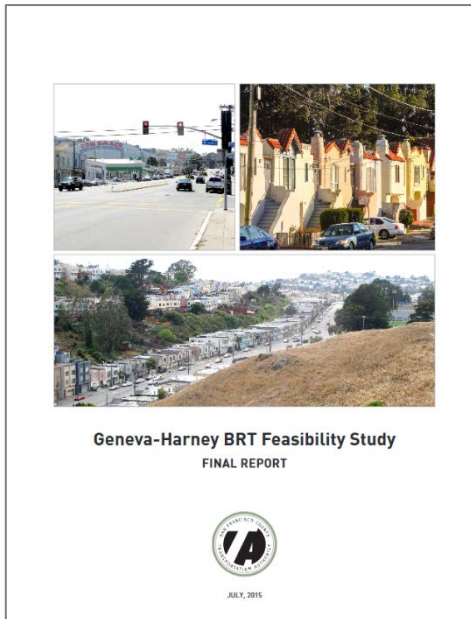
Transportation related recommendations were centered on supporting healthy lifestyles, reducing crime, and increasing access to healthcare services with transportation options that go beyond the public transportation system.

Planning is currently in the process of completing a five year update for the plan. Outreach and engagement will include stakeholder interviews, briefings to community based organizations, a public workshop, an online survey and public hearings. A draft plan is anticipated to be completed summer 2018.

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GHBR Geneva Harney BRT Feasibility Study (2013 – 2015)



The Geneva Harney BRT Feasibility Study developed and analyzed the feasibility of three BRT alternatives designed to increase transit ridership and reduce travel time.

The Geneva-Harney Bus Rapid Transit (BRT) line would provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. The corridor extends from Balboa Park BART/Muni Station in the west to Hunters Point Shipyard in the east,

including a connection to the Bayshore Caltrain Station.

The Geneva-Harney Bus Rapid Transit Citizens Advisory Committee (CAC) provided oversight and input for the study, comprised of resident representatives from both San Francisco and San Mateo Counties. Outreach efforts included initial stakeholder meetings as well as CAC-led community discussions and presentations. Little Hollywood and Visitacion Valley residents, along with many members of the CAC, expressed opposition to the baseline and BRT alternatives that route through Little Hollywood on Blanken and Lathrop Avenues due to concerns about bus frequency; related impacts of safety, congestion, and noise; the likelihood that the SFMTA would remove on-street parking to facilitate bus circulation; and the conversion of two-way streets to one-way streets.

The study concluded that while there were feasible options for routing a rapid transit line on the Geneva Avenue corridor, alternatives for alignment required more extensive review.

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IBTAP India Basin Transportation Action Plan (2014 – 2015)



The India Basin Transportation Action Plan coordinates the final design and implementation of several long-planned transportation and streetscape improvements for India Basin to address future growth-related impacts.

The effort was sponsored by the developer of 700 Innes and builds off the planned improvements including the renovations of Hunters View, Westbrook, and Hunters Point, as well as the PG&E Hunters Point Power Plant site streetscape improvements. It also incorporates proposed development projects at 700 Innes (Build Inc. Project), 900 Innes and the Waterfront Parks and Trails Vision Plan (Recreation and Parks Department).

Participants of the outreach process recommended:

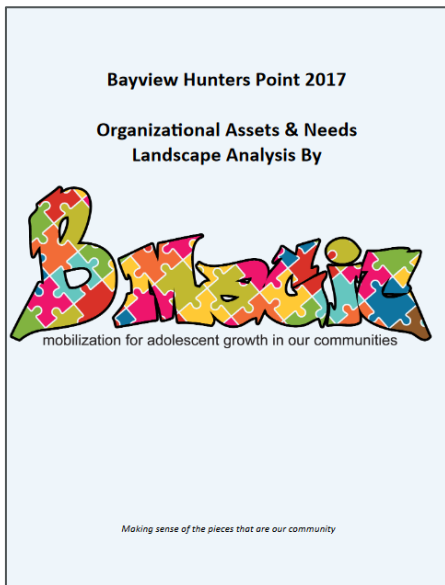
- A 2-way cycletrack on Hunters Point Blvd and Jennings St, connecting to the existing bike path on Cargo Way.
- Improved sidewalks, transit shelters, and mid-block crossings on Innes Ave
- Jennings be re-classified to a mixed-use street to allow for the cycle track and to accommodate the activation plans along the PG&E frontage
- The uphill section of Innes and Middle Point remain neighborhood residential streets, and
- Streetscape improvements for the uphill section of Innes, including new pedestrian stairways to Hunters View.

Projects recommended through the IBTAP do not have an implementation mechanism, and the development agreement for the Candlestick Park Hunters Point Shipyard (CPHPS) development supersedes all IBTAP recommendations where the two overlap.

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BLAR BMAGIC Landscape Analysis Report (2017)



About a quarter of community based organizations provide their own transportation services to their constituents. Bus fare (in the form of clipper fare and/or Muni vouchers), vans and private vehicles were the primary means of transportation. Some organizations also utilized private shuttles and Transportation Network Companies (TNCs), such as Uber and Lyft, to provide access to services.

Bayview Hunters Point Mobilization for Adolescent Growth in our Communities (BMAGIC) released the 2017 Landscape Analysis Report as a follow-up on the 2009 & 2012-2013 Landscape Analysis reports.

Similar to previous reports, the 2017 Landscape Analysis assesses the collective needs, available resources, and services provided by organizations that serve Bayview Hunter's Point. Over forty organizations participated in a survey of their services, resources, capacities, and challenges.

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MSES1 Muni Service Equity Strategy, Fiscal Year 2016-17 and 2017-18 (2014 – 2016),

MSES2 FY 2018-19, 2019-20 (2017 – 2018)



The Muni Service Equity Strategy focuses on improving transit performance in San Francisco neighborhoods with high percentages of households with low incomes, people of color, seniors and people with disabilities.

The SFMTA has identified eight Equity Neighborhoods (including the Bayview) to deliver service treatments that can be implemented quickly and provide measurable improvements to safety, connectivity to key destinations, reliability, frequency, and crowding.

The biennial strategy is presented to the SFMTA Board of Directors before the development of the two-year capital and operating budget to inform the budget process to the extent that resources are available.

Key transit needs highlighted in the Muni Service Equity Strategy (FY 2016-17 and 2017-18) included the following:

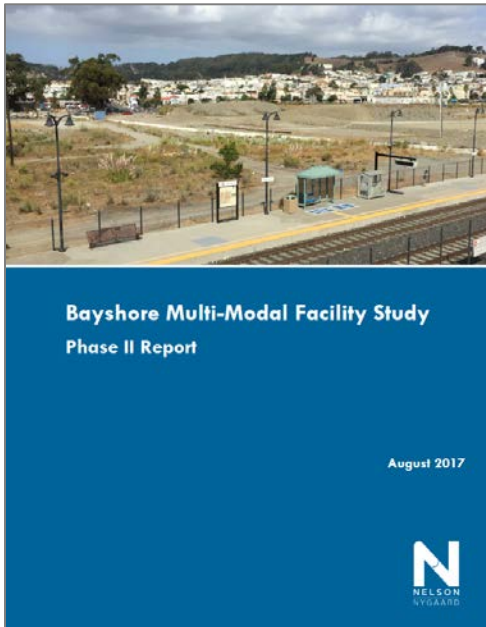
- Improve service reliability on the K-T line from Downtown towards the Bayview
- Address schedule delays that are impacting reliability on the 23 Monterey toward Bayview
- Improve service reliability and reduce crowding on the 29 Sunset

A number of improvements to address these needs have been completed and/or are currently underway. The second iteration of the strategy will cover transit priorities for fiscal years 2018-19 and 2019-20. The agency has engaged equity neighborhoods for both strategies through surveys, attendance at community events and community workshops.

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BMMFS Bayshore Multi-Modal Facility Study (2014 - 2017)



The Bayshore Multi-Modal Facility Study proceeds the Bayshore Intermodal Station Access Study (2012). The reconfiguration of the Bayshore Intermodal Station area was identified as a priority project In the SFCTA Bi-County Transportation Study (2013).

The two part Bayshore Multi-Modal Facility Study examines the feasibility and impacts and/or benefits of relocating the Bayshore Caltrain station. Phase I of the study (2014 - 2015) identified Sunnydale Avenue as the preferred location for a Multi-Modal Facility. Phase II (2016 - 2017) identifies a preferred

alternative for the station which is said to provide superior transit connectivity, development potential, ridership potential, safety, and consistency with existing plans.

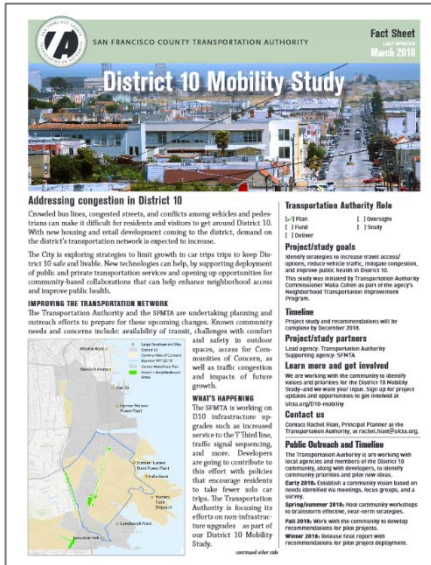
Community outreach included an open house at the San Francisco Public Library

Visitacion Valley Branch. The study proposes that the new facility will help achieve San Francisco environmental justice goals improving transportation accessibility, promoting healthier and safer neighborhoods, and enhancing economic growth.

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D10MS District 10 Mobility Study (2018 – Ongoing)



next one to three years, as well as future demand.

The final report with recommendations for pilot project deployment is anticipated to be completed by winter 2018.

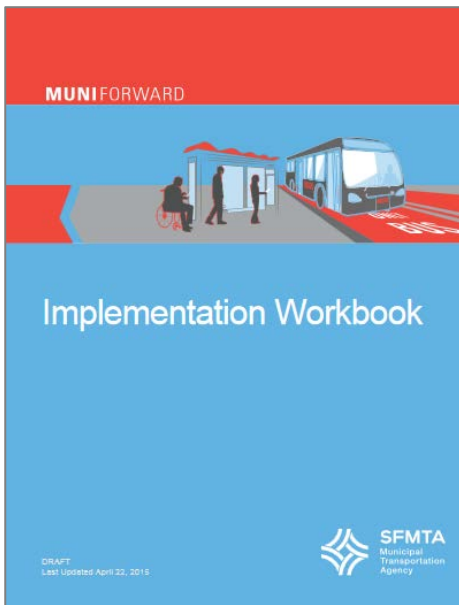
The District 10 Mobility Study, which explores strategies to address congestion and limit growth of car trips in District 10, is a planning effort led by the Transportation Authority.

The study will commence early 2018, with outreach occurring late summer 2018. Pilot projects will focus on providing the community with increased travel access/options, reducing vehicle traffic, mitigating congestion, and improving public health. Pilots will be developed to respond to community transportation needs in the

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Muni Forward (2016 – Ongoing)



safety and comfort of customers along heavily used routes, known as Transit Priority Projects (TPP).

These projects include a variety of treatments that specifically address the root causes of delay, traffic congestion, closely spaced transit stops, narrow travel lanes, and slow boarding times. Project elements include lane modifications, traffic control changes and transit stop changes.

Muni Forward utilizes the Muni Transit Effectiveness Project (MTEP) to inform route changes and service improvements, ensuring that limited resources are allocated where they are needed most. The Muni Forward Rapid Network prioritizes frequency and reliability on the most heavily used Muni routes and is a key part of the Muni Forward Project.

In addition to the Rapid Network, Muni Forward introduced engineering improvements designed to address transit delay, improve reliability, and increase the

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Project Specific Recommendations

Transportation recommendations identified for the Bayview neighborhood generally fell into two primary groups: overarching and project specific. Overarching recommendations provided general guidance for transportation solutions, while project specific recommendations identified explicit areas of improvement.

Table 3 summarizes recommendations from plans and studies by need and priority. Known outcomes for each recommendation are also included. Outcomes are based on relevance to the recommendations, therefore not all outcomes listed are a direct result of a plan or study. For example, The Bayview Hunters Point Area Plan (BHPAP) recommends the development of a comprehensive network and schedule of roadway improvements. The Bayview Transportation Improvement Project includes reconstructing, repaving, limited widening of existing city streets, and constructing new street segments and therefore is listed as an outcome for this recommendation.

Table 4 summarizes active and upcoming transportation infrastructure projects in the Bayview, along with associated plans.

Table 3: Plan Recommendations Tracker

Plan ID	Needs/Priorities	Recommendation(s)	Outcome(s) - Note: Described outcomes are listed regardless of they were directly or indirectly influenced by a plan, project, or study.
MTEP	KT Needs: Improve transit travel time, improve reliability, and decrease delay caused as a result of various factors such as long passenger loading and unloading times, traffic signal delay, traffic congestion, a high number of stop signs along the route and areas of closely spaced transit stops	Increase T service to 8 minute frequency (dependent upon vehicle availability)	AM/PM peak service increases for T line - completed Fall 2015
	Simplify 19-Polk route structure and reduce travel times in both directions	19-Polk would continue to operate between Van Ness Avenue/North Point Street but service to the south would be cut back to San Francisco General Hospital at 23rd Street and Potrero Avenue	Rerouting on-hold as of April 2014 On-time performance about 46-56% for past year (Apr 2017 - Apr 2018)
	Provide a more direct path of travel for 23-Monterey	Segment on Toland Street, Jerrold Avenue and Phelps Street proposed to be eliminated to provide a more direct path of travel. Route would operate on Oakdale Avenue, Industrial Way and Palou Avenue. Transit would be added to Palou Avenue between Barneveld Avenue and Industrial Way, and Barneveld Street between Oakdale and Palou avenues.	On-time performance about 53-57% for past year (Apr 2017 - Apr 2018) Rerouting on-hold as of April 2014
	Provide a more direct 29 Sunset route on Ocean Avenue to Balboa Park Station, simplify route to/from Candlestick Park;	Route will extend from Persia Avenue to Ocean Avenue to Plymouth Avenue. Service will be eliminated on Mission Street between Persia and Geneva Avenues and on Geneva Avenue between Mission Street and Ocean Avenue. Two-way service on Gilman Avenue will simplify route to/from Candlestick Park; service on Fitzgerald Street will be discontinued.	Crowding has also improved dramatically but persists On-time performance about 48-56% for past year (Apr 2017 - Apr 2018)
	Increased 44-O'Shaughnessy service	Increase frequency of 44-O'Shaughnessy by reducing headways to 7.5 in the AM and 8 in the PM	Crowding has also improved dramatically but persists Increased service in January 2015 on the 44 O'Shaughnessy helped reduce the number of crowded trips on the route from 14% in the AM Peak to 3%. On-time performance about 53-63% for past year (Apr 2017 -Apr 2018)
	Make 54-Felton service quicker, more direct and less circuitous for passengers	Two-way service on Hunters Point hilltop would begin at Third Street and Palou Avenue, run two-way on Hudson Avenue, North Ridge Road, Jerrold Avenue, Kirkwood Street, Kiska Road, Ingalls Street, Van Dyke Avenue, and then continue through Silver Terrace. More direct routing on Bacon Street Routing via Persia, Ocean, and Plymouth avenues would streamline service and improve access to/from CCSF and Balboa Park Station	On-time performance about 53-62% for past year (Apr 2017 - Apr 2018) Rerouting on-hold as April 2014

Plan ID	Needs/Priorities	Recommendation(s)	Outcome(s) - Note: Described outcomes are listed regardless of they were directly or indirectly influenced by a plan, project, or study.
MSES	Improve service reliability on the T line from Downtown towards the Bayview	Extend the Muni Metro T Third Line through SoMa, Union Square and Chinatown to provide a direct, rapid transit link between downtown and the existing T Third Line route on 3rd Street.	Central Subway Project currently underway. See project tracker for more information.
		Improve signal priority and transit safety on 3rd Street	Signal modifications for T-Third are currently underway and anticipated for completion Summer 2018. See project tracker for more information.
		Address train congestion at West Portal through train signal and traffic management investments	
		Redesign the train interlock at 4th and King	
		Increase T service, Redesign weekday rail schedule, with running time adjustments	Peak service increases for T line completed Fall 2015 St. Francis Circle signal improvements reduced T line delays, but more work is needed to address this bottleneck T headways to be reduced to 3-8 minutes – Schedule contingent upon completion of Central Project
	Address schedule delays for 23 Monterey	Explore running 23 on Industrial/Palou	Minor schedule adjustment - Apr 2015
	Improve service reliability & crowding on 29 Sunset	Increase peak period service in FY17 on the 29 Sunset	AM, Midday service added to the 29 Sunset in Jan 2015 and April 2015
	Address frequent gaps in service for 19 Polk	Increase 19 Polk service	
		Explore reliability improvement projects	
	Improve travel time & gaps on 24 Divisadero	Improvements on 7th/8th Street	
	Address crowding & gaps in 44 O'Shaughnessy	Explore travel time reduction projects	
	Address gaps on 54 Felton	Increase 54 Felton service	
		Explore travel time reduction projects	
Explore alignment adjustment to improve reliability			

Plan ID	Needs/Priorities	Recommendation(s)	Outcome(s) - Note: Described outcomes are listed regardless of they were directly or indirectly influenced by a plan, project, or study.
IBS-BHPAP	Complete the street network in India Basin shoreline to serve existing and future development	Improve Hudson Avenue, Griffith Street, and Earl Street to City standards	
		Create a new street network within the Plan area to connect to existing streets and shoreline	
	Improve circulation, safety, and comfort for alternative transportation modes	Bike parking in new development	
		Bike parking along waterfront, parks, and open space	
		Improve or construct pedestrian amenities around new developments	Bayview Transportation Improvements Project. See project tracker for more information.
		Design green streets and sidewalks	
		Improve pedestrian safety along Innes and Hunter's Point Boulevard	Bayview Transportation Improvements Project. See project tracker for more information.
	Improve public transit to better serve India Basin shoreline	Provide transit connections between India Basin Shoreline to Bayview Hunter's Point and SF generally	
		Provide transit connections between future development and Bayview Hunter's Point and Candlestick Shipyard	
		Improve amenities for transit stops	
	Ensure the most efficient use of new and existing parking in India basin Shoreline	Innovative parking arrangements	
		Minimize curb-cuts throughout the plan area to provide space for on-street parking	
		Provide adequate parking for boating and other Water recreational uses	
		Unbundle parking	
		Encouraging car-sharing	
BHPAP	To arrest the demographic decline of the local population, particularly African Americans	To arrest the demographic decline of the local population, particularly African Americans	
	Elimination of truck traffic through residential and neighborhood commercial areas	Improve and establish truck routes between industrial areas, including those at the Shipyard, and freeway interchanges.	
	Reduce health and environmental hazards caused by wastewater discharge and industrial by-products	Reduce health and environmental hazards caused by wastewater discharge and industrial by-products	
	Develop and maintain a system for the easy movement of people and goods	Develop a comprehensive network and schedule of roadway improvements	Bayview Transportation Improvements Project. See project tracker for more information.

		Improve public transit to move people efficiently and comfortably between different neighborhoods of Bayview Hunters Point, to and from Candlestick Park Point	The Muni Forward and Muni Equity Strategy projects have both led to transit improvements. As highlighted in the Muni Equity Strategy, a number of transit improvements are still needed in the Bayview.
		Focus transit improvements on Third Street, reduce conflicts with automobile and truck traffic	Some T-Third improvements have been implemented, however the most significant changes will not be realized until the completion of the Central Subway project.
		Improve parking conditions along Third Street to meet current and future parking needs of commercial uses	
		Create a comprehensive system for pedestrian and bicycle circulation	
Plan ID	Needs/Priorities	Recommendation(s)	Outcome(s) - Note: Described outcomes are listed regardless of they were directly or indirectly influenced by a plan, project, or study.
BNTTP	Improve mobility for community members with no or limited automobile access	Reduce delay in other segments of the T-Third line.	Some T-Third improvements have been implemented, however the most significant changes will not be realized until the completion of the Central Subway project.
		Encourage the establishment of carsharing pods in the community	There are some carsharing vehicles (Zipcar, Getaround) in the community, but significantly less compared to other areas of San Francisco.
		Developing one or more pilots of innovative, community based solutions, such as a shuttle	A pilot project, Bayview Moves, was implemented to produce value for community-based organizations. The Pilot has sunset as of June 2017 but the Mobility Moves services will continue under the direction of Bayview Senior Services. Evaluation of the Pilot is currently underway.
	Manage parking and address parking concerns in the neighborhood	More proactively and consistently enforce existing parking regulations	
		Explore establishment of one or more residential permit zones in the residential blocks adjacent to Third Street and/or to industrial areas.	
		Extend time limits for metered spaces on 3rd Street	
		Reduce meter rates for spaces on 3rd street	
	Provide a safe pedestrian environment for those walking along and across Third, Balance the various uses of the Third Street corridor	Modify the current programming of traffic signals along Third Street to improve pedestrian conditions	Signal modifications for T-Third are currently underway and anticipated for completion Summer 2018. See project tracker for more information.
		Improve pedestrian awareness of the actuation system	
	BISAS	Multi-modal Station Access	Strengthened walking access routes at critical locations
Strong bicycle access from points east			
Station access routes with minimal conflicts among modes			
New local bus and shuttle connections			
Support future transit use		Street-facing, active uses on streets surrounding the Station	

Plan ID	Needs/Priorities	Recommendation(s)	Outcome(s) - Note: Described outcomes are listed regardless of they were directly or indirectly influenced by a plan, project, or study.
BHPMSS	Reduce the barriers to mobility	Provide new service for organizations who currently have no transportation services	A pilot project, Bayview Moves, was implemented to produce value for community-based organizations. The Pilot has sunset as of June 2017 but the Mobility Moves services will continue under the direction of Bayview Senior Services. Evaluation of the Pilot is currently underway.
	Increase transportation access, while reducing cost	Provide service trips that are more efficient for organizations who currently only have access to limited "charter" type services on an occasional basis	
	Build community-capacity	Enable CBOs to expand their reach to new program members/constituents and/or reduce overall transportation costs for organizations who currently provide some type of private, in-house service	
BCTS	Lack of connectivity for east-west travel (bicycle, pedestrian, and vehicle) and access to US 101	Consider a potential project to extend Geneva Avenue from its terminus at Bayshore Boulevard	
	Improve safety for all modes at two high collision intersections in the network – Bayshore Boulevard/ Silver Avenue and Bayshore/Paul Avenue	Improve safety for all modes at two high collision intersections in the network – Bayshore Boulevard/ Silver Avenue and Bayshore/Paul Avenue	SFMTA has worked on adding signalized left turn arrows from Bayshore Boulevard onto Silver Avenue. The agency has also obtained a state grant to make signal improvements at the Bayshore Boulevard and Paul Avenue intersection
	US 101 experiences moderate-to-heavy volumes and further development may lead to more congested conditions	Mitigate traffic congestion with non-capacity solutions, such as improved transit, land use, and congestion pricing	The District 10 Mobility Study, which explores strategies to address congestion and limit growth of car trips in District 10, is a planning effort currently being led by the Transportation Authority.
	Accommodate the projected increases in traffic volumes on US 101/Candlestick Park interchange	Modify configuration of the entry and exit ramps, and their intersections with local streets	
	Improve north-south bicycling connectivity	Designate an additional bicycle route along Jennings Avenue from LeConte to Carroll Avenue, providing an alternative to riding on Third Street	
	Need to preserve and enhance access across Harney Way to the shoreline and the Bay Trail	Need to preserve and enhance access across Harney Way to the shoreline and the Bay Trail	
	Need for rapid and reliable transit from Candlestick Point to the Bayshore Caltrain station and Balboa Park BART station	(BRT) service proposed to run on dedicated lanes on the Harney Way/Geneva Avenue extension	
	A need for a strong connection between the T-Third LRT and Bayshore station.	A need for a strong connection between the T-Third LRT and Bayshore station.	
	A need for a strong connection between the T-Third LRT and Hunters Point Shipyard	Consider transit preferential treatments along Palou Avenue	
BCTS	Current parking conditions do not point to specific current needs	Stakeholder agencies should coordinate to ensure desired parking demand, supply, and usage after the completion of proposed land developments	
	Freight impacts from industrial lands bordering residential neighborhoods in the area have been identified as important community concerns	Coordinate transportation efforts with new land developments to ensure minimal impacts of freight on residential and commercial neighborhoods	

Plan ID	Needs/Priorities	Recommendation(s)	Outcome(s) - Note: Described outcomes are listed regardless of they were directly or indirectly influenced by a plan, project, or study.
HPSP2, CHPSTP	Create integrated transportation network in development that serves all modes and accommodates increased transit service	Proposed street and transit improvements should be integrated with the surrounding transportation network and facilities to benefit the entire Bayview/Hunters Point neighborhood	Bayview Transportation Improvements Project. See project tracker for more information.
	Contain as many trips as possible within Candlestick Point and Hunters Point Shipyard	Maximize the usefulness of walking and bicycling Discourage the overall use of private automobiles through a parking plan, increased transit service, and a Transportation Demand Management (TDM) Program	A TDM Funding and Implementation Plan was completed for the development in April 2010.
IBTAP	Connect to Cargo Way 2-way cycletrack	Jennings be re-classified to a mixed-use street to allow for the cycle track and accommodate the activation plans along the PG&E frontage.	
	Extend Blue Greenway through India Basin	2-way cycle track on Jennings and Hunters Point Blvd	
	Improve Innes Ave for transit and pedestrians, tie new development to existing community	Sidewalk extensions, new bus shelters, and mid-block crossings on Innes	
		The uphill section of Innes and Middle Point remain neighborhood residential streets Streetscape improvements, including new sidewalks and public stairways to Hunters View, for uphill section of Innes	
IBSCV	Keep traffic moving, widen transportation options, and make it safer for cars, pedestrians, boaters and cyclists to move in and through the neighborhood	Class 1 Commuter Bike and Pedestrian Path through community	
		Water taxi and guest boat dock utilizes Bay for transit	
		Streets designed to safely move increased car and truck traffic	
		Staircases and cross walks made safe for pedestrian access to amenities and waterfront	
		Parking lots on neighborhood edges near commercial, recreation, cultural centers	
		Car and bike share facilities near residential areas	

Table 4: Active Project Tracker

Project	Extents		Lead Agency	Detail	Related Plan ID	Start Year	End Year
Bayview Transportation Improvements Project - BTIP					CHPSTP		
Innes/Hunters Point/Evans Corridor	Earl St	Jennings St	SFMTA	Widen corridor Add sidewalks, lighting, and streetscape Signalization at new locations Future conversion of lanes for transit-only	CHPSTP	2022	2024
Thomas Ave	Ingalls St	Griffith St	SFMTA	Widen ROW Pedestrian lighting Traffic signal at Ingalls	CHPSTP		TBD
Griffith St	Thomas Ave	Palou Ave	SFMTA	Widen ROW Pedestrian lighting Additional traffic signals	CHPSTP		TBD
Palou Long-Term	Griffith Ave	3rd St	SFMTA	Additional signalization Conversion of overhead wires Extension of 23 bus service	CHPSTP	2028	2030
Illinois St	Cargo Way	100' from Cargo Way	SFMTA	Widen ROW New sidewalk, bike lane, turn lanes	CHPSTP		TBD
Quesada Bicycle Improvements	3rd Street	Griffith St	SFMTA	New bicycle access point for CPHPS at Aurelious Walker Felipe Robles project lead at SFMTA	CHPSTP		TBD
Gillman/Fitzgerald	3rd St	Aurelious Walker Dr	SFMTA	Streetscape, signalization, 3-lane roadway section, transit & pedestrian bulbs	CHPSTP	2019	2021
Harney Corridor	Jamestown Ave	Alana Way	SFMTA	Cycletracks & dedicated transitway	CHPSTP	2020	2023
Pedestrian/Bike/Transit Bridge (Aurelious Walker)	Carroll Ave	Palou Ave	SFMTA	Bicycle, Pedestrian, and Transit bridge across Yosemite Slough between Hunters Point Shipyard and Candlestick Park	CHPSTP		TBD
Modified 4 Lane Road (Ingalls)	Thomas Ave	Carroll Ave	SFMTA	Widen ROW Pedestrian lighting Additional traffic signals	CHPSTP		TBD
700 Innes Avenue					IBTAP		
Hunters Point/Evans Corridor	Earl St	Jennings St	–	2-way cycle track on Evans & Hunters Point Blvd to Hudson Ave	IBTAP		TBD

Jennings St	Evans Ave	Cargo Way	PG&E	2-way cycle track and enhanced sidewalks	IBTAP		TBD
Project	Extents		Lead Agency	Detail	Related Plan ID	Start Year	End Year
Innes Ave streetscape	Hunters Point Blvd	Donahue St		Sidewalk additions, bus stop enhancements, new crosswalks, new public stairways to Northridge Rd and Harbor Rd	IBTAP		TBD
Bayview Traffic Calming							
Harkness Ave	Delta St	Rutland St	SFMTA	Two speed humps (outside project area)			On hold per SFFD
Keith St	Oakdale Ave	Palou Ave	SFMTA	Island at Keith and Palou			2019
Newcomb Ave	Keith St	Lane St	SFMTA	Two speed humps			Spring 2019
Jamestown Ave	Ingalls St	Jennings St	SFMTA	Two speed humps			Late 2018
Jamestown Ave	Ingalls St	Redondo St	SFMTA	To be determined			Late 2018
Progress St/ Whitney Young Circle	Hudson Ave	Newcomb Ave	SFMTA	To be determined			Late 2018
Muni Service Equity Strategy							
19 - Polk Transit Signal Priority			SFMTA	Travel time & reliability improvements on Polk St, 7th Street, and 8th Street to speed up overall line			Spring 2018
29 - Sunset			SFMTA	Increased mid-day frequency from 15 minutes to 12 minutes to reduce crowding			Spring 2019
T-Third			SFMTA	Signal timing improvements, redesign of 4th & King train interlock, and adding traincars to T-Third line to increase capacity, improve travel time & reliability			TBD
Palou Pedestrian Project	Barneveld Ave	Crisp Rd	SFDPW	Add sidewalks, lighting, and streetscape Bulbouts		2013	2019
Cesar Chavez/Portrero Ave/Bayshore Blvd Intersection Improvements (The Hairball)							
Jerrold Ave bikeway	Bayshore Blvd	Barneveld Ave	SFMTA	Buffered bike lane & crosswalk enhancements			Spring 2018
Hairball Approaches long-term projects	Jerrold Ave & Cesar Chavez Blvd		SFMTA	2-way cycle tracks & curb-protected bikeways (depends on ATP grant application)			TBD

Project	Extents		Lead Agency	Detail	Related Plan ID	Start Year	End Year
Evans Avenue Sewer and Pavement Renovation	Cesar Chavez Blvd	Hunters Point Blvd	SFDPW	Replacement of sewer mains, repaving of street and installation of curb ramps at intersections		2018	2019
T-Third Signal Retiming and Sign Upgrades			SFMTA	Signal timing updates, including leading transit intervals to increase pedestrian safety and help speed up service Upgraded Flashing Train Coming (FTC) signs to inform drivers of approaching trains			Summer/Fall 2018
Third Street Pedestrian Improvements	La Salle Ave	Shafter Ave	SFMTA	Leading Pedestrian Intervals through Bayview 3rd Street core			Fall 2018
Blue Greenway	3rd Street & Cargo Way	Candlestick State Recreation Area	SF Parks Alliance	India Basin - The Blue Greenway is included in the India Basin Transportation Action Plan, connecting Cargo Way to Hunters Point Shipyard Yosemite Slough Project - Yosemite Slough is a tidal channel along the southeast waterfront being cleaned of toxins left behind from industry and illegal dumping. The California State Parks Department, the California State Parks Foundation, and Literacy for Environmental Justice (LEJ) plan to restore the wetlands, build a walking trail, and create an interpretative center. Hunters Point Shipyard - The site will include the continuation of the Blue Greenway from India Basin to Candlestick State Recreation Area, including a new bridge across the Yosemite Slough			TBD
Hunters Point Crime Reduction Traffic Calming Removals			SFDPW				
Fitzgerald Ave at Hawes St	-	-	SFDPW	K-rail removal			Summer 2018
110 Harbor Road	-	-	SFDPW	K-rail removal			Summer 2018
La Salle Ave at Osceola Ln	-	-	SFDPW	K-rail removal			Summer 2018
Cargo Way Repaving & Class I Repair				Resurfacing of Cargo Way Class I bikeway			Summer 2018
Quint-Jerrold Connector Road	Caltrain	Jerrold Ave/Innes Ave	SFCTA	Build new roadway along UP ROW to replace Quint Street bridge, demolished for Caltrain safety.			TBD
Jerrold Ave Reconstruction	Rankin St	Phelps St	SFPUC	two projects in the same area - Headworks Facility			TBD

Project	Extents		Lead Agency	Detail	Related Plan ID	Start Year	End Year
SF Wholesale Market				Improvement of existing streets surrounding the Market Rerouting of Jerrold Avenue traffic to the improved side streets Closure of Jerrold for the two block length of the Market			
Jerrold Ave Closure	Toland St	Rankin St	OEWD	Close Jerrold Ave between Toland St and Rankin St		Q4 2018	TBD
Innes Ave extension	Toland St	Rankin St	OEWD	Rebuild Innes St to replace Jerrold Ave between Toland St and Rankin St			TBD
Kirkwood Ave extension	Toland St	Rankin St	OEWD	Rebuild Kirwood Ave to replace Jerrold Ave between Toland St and Rankin St			TBD
Ambulance Deployment Facility	2241 Jerrold		SFDPW	San Francisco Public Works will begin construction of a new ambulance deployment facility at 2241 Jerrold. Work is anticipated to begin fall 2018.		Q4 2018	
Southeast Community Center	1550 Evans Street		SFPUC	<u>Construction anticipated to begin in 2019 and center to open in late 2021. Learn more at www.sfwater.org/secf</u>		2019	2021
Headworks Facility Project	Evans	Rankin St	SFPUC	https://sfwater.org/index.aspx?page=1097			TBD
Biosolids Digesters Facilities	Jerrold	Evans	SFPUC	http://sfwater.org/index.aspx?page=796		Q4 2018	2024
Prologis Development	Toland St	Rankin St	OEWD				TBD