



Balboa Park Citizens Advisory Committee  
San Francisco City College Multi-Use Building, 55 Phelan Ave, Room 170  
Wednesday, March 13, 2013, 6:00 to 7:30 p.m.

## MEETING MINUTES

CAC Members present:

William Walker (Interim Chair), Dan Weaver (Interim Vice Chair), Nicole Agbayani, Rita Evans, Scott Falcone, Veronica Garcia, David Mauroff, Robert Muehlbauer

### 1. Introductions and Administration

Interim Chair William Walker called the meeting to order at 6:10 p.m.

Approval of Meeting minutes – Under Item #3: Presentation and Feedback on Canopy Design, it was noted that the comment made by Nicole Agbayani was incorrectly stated as being made by Veronica Garcia. The meeting minutes from the January 9, 2013 meeting were approved with the correction.

### 2. Member briefings

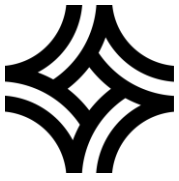
Each member provided a brief statement about why s/he is serving on the CAC and what they would like to see accomplished in the station area.

Most members are interested in seeing Balboa Park become more of a “place” than a congested transportation environment that causes frustration for residents, students/faculty, bicyclists, pedestrians, and transit patrons. Many are interested in the redevelopment efforts of several sites, such as the Geneva Office Building at 2301 San Jose Avenue and the Upper Yard site at Geneva/San Jose, which is slated for a transit-oriented development project. Others articulated that while there needs to be a balance for the modes, special attention to be made for pedestrian and transit users, both in and outside the station such as wayfinding. Finally, members stressed the importance of engaging the community and creating transit riders for life.

Interim Chair Walker clarified the role of CAC and how the advisory role will aid in project development and delivery, will review materials and be diplomats. It was noted that public comment should be included after every agenda item. There was a request to provide the CAC members with a summary “fact sheet” of the Brown Act.

### 3. Review staff report of projects (Attachment A)





Mari Hunter (SFMTA) provided an overview of the staff report. (Request to expand on funding and timeline within report)

#11 – Pedestrian Lighting. The pedestrian lighting to be added in the station area will be 14- to 16-foot tall fixtures that will enhance illumination of the sidewalks. Mari Hunter presented the three lighting fixtures that are being considered. Dan Weaver expressed his preference for contemporary fixtures to match the contemporary design of the station. Robert Muehlbauer would like to see consistency between the existing and new fixtures. David Mauroff would like the light fixture that is the brightest. Mari indicated that all the fixtures under consideration have the same brightness/lumens. Rita Evans and David Mauroff like the second fixture (contemporary). Scott Falcone would like to see the Ocean Avenue lights continue down the road to “link” the two ends of Ocean Ave. Nicole Agbayani asked about the cost differential between the three proposed fixtures. Mari Hunter responded the cost difference will be negligible and it will be funded with a Lifeline Grant. Rita Evans stated that with the sidewalks being narrow and crowded with existing utility poles and adjacent trees, more forethought should be given to the placement of light poles so as not make it more difficult for pedestrians to walk through the area. 4 CAC members favored had a divided preference between the 1<sup>st</sup> and 2<sup>nd</sup> design.

Public comment: David Hooper expressed preference for a taller light and consistency with lights on Ocean Avenue.

Public comment:

David Hooper: TEP update—opposition to moving the 29 and 54 Muni lines from Geneva to Ocean, which takes them off of Mission Street. Suggests that this move makes no sense since traffic is not less on Ocean than on Geneva.

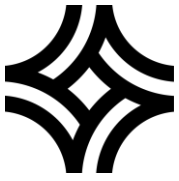
#### 4. Balboa Park Station Area Circulation Study

Camille Tsao, consultant to the San Francisco County Transportation Authority (SFCTA), presented on the Balboa Park Station Area Circulation Study, including an overview of the Existing Conditions report by Fehr & Peers that was included in the agenda packet and initial concepts for improving circulation. It was noted Dan Weaver and David Mauroff did not receive the report, so Mari Hunter will send it to them. The report will also be posted onto the SFMTA and SFCTA websites:

<http://www.sfmta.com/cms/obalboa/balboaindx.htm> and <http://www.sfcta.org/balboa>.

Once the initial concepts are refined further, the first of two public meetings will be scheduled. The SFCTA will provide several presentations to the CAC at key milestones, including the analysis of the scenarios, and the conclusion of the study.

The first circulation concept considered a “balanced approach” to improving circulation by closing the I-280 ramps on the north side of Geneva Avenue so that there would just be one set of ramps at Ocean Avenue and one set of ramps on Geneva. The second



concept “splits the modes” so that transit is encouraged on Ocean Avenue and autos are encouraged to stay on Geneva by closing the Ocean Avenue ramps. The third concept also splits the modes, but encourages autos to stay on Ocean by closing all four Geneva ramps and adding new on-off ramps to the south side of Ocean Avenue. These concepts are preliminary and will be refined with SFMTA, Caltrans, and BART input.

Nicole Agbayani thought the Existing Conditions report provided good data. She asked how pedestrian circulation could be “influenced” to take place on one street versus another. Ms. Tsao responded that the study goal for pedestrians is to make the environment safer and more conducive to walking, but that pedestrians would not be restricted or redirected, necessarily. Ms. Agbayani also asked how the timing of the circulation study would coincide with the TEP improvements. Ms. Tsao replied that the TEP improvements would be more immediate. The circulation study will recommend improvements to be implemented in the next 2 – 10 years. The goals of moving transit faster and safely are the same between the two efforts.

David Mauroff commented that it makes sense to encourage auto circulation on a different road than transit/bikes/pedestrians (Concepts 2 or 3). Mr. Mauroff suggested looking at Ocean and Geneva as one-way couplets. He is eager to see the data in the report.

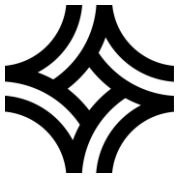
Dan Weaver asked if the team had compared the performance of the I-280 ramps on Geneva and Ocean with others in San Francisco. Ms. Tsao replied that they had not. Mr. Weaver commented that understanding why people drive instead of take transit would be helpful information.

Robert Muehlbauer commented that existing pedestrian circulation is 3-5 times more on Geneva than on Ocean Avenue. He questioned how the concepts would change pedestrian travel patterns. Mr. Muehlbauer asked why the infrastructure around the station (such as abandoned stairs, bus zones on freeway) did not get used as originally intended. Rita Evans noted that there was a different design philosophy at the time those elements were built. Bob Masys, SFCTA, commented that pre-BART, there was an assumption that people would access the area via express buses on the I-280 freeway, which required the freeway bus stops and stairs connecting the freeway with the streets.

Scott Falcone noted that slides 9 and 11 in the presentation (existing pedestrian/transit usage and transit pace/delay) are evidence that transit and pedestrians prefer Geneva and will continue to use Geneva more regardless of whether the second or third concepts are implemented.

Rita Evans stated that the report was very well done and informative. Ms. Evans expressed that she is glad closing ramps is being considered.

William Walker commented that pedestrians use Geneva Avenue more than Ocean because they have been trained based on where the bus stops/station access points are



located. Mr. Walker stated that CCSF is still the largest trip generator from BART. Any concept which includes left turns onto Howth would result in autos blocking the K-line. He noted that there is space on Ocean Avenue for wider sidewalks. Mr. Walker commented that freeway users are regional travelers needing to go east-west, thus requiring more capacity on Geneva if the second concept were to be implemented.

Public comment:

There is a lot of traffic generated by the many schools in the area: Lick Wilmerding and three schools on Cayouga and crossing guards stop traffic at the intersections. It was noted that accessing the front of the BART station on Ocean is more difficult than from Geneva Avenue.

5. New Business
6. Agenda review and CAC requests

Requests were made for presentations at future CAC meetings:

- 1) Upper Yard Development update
- 2) SJ/Geneva intersection plans (if any)
- 3) DPW upkeep, e.g. improved maintenance of the Car Barn, which needs more regular cleaning and graffiti removal
- 4) J/K Walkway update

7. The meeting was adjourned at 7:37 p.m.