



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.

## **PROJECT UPDATES**

1. BART Eastside Connections  
Status: ongoing BART/SFMTA coordination meetings to resolve design issues before advancing to Final Design ([see slides 4-8](#))
  
2. BART Wayfinding Project  
Status: Project will be advertised in Late Spring 2013 ([see slides 9-10](#))
  
3. BART/SFMTA Realtime Arrival Signs  
Status: SFMTA is transitioning to take the lead to implement the signs with BART support ([see slides 9-10](#))
  
4. SFCTA Balboa Park Station Circulation Study  
Status: The Existing Conditions Report has been completed and the project team is in the process of developing and refining the circulation concepts that will be analyzed in the study. The concepts explore circulation changes aimed at reducing traffic, transit, and non-motorized conflicts and delays around the interchange and station area. At the March 13 CAC meeting, CAC members will be asked for input on the initial concepts. The first of two public workshops will take place in Spring 2013 for additional community input. <http://www.sfcta.org/balboa>
  
5. SFMTA Accessibility Improvements  
Status:
  - DPW/Streets & Highway (S&H) will widen the sidewalk by eliminating the turnout on the north side of Geneva Avenue.
  - DPW/S&H will tighten the radius at the northeast corner of Geneva and I-280 to include design of ADA-compliant curb ramps and to conform to the new widened sidewalk.
  - The MTA Transit Effectiveness Project (TEP) is evaluating if a curb bulb-out and bus queue jump should be incorporated at the corner to further limit the impact of freeway traffic on bus movements. MTA Planning stated that these changes would involve more studies and Caltrans approval, which is in the long term plan but not happening in the near future. Therefore, the project should proceed with designing the two elements stated above.
  - South side Geneva Avenue sidewalk (near bus loading area) to be widened, but design and implementation being deferred until Upper Yard transit village project is better defined. That project will probably be reconstructing sidewalk anyway.





- DPW/S&H to upgrade curb ramps crossing the Green garage driveway at the south side of Ocean Avenue between San Jose Avenue and the I-280 on-ramp. The work also includes upgrading curb ramps and correcting cross-slope on the sidewalk east of the J/K pull-in and pull-out tracks to be in compliance with ADA requirements and complete the pedestrian path-of-travel in the area.

#### 6. SFMTA Green Yard Re-rail

Status:

- There are two Phase Notice to Proceed (NTP) for the contract. NTP for Phase I was issued on January 15, 2013. Work includes construction of the new Muni Metro key stop on San Jose Avenue and the associated ADA work (to be completed within 150 calendar days after NTP – Phase I); trackwork at the northeast side of the maintenance building & modifications at the Cameron Beach Yard to accommodate storage of the Light Rail Vehicles during construction in the Green Yard (to be completed within 365 calendar days after NTP – Phase I)
- NTP for Phase II will be issued on the earlier of the occurrence of either (1) 3 years after NTP for Phase I was issued, or (2) within 60 days after receiving a written request from the contractor that it has received sufficient materials and equipment required to perform the work in Phase II
- The entire project is scheduled to be substantially completed in winter 2016

#### 7. SFMTA Geneva Ave. Canopies

Status: The project had originally planned to have a transit shelter canopy at the north and south side of Geneva; however, for the south side of Geneva, there is a proposed plan to develop a “transit village” on the Upper Yard parcel, near the southwest corner of Geneva/San Jose intersection and to widen the Geneva south side sidewalk. Since a canopy could possibly be incorporated into this project as well as feedback from the first Balboa Park Station Area CAC meeting requesting greater weather protection than the canopy designs presented, it would be most cost effective to request Clear Channel to install another transit shelter just west of the existing shelter as an interim measure. DPW/Bureau of Architect (BOA) to evaluate whether it would be necessary to relocate the existing transit shelter east toward San Jose Avenue with an approximately 4 – 5 feet gap between the two shelters to ensure pedestrian circulation from BART Station. On the north side of Geneva, BART decided to reconstruct the Station entrance enclosure ‘Head house’. BART agreed to incorporate the Canopy ‘Super Awning’ design over the existing benches into the BART project and take over further design. A schematic with the same idea, without BART’s rendering of the proposed ‘Head house’, was prepared by DPW/BOA and presented to the Balboa Park Community Advisory Committee on January 9, 2013

#### 8. SFMTA J/K Walkway



Status: SFMTA is reviewing options to relocate the existing trolley poles in order to provide a wider pedestrian walkway next to the J/K tracks between the BART mezzanine gate and the northwest Geneva/San Jose corner. The worst “pinch point” will be removed by the Green Yard rail replacement project, but engineering analysis is focused on other “pinch points.” This is very challenging because there is very limited room for the tracks, overhead wire poles and Geneva sidewalk above.

9. SFMTA J/K Platform

Status:

On January 31, 2013, BART’s consultant presented five off-boarding platform options to MTA. MTA staff identified Option 1 feasible and their preferred option as the platform level is consistent with previous stops with steps stay down. It is also the least costly option with least amount of impact to Muni operations inside the Green Yard.

10. SFMTA M-line Platform

Status: CP&C will perform an engineering feasibility review, develop a high-level cost estimate and suggest refinements for the alternative that calls for a far side boarding island for inbound M-line north of the Geneva/San Jose intersection. Once approved and funded, further analysis on this option as well as a possible Cam Beach alighting platform option would need to be done as part of a CER.

11. SFMTA Pedestrian Lighting/Wayfinding

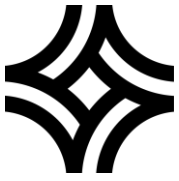
Status:

- DPW/Electrical received a list on the type of fixtures approved by the Bureau of Heat, Light and Power (BLHP). The lead designer will meet with BLHP to determine the location of the new lighting. The proposed pedestrian scale post mounted fixture is 14-15 feet tall at 50 feet spacing.
- Flashing beacons and curb ramp upgrades at the I-280 southbound off-ramp to Ocean Avenue. City staff and Caltrans working to confirm the location and layout of the proposed flash beacon.
- The first wave of the wayfinding signs are being installed close to the Station entrances. City staff will determine the location and quantities of the second wave of the wayfinding signs, which will be located further away from the Station entrances (e.g., near City College entrances).

12. SFMTA Transit Effectiveness Project (TEP)

Status: A large set of proposed TEP improvements are undergoing environmental and community review. The TEP has proposed improvements to the 8X line that should improve bus service to Balboa Park BART station, including travel time reduction measures on Geneva, such as bus bulbs and transit only lanes (Delano to I-280 north side; Moscow to Santos on both sides). Other TEP proposals include extending the 28L-19<sup>th</sup> Avenue Limited line to Balboa Park BART, plus moving the 29-Sunset and 54-Felton to Ocean Avenue to provide more direct service.

13. SFMTA Upper Yard Transit Oriented Development



Status: Upper Yard parcel is located at the southwest corner of Geneva/San Jose intersection and until recently was used for overnight storage of about 18 LRVs. SFMTA Board approved Resolution 12-137 to explore sale of the Upper Yard and in that respect the SFMTA is in discussions with MOH and BART

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