



Frequently Asked Questions

Q: How did this project surface? What is your objective?

A: In 2009, The San Francisco Board of Supervisors adopted the Balboa Park Station Area Plan, providing a vision to connect, restore, and enhance the Balboa Park area. This plan has served as a template for all development activities. As a result, the Balboa Park Station Capacity and Conceptual Engineering Study was completed in 2012 to refine and advance the plan from a vision to reality.

Our objective is to implement safety, accessibility and transit improvements around the Balboa Park Station to enhance the customer experience in one of the region’s busiest multi-modal facilities.

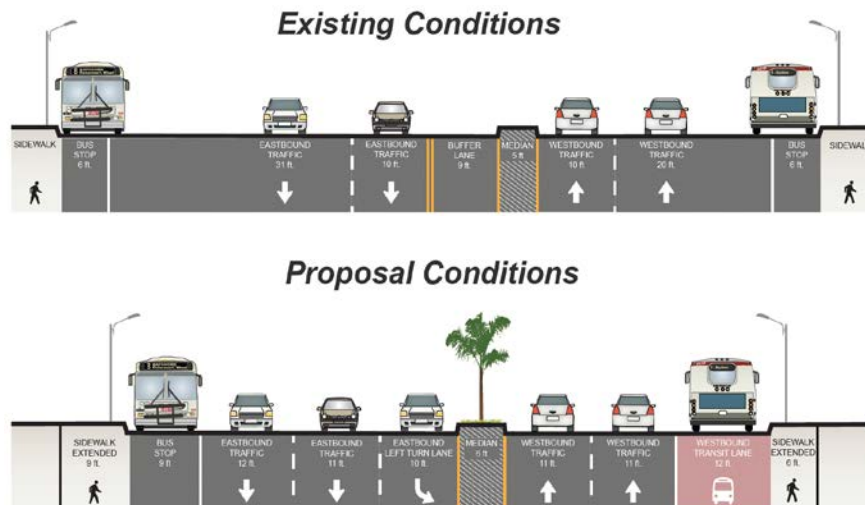
Q: Where is the extra space for the median, sidewalk widening and transit-only lane on Geneva Ave coming from?

A: As a result of this project, we will be re-distributing the current space on Geneva Ave to be more efficient and serve all needs of traffic. There will be no lane removal for through vehicle traffic.

The curb lanes on Geneva between San Jose Avenue and I-280 are currently 18 ft. wide; we are saving space and making the lanes 11 ft. to conform with the standard.

Regarding the median, the new 6-foot median will only be an extension of the existing 4-foot median.

To accommodate the new red transit-only lane between Delano Avenue and San Jose Avenue, the loading zone will be removed.





Q: *What is the rationale for red transit-only lanes?*

A: The red transit-only lanes help achieve a safer, more reliable and more frequent transit system. These lanes are more visible to motorists to ensure the lanes are kept clear for Muni buses and taxis. The red transit-only lanes help customers get to their destinations safely and on time.

Q: *How was the landscape plan for the median on Geneva Ave designed?*

A: The landscaping on Geneva Ave was designed by a landscape architect with specific location elements in mind. Factors that were considered were: height, sight lines, complimentary color and texture combinations, drought and urban pollutant tolerance, easy availability in the commercial trade, etc.

Specifically addressing the Yucca Filamentosa, this is a “hardy perennial” plant, meaning it is known for its longevity and survivability through many seasons. This low maintenance plant is extremely tolerant of drought and poor soil, has no disease problems, will re-sprout from the root if a die back occurs and has high light pollution, ideal for urban areas.

Q: *Currently, many pedestrians jaywalk across Geneva Ave. Why not install a physical barrier at the median?*

A: We are currently checking on the feasibility of adding a fence to the median on Geneva Ave to increase pedestrian safety.

Q: *Why did you change the pedestrian walkway on Ocean Ave? How are you going to enforce the new walkway?*

A: The current walkway is not wheelchair accessible. The new walkway was designed for both pedestrian safety and accessibility.

The new pedestrian walkway will be clearly marked with new paint. We are also signaling the pedestrian crossing by adding accessible pedestrian signals and adding more lighting to improve safety.

Q: *The potential closure of the I-280 on-ramp during construction could become a conflict. Can you address this?*

A: The San Francisco County Transportation Authority is currently planning a temporary closure of the I-280 and Geneva Northbound on-ramp, but it will not happen while construction is being performed as this will affect the ramp closure analysis.



Q: How did SFMTA and other city partners work together on this project?

A: The vision of the Balboa Park Area Plan is now being carried out through many individual projects, including this one. Starting about two years ago, all involved city agencies have been collaborating together to discuss and coordinate the various improvements, timelines, projects, etc.

City agencies include: SFMTA, SF Public Works, SF Public Utilities Commission, SF Planning Department, SF County Transportation Authority and BART.