

# Balboa Park KNR CAC Update

January 24, 2017



# Balboa Park Station – South of Geneva





# KNR Site Alternatives



## **BART KNR Data**

AM Peak Hr = 211 cars + 9 shuttles  
PM Peak Hr = 179 cars + 9 shuttles  
Uber Peak Hr Drop Off = 8 am  
Uber Peak Hr Pick up = 6 pm

## **BART Patron Drop Off Alts**

- 1 – BART KNR Single Lane
- 2 – San Jose Ave Central
- 3 – San Jose Ave North
- 4 – San Jose Ave South
- 5 – Ocean Ave Overpass

BART Drop off



Upper Yard



# Evaluation Criteria



Shuttles	Pick-up & Drop-off	Pedestrians & Bicyclists	Muni	TOD
Proximity	Proximity	Pedestrian Safety	Muni Operations	Influence on Site
Passenger Safety/Comfort	Safety/Comfort	Pedestrian Circulation	Passenger Safety/Comfort	
Shuttle Circulation	Vehicle Circulation	Bicyclist Safety		
Meets Demand	Meets Demand			
Waiting Area	Waiting Area			
	User Preference			

# Alternatives Comparison



	Ped/ Bike	Shuttle	Muni	Drop-off	TOD
Alt 1 – Single Lane KNR	Good	Good	Good	Good	Fair
Alt 2 – San Jose Ave Central	Fair	Good	Poor	Poor (possibly infeasible)	Fair
Alt 3 – San Jose Ave North	Fair	Poor	Poor	Poor	Good
Alt 4 – San Jose Ave South	Good	Fair	Poor	Fair	Good
Alt 5 – Ocean Ave Overpass	Poor	Good	Poor	Good	Good

# Staff Recommendations



- Preserve one drop off lane in current location. This is supported by SFMTA and some neighborhood groups.
- Develop shared space (aka “woonerf”) to calm vehicular traffic, enhance pedestrian realm and create a sense of place
- Prefer additional sites at Ocean Overpass and possibly San Jose Central. If San Jose Central doesn’t work due to Muni operations, San Jose South is recommended. Parking at those sites could be restricted during peak period but still allow for neighborhood parking at other times.
- Continue engaging with elected, patrons, City, stakeholders, developer team to determine ultimate KNR plan.
- Require excellent signage and communication to direct people to alternate locations and prepare users well in advance



# Examples of Share Space Design

