

Geneva_Harney Designing for a future BRT to LRV

("future growth and capacity and the ability to design for increased service needs in D7, D10, D11, and bi-county growth projected.")

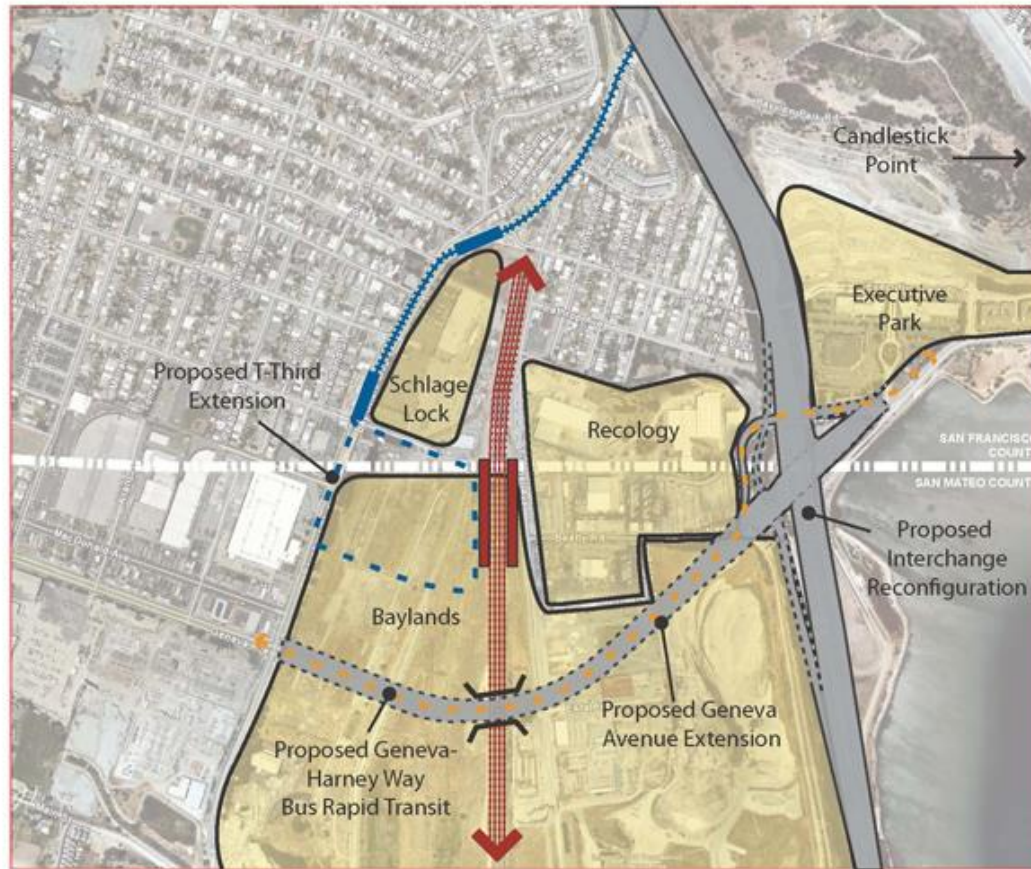
by

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THE PROBLEM(S).....

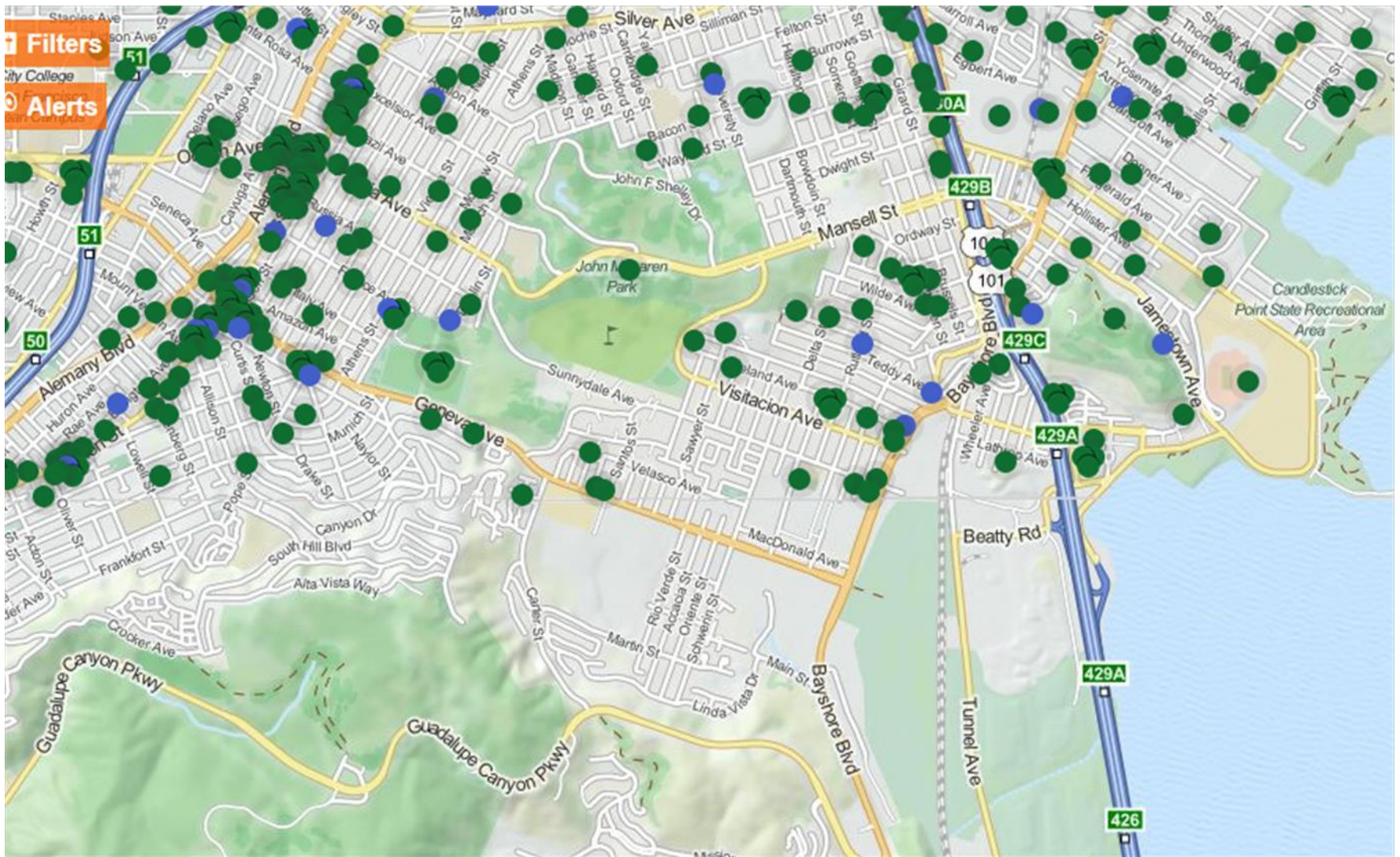
Balboa Reservoir, Schlage Lock Factory, BVHP, Hunter's View, Candlestick Point, Mission Bay, South San Francisco, Cow Palace, Bayshore, T-Third, and Geneva Ave. Daly City and SSF growth impacts.



- 101-N is at capacity, relieving capacity, requires a secondary system east-west to help reduce the need to get to transit hubs, such as balboa park, caltrains, and the T-Third...and possible future high-speed-rail.
- **Density is building quicker than transit, blocking out future possible solutions.** (LRV, HSR stop, Aired Tramway grade-separated, BVHP Density, and possible water-way stop location) _ concepts are needed!



Street images along Geneva indicate broad possible density and future development, a real street creation, vs. current street alleyway... (retail, an improved local hotel, convention, olympic sports venues prior proposed, and linkages between neighborhoods and counties.



- SF Planning Department shows development permitting, and increased focus on outer districts
- Development pressures will begin to align with the schlage lock, sunnydale, and cow-palace, possible sites and projects, and property is being targeted along the corridors adjacent.
- Daly city information is not indicated (but should be shown with separate colors).

IDEAS TO CONSIDER TO GET AN IMPROVED FAST-TRACKED PROCESS

- Look at the broader development pressures, work with planning on a larger development model for mass transit based planning.
- Determine the needs capacity wise of the district
- Evaluate the bi-county impact, and needs
- Look for projects that LINK/LOOP/CONNECT/INTERCHANGE areas
- Invest now in the creative ideas and collaboration to fix a common problem “think outside the box”!
- Geneva Harney CAC + BPSCAC, and TPAC committees meet jointly, with planning department, Mayor’s office, and bi-county transit policymakers, including regional needs ABAG, SPUR, etc.
- Plan for immediate needs, with a broader stroke, that can be easily flipped to a larger capacity, and improved speed solution.

“I am not proposing that we bring our oil and auto industries to a screeching halt. [There is still time to begin a series of gradual steps toward new transportation and energy policies, livable cities, and more humane, efficient transit systems.](#)” - Stewart Udall-

“[Deep walkability describes a city that is built in such a way that you can move from one area to another on foot, on bicycle, on transit and have an experience that remains a pleasant one, that you feel you are welcome not just in the neighborhood but moving between neighborhoods.](#)” - Alex Steffen -