

BART Balboa Park Station Modernization



Balboa Park CAC Meeting July 25, 2017

BALBOA PARK STATION



BART Balboa Park Eastside Project



Construction at Balboa Park Station

Ongoing – Phase 2 work

- New Eastside Walkway + Headhouse



Coordination with Ocean Ave Corridor Plan



Summary of OCEAN AVE Corridor Design

- City of San Francisco design & purview

Focused on:

- Adding seating
- Public art and sculptural elements
- Retail and coffee cart/food truck
- Pedestrian safety

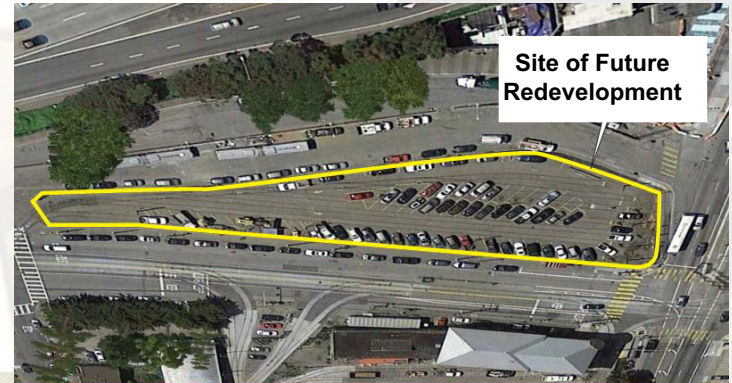


Coordinationf with Upper Yard Project

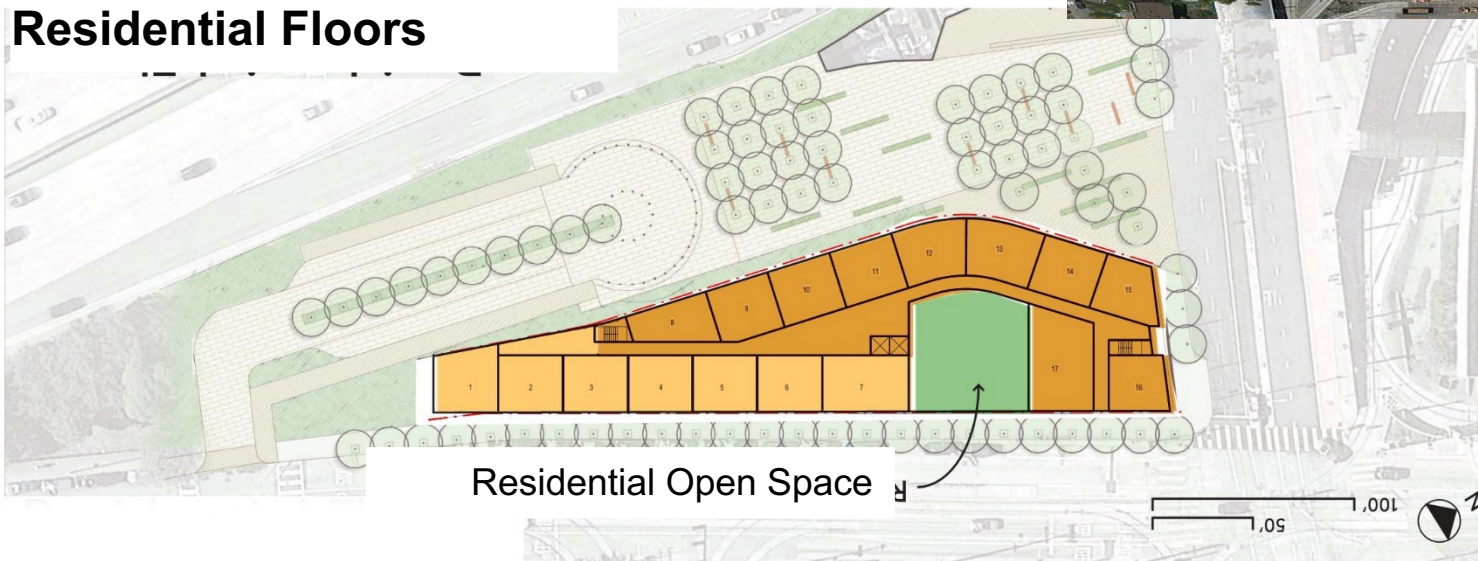


Summary of UPPER YARD Development

- Currently in conceptual design with MOH team
- They are working through Community Outreach process
- Planned **only to be constructed** on the Upper Yard footprint (not on existing Kiss 'n Ride footprint)



Residential Floors



BART Balboa Park Station Modernization



BART Modernization Goals & Objectives

Make Transit Work

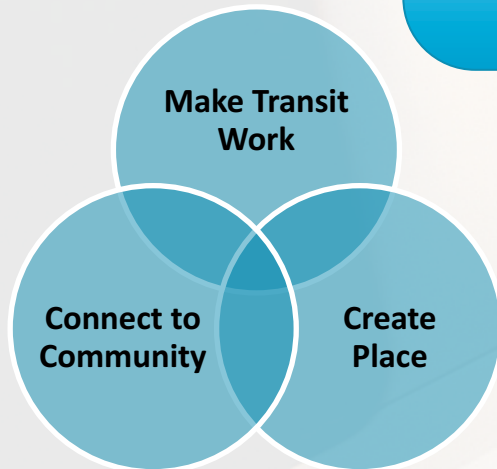
- Maintain Reliability
- Increase Station Capacity
- Upgrade Employee Facilities
- Advance Sustainability

Connect to Community

- Connect BART
- Expand Universal Design
- Incorporate Community Input

Create Place

- Enhance Customer Experience
- Ensure Safety and Security
- Leverage Partnerships



Implementation

- Project Readiness
- Project Constructability
- Project Efficiency

BART Balboa Park Station Modernization



Public Outreach & Survey Results

- Completed June 2016, over 300 surveys received

Which of the following do you think BART should invest in related to State of Good Repair

- Invest in building infrastructure** = 66%
(floors, stairwells, roof, finishes, electrical systems)
- Improve overall cleanliness** = 63%
(e.g. housekeeping, pigeon control)
- Invest in customer functionality** = 56%
(update fare gates and ticket vending machines, install weather protection canopy)
- Provide in-station retail** = 34%
- Invest in placemaking** = 32%
(e.g. integrate art into station, reflect culture of the area, plaza upgrades)
- Update restrooms** = 27%

BETTER STATIONS.

BALBOA PARK TRANSFORM



Site of future redevelopment

The Upper Yard area is planned for future redevelopment for housing and other uses.



SFMTA improvements in the Balboa Park Station area.

BETTER STATIONS.

BALBOA PARK ISSUES AND OPPORTUNITIES

State of Good Repair

- Electrical Power and Power Distribution
- Capacity Improvements
- Pest Control / Pigeon Control
- Fare Gate / Ticket Vending Machine & Other Systems
- Break Rooms and Restrooms
- Roof / Ceiling Structure



Aging station components and infrastructure lead to periodic service disruptions.



Increased investment in upkeep and maintenance helps keep BART running.

Safety & Security

- Dim lighting
- Poor visibility/lines of sight
- Remote/inactive areas can feel unsafe
- Fare evasion



Existing station conditions



Improved lighting and sight lines contribute to a safer, more open station environment, as in the example above.



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BART External TAC Meeting



Public Outreach & Survey Results

- Completed June 2016

Safety/Security

Better Visibility/Sightlines	= 64%
Improve pedestrian and bicycle crossing safety	= 57%
Enhance pedestrian scale lighting	= 54%
Increase security of remote/inactive areas	= 50%
Minimize fare evasion	= 32%

Improvements to Universal Access

Improve general pedestrian infrastructure	= 68%
Improve station entrance at Ocean Avenue	= 54%
Add escalator access/canopy south Geneva Avenue	= 48%
Increase wayfinding signage	= 32%
Improve bicycle access	
(new stairwell channels, more bike parking)	= 29%
Install 2 nd station elevator (south of Geneva Ave)	= 23%

Sustainability

Improve energy efficiency of lighting	= 57%
Promote sustainability via efficient building systems	= 46%
Increase water efficiency through permeable surfaces, drought resistant landscaping, & storm water management	= 44%
Increase focus on low-maintenance improvements	= 36%
Improve energy efficiency of elevators and escalators	= 28%
Utilize sustainable materials & finishes	= 26%
Increase focus on resource conservation	= 13%

BART Balboa Park Station Modernization Existing Conditions

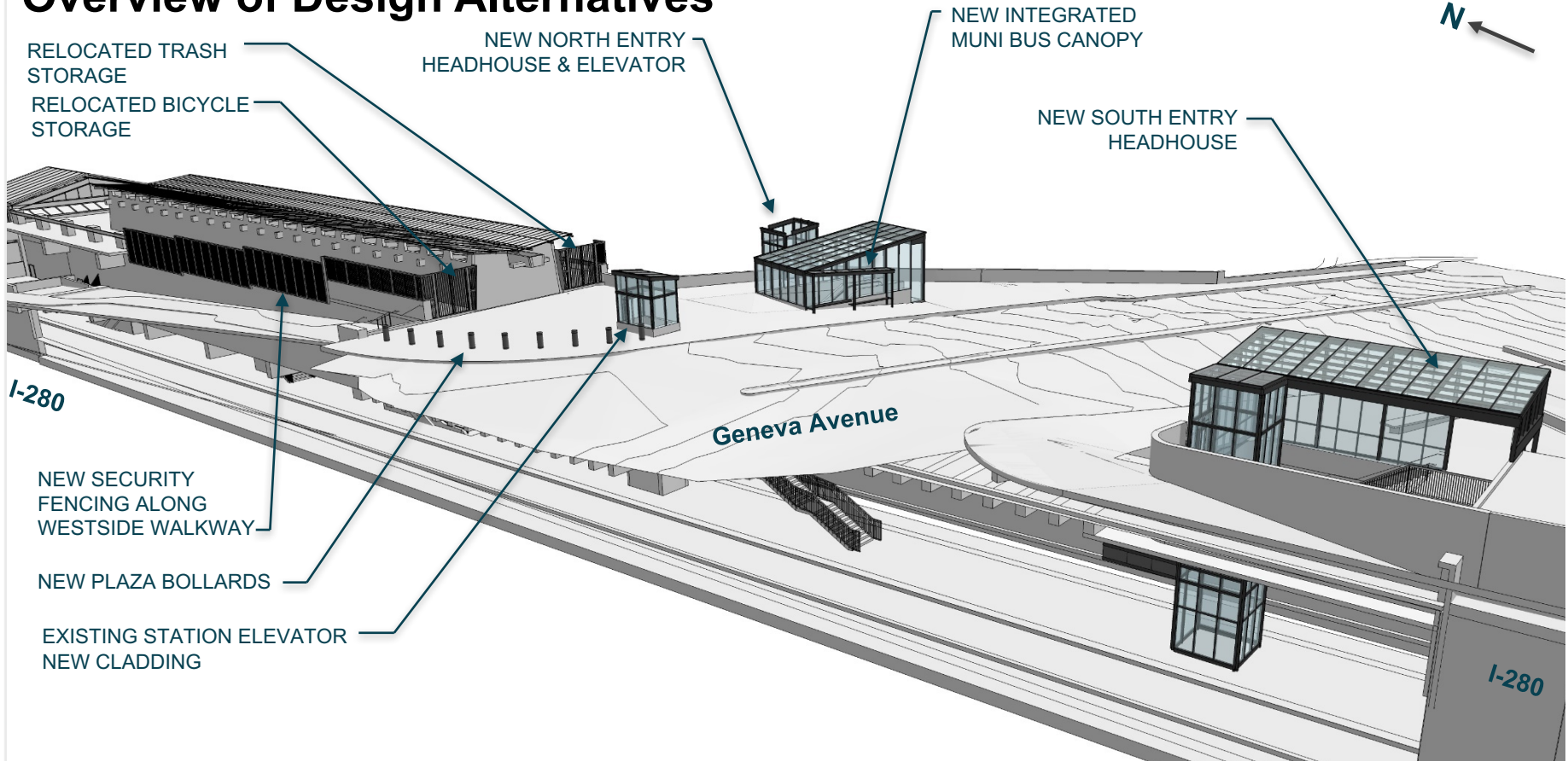


BART Balboa Park Station Modernization

Design Alternatives

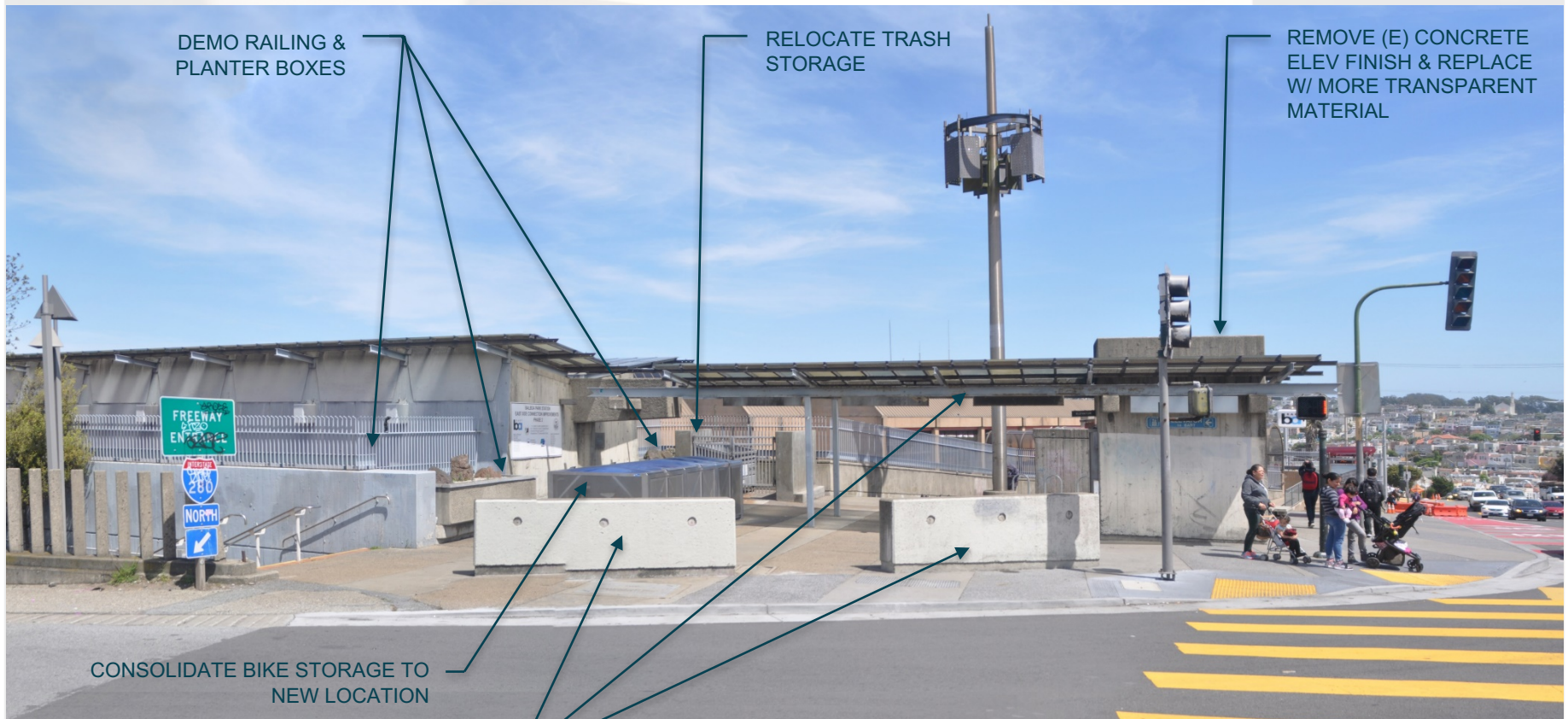


Overview of Design Alternatives



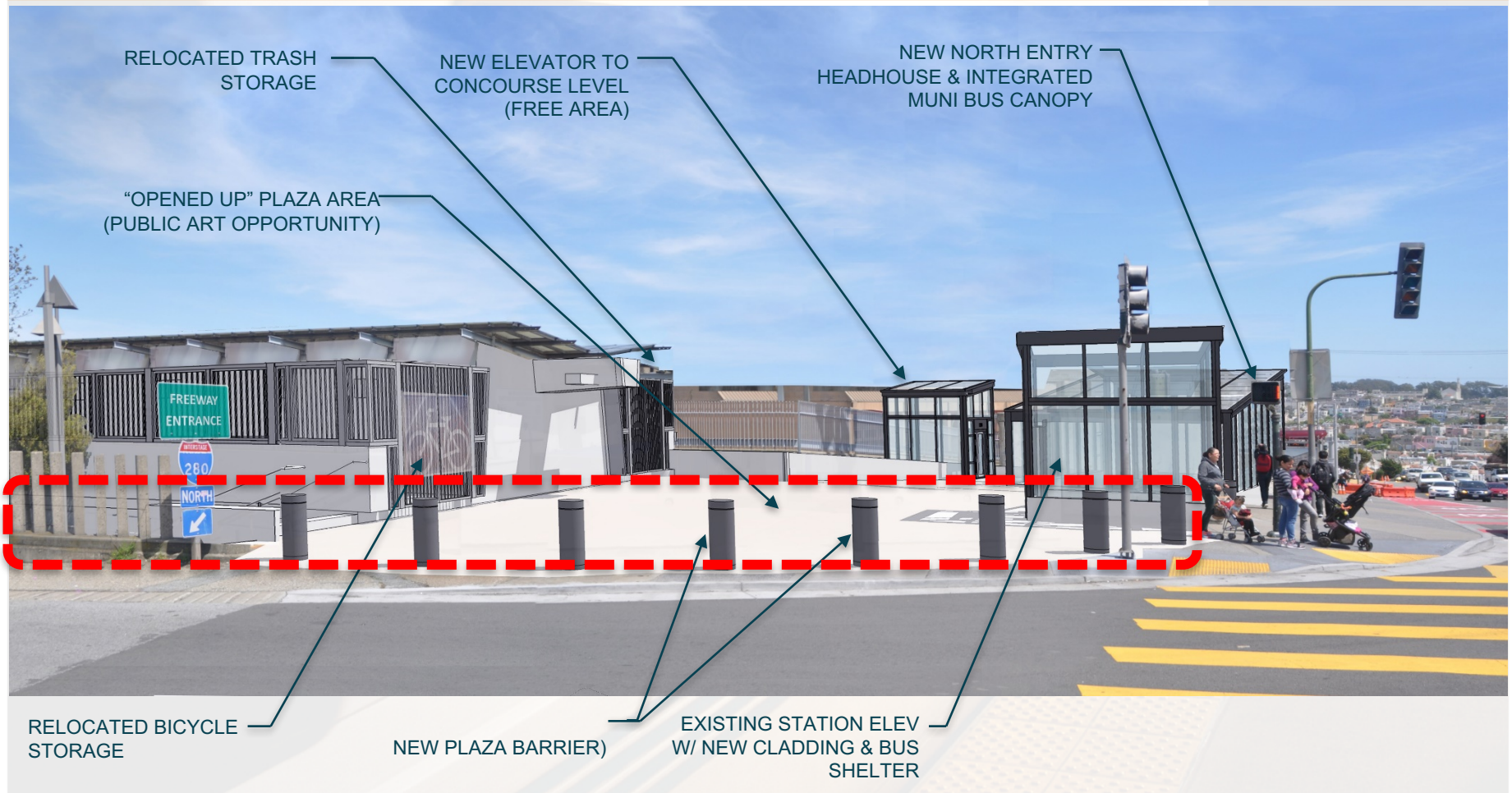
BART Balboa Park Station Modernization

Design Alternatives



BART Balboa Park Station Modernization

Design Alternatives



Geneva Avenue (North Plaza) – Proposed OPTION 2

BART Balboa Park Station Modernization

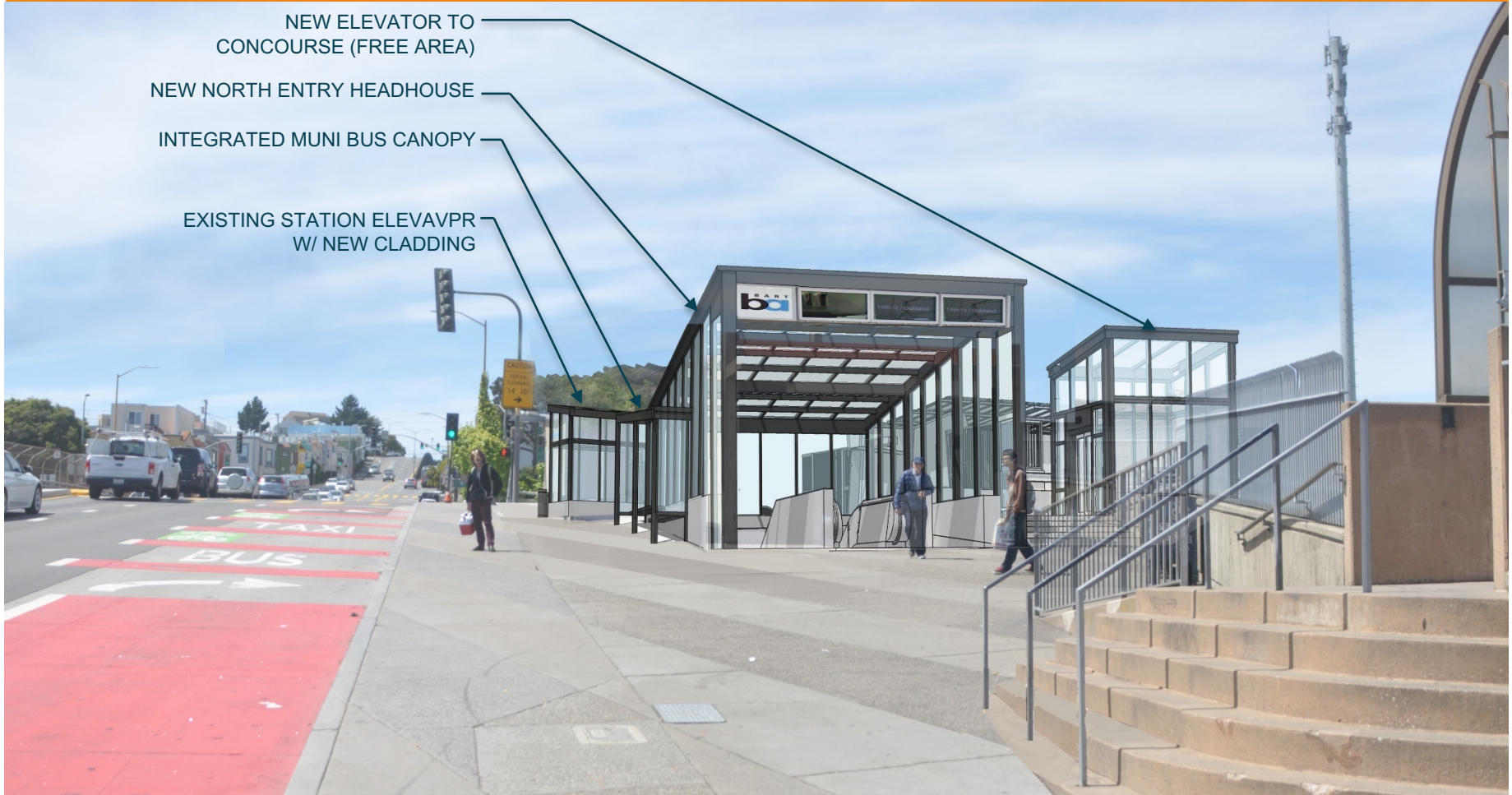
Design Alternatives



Geneva Avenue (North Sidewalk) – Existing Conditions

BART Balboa Park Station Modernization

Design Alternatives



Geneva Avenue (North Headhouse) – Proposed OPTION

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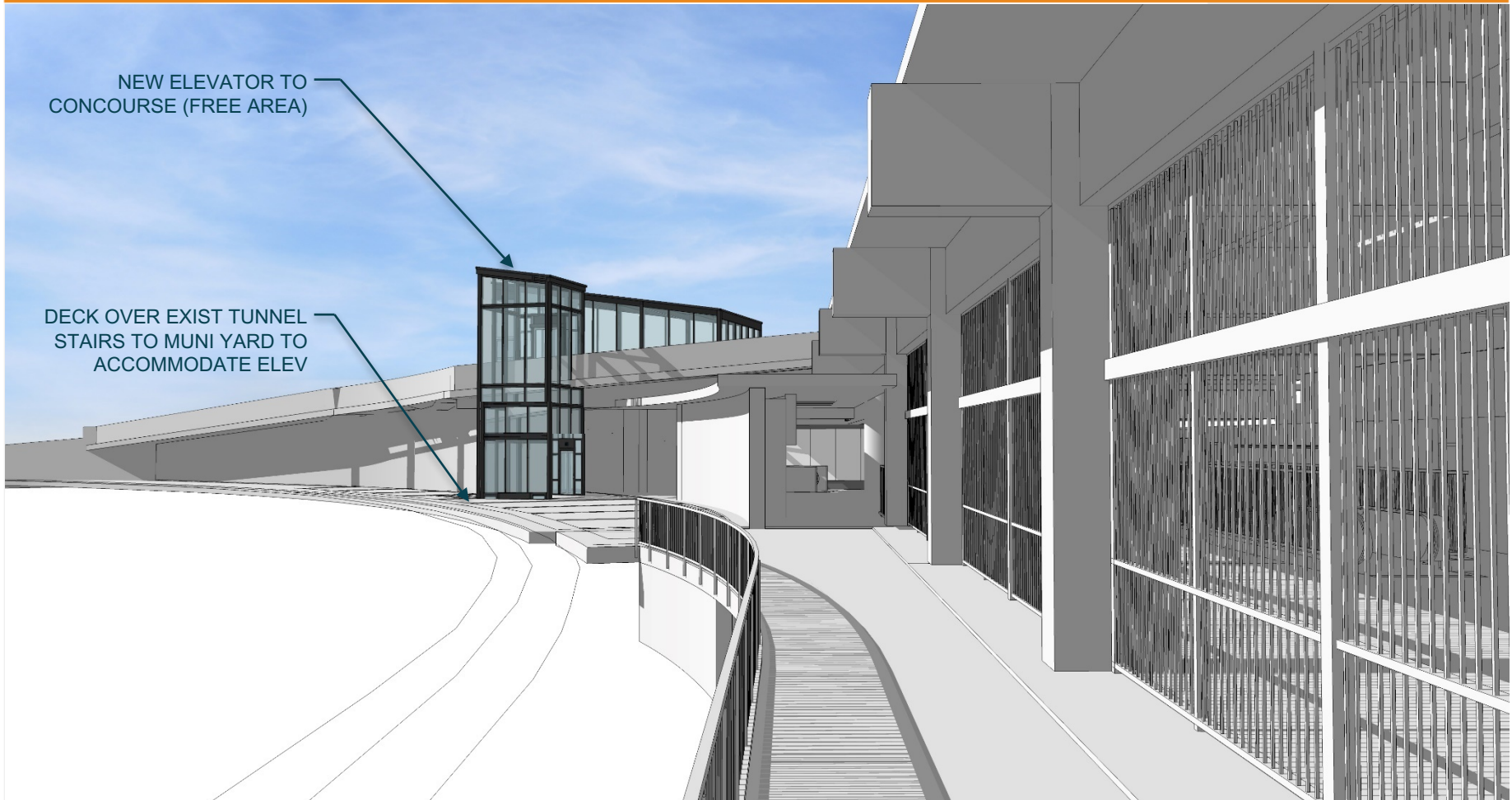
Design Alternatives



Concourse walkway to South Entry (free area) – Existing Conditions

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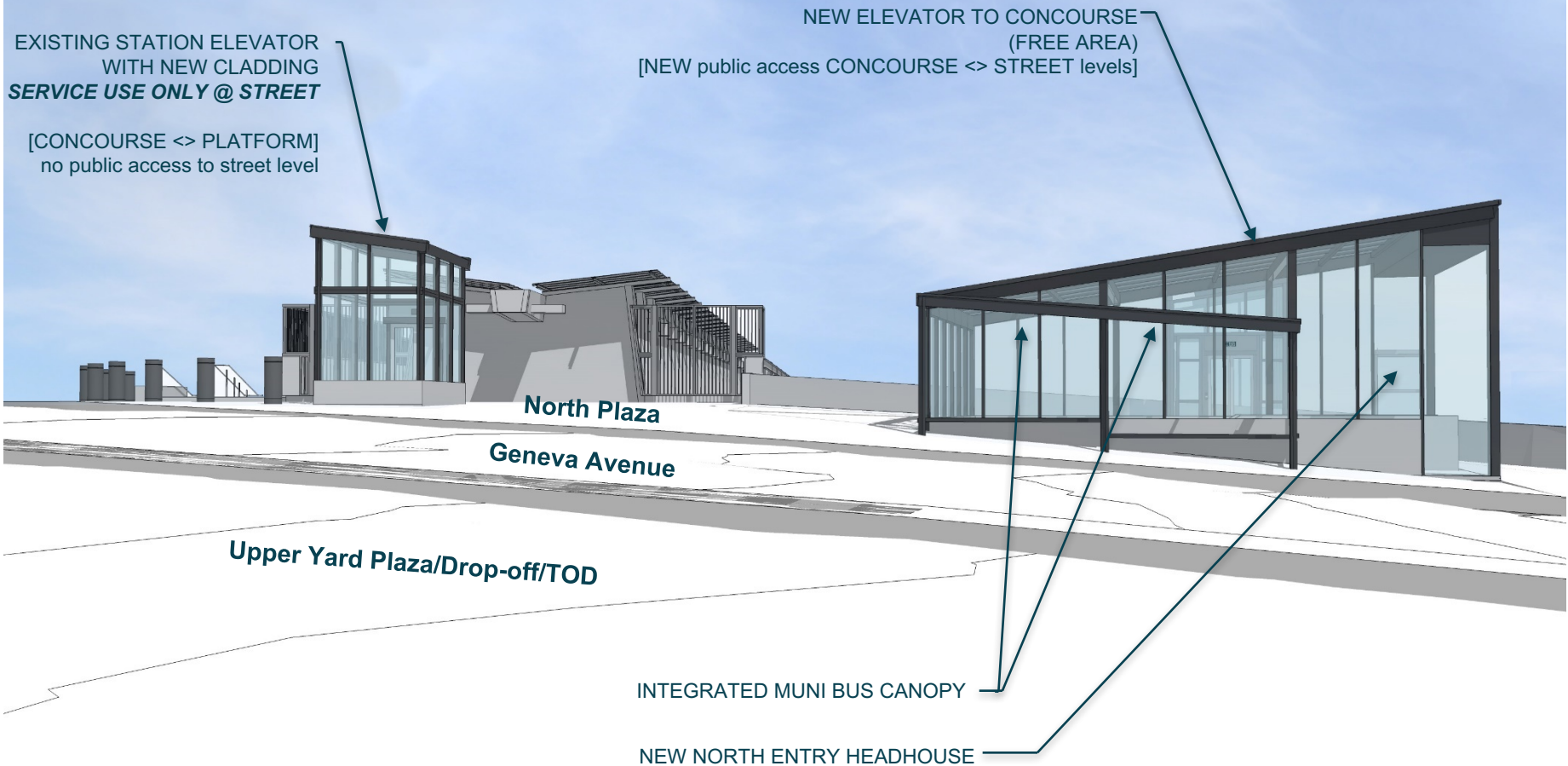
Design Alternatives



Concourse walkway to South Entry (free area) – Proposed New Elevator/Headhouse

BART Balboa Park Station Modernization

Design Alternatives



BART Balboa Park Station Modernization

Design Alternatives



Station Entry (South side of Geneva Ave) – Existing Conditions

BART Balboa Park Station Modernization

Design Alternatives



COMBINED NEW ENTRY &
ELEVATOR HEADHOUSE

NEW ACCESSIBLE RAMP &
STAIR TO ELEV LANDING

Station Entry (South side of Geneva Ave) – Proposed OPTION 1

BART Balboa Park Station Modernization

Design Alternatives



Station Entry (South side of Geneva Ave) – Existing Conditions

BART Balboa Park Station Modernization

Design Alternatives



Station Entry (South side of Geneva Ave) – Proposed OPTION 1

BART Balboa Park Station Modernization

Design Alternatives



REPLACE EXIST BRICK
FLOOR FINISH



Platform Level (South end) – Existing Conditions

BART Balboa Park Station Modernization

Design Alternatives



NEW CEILING FINISH &
CONCOURSE LANDING
(FREE AREA)

NEW CONCOURSE TO
STREET ELEVATOR

GLAZED PIT AREA
(ACCESS RESTRICTED)



Platform Level (South end) – Proposed OPTION 1A

BART Balboa Park Station Modernization

Design Alternatives



Concourse walkway to South Entry (free area) – Existing Conditions

BART Balboa Park Station Modernization Design Alternatives



Concourse walkway to South Entry (free area) – Proposed OPTION 1

BART Balboa Park Station Modernization

Design Alternatives



NEW MODULAR WALL
PANEL & INTEGRATED
ADVERTISING

GRAZER WALKWAY
LIGHT @ BASE

Concourse walkway to South Entry (free area) – Proposed OPTION 2

BART Balboa Park Station Modernization

Design Alternatives



CURRENT AREA OF "MAIN HALL" VISUALLY
OBSCURED BY PIGEON NETTING

[ALSO MAINTENANCE HASSLE SERVICING
FIXTURES ABOVE NETTING]

EXISTING PIGEON PROTECTION
NETTING ABOVE "LOWER" STRUT
LEVEL. REQUIRES CUTTING &
PATCHING EVERYTIME A HIGH-BAY
LIGHT FIXTURE NEEDS TO BE
REPLACED

Concourse Level (paid area looking South) – Existing Conditions

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Design Alternatives



STAINLESS STEEL LIGHTING SPINE (W/ ENERGY EFFICIENT FIXTURES) FIXTURE ACCESSIBLE **BELOW** LEVEL OF BIRD NETTING

NEW PIGEON PROTECTION NETTING AT UPPER STRUT LEVEL (IMPROVES MAINTENANCE ACCESS & APPEARANCE)

STAINLESS STEEL PIGEON PROTECTION ABOVE BEAMS

NEW PIGEON PROTECTION NETTING AT AGENT BOOTH

NEW GLAZED WALL PANEL ABOVE TRAVERTINE BOX

REPLACE EXIST BRICK FLOOR WITH CONCRETE FINISH

BART Balboa Park Station Modernization

Design Alternatives



Westside pedestrian walkway (North to Geneva Ave) – Existing Condition

BART Balboa Park Station Modernization

Design Alternatives



Westside pedestrian walkway (North to Geneva Ave) – Proposed Option 1

BART Balboa Park Station Modernization

Design Alternatives



Platform Level (North end) – Existing Conditions

BART Balboa Park Station Modernization

Design Alternatives



REPLACE EXIST POLE-MOUNTED LIGHTS W/ NEW FIXTURES TO LIMIT PIGEON PERCHING (MATCH TO PHASE I).

(BETTER PED SCALE)

REPLACE EXIST BRICK FLOOR FINISH WITH CONCRETE FINISH

BART Balboa Park Station Modernization

Design Alternatives



NEW OPEN-AIR
CANOPY STRUCTURE
WITH INTEGRATED
DRAINAGE & LIGHTING

REPLACE EXIST BRICK
FLOOR FINISH WITH
CONCRETE FINISH

Platform Level (North end) – Proposed OPTION 2 (new platform canopy)

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Next Steps

- TAC and CAC engagement
- Concurrently Working with MOH team on Upper Yard scheme that includes BART Plaza, Passenger Drop off, Alternative Drop off areas, Streetscape
- Includes engagement to TAC, CAC, In-station and community (Date TBD)