

BRISBANE BAYLANDS

City Council Public Hearing

Traffic and Transportation, Noise, Air Quality and GHG

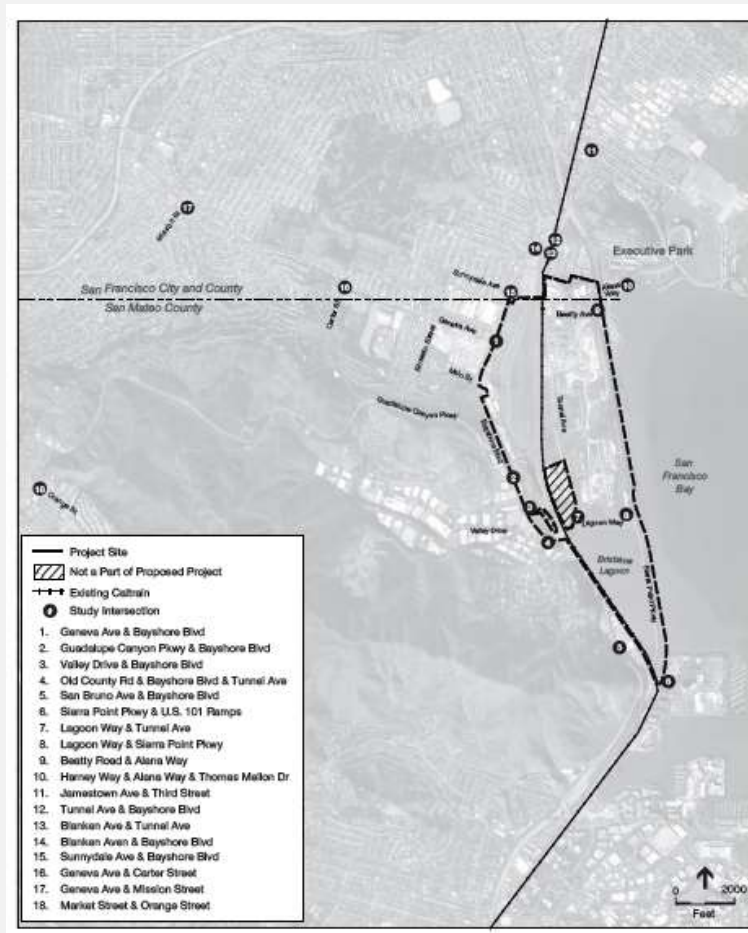
January 24, 2017

TRAFFIC AND CIRCULATION

TRANSPORTATION STUDY ANALYZED:

- Traffic Conditions
 - Existing
 - Existing plus Project
 - Cumulative without Project
 - Cumulative with Project
- Internal Capture of Traffic
- Impacts on Transit
- Non-motorized Impacts

18 INTERSECTIONS STUDIED



ASSUMED CUMULATIVE ROADWAY AND INTERCHANGE IMPROVEMENTS



ASSUMED CUMULATIVE TRANSIT IMPROVEMENTS

- **Bayshore Intermodal Station Access Study Improvements:**
Reconfigure Bayshore Caltrain Station to accommodate the proposed BRT.

INTERNAL CAPTURE OF TRIPS WITHIN THE BAYLANDS

- Based on rigorous, peer-reviewed study by Fehr & Peers
- Home-based work trips
 - 5 percent capture in the DSP/DSP-V scenarios
 - 0 percent capture in the CPP/ CPP-V scenarios
- Home-based other trips
 - 16 percent capture in the DSP/DSP-V scenarios
 - 0 percent capture in the CPP/ CPP-V scenarios
- Non-home-based trips
 - 39 percent capture in all scenarios

BRISBANE LEVEL OF SERVICE STANDARDS

General Plan Policy 38.1

The level of service for all arterial streets within the City shall not be less than LOS “D” except for the intersections on Bayshore Boulevard at Old County Road and San Bruno Avenue, which shall not be less than LOS “C.” The two intersections having LOS “C” shall not be degraded below that level as a result of increased impacts from other intersections within the City and such impacts shall be mitigated as necessary to maintain the LOS “C” standard at the identified intersections.

CUMULATIVE WITHOUT PROJECT TRAFFIC CONDITIONS

- Geneva Ave & Bayshore Blvd
- San Bruno Ave & Bayshore Blvd
- Sierra Point Pkwy & US 101 NB Ramps
- Lagoon Way & Tunnel Ave
- Lagoon Way & Sierra Point Pkwy
- Beatty Rd & Alana Way
- Tunnel Ave & Bayshore Blvd
- Blanken Ave & Bayshore Blvd
- Sunnydale Ave & Bayshore Blvd
- Geneva Ave & Carter St
- Geneva Ave & Mission St
- E. Market St & Orange St

INTERSECTIONS NOT MEETING APPLICABLE LOS STANDARDS UNDER CUMULATIVE WITH PROJECT CONDITIONS

- Geneva Ave & Bayshore Blvd
- **Old County Rd & Bayshore Blvd**
- San Bruno Ave & Bayshore Blvd
- Sierra Point Pkwy & US 101 NB Ramps
- Lagoon Way & Tunnel Ave
- Lagoon Way & Sierra Point Pkwy
- Beatty Rd & Alana Way
- **Jamestown Ave & Third St**
- Tunnel Ave & Bayshore Blvd
- Blanken Ave & Bayshore Blvd
- Sunnydale Ave & Bayshore Blvd
- Geneva Ave & Carter St
- Geneva Ave & Mission St
- E. Market St & Orange St

Note: Bold text indicates intersections with deficient operations added due to Baylands development.

IMPACTS ON TRANSIT SERVICE

- BART
 - Cumulative ridership demand exceeds BART capacity even without project
 - Baylands represents <2% of increased ridership
- Caltrain
 - Increased ridership from Baylands and other large-scale developments requires additional service at Bayshore Station
- San Francisco Muni
 - Increased ridership and other large-scale developments exceeds Muni capacity thresholds (85%)
- SamTrans
 - No impacts

EIR MITIGATION MEASURES: ROADWAY IMPROVEMENTS

- Specific improvements to be “constructed and accepted for public maintenance prior to occupancy of any development that would:
 - result in reducing the intersection to below the acceptable LOS standard, or
 - contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard.”
- **Geneva Avenue Extension and Interchange Improvements**
 - Improvements to be “constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would result in reducing the interchange to below the acceptable LOS standard.”

EIR MITIGATION MEASURES: ROADWAY IMPROVEMENTS

Intersection improvements in San Francisco and Daly City

- EIR determined mitigation of impacts outside of Brisbane to be infeasible due to:
 - Physical constraints
 - Inability of City of Brisbane to ensure physical improvements are made
- Impacts therefore determined to be significant and unavoidable

IMPACTS ON 101 FREEWAY

- Baylands development would exacerbate existing congestion along US 101 freeway
- No mitigation proposed in the EIR
 - Caltrans has no plans for freeway widening; City has no authority to require or provide improvements
 - Spot widening through the Baylands would not solve congestion problems
 - Physical constraints to north and south preclude widening

ENHANCING USE OF TRANSIT

- Transit use highest near transit stations and stops
- Substantial development within Baylands proposed more than 1/3 mile from transit
- Shuttles to transit stations required as mitigation
- Increasing proportion of whatever level of development is determined to be appropriate within 1/3 mile from transit
 - Increase transit and decrease automobile use for home to work trips