

Resolution on the Geneva-Harney BRT Study

Whereas, The San Francisco Board of Supervisors created the Balboa Park Station Community Advisory Committee (CAC) to review and provide public input and feedback on the projects and transportation impacts of the District 7 and 11 area surrounding Balboa Park Station; and,

Whereas, The seats of the Balboa Park Station CAC comprise of members living in the District 7 and 11 communities; and,

Whereas, The City of Daly City and the City of San Francisco, are currently engaged in planning a Bus Rapid Transit (BRT) project along Geneva Avenue connecting the South-East and South West portions of Districts 10 to 11 and 7; and,

Whereas, There are numerous new projects and existing pipeline projects at the Planning Department that will increase significantly the population in the districts that utilize the Balboa Park Station as a central hub; and,

Whereas, Funding is being spent on a low-tech, low capacity solution, investment in BRT; and,

Whereas, The carrying capacity of the future BRT proposed will be insufficient for the proposed density of the combined developments and population; and,

Whereas, Additional density and development will occur adjacent to the new development which has been proven as a gentrification and development pressure concern citywide; and,

WHEREAS, The purpose of the proposed Balboa Park Station CAC is to provide input on improvements and assisting agencies with the interests of the general public; now, therefore be it

RESOLVED, That the Balboa Park Station Community Advisory Committee hereby request that the San Francisco Board of Supervisors, SFCTA/SFMTA and SF Planning Department amend the prior legislation on the Geneva Harney BRT extension and study, to include a study and development plan that looks at the extension of the T-Third Light Rail Line along Geneva back up to the Balboa Park Station intersection at San Jose Avenue and future Balboa Park Area Plan Improvements proposed. We request that in addition further extensions be studied for future connectivity of LRV light rail to top of the Hill in Daly City, Daly City BART, and South San Francisco's Grand Avenue for light-rail extensions to alleviate traffic concerns on the major arterials in San Francisco and Daly City adjacent to the proposed new large scale housing projects in San Francisco. We also request that carrying capacity numbers are studied and provided on the limits of density in San Francisco in relation to current transportation systems and their maximum loaded capacity to this CAC for further discussion; and be it

FURTHER RESOLVED, That the Balboa Park Station CAC suggests to the many organizations and groups that are concerned about traffic and the carrying capacity of transit systems due to development and density in San Francisco in the Balboa Park Area Plan surroundings, as individuals or groups, join us in submitting memos to the Mayor and San Francisco Board of Supervisors regarding this needed change for an adequate study, and proposal to be developed for switching the current study from BRT to LRV light-rail transit.

Submitted by Aaron Goodman, Balboa Park Area Plan CAC Member (Seat 8) – District 11 Resident