San Francisco County Transportation Authority

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January 10, 2011

John Swiecki, AICP, Community Development Director
City of Brisbane
Community Development Department
50 Park Place
Brisbane, CA 94005

Subject: Authority Comments on Brisbane Baylands, Draft Environmental Impact Report – Notice of Preparation

Dear Mr. Swiecki:

The San Francisco County Transportation Authority is pleased to see the land use planning process for the Brisbane Baylands move forward into the environmental review phase. Given the site's proximity to the San Mateo/San Francisco border, it is clear that land use and transportation decisions at the Baylands will affect San Francisco neighborhoods as well as those in Brisbane, and if done right, can be a model for sustainable development in the region.

Moving the City

As you know, we are already cooperating on multiple cross-jurisdictional planning efforts that are relevant to the development of the Baylands, including two efforts being led by the Authority: the Bi-County Transportation Study and the Bayshore Intermodal Station Access Study. Both studies seek to forge a shared vision and consensus for transit-oriented infill development and needed infrastructure in the area. We thank Brisbane for your partnership and look forward to continued inter-agency cooperation with Brisbane as we near completion of both efforts.

We have conducted a review of the subject document and note that it is intended to be a programmatic EIR only. We offer the following comments for your consideration for this programmatic EIR, and any subsequent project-level environmental review effort that may be planned or contemplated:

1. **Location of Bayshore Caltrain Station, including T-Third Light Rail Transit (LRT) Connection.** The Bayshore Intermodal Station Access Study has identified multiple alternative locations for the station and its connections, including one that maintains the Caltrain Station in its current location. In addition, San Francisco has been planning for and designing the extension of the T-Third LRT to connect to the Bayshore Caltrain Station at its current location. While it is important to maintain a good bus/rail connection to future bus service if routed on any future Geneva roadway extension, we do not support the re-location of the Bayshore Station to locations that are situated much farther south than the current station location. As a result, we request that the EIR include all Bayshore Intermodal Station Access Study alternative station and connection locations in the environmental analysis.
2. **Alignment of new Geneva-Harney Bus Rapid Transit (BRT) Line.** The Bayshore Intermodal Station Access Study has also generated alternative alignments for a proposed Geneva-Harney BRT line. These include one option which routes the BRT service to and across the Bayshore Caltrain Station on a

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dedicated alignment, separate from the Geneva Avenue Extension. Please refer to all alternative BRT alignments in the environmental analysis, and clarify which alternative(s), if any, are included in the project definition. Should BRT be included in the project definition, we urge Brisbane to hold early meetings with the San Francisco Municipal Transportation Agency (SFMTA) and ourselves, in order to coordinate BRT facility and system design standards and service assumptions.

3. **Bicycle Connections.** Bicycle connections and issues in this area have been discussed within both of the above-mentioned studies and should be reflected in the analysis. These connections include the connection from points east of US101 to the Bayshore Station, as well as the connection from points east of US101 to the Bay Trail that the NOP indicates will be accommodated within the Baylands. We urge the EIR to include bicycle connections to the Bayshore Station for all alternatives. Especially important will be the crossing of US101 by bicycles. The NOP's figures show the crossing to occur as bicycle lanes on the Geneva Avenue Extension. Given the significant vehicle turning movements associated with the interchange on- and off-ramps, we expect major conflicts between bikes and vehicles on the Geneva Extension, and we prefer an alternative bicycle crossing of US101 (likely through the Alanna Tunnel). We recommend that the EIR include this option. Another key consideration for bicycle impacts is the crossing of the Geneva Avenue Extension; given the expected size of the roadway, it could pose a barrier to north-south bicycle travel. We suggest that the EIR explore ways to provide a grade-separated bicycle crossing of the Geneva Avenue Extension in addition to evaluating at-grade corssing options..We note that the Developer-Sponsored Plan (DSP) and Community-Proposed Plan (CPP) indicate different alignments for the Bay Trail and suggest that both alignments be analyzed.

4. **Transit Service.** Figures 9 and 12 indicate proposed SamTrans service through the Baylands site; however it is unclear the routing and number of additional routes proposed; please clarify these assumptions. The Bayshore Intermodal Station Access Study also has developed recommendations regarding future bus service at Bayshore Station, including terminating the Muni 9L at the station and diverting the SamTrans 292 to serve the station directly. We request that these transit service assumptions be included in the environmental analysis. We also recommend coordinating with the appropriate agencies in San Francisco and San Mateo county regarding other transit assumptions, including headways, that should be utilized for the analysis.

5. **Interim Transportation Improvements.** During the build-out of the Baylands, a number of large land use projects in the area are proposed to be constructed and occupied, including the Bayview Waterfront Developments (Candlestick Point and Hunters Point Shipyard), Executive Park, and Visitacion Valley/Schlage Lock. In order to meet the expected demand on the transportation system caused by the growth associated with these developments, some interim transportation projects will need to be implemented. These project may differ in design from final projects needed to support the Baylands development. For example, the Harney/Geneva BRT may have a different alignment in the interim, before Geneva Avenue and Bayshore station would be completed to support the Baylands. In addition, the increase in traffic from the area developments may warrant the signalization of the intersection of Alanna Way with the US 101 on/off ramps. We recommend coordinating with San Mateo and San Francisco county agencies to determine which interim projects should be included in the future baseline scenario for analysis.

6. **Size of Bayshore Station Area.** In order to serve the intermodal function envisioned in both the Community and Developer's alternatives, Bayshore Station will require adequate physical space to accommodate bus bays and light rail platform space. The Bayshore Intermodal Station Access Study recommends 5 bus bays at the Bayshore station, 2 bus bays on the BRT right-of-way, and a 450-foot platform to serve the Muni T-Third. Please consider these physical space requirements in the environmental analysis.

Thank you again for the opportunity to comment on this important project. Please do not hesitate to contact me or, Chester Fung, Senior Transportation Planner, (chester.fung@sfcta.org, 415.522.4804), with any questions or to discuss the above comments.

Sincerely,

Tilly Chang
Deputy Director for Planning

cc: R. Breault – City of Brisbane, Public Works Department
R. Napier, S. Wong, J. Hoang – San Mateo City and County Association of Governments
M. Espinosa – Caltrain/SamTrans/San Mateo Sales Tax Authority
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