

April 20, 2020

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

Dear Mr. Swiecki,

We submit this letter to voice the City and County of San Francisco's support for the work Brisbane is doing to address California's housing crisis through the Brisbane Baylands project. A series of comments from our agencies on the NOP is included below. Thank you for your ongoing coordination with the City and County of San Francisco across several transportation and land use planning processes, including engaging our agencies early in the development of the Baylands proposal at the planning workshop hosted by the City of Brisbane in July 2019.

- 1) The Baylands development design and infrastructure investments should be consistent with our shared vision and goals as expressed through the Bayshore Intermodal Station Access Study and Bi-County Transportation Study which were conducted in partnership among our agencies to support safe and multimodal travel options for new trips that result from the Baylands and other developments on both sides of the San Francisco/San Mateo County line. Led by the San Francisco County Transportation Authority (SFCTA) in partnership with Brisbane, the County of San Mateo and other entities, the study identified a set of interconnected projects that are located on or adjacent to the Baylands site and provide important connections across the county line:
 - a) The Geneva-Harney Bus Rapid Transit project, which would connect from Harney Way across U.S. 101 to the Bayshore Caltrain station and ultimately west along Geneva Avenue (connecting to the Balboa Park BART station);
 - b) The extension of Geneva Avenue across the Baylands site to U.S. 101;
 - c) Replacement of the U.S. 101 Candlestick Interchange to provide a direct connection for both the BRT and general traffic between Geneva Avenue, Harney Way, and the freeway;
 - d) Traffic calming for congestion and safety hotspots on nearby arterials; and
 - e) Pedestrian and bicycle connections across U.S. 101, along Geneva Avenue, to the Caltrain station, and to the Bay Trail.

As part of this effort, the cities committed to facilitating proportional public and private contributions as identified in the Bi-County Study impact analysis toward the construction of the identified package of transportation improvements.

- 2) In addition, the common vision for this area (established in 2012) prioritizes transit-oriented land uses, pedestrian-supportive designs (and design speeds) for new roadways, safe walking and bicycling conditions, and a robust transportation demand management (TDM) program. In keeping with these objectives, we note the importance of parking provision and management/pricing features of the Specific Plan, and advocate for making these as sustainable as possible.

- 3) Specific to the design of the proposed Geneva Avenue extension, the proposed roadway plan in Figure 5 of the NOP shows a potentially six-lane proposed Geneva Avenue roadway intersecting with the two-lane Beatty Avenue and two-lane Alana Way in the northeastern corner of the project site. We would like to coordinate with the City of Brisbane and the developer throughout the planning process to ensure that the intersection and roadway design:
 - a) Incorporates appropriate design speeds and features to ensure safety for all road users, including bicyclists and pedestrians and vulnerable populations;
 - b) Facilitates current bus transit from Candlestick Point/Executive Park to Caltrain/Bayshore Blvd. via Alana Way, Beatty Ave., and Tunnel Rd;
 - c) Facilitates bus transit to/from downtown San Francisco via U.S. 101 using the adjacent freeway ramps and the Alana Way underpass;
 - d) Is compatible with the proposed Harney-101 Transit Crossing improvements as identified by the SFMTA; and
 - e) Supports long term bus rapid transit in the Geneva Harney corridor.
- 4) Future bus rapid transit service is envisioned to operate between Candlestick Point/Executive Park and Balboa Park BART via dedicated transit-only facilities on Geneva Avenue, including the section of Geneva Avenue proposed to be constructed as part of the Baylands project, as described in the Geneva-Harney BRT Feasibility Study. Consistent with the approach in the Bi-County Transportation Study, we would like to coordinate with the City of Brisbane and the developer throughout the planning process to advance a roadway design for Geneva Avenue that includes effective transit-only lanes and convenient connections to the Bayshore Caltrain station.
- 5) Several Muni routes currently operate on Bayshore Blvd, including the T, 9, 9R, 8, 8AX, and 8BX. The bus routes operate in mixed-flow lanes, and often become delayed in traffic congestion along this segment of Bayshore Blvd. We recommend that the EIR take into account the potential for roadway design and congestion to affect transit performance.
- 6) Finally, the goal of bringing high-speed train service to downtown San Francisco is of critical importance to our city and region; particularly with regard to serving regional and statewide travel demand and to alleviate highway congestion. We recommend addressing the overlap of the footprint for a proposed light maintenance facility for High Speed Rail within the Specific Plan's boundaries, including coordinating with the California High Speed Rail Authority as they deliver an upcoming draft environmental document for the San Francisco-San Jose project section.

-Thank you for your consideration. If you have any questions, we would be happy to discuss further.

Sincerely,

A handwritten signature in cursive script that reads "Hugh Louch".

Hugh Louch
Deputy Director of Planning
San Francisco County Transportation Authority

A handwritten signature in cursive script that reads "Doug Johnson".

Doug Johnson
Transportation Manager
Citywide Division
San Francisco Planning Department