



May 5, 2016

Tom Maguire, Director of Sustainable Streets
San Francisco Municipal Transportation Agency
One South Van Ness Avenue
San Francisco, CA 94103

Re: Balboa Park Station Community Advisory Committee April 26, 2016 Recommendation

Dear Director Tom Maguire:

At the Balboa Park Station Community Advisory Committee (BPSCAC) meeting on April 26, 2016, the Committee passed the following recommendation:

BPSCAC Motion 160426.01

The Balboa Park Station Community Advisory Committee recommends the document "Issues and Proposals for City College of San Francisco's Ocean Campus Streetscape" be distributed to SFMTA, the San Francisco Planning Department, the Department of Public Works, the Balboa Reservoir Community Advisory Committee, tBP Architecture, and City College of San Francisco's Office of the Chancellor, Board of Trustees, and Capital Planning Projects Committee after final edits are made.

It is the opinion of the BPSCAC that the proposed recommendation would be of significant benefit to the citizenry of San Francisco. The final version of the document "Issues and Proposals for City College of San Francisco's Ocean Campus Streetscape" is attached.

Sincerely,

Graham Satterwhite, Complete Streets Planning Manager
Sustainable Street Division, SFMTA
on behalf of Alex Mullaney, Chairman
Balboa Park Station Community Advisory Committee

cc: Gil Kelley, Director of Citywide Planning, San Francisco Planning Department
Jeremy Shaw, Citywide Planning Planner, Planning Department
Fuad Sweiss, Deputy Director for Infrastructure, Department of Public Works
Phil Newsom, Managing Principal, tBP/Architecture
Susan Lamb, Chancellor, City College of San Francisco
Ronald Gerhard, Vice Chancellor, City College of San Francisco
Board of Trustees, City College of San Francisco
Marian Lam, Facilities Planning and Construction, City College of San Francisco

Prepared by the Ocean Avenue Association's Street Life Committee
Approved by the Balboa Park Station Community Advisory Committee in April 2016

Urban Design Issues and Proposals for City College of San Francisco's Ocean Campus



Rendering of Ocean Campus entrance at Howth Street from 2004 Facilities Master Plan



Corridor improvements from Phelan Avenue to I-280 Freeway from March 2015 Ocean Avenue Corridor Design Study

RAMPANT JAYWALKING

During the week, thousands of pedestrians illegally cross the four vehicle lanes and two streetcar lanes back and forth from Ocean Campus and to the Balboa Park Station. Mainly they are students seeking quick access to and from City College of San Francisco's Ocean Campus. Ever since BART opened the Ocean Avenue entrance in 2011, this has increasingly occurred without being addressed.

PROPOSALS

The San Francisco Community College District Police Department officers should educate, warn and possibly cite jaywalkers—even if only during the beginning of each semester.

CCSF staff should engage the San Francisco Municipal Transportation Agency in investigating the installation of a median barrier between the outbound and inbound streetcar tracks to prevent jaywalking like on 19th Avenue for the M-Ocean View streetcar line.

GENEVA-PHELAN-OCEAN INTERSECTION

This intersection is frequently congested to the point of gridlock and does not adequately serve all modes of transit. Pedestrians and bicyclists are ill served and can often be put in danger. The right turn lane often backs up all the way to the I-280 off-ramp. The Ocean Avenue Corridor Study's long-term plan addresses this.

PROPOSALS

CCSF should urge SFMTA should investigate installing a pedestrian traffic scramble. These offer a modern solution to the problem of jaywalking across short thoroughfares, incorporating expected patterns of pedestrian behavior to reduce the likelihood of pedestrian-vehicle collisions.

CCSF should urge SFMTA to beautify crosswalks, landscaping, and creative art including mosaics or unique painted designs.

PHELAN AVENUE CROSSWALKS

The Phelan Avenue crosswalks should be more user-friendly and safe. Many pedestrians jaywalk because the timing is off and they have to wait for a long time.

PROPOSAL

CCSF should consult with the SFMTA about the light timing and putting continental crosswalks to make pedestrians more visible. Additional pedestrian lighting should be installed.

OCEAN AVENUE COMPLETE STREET

In 2014, San Francisco's Planning Department, the Ocean Avenue Association and BART Director Tom Radulovich met with CCSF Vice Chancellor of Finance and Administration Ron Gerhard and Director of Facilities Fred Sturner about improving Ocean Avenue. It was determined that moving the streetcar stop to Howth Street—as suggested in the Balboa Park Station Area Plan—was the best way to create a Complete Street, which is defined as a street that gives equal and effective access to all modes of transportation. As it stands, Ocean Avenue does not offer enough space to pedestrians and bicyclists on this block to meet the Complete Street criteria.

City College Streetcar Stop: The existing non-ADA compliant streetcar stop narrows the intersection causing increased traffic, preventing the aforementioned Complete Street. The stop would be much more useable if moved to Howth Street where CCSF and Lick-Wilmerding High School students could use it to better effect. CCSF should urge the the appropriate city agencies to pursue this.

Pedestrian Bridge: After two Lick-Wilmerding High School students were injured by a speeding car on Ocean Avenue in the 1970s, the remedy was to put in an expensive pedestrian bridge instead of managing traffic at the street level. The bridge has been poorly-maintained. It is not ADA accessible. It has not been upgraded so its stairs do not meet code. Moreover, the actual convenience of this bridge is deceptive. It gets a fraction of the number of pedestrians since the Ocean Avenue BART entrance opened in 2011.

Land Swap for Complete Street from Phelan-Geneva to San Jose Avenues: In order to create a complete street, CCSF must give up some land to accommodate all traffic lanes, a two-way dedicated bicycle lane, an exclusive right-turn lane to Phelan Avenue and sidewalk widening.

PROPOSAL

CCSF should urge the appropriate city agencies to immediately begin planning on moving the streetcar stop to the Health and Wellness Center and LWHS at Howth Street in order to provide a more useable/ADA facility for the eastern side of Ocean Campus.

CITY COLLEGE OF SAN FRANCISCO FACILITIES MASTER PLAN

For too long has the Ocean Campus turned its back on its budding urban neighborhood to the detriment of both entities. Modern higher education institutions, like the exemplary University California Berkeley for example, integrate with the neighborhoods they surround to great effect.

PROPOSALS

The Facilities Master Plan should include building along the Ocean Avenue sidewalk to create an urban and pedestrian-friendly environment. This would entail removing the extant retaining wall.

CCSF should urge the SFMTA to enhance the crosswalks at Howth Street to give the impression of an entrance like the 2004 Facilities Master Plan rendering shows. (See Page 1)

Lighting around the edges of the campus should be enhanced for safety.

Landscaping the West Ocean Campus building(s) is needed. The Multi-Use Building and former Bookstore Annex lack the trees and landscaping as detailed in the 2004 Facilities Master Plan.

With so many students driving to campus and buildable land at a premium, a parking structure on campus is an inevitability. The entrance should be located as close to the freeway on and off ramps as possible, but should not allow a parking structure to define and dominate the campus.

CCSF should encourage public transit use by faculty, staff and students—perhaps with some sort of an incentive program.

CCSF should encourage pedestrians and bicyclists by providing better facilities and protection from motor vehicles for them.

The Facilities Master Plan should prepare for the eventuality of the I-280 off-ramp straightening project which will install a traffic light allowing vehicles to turn left or right onto Ocean Avenue from the 280 freeway. There is a yield sign and crosswalk at the off-ramp currently.

The college should actively pursue making its Ocean Avenue frontage a walkable landscaped and properly lighted pedestrian area.

The college should use its extensive art collection. There should be a sculpture garden created in an easily accessible street facing location where art can be shown.

The Facilities Master Plan should take more input from neighbors. Students stay for a few years. Neighbors are there for the duration.