

From: [Aaron Goodman](#)
To: [Board of Supervisors, \(BOS\)](#)
Cc: [Secretary, Commissions \(CPC\)](#); [Calvillo, Angela \(BOS\)](#); [Rahaim, John \(CPC\)](#); [MTABoard](#); [Reiskin, Ed \(MTA\)](#); tilly.chang@sfcta.org
Subject: File No. 170413 - BVHP Redevelopment Plan and HPS Redevelopment Plan // Prop O
Date: Monday, May 22, 2017 7:11:20 PM
Attachments: [T Line Cargo Extension Loop 0.pdf](#)
[T Line GENEVA HARNEY 0.pdf](#)
[TF line hospital link 0.pdf](#)

File No. 170413 - BVHP Redevelopment Plan and HPS Redevelopment Plan // Prop O

SF Board of Supervisors;

I am unable to attend the SFBOS meeting on Tuesday but wish to submit my concerns regarding the ongoing development and increased population changes proposed by Prop O without a serious review of transportation and connectivity for mass-transit systems in the D10-D11 and D7 areas.

The Prop O impacts would be considered cumulative development related growth and a domino effect on traffic, parking and transit needs in the district.

With the High-Speed Rail and Brisbane, Schlage Lock development, Pier 70, Warrior's Arena, and (4) major HOPE SF projects in the vicinity it becomes ever more critical for people to be able to access jobs, get to mass-transit stations, and NOT have to transfer and consistently cross traffic to get to their linked systems and transit modes.

It is therefore more important than ever to look at the future mass-transit modal systems of the SE sector and how to best implement and push forward mass-transit connectivity.

Ferry terminals at the embarcadero are nice, but what about in the BVHP? Pier 70, and Candlestick area, near the Brisbane and Sunnydale developments? What means and methods are in planning to ensure that the India Basin and its bike/pedestrian friendly zones are hooked up adequately to the mass-transit systems. A ferry service could easily be implement off a pier system near Candlestick Point, connecting to the Geneva Harney Bus and HSR terminal proposal, with dedicated connections via "pedestrian-bike" high-lines over to the eastern side and waterfront trails...

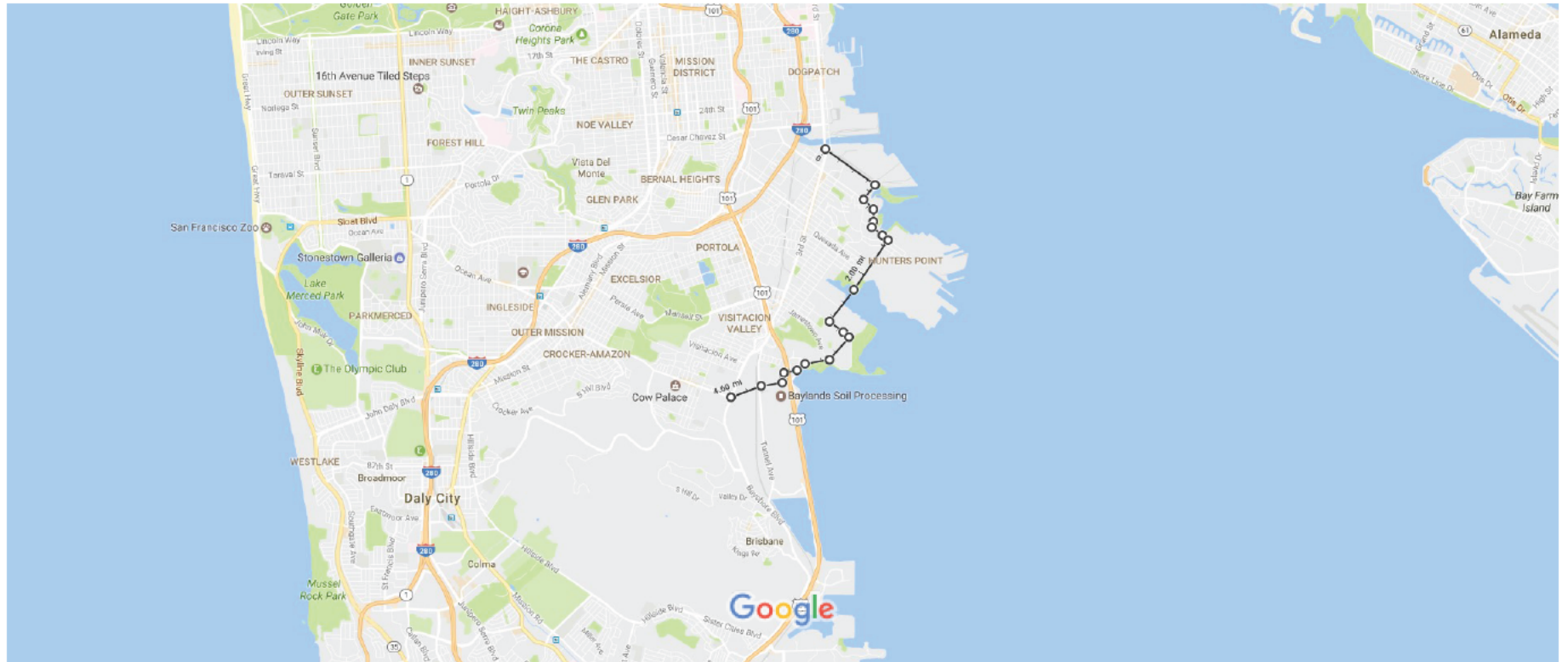
The T-Line is already needing to be re-vamped, and additional planning needed to solve for the Geneva Harney LRV (Light Rail Vehicle) future connection to Balboa Park Station, and possibly over 101 into the BVHP / HPS areas.. A loop line would best serve the T-Line providing additional "band-width" and service to the area, helping to provide direct connections possibly along Cargo Way, and Oakdale or Cesar Chavez over to St.Luke's and SFGH for emergency access to services.

The city is consistently negating its due diligence in planning and providing for the mass-transit needs of the proposed population growth. Emergency planning and ensuring that access to services, and the ability to leave the city in a catastrophe is becoming more of a concern with each added tower, and the need to prepare and plan for the population, parking, traffic and population boom that will indeed follow the Prop O development pressures.

Please see the attached diagrams which have miles attached and represent some possible routes and solutions to mass-transit needs in the D10 area and connectivity. It is getting to become a more critical issue as construction and major infrastructure changes are beginning to impinge on the flow of traffic and transit daily....

If density and development continue to rule the decision making processes, than for the SFBOS hearing this Tuesday, please take extra care and consideration on the Transit aspects of these plans and how Prop O will directly impact the already challenged systems on the T-Line and need to explore additional methods of looping/linking and transfer between systems to improve the overall accessibility and mobility of the D10 area with the rest of San Francisco's transportation systems. Transit Equity needs to be addressed due to the majority of development pressures occurring in the SE to SW quadrants of SF...

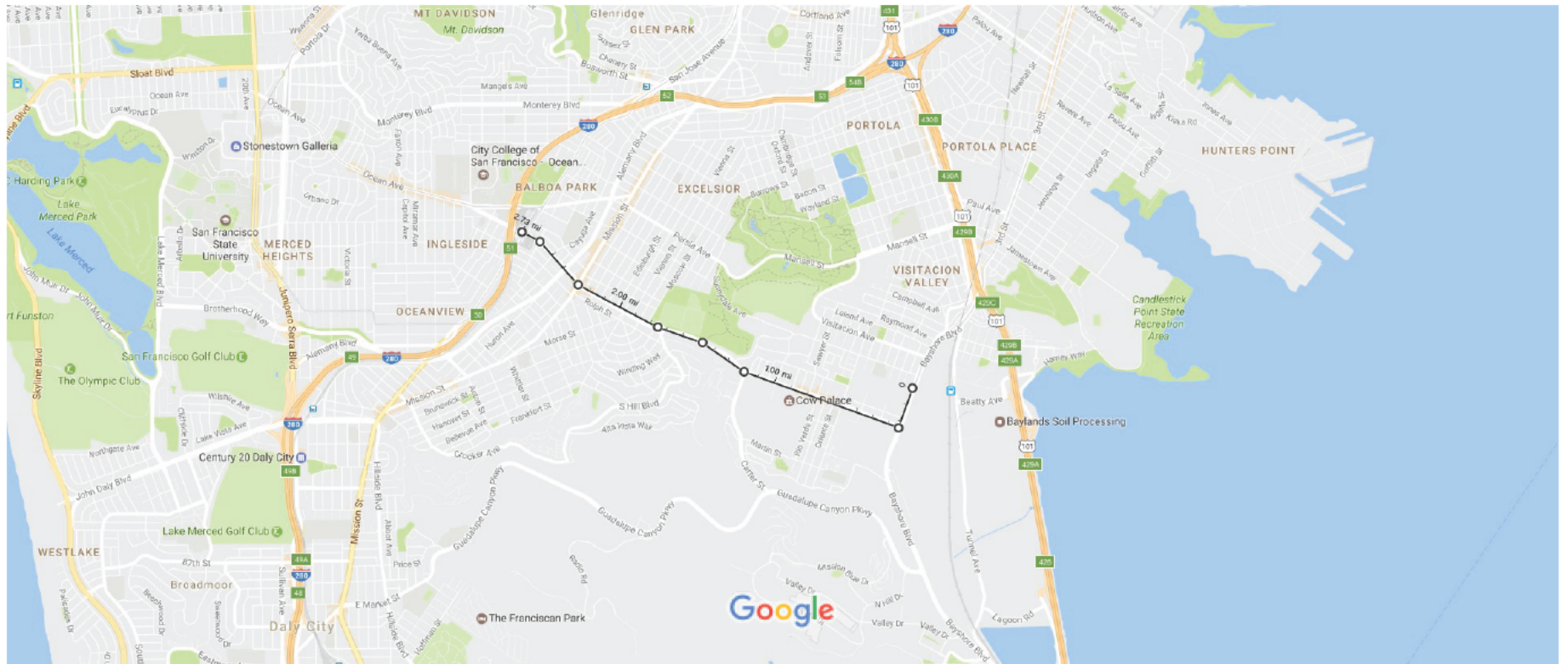
A.Goodman D11



Map data ©2017 Google 1 mi 

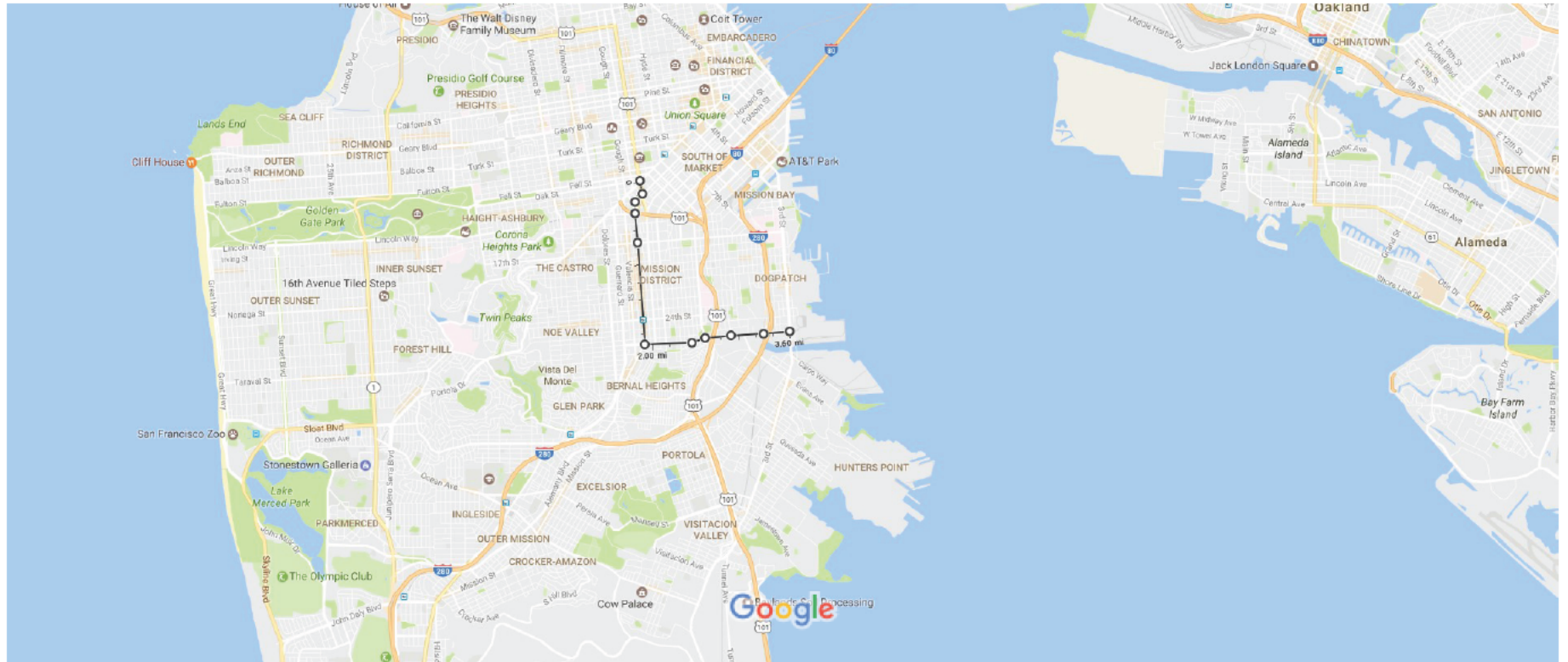
Measure distance
Total distance: 4.60 mi (7.41 km)

Google Maps T Line Muni Extension to Balboa Park Station



Map data ©2017 Google 2000 ft 

Measure distance
Total distance: 2.73 mi (4.39 km)



Map data ©2017 Google 1 mi

Measure distance
Total distance: 3.60 mi (5.79 km)