

3.7 TRAFFIC

3.7.1 INTRODUCTION

The focus of this analysis is on the construction-related effects of the proposed project. Once operational, the project (under Alternatives 1 and 2) would have a minimal impact on existing traffic and transportation patterns. A maximum of two employees would be needed to operate the plant, and delivery of materials to and from the plant would be infrequent (approximately twice per month).

EXISTING ROADWAY NETWORK

The Presidio of San Francisco is located in the northwest corner of San Francisco, with roadways connecting to the Marina and Cow Hollow neighborhoods to the east and the Richmond, Sea Cliff and Presidio Heights neighborhoods to the south. All of the intersections within the Presidio, as well as those connecting the Presidio with the rest of the City (with the exception of the Marina Gate), are unsignalized with either two-way or all-way stop control (the Marina Gate is partially signalized). The key roadways within the project study area are described below.

Lincoln Boulevard runs generally east-west in the eastern portion of the Presidio and north-south in its western portion, and serves as the primary thoroughfare in the Presidio. It begins at the intersection of Presidio Boulevard/Letterman Drive and ends at the intersection of 25th Avenue/El Camino del Mar. Lincoln Boulevard contains two lanes each way between Torney Avenue and Keys Street, and one lane each way west to El Camino del Mar.

Presidio Boulevard contains one lane each way, and begins at Funston Avenue in the Main Post Planning District, connects to Lincoln Boulevard/Letterman Drive near the Letterman Planning District, and continues north-south in the eastern portion to the southern boundary where it becomes Presidio Avenue in San Francisco.

Lombard Street runs east-west from its intersection with Presidio Boulevard near the Letterman Planning District, and extends into San Francisco to the east. Lombard Street has one lane each way. It serves as the primary gateway to the eastern portion of the Presidio.

Washington Boulevard is primarily a residential street with one lane each way. It runs east-west from its intersection with Lincoln Boulevard at the western edge of the Presidio, and extends eastward to Arguello Boulevard.

Gorgas Avenue provides east-west access on the northeast side of the Presidio. It connects with U.S. Highway 101 and Lyon Street at an eastern gateway, and provides access to Crissy Field via Halleck and Marshall Streets at its western terminus. Gorgas Avenue is mostly a two-lane roadway, except east of General Kennedy Avenue, where it contains two eastbound lanes and one westbound lane.

Halleck Street is a two-lane collector street that provides north-south access within the Presidio between Mason Street and Lincoln Boulevard. To the north, Halleck Street becomes Mason Street after its intersection with Old Mason Street. To the south, Halleck Street terminates at the T-intersection at Lincoln Boulevard.

EXISTING TRAFFIC CHARACTERISTICS

Weekday traffic volumes in the Presidio are primarily work-related, so they do not vary significantly by season, unlike weekend traffic, which is primarily recreational. Counts taken in 1998 indicate that weekday traffic volumes were between 63,000 and 67,000 throughout the year, while weekend traffic ranged from 58,000 in the fall to 75,000 in the summer. According to origin/destination survey data collected in 1996, the Presidio's seven major entrances (not including 15th Avenue and Gorgas Avenue) carry significant pass-through traffic (Peccia 1996). The study indicated that Lombard Street and Presidio Boulevard have the highest pass-through percentages, with the majority of their pass-through traffic moving between these two gateways. The Lincoln Boulevard entrance (at 25th Avenue and El Camino del Mar) had the next highest pass-through percentages, with most of its through trips either entering or leaving at the Merchant Road and Golden Gate Viewing Plaza entrances. The data show that these roadways are primary pass-through routes to the bridge. All of the intersections internal to the Presidio currently operate acceptably during both a.m. and p.m. peak hours.

BICYCLE AND PEDESTRIAN CIRCULATION

The Presidio does not have a continuous system of sidewalks, bicycle trails and bicycle lanes. Sidewalks and marked pedestrian crossings are provided sporadically throughout the Presidio. In many cases within the Presidio, pedestrians and bicyclists must mix with vehicles on the street system to move from one area to another. Sidewalks within the Presidio are generally provided in areas that are currently well-occupied, such as the western portion of the Letterman Planning District and along Lincoln Boulevard in the Main Post. Most intersections within the Main Post and along Lincoln Boulevard have marked pedestrian crossings.

PARKING

There are a total of approximately 7,790 parking spaces within Area B, with about 1,979 (25 percent) of these spaces occupied during the midday period (Draft PTIP EIS 2001). Parking facilities within each of the Presidio planning districts are between 17 percent and 30 percent occupied, indicating that there is currently substantial available parking in all planning districts.

TRANSIT

Public transit systems serving the Presidio include the San Francisco Municipal Railway (MUNI) and the Golden Gate Bridge, Highway and Transportation District (Golden Gate Transit or GGT). These services provide access to other regional carriers such as BART, AC Transit, Caltrain,

SamTrans, and the regional ferry system. In addition, there are private transit carriers that accommodate specific needs not served by the public systems.

Presidio Shuttle

This free shuttle serves the entire Presidio, operates 7 days a week, and has frequent stops in all seven planning districts within the park. Clean fuel buses connect residential area commercial areas, and visitor destinations within the park, as well as key transfer points to MUNI and Golden Gate Transit buses.

Tour Buses and Charter Services

On a typical summer weekday, 180 tour buses carry visitors to and from Presidio attractions such as the Golden Gate Bridge Plaza, Fort Point, and the Visitor Center on the Main Post. The Golden Gate Bridge is the primary attraction. They also stop at several scenic overlooks along the 49-mile drive (Peccia 1999). During the spring and fall seasons, about 210 and 220 tour buses enter the Presidio on a typical weekday.

3.7.2 ENVIRONMENTAL CONSEQUENCES & MITIGATION

ALTERNATIVE 1 (CENTRALIZED STORAGE)

Temporary Effects on Circulation

Construction of each phase of Alternative 1 would have an estimated 20 construction employees, and would take roughly 12 months to complete. This would result in a generation of 20 a.m. and 20 p.m. peak-hour vehicular trips. The addition of 20 peak-hour trips to the Presidio's street network would be considered nominal, and would not affect the current intersection levels of service, or have a noticeable impact on parking supplies. Normally, no material deliveries or other heavy traffic (i.e., hauling of materials) would occur during the a.m. and p.m. peak hours. The existing capacities of the transit service providers in the Presidio would not be noticeably affected by the construction of Alternative 1.

The construction of Alternative 1 may affect the current circulation patterns of vehicles, transit service providers, pedestrians and bicyclists, because several of the proposed pipeline segments would occur within existing roadways (see Figure 2-4). Trenching and other construction-related activities would cause intermittent and temporary delays and closures of specific segments the following roads:

Phase 1

- Gorgas Avenue
- Edie Road
- Letterman Drive
- Old Mason Street
- Girard Road

Phase 2

- Marshall Street
- Keyes Avenue
- Sheridan Avenue
- Lincoln Boulevard (Funston Avenue to Presidio Boulevard)
- Ruckman Avenue
- Storey Avenue
- Fisher Loop
- Taylor Road
- Lombard Street

Pipeline construction would proceed at roughly 150 to 200 feet per day. During these activities, portions of roadway would be closed, and flag crews would be used to ensure safe passage through the remaining open lanes of travel. This would result in a one-way lane closure for a maximum duration of 5 to 15 days on any given road. In addition, implementation of the Construction Traffic Management Plan (CTMP) as part of the project's BMP-5 (see Section 2.3) for traffic and transportation would alleviate potential congestion and delays; potential hazards for motorist, pedestrians and bicyclists; and potential inconveniences to transit providers to a level of insignificance.

Construction-related traffic impacts would be less-than significant, and no additional mitigation is recommended or required.

ALTERNATIVE 2 (MULTIPLE STORAGE SITES)
Temporary Effects on Circulation

Similar to Alternative 1, each construction phase of Alternative 2 would have an estimated maximum of 20 construction employees, and each phase would require roughly 12 months to complete. The addition of 20 peak hour trips to the Presidio's street network would be considered nominal, and would not affect the current (acceptable) intersection levels of service.

Also, the existing capacities of the transit service providers in the Presidio would not be noticeably affected by the construction of Alternative 2. Since the primary difference of Alternative 2 relates to the locations of the proposed storage and distribution facilities, construction effects related to this alternative's treatment plant sites would be essentially the same as described above. The difference with this alternative would be the result of potential impacts to segments of the following roadways, with particular locations towards the south of the main complex areas of the Presidio (see Figure 2-5 for the specific locations of the facilities for Alternative 2):

Phase 1

- Gorgas Avenue
- Edie Road
- Letterman Drive
- Old Mason Street
- Girard Road

Phase 2

- Marshall Street
- Keyes Avenue
- Sheridan Avenue
- Lincoln Boulevard (from 300 ft southeast of Girard Road to Presidio Boulevard)
- Ruckman Avenue
- Washington Boulevard
- Upton Avenue
- Taylor Road
- Lombard Street
- Montgomery Street
- Moraga Avenue
- Infantry Terrace
- Amatury Loop
- Kobbe Avenue

During pipeline construction, portions of roadway would be closed, and flag crews would be used to ensure safe passage through the remaining open lanes of travel. Implementation of the CTMP as part of the project's BMP-5 (Section 2.3) for traffic and transportation would alleviate potential congestion and delays; potential hazards for motorist, pedestrians and bicyclists; and potential inconveniences to transit providers to a level of insignificance.

Construction-related traffic impacts would be less-than significant, and no additional mitigation is recommended or required.

ALTERNATIVE 3 (NO ACTION)

Under the No Action alternative, none of the proposed water recycling components would be constructed and there would therefore be no construction-related traffic impacts as discussed above.