



# APPENDIX

# Traffic Counts

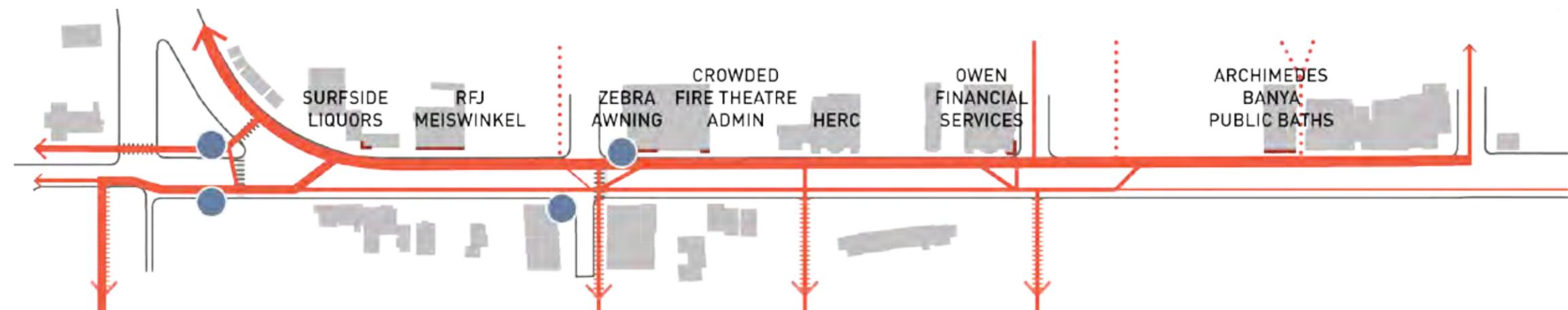
## EXISTING & FUTURE TRAFFIC VOLUMES ON INNES AVENUE

Despite being a relatively wide four-lane street, Innes Avenue currently has very little traffic. However, as shown in the diagram future traffic volumes are expected to substantially increase along the corridor as a result of the redevelopment of Hunters Point Shipyard and Hunters View. These volumes also include development assumptions for the 700 Innes property. Although the increased traffic volumes may increase traffic congestion somewhat, the volumes fall within typical capacities for similar four-lane streets.

### SNAPSHOT USAGE: SIDEWALKS & CROSSWALKS

People cross the street where active uses are located. Crosswalks don't necessarily align with desire lines to connect to active uses and the waterfront.

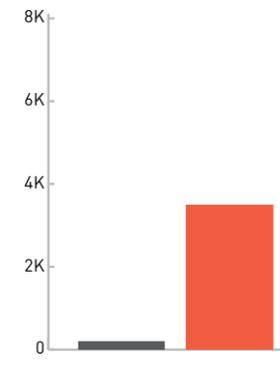
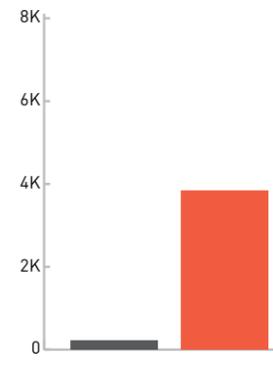
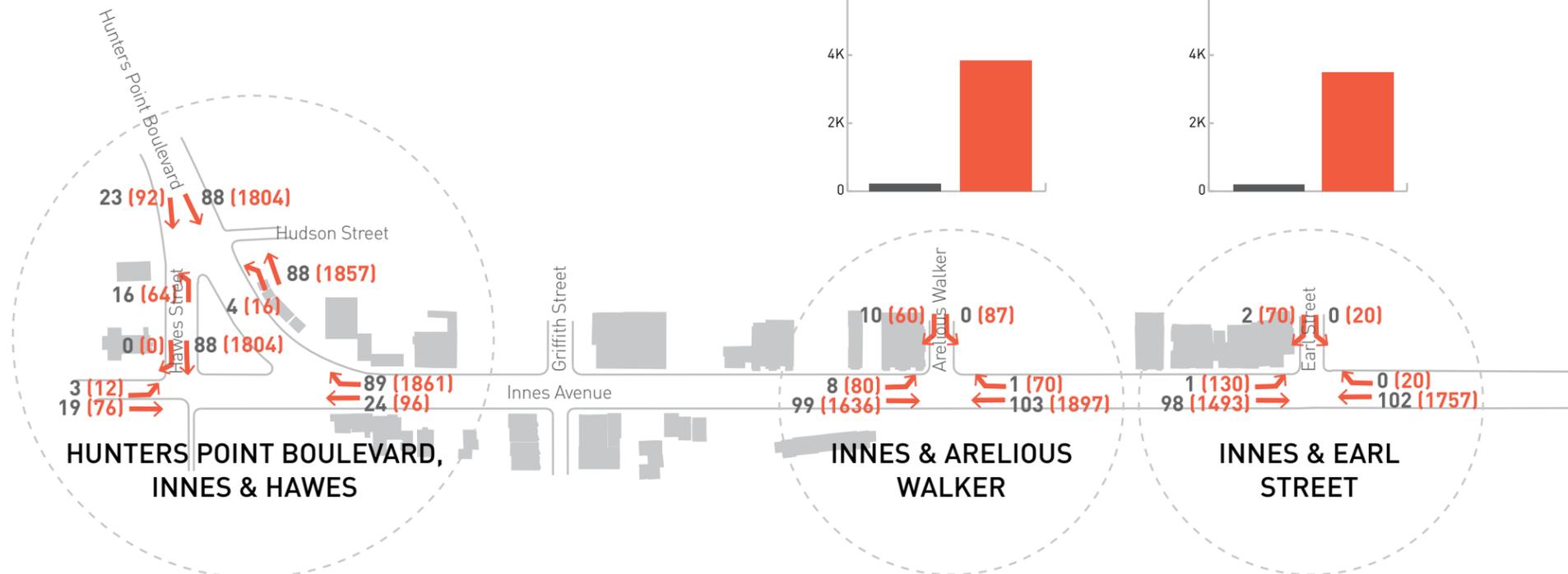
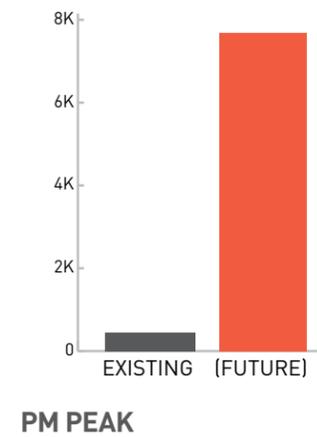
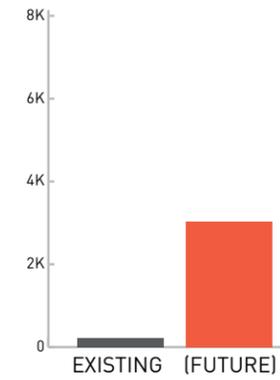
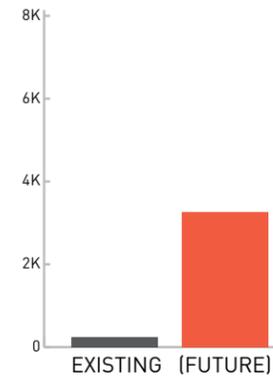
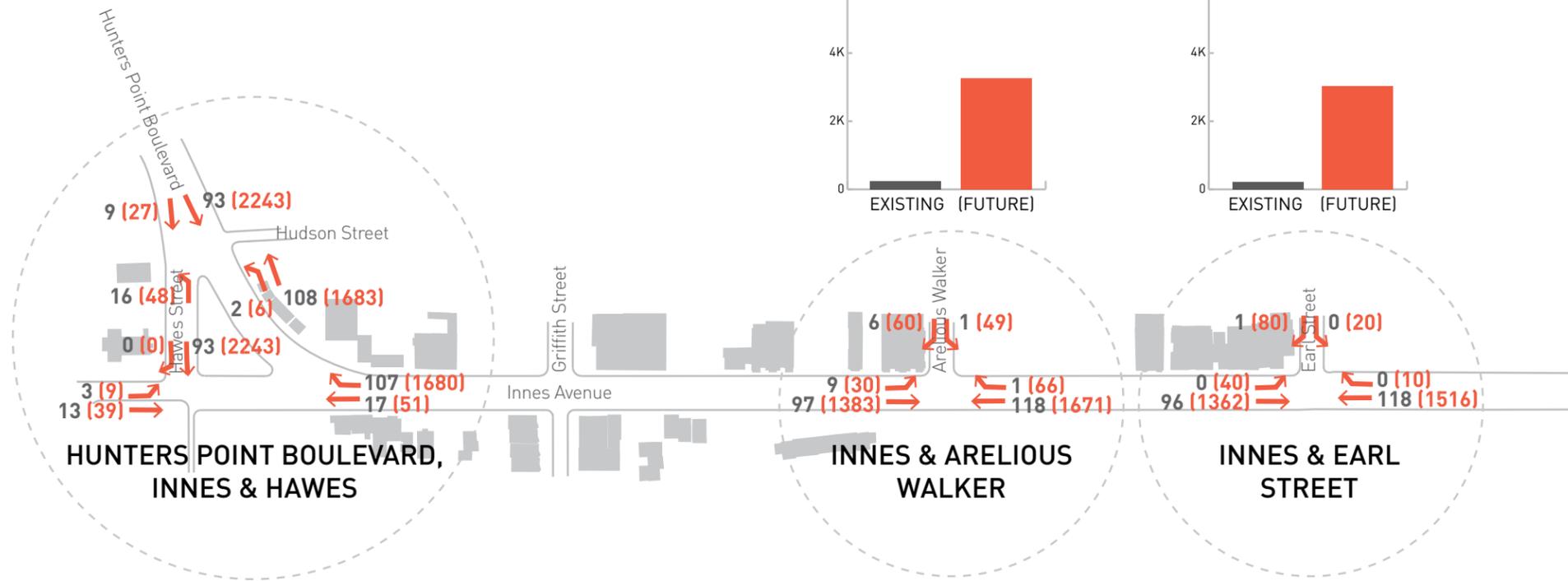
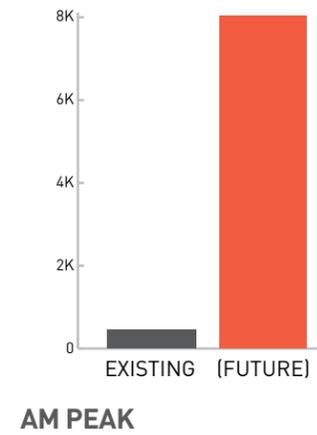
-  BUS STOP
-  MAIN PEDESTRIAN DESIRE LINES
-  SECONDARY PEDESTRIAN DESIRE LINES



# Traffic Counts

EXISTING & FUTURE TRAFFIC VOLUMES ON INNES AVENUE

APPENDIX



**TRAFFIC COUNTS:**  
Traffic counts were measured on June 4, 2014. The counts represent the peak one-hour volume between 7-9 AM and between 4-6 PM, respectively. The exact time period of the peak hour within each 2-hour period varies by location.

# Transportation Demand Management

## STRATEGIES FOR INDIA BASIN

### Transportation Demand Management

The neighborhood surrounding Build Inc.'s Project has recently and will continue to transform substantially over the coming years into a vibrant, mixed-use, walkable neighborhood. This new development will provide substantial investments to the area transportation infrastructure, including increased transit service, improved pedestrian and bicycle facilities and connections, recreational facilities, and new vibrant street frontages. This investment has been designed strategically to promote walking and bicycling for shorter trips, and transit for longer trips, while still accommodating auto circulation for those trips that require a car. These investments will benefit not just new development, but also the existing residents and neighborhood.

To maximize the benefit of these investments, the new developments planned in the area will implement robust transportation demand management (TDM) programs to further encourage the use of transit, walking, and bicycling and to reduce the overall amount of travel during peak times. The Build Inc. Project should develop and implement a TDM program, with measures similar to those included in other adjacent developments, such as the Hunters Point Shipyard project, and those required by City policies. While this report does not include a specific, detailed TDM Plan for the Build Inc. Project, some of the measures that should be considered are described below.

### Transportation Coordinator

Key to implementing and managing a successful TDM Program is having a person on-site who is responsible for administering the program and recommending modifications as travelers' needs change. Typically a transportation coordinator is a full- or part-time position funded by the various entities that benefit from the service (business owners associations, homeowners associations, etc.). In the case of Build Inc.'s Project, the size of the development may not warrant a full-time position; however, the adjacent Hunters Point Shipyard development will have one or more full-time staff dedicated to administering that program. The Build Inc. TDM Plan should consider developing an arrangement with the Hunters Point Shipyard development in which some of the costs for the transportation coordinator can be shared between the two developments, thereby allowing

the India Basin development to achieve the benefits offered by having a dedicated staff person to assist with administering the plan. This would also ensure that the overall strategies implemented by the two developments are relatively consistent.

The TDM Coordinator would be responsible for developing individual commute plans for interested residents, assisting with finding the fastest or least expensive commute options. The TDM Coordinator would also establish a committee of residents and employees to develop and refine the TDM program to better meet the needs of commuters as demographics and options evolve over time. Finally, the TDM Coordinator could be responsible for developing and administering commute surveys to residents and employees to gauge the effectiveness of ongoing TDM Programs, and to assist with identifying modifications.

### Employee TDM Elements

Although non-residential uses will be a relatively minor component of the Build Inc. Project, some TDM strategies targeting employees could prove to be useful. Of the TDM elements proposed at the Hunters Point Shipyard targeting employees, the strategies that may be applicable at Build Inc.'s Project are as follows:

- Secure bicycle parking, with showers and lockers where feasible
- Employee carpool ride matching services, with priority parking designated for carpools
- Guaranteed Ride Home program to cover the cost of a taxi trip home for employees who don't drive in case of emergency
- Information boards or kiosks displaying transit routes and schedules, and real-time transit arrival information
- Subsidizing employees who choose not to drive
- Participating in a commuter check program
- Allowing or encouraging alternative work schedules, telecommuting and flextime, where possible

### Car Sharing

Car sharing has become a viable and popular strategy throughout San Francisco. The availability of a car for certain, infrequent

trip types makes the decision not to own an automobile easier for many residents. This eliminates the cost of auto ownership for residents, and has been shown to reduce the overall frequency of auto trips. The Build Inc. Project should comply with City requirements regarding the provision of off-street carshare spaces that will be accessible to residents of the new development and also to existing residents in the India Basin and Hunters View neighborhoods.

### Bike Sharing

The City of San Francisco has participated in the regional bikeshare program, Bay Area Bikeshare since August 2013. The program is slated to undergo a substantial expansion in the next two years. As it becomes more ubiquitous, bikesharing will likely increase in popularity and further reduce reliance on less-efficient automobile travel. The Build Inc. Project could work with the City of San Francisco to establish bikeshare stations within the their site to augment the bikeshare network proposed for the Hunters Point Shipyard to facilitate travel between the developments, and to the rest of San Francisco via the substantial bicycle facility improvements in the area, such as the Blue Greenway.

### Automobile Parking Strategies

Although parking policies are generally set by the City of San Francisco through code requirements, the City's current policies do serve a function in managing transportation demand. Specifically the identification of maximum parking supply ratios that are typically 1 space per dwelling unit or less and the requirement that new parking be "unbundled" such that residents have the option of purchasing housing without the parking space. The unbundling of parking serves to reduce housing costs and improve affordability as well as induce changes in travel behavior by making users realize the true cost of driving (and therefore, parking).

Furthermore, for many of the same reasons, all new on- and off-street public parking in the area could be designated as paid parking. Fee structures could be designed to encourage short-term retail parking and discourage long-term employee and residential parking. Parking revenue could be used to offset the cost of administering other elements of the TDM Plan.

### Neighborhood Parking Management

As the study area experiences increased pressure on parking supply from existing and new development, it will be important to develop strategies to better manage the limited supply of parking. These strategies could be designed to encourage use of more visible and convenient on-street parking for visitor and retail customer use and to ensure long-term, overnight parking is available for existing and new residents. If a comprehensive neighborhood parking management strategy were developed, the City would likely take the lead by engaging area stakeholders to best meet the needs of all users. Some strategies that may be considered include:

- Residential Permit Parking: Residential Permit Parking requires residents to purchase an annual parking permit in order to park on the street for long periods during the daytime. This helps to ensure that on-street parking during the day is available for visitors and retail customers by limiting the duration of parking for non-residents, typically to two hours or less. reduce the likelihood that retail employees or other long-term daytime parking
- Parking Pricing: Another way to discourage long-term parking in on-street spaces is the introduction of pricing mechanisms (typically parking meters or parking stations). Pricing strategies could be coordinated to encourage short-term, higher-turnover parking in on-street spaces and encourage long-term parking to happen in off-street garages.
- Valet Parking: Depending on the availability of off-street parking, some businesses in the area may wish to consider valet parking operations such that customers can “park” directly at the front door of their destination, with the cars stored off-site at a more appropriate location. Further, new parking structures and garages should be encouraged to employ valet parking operations, which can accommodate more cars in a given space. This could maximize the efficiency of parking garages, and if demand is sufficient, the cost of increased staffing associated with valet operations could be offset by the additional revenue.
- Shared Parking: Many uses have parking demands that reach their maximums at different times of day. Rather than build enough parking to satisfy the maximum parking demand for each use simultaneously, a neighborhood strategy should look to encourage shared parking as often as possible. For example, allowing residents to park overnight in parking that is also used by office employees during the day can reduce the amount of parking that must be built, but also can serve to increase flexibility for drivers searching for parking.

### Bicycle Parking Strategies

In addition to limiting the amount of auto parking on-site, the Build Inc. Project will be required to provide a substantial amount of bicycle parking. Specifically, City code requires at least one Class I (secured, weather-protected facilities designed for overnight or all-day commuter use) space per unit. This secure parking for residential use, plus on-street Class II spaces (e.g., bike racks) will encourage residents, employees, and visitors to bicycle to the site without anxiety about whether there will be a secure place to park their bicycle.

### Residential Transit Subsidy

The Hunters Point Shipyard development will be require that all homeowners’ associations within the development purchase a transit pass (or an equivalent transit fare subsidy) for each dwelling unit within the development. Build Inc. could adopt a similar policy to further reduce auto traffic generation. This program will provide a dedicated revenue stream to the City to assist in funding the substantial transit enhancements proposed in the area. It will also reduce the marginal cost of taking transit for residents of the new development because they will have already purchased the transit pass or fare subsidy. By eliminating the marginal cost of transit trips, residents will be further encouraged to take transit.