



Memorandum

AGENDA ITEM 7

DATE: September 12, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/22/2019 Board Meeting: Update on the Geneva-San Jose Intersection Study [NTIP Planning]

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) is providing an update (Attachment 1) and seeking feedback on the project status and anticipated next steps, including near-term improvements, for the Geneva-San Jose Intersection Study [NTIP Planning]. The plan will develop conceptual designs for multimodal transportation safety and transit access improvements in the vicinity of the intersection of Geneva and San Jose avenues.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

In June 2016, the Transportation Authority allocated \$150,000 in Prop K sales tax funds, including \$100,000 from the NTIP, to the SFMTA for the Geneva-San Jose Intersection Study, as recommended by former Commissioner John Avalos. SFMTA is using these funds to develop conceptual designs for near, medium and long-term improvements for multimodal transportation safety and transit access in the vicinity of the Geneva and San Jose intersection, including passenger access to Muni's M-Ocean View Line. This project was originally proposed by the Balboa Park Community Advisory Committee.

The attached presentation summarizes the current project status and anticipated next steps. The SFMTA anticipates presenting the completed study to the Transportation Authority Board for adoption in Spring 2020.



FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 - SFMTA Staff Presentation on Geneva-San Jose Intersection Study



Geneva/San Jose Intersection Study

SFCTA Board Informational Presentation

October 22, 2019

Background Information

Initially focused on the Geneva/San Jose intersection, plus adjacent blocks.

- As project progressed, there were little opportunities for changes to the intersection
- Focus shifted to the M-Line facilities since it has high needs and possible modifications
- Identified opportunities to move pedestrian activity away from Geneva/San Jose intersection



Adjacent Projects

Upper Yard Housing Development

- Near-term triage/RV parking

BART Plaza & Station Modernization

Car Barn and Powerhouse

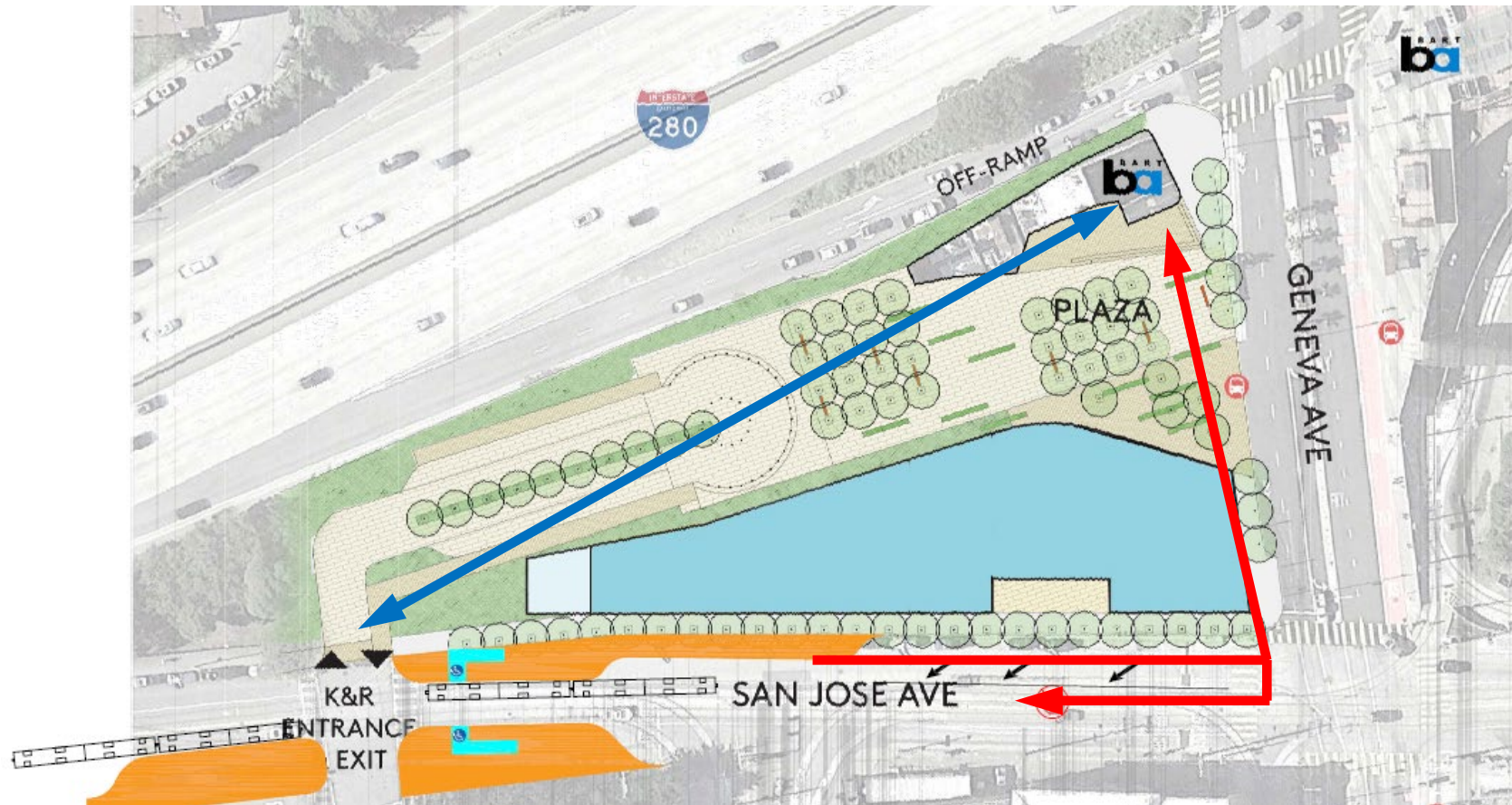


M Line – Boarding Facilities



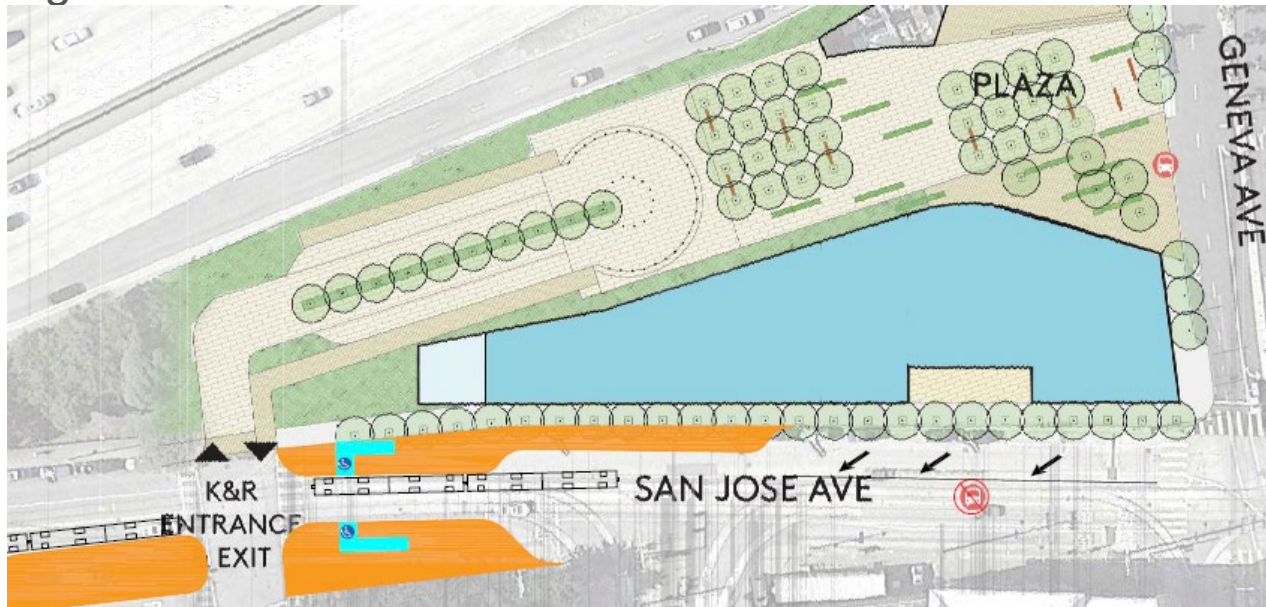
San Jose/Niagara Proposal

- Consolidate M Line stop at the San Jose/Niagara intersection (BART Dropoff Loop entrance)
- Remove existing boarding island on San Jose at Geneva
- Supported by new pedestrian path created by BART Plaza



San Jose/Niagara Proposal- Benefits

- Significantly improves passenger experience for over 2,000 daily passengers
- Potential for streetscaping and placemaking.
- Accessible ramps adjacent to general passenger stops
- Moves boarding away from the congested Geneva/San Jose Intersection and eliminated vehicles passing trains while loading
- Discourages pedestrians from crossing midblock
- BART Plaza provides new pedestrian connection that is less steep compared to walking along Geneva



San Jose/Niagara Proposal– Trade-offs

- Increased walking distance for customers connecting to BART
 - Less steep path of travel
- Outbound trains block SJ/Niagara intersection when serving accessible ramp
- Removes one lane of traffic in each direction approaching Niagara
- Parking impacts– to be finalized during design, around 12-15 spaces impacted



San Jose/Niagara Proposal Unknowns

- Construction feasibility
 - Larger than typical bulbs can have unique challenges such as drainage.
- Fire Department concurrence
 - Have discussed the concept with the Fire Department and incorporated feedback, but the design needs to be worked out in more detail before Fire Department can formally review.
- Cost & Funding
 - Have developed a high-level cost estimate, but additional design work is needed to determine a realistic cost estimate.
 - Funding is provided only for this study and preliminary design work. Working to identify full design and implementation funding.

Other Improvements

Cameron Beach Yard Rail Entrance

- Upgrade sidewalks and pedestrian crossings
- Opportunities for streetscape improvements



Geneva/San Jose signal

- Complex signal impacted by multiple train movements, heavy pedestrian and vehicular traffic



- Evaluating opportunities to provide a southbound right-turn arrow to partially separate turning cars from pedestrians
 - Depends on signal equipment feasibility

Outreach

- Kick-off meeting
- Combined outreach with BART and Upper Yard meetings
- Next outreach in Fall (with school in session)
 - On-site pop-up meeting near the station during commute periods
- Ongoing through design as details and alternatives are determined

Questions, Comments & Discussion

Tony Henderson

Engineer, SFMTA Sustainable Streets Division

415.646.2751 | tony.henderson@sfmta.com



Adjacent Projects

Geneva Car Barn and Power House

- Replacing decommissioned rail facility
- SF Rec and Park converting into a community space



Upper Yard Opportunities

Building setback will reduce sidewalk pinch point on Geneva and improve visibility between turning motorists and pedestrians



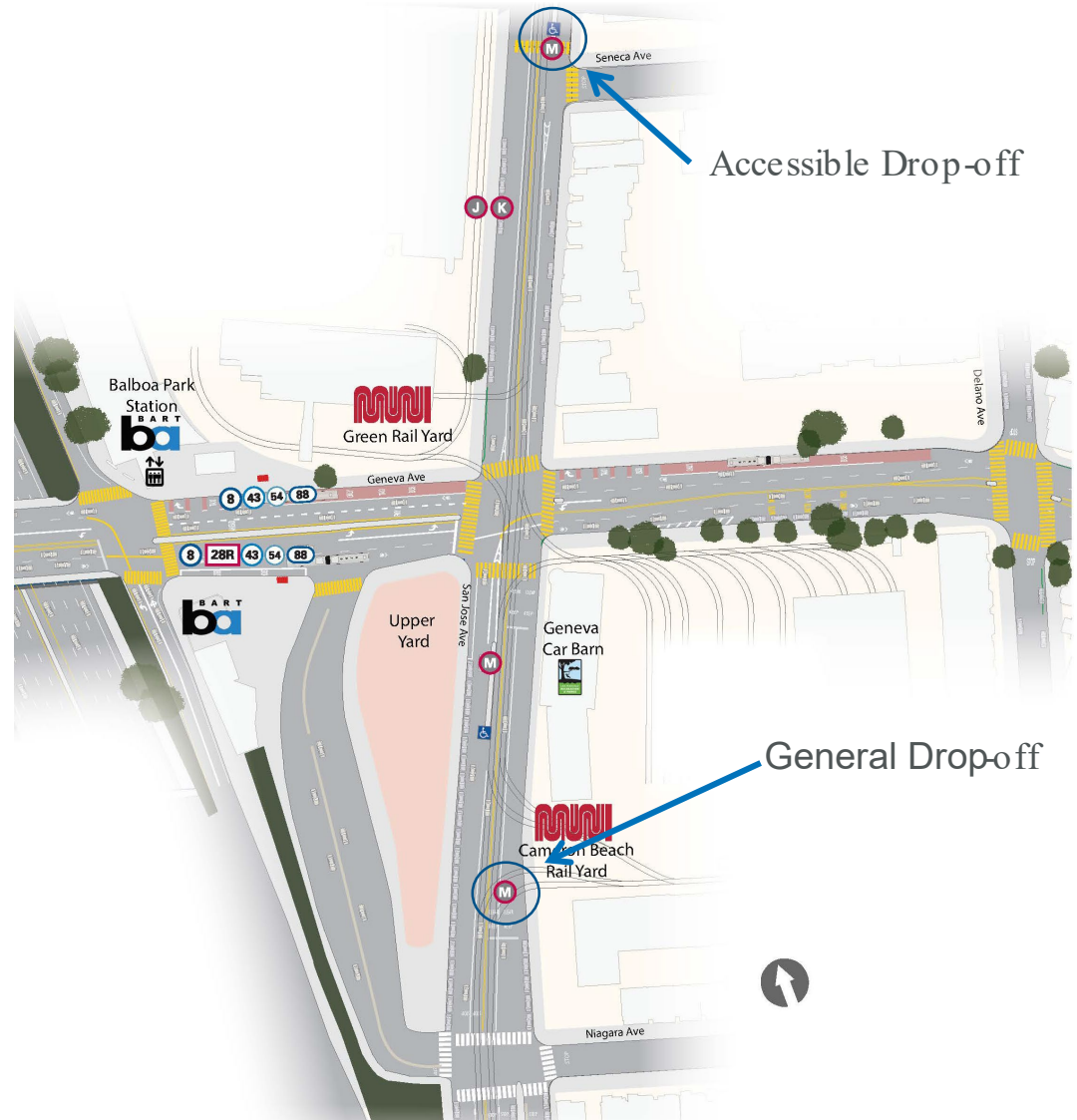
Design Constraints

Track turns restrict placement of boarding islands



Existing Accessible Drop-Off

- Accessible drop-off is two blocks away at SJ/ Seneca
- Requires a circuitous route that increases travel time for the ramp user and causes Muni delays



Muni Transit Services

Muni Bus (on Geneva)

- 8 Bayshore
- 8BX Bayshore B Express
- 28R 19^h Avenue Rapid
- 43 Masonic
- 54 Fulton
- 88 BART Shuttle

Muni Rail

- J Church
- K Ingleside
- M Oceanview



Transit Ridership

Muni Bus (on Geneva)

- 4,500 daily ons
- 4,000 daily offs

Muni Rail (J, K & M Lines)

- 2,150 daily ons
- 1,300 daily offs

BART

- 9,700 daily entrances
- 11,100 daily exits



M Line – Inbound

- Boarding island does not accommodate two-car train
- Boarding island does not connect to crosswalk
- Mechanical lift is unreliable



M Line - Outbound

Drop-off lacks standard facilities

Trains drop-off at the yard gate and many customers cross midblock

Separated accessible boarding



Alternatives Considered

- Expand/upgrade current boarding island
 - Boarding island would remain less than full length, with vehicles passing on the right
- Move boarding to north of Geneva Avenue
 - Multiple driveway and track conflicts
 - Would be difficult to integrate while maintaining mix-flow traffic
- Move the M Line to share boarding with the K/J Lines
 - Not enough capacity within the Green Yard