

7. GENEVA AVENUE CORRIDOR

Geneva Avenue provides direct access by car, transit, foot, and bicycle (Geneva is a Class III Bike Route in the City's Bicycle Network) from Mission Street to the Balboa Park BART/Muni Station and Interstate-280. Despite its role as a multi-modal access route to regional transit, Geneva Avenue does not provide the type of pedestrian-friendly, multi-modal feel that many in the neighborhood feel that it could. The study process identified a series of basic improvements that can be implemented throughout the study portion of Geneva Avenue and a set of three options to improve pedestrian, transit, and streetscape conditions.

7.1 BASIC IMPROVEMENTS

Basic improvements for Geneva Avenue are described below.

Provide Curb Extensions and Bus Bulbs

Geneva Avenue is currently only 8 ft wide between Alemany and San Jose. To cost effectively widen it at key locations curb extensions and bus bulbs are recommended. These improvements will also shorten pedestrian crossing distances and improve pedestrian visibility at key intersections on Geneva Avenue, including Mission Street, Alemany Boulevard, Cayuga Avenue, and Delano Avenue.



Figure 7.1 – Implementing corner curb extensions and bus bulbs on Geneva Avenue will have a benefit to pedestrian, transit passengers, and the neighborhood streetscape.

In addition to the bus bulbs already discussed at the Mission Street stops, bus bulbs are also recommended for the two stops located at Cayuga Avenue. At the westbound stop, the current nearside stop should be "bulbed," even if in the mid to long term it is expected to be moved to a far side location when the intersection is signalized, because the shelter at the current stop severely constricts the narrow existing sidewalk.

Consolidate (and Possibly Relocate) Transit Stops

The pair of Muni bus stops at Delano Avenue are recommended for removal. These stops are about one block away from the Balboa Park BART/Muni station, a local and regional transit hub. The volume of people using these stops is very low.

The potential stop relocation is the westbound stop at Cayuga. Currently this intersection is controlled by stop signs and there is a near side stop. This plan recommends that this location eventually be signalized to improve pedestrian safety and transit operations; however, there is currently a lack of community support for this change. If the intersection is signalized, this stop would need to be relocated to the far side of the intersection to take advantage of the potential speed and reliability benefits.

Improve Transit Amenities (i.e., NextMuni)

The Balboa Park BART/Muni station is a major transfer point between BART and Muni. A panel display of real-time bus arrival information at this location would benefit many people who transfer from BART to Muni. By locating real-time information inside the Balboa Park BART/Muni Station, passengers who could take multiple routes could make more informed decisions about which exit to use. This would maximize the utility of the new BART entrance on Ocean Avenue currently under construction and would also support the rerouting of the 29-Sunset.

Install High-visibility Crosswalks and Advance Limit Lines at Marked Crosswalks

This recommendation is similar to one made for Mission Street. High-visibility crosswalks, if developed for use by the City, would improve pedestrian visibility along Geneva Avenue. Advance limit lines would provide additional buffer between vehicles and pedestrians in crosswalks.

Establish Landscape Buffer at Gas Station

The edges along the gas station located at Alemany Boulevard and Geneva Avenue should be treated with a landscape buffer similar to that recommended for the facility on the Mission Street / Geneva Avenue intersection. Each option considered also recommends additional landscaping to improve the quality of the streetscape and improve stormwater management in this location. [The Islais Creek runs underground on Geneva, causing the area to be prone to flooding.]

Improvement of Existing Landscaping

Just west of the intersection with Delano Avenue, a City-owned property extends along the northern edge of Geneva Avenue. It is separated from the sidewalk with a fence that is overgrown with ivy. Over the years the ivy has steadily taken up an increasing amount of the already narrow sidewalk space in this location. Today the clear width of the sidewalk is reduced from the typical 8 feet along Geneva Avenue down to about 4 to 5 feet. The Authority should work with the City agency responsible for maintenance of the property to reestablish the original sidewalk width of 8 feet. In addition, consideration should be given to widening the sidewalk in this location as it is in close proximity to the Balboa Park BART and MUNI Station and constitutes the beginning of an important pedestrian route between these stations and the Excelsior District/Outer Mission.

Consider Bicycle Lane between Paris Street and Alemany Boulevard

There are currently dedicated bicycle lanes on Geneva Avenue between Moscow Street and Paris Street. West of Paris Street, Geneva Avenue is designated as a Bicycle Route. While some details would need to be worked



out, this Plan recommends further study related to the feasibility of extending the existing dedicated bicycle lane from Paris Street to Alemany Boulevard, which would provide a direct connection to the recently implemented bicycle lanes on Alemany.

Restrict Left Turns from Geneva Avenue to Paris Street

Left turns are currently prohibited from Geneva Avenue to Mission Street. As a result, eastbound traffic on Geneva Avenue travels through the intersection and turns left onto residential streets. To reduce the impacts of this neighborhood cut-through traffic, left turns have been prohibited from Geneva Avenue onto London Street, the first street after Mission Street. This funnels the majority of the cut-through traffic onto Paris Street. To minimize this, left turns should be prohibited along Paris Street, and possibly other adjacent residential streets, during peak periods to reduce the neighborhood cut through traffic caused by prohibiting left turns onto Mission Street.

Work with Caltrans to Coordinate Signals at Geneva Avenue / I-280 Interchange

The traffic signals at the ramps onto and off of I-280 are maintained and operated by Caltrans. There is an adjacent signal at the intersection of Geneva Avenue / San Jose Avenue that is close to the two freeway ramp intersections. This traffic signal is maintained and operated by the City of San Francisco. The City and Caltrans should work together to ensure that the timing of all three signals is complementary. In other words, the three signals should work as a system, despite being operated by separate jurisdictions.

Consider Signal Cayuga Avenue

A proposal for signalization of the Geneva Avenue / Cayuga Avenue intersection predates this Plan. Although a final decision has not yet been made, there may be some substantial benefits, particularly to transit, of installing a signal here. This plan suggests further consideration of a signal at this intersection. However, regardless of the outcome, a final decision is important so that bus bulbs can be installed at the proper locations.

7.2 CORRIDOR OPTIONS

Similar to recommendations for Mission Street, the study of improvements to Geneva Avenue developed three alternative street configurations that could be implemented on Geneva Avenue between Alemany Boulevard and San Jose Avenue. Those three alternatives are described below.

Option A – Trees in Parking Lane

Option A involves maintaining the existing sidewalk and painted median. Improvements intended to reduce the visual width of the street and to create a minimum of a landscape buffer

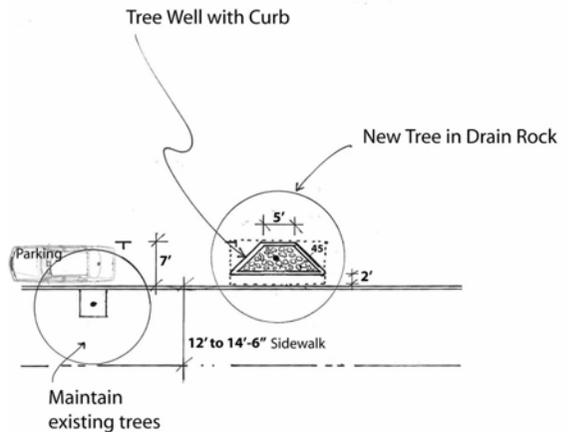


Figure 7.2 – Street tree planters in the parking lane should be designed so as to allow cars and street sweeping equipment to easily turn into parking spaces on either side of them, and to allow water in street gutters to bypass them.

between sidewalks and traffic under this option are limited to the planting of street trees in tree planters in the parking lane, enhancing the function of the trees planted in conjunction with the proposed bus bulbouts. Figure 7.2 shows the possible geometry of such a tree planter. In addition to these benefits, the planting trees in the parking lane can serve important environmental functions. Because these planters can be designed to have more available soil volume than often provided with traditional street tree plantings, trees would have improved health and longevity, adding to the aesthetic character of the streetscape and their environmental function. The increased soil volume can also aid in stormwater infiltration.

This strategy may not result in a regular pattern of street trees, as the locations available for trees in the parking lane are limited due to existing driveways. This can be alleviated by removing some parking spaces per block face to accommodate a minimum of two or three trees (in addition to the trees located in bus bulbs at the end of the block). Further study would be necessary to determine the potential pattern and placement of these tree islands to maximize the number of trees and minimize the displacement of parking.

A cross-section view of Option A is shown in Figure 7.3.

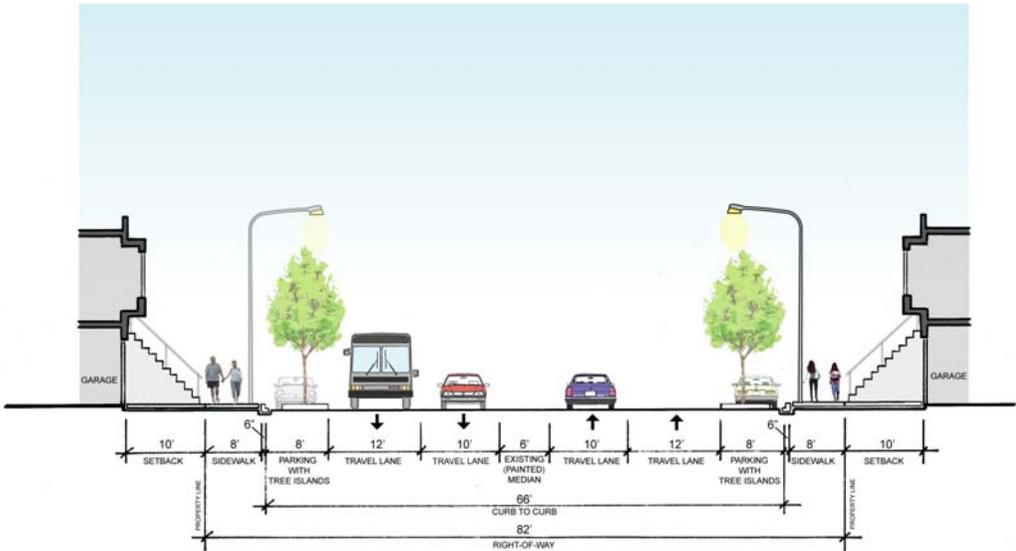


Figure 7.3 – Option A calls for providing tree plantings in the parking lane

Option B – Landscaped Median

Option B involves planting street trees and other landscaping in a raised-curb median. Under this option, the existing six-foot wide median would be widened to as much as 10 feet and be retrofitted with curbs and exposed

soil similar to, but wider than, improvements recently completed on Portola Avenue. If the necessary maintenance budget is available, street trees could be complemented by shrubs and low ground cover underneath the trees. This option has the highest storm water management function and adds significant environmental and aesthetic quality to the street. This is particularly beneficial for the largely residential land uses along the corridor, a fact not reflected in the visual character of today's streetscape. The tree-lined and landscaped median would also effectively reduce the apparent width of Geneva Avenue help to beautify the corridor in the most significant way.

Local community members identified this option as the preferred approach in stakeholder outreach meetings. A cross-section view of Option B is illustrated in Figure 7.4.

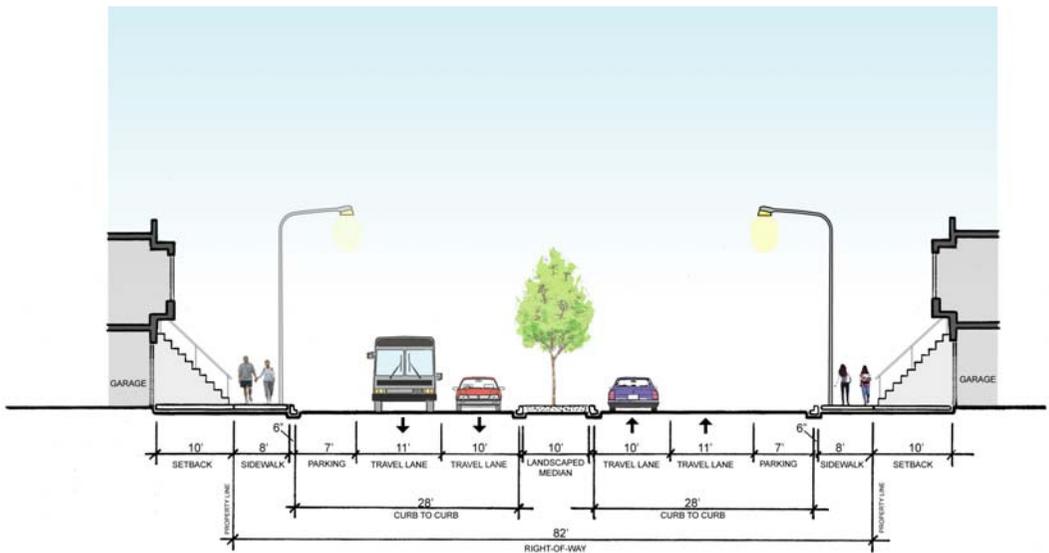


Figure 7.4 – Option B calls for providing a raised, landscaped median along Geneva Avenue between Alemany Boulevard and San Jose Avenue.

Option C – Widened Sidewalk, No Median, Street Trees in Sidewalk

Option C is focused on sidewalk widening to improve the pedestrian realm along the sidewalks on Geneva Avenue and with that its function as an important route to transit (BART/Muni). Under this option, the existing six-foot wide median would be removed, and travel and parking lanes re-stripped to narrow the curb-to-curb roadway width. These shifts allow for the widening of each sidewalk by five feet. This extra space would allow the

introduction of rows of street trees along the corridor planted in the sidewalk. It would also create a more generous pedestrian environment for residents and extra space for the pedestrian throughway.

Figure 7.5 presents a cross-sectional view of Option C.

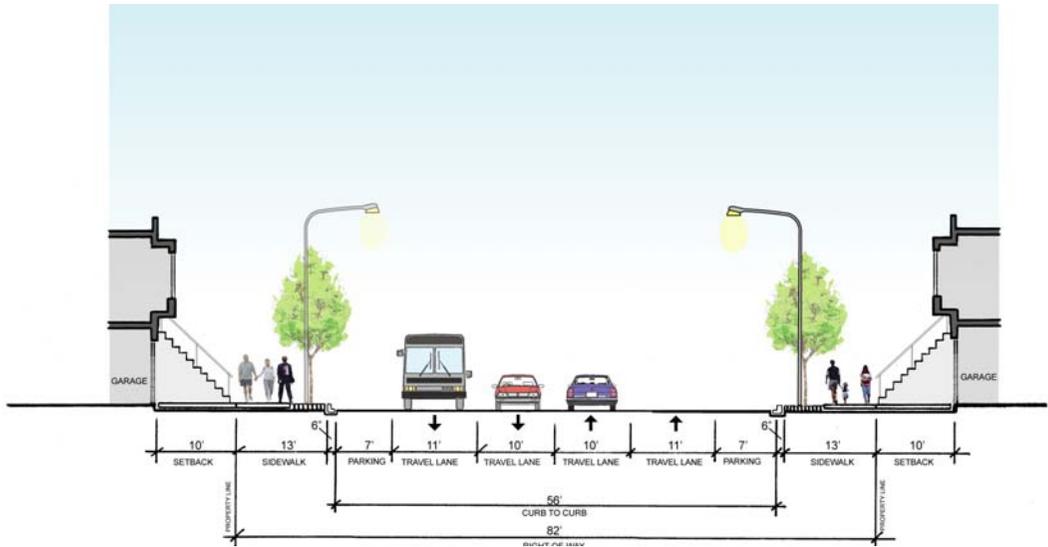


Figure 7.5 – Option C calls for eliminating existing painted median and widening sidewalks on Geneva Avenue, with new street trees, between Alemany Boulevard and San Jose Avenue.

Public Input to Proposed Corridor Improvements

Option B had the most support from workshop participants because of its ability to slow down traffic, create permeable surfaces to address flooding issues and create a pedestrian refuge between two lengthy corners. Concerns about option B were 1) cost and fundraising; and 2) construction impacts on both commercial and residential tenants.

Although workshop 2 was focused on initial options to address the top 3 priorities, it was not until workshop 3 that community members could really get behind one option over another given construction and cost concerns. There was a strong sentiment at Workshop 2 that Option C was too expensive for the level of pedestrian traffic on Geneva. Also, at both workshops some people liked the idea of combining Options A and B.

7.3 TECHNICAL ANALYSIS RESULTS

This section contains a brief comparison of the technical analysis results for the three Geneva Avenue options. A more detailed discussion of the analysis results is provided in the Appendix.

Transit Performance and Rider Experience

All three options would provide net benefits to transit performance and rider experience. Because of the relatively short length of the study section of Geneva Avenue, the positive impact to transit reliability and travel time would be modest, but the overall improvement to passenger waiting, boarding, and wayfinding would be dramatic under all three of the options.

	Transit Operations & Passenger Experience			
	Transit Reliability	Transit Travel Time	Waiting/Boarding	Way-finding
Option A	+	+	+++	+++
Option B	+	+	+++	+++
Option C	+	+	+++	+++

Pedestrian and Bicycle Safety and Access

Both Options B and C would offer the most improvement to the pedestrian crossing experience because they would shorten pedestrian crossing distances. Option C would provide the best overall improvement to general sidewalk conditions because it would substantially widen the existing sidewalks and provide street trees.

Streetscape Environment (Neighborhood Character)

Option B provides the best overall improvement to streetscape conditions on Geneva Avenue. A raised, tree-lined median along Geneva Avenue provides a distinct, memorable identity to the study area.

	Streetscape Environment (Neighborhood Character)			
	Street Identity	Land Use Integration	Landscaping	Sustainable Storm Water Mgmt
Option A	+	+	+	+
Option B	+++	++	+++	+++
Option C	++	++	++	++

	Pedestrian & Bicycle Safety and Access		
	Crossing Experience	Sidewalk Conditions	Bicycle Access
Option A	+	No Change	No Change
Option B	++	No Change	No Change
Option C	++	+	No Change



Traffic and Parking

None of the three options would cause noticeable changes to traffic circulation. All three would cause minor impacts to the on-street parking supply, primarily due to construction of corner curb extensions. Option A would have slightly higher impact to parking supply because existing spaces may be replaced by in-street tree plantings.

	Traffic & Parking Impacts	
	Traffic Circulation	Parking Capacity
Option A	No Change	--
Option B	No Change	-
Option C	No Change	-

Construction Costs

Options B and C would both have moderately high costs, due to the median construction in the case of Option B and the sidewalk widening and curb and gutter work required for Option C. Option A would have a somewhat lower cost.

	Cost (Relative Comparison)	
	Capital	Operating/Maintenance
Option A	\$	\$
Option B	\$\$	\$\$
Option C	\$\$	\$\$



Construction Impacts

Option A would have the lowest construction impacts, because all work would occur in parking lanes. Option B could have the highest impact due to the median construction, which may require short-term lane closures, or at a minimum, traffic lane shifts. Option C may require lane closures and also may involve temporary parking restrictions along Geneva Avenue while construction occurs along the sidewalk.

	Construction Impacts (Relative Comparison)		
	Duration	Intensity	Timing and Staging
Option A	-	-	-
Option B	--	---	--
Option C	--	--	--

8. FUNDING AND IMPLEMENTATION PLAN

This Chapter describes the next steps for funding and implementing the top priority projects discussed in Chapters 5 through 7. The detailed Funding and Implementation Plan is shown in Figure 8.1.

8.1 STEPS IN PROJECT IMPLEMENTATION

Typically transportation improvements go through the following steps:

- Seek funding for conceptual study and conduct conceptual study;
- Seek funding for engineering and design and conduct engineering and design;
- Seek construction/implementation funding; and
- Construct project.

The funding and implementation plan identifies the stage of each improvement and next steps. For many projects, the next step is to be prioritized for design and construction funding. For others, further study is needed before the improvements are ready for design and construction funding.

8.2 NEAR TERM PROJECTS

Strategies for funding and implementing the near-term recommendations of the Mission-Geneva Neighborhood Transportation Plan include:

- Prioritizing projects within the next updates to the Prop K Five Year Prioritization Programs (5YPPs), which identify the priorities for Prop K funding for 5- year periods. The 5YPPs will be updated this Summer 2007.
- Developing specific design guidance for a number of improvements through the City's Better Streets Master Plan (BSP), currently underway.
- Future cycles of the Metropolitan Transportation Commission's (MTC's) Lifeline Transportation Program.
- SFMTA's State Road Fund.
- Regional grants such as MTC's Safe Routes to Transit (SR2T) and Transportation for Livable Communities (TLC).

Pedestrian Safety and Streetscape Environment.

Many types of crosswalk improvements have an existing, clearly defined path to implementation and can be prioritized now for funding and implemented in the near term. These include countdown signals and crosswalk striping, such as advanced limit lines. The next step for countdown signals and advance limit lines is to prioritize Mission-Geneva locations in the 5YPP updates for the Pedestrian Circulation/Safety and/or Traffic Circulation/Safety categories. Prop K funding is always competitive; Mission-Geneva locations will need to be taken into consideration as a priority relative to other citywide needs. However, their inclusion in this Neighborhood Transportation Study provides a boost as the City and the Authority weigh priorities for Prop K funds. This 5YPP, like all Prop K 5YPPs, will be updated this summer and fall, 2007.



The segment of Mission Street between Silver and Rolph has been identified as a location where a more significant crosswalk treatment is needed – more visible than a standard crosswalk, but distinct from the “yellow ladder” school crosswalk. As described in the Projects Development and Evaluation Report, the City currently does not install visible crosswalks other than at school area locations. However, the City, in conjunction with the Authority and the Planning Department, is currently re-evaluating this policy as part of the Better Streets Master Plan (BSP). The BSP will identify a visible crosswalk design to be used at locations other than school areas, and will develop guidelines for its implementation. The Mission Street crosswalks should be evaluated according to BSP guidelines for visible crosswalks. Any locations identified could be striped through Prop K’s Pedestrian Circulation and Safety category.

Pedestrian scale lighting to improve pedestrian access, safety, connectivity, and security is also addressed by the BSP, which will provide the roadmap and funding sources for providing pedestrian scale lighting on the sidewalks. The BSP is will establish designs and implementation guidelines for providing pedestrian scale fixtures as part of routine street lighting infrastructure. The BSP’s effort will include identifying the responsible agency (DPW or PUC), fixture types, and criteria for prioritizing areas around the city to receive pedestrian scale lighting. The guidelines from the Better Streets Master Plan will direct how pedestrian scale lighting is implemented in Mission-Geneva.

29-Sunset Rerouting.

The 29-Sunset bus rerouting project will be implemented in the near term with Funds from MTC’s Lifeline Transportation Program, which have already been awarded. Before the changes are put in place, next steps include resolve signal timing at San Jose and Geneva, conducting additional community outreach, and coordinate with BART on real-time information.

Parking Management.

SFMTA works with neighborhoods on an ongoing basis to review loading zone siting and to ensure that PCO beats are structured efficiently. This program is funded by an internal SFMTA source. Stakeholders can contact Manito Velasco at SFMTA to request the initiation of a loading zone or PCO beat review. . If the community and merchants are interested in pursuing parking changes and increased enforcement, SFMTA staff is available to partner in this effort. Members of the Technical Advisory Committee are available to coordinate with ENCoRe and the merchants association on this issue.

Finally, the Authority’s Parking Management Study, currently underway, will identify a toolkit of creative parking management strategies, such as shared parking, that neighborhoods can undertake to improve the efficiency of existing parking spaces. The recommendations of this study will include a roadmap for neighborhoods seeking to implement parking management techniques. The study will be available this Spring 2007.

Persia Triangle.

The Persia Triangle improvements are together a unified package of placemaking, pedestrian safety, and transit operations improvements that will compete well for future cycles of regional grants such as the Lifeline Transportation Program, Safe Routes to Transit, and Transportation for Livable Communities. SFMTA should continue to work with the Authority to submit applications for regional grant funding for this project.

Mission-Geneva Intersection.

SFMTA is currently working with the Authority to submit an application for Safe Routes to Transit grant funds for the package of Mission-Geneva intersection improvements. This combination of transit operations improvements, BART access improvements, and pedestrian access to transit enhancements should compete well for regional SR2T.



8.3 MID/LONG TERM PROJECTS

Various categories of Prop K are a key source for many of the mid and longer term improvements, although MTC's Lifeline Transportation Program should also be available with regional grant opportunities.

Mission Street "T" Intersections.

Prop K's Pedestrian Circulation / Safety program provides funds for pedestrian safety improvements such as the pedestrian visibility and traffic calming effects intended by the Mission Street "T" intersection re-designs. Future cycles of MTC's Lifeline Transportation Program funding may also be a good source for funding these improvements at Silver, Santa Rosa, and Onondaga Streets.

Geneva Avenue Redesign.

Several potential sources could fund a Geneva Avenue redesign from Paris to San Jose in the mid term. These could include a Safe Routes to Transit grant, a Regional Ped/Bike grant, a Prop K TPS/BRT grant, or future cycles of the Lifeline Transportation Program. The redesign would add bus bulbs to the street and landscape the center median to improve the pedestrian scale of the street, calm traffic, and improve bus stop conditions. The total cost of this redesign is estimated at \$2-3 million.

The next steps in the Geneva Avenue redesign are to complete a detailed design; compile design recommendations to inform the Geneva Transit Priority Study; and coordinate with the City's Bicycle Master Plan. The community should participate in the SFMTA Transit Priority Study and write letters of support for the project.

Mission Street Road Diet.

In the mid/long term, a major redesign ("road diet") of Mission Street from Silver to Rolph could be undertaken with the goals of reducing Muni delays, increasing landscaping along the street, smoothing traffic flow, and improving pedestrian conditions. Elements of the design to be studied include:

- Studying a 4 lane to 3 lane conversion (1 lane in each direction with left turn pockets)
- Creating a landscaped median
- Adding bus bulbs to reduce crossing distances
- Adding pedestrian scale lighting

Funding for the planning of this redesign could come from a Caltrans Planning Grant or Prop K BRT/TPS categories. The next step is apply for the planning funds to conduct the detailed operational analysis. The community should participate in planning the next steps and track the FYPP update process for the BRT/TPS categories.



	Potential Project	Phase	Project Description	Status / Next Steps	Cost	Potential Source(s)	Timeframe	Lead / Contact	Community Role
1	Reroute 29-Sunset and Expand Service	Construction	Reduce transit travel times and delays between the Balboa Park BART/Muni Station and the Excelsior/Outer Mission neighborhoods by: <ul style="list-style-type: none"> - Establishing more direct routing (on Ocean) for the 29-Sunset between Persia St and the Balboa Park BART/Muni Station station - Provide <u>NextMuni</u> display panel at Balboa Park BART/Muni Station - Expanding service in the peak period and adjusting the scheduled running time throughout the day 	<ul style="list-style-type: none"> - Resolve signal timing at San Jose & Geneva - Additional outreach - Coordinate with BART on real-time information display panel 	\$1M+	<ul style="list-style-type: none"> - Lifeline Transportation Program (awarded!) 	near term	SFMTA (Peter Straus)	<ul style="list-style-type: none"> - Speak out to policy makers about the community benefits of re-routing the 29 (completed)
2	Persia Triangle (Mission-Persia-Ocean Intersection)	Construction	Improve pedestrian crossing conditions, slow traffic, reduce bus delays, and define pedestrian space by: <ul style="list-style-type: none"> - Converting San Juan to a westbound street - Landscaping around parking lot perimeter, providing definition at sidewalk - Moving the 49-Ocean stop to Persia, to combine with 29-Sunset - Combine bus stops on either side of Persia, and provide bus bulbs for all stops, reducing crossing distances - Straightening Persia 	<ul style="list-style-type: none"> - Engage nearby businesses - Property acquisition required 	\$800,000	<ul style="list-style-type: none"> - Prop K - Future cycles of Lifeline Transportation Program 	near term	SFMTA	<ul style="list-style-type: none"> - Participate in future planning, especially around landscape edge - Pilot community art on utility boxes as part of arts commission funding or public-private partnerships
3	Mission-Geneva Intersection	Construction	Improve pedestrian crossings, reduce pedestrian / vehicle conflicts, provide adequate bus stop space, and define pedestrian space by: <ul style="list-style-type: none"> - Filling in channelized right turn with sidewalk (reduces ped/vehicle conflicts) - Expanding sidewalks at northeast and southwest corners (reduces crossing distance) - Adding larger shelters at bus bulbs - Landscaping perimeter of gas station (defines pedestrian space) - Adding southbound left turn pocket - Rerouting the 29-Sunset down Ocean Avenue 	<ul style="list-style-type: none"> - Coordinate w/Geneva Transit Priority Study - Prepare grant application 	\$800,000	Safe Routes to Transit	near term	SFMTA, Steve Patrnick	<ul style="list-style-type: none"> - Pursue crime camera (approved!) - Work with SFMTA Service Planning on Geneva TPS - Letters of support for Safe Routes to Transit grant application
4	Mission St. Parking Management	Policy/Study	<ul style="list-style-type: none"> - Improve parking availability by supporting creative strategies for parking management (e.g., shared parking lots) - Rationalize loading zones to reduce double parking - Revise PCO beat design to increase the effectiveness of enforcement 	<ul style="list-style-type: none"> - Work with SFMTA traffic engineers to initiate loading zone and PCO beat review - Coordinate with recommendations of Parking Management Study 	TBD	<ul style="list-style-type: none"> - SFMTA Road Fund 	near term	SFMTA, Manito Velasco	<ul style="list-style-type: none"> - Work with merchants to identify frequent double parking locations, need for more loading zones
15	Advance Limit Lines	Construction	Increase pedestrian visibility and reduce conflicts between pedestrians and vehicles by striping advanced limit lines at crosswalks	<ul style="list-style-type: none"> - Identify priority locations 	N/A	Prop K Pedestrian Circulation / Safety or Traffic Circulation / Safety category	Near Term	SFMTA, Manito Velasco	
5	Pedestrian Scale Lighting	Policy	<ul style="list-style-type: none"> - Improve pedestrian access, safety, connectivity, and security, particularly on routes connecting to regional transit, by establishing a standard street light fixture with a pedestrian element as part of routine street lighting infrastructure. 	<ul style="list-style-type: none"> - City's Better Streets Master Plan (BSP), underway, to develop standards, policies, funding sources - Coordinate with Bernal Heights Neighborhood Plan 	TBD through BSP	To be identified through BSP. May include Transportation Enhancements	near- to mid-term	Adam Varat, Planning Dept	<ul style="list-style-type: none"> - Work with policymakers and local businesses to prioritize - Track Better Streets Plan

Comment [j6]: Rachel – throughout the document, replace NextBus with NextMuni

	Potential Project	Phase	Project Description	Status / Next Steps	Cost	Potential Source(s)	Timeframe	Lead / Contact	Community Role
6	Mission St. Intersection Improvements – Silver, Santa Rosa, Onondaga	Construction	Improve pedestrian visibility and reduce crossing distances at “T” intersections, reduce transit delays, and visually calm traffic through: <ul style="list-style-type: none"> - Bus and corner bulbs - Vertical landscape elements on bus / corner bulbs 	<ul style="list-style-type: none"> - Detailed design needed - Prioritize in Prop K Ped Circulation / Safety 5YPP 	\$250,000 - \$500,000 Per intersection	<ul style="list-style-type: none"> - Prop K - Future cycles of Lifeline Transportation Program 	mid term	SFMTA, Manito Velasco	Track 5YPP development
7	Geneva Ave Re-Design (Paris to San Jose)	Construction	Improve pedestrian scale of street, calm traffic, and improve bus stop conditions by: <ul style="list-style-type: none"> - Adding bus bulbs - Landscaping a center median 	<ul style="list-style-type: none"> - Detailed design needed - Design recommendations to inform Geneva Transit Priority Study - Coordinate with Bicycle Master Plan 	\$2-3M	<ul style="list-style-type: none"> - Safe Routes to Transit, Regional Ped/Bike, Prop K TPS/BRT, Lifeline Transportation Program 	mid term	SFMTA, Manito Velasco	<ul style="list-style-type: none"> - Participate in SFMTA Transit Priority Study - Letters of support
9	Mission St. 4-lane to 3-lane conversion (Silver to Rolph)	Study	Seek reduced Muni delays, increased landscaping area, smooth traffic flow, and improved pedestrian crossing conditions through: <ul style="list-style-type: none"> - Studying 4 lane to 3 lane conversion (1 lane in each direction with left turn pockets) - Considering how this improvement might connect to other segments of Mission Street. - Creating landscaped median - Bulbing out bus stops, reducing crossing distances - Adding pedestrian scale lighting 	<ul style="list-style-type: none"> - Corridor Study of Mission Transit Priority treatment needed 	\$8-12M	<ul style="list-style-type: none"> - <i>Planning</i> - Caltrans Planning Grant, Prop K BRT/TPS 	<i>Planning</i> - mid term <i>Implementation</i> – long term	SFMTA, Manito Velasco w/Authority	<ul style="list-style-type: none"> - Participate in planning next steps - Track 5YPP update process for the BRT/TPS category
10	Countdown Signals (Mission St. between Silver and Rolph)	Construction	Improve pedestrian crossing conditions by adding countdown signals where needed (e.g., Excelsior) through SFMTA’s ongoing Pedestrian Countdown installation program. Include upgraded curb ramps and signal infrastructure as applicable.	<ul style="list-style-type: none"> - Implement at Excelsior as part of Safe Routes to School Grant - Prioritize other locations among all citywide locations for funding in the 5YPP for Pedestrian Circulation / Safety or Traffic Signal Rehabilitation 	TBD based on intersection	Safe Routes to School Prop K	Mid Term (dependent upon FYPP prioritization)	Brian Dusseault / Cristina Olea, SFMTA	Track 5YPP development
11	Bus Stop Improvements (Mission St. between Silver and Rolph)	Construction	Improve transit travel times and reliability by consolidating some bus stops.	<ul style="list-style-type: none"> - Additional community outreach - Coordinate with Transit Effectiveness Project 	N/A	N/A	mid term	SFMTA, Steve Patrnick	<ul style="list-style-type: none"> - express support to SFMTA Board - Talk to merchants and riders near affected stop locations
12	Crosswalk improvements (Mission St. between Silver and Rolph)	Construction / Policy	<ul style="list-style-type: none"> - Improve pedestrian safety by establishing a visible crosswalk design (greater visibility than standard crosswalk but distinct from yellow ladder school crosswalk) and policies for implementation 	<ul style="list-style-type: none"> - To be evaluated through the City’s Better Streets Master Plan (BSP), underway. 	TBD through BSP	To be identified through Better Streets Plan. May include: Prop K Transportation Enhancement	BSP underway	SFMTA, Britt Thesen	Track Better Streets Plan

Comment [j7]: Rachel – this point is probably worth discussing in the text as well.