

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

Project Name:

Implementing Agency:

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program:

Prop K EP Line Number (Primary): **Current Prop K Request:** \$

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

See attached for scope.

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Geneva-San Jose Intersection Study [NTIP Planning]**

Background and Purpose

The San Francisco Municipal Transportation Agency (SFMTA) requests \$150,000 in Proposition K NTIP planning funds (\$100,000) and Balboa Park Station Area Improvements funds (\$50,000) for a study to develop conceptual designs for near, medium and long-term recommendations for multimodal transportation safety and transit access improvements in the vicinity of the intersection of Geneva and San Jose Avenues. The Geneva/San Jose intersection is located adjacent to Balboa Park Station in southern San Francisco, within close proximity of several census tracts identified as Communities of Concern by the Metropolitan Transportation Commission based on demographic and socioeconomic characteristics. This project is closely aligned with the intent of the NTIP, to fund community-based neighborhood-scale planning efforts, especially in underserved neighborhoods and areas with vulnerable populations.

Balboa Park Station is one of the busiest transit hubs in the San Francisco Bay Area where four Bay Area Rapid Transit (BART) lines connect to three Muni Metro light rail lines and eight Muni bus lines. BART's 2008 Station Profile Study indicates that 76% of riders at the station arrive by transit or by walking. In addition to this heavy concentration of transit and pedestrian activity, the intersection handles high volumes of automobile traffic due to its proximity to I-280 freeway ramps and the demand for pick-up and drop-off activity at the Station, as well as the direct connectivity that both Geneva and San Jose avenues provide to neighboring destinations. Geneva Avenue is also a designated bicycle route.

In an effort to facilitate coordination between various City and external agencies, the Balboa Park Station Community Advisory Committee (BPSCAC) was formed in 2012. In fall 2015, the BPSCAC passed a resolution requesting a Geneva/San Jose intersection Specific Plan including urban design guidelines and a community design charrette. This study will be guided by objectives and policies from the Balboa Park Station Area Plan (October 2008), including:

OBJECTIVE 2.1

EMPHASIZE TRANSIT IMPROVEMENTS THAT SUPPORT THE NEIGHBORHOOD.

POLICY 2.1.1

Redesign the Balboa Park BART Station as a regional transit hub that efficiently accommodates BART, light rail, buses, bicycles, pedestrians, taxis and automobile drop-off and pick-up.

OBJECTIVE 2.2

RECONSTRUCT AND RECONFIGURE MAJOR STREETS IN THE PLAN AREA TO ENCOURAGE TRAVEL BY NON-AUTO MODES.

POLICY 2.2.2

Re-design San Jose Avenue between Ocean and Geneva Avenues to better accommodate public transit while maintaining its character as a residential street.

OBJECTIVE 2.4

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ENCOURAGE WALKING, BIKING, PUBLIC TRANSIT AS THE PRIMARY MEANS OF TRANSPORTATION.

POLICY 2.4.3

Improve travel time, transit reliability, and comfort level on all modes of public transportation.

OBJECTIVE 5.1

CREATE A SYSTEM OF PUBLIC PARKS, PLAZAS AND OPEN SPACES IN THE PLAN AREA.

POLICY 5.1.4

Pay attention to transit waiting areas.

OBJECTIVE 5.3

PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

POLICY 5.3.2

Redesign the main streets -- Phelan, Ocean, Geneva, and San Jose Avenues -- to encourage walking and biking to and from the Transit Station Neighborhood, City College, and the Ocean Avenue Neighborhood Commercial District.

POLICY 5.3.3

Pedestrian routes, especially in commercial areas, should not be interrupted or disrupted by auto access and garage doors.

This proposal was developed in response to the BPSAC's request and input from District 11 Supervisor Avalos' office to focus on short, medium and long-term multimodal transportation safety and transit access improvements in the vicinity of the Geneva/San Jose intersection. The following study scope is proposed to complete the requested analysis.

Study Area

The study area includes the intersection of Geneva Avenue/San Jose Avenue and extends approximately one block in each direction from the intersection.

Agency Coordination

The study will be led by the SFMTA and will include coordination as appropriate with the following agencies:

- Bay Area Rapid Transit District (BART)
- Mayor's Office of Housing and Community Development (MOH)
- San Francisco County Transportation Authority
- San Francisco Department of Public Works

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- San Francisco Planning Department
- San Francisco Recreation and Parks Department (RPD)

Tasks and Deliverables

Existing Conditions

The Balboa Park Station Area has been the subject of numerous recent planning efforts, and several projects are currently in the planning, design, and implementation phases. This task will compile recommendations from past efforts related to multimodal transportation safety and transit access and update them based on known feasibility issues. Specific tasks include:

- Review applicable plans and documents previously prepared for the area.
 - Summarize previous recommendations and known feasibility issues to be used as a starting point for developing recommended improvements.
- Conduct site visits and document existing physical conditions affecting multimodal safety and transit access.
- Coordinate with Muni Operations to document all existing and proposed transit vehicle movements, including regular passenger revenue service, non-revenue (non-passenger) movements and maintenance operations.

Note: Data collection and site visits will be conducted after construction activities for the Balboa Park Station Area & Plaza Improvements Project along Geneva Avenue is completed.

Deliverable: Memo summarizing existing conditions and recommendations from previous efforts.

Conceptual Design

Both Geneva and San Jose avenues are located on the City's Vision Zero High Injury Network, indicating a high concentration of injury collisions. This task will develop conceptual design improvements to address safety issues near the intersection. This analysis will include a focus on passenger access to Muni's M-Ocean View Line, which terminates within the Cameron Beach Yard on San Jose Avenue between Geneva and Niagara Avenues. Past studies have documented the safety, accessibility, and operational challenges of the existing terminal design. This task will build upon past analyses and develop recommendations for improvements consistent with known plans for the Upper Yard Development Project (led by BART and MOH), the Geneva Car Barn and Powerhouse Project (led by RPD) and the Balboa Park Station Modernization Plan (led by BART). Specific tasks include:

- Summarize safety issues identified by past efforts, site visits, and through public outreach.
- Multimodal collision trend analysis.
- Coordinate with the Upper Yard Development Project, Geneva Car Barn and Powerhouse Project and the BART Station Modernization Plan to understand planned pedestrian access routes and transit improvements.
- Coordinate with Muni Operations to identify opportunities and constraints for reconfiguring M-Ocean View stops and terminal loop operations, including site visits.

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- Draft conceptual design improvements to address safety issues and improved M-Ocean View terminal operations.
 - Prepare conceptual design improvements to mitigate collision trends and/or identified safety concerns, incorporating past recommendations and planned improvements as appropriate.
 - Refine conceptual designs based on community feedback and coordination with Upper Yard Development Project, Geneva Car Barn and Powerhouse Project and the Balboa Park Station Modernization Plan.
 - Categorize improvements as short, medium, or long-term and develop cost estimates, including both capital and transit operating cost estimates for up to two M-Ocean View line terminal alternatives.
 - Analyze impacts to intersection operations and transit service, as appropriate.

Deliverable: Report summarizing conceptual design improvements addressing multimodal transportation safety, which may include potential impacts, feasibility issues, implementation requirements, cost estimates and coordination opportunities with other projects. This will include up to two conceptual design alternatives for M-Ocean View stops and terminal loop operations, including analysis of benefits to transit customers, traffic impacts, Muni operational impacts, feasibility issues, implementation requirements, cost estimates and coordination opportunities with other projects. Note: this does not include detailed designs.

Public Outreach

Outreach for this study will be conducted in coordination with the BPSCAC, Supervisor Avalos' office and the upcoming Upper Yard Development and BART Station Modernization projects led by BART and MOH. The SFMTA will develop outreach materials, assist with noticing, and summarize feedback. Public meetings may be hosted in coordination with the BPSCAC. Specific tasks include:

- First Public Meeting (Kick-off) – SFMTA staff will present a summary of existing conditions, previous recommendations and known feasibility issues. Feedback will be gathered through an open-house format, and potentially through a supplemental survey.
 - *Deliverables: Presentation materials and summary of feedback.*
- Upper Yard Design Charrette – SFMTA staff will participate in the Upper Yard Design Charrette led by BART and MOH. Content will be developed in coordination with BART and MOH focusing on the interaction of the study elements and the proposed Upper Yard Development Project. Summary of relevant community input gathered by BART and MOH will inform conceptual design improvements.
- Second Public Meeting (Conceptual Design Review) – SFMTA staff will present preliminary concepts for safety improvements and M-Ocean View terminal operations. Feedback will be gathered through an open house format, and potentially through a supplemental survey.
 - *Deliverables: Presentation materials and summary of feedback.*

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- BART In-Station Outreach – SFMTA staff will participate in up to two events led by BART for its Station Modernization Project. Content will be developed in coordination with BART focusing on the interaction of the study elements and the BART Station Modernization Project. Summary of relevant community input gathered by BART will inform conceptual design improvements.
- Third Public Meeting (Conceptual Design Recommendations) – Based on the input received at previous meetings and continued investigation of feasibility, SFMTA staff will present recommendations for short, medium and long-term safety improvements and M-Ocean View terminal operations.
 - *Deliverable: Presentation materials.*

In addition to the public outreach meetings, SFMTA staff will be available to present at up to three BPSCAC meetings, at times roughly corresponding with the project milestones outlined in the next section. These presentations will occur at regularly scheduled BPSCAC meetings, to be mutually agreed upon between SFMTA staff and the BPSCAC chair.

- Scoping – to be held prior to finalization of the scope and initiation the study. SFMTA staff will update the BPSCAC members on project scoping efforts and anticipated project timeline.
- Preliminary Concepts – to be held approximately mid-way through the project period (near the timing of the Second Public Meeting) to present preliminary concepts for safety improvements and M-Ocean View terminal operations.
- Conceptual Design Recommendation – to be held before finalizing the project (near the timing of the Third Public Meeting). Based on the input received at previous meetings and continued investigation of feasibility, SFMTA staff will present recommendations for short, medium and long-term safety improvements and M-Ocean View terminal operations.

Schedule

Once approved by the SFCTA Board of Commissioners, it is expected that the final study would be completed in approximately one year. Below is an anticipated schedule of outreach and deliverables. However, it is noted that this anticipated schedule is contingent on SFCTA approval at the June 28, 2016 meeting. Furthermore, several of the elements indicated with an asterisk (*) are to be completed in coordination with other agencies based on their anticipated schedule; however, if the schedule of these elements change, the overall project timeline may be affected.

Anticipated Approvals

May 25, 2016 – SFCTA Citizens Advisory Committee

June 21, 2016 – SFCTA Plans and Programs Committee

June 28, 2016 – SFCTA Board of Commissioners

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Project Milestones

April 2016 – BPSCAC meeting presentation: Scoping*

June-July 2016 – BART In-Station Outreach*

June-July 2016 – Project initiation

August-September 2016 – Existing Conditions Memo

August-September 2016 – First Public Meeting

August-September 2016 – BART In-Station Outreach*

September-October 2016 – Upper Yard Design Charrette*

January-February 2017 – Second Public Meeting

January-February 2017 – BPSCAC meeting presentation: Preliminary Concepts*

April-May 2017 – Third Public Meeting

April-May 2017 – BPSCAC meeting presentation: Conceptual Design Recommendation*

May-June 2017 – Final Report

*Depending on schedule coordination with BART, MOH, and/or BPSCAC

Prior to approval of the project for construction, SFMTA will conduct review under the California Environmental Protection Act (CEQA). SFMTA shall not proceed with the approval of the project for construction until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

Prioritization

This project is aligned with San Francisco’s Vision Zero policy. Vision Zero is intended to eliminate all traffic deaths and reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations by 2024. Both Geneva and San Jose avenues are located on the City’s Vision Zero High Injury Network, indicating a high concentration of injury collisions.