



Memorandum

AGENDA ITEM 13

DATE: September 12, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/8/2019 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. The CAC will be briefed on this item at its September 25, 2019 meeting.

SUPPLEMENTAL MATERIALS

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



Geneva/San Jose Intersection Study

SFCTA CAC Informational Presentation

September 25, 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

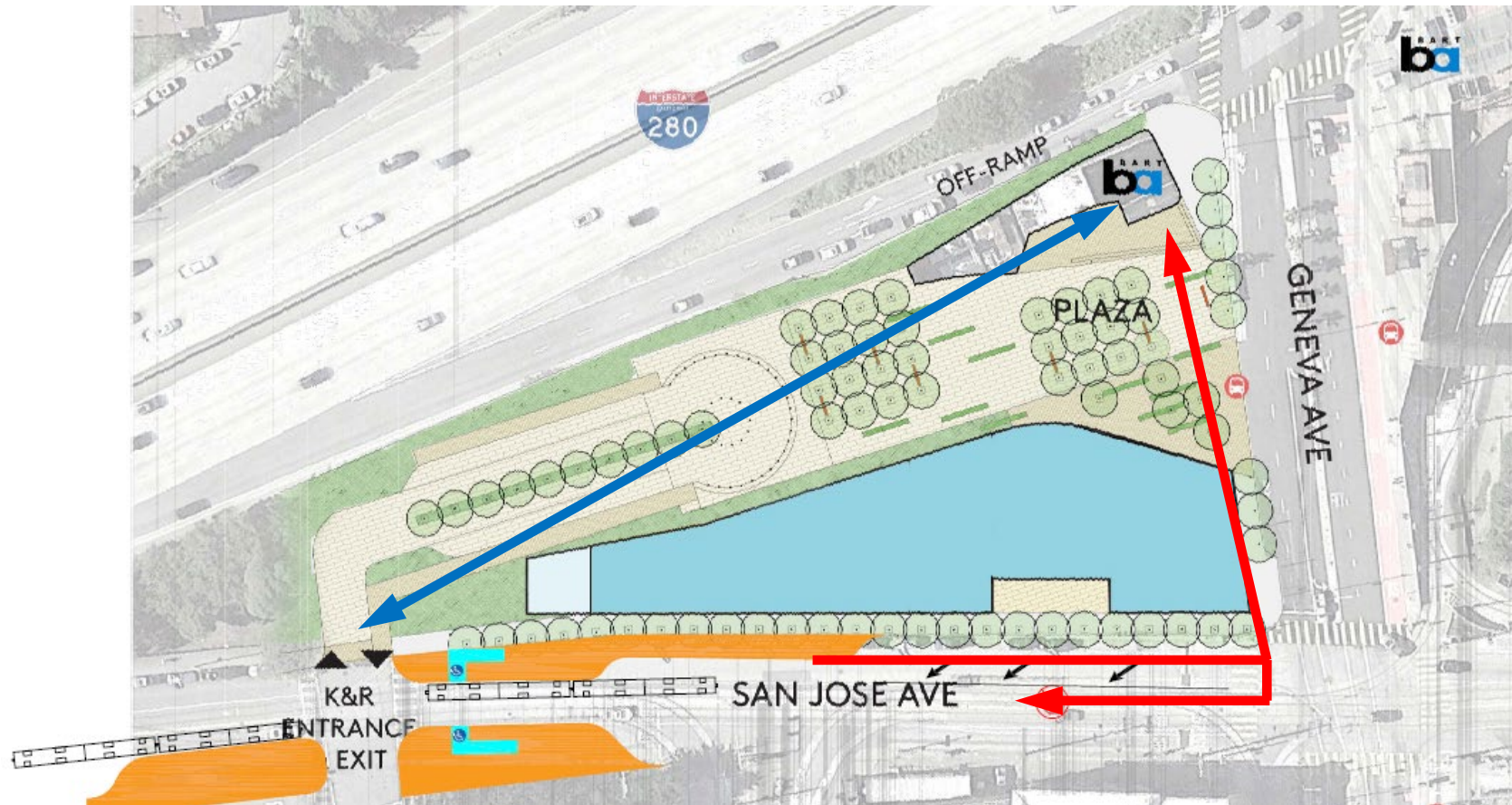


M Line – Boarding Facilities



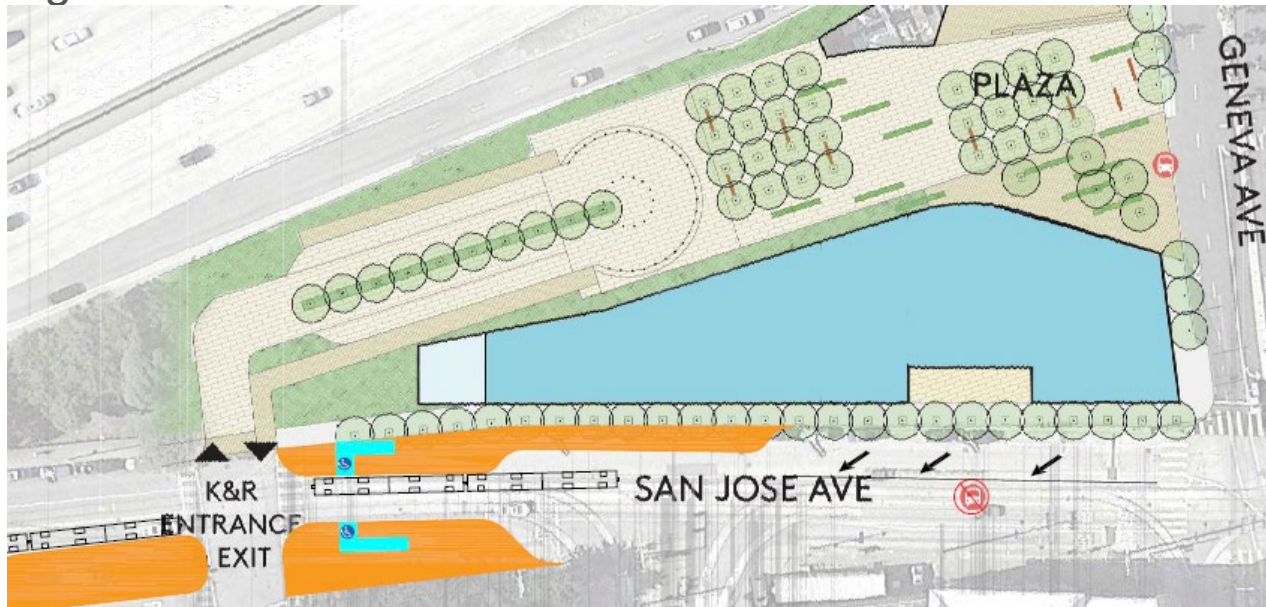
San Jose/Niagara Proposal

- 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