



RESOLUTION ADOPTING THE GENEVA AVENUE/SAN JOSE AVENUE  
INTERSECTION STUDY FINAL REPORT [NTIP PLANNING]

WHEREAS, In June 2016, the Transportation Authority allocated \$150,000 in Prop K funds, including \$100,000 in District 11 Neighborhood Transportation Improvement Program (NTIP) planning funds, to the San Francisco Municipal Transportation Agency (SFMTA) for the Geneva Avenue/San Jose Avenue Intersection Study; and

WHEREAS, The Geneva-San Jose Intersection Study (Study) was intended 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; and

WHEREAS, In fall 2015, the Balboa Park Station Community Advisory Committee passed a resolution requesting a Geneva/San Jose intersection specific plan including urban design guidelines and a community design charrette; and

WHEREAS, This Study was guided by objectives and policies from the Balboa Park Station Area Plan (October 2008), and was developed in coordination with ongoing development proposals at the Upper Yard and Geneva Car Barn, and with BART on improvements to the Balboa Park Station; and

WHEREAS, Throughout the Study process, the SFMTA engaged with community members, including combined outreach with BART and partners working on the Upper Yard development, presentation to SFMTA's Multimodal Accessibility Advisory Committee, one formal public meeting, and on-site pop-up meetings at the current M Line stop on San Jose Avenue, both in the morning and evening to engage with riders and discuss the conceptual proposal and associated tradeoffs; and

WHEREAS, The Project's findings and recommendations are summarized in the attached final report and include the primary recommendation of relocating the



M Line terminal stop to San Jose Avenue and Niagara Avenue with large transit bulbouts with accessible boarding ramps in both directions to directly connect the train and the sidewalk, eliminating conflicts between boarding /disembarking transit riders and mixed vehicle traffic on both inbound and outbound stops; and

WHEREAS, The study completed conceptual feasibility analysis of the recommendations, but additional engineering design is required prior to implementation, including formal review by other agencies such as the San Francisco Fire Department and the California Public Utilities Commission, as well as environmental impact assessment; and

WHEREAS, The SFMTA has consulted with Commissioner Safai's office which is supportive of the study's recommendations; and

WHEREAS, The CAC was briefed on the final report at its June 24 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Geneva-San Jose Intersection Study Final Report [NTIP Planning].

Enclosure:

- Geneva-San Jose Intersection Study Final Report [NTIP Planning]



# Memorandum

## AGENDA ITEM 7

**DATE:** June 25, 2020  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 7/14/20 Board Meeting: Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning]

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning].</p> <p><b>SUMMARY</b></p> <p>In June 2016, the Transportation Authority allocated \$150,000 in Prop K funds, including \$100,000 in District 11 Neighborhood Transportation Improvement Program (NTIP) planning funds, to the San Francisco Municipal Transportation Agency (SFMTA) for the Geneva Avenue/San Jose Avenue Intersection Study, as recommended by former Commissioner John Avalos and the Balboa Park Station Community Advisory Committee (BPSCAC). SFMTA used the Prop K NTIP funds to identify feasible safety and access improvements in the vicinity of Geneva Avenue and San Jose Avenue, a complicated area that includes the Muni M line and BART Balboa Park Station. SFMTA staff presented the draft recommendations to the Board and Citizens Advisory Committee (CAC) in October 2019. SFMTA has consulted with Commissioner Safai's office which is supportive of the study's recommendations. The project's draft final report is attached to this memorandum and describes recommendations and next steps. Dustin White, SFMTA, will present the draft recommendations at the July 14 Board meeting.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **BACKGROUND**

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).

The Geneva-San Jose Intersection Study (Study) was intended 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. 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 was guided by objectives and policies from the Balboa Park Station Area Plan (October 2008), and was developed in coordination with ongoing development proposals at the Upper Yard and Geneva Car Barn, and with BART on improvements to the Balboa Park Station.

## **DISCUSSION**

**Community Outreach.** Throughout the Study process, the SFMTA engaged with community members to understand how travelers use and perceive the intersection. Outreach included combined outreach with BART and partners working on the Upper Yard development, presentation to SFMTA's Multimodal Accessibility Advisory Committee, one formal public meeting, and on-site pop-up meetings at the current M Line stop on San Jose Avenue, both in the morning and evening to engage with riders and discuss the conceptual proposal and associated tradeoffs. Outreach feedback supported the need to improve pedestrian and transit boarding facilities, but concerns that some proposed improvements may increase the distance to connect between Muni and BART lines.

**Recommendations and Next Steps.** The primary recommendation of the study is a relocated M Line terminal stop at San Jose Avenue and Niagara Avenue with large transit bulbouts to provide a direct connection between the train and the sidewalk. Benefits of the recommended alternative include removing conflicts between boarding /disembarking transit riders and mixed vehicle traffic on both inbound and outbound stops. The design would provide accessible boarding ramps in both directions. The large bulbouts would require removing one traffic lane in each direction on San Jose Avenue and would remove 12-15 parking spaces. Some pedestrians would have a longer walk to transfer to BART; however, the planned drop-off loop and plaza at Balboa Park Station will improve this pathway.

This Study completed the conceptual feasibility analysis of recommendations. Additional engineering design needs to be done, including formal review by other agencies such as the San Francisco Fire Department and the California Public Utilities Commission (rail oversight agency), as well as environmental impact assessment. SFMTA estimated that the total project



cost for the Geneva/San Jose M-Line Terminal was \$12.3 million in 2018. Improvements are not fully funded at this time, but the SFMTA is pursuing funding to continue developing and eventually implement modifications to the M Line terminal. There are \$1.7 million in Prop K funds programmed for the Geneva/San Jose M-Line Terminal project, which is intended to build on and move forward recommendations from this study.

The SFMTA's Transit Quick-Build Program identified the M Oceanview line, including the M Line terminal, for potential treatments. Through that process, the SFMTA will evaluate opportunities to implement M Line terminal boarding modifications through the Quick-Build program while continuing work on the long-term design and construction for the permanent facilities.

### **FINANCIAL IMPACT**

There are no impacts on the proposed provisional three-month Fiscal Year 2020/21 budget associated with the recommended action.

### **CAC POSITION**

The CAC considered this item at its June 24, 2020 meeting and unanimously approved a motion of support for its adoption.

### **SUPPLEMENTAL MATERIALS**

Enclosure 1 - Geneva Avenue/San Jose Avenue Intersection Study Final Report