



SFMTA
Municipal
Transportation
Agency

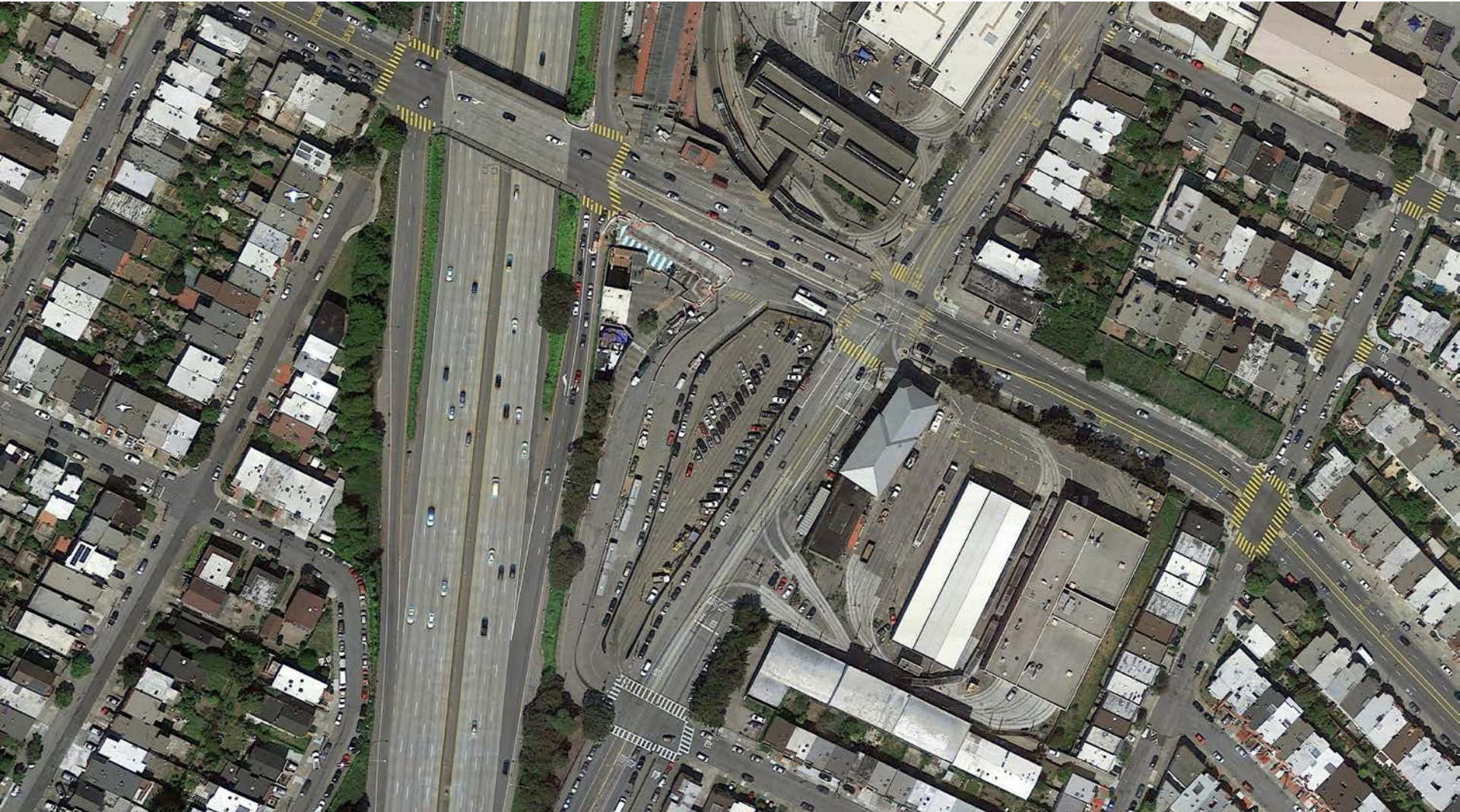
Geneva/San Jose Intersection Study Concept Development Update

March 20, 2018

Balboa Park Station CAC

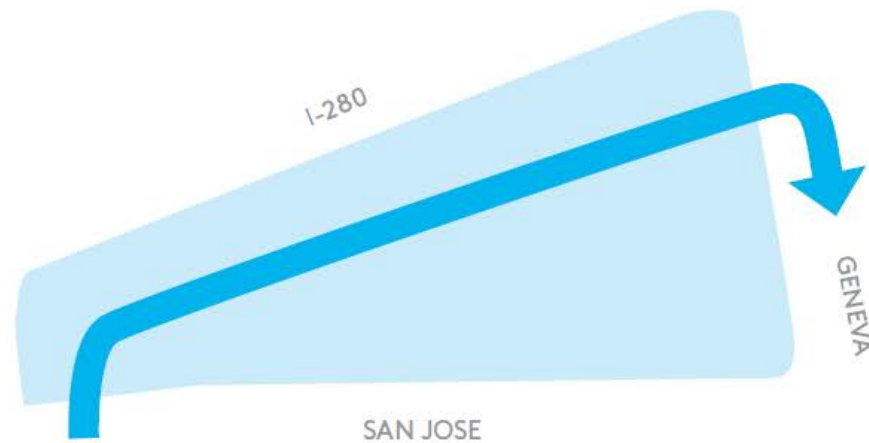
Study Overview

Develop concepts to improve multimodal safety and access to transit
Coordination with BART, Upper Yard and Geneva Car Barn and Powerhouse



Kiss and Ride

- Worked with BART and Upper Yard to develop Kiss and Ride alternatives
- Proposed design creates an inviting pedestrian path of travel between SJ/Niagara and BART



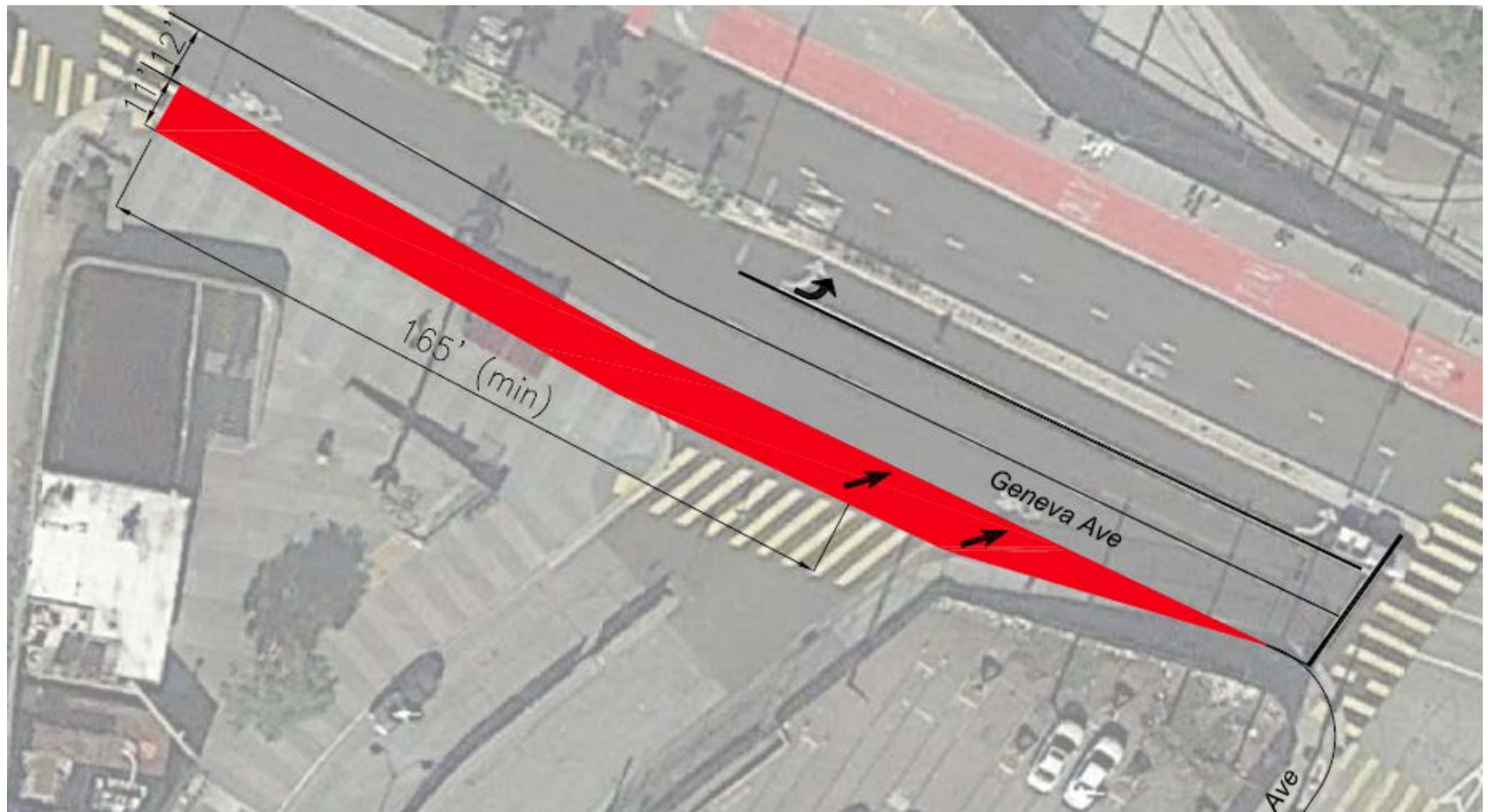
Through (Exit Geneva)



Loop (Exit San Jose)

Closing kiss and ride driveway on Geneva:

- Reduces auto/bus conflicts and auto/pedestrian conflicts
- Provides additional space for Muni buses
- Improves pedestrian waiting environment at heavily-used Muni stop



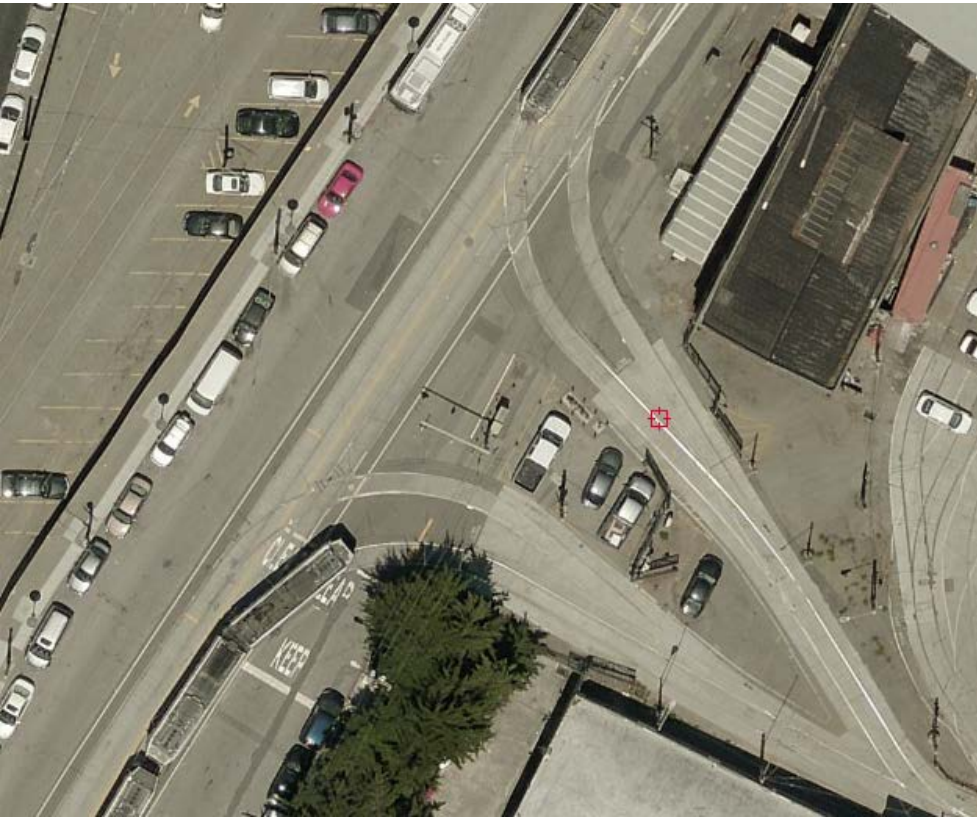
Upper Yard Opportunities

Upper Yard's proposed building setback will reduce sidewalk pinch point on Geneva and improve visibility between turning motorists and pedestrians



M Line Design Challenges

- Train dynamic envelope
- Pull-in/out tracks
- Track cross-over
- Grades restrict placement of accessible boarding platforms



M Line Existing Boarding

- Boarding island does not connect to crosswalk
- Not long enough to serve all doors of 2-car train
- Too narrow to accommodate shelter
- Mechanical wheelchair lift is unreliable

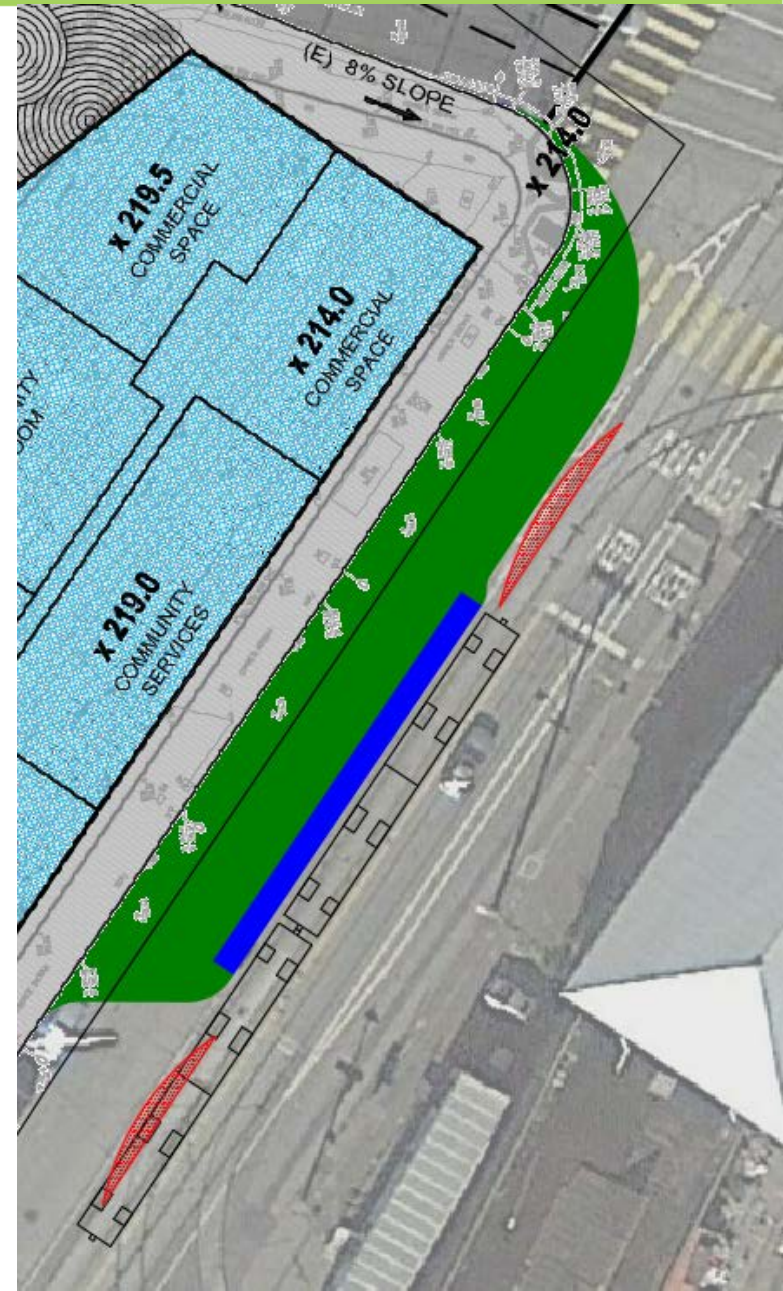


Benefits

- Eliminates conflicts between boarding pedestrians and autos

Constraints

- Single southbound lane likely to result in traffic spillback, blocking crosswalks and Geneva traffic/transit
- Requires relocating Muni 28R terminal
- Restricts large vehicle turns

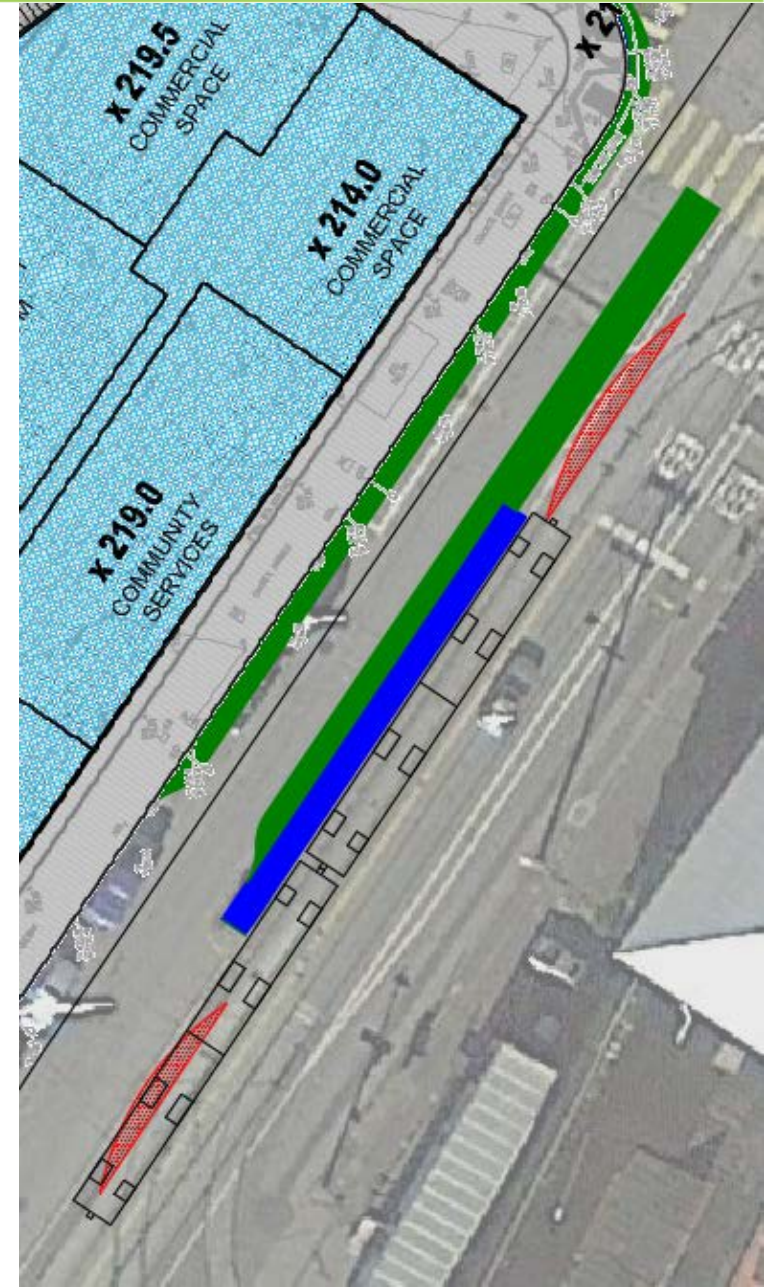


Benefits

- Connects boarding island to crosswalk
- Slows traffic when paired with sidewalk widening
- Widened island could include shelter

Constraints

- Requires relocating Muni 28R terminal
- Cannot accommodate all doors of 2-car train
- Restricts large vehicle turns



M Line Existing Drop-off

- No boarding island or direct access to sidewalk
- No accessible drop-off
- Pedestrians preferred path of travel involves crossing midblock

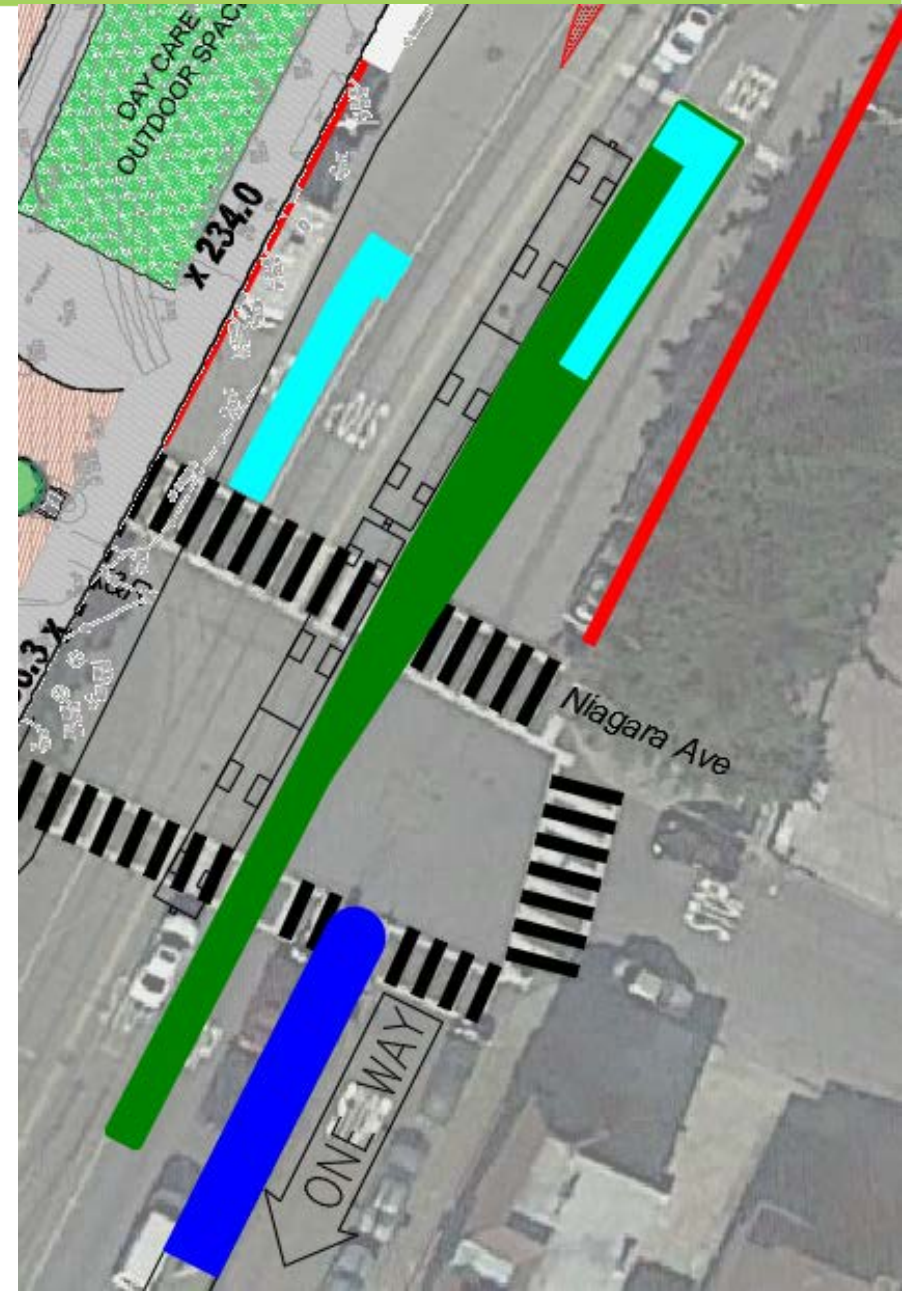


Benefits

- Full-length boarding island
- Space for accessible drop-off platform
- Enhanced pedestrian connection via new KNR

Constraints

- Restricts vehicle access to/from Niagara Avenue and Frontage Road
- Trains block intersection while unloading



- Conceptual design review
 - Fire Department, traffic operations, accessibility, Muni operations
- Outreach
 - BART In-Station Events
 - Open House to review proposals
 - Available to return to CAC with refined concepts

Thank You!

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