

**THIS PRINT COVERS CALENDAR ITEM NO.:** 10.3

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving parking modifications along the 8 Bayshore Muni route in Visitacion Valley to improve and expand bus boarding areas by extending the sidewalk to create transit bulbs at five stops on Visitacion Avenue and a transit boarding island at one stop on Geneva Avenue at Santos Street as part of the 8 Bayshore: Visitacion Valley Stop Improvements Project; and making required certifications under the California Environmental Quality Act (CEQA).

**SUMMARY:**

- The 8 Bayshore: Visitacion Valley Stop Improvements Project proposes extending the sidewalk to create transit bulbs at five stops on Visitacion Avenue and to add a transit boarding island at one stop on Geneva Avenue.
- SFMTA staff conducted thorough outreach to gather community input on the proposal and sought to balance transit stop improvements with the parking needs of the neighborhood.
- The project would remove one parking space at each of the six transit stops where improvements are proposed.
- This project is funded by an Affordable Housing and Sustainable Communities grant which calls for transit improvements which reduce greenhouse gas emissions within one mile of the Sunnydale HOPE SF development.
- The San Francisco Planning Department has determined that the 8 Bayshore: Visitacion Valley Stop Improvements Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

		<b>DATE</b>
DIRECTOR	 _____	<u>March 12, 2026</u>
SECRETARY	 _____	<u>March 12, 2026</u>

**ASSIGNED SFMTAB CALENDAR DATE:** March 17, 2026

## **PURPOSE**

Approving parking modifications along the 8 Bayshore Muni route in Visitacion Valley to improve and expand bus boarding areas by extending the sidewalk to create transit bulbs at five stops on Visitacion Avenue and a transit boarding island at one stop on Geneva Avenue at Santos Street as part of the 8 Bayshore: Visitacion Valley Transit Stop Improvements Project; and making required certifications under the California Environmental Quality Act (CEQA).

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The proposed project will support the following goals of the SFMTA Strategic Plan:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities
- Goal 4: Make streets safer for everyone.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
- Goal 7: Build stronger relationships with stakeholders.
- Goal 8: Deliver quality projects on time and on budget.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

**DESCRIPTION**

The 8 Bayshore: Visitation Valley Stop Improvements Project (the project) would extend the sidewalk to create transit bulbs at five stops on Visitation Avenue and establish a transit boarding island at one stop on Geneva Avenue at Santos Street to serve the 8 Bayshore and 8BX Bayshore B Express Muni routes.

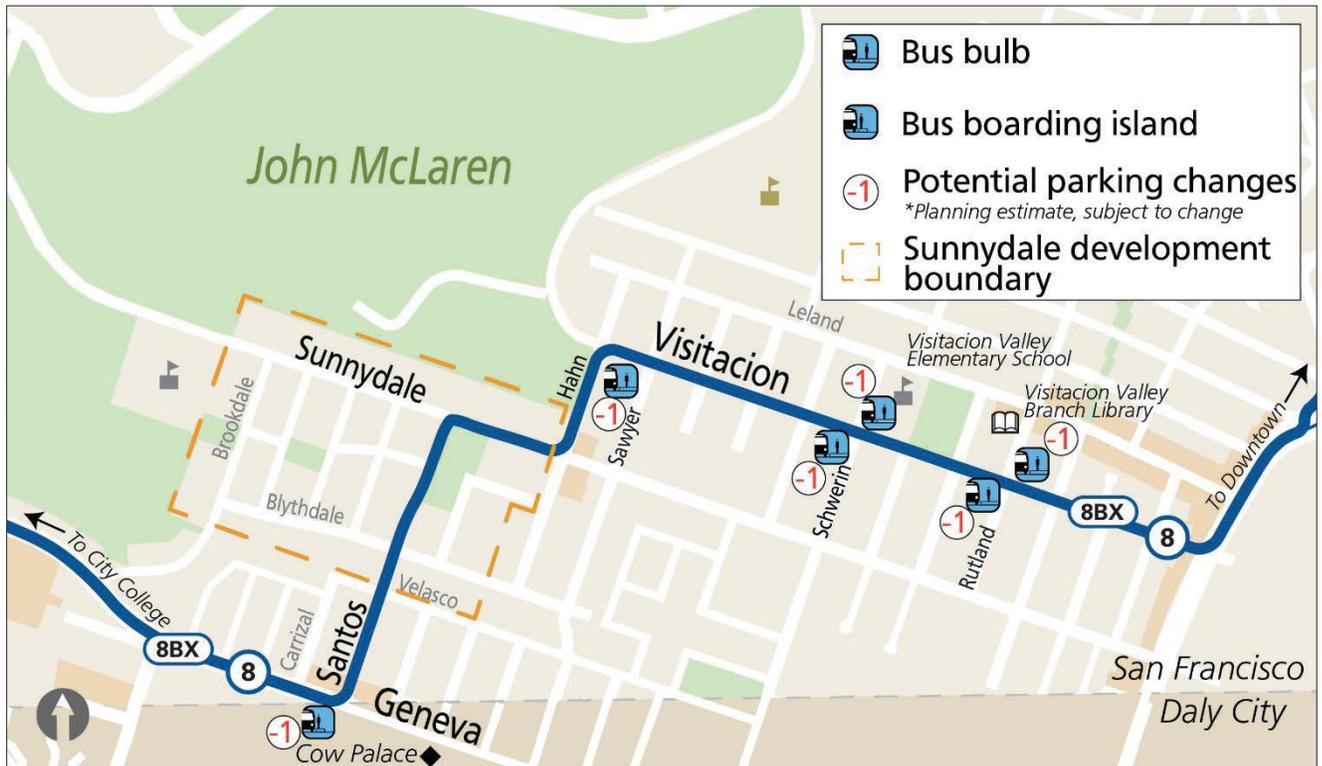


Figure 1: Project area<sup>1</sup>

*Project Background*

The 8 Bayshore line runs from City College to Fisherman’s Wharf. It connects southeastern neighborhoods including the Outer Mission, Excelsior, Visitation Valley and Sunnydale, and the Portola District with neighborhoods in the northeast, including SoMa, Union Square, Chinatown, and North Beach via Bayshore Boulevard, US-101, and Interstate 80. More than 27,000 Muni riders board the 8 Bayshore and its interlined peak hour express routes, the 8AX and 8BX Bayshore A and B Expresses, daily.

<sup>1</sup> Due to construction in Sunnydale, the 8 Bayshore, 8BX Bayshore B Express and 91 Owl have been temporarily rerouted. This map reflects the planned street grid and permanent route alignment following construction.

Together, the 8 Bayshore and 8BX Bayshore B Express provide service every 7-8 minutes between 5 a.m. and 1 a.m. in Visitacion Valley. Overnight, the 91 Owl provides service every 30 minutes along the same corridor.

*Neighborhood Context: Visitacion Valley*

The 8 Bayshore is a key Muni Service Equity Strategy route that serves Equity Priority Neighborhoods, including Visitacion Valley, with high percentages of people of color and low-income households. The SFMTA has previously engaged Visitacion Valley residents through the *Portola & Visitacion Valley Community Based Transportation Plan*, conducting extensive outreach to identify community priorities for transportation. In Visitacion Valley, residents identified a need for transit stop improvements such as shelters and lighting and a concern about personal safety at transit stops. The plan identified 8 Bayshore Muni Forward improvements as an upcoming project.

Within Visitacion Valley, Sunnydale HOPE SF is redeveloping San Francisco's largest public housing community. This development includes the construction of nearly 1,700 housing units, including replacement affordable and new affordable and market rate housing units. It will also realign and reconnect the street grid of Sunnydale to the wider Visitacion Valley neighborhood while upgrading street infrastructure and utilities. Sunnydale HOPE SF has been awarded a state Affordable Housing and Sustainable Communities grant for construction of Sunnydale Block 7 and sustainable transportation improvements. A portion of these funds are dedicated to transit stop improvements within one mile of Sunnydale HOPE SF.

Visitacion Avenue is a primarily single-family residential corridor, with Visitacion Valley Elementary School and the adjacent Yik Oi Huang Peace & Friendship Park located along the north side of Visitacion Avenue between Schwerin Street and Cora Street. The corridor is one block south of the Leland Avenue commercial district.

*Identifying Transit Stops for Improvements*

Existing transit stops along Visitacion Avenue are "flag stops," where buses stop in the travel lane alongside parked cars and riders step down from the curb and cross the parking lane to board the bus. This increases the bus's dwell time at stops while waiting for riders to cross from the sidewalk to the bus and impacts accessibility. The project team reviewed stops along Visitacion Avenue and identified five with over 150 daily boardings on the 8 Bayshore and 8BX Bayshore B Express, making them strong candidates for improvements. These stops are:

- Visitacion Avenue and Sawyer Street, inbound
- Visitacion Avenue and Schwerin Street, inbound
- Visitacion Avenue and Schwerin Street, outbound
- Visitacion Avenue and Rutland Street, inbound
- Visitacion Avenue and Rutland Street, outbound

In addition, the inbound stops on Visitacion Avenue at Sawyer Street and Schwerin Street have narrow sidewalks, which limit space for riders to wait for the bus and lack adequate room for transit shelters or seating. This further strengthens the need for upgrades at these stops.

On Geneva Avenue at Santos Street, the existing outbound 8 Bayshore stop is a bus zone located between two driveways in front of a commercial business. The stop does not have any customer amenities, such as a transit shelter or real-time arrival display, although approximately 400 riders board there daily. The stop is the primary westbound 8 Bayshore stop serving the Cow Palace event venue, which is located across the street.

### *Proposed Improvements*

On Visitacion Avenue, the SFMTA proposes to extend the sidewalk to create transit bulbs at the five highest ridership stops. Constructing transit bulbs would increase accessibility by allowing bus ramps to be deployed directly onto the sidewalk. It would create more space for riders to wait for the bus. And at some locations with narrow sidewalks, it would allow enough room for transit shelters and other customer amenities to be installed. Transit bulbs would improve safety for people walking by reducing the distance to cross the street and increasing drivers' visibility of people waiting at the curb. Finally, they would reduce transit dwell time since riders could wait directly adjacent to where the bus would stop.

Due to the residential nature of the proposed locations on Visitacion, the project proposes to construct compact "front-door" bulbs to reduce parking impacts while providing accessible boarding areas and space for shelters. Standard bulbs serving 60' articulated coaches require a minimum total length of approximately 75' to account for boarding areas and transitions. For this project, the SFMTA proposes bulbs ranging between 38' and 50' in total length, to accommodate both ADA clear zones and transit shelters and account for existing driveways within or adjacent to the bulb. The project would also install solar transit stop lights to provide light for riders waiting after dark.

Within the neighborhood, street parking is often at a premium. At the same time, while the stops proposed for transit bulbs are among the most used in the project area, they do not require as much waiting area as might be necessary at a downtown stop serving 1,000 or more passengers per day. "Front-door" bulbs would provide more spacious, comfortable stops with shelters and lighting while also accommodating the neighborhood preference to preserve street parking. All proposed transit bulb locations on Visitacion Avenue have previously been daylighted under the SFMTA's flag stop daylighting program. Each would remove one additional parking space.

On Geneva Avenue at Santos Street, the SFMTA proposes to build a transit boarding island with a protected bike lane channel along the length of the stop. The boarding island would accommodate a transit shelter, transit stop sign, and solar transit stop light. To accommodate the protected bike lane next to the stop while preserving parking, the stop would be relocated approximately 100 feet to the west. The project would remove three parking spaces on

Geneva Avenue east of Carrizal Street, and restore two parking spaces within the former bus zone west of Santos Street. The net parking change to the block would be a reduction of one parking space.

In summary, the project would remove one net parking space at each of the six transit stops receiving improvements.

## **Implementation**

The SFMTA plans to use city forces to construct the proposed improvements quickly and cost-effectively. Potentially, the five transit bulbs on Visitacion Avenue can be constructed by city forces at the Department of Public Works. If feasible, this approach would allow the SFMTA to use the project's AHSC grant funding efficiently, help meet strict AHSC deadlines, and bring improvements to 8 Bayshore riders and Visitacion Valley residents sooner. If the bulbs cannot be built by city forces, a contractor would be hired to install the bulbs.

## **Proposed Parking and Traffic Modifications**

The SFMTA recommends the SFMTA Board approve the following parking modifications along Visitacion Avenue from Rutland to Sawyer streets and Geneva Avenue between Santos and Carrizal streets to implement the 8 Bayshore: Visitacion Valley Stop Improvements Project.

- A. RESCIND – BUS ZONE – Geneva Avenue, north side, from 42 feet to 91 feet west of Santos Street
- B. ESTABLISH – BOARDING ISLAND – Geneva Avenue, north side, from Carrizal Street to 64 feet easterly
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME (FOR SIDEWALK WIDENING)
  - i. Visitacion Avenue, south side, from Sawyer Street to 38 feet westerly (to widen sidewalk by 7 feet for transit bulb)
  - ii. Visitacion Avenue, south side, from Schwerin Street to 38 feet westerly (to widen sidewalk by 7 feet for transit bulb)
  - iii. Visitacion Avenue, north side, from Schwerin Street to 39 feet easterly (to widen sidewalk by 7 feet for transit bulb)
  - iv. Visitacion Avenue, south side, from Rutland Street to 50 feet westerly (to widen sidewalk by 7 feet for transit bulb)
  - v. Visitacion Avenue, north side, from Rutland Street to 48 feet easterly (to widen sidewalk by 7 feet for transit bulb)

## **STAKEHOLDER ENGAGEMENT**

### *Overview*

The SFMTA launched community outreach in October 2025. The project team developed a

multilingual survey to collect feedback on the proposed project and leveraged a variety of outreach tactics to achieve broad distribution. Reflecting the linguistic diversity of the Visitacion Valley and Sunnysdale community, outreach materials were translated into English, Spanish, Vietnamese, Filipino and Chinese, and presentations were offered in multiple languages.

#### *Outreach tactics and materials*

To share information about the proposed project with the community, the project team held four-week self-guided open houses at the Visitacion Valley Library and the HUB (Sunnysdale Ave Community Center) in October and November 2025. In November, the project team conducted pop-up intercept surveying and shared project flyers at locations where the project proposes improvements at Geneva Avenue and Santos Street and Visitacion Valley Elementary School, as well as at the HUB (Sunnysdale Ave Community Center). Finally, the team provided project information and collected surveys at the Visitacion Valley Library in December.

To announce the proposed project and promote the project survey and self-guided open houses, the project team placed posters at all impacted transit stops and nearby intersections and mailed 2,231 multilingual postcards to residents in October 2025. The team also distributed approximately 300 flyers and talked to community members directly at pop-up and tabling events.

From the launch of the self-guided open house and mailer in October 2025 through the end of the main phase of outreach in December 2025, the project webpage was viewed 966 times. The project team collected a total of 103 surveys, with 51 surveys completed by visitors to the project webpage and 52 completed at in-person events.

#### *Public hearing*

The proposed project was heard at the SFMTA Engineering Public Hearing on December 5, 2025. Ahead of the hearing, the project team posted public hearing notices at all affected transit stops and intersections. Staff also delivered flyers to homes and businesses adjacent to affected transit stops. A project update email was sent in advance of the hearing. At the public hearing, one comment was made in support of the project. Following the hearing, the City Engineer prepared a directive advancing the proposed project to the SFMTA Board of Directors for approval.

#### *What we heard*

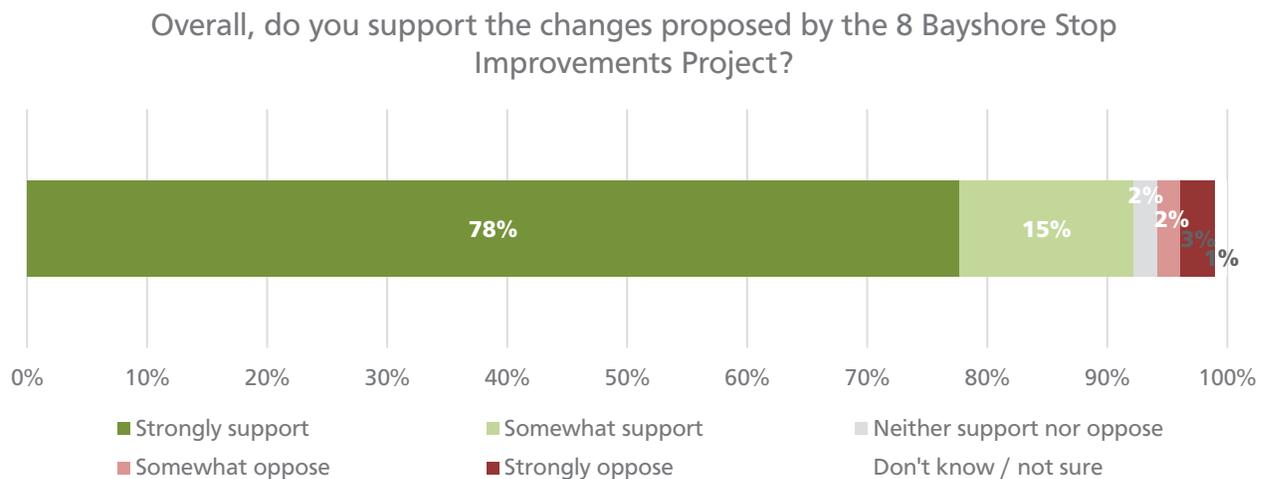
Feedback received during outreach was generally positive. Common questions focused on potential service impacts during construction, temporary bus stop disruptions, and accessibility considerations, particularly for seniors. Reported concerns included the impact of reduced parking within the neighborhood.

Survey responses generally reflected the racial and ethnic makeup of the neighborhood. Of those who shared demographic information, a majority were Asian American Pacific Islander,

with smaller numbers of responses selecting Latinx/Hispanic, White, and Black. The survey responses also reflected the linguistic diversity of the neighborhood. 36 surveys were completed in a language other than English. 67% of respondents reported speaking a language other than English at home. Responses were broadly distributed across age groups, with 26% of responses from youth under 25, 31% from seniors 65 and over, and 43% from other adults. The majority of respondents were 8 Bayshore riders or lived near the proposed stop changes.

Survey respondents broadly supported the proposed transit bulbs and transit boarding island, with 78% of respondents strongly supporting the bus stop improvements and 15% somewhat supporting them. More than half of respondents identified shorter wait times, reduced travel times, improved pedestrian safety near the route, and upgraded bus stop amenities as priorities. Open-ended responses highlighted the need for lighting at the stops included in the proposal and suggested other nearby stops which could benefit from stop improvements. Other responses expressed support for improved accessible boarding, improved reliability, and increased visibility at stops. Based on community feedback, the project team will prioritize adding solar transit stop lighting at all stops within the project, if technically feasible.

A few responses expressed concerns about the loss of parking at the front-door transit bulbs and about school loading at Visitacion Valley Elementary School. By proposing front-door transit bulbs that would remove only one parking space per bulb, the project team has sought to minimize parking removal in accordance with these concerns.



*Figure 2: Responses to "Overall, do you support the changes proposed by the 8 Bayshore Stop Improvements Project?"*

*Outreach prior to SFMTA Board review*

To promote the project’s consideration by the SFMTA Board of Directors in March 2026 and increase community awareness of the proposed project and upcoming project milestones, the

project team continued outreach in January and February 2026. Staff mailed postcards to residents and sent a project update email and text message notification to project subscribers and community stakeholders. Staff offered presentations to local school groups, community organizations, and bilingual community groups, including Spanish- and Chinese-speaking audiences. Project flyers were available at the Visitacion Valley Branch Library and the HUB (Sunnydale Ave Community Center).

**ALTERNATIVES CONSIDERED**

Alternatives to the proposed transit bulbs include not constructing stop improvements at these locations or constructing full-length transit bulbs. The project team does not recommend either of these alternatives. A no-build alternative would not deliver the transit dwell time, accessibility, and transportation safety improvements of constructing bulbs at these locations. Constructing full-length bulbs would provide all these benefits but would require removing additional street parking spaces that might reduce neighborhood support for the project.

One alternative to the proposed transit island at Geneva Avenue and Santos Street is not to build it. The project team does not recommend this because 400 daily riders would continue to use a stop which lacks shelter and seating. Alternatively, a transit bulb (sidewalk widening) could be constructed here instead of a transit island. However, transit boarding islands are more effective at separating transit loading from bicycle movement on designated bike routes. Since Geneva Avenue is an existing bike route with a bike lane, an island was identified as the best design for this location.

**FUNDING IMPACT**

The total cost for the project is estimated at \$5,430,000 to design and construct five transit bulbs and one transit boarding island with protected bike lane. The project is funded by an Affordable Housing and Sustainable Communities (AHSC) grant linked to the development of Sunnydale HOPE SF. The AHSC grant fully funds the design and construction of the proposed project, and the grant funds can only be used for sustainable transportation improvements within one mile of the development.

*Table 1: Project cost estimate by phase*

<b>Source</b>	<b>Preliminary Engineering</b>	<b>Detailed Design</b>	<b>Construction</b>	<b>Total</b>
<b>Affordable Housing and Sustainable Communities</b>	\$240,000	\$535,000	\$4,655,000	\$5,430,000

**ENVIRONMENTAL REVIEW**

The proposed 8 Bayshore: Visitacion Valley Stop Improvements Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; transit prioritization projects; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with the specified project types. As described in Public Resources Code Section 21080.25(f)(1)(A), CEQA requires use of a skilled and trained workforce to complete projects exempt from review under Public Resources Code 21080.25.

The Planning Department determined, on January 30, 2026, that the proposed 8 Bayshore: Visitacion Valley Stop Improvements Project (Case Number 2025-011138ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item.

No additional approvals are required.

### **RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors approve parking modifications along the 8 Bayshore Muni route in Visitacion Valley to improve and expand bus boarding areas by extending the sidewalk to create transit bulbs at five stops on Visitacion Avenue and a transit boarding island at one stop on Geneva Avenue at Santos Street as part of the 8 Bayshore: Visitacion Valley Stop Improvements Project; and make required certifications under the California Environmental Quality Act (CEQA).

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS**

RESOLUTION No. \_\_\_\_\_

WHEREAS, Block 7 of the Sunnydale HOPE SF development has been awarded an Affordable Housing and Sustainable Communities (AHSC) construction grant; and,

WHEREAS, A portion of the AHSC grant funds are set aside for transit improvements within the vicinity of the project; and,

WHEREAS, The 8 Bayshore line connects Sunnydale and the wider Visitacion Valley neighborhood to City College to the west and the Portola District, downtown San Francisco and Chinatown to the north for 27,000 daily riders; and,

WHEREAS, Constructing transit bulbs along Visitacion Avenue would improve stop accessibility, increase the amount and comfort of waiting areas at stops, and enhance safety for people walking on Visitacion Avenue; and,

WHEREAS, Constructing a transit boarding island and protected bike lane at Geneva Avenue and Santos Street would enhance transit accessibility, improve stop conditions for 400 daily riders and improve safety and comfort for cyclists on Geneva Avenue; and,

WHEREAS, The project team sought extensive community feedback on the proposed project and found significant support; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking modifications as follows:

- A. RESCIND – BUS ZONE – Geneva Avenue, north side, from 42 feet to 91 feet west of Santos Street
- B. ESTABLISH – BOARDING ISLAND – Geneva Avenue, north side, from Carrizal Street to 64 feet easterly
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME (FOR SIDEWALK WIDENING)
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  - iv. Visitacion Avenue, south side, from Rutland Street to 50 feet westerly (to widen sidewalk by 7 feet for transit bulb)

- v. Visitacion Avenue, north side, from Rutland Street to 48 feet easterly (to widen sidewalk by 7 feet for transit bulb); and,

WHEREAS, The proposed 8 Bayshore: Visitacion Valley Stop Improvements Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; transit prioritization projects; and the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with the specified project types; and,

WHEREAS, As described in Public Resources Code Section 21080.25(f)(1)(A), CEQA requires use of a skilled and trained workforce to complete projects exempt from review under Public Resources Code 21080.25; and

WHEREAS, The Planning Department determined, on January 30, 2026, that the proposed 8 Bayshore: Visitacion Valley Stop Improvements Project (Case Number 2025-011138ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed improvements and has been given the opportunity to comment on those improvements through the public hearing process; and, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking modifications as set forth in Items A-C; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors certifies that the 8 Bayshore: Visitacion Valley Stop Improvements project will be completed by a skilled and trained workforce, as required by Public Resources Code Section 21080.25(f)(1)(A).

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 17, 2026.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency