

# Welcome!

Thank you for participating in today's Mission Street Excelsior Safety Project Open House. The project aims to:

- » Increase safety for all users of the corridor, especially people who walk, bike, & take transit
- » Improve transit reliability on the most used bus routes in the neighborhood
- » Enhance the business district through streetscape and loading improvements

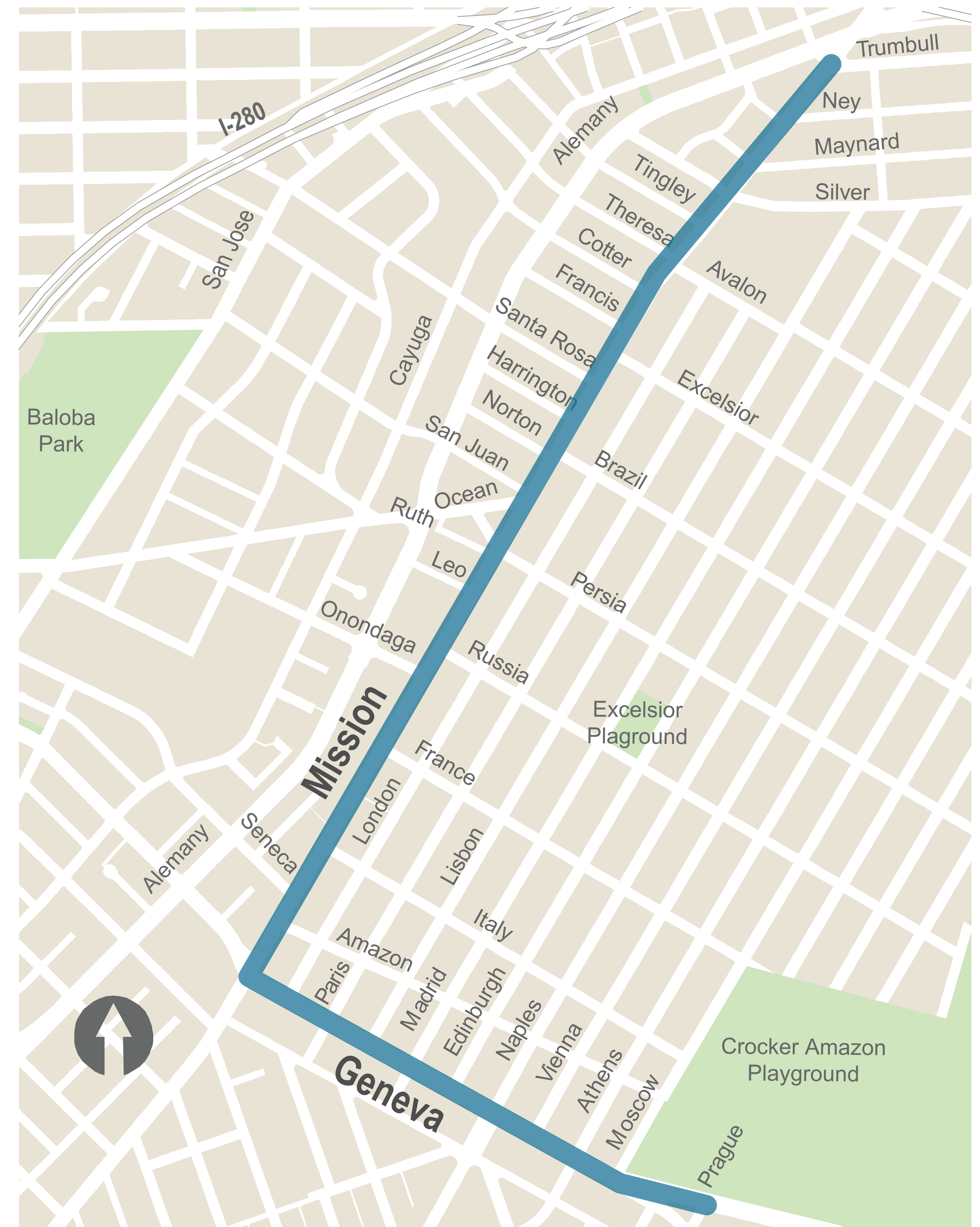
## SFMTA'S GOALS FOR TODAY'S OPEN HOUSE

- » Present the refined plan for Mission Street and Geneva Ave to the wider community
- » Showcase the work done by community stakeholders in creating a plan that balances trade-offs and meets the community's needs
- » Collect the community's feedback on select locations where there are design options



The project limits are:

- » Mission Street, from Trumbull Street to Geneva Ave
- » Geneva Ave, from Mission Street to Prague Street



## High Injury Network Map



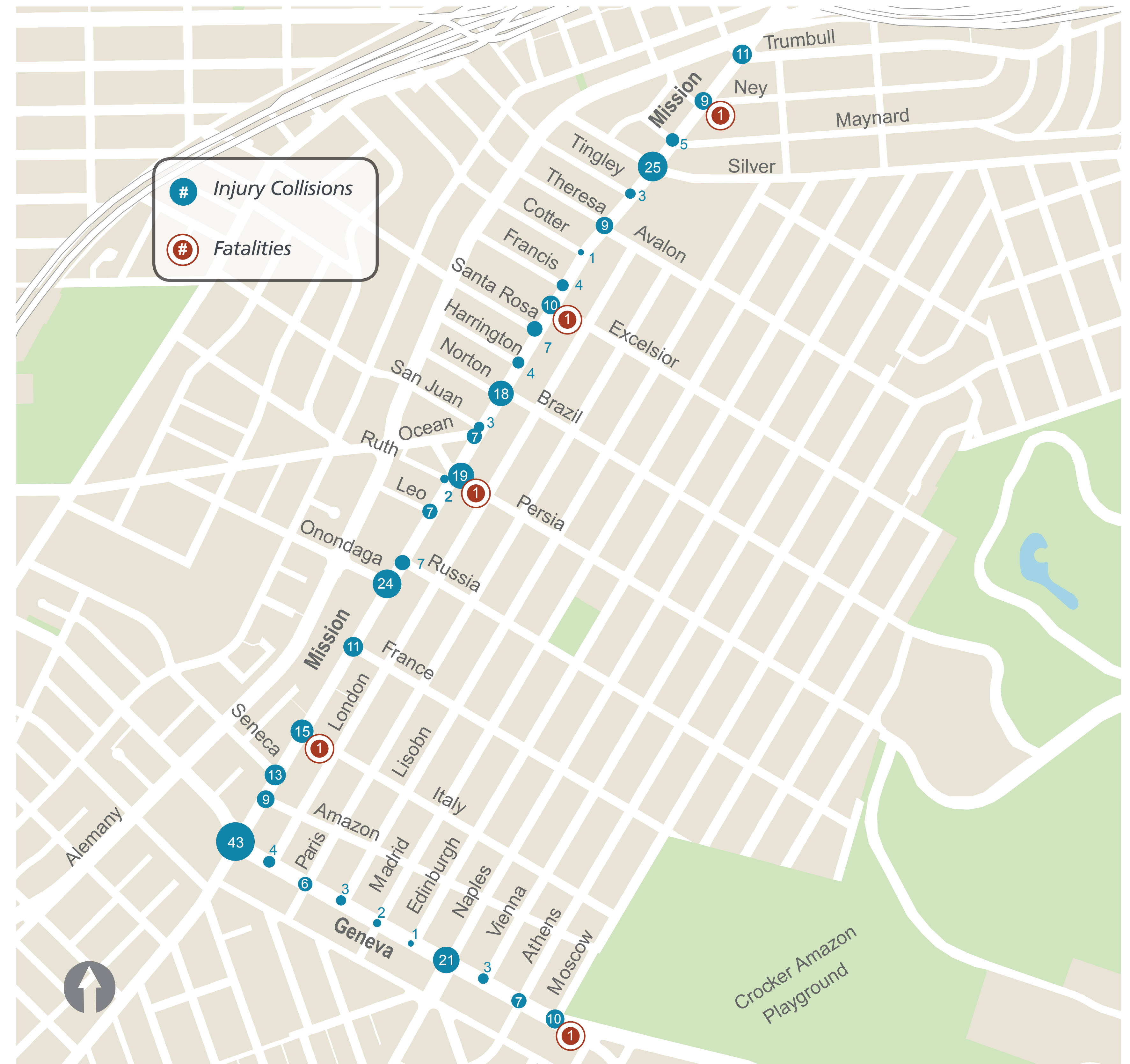
### Vision Zero

Mission Street and Geneva Ave are part of San Francisco’s High Injury Network, or the 13% of the city streets that account for 75% of the city’s traffic collisions.

### What does the collision data tell us?

From 2011 through 2017, there was a total of **323** reported injury collisions on Mission Street and Geneva Ave, including **five pedestrian fatalities**. The intersection of Mission & Geneva alone accounted for 43 of those collisions, and is the seventh-highest injury intersection for pedestrians in the city.

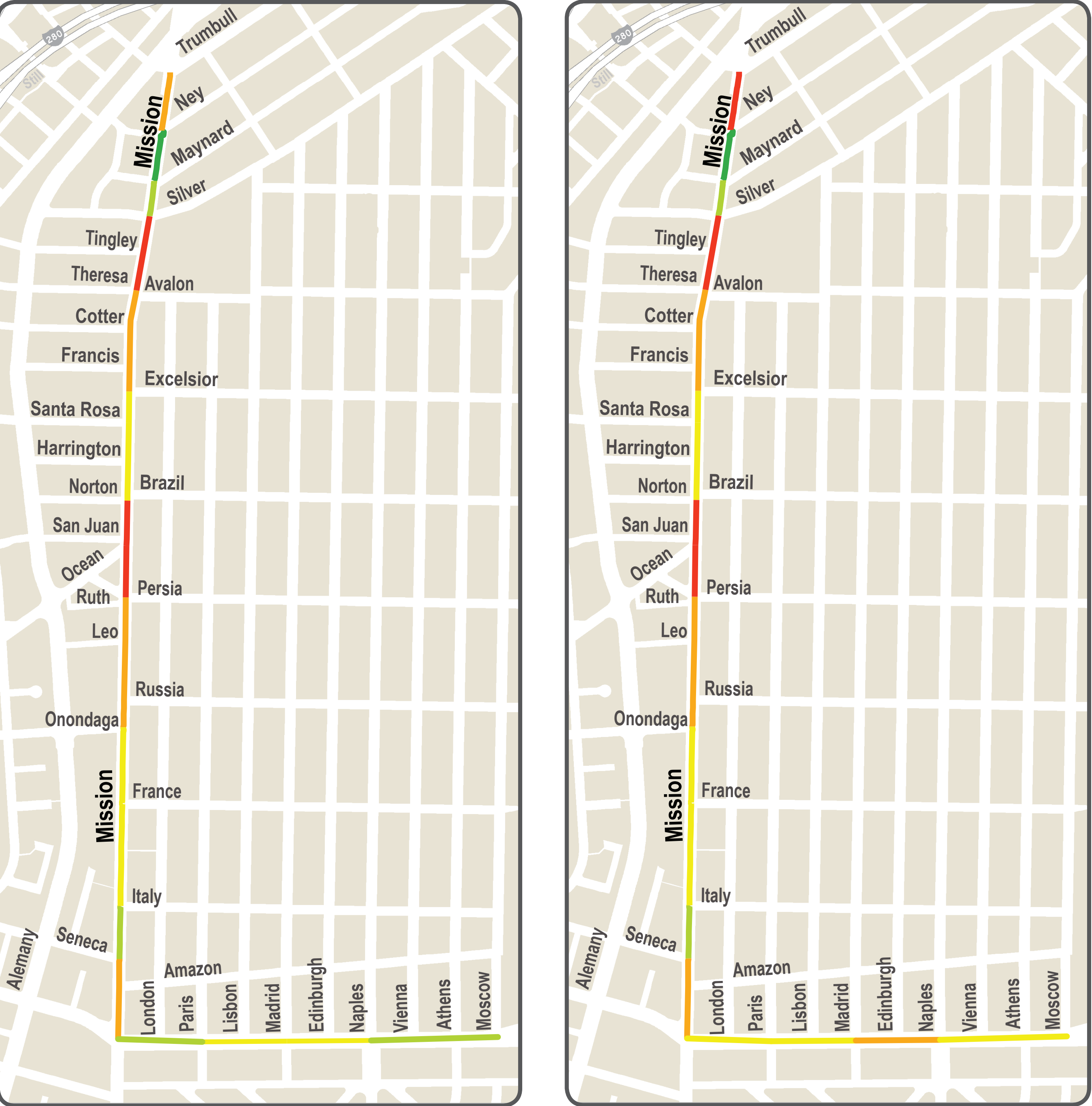
## All Injury Collisions (2011 through 2017)



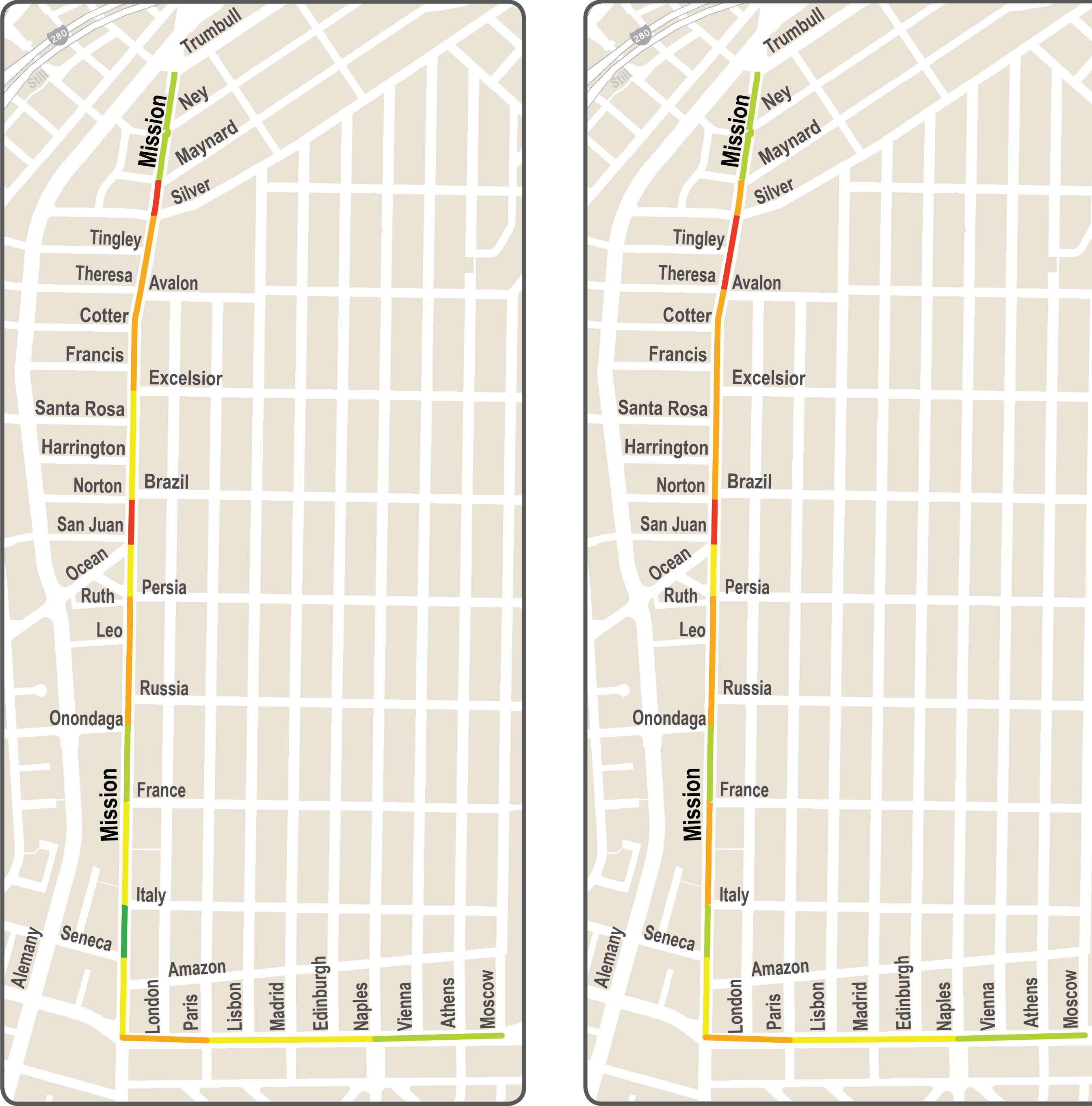
# MUNI TRAVEL TIME DATA

Analysis of transit travel times through the project area show Muni averages 5 mph or less on several sections of Mission Street. On both Mission and Geneva, Muni regularly averages less than 10 mph. The slowest sections on Mission are near Ney, Silver and Persia Triangle. On Geneva, the slowest sections are near Mission and Naples. Many of the proposed Muni reliability improvements target these areas.

### Inbound (AM & PM)

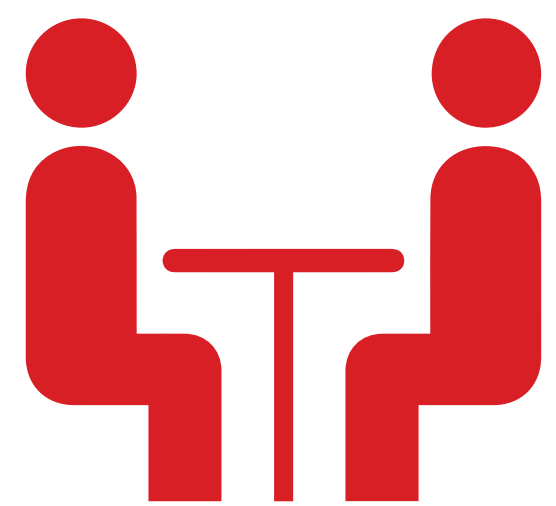


### Outbound (AM & PM)




# PROJECT PLAN DEVELOPMENT


Over the past 18+ months, the project team has received outreach feedback from hundreds of community members, collected and compiled relevant project data, and participated in the Excelsior & Outer Mission Neighborhood Strategy process. The feedback, data, and recommendation from those sources were used to develop a conceptual project plan, which was then further refined through a series of three stakeholder workshops.



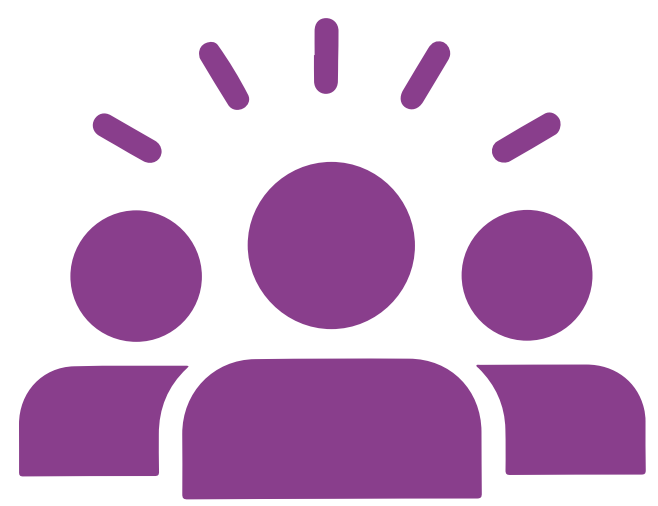
One-on-one interviews with **12** community stakeholders




Two rounds of multilingual door-to-door loading surveying of **175+** businesses;



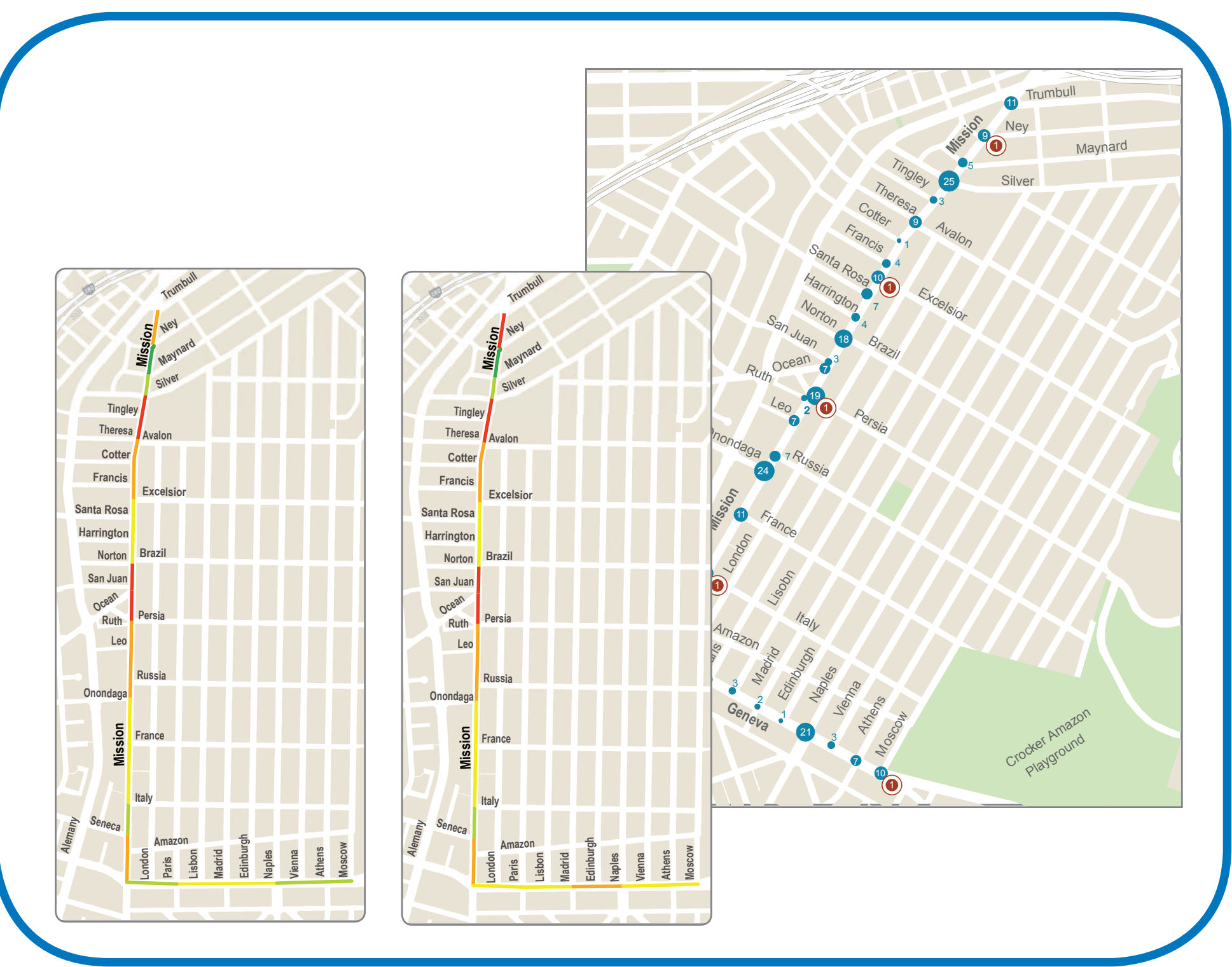
Participation in **15+** community events and meetings



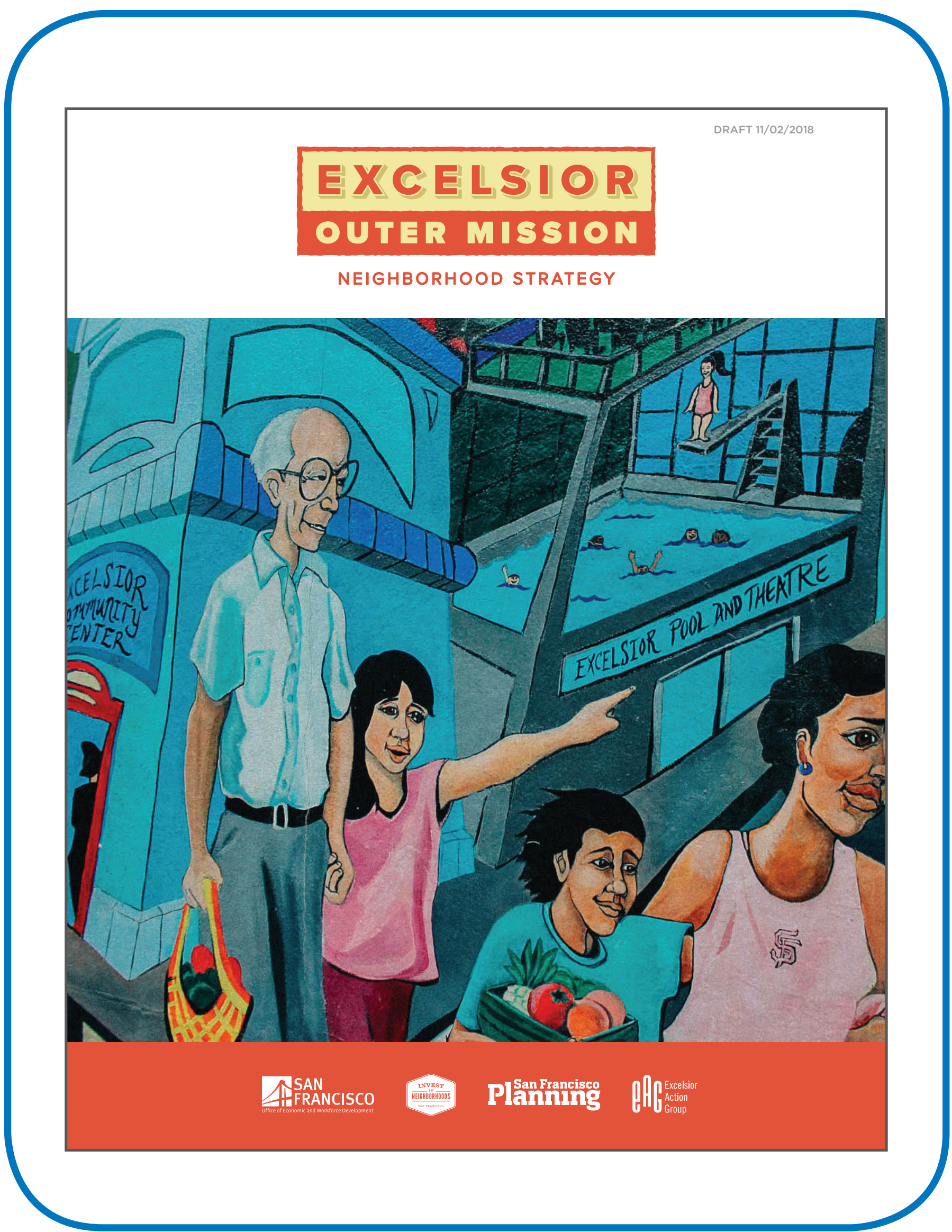
**Three** stakeholder workshops  
(See next board for more information)



Multilingual surveying of **400+** 14 Mission and 8 Bayshore riders



Collision & Transit Data



Excelsior & Outer Mission Neighborhood Strategy – Mobility Recommendations



# STAKEHOLDER WORKSHOPS

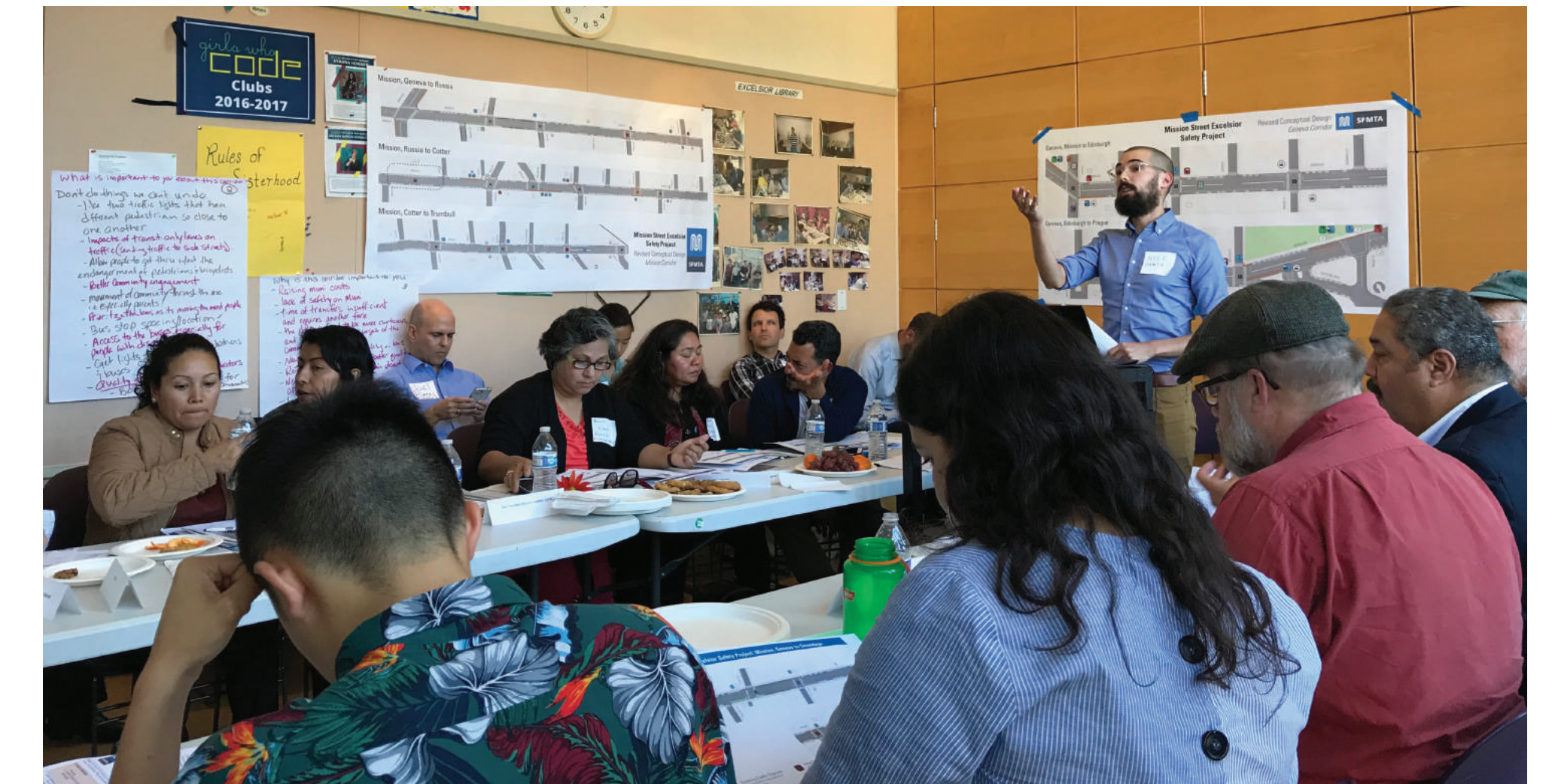
Project staff hosted three stakeholder workshops between October 2018 and January 2019. Stakeholders representing neighborhood groups, the business community, and advocates shared their personal experiences of using Mission Street and Geneva Ave. Using these experiences, stakeholders developed a collective challenge statement to evaluate how well the plan met the community's needs:

*How do we increase safety for pedestrians and other fragile modes of transportation, while ensuring access for the commercial sector and improving the quality of Muni service for local trips, commuters, and special needs?*

Over the course of the three workshops, stakeholders went through the plan intersection-by-intersection, weighing trade-offs to help refine the plan to better meet the community's needs and interests. Based on the group's contributions, staff made numerous changes which are reflected in the plan being presented today.

## Workshop Participants

- » Excelsior Action Group (EAG)
- » Excelsior District Improvement Association (EDIA)
- » Excelsior Outer Mission Merchants (EOMM)
- » Excelsior Works!
- » New Mission Terrace Improvement Association (NMTIA)
- » Outer Mission Merchants and Residents Association (OMMRA)
- » PODER
- » San Francisco Bicycle Coalition (SFBC)
- » San Francisco Transit Riders Union (SFTRU)
- » Senior and Disability Action (SDA)
- » WalkSF



## NEW TRAFFIC SIGNALS



- Improved safety for pedestrians crossing Mission and Geneva

## PEDESTRIAN BULBS WITH STREETSCAPE ENHANCEMENTS



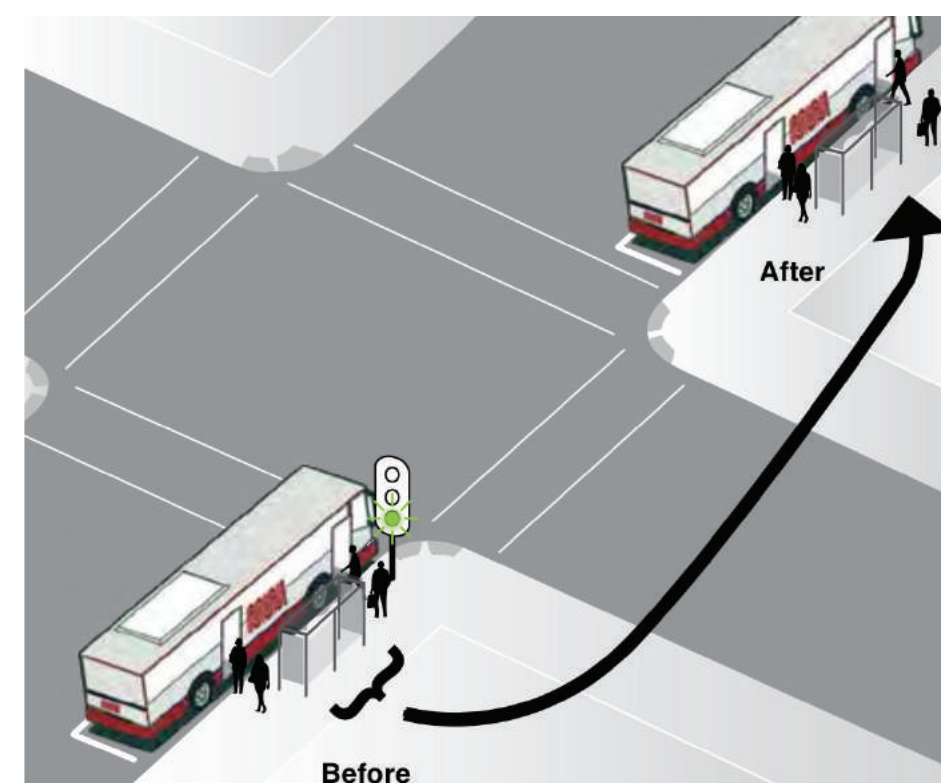
- Shorter crossing distances
- Slower turns by vehicles
- Space for streetscape improvements (see *Excelsior & Outer Mission Streetscape Guidelines boards*)

## TRANSIT BULBS (MISSION) & ISLANDS (GENEVA)



- Reduced Muni delay
- More room at Muni stops for riders and pedestrians
- Removes conflicts between buses and bikes (islands only)

## TRANSIT STOP CHANGES



- Moving stops to the "far side" of traffic signals reduces the amount of time Muni buses are delayed by red lights
- Select stop consolidation reduces Muni delay

## LOADING & CURB MANAGEMENT CHANGES



- New and adjusted loading zones and short-term parking zones based on two rounds of outreach to 175+ businesses on Mission Street and Geneva Ave
- Reduced double parking

## TARGETED BIKE IMPROVEMENTS

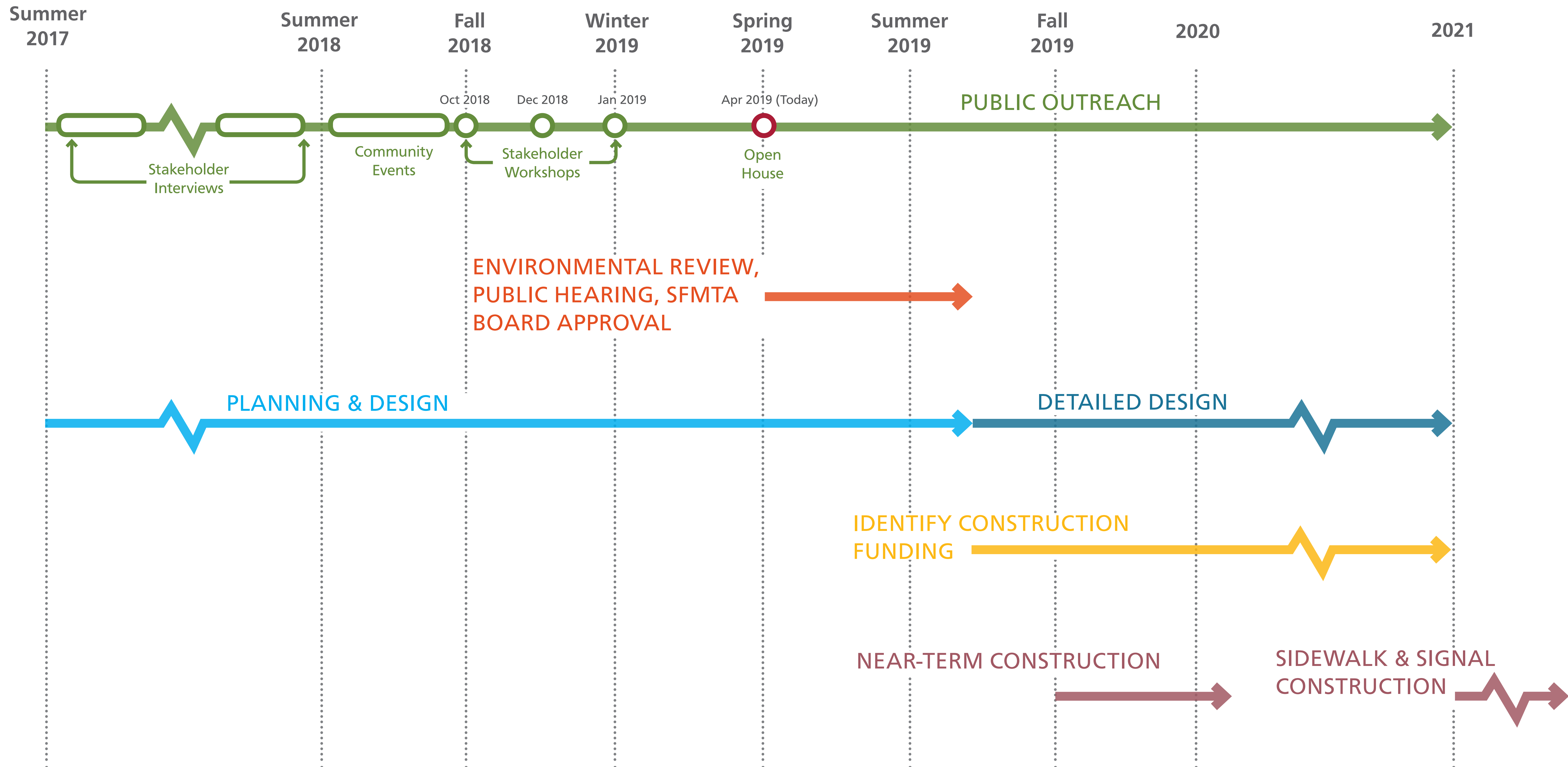


- Continuous bike lanes on Geneva between London Street and Prague Street
- Short bike connection on Mission Street between Amazon and Seneca (requires additional outreach and feedback collection)

# SFMTA PROJECTS IN DISTRICT 11



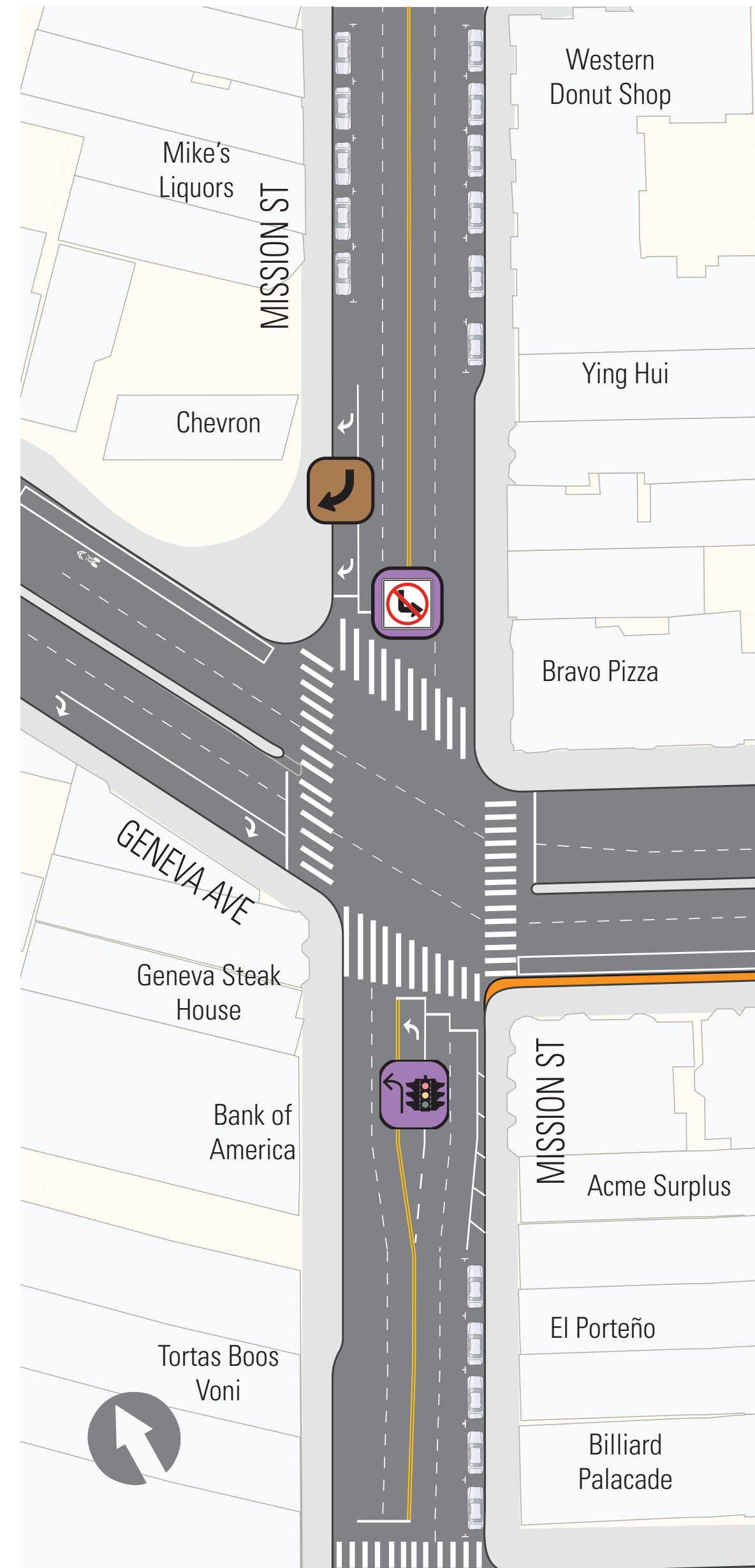
# PROJECT TIMELINE & NEXT STEPS





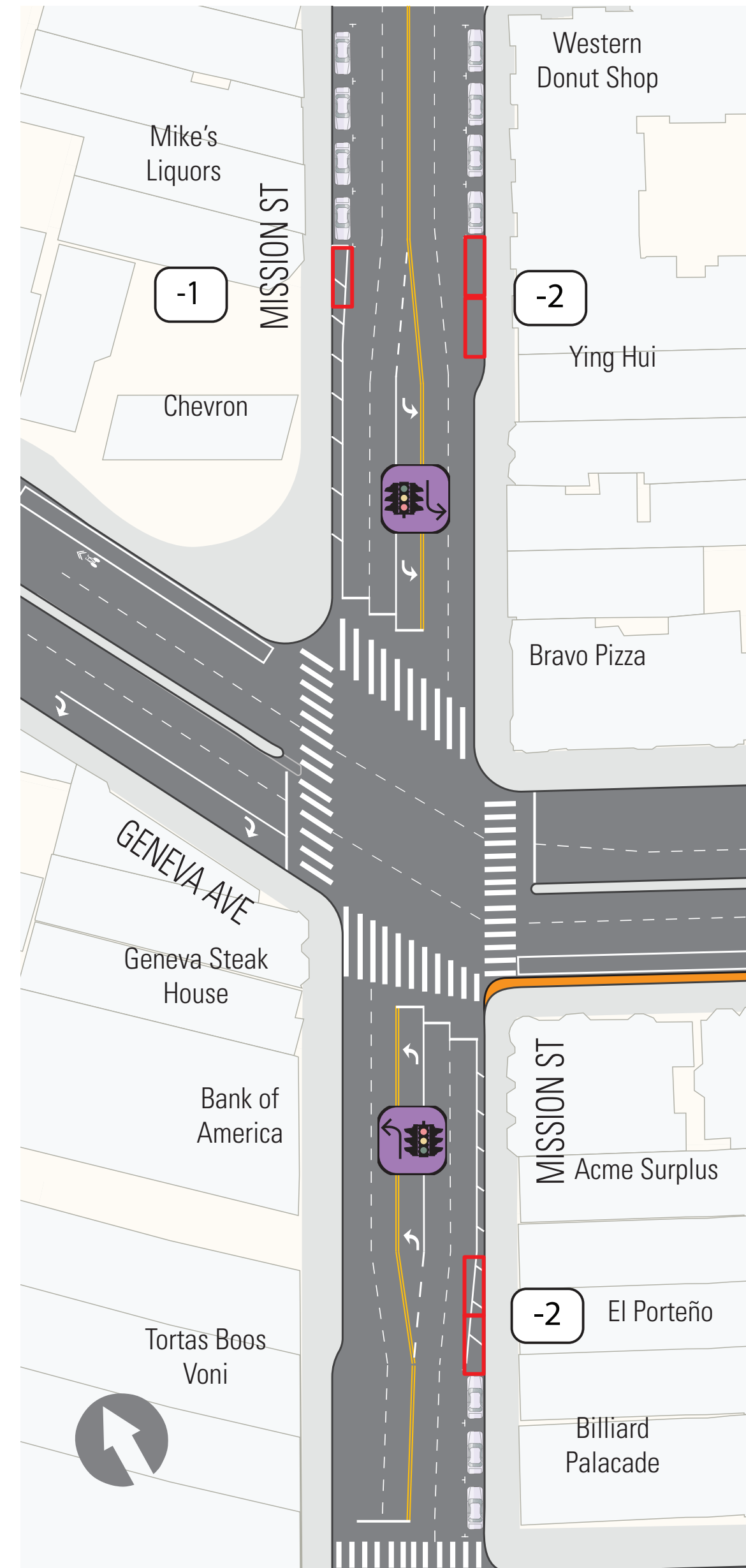
## Signal Options

**Option 1:** Restrict southbound left; northbound left turn signal



- Eliminates left-turn collision pattern
- Protected left turn (northbound)
- Diversion on neighborhood streets

**Option 2:** Protected north and southbound left turn signals



- Eliminates left-turn collision pattern
- Protected left turns (both directions)
- No diversion
- Longer left-turn lanes (-5 parking spaces)
- Increased delay

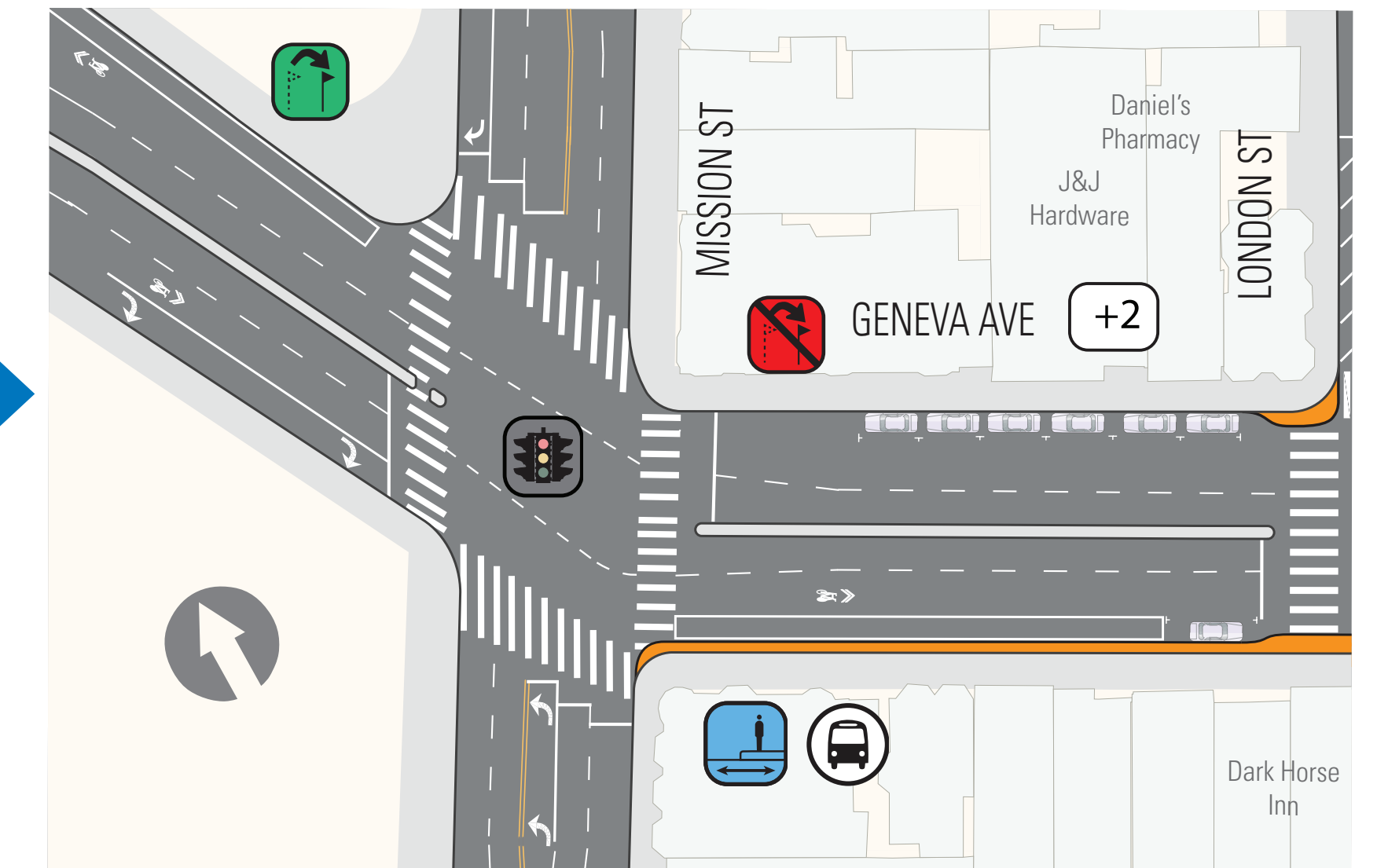
*Place a dot next to your preferred option for traffic signal and westbound Muni stop changes at the intersection of Mission & Geneva*

## Collision Patterns & Left Turn Volumes (AM & PM Peak Hours)



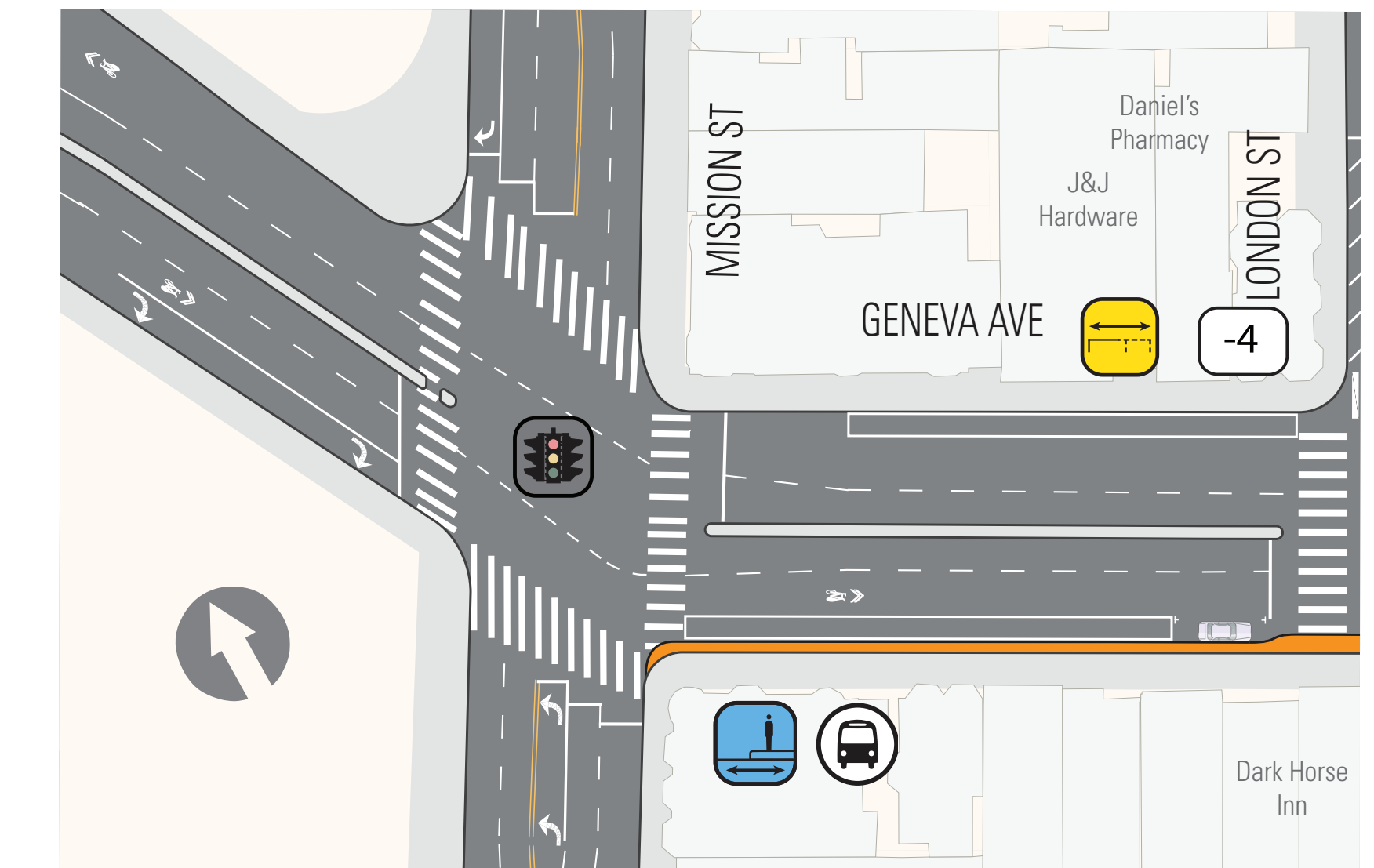
## Westbound Muni Stop Options

**Option 1:** Move westbound Muni stop after Mission



- Reduces transit delay
- Eliminates bus/right-turns conflict
- Gain two parking spaces
- Stop in front of gas station driveways
- No corner transfer

**Option 2:** Move westbound Muni stop toward London



- Reduces bus/right-turns conflict
- Keeps corner connection
- Little reduction in transit delay
- Lose four parking spaces