

**THIS PRINT COVERS CALENDAR ITEM NO.: 15**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving quick-build and larger capital traffic, transit, and parking modifications on Mission Street from Trumbull Street to Geneva Avenue, and Geneva Avenue from Mission Street to Prague Street to improve traffic safety, transit reliability, and curb operations for the community as part of the Mission Street Excelsior Safety Project.

**SUMMARY:**

- This project will establish new traffic signals, pedestrian crossings, bulb-outs, and other street enhancements to improve safety for all users.
- This project will establish transit bulbs, a transit boarding island, and transit stop changes to improve transit reliability and safety.
- This project will remove 56 parking spaces in the project area.
- The SFMTA conducted an extensive public outreach process
- The proposed project is subject to the Board of Supervisors review pursuant to Ordinance 127-18. The proposed action is the Final SFMTA Decision.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Mission Street Excelsior Safety Project Area Aerial
3. Mission Street Excelsior Safety Project Area Map
4. Mission Street Excelsior Safety Project Corridor Graphics
5. SFMTAB Resolution No. 14-041  
(TEP) <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
6. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tep-environmental-review-process>
7. TEP Mitigation Monitoring and Reporting Program [http://default.sfplanning.org/MEA/tep/TEP\\_CEQA-FinalMMRP\\_March272014.pdf](http://default.sfplanning.org/MEA/tep/TEP_CEQA-FinalMMRP_March272014.pdf)

**APPROVALS:**

**DATE**

DIRECTOR

  
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September 10, 2019  
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SECRETARY

  
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September 9, 2019  
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**ASSIGNED SFMTAB CALENDAR DATE:** September 17, 2019

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## **PURPOSE**

Approving quick-build and larger capital traffic, transit, and parking modifications on Mission Street from Trumbull Street to Geneva Avenue, and Geneva Avenue from Mission Street to Prague Street to improve traffic safety, transit reliability, and curb operations for the community as part of the Mission Street Excelsior Safety Project.

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

This action supports the following San Francisco Municipal Transportation Agency (SFMTA) Strategic Plan Goals and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of Transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

Transit First 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.

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7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway

**DESCRIPTION**

The Mission Street Excelsior Safety Project is a critical component of the City's Vision Zero goal to eliminate all traffic deaths. All of Mission Street in the project area, from Trumbull Avenue to Geneva Avenue, and the majority of Geneva Avenue in the project area, from Mission Street to Prague Street, is on the Vision Zero High Injury Network, the 13 percent of streets that account for 75 percent of the City's injuries and fatalities. Between 2011 and 2016, there were 323 injury collisions in the project area including 223 on Mission Street, 57 on Geneva Avenue, and 43 at the intersection of Mission Street and Geneva Avenue. Of those collisions, there were 67 pedestrian and bicyclist injury collisions on Mission Street, 11 pedestrian and bicyclist injury collisions on Geneva Avenue, and 19 pedestrian and bicyclist injury collisions at the intersection of Mission Street and Geneva Avenue. Additionally, there were four fatalities on Mission Street, all of whom were pedestrians, and one fatality on Geneva Avenue. The intersection of Mission Street and Geneva Avenue is by far the highest collision and injury location in the project area for all modes.

Crash analyses show that turning vehicles and vehicles failing to yield to pedestrians are the most prevalent crash types for pedestrians in the project area. As a result, throughout both corridors, pedestrian safety improvements focus on corner and T-intersection bulbs-outs that shorten crossing distances, improve pedestrian visibility, and reduce pedestrian exposure while crossing the streets.

The goals of the Mission Street Excelsior Safety Project are to:

- Improve safety for all
- Improve transit reliability
- Improve the business district through loading changes

Mission Street is 58.5 feet wide curb-to-curb and generally has two northbound and two southbound lanes, with parking on both sides of the street. Approximately 1,000 vehicles travel along Mission Street during the P.M. peak hour, or approximately 12,000 vehicles daily. The 14, 14R, and 14X Mission Muni lines travel on Mission Street within the project area, each with a peak hour frequency of eight to nine minutes, for a combined headway of about 2-3 minutes. The 49 Van Ness/Mission travels on Mission Street from Trumbull Street to Ocean Avenue, with a peak hour frequency of eight minutes. The 52 Excelsior travels on Mission Street from Silver Avenue to Brazil Avenue with a peak hour frequency of 20-25 minutes. Together, these Muni lines see 13,000 boardings and alightings a day in the project area.

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Geneva Avenue is 75 feet wide curb-to-curb with two eastbound and two westbound lanes, parking on both sides of the street, and a median. It has east and westbound Class II bike lanes between Paris Street and Edinburgh Street and between Vienna Street and Prague Street. Between Mission Street and Paris Street it has Class III shared lane (sharrow) markings in both directions. Approximately 1,900 vehicles travel along Geneva Avenue during the P.M. peak hour. The 8 and 8BX Bayshore Muni lines travel on Geneva Avenue through the entire project area, each with a peak hour frequency of seven to eight minutes, for a combined headway of about 3.5 minutes. The 43 Masonic travels on Geneva Avenue between Mission Street and Naples Avenue with a peak hour frequency of nine to ten minutes. The 54 Felton travels along Geneva Avenue between Mission Street and Moscow Street, with a peak hour frequency of 20 minutes. Together, these Muni lines move approximately 5,000 boardings and alightings a day in the project area.

The project area is an L-shape and includes north-south Mission Street from Trumbull Street to Geneva Avenue, and east-west Geneva Avenue from Mission Street to Prague Street. In the project area, Mission Street serves as both a major transit and commercial corridor, while Geneva Avenue is a major arterial serving as a major transit corridor and a San Francisco bicycle network corridor and has a mix of commercial and residential land-uses. This mix of uses generates high pedestrian and transit rider volumes, reinforcing the need to improve both pedestrian safety and Muni reliability. Geneva Avenue presents a direct route for bicyclists, however currently there are gaps in the Class II bike lanes through the project area, limiting the route's appeal to bicyclists.

The San Francisco County Transportation Authority (SFCTA) defines many of the surrounding neighborhoods as Communities of Concern that include a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable now and in the future. Communities of Concern can have high levels of households with minority or low-income status, seniors, people who have limited English proficiency, or people who have disabilities. Many residents are mono-lingual, with Spanish, Chinese and Filipino communities as the most prominent. All Muni lines that would benefit from the proposed transit improvements are included in the Muni Service Equity Strategy, which focuses on improving transit performance in San Francisco neighborhoods with high percentages of households with low incomes and people of color. The Mission Street Excelsior Safety Project will help to improve transportation equity by increasing safety and transit reliability for these disadvantaged and vulnerable populations.

## **PROJECT ELEMENTS**

The SFMTA proposes to implement six new traffic signals, as well as modifications to at least three existing traffic signals, and traffic signal timing changes throughout both corridors. In addition, the proposal includes one new signalized pedestrian crossing, opening of one closed crosswalk at an existing signal, 36 new pedestrian bulbs, and three raised crosswalks. Transit improvements include four transit bulbs, a transit island, relocation of five transit stops, and consolidation of two transit stops. New and relocated color curbs are proposed throughout both corridors, and, on Geneva Avenue, extended Class II bike lanes are proposed to fill in existing gaps.

While SFMTA Board approval is not required, staff would also like to make the Board aware that project implementation will be closely coordinated with anticipated street resurfacing, utility improvements, and potential streetscape improvements.

### **Pedestrian Safety Improvements**

The project proposes 28 bulb-outs on Mission Street, and eight on Geneva Avenue. Additional daylighting is proposed on six side streets intersecting Mission Street, on five side streets intersection Geneva Avenue, and at one location on Geneva Avenue.

New traffic signals are proposed at all existing marked, but unsignalized, crossings. Those locations are:

- Mission Street at Ney Street/Admiral Avenue,
- Mission Street at Castle Manor Avenue/Maynard Street
- Mission Street at France Avenue
- Geneva Avenue at London Street
- Geneva Avenue at Athens Street.

A new midblock, pedestrian-activated traffic signal and new marked crossing is proposed at:

- Mission Street between Persia Avenue and Onondaga Avenue

Raised crosswalks are proposed on:

- Mission Street at Ruth Street (concrete)
- Mission Street at San Juan Avenue (concrete)
- Geneva Avenue at Munich Street (asphalt)

An existing closed crosswalk would be opened and marked on the east leg of the intersection of Geneva Avenue and Moscow Street.

### *Additional Pedestrian Safety Improvements Not Requiring SFMTA Board Approval*

Several additional pedestrian safety improvements that do not require SFMTA Board approval are also proposed. These improvements are summarized here for informational purposes.

Corridor-wide signal retiming will add leading pedestrian intervals and ensure adequate crossing times at all existing and proposed signals. A signal modification at the intersection of Mission Street and Geneva Avenue will add dedicated left turn phases for traffic from Mission Street onto Geneva Avenue, addressing the most prevalent pedestrian collision pattern in the project area.

**Transit Improvements**

Transit bulbs allow buses to serve transit stops without leaving the traffic lane, thereby reducing delay and improving comfort and accessibility for bus riders. As well, they increase waiting space for transit riders. Transit bulbs are proposed at the northeast and northwest corners of the intersections of Mission Street at Persia Avenue, as well as the northwest and southeast corners of Geneva Avenue at Naples Street. On Mission Street at Silver Avenue, the right-most northbound lane would move against the curb at the southeast corner, effectively creating a transit bulb without changing the existing sidewalk width. A transit boarding island is proposed on Geneva Avenue on the southeast side of Moscow Street in the eastbound direction, with bike channel behind. To reduce signal delay, nearside bus stops are proposed to be moved to farside of the intersection on Mission Street at Onondaga Street in the southbound direction only, and on Geneva Street at Mission Street, Naples Street, and Prague Street, all in the westbound direction only. Finally, the sidewalk is proposed to be widened by four feet on the south side of Geneva Avenue between Mission Street and London Street to provide additional room for Muni customers and pedestrians.

Transit bulbs, transit islands, stops moved farside, stop consolidation, lengthened stops, as well as reduced crossing distances from pedestrian bulbs all would reduce transit delay. However, additional traffic signals and traffic signal modifications proposed to address safety concerns would introduce new delay. Transit travel time impacts are estimated in the tables below:

<b>Mission Street</b>	<i>Inbound</i>	<i>Outbound</i>
Reduced delay (seconds)	-60	-70
Additional delay (seconds)	+75	+95
Cumulative impact (seconds)	+15	+25

<b>Geneva Avenue Street</b>	<i>Westbound</i>	<i>Eastbound</i>
Reduced delay (seconds)	-94	-37
Additional delay (seconds)	+50	+50
Cumulative impact (seconds)	-44	+13

On Mission Street, the cumulative estimated impacts of the project proposals on transit travel time would be an additional 15 seconds of delay in the inbound direction, and 25 seconds of delay in the outbound direction. On Geneva Avenue, the estimated impacts would be a reduction

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of delay by 44 seconds in the westbound direction and additional 13 seconds of delay in the eastbound direction.

### **Bike Improvements**

The proposed project would convert Class III bike sharrows to Class II bike lanes on Geneva Avenue between Mission Street and London Street in the westbound direction only, and between London Street and Paris Street in both directions using existing roadway space. Class II bike lanes would be added between Edinburgh Street and Vienna Street in both directions. The result would be continuous Class II bike lanes between London Street and Prague Street in both directions.

### **Curb Management**

The proposed bulb-outs, daylighting, and transit stop changes would remove parking spaces. The net reduction in parking spaces on Mission Street would be 34 spaces, and on side streets intersecting Mission Street, four spaces. On Geneva Avenue, the overall net reduction would be 12 spaces, and on side streets intersecting Geneva Avenue, six spaces. The total net parking reduction through both project corridors would be 56.

Curb activity on Mission Street is continuous throughout the day, particularly between Avalon Avenue and Geneva Avenue, due to the high number of commercial businesses. Activity is similarly continuous on Geneva Avenue between Mission Street and London Street due to the commercial district. In these areas, there are a number of demands for curb space including Muni stops, short- and long-term customer parking, semi-trailer commercial loading, single-unit truck loading, restaurant food delivery pick-ups, taxis and Transportation Network Company (TNC) passenger loading.

Curb management changes are focused on those high-activity and high-demand locations on both corridors. On Mission Street and intersecting side streets, the proposed project would result in a net increase in the number of yellow zones by five, green zones by six, and blue zones by four. On Geneva Avenue, the net increase in the number of green zones would be four. In total, 47 existing general unmetered parking spaces on Mission Street, Geneva Avenue, and side streets would be converted to metered parking.

### **Quick-Build Implementation**

If approved, those project elements that can be constructed in advance of signal, sidewalk, and other larger capital changes would be implemented as a quick-build project. This could include:

- Daylighting
- Painted Safety Zones
- Curb management
- Transit stop changes

**Proposed Project Parking and Traffic Modifications**

A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- Ney Street, north side, from Mission Street to 24 feet easterly (6-foot bulb, replaces painted safety zone); Mission Street, east side, from Ney Street to 18 feet south of Admiral Avenue (6-foot bulb, replaces painted safety zone); Mission Street, west side, from Ney Street to 18 feet northerly (6-foot bulb, replaces painted safety zone); Mission Street, west side, from Admiral Avenue to 15 feet southerly (6-foot bulb, removes one space); Mission Street, west side, from Silver Avenue to 21 feet northerly (6-foot bulb); Mission Street, west side, from Theresa Street to 22 feet northerly (6-foot bulb); Mission Street, east side, from Avalon Avenue to 18 feet southerly (6-foot bulb); Mission Street, east side, from Avalon Avenue to 44 feet northerly (6-foot bulb, removes one space); Mission Street, west side, from Theresa Street to 21 feet southerly (6-foot bulb, removes 4374); Excelsior Avenue, north side, from Mission Street to 21 feet easterly (6-foot bulb, replaces painted safety zone); Mission Street, east side, from Excelsior Avenue to 19 feet southerly (4-foot bulb, removes 4503-G); Mission Street, west side, from north crosswalk at Excelsior Avenue to 14 feet south of Excelsior Avenue (6-foot bulb across stem of T intersection); Mission Street, east side, from 18 feet north of Santa Rosa Avenue to 19 feet south of Santa Rosa Avenue (6-foot T bulb, removes 4525, relocates blue zone); Mission Street, west side, from Santa Rosa Avenue to 25 feet southerly (6-foot bulb, relocates blue zone); Santa Rosa Avenue, south side, from Mission Street to 24 feet westerly (6-foot bulb); Mission Street, west side, from Norton Street to 40 feet northerly (6-foot bulb); Mission Street, east side, from Brazil Avenue to 39 feet southerly (6-foot bulb); Mission Street, west side, from Norton Avenue to 27 feet southerly (6-foot bulb); Mission Street, east side, from 14 feet north to 14 feet south of Ocean Avenue (6-foot bulb, removes 4631, 4637, 4639, 4641, 4647); Mission Street, east side from 411 feet to 462 feet south of Persia Avenue (6-foot midblock bulb, removes 4753, 4751-G); Mission Street, west side from 141 feet to 184 feet south of Leo Street (6-foot midblock bulb, removes 4746-G, 4748, 4750); Mission Street, east side, from north crosswalk at Onondoga Avenue to 19 feet south of Onondoga (6-foot bulb across stem of T intersection, removes 4797, 4799, 4801); Mission Street, west side, from Onondoga to 21 feet northerly (6-foot bulb); Mission Street, east side, from France Avenue to 27 feet southerly (6-foot bulb); Mission Street, west side, from 18 feet north to 14 feet south of France Avenue (6-foot bulb across stem of T intersection, removes 4850); Mission Street, west side, from 14 feet north to 14 feet south of Italy Avenue (6-foot bulb, removes two spaces); Geneva Avenue, north side, from London Street to 14 feet westerly (6-foot bulb); Geneva Avenue, north side, from Paris Street to 14 feet westerly (converts 9-foot bulb to 6-foot bulb); Geneva Avenue, south side, from Paris Street to 14 feet westerly (converts 9-foot bulb to 6-foot bulb); Geneva Avenue, south side, from Naples Street to 20 feet westerly (6-foot bulb, removes one space); Geneva Avenue, north side, from Naples Street to 21 feet easterly (6-foot bulb); Naples Street, west side, from Geneva Avenue to 20 feet northerly (daylighting, 6-foot bulb); Naples Street, east side, from Geneva Avenue to 21 feet southerly (6-foot bulb, removes one space); Geneva Avenue, north side, from Athens Street to 20 feet westerly (6-foot bulb); Geneva Avenue, south side, from Athens Street to 22 feet westerly (6-foot



bulb, removes one space); Geneva Avenue, south side, from 18 feet west to 21 feet east of Moscow Street (6-foot bulb across stem of T intersection, removes three parking spaces); Geneva Avenue, south side, from Prague Street to 18 feet westerly (6-foot bulb, removes one space); Prague Street, west side, from Geneva Avenue to 16 feet southerly (6-foot bulb, removes one space)

B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

- Mission Street, east side, from Persia Street to 157 feet northerly (6-foot transit bulb, removes 4655, 4657, 4659, rescinds bus zone); Mission Street, west side, from Ocean Avenue to Persia Street (6-foot transit bulb, removes 4656, 4658, 4668-G, 4670); Mission Street, east side, from 113 feet to 130 feet south of Amazon Avenue (extends existing 4-foot transit bulb by 40' feet, removes 5111); Geneva Avenue, north side, from Naples Street to 101 feet west of Naples Street (4-foot transit bulb, removes two spaces); Geneva Avenue, south side, from Naples Street to 100 feet east of Naples Street (4-foot transit, replaces bus zone)

C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Geneva Avenue, south side, from Moscow Street to 147 feet westerly (rescinds bus zone, establishes far side boarding island)

D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Mission Street, east side, from Maynard Street to Silver Avenue (for left turn pocket, removes 4 spaces); Mission Street, east side, from Silver Avenue to 235 feet southerly (for left turn pocket/transition, removes 4329, 4325, 4321, 4319, 4315); Mission Street, west side, from Geneva Avenue to 162 feet northerly (removes meter 5078 for left lengthened left turn pocket); Mission Street, east side, from 89 feet to 129 feet south of Geneva Avenue (removes yellow meters 5163, 5161 for lengthened left turn pocket)

E. ESTABLISH – RED ZONE - Admiral Avenue, north side, from Mission Street to 20 feet westerly (turn accommodation); Castle Manor Avenue, south side, from Mission Street to 20 feet westerly (daylighting, removes one space); Silver Avenue, south side, from Mission Street to 20 feet westerly (daylighting, removes one space); Avalon Avenue, north side, from Mission Street to 20 feet easterly (daylighting, extends existing 8' red zone); Persia Avenue, south side, from Mission Street to 20 feet westerly (daylighting, removes 18); Ruth Avenue, south side, from Mission Street to 20 feet westerly (turn accommodation, removes one space); Russia Avenue, north side, from Mission Street to 20 feet easterly (daylighting, removes 1); Onondaga Avenue, south side, from Mission Street to 24 feet westerly (daylighting, removes 1); France Avenue, north side, from Mission Street to 20 feet easterly (daylighting, removes one space); France Avenue, south side, from Mission Street to 4 feet easterly (turn accommodation); Italy Avenue, north side, from Mission Street to 20 feet easterly (daylighting, removes one space); Mission Street, south side, from Seneca Street, north leg, to 17 feet southerly (daylighting across stem of T, removes one space); Seneca Avenue, north side, Mission Street to 4 feet westerly (turn accommodation); London Street, west side, from Geneva Avenue to 10 feet northerly (daylighting); Geneva Avenue, north side, from London Street to 20 feet easterly (daylighting, removes two metered motorcycle stalls); Geneva Avenue, south side, from 18 feet west to 14 feet east of London Street leg (daylighting across stem of T, removes

one blue zone and 944); Paris Street, west side, from Geneva Avenue to 18 feet northerly; Paris street, east side, from Geneva Avenue to 10 feet southerly (daylighting, shortens 18); Lisbon Street, west side, from Geneva Avenue to 10 feet northerly (daylighting); Geneva Avenue, south side, from Madrid Street to 12 feet westerly (daylighting); Madrid Street, west side, from Geneva Avenue to 20 feet northerly (daylighting, removes 1 space); Madrid Street, east side, from Geneva Avenue to 20 feet southerly (daylighting, removes 1 space); Edinburgh Street, west side, from Geneva Avenue to 10 feet northerly (daylighting); Vienna Street, west side, from Geneva Avenue to 10 feet northerly (daylighting); Athens Street, west side, from Geneva Avenue to 15 feet northerly (daylighting, removes 1 parking space); Athens Street, east side, from Geneva Avenue to 20 feet southerly (daylighting, removes 1 parking space); Geneva Avenue, north side, from Athens Street to 4 feet easterly (daylighting); Moscow Street, west side, from Geneva Avenue to 20 feet northerly (daylighting, removes 1 parking space); Geneva Avenue, south side, from Prague Street to 20 feet westerly (daylighting, remove 1 parking space); Geneva Avenue, north side, west crosswalk at Prague Street, to 20 feet west of Prague Street (daylighting across stem of T intersection and before crosswalk, removes four spaces)

- F. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Avalon Avenue, south side, from 2 feet to 38 feet east of Mission Street (establishes two meters); Excelsior Avenue, north side, from 40 feet to 82 feet east of Mission Street (relocates/resizes 2, establishes one new meter); Mission Street, east side, from 59 feet to 125 feet south of Brazil Avenue (establishes three meters); Mission Street, west side, from 111 feet to 155 feet south of Norton Street (establishes two meters); Mission Street, west side, from Ruth Street to 100 feet southerly (establishes five meters); Leo Street, north side, from 6 feet to 66 feet west of Mission Street (establishes three meters); Mission Street, west side, from 10 feet to 72 feet south of Leo Street (establishes one meter, resizes 4734, 4736); Mission Street, west side, from 17 feet to 80 feet north of Onondaga Avenue (establishes three meters); France Avenue, north side, from 20 feet to 82 feet west of Mission Street (establishes three meters); France Avenue, south side, from 4 feet to 82 feet west of Mission Street (establishes four meters); Italy Avenue, north side, from 20 feet to 63 feet east of Mission Street (establishes two meters); Italy Avenue, south side, from Mission Street to 60 feet easterly (establishes three meters); Mission Street, east side, from Amazon Avenue to Italy Avenue; Mission Street, west side, from Seneca Avenue to Italy Avenue; Seneca Street, north side, from 4 feet to 64 feet west of Mission Street (establishes three meters); Seneca Street, south side, from 40 feet to 84 feet west of Mission Street (establishes two meters); Amazon Avenue, north side, from 12 feet to 52 feet east of Mission Street (establishes two meters); Amazon Avenue, south side, from 10 feet to 48 feet east of Mission Street (establishes two meters); Amazon Avenue, south side, from 67 feet to 89 feet east of Mission Street (establishes one meter); Mission Street, west side, from 12 feet to 30 feet north of Rolph Street (establishes one meter); Geneva Avenue, north side, from 84 feet to 124 feet west of London Street (resizes 911, establishes one meter)
- G. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6

PM, MONDAY THROUGH SATURDAY - Mission Street, east side, from 220 feet to 258 feet south of Avalon Avenue (converts 4427, 4425); Mission Street, east side, from 19 feet to 47 feet south of Santa Rosa Avenue (converts/resizes 4529); Mission Street, west side, from 14 feet to 44 feet south of Excelsior Avenue (converts/resizes 4462); Mission Street, east side, from 148 feet to 192 feet south of Brazil Avenue (converts/resizes 4619, 4621); Mission Street, west side, from 27 feet to 71 feet south of Norton Street (establishes two meters); Mission Street, east side, from 21 feet to 46 feet south of Persia Avenue (converts/resizes 4705); Mission Street, east side, from 8 feet to 52 feet north of Russia Avenue (converts/resizes 4767, 4769); Mission Street, west side, from 136 feet to 165 feet south of Italy Avenue (establishes one meter); Mission Street, east side, from 47 feet to 87 feet south of Amazon Avenue (converts 107, converts/resizes 5109); Mission Street, east side, from 147 feet to 181 feet south of Geneva Avenue (converts/resizes 5167, 5169); Geneva Avenue, north side, from 14 feet to 62 feet west of London Street (converts/resizes 915, 917); Geneva Avenue, south side, from London Street to 64 feet easterly (resizes 962, 966, converts/resizes 966)

- H. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street, east side, from 19 feet to 65 feet south of Excelsior Avenue (converts/resizes 4505, 4507); Mission Street, east side, from 192 feet to 217 feet south of Brazil Avenue (resizes 4619, 4621); Mission Street, east side, from 14 feet to 44 feet north of Ocean Avenue (converts/resizes 4629); Mission Street, east side, from 34 feet to 64 feet south of Ocean Avenue (converts/resizes 4651); Mission Street, east side, from 46 feet to 76 feet south of Persia Avenue (converts/resizes 4707); Mission Street, west side, from 380 feet to 424 feet south of Leo Street (establishes two meters); Mission Street, east side, from 176 feet to 222 feet south of France Avenue (converts/resizes 4919, 4921); Geneva Avenue, south side, from 18 feet to 48 feet west of London Street (resizes 922)
- I. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 12 PM, MONDAY THROUGH SATURDAY - Mission Street, west side, from 249 feet to 289 feet south of Seneca Avenue (converts/resizes 5076, 5072)
- J. ESTABLISH – METERED GREEN ZONE, 15-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street, east side, from 65 feet to 86 feet south of Excelsior Avenue (converts/resizes 4511); Mission Street, west side, from 22 feet to 40 feet north of Santa Rosa Avenue (converts 4470); Mission Street, west side, from 45 feet to 67 feet south of Santa Rosa Avenue (converts/resizes 4506); Mission Street, east side, from 39 feet to 59 feet south of Brazil Avenue (establishes one meter); Mission Street, east side, 125 feet to 148 feet south of Brazil Avenue (establishes one meter); Mission Street, west side, from 71 feet to 111 feet south of Norton Street (establishes two meters); Mission Street, east side, from 14 feet to 34 feet south of Ocean Avenue (converts/resizes 4649); Mission Street, east side, from 76 feet to 96 feet south of Persia Avenue (converts/resizes 4709); Mission Street, east side, from 94 feet to 112 feet north of Russia Avenue (converts/resizes 4761); Mission Street, east side, from 52 feet to 73 feet north of Russia Avenue (converts/resizes 4765-G); Mission Street, west side, from Ruth Street to 19 feet southerly (establishes one meter); Mission Street, west side, from 107 feet

to 124 feet north of Italy Avenue (converts 4954); Mission Street, west side, from 14 feet to 32 feet south of Italy Avenue (establishes one meter); Geneva Avenue, north side from 62 feet to 84 feet west of London Street (converts/resizes 913); Geneva Avenue, north side from 124 feet to 142 feet west of London Street (establishes one meter); Geneva Avenue, north side, from 20 feet to 83 feet east of London Street (converts/resizes 953, resizes 955-G, 957-G); Geneva Avenue, south side, from 64 feet to 106 feet east of London Street (converts/resizes 968, 970)

- K. ESTABLISH – METERED WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 10 AM AND 3 PM TO 10 AM, MONDAY THROUGH FRIDAY - Mission Street, west side, from 72 feet to 141 feet south of Leo Street (resizes/converts 4740, resizes 4742, 4744); Mission Street, west side, from 184 feet to 254 feet south of Leo Street (resizes 4752, resizes/converts 4756, 4760)
- L. ESTABLISH – METERED WHITE ZONE, PASSENGER LOADING, DURING POSTED EVENTS - Mission Street, east side, from 225 feet to 247 feet south of Italy Avenue (establishes two meters)
- M. ESTABLISH – BLUE ZONE - Mission Street, east side, from 44 feet to 66 feet north of Avalon Avenue; Cotter Street, north side, from 11 feet to 33 feet west of Mission Street (rescinds 2); Mission Street, east side, from 13 feet to 33 feet north of Santa Rosa Avenue (relocates existing BZ); Mission Street, west side, 25 feet to 45 feet south of Santa Rosa Avenue (rescinds 4504, relocates existing BZ); Norton Street, north side, from 10 feet to 32 feet west of Mission Street (rescinds 2); Onondaga Avenue, north side, from 5 feet to 25 feet west of Mission Street (rescinds 2); Mission Street, west side, from 14 feet to 33 feet south of France Avenue (rescinds 4902); Geneva Avenue, south side, from Paris Street to 20 feet easterly
- N. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES - Excelsior Avenue, north side, from 21 feet to 41 feet east of Mission Street (relocates existing space)
- O. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mission Street, east side, from 215 feet to 257 feet south of Persia Avenue (converts/resizes 4727, 4729); Mission Street, east side, from 352 feet to 376 feet south of Persia Avenue (converts/resizes 4741); Mission Street, east side, from 89 feet to 125 feet south of Excelsior Avenue (converts 4511)
- P. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 12 PM, MONDAY THROUGH FRIDAY - Mission Street, west side, from 269 feet to 288 feet south of Seneca Avenue (removes 5078 for lengthened left turn pocket)
- Q. RESCIND – METERED GREEN ZONE, 15-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street, east side, from 254 feet to 298 feet south of Leo Street (converts/resizes 4762, 4764)
- R. RESCIND – WHITE ZONE, PASSENGER LOADING, DURING POSTED SERVICES - Mission Street, west side, from 140 feet to 286 feet south of Onondaga Avenue (restores parking meters 4828, 4830, 4832)
- S. ESTABLISH – CROSSWALK - Mission Street at Admiral Street, north leg; Geneva Avenue at Moscow Street, east leg

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- T. RESCIND – CROSSWALK - Mission Street at Ney Street, north leg
- U. ESTABLISH – MIDBLOCK CROSSWALK - Mission Street and 156 feet north of Russia Avenue
- V. ESTABLISH – RAISED CROSSWALK - San Juan Avenue at Mission Street (west crossing); Ruth Street at Mission Street (west crossing); South Hill Boulevard at Munich Street (west crossing)
- W. ESTABLISH – RIGHT TURN ONLY - Ney Street, westbound, at Mission Street
- X. RESCIND – RIGHT TURN ONLY - London Street, southbound, at Geneva Avenue
- Y. ESTABLISH – NO LEFT TURN - Geneva Avenue, westbound, at Moscow Street
- Z. ESTABLISH – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 6 PM - Geneva Avenue, eastbound, at London Street
- AA. ESTABLISH – NO RIGHT TURN ON RED - Geneva Avenue, eastbound, at Moscow Street (into South Hill Boulevard)
- BB. ESTABLISH – TRAFFIC SIGNAL - Mission Street and Admiral Street; Mission Street and Maynard Street/Castle Manor Avenue; Mission Street and 156 feet north of Russia Avenue (midblock signal between Leo Street and Russia Avenue); Mission Street and France Avenue; Geneva Avenue and London Street; Geneva Avenue and Athens Street
- CC. ESTABLISH – BUS ZONE - Mission Street, from 10 feet to 157 feet south of Silver Avenue (extends existing zone by 22 feet, establishes in travel lane); Mission Street, from Onondaga Avenue to 110 feet southerly (relocates from near-side of intersection, removes 4804, 4806, 4808, 4810, 4812); Geneva Avenue, north side, from Mission Street to 130 feet westerly (relocates from near-side of intersection); Geneva Avenue, north side, from Prague Street to 100 feet westerly (relocates from near-side of intersection)
- DD. RESCIND – BUS ZONE - Mission Street, east side, from Brazil Avenue to 150 feet southerly; Mission Street, west side, from Norton Street to 115 feet southerly; Mission Street, west side, from Ruth Street to 102 feet southerly (relocated near-side of intersection at transit bulb, restores five parking meters); Mission Street, west side, from Onondaga Street to 125 feet northerly (relocated to far-side of intersection, restores five parking meters); Geneva Avenue, north side, from Mission Street to 100 feet easterly (relocated to far-side of intersection); Geneva Avenue, north side, from Naples Street to 120 feet easterly (relocated to far-side of intersection); Geneva Avenue, north side, from Prague Street to 60 feet easterly (relocated to far-side of intersection)
- EE. RESCIND – FLAG STOP - Geneva Avenue at Paris Street, eastbound and westbound
- FF. ESTABLISH – CLASS II BIKE LANE - Geneva Avenue, westbound, between London Street and Mission Street; Geneva Avenue, eastbound and westbound, between London Street and Paris Street; Geneva Avenue, eastbound and westbound, between Edinburgh Street and Vienna Street

## STAKEHOLDER ENGAGEMENT

Mission Street Excelsior Safety Project used a suite of stakeholder engagement tools to develop and refine project designs, and to keep the public engaged and informed. In addition to a project website and e-mails between staff and interested stakeholders, this included:

### **Stakeholder Interviews**

Between August 2017 and February 2018, project staff met with representatives from 14 community groups and organizations including:

- Cayuga Improvement Association
- New Mission Terrace Improvement Association
- Chinese Affirmative Action
- Communities United for Health and Justice
- Excelsior and Outer Mission Merchants
- Cayuga Connectors
- Excelsior Collaborative
- Monroe Elementary School PTA
- Excelsior Works!
- Ney Street Neighbors
- Excelsior District Improvement Association
- Excelsior Task Force
- PODER
- Outer Mission Merchants and Residents Association.

Initial stakeholder meetings were held at the beginning of the planning phase in summer 2017 to introduce the project and collect feedback on community members' personal experiences using Mission Street and Geneva Avenue, the problems and issues they saw, and potential ideas for addressing those issues. Feedback from these meetings was used to refine and reaffirm the initial project goals and develop initial concept plans.

### **Community Events and Walk-throughs**

Throughout the planning phase, project staff attended or participated in a number of community events and walk-throughs to inform the community of the project and collect feedback. These included Sunday Streets in both 2017 and 2019, a SPUR-organized neighborhood walk-through with Supervisor Safai in October 2017, a Mission Geneva Public Safety community meeting in August 2018, and the WalkSF/San Francisco Transit Riders Union (SFTRU) Mission and Geneva Walk & Ride Audit in September 2018.

### **Excelsior & Outer Mission Neighborhood Strategy Outreach Process**

The Excelsior & Outer Mission Neighborhood Strategy is a vision developed by community members, the Planning Department, Office of Economic and Workforce Development (OEWD), the Excelsior Action Group (EAG), and Supervisor Safai's office to improve and enhance the Excelsior, Outer Mission, Mission Terrace, Crocker Amazon, and Cayuga neighborhoods. From August through November 2017, project staff attended the Mobility Subgroup meetings to listen to community member's mobility-related concerns and ideas. That feedback and the final mobility recommendations from the strategy document were used to develop and refine the conceptual design.

### **Door-to-door Merchant Surveys and Outreach**

Between November 2017 and January 2018, project staff surveyed more than 175 merchants and businesses along the corridors to collect data on when they received deliveries, what size vehicles were used, how well the existing curb management met their needs, and their preferences for future curb use. This feedback was used to develop a preliminary curb management plan. Between February and March 2019, staff conducted a second round of outreach in the project area to present the preliminary curb management plan, as well as the conceptual design for the larger project. Feedback was used to further refine the curb management plan.

### **Multilingual Muni Rider Surveys**

In the fall of 2018, with the assistance of a consultant, project staff conducted multilingual surveying of more than 400 Muni riders on the 14 Mission and 8 Bayshore Muni routes to better understand rider demographics, travel patterns, and priorities for service improvements. Through this process staff learned that:

- 94 percent of riders are people of color;
- 59 percent of rider households make less than \$50,000 per year;
- Almost 40 percent of trips originated at the intersection of Mission Street and Geneva Avenue;
- Only 25 percent of riders were commuting to work; and
- More than 70 percent of riders agreed or were neutral to the idea of walking further to their bus stop if it resulted in a faster bus ride (29 percent disagreed).

### **Stakeholder Workshops**

Project staff hosted a series of three workshops with community stakeholders and advocates between October 2018 and January 2019. At these workshops, staff listened to the group's personal experiences of using the corridors, and helped the group create a collective challenge statement to define the problems the project needed to address:

*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?*

The group used this challenge statement to evaluate the conceptual project plan. Over the three workshops, the group reviewed the plan by intersection; this feedback was used to develop a refined project plan. The following groups participated in the workshops:

- Excelsior Action Group
- Excelsior District Improvement Association
- Excelsior and Outer Mission Merchants
- Excelsior Works!
- New Mission Terrace Improvement Association
- Outer Mission Merchants and Residents Association

- PODER
- San Francisco Bicycle Coalition
- San Francisco Transit Riders Union
- Senior and Disability Action
- WalkSF

### **Community Open Houses**

On April 10<sup>th</sup> and 13<sup>th</sup> 2019, project staff hosted community open houses presenting the refined design to the wider community. The goal of the open houses was to showcase the work that had been done by their representatives at the stakeholder workshops, collect feedback on the overall plan, and present design options at the few locations where stakeholders could not agree.

Overall, project staff received strong support from the community for the proposed improvements and much of the the feedback received was incorporated into final project plan. Feedback that was not incorporated came from SFTRU representatives and several transit riders who expressed disappointment that transit-only lanes were not included as part of the project plan. Transit-only lanes are discussed further in the ‘Alternatives Considered’ section below.

## **ALTERNATIVES CONSIDERED**

### **Changes to Project Proposal**

The following changes were made to the project proposal as a direct result of the community feedback received during stakeholder meetings, merchant outreach, stakeholder workshops, and open houses:

- Eliminated proposed no left turn restriction from southbound Mission Street to Ney Street
- Added new traffic signal on Mission Street at Maynard Street/Castle Manor Avenue
- Added southbound left turn pocket on Mission Street at Silver Avenue
- Added raised crosswalk at San Juan Avenue
- Moved proposed transit bulb on southbound Mission at Persia Avenue from existing farside bus stop to new nearside bus stop
- Added southbound protected left turn from Mission Street to Geneva Avenue rather than restrict that left turn
- Moved westbound bus stop on Geneva Avenue at Mission Street from nearside to farside
- Retained left turn pockets on Geneva Avenue at Naples Street rather than eliminate those turn pockets
- Added westbound left turn restriction from Geneva Avenue to South Hill Boulevard
- Retained westbound bus stop on Geneva Avenue at Moscow Street

### **Lane Reduction on Mission Street**

Early in the conceptual design process, a four-to-three lane reduction was considered on Mission Street. This alternative did not proceed due to the heavy Muni service on the corridor and potential for significant Muni delay, and because it would preclude future consideration of transit-only lanes.



**Delayed Project**

Mission Street in the project area was included as part of conceptual planning for the Transit Effectiveness Program (TEP). That process considered transit improvements beyond those proposed as part of the Mission Street Excelsior Project, including transit-only lanes. As further TEP planning for Mission Street in the project area was not anticipated to move forward in the near-term, staff considered delaying planning for safety and other transit improvements until that process begins. However, this would not resolve the existing critical traffic safety and transit needs on Mission Street, and similar needs on Geneva Avenue. The design of the Mission Street Excelsior Project does not preclude the addition of transit-only lanes or other transit improvements that may be part of a future TEP project on Mission Street or Geneva Avenue.

**FUNDING IMPACT**

Funding for planning and preliminary engineering was provided by Interagency Plan Implementation Committee (IPIC) Balboa Park funds and San Francisco 5M project funds (developer impact fees). Full funding for detailed design and quick-build construction is programmed in the SFMTA FY19-23 Capital Improvement Program and will be provided by a combination of SFMTA Proposition B Population Baseline General Funds and SFCTA Proposition K funds. Funding for full capital construction is not yet identified but will be considered as part of the SFMTA's development of the FY21-25 Capital Improvement Program.

The current total estimated project cost is \$17,647,000.

- Planning/Preliminary Engineering - \$347,000
- Environmental Review/ Design Engineering- \$3,000,000
- Construction - \$14,300,000

**ENVIRONMENTAL REVIEW**

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

On August 6, 2019, the San Francisco Planning Department determined that the Mission Street Excelsior Safety Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project.

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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 at 1650 Mission Street in San Francisco and is incorporated herein by reference.

**OTHER APPROVALS**

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

[https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

Items F, G, H, I, J, K, L and M are reviewable by the Board of Supervisors.

The City Attorney has reviewed this report.

**RECOMMENDATION**

Approving quick-build and larger capital traffic, transit, and parking modifications on Mission Street from Trumbull Street to Geneva Avenue, and Geneva Avenue from Mission Street to Prague Street as set forth in Items A-FF to improve traffic safety, transit reliability, and curb operations for the community as part of the Mission Street Excelsior Safety Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Mission Street and Geneva Avenue; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency staff has proposed the installation of quick-build and larger capital traffic, transit, and parking modifications along Mission Street from Trumbull Street to Geneva Avenue, and Geneva Avenue from Mission Street to Prague Street as follows:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Ney Street, north side, from Mission Street to 24 feet easterly; Mission Street, east side, from Ney Street to 18 feet south of Admiral Avenue; Mission Street, west side, from Ney Street to 18 feet northerly; Mission Street, west side, from Admiral Avenue to 15 feet southerly ; Mission Street, west side, from Silver Avenue to 21 feet northerly; Mission Street, west side, from Theresa Street to 22 feet northerly; Mission Street, east side, from Avalon Avenue to 18 feet southerly; Mission Street, east side, from Avalon Avenue to 44 feet northerly; Mission Street, west side, from Theresa Street to 21 feet southerly; Excelsior Street, north side, from Mission Street to 21 feet easterly; Mission Street, east side, from Excelsior Avenue to 19 feet southerly; Mission Street, west side, from north crosswalk at Excelsior Avenue to 14 feet south of Excelsior Avenue; Mission Street, east side, from 18 feet north of Santa Rosa Avenue to 19 feet south of Santa Rosa Avenue; Mission Street, west side, from Santa Rosa Avenue to 25 feet southerly; Santa Rosa Avenue, south side, from Mission Street to 24 feet westerly; Mission Street, west side, from Norton Street to 40 feet northerly; Mission Street, east side, from Brazil Avenue to 39 feet southerly; Mission Street, west side, from Norton Avenue to 27 feet southerly; Mission Street, east side, from 14 feet north to 14 feet south of Ocean Avenue; Mission Street, east side from 411 feet to 462 feet south of Persia Avenue; Mission Street, west side from 141 feet to 184 feet south of Leo Street; Mission Street, east side, from north crosswalk at Onondoga Avenue to 19 feet south of Onondoga; Mission Street, west side, from Onondoga to 21 feet northerly; Mission Street, east side, from France Avenue to 27 feet southerly; Mission Street, west side, from 18 feet north to 14 feet south of France Avenue; Mission Street, west side, from 14 feet north to 14 feet south of Italy Avenue; Geneva Avenue, north side, from London Street to 14 feet westerly; Geneva Avenue, north side, from Paris Street to 14 feet westerly; Geneva Avenue, south side, from Paris Street to 14 feet westerly; Geneva

- Avenue, south side, from Naples Street to 20 feet westerly; Geneva Avenue, north side, from Naples Street to 21 feet easterly; Naples Street, west side, from Geneva Avenue to 20 feet northerly; Naples Street, east side, from Geneva Avenue to 21 feet southerly; Geneva Avenue, north side, from Athens Street to 20 feet westerly; Geneva Avenue, south side, from Athens Street to 22 feet westerly; Geneva Avenue, south side, from 18 feet west to 21 feet east of Moscow Street; Geneva Avenue, south side, from Prague Street to 18 feet westerly; Prague Street, west side, from Geneva Avenue to 16 feet southerly
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Mission Street, east side, from Persia Street to 157 feet northerly; Mission Street, west side, from Ocean Avenue to Persia Street; Mission Street, east side, from 113 feet to 130 feet south of Amazon Avenue; Geneva Avenue, north side, from Naples Street to 101 feet west of Naples Street; Geneva Avenue, south side, from Naples Street to 100 feet east of Naples Street
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Geneva Avenue, south side, from Moscow Street to 147 feet westerly
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Mission Street, east side, from Maynard Street to Silver Avenue; Mission Street, east side, from Silver Avenue to 235 feet southerly; Mission Street, west side, from Geneva Avenue to 162 feet northerly; Mission Street, east side, from 89 feet to 129 feet south of Geneva Avenue
- E. ESTABLISH – RED ZONE - Admiral Avenue, north side, from Mission Street to 20 feet westerly; Castle Manor Avenue, south side, from Mission Street to 20 feet westerly; Silver Avenue, south side, from Mission Street to 20 feet westerly; Avalon Avenue, north side, from Mission Street to 20 feet easterly; Persia Avenue, south side, from Mission Street to 20 feet westerly; Ruth Avenue, south side, from Mission Street to 20 feet westerly; Russia Avenue, north side, from Mission Street to 20 feet easterly; Onondaga Avenue, south side, from Mission Street to 24 feet westerly; France Avenue, north side, from Mission Street to 20 feet easterly; France Avenue, south side, from Mission Street to 4 feet easterly; Italy Avenue, north side, from Mission Street to 20 feet easterly; Mission Street, south side, from Seneca Street, north leg, to 17 feet southerly; Seneca Avenue, north side, Mission Street to 4 feet westerly; London Street, west side, from Geneva Avenue to 10 feet northerly; Geneva Avenue, north side, from London Street to 20 feet easterly; Geneva Avenue, south side, from 18 feet west to 14 feet east of London Street leg; Paris Street, west side, from Geneva Avenue to 18 feet northerly; Paris street, east side, from Geneva Avenue to 10 feet southerly; Lisbon Street, west side, from Geneva Avenue to 10 feet northerly; Geneva Avenue, south side, from Madrid Street to 12 feet westerly; Madrid Street, west side, from Geneva Avenue to 20 feet northerly; Madrid Street, east side, from Geneva Avenue to 20 feet southerly; Edinburgh Street, west side, from Geneva Avenue to 10 feet northerly; Vienna Street, west side, from Geneva Avenue to 10 feet northerly; Athens Street, west side, from Geneva Avenue to 15 feet northerly; Athens Street, east side, from Geneva Avenue to 20 feet southerly; Geneva Avenue, north side, from Athens Street to 4 feet easterly; Moscow Street, west side, from Geneva Avenue to 20 feet northerly; Geneva Avenue, south side, from Prague Street to 20 feet westerly; Geneva Avenue, north side, west crosswalk at Prague Street, to 20 feet west of Prague Street
- F. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 8 AM TO 6

PM, MONDAY THROUGH SATURDAY - Avalon Avenue, south side, from 2 feet to 38 feet east of Mission Street; Excelsior Avenue, north side, from 40 feet to 82 feet east of Mission Street; Mission Street, east side, from 59 feet to 125 feet south of Brazil Avenue; Mission Street, west side, from 111 feet to 155 feet south of Norton Street; Mission Street, west side, from Ruth Street to 100 feet southerly; Leo Street, north side, from 6 feet to 66 feet west of Mission Street; Mission Street, west side, from 10 feet to 72 feet south of Leo Street; Mission Street, west side, from 17 feet to 80 feet north of Onondaga Avenue; France Avenue, north side, from 20 feet to 82 feet west of Mission Street; France Avenue, south side, from 4 feet to 82 feet west of Mission Street; Italy Avenue, north side, from 20 feet to 63 feet east of Mission Street; Italy Avenue, south side, from Mission Street to 60 feet easterly; Mission Street, east side, from Amazon Avenue to Italy Avenue; Mission Street, west side, from Seneca Avenue to Italy Avenue; Seneca Street, north side, from 4 feet to 64 feet west of Mission Street; Seneca Street, south side, from 40 feet to 84 feet west of Mission Street; Amazon Avenue, north side, from 12 feet to 52 feet east of Mission Street; Amazon Avenue, south side, from 10 feet to 48 feet east of Mission Street; Amazon Avenue, south side, from 67 feet to 89 feet east of Mission Street; Mission Street, west side, from 12 feet to 30 feet north of Rolph Street; Geneva Avenue, north side, from 84 feet to 124 feet west of London Street

- G. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street, east side, from 220 feet to 258 feet south of Avalon Avenue; Mission Street, east side, from 19 to 47 feet south of Santa Rosa Avenue; Mission Street, west side, from 14 feet to 44 feet south of Excelsior Avenue; Mission Street, east side, from 148 feet to 192 feet south of Brazil Avenue; Mission Street, west side, from 27 feet to 71 feet south of Norton Street; Mission Street, east side, from 21 feet to 46 feet south of Persia Avenue; Mission Street, east side, from 8 feet to 52 feet north of Russia Avenue; Mission Street, west side, from 136 feet to 165 feet south of Italy Avenue; Mission Street, east side, from 47 feet to 87 feet south of Amazon Avenue; Mission Street, east side, from 147 feet to 181 feet south of Geneva Avenue; Geneva Avenue, north side, from 14 feet to 62 feet west of London Street; Geneva Avenue, south side, from London Street to 64 feet easterly
- H. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street, east side, from 19 feet to 65 feet south of Excelsior Avenue; Mission Street, east side, from 192 feet to 217 feet south of Brazil Avenue; Mission Street, east side, from 14 feet to 44 feet north of Ocean Avenue; Mission Street, east side, from 34 feet to 64 feet south of Ocean Avenue; Mission Street, east side, from 46 feet to 76 feet south of Persia Avenue; Mission Street, west side, from 380 feet to 424 feet south of Leo Street; Mission Street, east side, from 176 feet to 222 feet south of France Avenue; Geneva Avenue, south side, from 18 feet to 48 feet west of London Street
- I. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 12 PM, MONDAY THROUGH SATURDAY - Mission Street, west side, from 249 feet to 289 feet south of Seneca Avenue
- J. ESTABLISH – METERED GREEN ZONE, 15-MINUTE TIME LIMIT, 8 AM TO 6 PM,

MONDAY THROUGH SATURDAY - Mission Street, east side, from 65 feet to 86 feet south of Excelsior Avenue; Mission Street, west side, from 22 feet to 40 feet north of Santa Rosa Avenue; Mission Street, west side, from 45 feet to 67 feet south of Santa Rosa Avenue; Mission Street, east side, from 39 feet to 59 feet south of Brazil Avenue; Mission Street, east side, 125 feet to 148 feet south of Brazil Avenue; Mission Street, west side, from 71 feet to 111 feet south of Norton Street; Mission Street, east side, from 14 feet to 34 feet south of Ocean Avenue; Mission Street, east side, from 76 feet to 96 feet south of Persia Avenue; Mission Street, east side, from 94 feet to 112 feet north of Russia Avenue; Mission Street, east side, from 52 feet to 73 feet north of Russia Avenue; Mission Street, west side, from Ruth Street to 19 feet southerly; Mission Street, west side, from 107 feet to 124 feet north of Italy Avenue; Mission Street, west side, from 14 feet to 32 feet south of Italy Avenue; Geneva Avenue, north side from 62 feet to 84 feet west of London Street; Geneva Avenue, north side from 124 feet to 142 feet west of London Street; Geneva Avenue, north side, from 20 feet to 83 feet east of London Street; Geneva Avenue, south side, from 64 feet to 106 feet west of London Street

- K. ESTABLISH – METERED WHITE ZONE, PASSENGER LOADING, 7:30 AM TO 10 AM AND 3 PM TO 10 AM, MONDAY THROUGH FRIDAY - Mission Street, west side, from 72 feet to 141 feet south of Leo Street; Mission Street, west side, from 184 feet to 254 feet south of Leo Street
- L. ESTABLISH – METERED WHITE ZONE, PASSENGER LOADING, DURING POSTED EVENTS - Mission Street, east side, from 225 feet to 247 feet south of Italy Avenue
- M. ESTABLISH – BLUE ZONE - Mission Street, east side, from 44 feet to 66 feet north of Avalon Avenue; Cotter Street, north side, from 11 feet to 33 feet west of Mission Street; Mission Street, east side, from 13 feet to 33 feet north of Santa Rosa Avenue; Mission Street, west side, 25 feet to 45 feet south of Santa Rosa Avenue; Norton Street, north side, from 10 feet to 32 feet west of Mission Street; Onondaga Avenue, north side, from 5 feet to 25 feet west of Mission Street; Mission Street, west side, from 14 feet to 33 feet south of France Avenue; Geneva Avenue, south side, from Paris Street to 20 feet easterly
- N. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES - Excelsior Avenue, north side, from 21 feet to 41 feet east of Mission Street
- O. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mission Street, east side, from 215 feet to 257 feet south of Persia Avenue; Mission Street, east side, from 352 feet to 376 feet south of Persia Avenue; Mission Street, east side, from 89 feet to 125 feet south of Excelsior Avenue
- P. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 12 PM, MONDAY THROUGH FRIDAY - Mission Street, west side, from 269 feet to 288 feet south of Seneca Avenue
- Q. RESCIND – METERED GREEN ZONE, 15-MINUTE TIME LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Mission Street, east side, from 254 feet to 298 feet south of Leo Street
- R. RESCIND – WHITE ZONE, PASSENGER LOADING, DURING POSTED SERVICES

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- Mission Street, west side, from 140 feet to 286 feet south of Onondaga Avenue
- S. ESTABLISH – CROSSWALK - Mission Street at Admiral Street, north leg; Geneva Avenue at Moscow Street, east leg
- T. RESCIND – CROSSWALK - Mission Street at Ney Street, north leg
- U. ESTABLISH – MIDBLOCK CROSSWALK - Mission Street and 156 feet north of Russia Avenue
- V. ESTABLISH – RAISED CROSSWALK - San Juan Avenue at Mission Street; Ruth Street at Mission Street; South Hill Boulevard at Munich Street
- W. ESTABLISH – RIGHT TURN ONLY - Ney Street, westbound, at Mission Street
- X. RESCIND – RIGHT TURN ONLY - London Street, southbound, at Geneva Avenue
- Y. ESTABLISH – NO LEFT TURN - Geneva Avenue, westbound, at Moscow Street
- Z. ESTABLISH – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 6 PM - Geneva Avenue, eastbound, at London Street
- AA. ESTABLISH – NO RIGHT TURN ON RED - Geneva Avenue, eastbound, at Moscow Street
- BB. ESTABLISH – TRAFFIC SIGNAL - Mission Street and Admiral Street; Mission Street and Maynard Street/Castle Manor Avenue; Mission Street and 156 feet north of Russia Avenue; Mission Street and France Avenue; Geneva Avenue and London Street; Geneva Avenue and Athens Street
- CC. ESTABLISH – BUS ZONE - Mission Street, from 10 feet to 157 feet south of Silver Avenue; Mission Street, from Onondaga Avenue to 110 feet southerly; Geneva Avenue, north side, from Mission Street to 130 feet westerly; Geneva Avenue, north side, from Prague Street to 100 feet westerly
- DD. RESCIND – BUS ZONE - Mission Street, east side, from Brazil Avenue to 150 feet southerly; Mission Street, west side, from Norton Street to 115 feet southerly; Mission Street, west side, from Ruth Street to 102 feet southerly; Mission Street, west side, from Onondaga Street to 125 feet northerly; Geneva Avenue, north side, from Mission Street to 100 feet easterly; Geneva Avenue, north side, from Naples Street to 120 feet easterly; Geneva Avenue, north side, from Prague Street to 60 feet easterly
- EE. RESCIND – FLAG STOP - Geneva Avenue at Paris Street, eastbound and westbound
- FF. ESTABLISH – CLASS II BIKE LANE - Geneva Avenue, westbound, between London Street and Mission Street; Geneva Avenue, eastbound and westbound, between London Street and Paris Street; Geneva Avenue, eastbound and westbound, between Edinburgh Street and Vienna Street; and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act, the CEQA Guidelines, and Chapter 31 of the Administrative Code and a Mitigation Monitoring and Reporting Program; the projects listed

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above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and,

WHEREAS, On August 6, 2019, the San Francisco Planning Department reviewed the Mission Street Excelsior Safety Project and determined that the project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Items F, G, H, I, J, K, L, and M are Final SFMTA Decision as defined by Ordinance 127-18; and,

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

RESOLVED, That the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures and improvement measures, including Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources, Mitigation Measure M-CP-2b: Archaeological Monitoring, Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery, Mitigation Measure M-HZ-1: Hazardous Materials Soil Testing, Mitigation Measure M-TR-10: Provision of Replacement Commercial Loading Spaces, Mitigation Measure M-C-TR-49: Explore the Implementation of Parking Management Strategies, and Improvement Measure Improvement Measure I-TR-1: Construction Measures; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through FF above, along Mission Street from Trumbull Street to Geneva Avenue, and Geneva Avenue from Mission Street to Prague Street associated with the Mission Street Excelsior Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting September 17, 2019.

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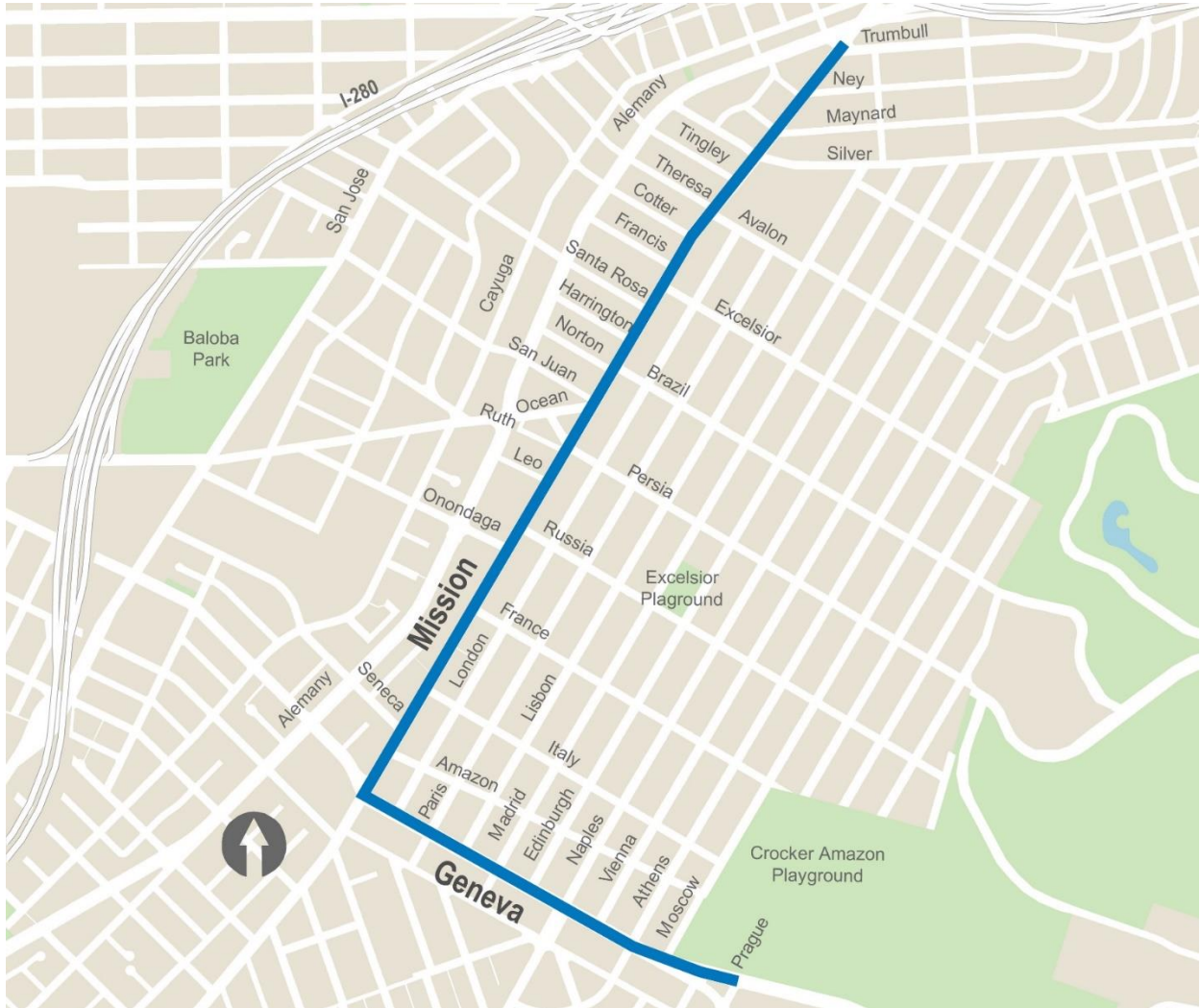
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



Enclosure 2: Mission Street Excelsior Safety Project Area Aerial

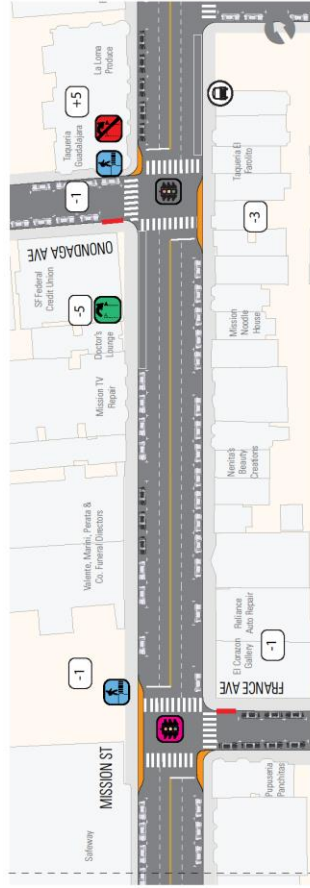









Enclosure 3: Mission Street Excelsior Safety Project Area Map



Enclosure 4: Mission Street Excelsior Safety Project Corridor Graphics

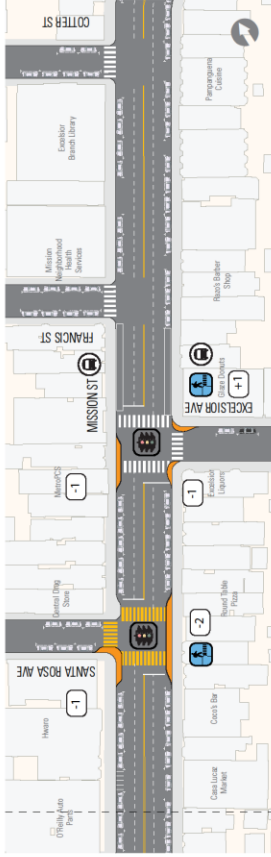
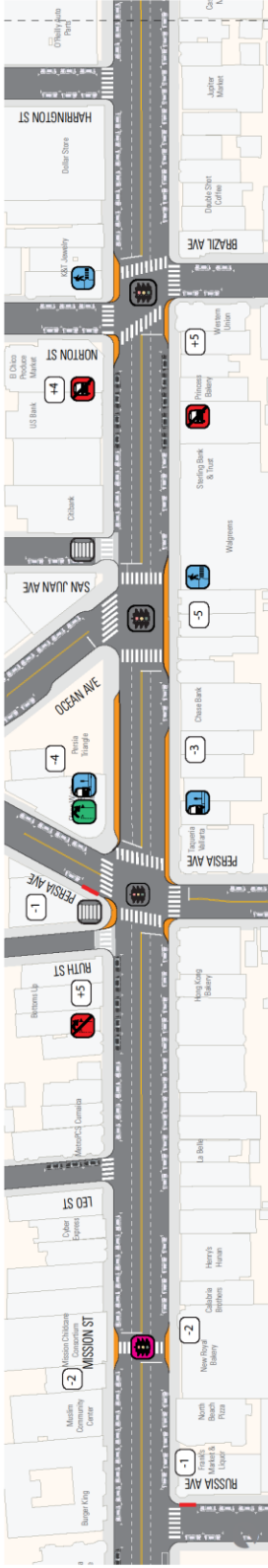
Mission Street Excelsior Safety Project: Mission, Amazon to Onondaga 1













- 
**Existing Traffic Signals**  
 at Seneca Ave, Italy Ave, and Onondaga Ave
- 
**Existing Stop**  
 at Italy Ave and Onondaga Ave
- 
**Daylighting**  
 at Italy Ave, France Ave and Onondaga Ave
- 
**New Traffic Signals**  
 at France (Flashing Beacon during interim)
- 
**Relocate Stop**  
 at Onondaga Ave
- 
**New Pedestrian Bulbs**  
 at Italy St, France Ave, Amazon Ave, and Onondaga Ave
- 
**New Parking Meters**

# Mission Street Excelsior Safety Project: Mission, Russia to Cotter

2

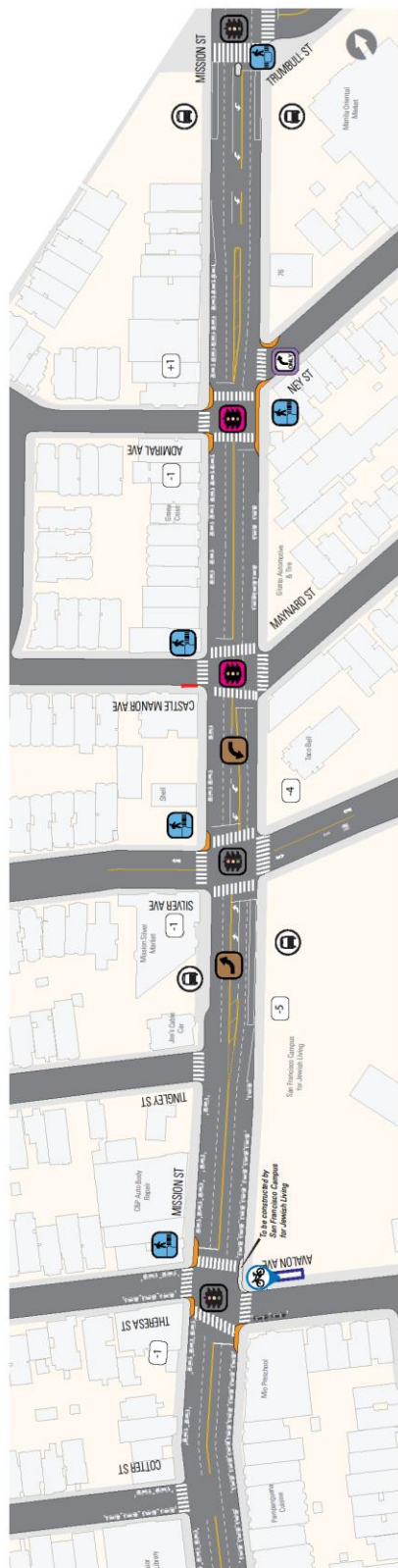











-  Existing Traffic Signals at Persia Ave, Ocean Ave, Brazil Ave, Santa Rosa Ave and Excelsior Ave
-  New Signalized Crossing midblock between Russia and Leo
-  New Pedestrian Bulbs at Persia Ave, Ocean Ave, Brazil St, Santa Rosa Ave and Excelsior Ave
-  Daylighting at Russia Ave and Persia Ave
-  Existing Stop at Ruth St and Francis St
-  Remove Outbound Stop at Norton St & Brazil St (Option 2)
-  New Raised Crosswalk at Ruth St and San Juan Ave
-  Relocate Stop at Persia Ave (inbound and outbound)
-  New Bus Bulbs at Ocean Ave and Persia Ave
-  New Parking Meters



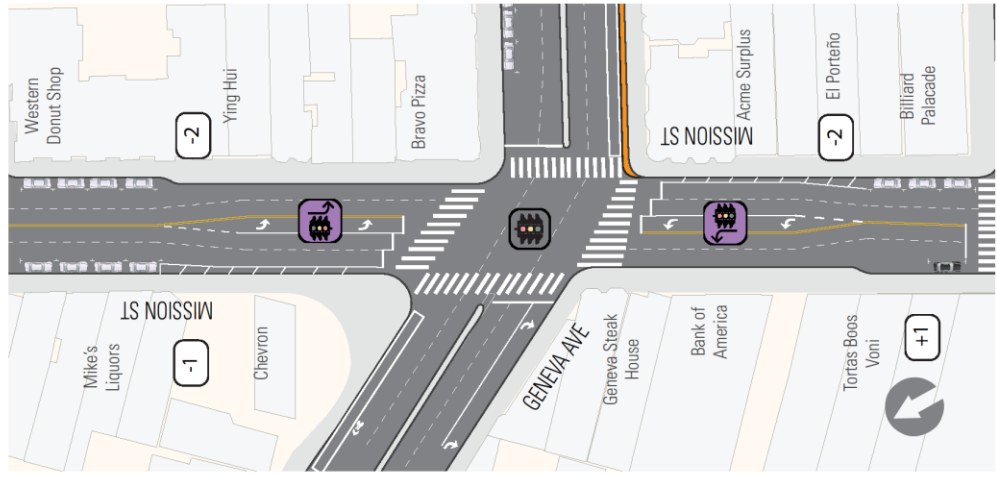
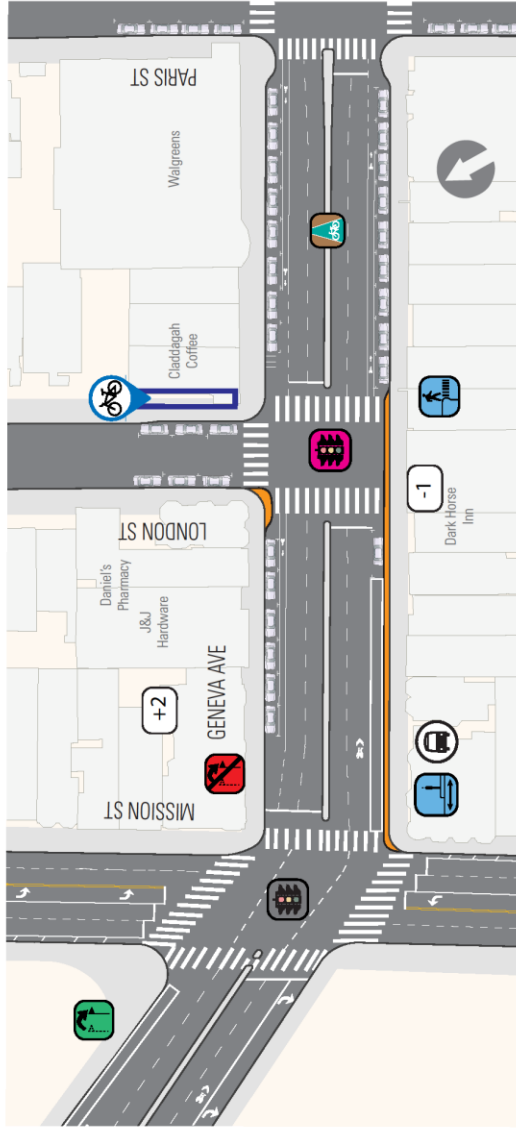
For general information 3427/286, call 311 (415) 799-2311, outside SF. EBITT Free language assistance / Assistenza gratuita / Assistenza gratuite / Бесплатная помощь по языку / Language assistance / Assistenza gratuita / Assistenza gratuite / Бесплатная помощь по языку / Language assistance / Assistenza gratuita / Assistenza gratuite / Бесплатная помощь по языку










Mission Street Excelsior Safety Project: Mission, Cotter to Trumbull 3



-  Existing Traffic Signals at Theresa St, Silver Ave, and Trumbull St
-  Existing Stop at Silver Ave and Trumbull St
-  New Pedestrian Bulbs at Theresa St, Silver Ave, Castle Manor Ave, and Admiral Ave
-  New Traffic Signals at Admiral Ave and Castle Manor Ave/Maynard St
-  New Left Turn Pocket on Mission St at Silver Ave
-  Right Turn Only at Ney Street
-  New Parking Meters
-  New Median Island at Trumbull St
-  Daylighting at Castle Manor Ave

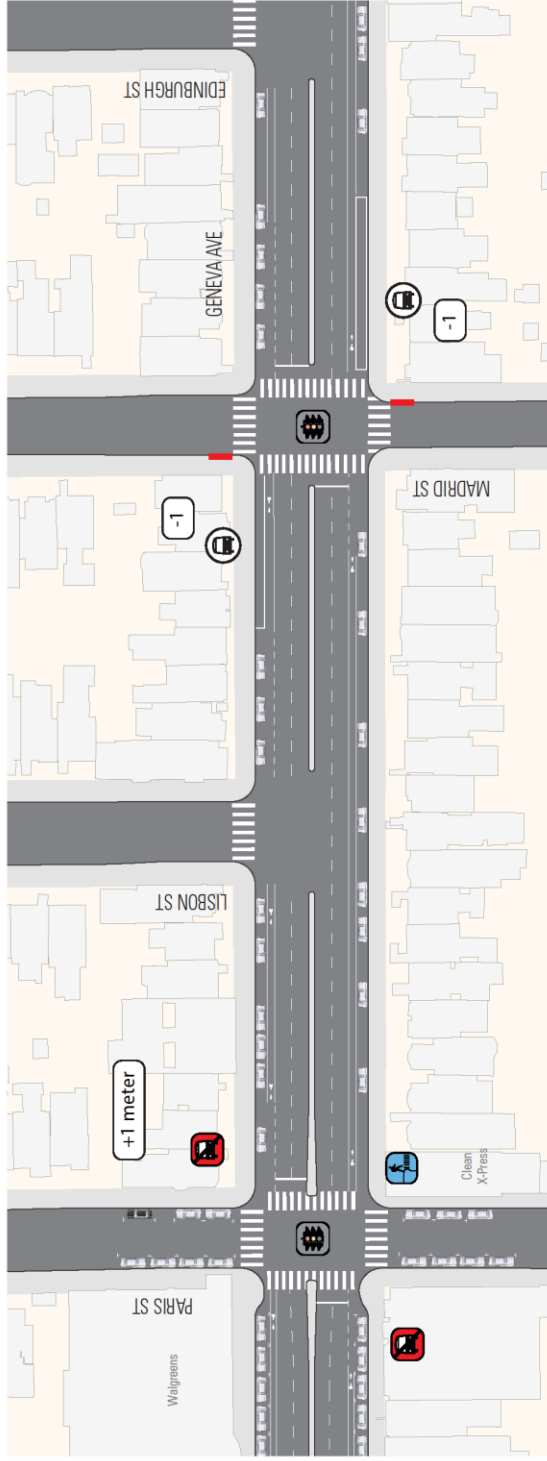
Mission Street Excelsior Safety Project: Geneva at Mission 4



-  Existing Traffic Signal at Mission St
-  New Traffic Signal at London St (and remove existing right-turn only restriction)
-  Existing Stop at Mission St
-  Widen sidewalk (4') between Mission St and London St
-  New Parking Meters
-  New Left Turn Signals on north and southbound Mission St at Geneva Ave
-  New Bike Lanes on Geneva Ave from Mission St to Paris St
-  Relocate Stop at Mission Street, westbound
-  New Pedestrian Bulbs at London St



Mission Street Excelsior Safety Project: Geneva, Paris to Edinburgh 5



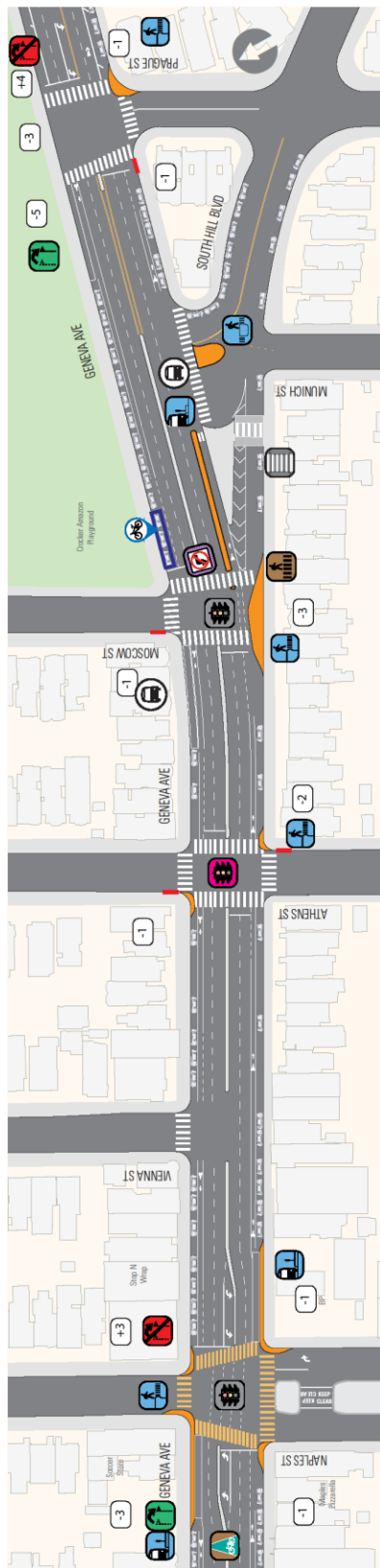
- Existing Traffic Signals at Paris St and Madrid St
- New Pedestrian Bulbs at Paris St
- Daylighting at Madrid St
- Remove Inbound Stop at Paris St
- Existing Stop at Madrid St
- New Parking Meters
- Remove Outbound Stop at Paris St















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# Mission Street Excelsior Safety Project: Geneva, Naples to Prague

6



-  Existing Traffic Signals at Naples St, Moscow St and Prague St
-  Relocate Stop at Naples St and Prague St
-  Existing Stop at Naples St and South Hill Blvd
-  New Pedestrian Bulbs at Naples St, Athens St, Moscow St and Prague St
-  New Traffic Signal at Athens St
-  New Bus Bulbs at Naples St
-  New Crosswalk at Moscow St, east side
-  New Left Turn Restriction on Geneva Ave at Moscow Street
-  Daylighting at Athens St, Moscow St, and Prague St
-  New Bike Lanes on Geneva Ave from Edinburgh to Vienna St
-  New Raised Crosswalk at Munich St
-  New Median Island on South Hill Blvd at Geneva Ave