Mission Street Excelsion Safety Project



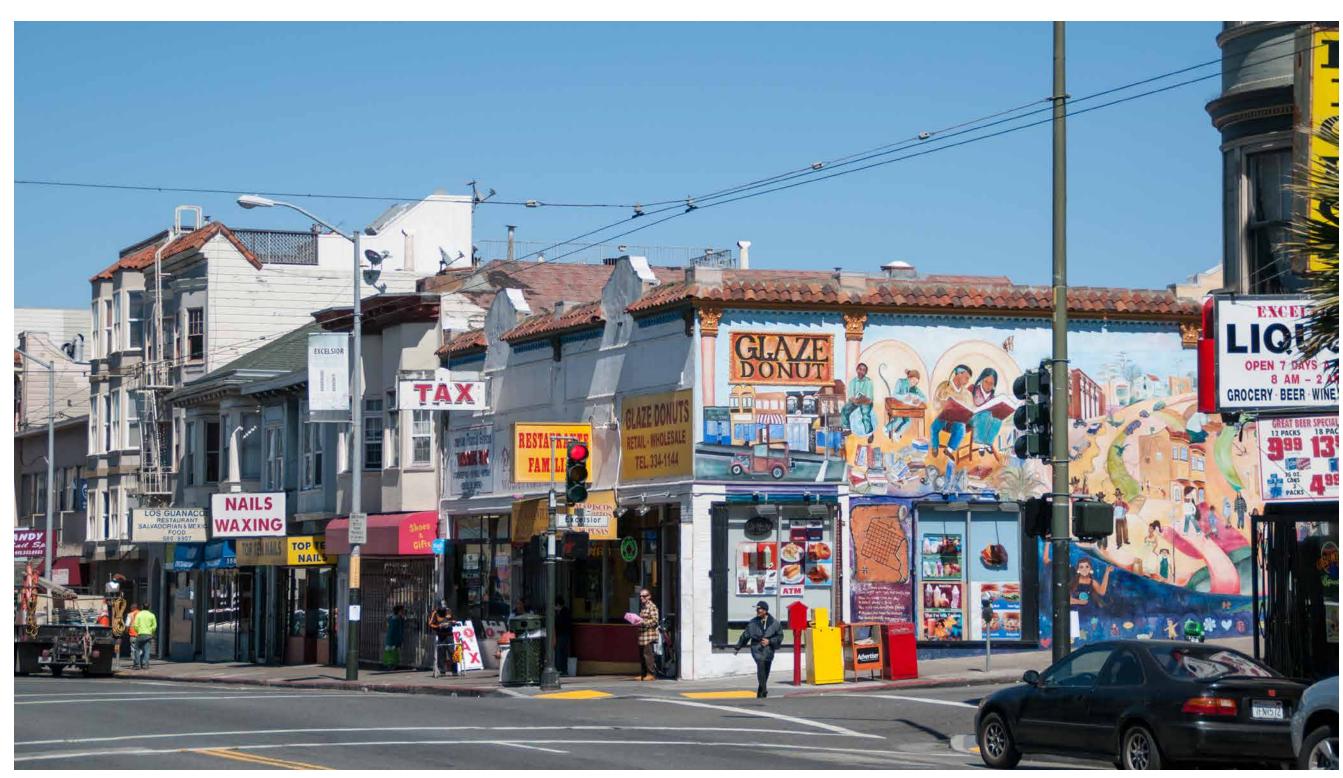
Engineering, Maintenance & Safety Committee 6/26/2019



PROJECT GOALS

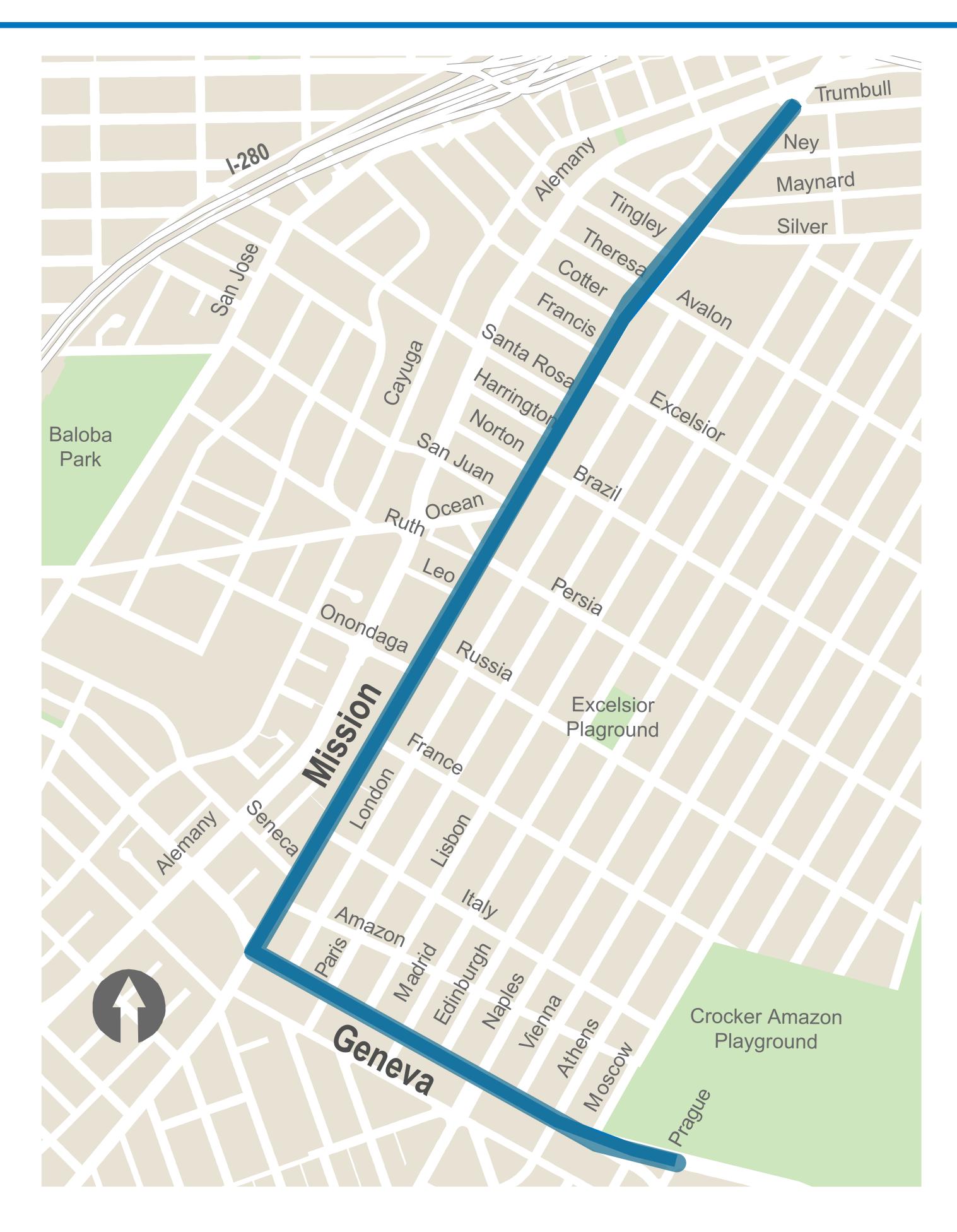
The Mission Street Excelsior Safety Project is a pedestrian safety, Muni reliability, and streetscape enhancement project on Mission Street from Geneva Avenue to Trumbull Street and Geneva Avenue from Mission Street to Prague Street. The project's goals are to:

- » 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









VISION ZERO & COLLISION DATA

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.

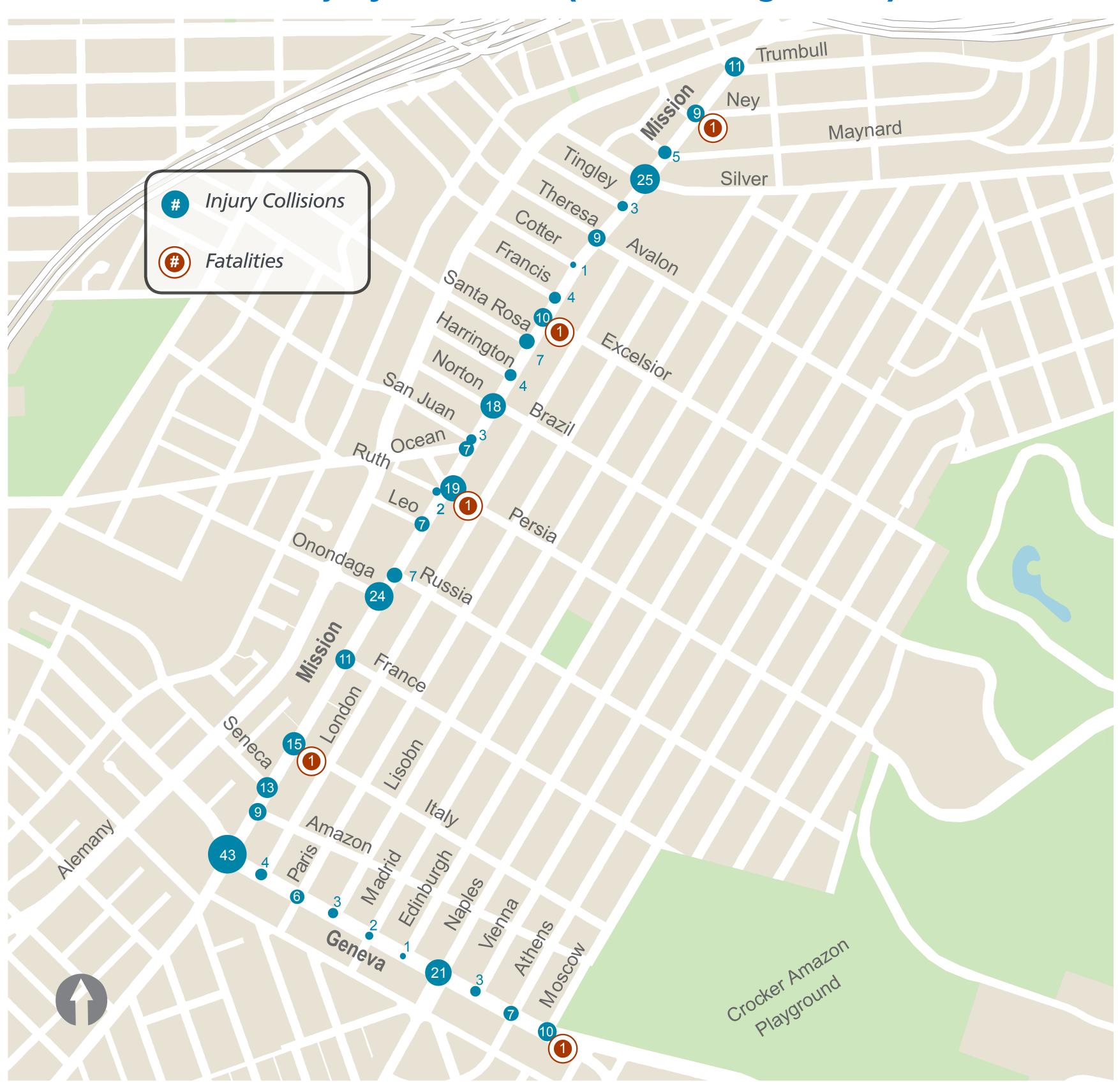
What does the collision data tell us?

From 2011 through 2017, there was a total of <u>323</u> reported injury collisions on Mission Street and Geneva Ave, including <u>five pedestrian fatalities</u>. 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.

0-5 mph

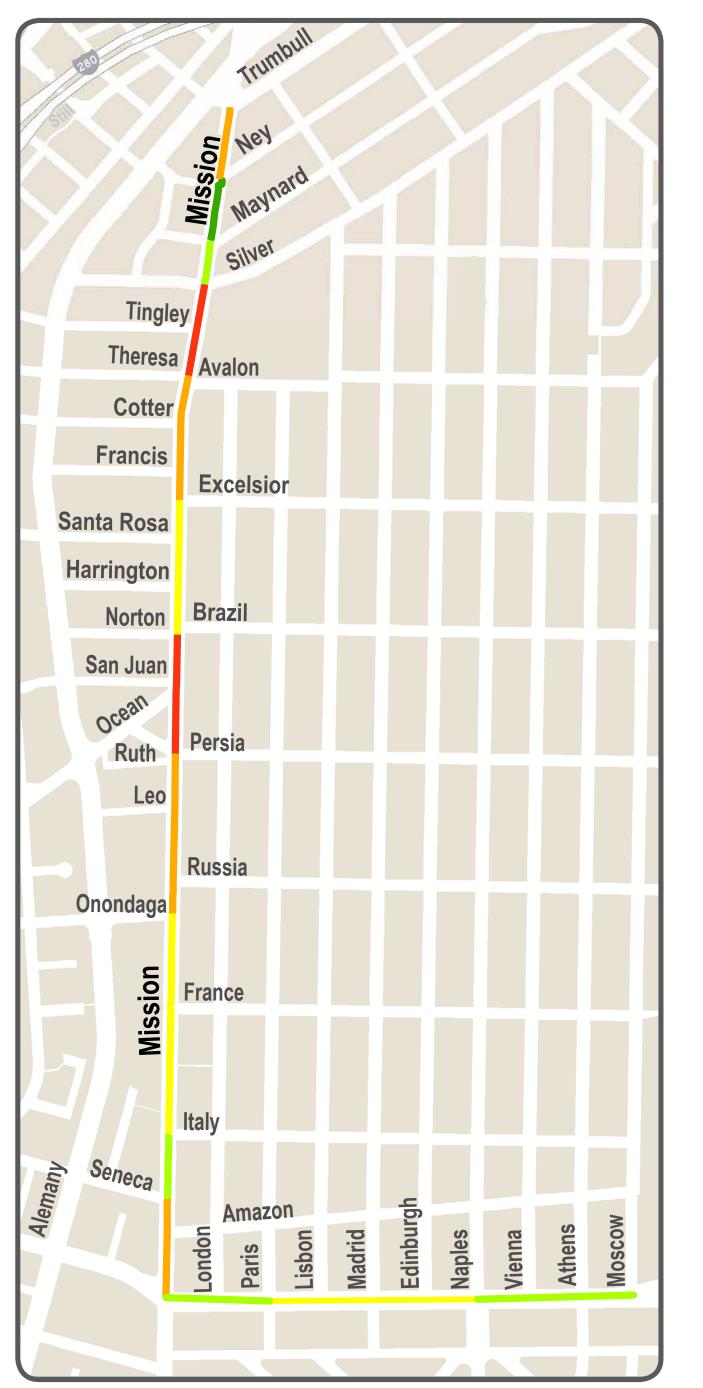
6-9 mph

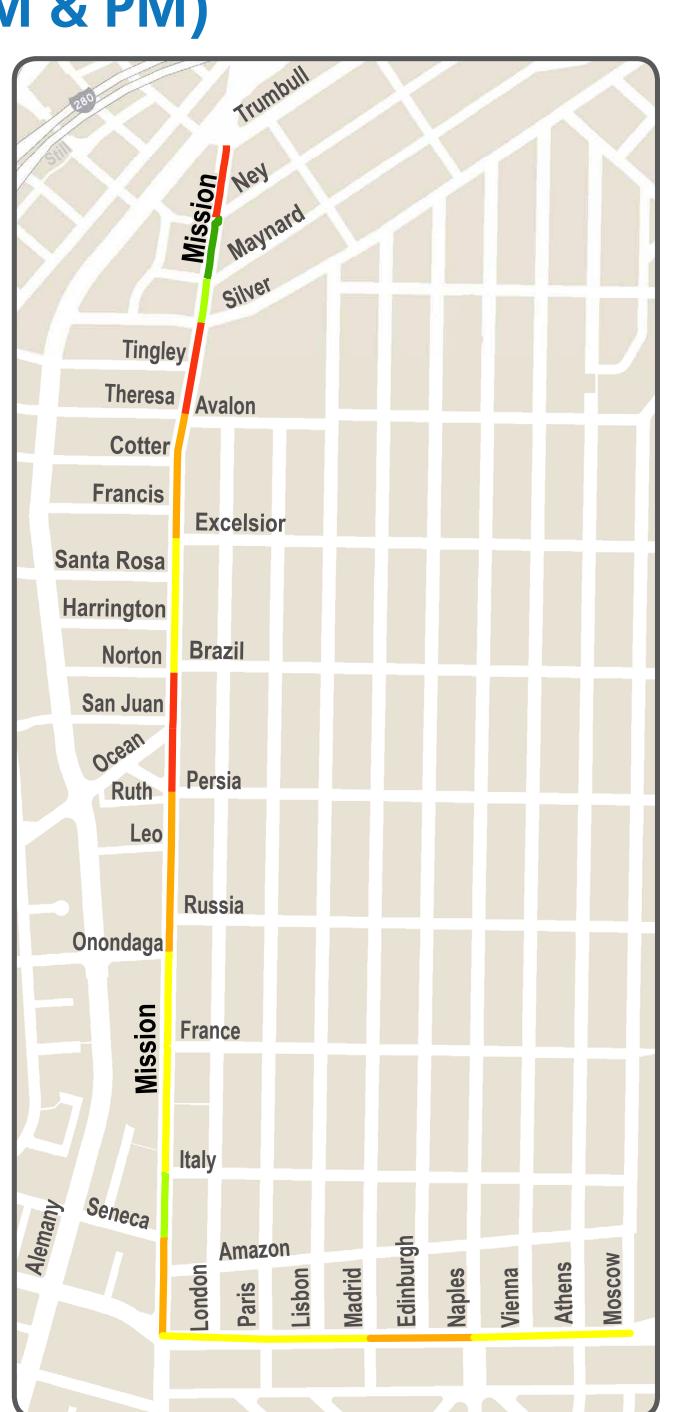
10-13 mph

14-19 mph

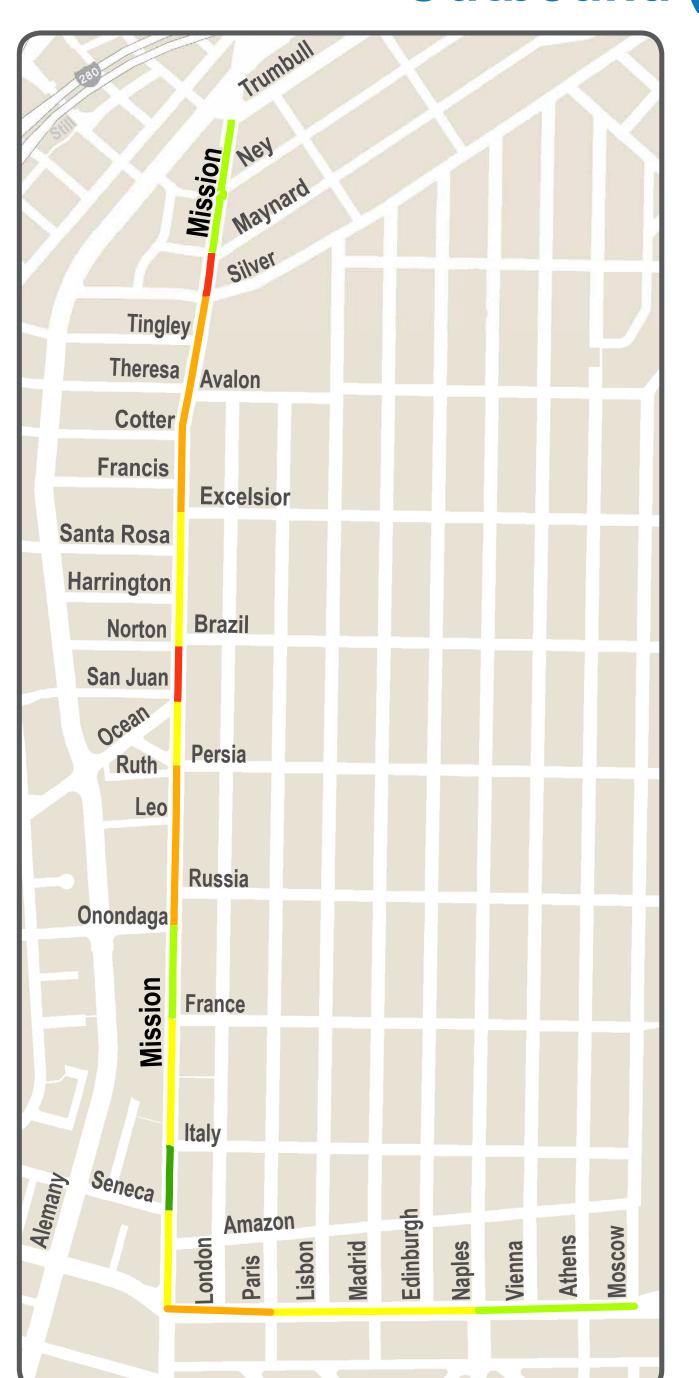
20-25 mph

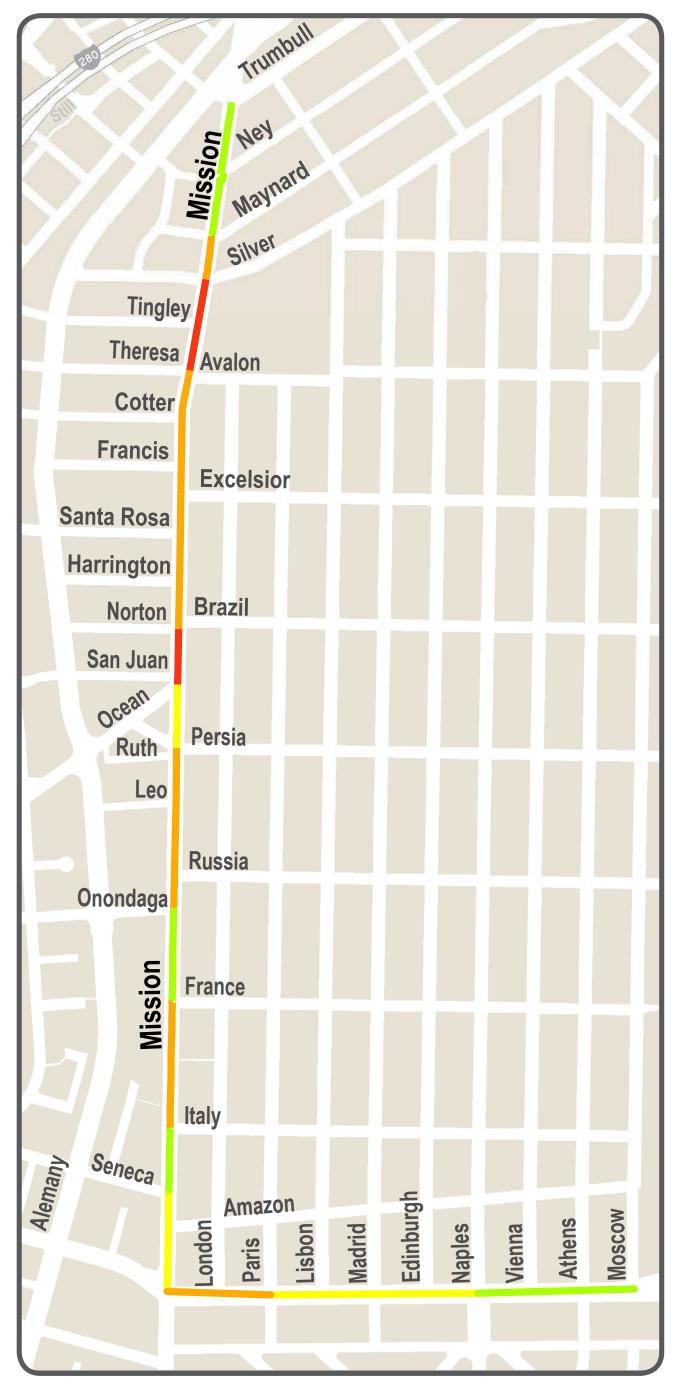
Inbound (AM & PM)





Outbound (AM & PM)



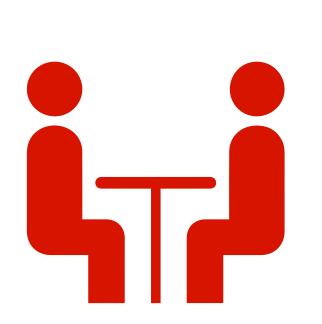






PROJECT PLAN DEVELOPMENT

Over the past 20+ 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 recommendations were used to develop a conceptual project plan, which was then further refined through a series of three stakeholder workshops.



Project Outreach



One-on-one interviews with 12 community stakeholders

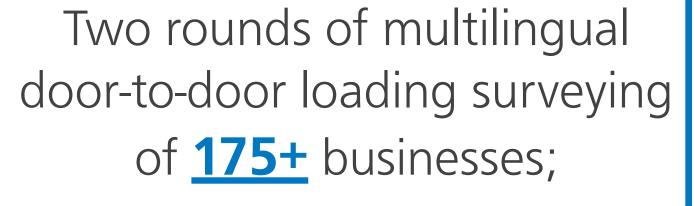


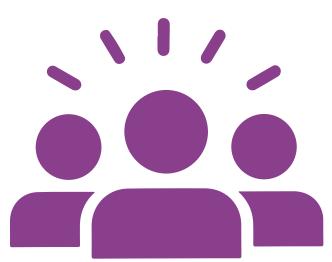
Participation in <u>15+</u> community events and meetings



Multilingual surveying of 400+ 14 Mission and 8

Bayshore riders





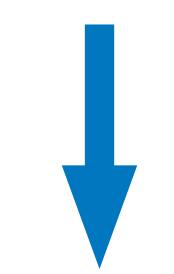
Three stakeholder workshops



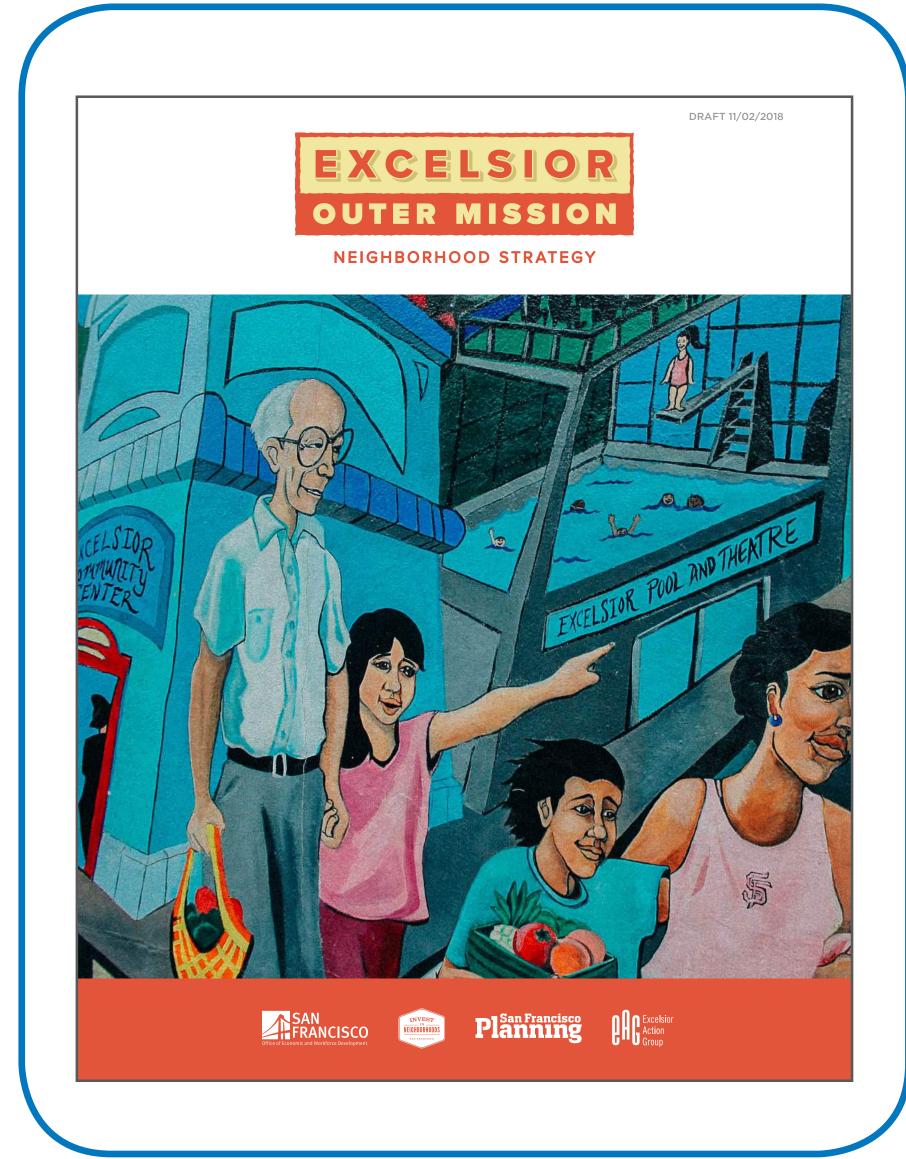
Two community open houses



Collision & Transit Data



Mission Street
Excelsior Safety
Project



Excelsior & Outer Mission
 Neighborhood Strategy –
 Mobility Recommendations





STAKEHOLDER WORKSHOPS

Project staff hosted three stakeholder workshops in winter 2018. Stakeholders shared their personal experiences of using Mission Street and Geneva Ave and developed a collective challenge statement to evaluate how well the plan met the community's needs (below).

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 workshops, stakeholders evaluated the plan intersection-by-intersection, weighing trade-offs to help refine the plan to better meet the community's needs and interests.

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











MAJOR PROJECT ELEMENTS

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)

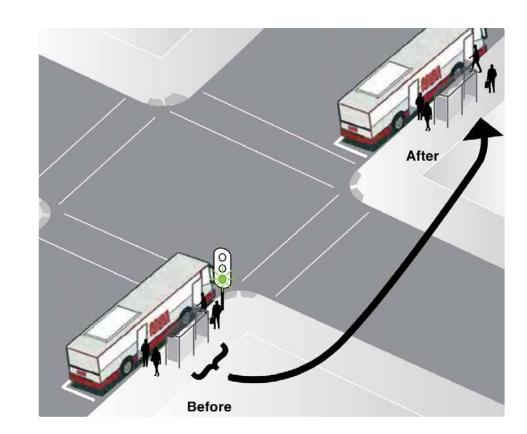
TRANSIT BULBS (MISSION) & ISLAND (GENEVA)





- 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



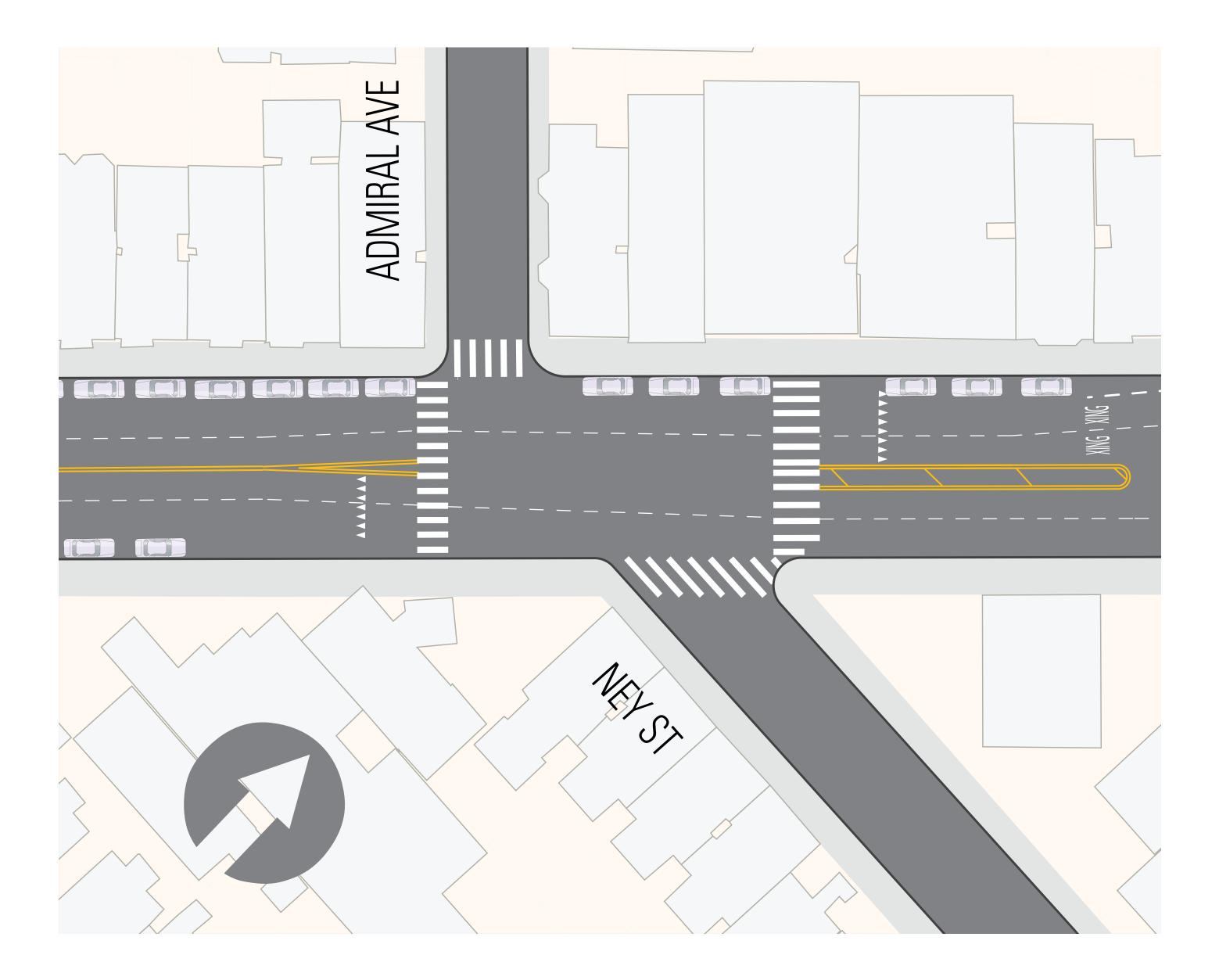
Continuous bike lanes on Geneva between London
 Street and Prague Street



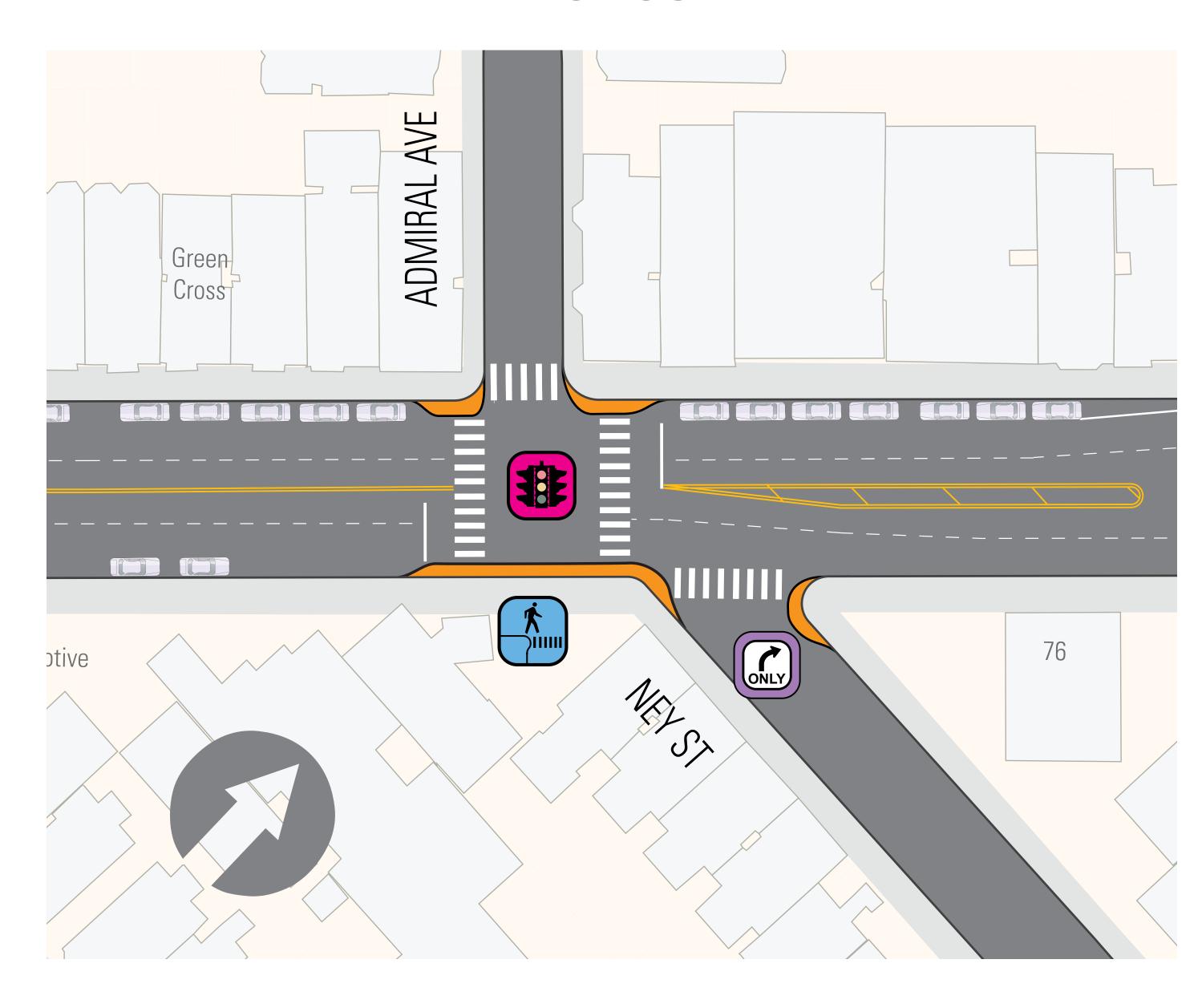


FOCUS AREA: MISSION/NEY

EXISTING



PROPOSED

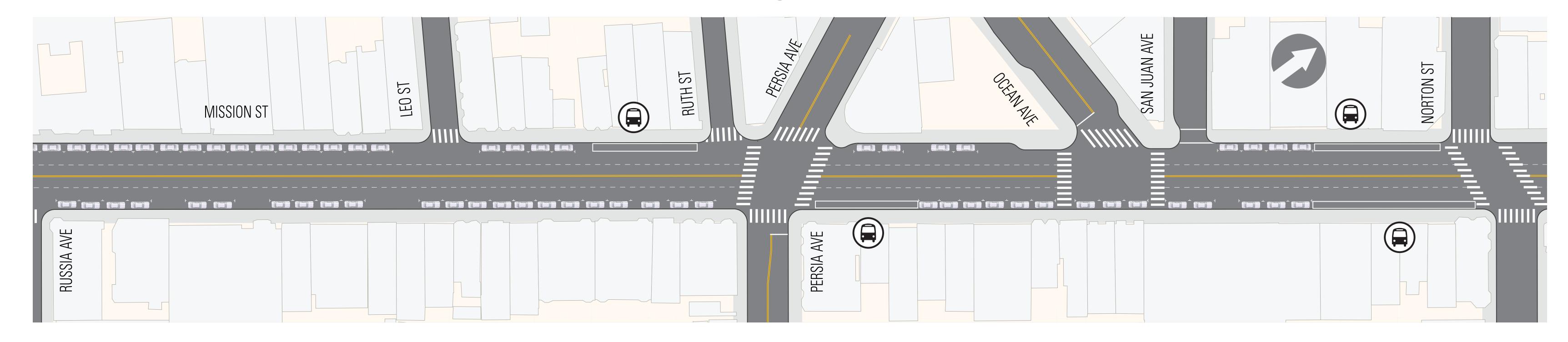




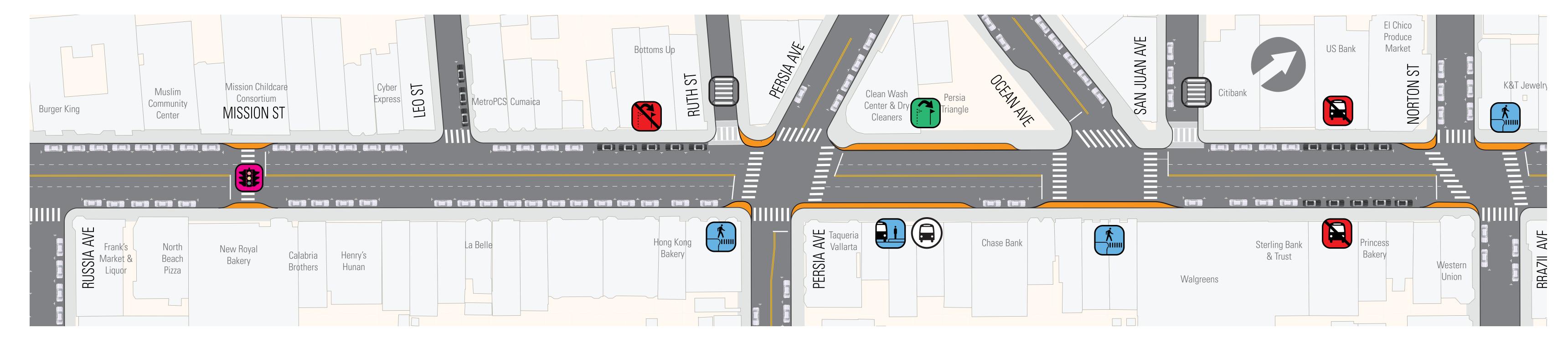


FOCUS AREA: PERSIA TRIANGLE

EXISTING



PROPOSED

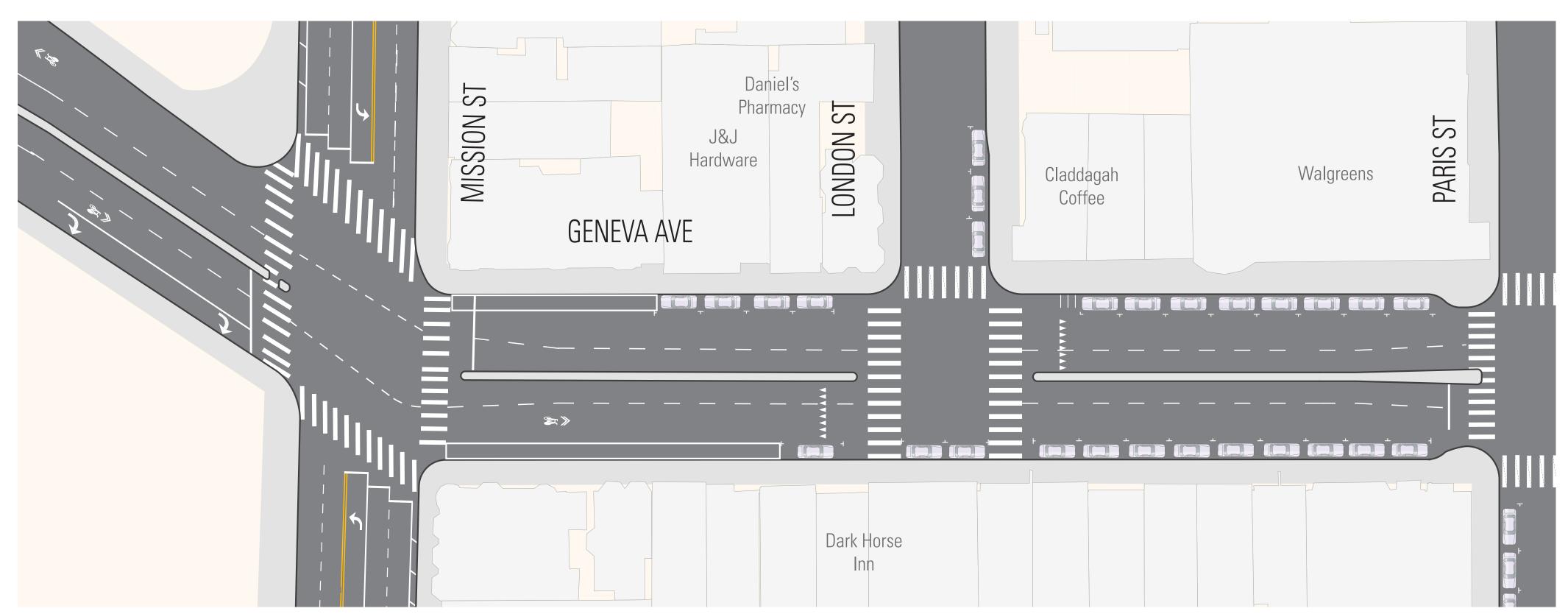




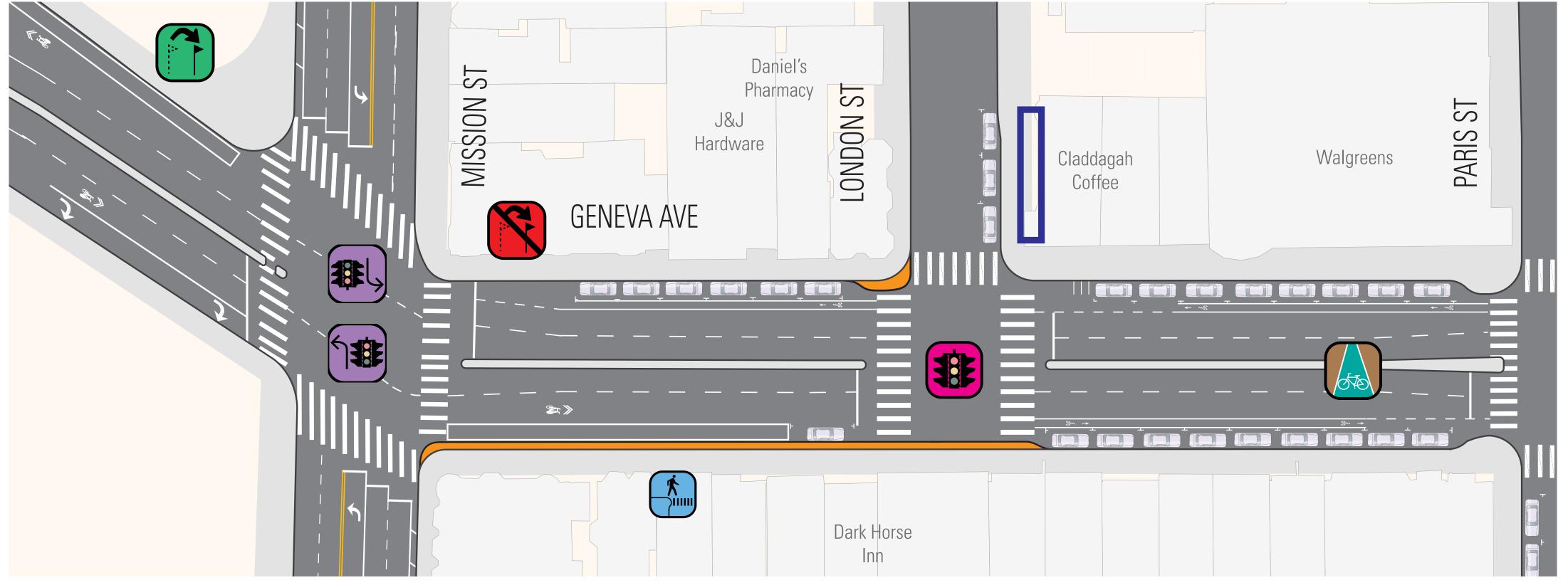


FOCUS AREA: MISSION/GENEVA

EXISTING



PROPOSED







PROJECT TIMELINE & NEXT STEPS

