

Mission Street Excelsior Safety Project

Background Information Packet



This Mission Street Excelsior Safety Project is a multi-agency effort to improve safety, transit reliability, and the business environment on Mission Street from Trumbull Street to Geneva Avenue and Geneva Avenue between Mission Street and Moscow Street.

This document summarizes existing transit data, transit rider survey results, collisions by mode, parking conditions around the intersection of Mission & Geneva, and outreach efforts to date. The data presented in this packet has informed the conceptual design proposal.

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Main Takeaways

- Muni service on Mission Street through the Persia Triangle area consistently slows to average speeds of 5 mph or less.
- The intersection of Mission & Geneva sees more than 14,000 Muni boardings and alightings per day.
- Almost half of surveyed riders in the project area said the bus does not regularly arrive on time.
- In the project area, all of Mission Street and large portions of Geneva Ave are on the High Injury Network, the 13 percent of city streets where 75 percent of severe and fatal collisions occur.
- From 2011 through 2017, 43 people were injured just at the intersection of Mission & Geneva.
- Around the intersection of Mission & Geneva, metered parking spaces universally perform better than non-metered spaces in terms of parking availability, turnover and duration.
- Project staff has participated in more than 20 outreach events, including stakeholder interviews, community meetings and walk-throughs, and reached more than 175 businesses through door-to-door loading surveying.

1. Transit Information

1.1 Existing Transit Service

In the project area, Geneva Avenue is served by the:

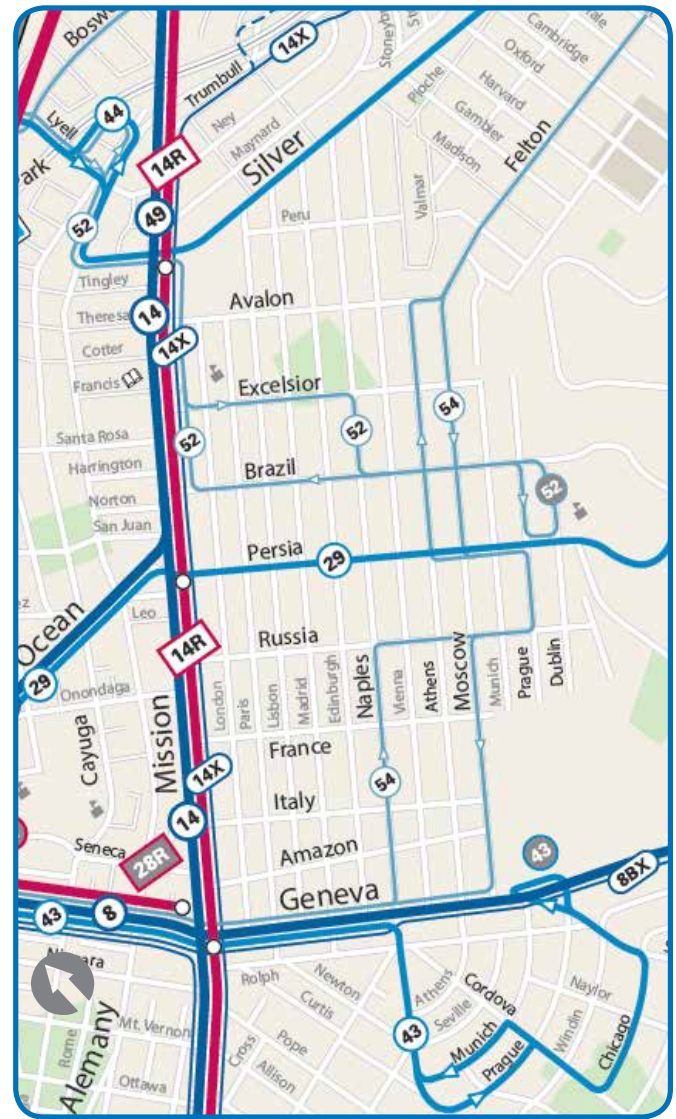
- 8 Bayshore
- 8BX Bayshore Express
- 43 Masonic
- 54 Felton

In the project area, Mission Street is served by the:

- 14 Mission
- 14R Mission Rapid
- 14X Mission Express
- 49 Van Ness/Mission
- 88 BART Shuttle also provides peak hour express service



Transit Services in Project Area



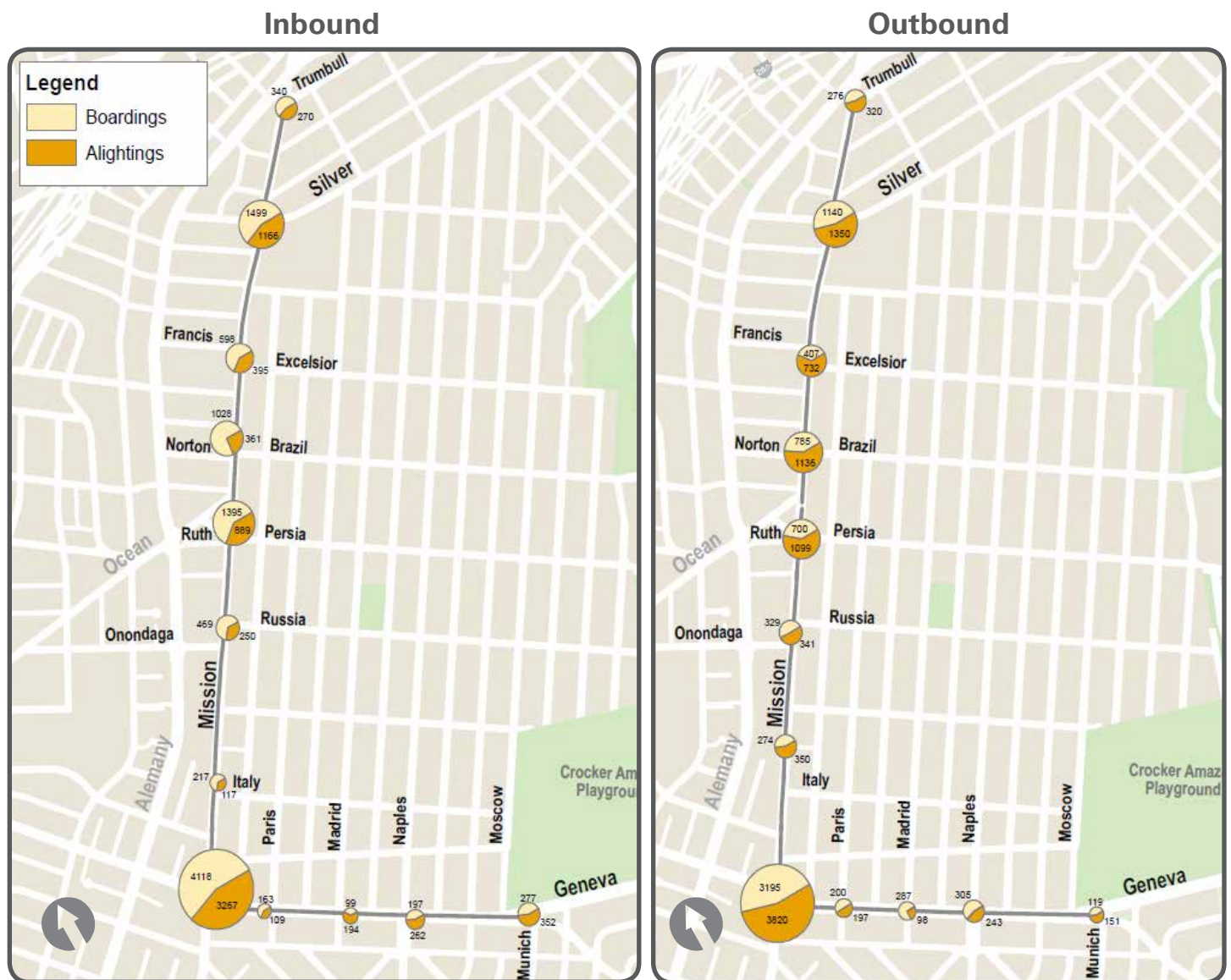
Weekday Muni Frequencies by Line and Time of Day

Line	Weekday Frequency (min)		
	AM Peak	Midday	PM Peak
8	8	8	-
8BX	7	-	7
14 (North of Lowell St)	8	9	8
14 (South of Lowell St)	15	9	15
14R	8	8	8
43	9	12	10
49	8	9	8
54	20	20	20
88	20	-	20
Cumulative at Geneva/Mission intersection	4	5	4

1.2 Ridership

The below maps show average weekday boardings and alightings at bus stops along the project corridors, including all Muni lines that serve the area. On an average weekday, approximately 18,000 riders travel along the project corridors; approximately 13,000 of those riders travel along Mission Street, and approximately 5,000 of those riders travel along Geneva Avenue.

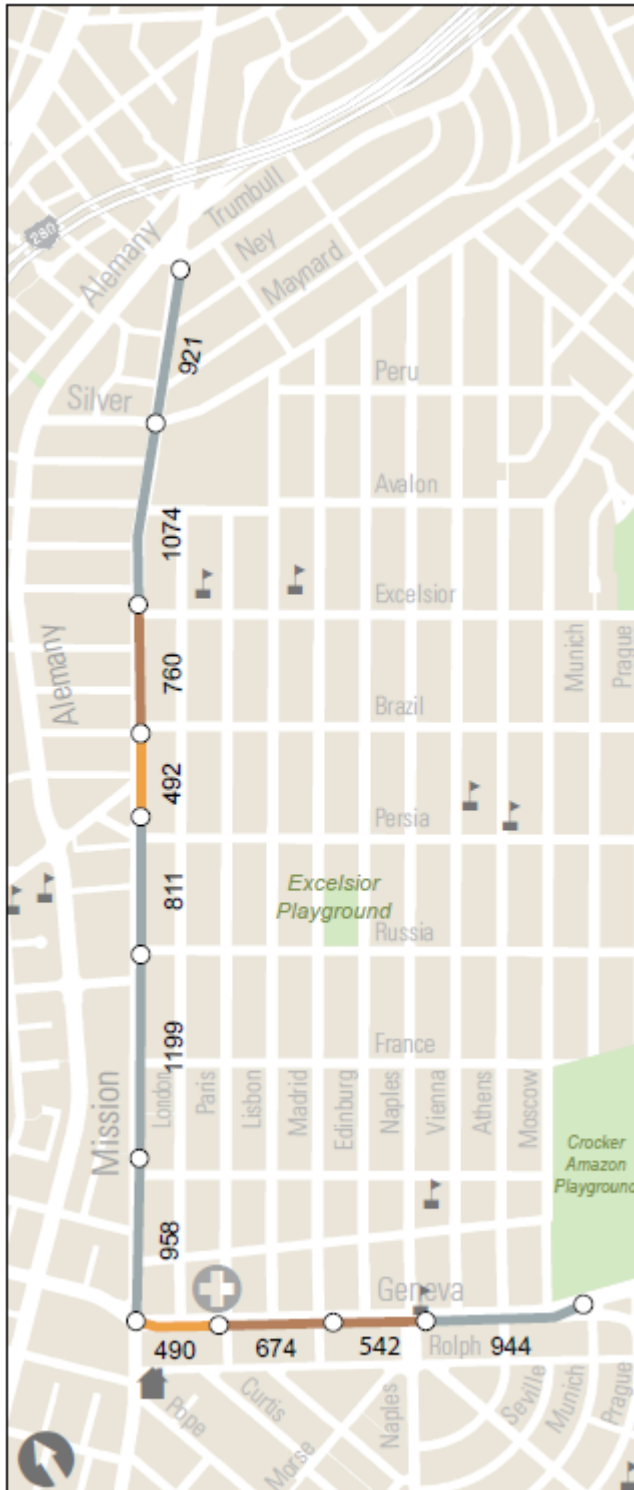
The bus stops at the intersection of Geneva Avenue and Mission Street have the highest ridership, with over 4,100 riders boarding and 3,200 alighting inbound and over 3,100 riders boardings and 3,800 riders alighting outbound. This is largely due to the various intersecting transit connections available at this location, particularly the 14/14R and 8/8BX lines. The bus stops at the intersection of Mission Street and Silver Avenue have the second highest amounts of activity – nearly 1,500 riders board inbound and approximately 1,350 riders get off the bus traveling outbound.



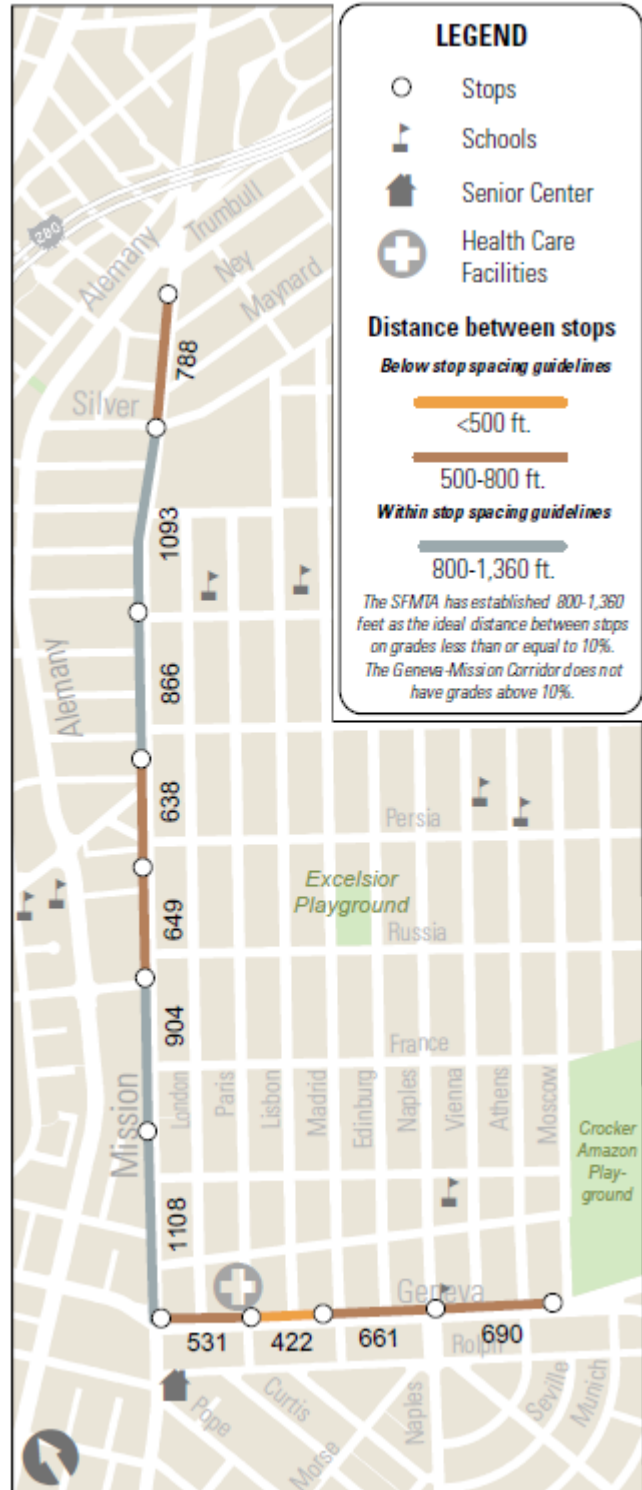
1.3 Stop Spacing

The SFMTA's stop policy, adopted by the SFMTA Board of Directors in 2015, establishes preferred distances of 800 to 1,360 feet between bus stops on streets where there are not significant grades (e.g. more than 10 percent). No street grades in the project corridors exceed 10 percent.

Inbound



Outbound



LEGEND

- Stops
- 🏫 Schools
- 🏠 Senior Center
- 🏥 Health Care Facilities

Distance between stops

Below stop spacing guidelines

<500 ft.

500-800 ft.

Within stop spacing guidelines

800-1,360 ft.

The SFMTA has established 800-1,360 feet as the ideal distance between stops on grades less than or equal to 10%. The Geneva-Mission Corridor does not have grades above 10%.

1.4 Muni Travel Time (Inbound)

In the inbound direction on Mission Street (northbound), transit speeds from Avalon to Silver avenues and Persia to Brazil avenues average between 0-5 mph in both the morning and evening. In the evening, the segment between Ney and Trumbull streets is equally slow. On inbound Geneva Ave (eastbound), the evening sees speeds between 6 and 9 mph between Madrid and Naples streets.

Legend



AM



PM



1.4 Muni Travel Time (Outbound)

In the outbound direction on Mission Street (southbound), transit speeds average 0-5 mph between Brazil and Ocean avenues in both the morning and evening. In the morning only, speeds are just as slow from Maynard St to Silver Ave; the same is true in the evening from Silver to Avalon avenues. On outbound Geneva Ave (westbound), the segment from Paris to Mission streets is slowest in both the morning and evening.

Legend



AM

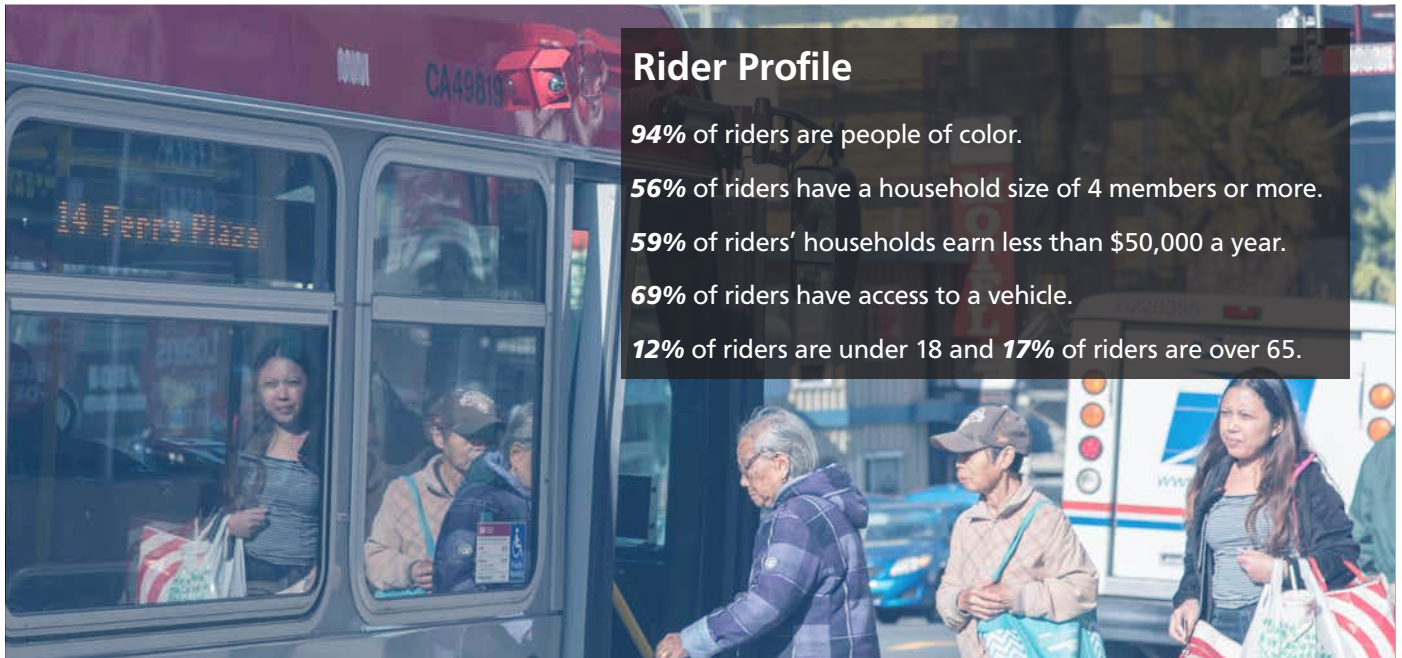


PM



1.5 14 Mission and 8 Bayshore Rider Survey

More than 400 customers shared information about their experiences on the 8 Bayshore and the 14 Mission in the Excelsior neighborhood. Surveys results were collected both at bus stops and on board Muni. This is what we heard.



Transit Reliability

"I am satisfied with the amount of time it takes to get to my destination."

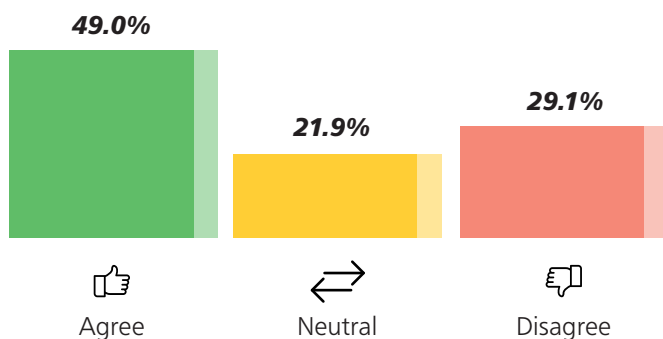


"The bus regularly arrives on time."

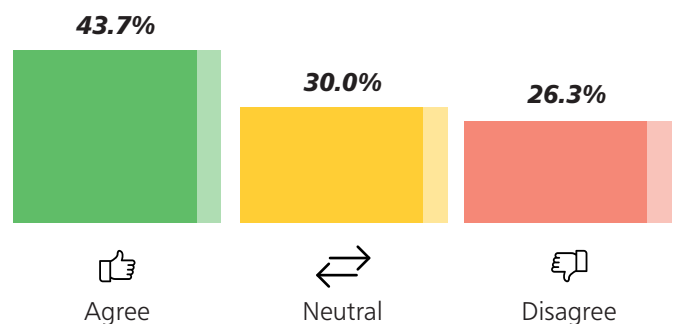


Potential Improvements

"I would walk further to my bus stop if I knew it would reduce my overall travel time."



"The sidewalk should be widened to improve safety."



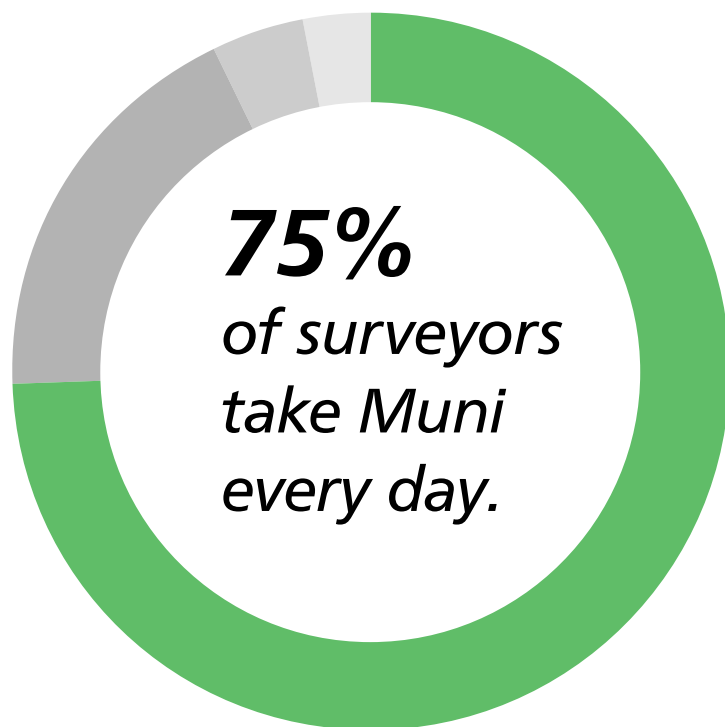
1.5 14 Mission and 8 Bayshore Rider Survey (continued)

Top 5 Trip Start Locations

This was an open-ended question, and the top 5 locations covers approximately 80% of the top 10 locations.

No. 1	Mission/Geneva	38%
No. 2	Mission/Silver	14%
No. 3	Mission/Persia	13%
No. 4	Downtown	9%
No. 5	Sunnydale Neighborhood	7%

Ride Frequency



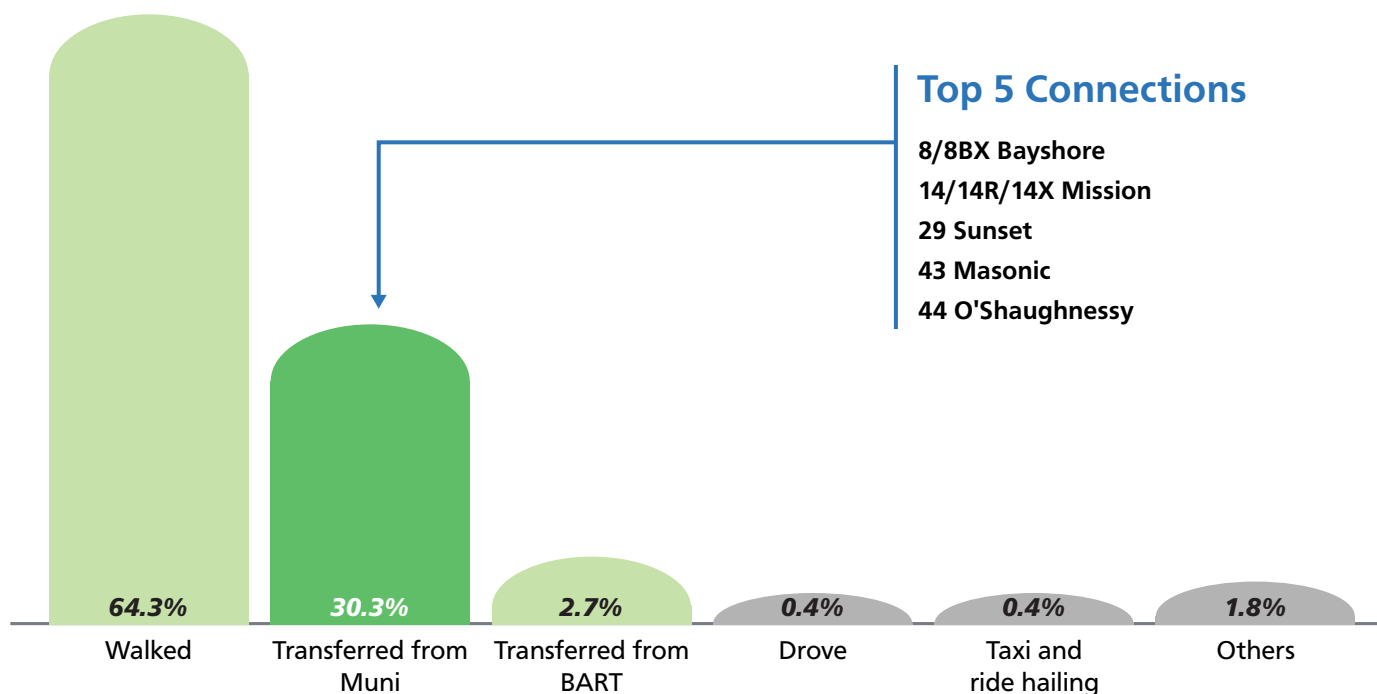
Purpose of Riding Muni

This was a multiple choice question, and "return home" option is excluded from the results.

No. 1	Commute to Work	26%
No. 2	School	26%
No. 3	Recreation/Restaurant	16%
No. 4	Shopping or running errands	12%
No. 5	Visit friends and family	11%
No. 6	Medical	5%
No. 7	Others	5%

Rider Connections

How do riders get to their 8 Bayshore and 14 Mission bus stops?



Top 5 Connections

- 8/8BX Bayshore
- 14/14R/14X Mission
- 29 Sunset
- 43 Masonic
- 44 O'Shaughnessy

2.2 Injuries - Pedestrian & Bicycles

The maps below show pedestrian and bicyclist injuries that occurred from 2011 through 2017.

The following intersections were the top five pedestrian injury locations during this period:

- Geneva Ave (16)
- Persia Ave (6)
- Italy Ave (5)
- Ocean Ave (5)
- Silver Ave (5)

The following intersections were the top five bicycle injury locations during this period:

- Geneva Ave (3)
- Onondoga Ave (3)
- Maynard Ave (3)
- Ney Street (3)
- Trumbull Ave (3)

Pedestrian Injury Collisions (2011 through 2017)



Bicyclist Injury Collisions (2011 through 2017)

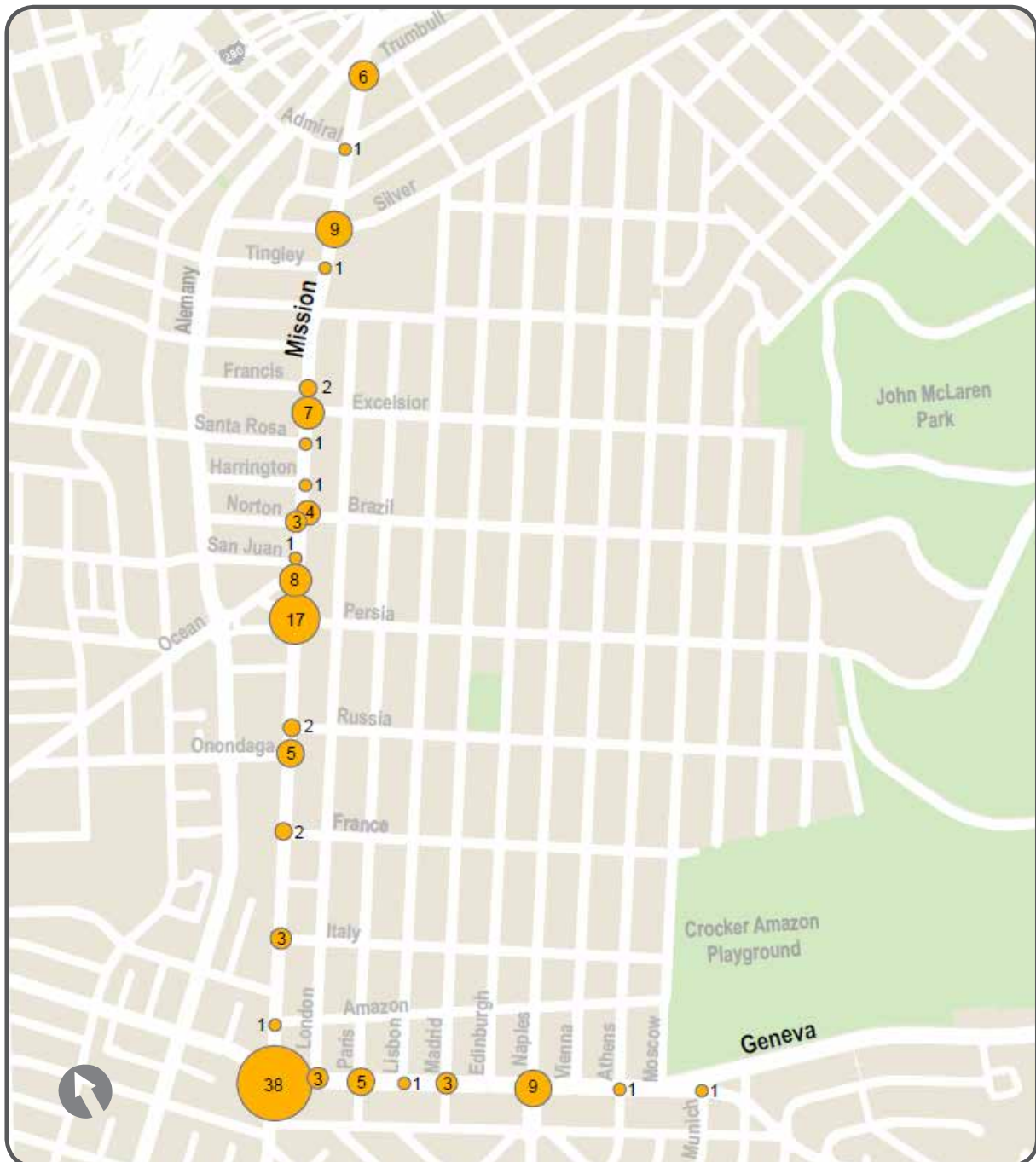


2.3 Collisions - Transit (Injury and Non-Injury)

The map below shows all Muni-involved collisions (injury and non-injury) that occurred from 2011 through 2016. The following intersections were the top three transit collision locations on Mission Street during this period:

- Geneva Ave (38)
- Persia Ave (17)
- Silver Ave (9)

Transit Collisions (2011 through 2016)



3. Mission & Geneva Parking Study (July 2018)



Executive Summary

- Metered spaces **universally perform better than non-metered spaces** in terms of availability of parking, turnover rates and average parking duration.
- Average stay duration of cars in metered spaces are only minimally above 2 hour stated max stay time. **Non-metered spaces are often double or triple the stated limit.**
- The morning period (8:00am-2:00pm) sees average occupancy below the optimum level indicating a high availability of parking spaces.
- Occupancy in the afternoon period rises marginally above optimum levels of occupancy to 87%.
- Parking turnover increases in the afternoon period (2:00pm-8:00pm) and parking duration decreases.
- Parking occupancy rises from 81% at 4:00pm and **peaks at 96% at 6:45pm**. This is likely in relation to meters being deactivated at 6:00pm

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3.1 Parking Occupancy

3.2 Parking Turnover

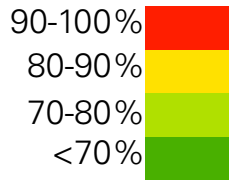
3.3 Parking Duration

3.1 Parking Occupancy - AM (8:00am-2:00pm)

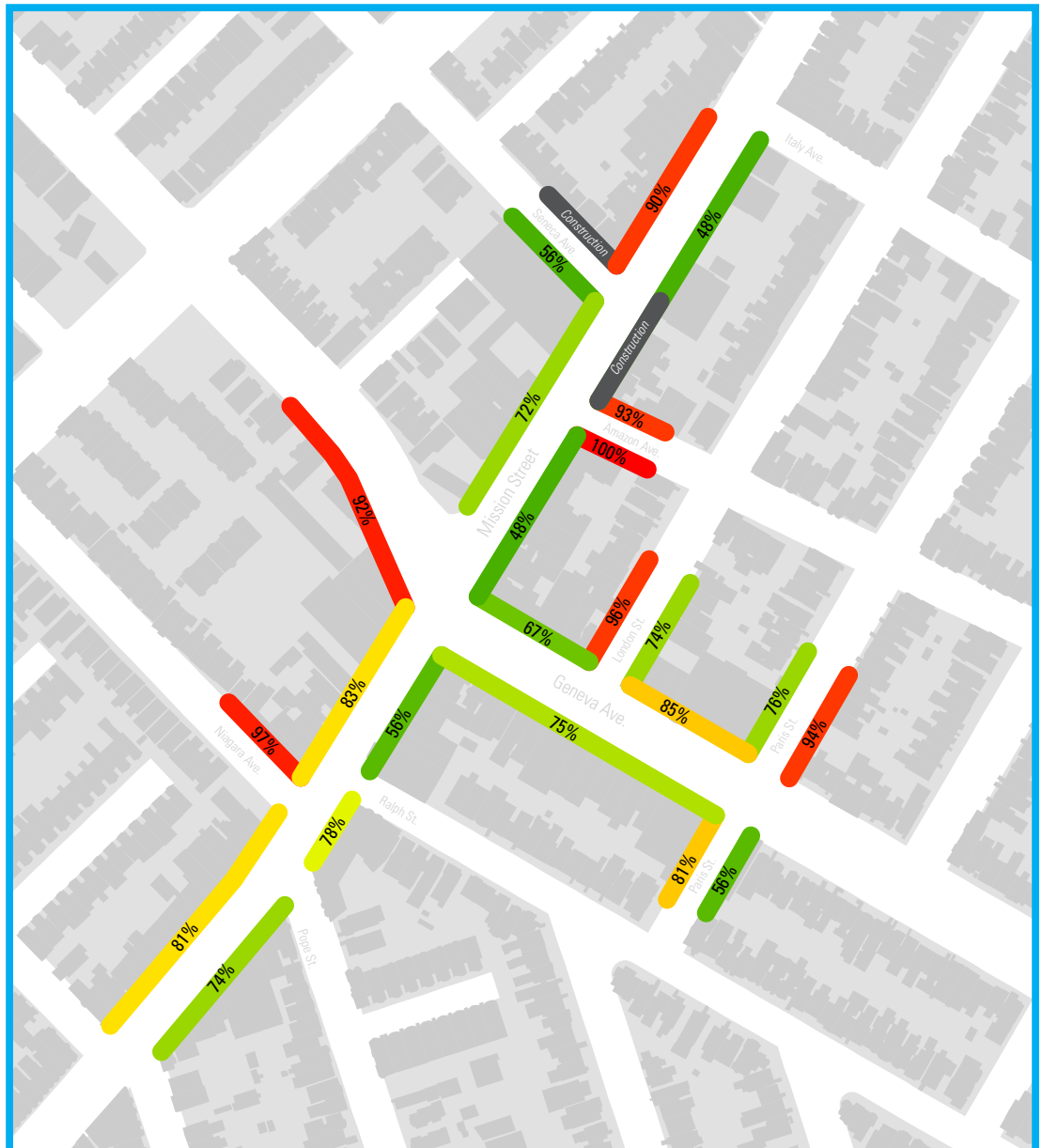
	Average Occupancy
All Spaces	79%
Metered Only	75%
Non-Metered Only	89%

Figure 3.

Average percentage of spaces occupied by parked vehicle.



Construction (no parking) (Grey)



3.3 Parking Duration - AM (8:00am-2:00pm)

Average Duration	
All Spaces	2.8 hrs
Metered Only	2.3 hrs
Non-Metered Only	4.1 hrs

Figure 7.

Average duration of parked vehicles during morning period.



3.3 Parking Duration - PM (2:00pm-8:00pm)

Average Duration	
All Spaces	2.6 hrs
Metered Only	2.2 hrs
Non-Metered Only	3.8 hrs

Figure 8.

Average duration of parked vehicles during afternoon period..



4. Outreach Summary

4.1 One-on-one & Group Meetings

Group/Event	Meeting Type
Transit Center group	Group meeting
Cayuga Improvement Association (CIA)	Stakeholder interview
Excelsior & Outer Mission Neighborhood Strategy (Mobility subgroup)	Group meeting, walk-through
Friends of the Urban Forest	Stakeholder interview
New Mission Terrace Improvement Association (NMTIA)	Stakeholder interview
Communities United for Health and Justice (CUHJ)	Stakeholder interview
Excelsior Outer Mission Merchants (EOMM)	Stakeholder interview
Cayuga Connectors	Stakeholder interview
Excelsior Collaborative meeting	Monthly meeting
Excelsior & Outer Mission Neighborhood Strategy (Full working group)	Group meeting
Monroe Elementary School PTA meeting	PTA Meeting
Touring the Excelsior and Outer Mission w/ Supervisor Safai	Walk-through
Excelsior Works!	Stakeholder interview
Ney Street Neighbors	Neighborhood walk-through
Excelsior District Improvement Association (EDIA)	Monthly meeting
Excelsior Task Force Meeting at Coleman Advocates	Monthly meeting
PODER	Stakeholder interview
Supervisor Safai	On-going meetings
Outer Mission Merchants and Residents Association (OMMRA) meeting	Monthly meeting
WalkSF/SFTRU Walk & Ride Audit	Walk-through

4.2 Larger Events & Efforts

Group/Event	Meeting Type
Door-to-door loading surveying on Mission Street and Geneva streets (175+ businesses contacted)	Door-to-door surveying
Excelsior Sunday Streets 2017	Street festival
Muni Service Equity Strategy	Workshop
Mission Geneva Public Safety Community Meeting	Community meeting
Excelsior Sunday Streets 2018	Street festival