

Mission Street Excelsior Safety Project

Stakeholder Workshop - Notes

Date: October 30, 2018

Time 1:00 PM – 4:00 PM

Location: Excelsior Branch Library



Overview

At the first workshop, stakeholders reviewed project data, shared their personal experiences of using Mission and Geneva, established a collective challenge statement, and began review the conceptual plan to determine how well it aligned with the challenge statement. Stakeholders came to a consensus that another workshop would be needed to effectively review the plan.

Note that not all suggestions below could be incorporated into the final project plan.

Challenge Statement

Based on the input received, the facilitator offered a statement for the group's consideration that could be used to describe the collective challenge for the corridor that all of the perspectives combined to create. The sentence was:

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 agreed that this was a reasonable overarching statement of the challenge in terms of what types of improvements made the most sense and that also needed to be balanced.

Mission & Geneva Intersection

- Improve conditions for bus riders (14,000 on/offers)
- Previously-relocated eastbound bus stop on Geneva (from in front of Popeyes to other side of intersection) causes pedestrians to run across intersection to make transfer
 - Project team: Improved frequency on the 8-Bayshore helps reduce this, but understand that this is an issue
- Bulb outs at Mission and Geneva would be helpful
- Concerns about gas station driveways at proposed relocated westbound Geneva bus stop
 - Project team: Will work with Real Estate division to see if driveways can be shrunk and/or closed
- Near-misses between pedestrians and buses/cars
- Money deserves to be invested at Mission and Geneva, but spent wisely
- Consider pedestrian scramble as a possible solution at intersection
 - Project team: scramble has been modeled, would substantially increase delay for all users – motorists, transit riders, and pedestrians
- Mission and Geneva is dangerous for pedestrians

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Transit

- General service quality
 - Poor service from buses and operators (don't speak language of community), rising costs without improvements
 - Time for transfers insufficient
 - Lack of safety on bus and at stops
 - Prioritize the bus, as it moves the most people
- Stop spacing/locations
 - Access to the buses is difficult, especially for people with disabilities
 - Removing stops decreases service, can make it difficult for seniors and people with disabilities
 - Two types of bus service, local and rapid – local should serve the neighborhood
 - Stop locations should serve community destinations
 - Ensure shelters at relocated stops
- Red lanes (*not proposed as part of this project*)
 - Possible solution to speed up Muni service along corridors
 - Would force traffic onto Alemany, side streets
 - Good for people traveling through neighborhood, but want people to slow down and visit

Pedestrians

- Safety is especially at night – particularly for seniors and people with disabilities
- Lighting and crime an issue throughout, but especially at Mission and Geneva
- Consider that pedestrians will increase with new developments under construction
- Get cars to stop for pedestrians
- Prioritize traffic lights sequencing to better serve pedestrians (and buses)

Biking

- Inconsistent bike infrastructure, especially on Geneva
- No bike protection on Geneva, should extend bike lanes all the way through
- Amazon-Seneca bike connection
 - Don't like loss of parking
 - Mission/Geneva no left turn heading SB will push traffic to Amazon and Pope which will create bike conflicts
 - Project team: coordinating with Excelsior Traffic Calming Project to ensure traffic calming on neighborhood streets

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- Amazon is the flattest side street here and this is the only other way besides Geneva to reach the park

Parking

- Double parking is an issue
- Help restaurants to compete via meeting parking needs (deliveries and dining)
- Fragile merchants corridor cannot afford changes that discourage customers
- Parking challenges will increase with the proposed removal of parking spaces along the commercial corridors
- Work vehicles and deliveries need space for merchants to survive
- Limit parking meters in some areas (Seneca to Italy) – community hasn't asked for it
- New child care facility at Mission/Italy will decrease parking even further (loading zones)

Traffic/Congestion

- Car traffic – it's not just people driving, it's workers that need to make deliveries and need their vehicles for work
- Slow down the cars
- Large driving community
- Double-parked cars cause traffic congestion
- Increased traffic and congestion

Create Vibrant Corridor

- Focus on maintaining and improving vibrancy along commercial corridors
- Make the streets better and more comfortable for everyone, especially parents/children
- Access to public spaces should be improved

Create an Inclusive Process

- Capture voices that are not usually heard
- Youth need to be represented in the process
- SFMTA needs to listen to the community, more engagement needed
- More languages should be spoken during engagement process
- Better representation from underserved communities
- Have translators for non-English speaking participants

Other comments/recommendations/feedback

- Don't make changes that are irreversible
- Need more outlets for the community to report Muni issues
- Order of priority in the corridor should be: Pedestrians -> Transit -> Cars

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- Undocumented people don't always report collisions; there are likely more collisions than the City knows
- Intersection at Geneva and Moscow – the group collectively agreed with the proposed concept plan changes
- Intersection at Mission and Ney – agreement from the group, pending additional outreach to neighborhood group
- Create a traffic calming hub near commercial centers
- Gather information from Walk SF and SF Transit's audit of the corridor
- Reach out to Jewish Home

Feedback from the participants was that the meeting had been constructive and productive, but that the group had run out of time to address all of the details of the proposed concept plan. They agreed that an additional two-hour meeting in early December made sense to complete the group's review of the draft concept. Suggestions for the next meeting included:

- Break down by sections along the corridor
- The Filipino and Chinese community should be included
- Include a representative from Jewish Housing
- Host next meeting in a larger room (i.e. Crocker Amazon)
- Add landmarks to the concept plan (i.e. Little Joe's Pizza)
- Define the decision space: what can and cannot be changed