



MISSION – GENEVA
NEIGHBORHOOD TRANSPORTATION PLAN
FINAL REPORT

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0. EXECUTIVE SUMMARY

The Mission-Geneva Neighborhood Transportation Plan, led by the San Francisco County Transportation Authority (Authority) is a community-based transportation plan intended to identify transportation improvements that can be implemented in the near- to mid-term to address key neighborhood transportation-related concerns.

As a community-based transportation plan, the Mission Geneva effort has been a collaborative process between the community and the Transportation Authority. The Authority retained a technical consulting team, led by San Francisco-based Nelson\Nygaard Consulting Associates, to assist in developing and refining community-based transportation plans throughout several neighborhoods in San Francisco. In addition to the technical consulting team, the Authority retained the Excelsior Neighborhood Commercial Revitalization Project (ENCoRe), a community-based organization (CBO) with strong ties to the neighborhood, to identify and engage a broad range of input from various community stakeholders. The Authority also assembled a Technical Advisory Committee (TAC) consisting of representatives of various City agencies and two community members to facilitate inter-agency coordination and to make the process more transparent.

Through an extensive community outreach process, which included surveys, focus groups, workshops, and walking tours, three key needs were identified for the study area:



Transit Reliability – Transit service on Mission Street is often unreliable due to conditions along the entirety of the Mission Street corridor. In the study area, unreliable transit service manifests itself through unevenly spaced buses, overcrowded vehicles, and sidewalk congestion at bus stops. While improvements in the study area cannot completely resolve the Mission Street transit reliability problems, they can offer moderate benefits, and improve the conditions of those waiting for buses.

Pedestrian Safety – One of the key characteristics of Mission Street is high pedestrian activity associated with retail and commercial uses along the corridor. Conflict between pedestrians and cars, especially at unsignalized intersections, is the community's primary pedestrian safety priority. In addition, the corridor includes several large, complex intersections that are challenging and uncomfortable to navigate as a pedestrian. On Geneva Avenue, sidewalks are narrow, and pedestrian circulation space is constrained – especially at bus stops. Crossing the wide, auto-oriented arterial is also a challenge.

Streetscape Conditions – The streetscape along Mission Street in the Excelsior District is primarily characterized by the small scale shop fronts and their individual signage. Consistent rows of street trees can define the roadside edges of the pedestrian environment; however, Mission Street has an inconsistent tree line which does not provide visual coherence to the street's appearance or effectively create a pedestrian scale to the street. The key streetscape needs are design treatments that help to define the pedestrian realm and establish a pedestrian scale to the sidewalks.

In addition, the community emphasized the importance of lighting that specifically serves pedestrian needs. This comment reflects the community's concerns about personal security and the desire for the aesthetic enhancements provided by decorative pedestrian streetlight standards.

0.1 INTERSECTION IMPROVEMENTS

The Plan recommendations focus on corridor-wide improvements to both Mission Street and Geneva Avenue and some high-priority intersection where improvements consistent with the recommended corridor plan can be constructed in the short-term. These locations were identified by the community through the outreach process as the highest-priority locations for improvements. A description of the specific improvements for these locations is provided below.

Persia Triangle

The Persia Triangle is formed by the intersection Mission Street, Persia Avenue, and Ocean Avenue, a hub of pedestrian and transit activity in the corridor. Many community members identified the Persia Triangle as the "heart" of the Excelsior District. Therefore, this location was deemed a high-priority for near-term investment. Specific recommendations are as follows:

- Reduce conflicts between pedestrians and cars by reversing the direction of San Juan Avenue's one-way operation and providing corner curb extensions and bus bulbs;
- Slow car traffic by realigning the Persia Avenue / Ocean Avenue intersection;
- Establish a more pedestrian-scale streetscape by planting street trees, creating a landscaped visual buffer between sidewalk edges and surface parking lots, and adding street furnishings and pedestrian scale lighting; and
- Reduce transit delays and improve direct access to Balboa Park BART by rerouting Muni's 29-Sunset to use Ocean Avenue.

Mission Street / Geneva Avenue

The intersection of Mission Street / Geneva Avenue is where the two study corridors meet. The intersection is congested for traffic, transit, and pedestrians alike. To improve this intersection, the Plan calls for the following intersection improvements:

- Improve reliability and reduce bus stop crowding by constructing bus bulbs and providing left-turn lanes on Mission Street;
- Reduce conflicts between cars and pedestrians by removing the large-radius free-right turn lane at the northwest corner; and
- Improve the pedestrian scale of the streetscape by providing a landscaped buffer between sidewalks and stretches of surface asphalt (e.g., at the northwest corner).

Additional Intersections on Mission Street (Silver Avenue, Santa Rosa Avenue, and Onondaga Avenue)

Three "T" intersections at Silver Avenue, Santa Rosa Avenue, and Onondaga Avenue should receive priority improvements if the entire corridor improvements cannot be constructed at once. The improvements recommended below are consistent with the recommended corridor treatments for Mission Street:



- Improve reliability and provide sufficient bus stop space by construct bus bulbs consistent with ultimate plan for Mission Street;
- Improve pedestrian visibility and shorten crossing distances by constructing corner curb extensions;
- Visually narrow the street to reduce car speeds by widening sidewalks on the “dead” end of T intersections and installing palm trees.

0.2 MISSION STREET CORRIDOR

The Mission-Geneva neighborhood consists of primarily residential land uses surrounding a commercial core on Mission Street. The commercial uses along Mission Street are primarily located on the first floors of two- to three-story buildings, with residential uses on upper floors. Ground floor uses range from professional offices to retail. Although the Mission Street corridor has a relatively high amount of scheduled transit service, residents of the community have voiced a general opinion (consistent with data for on-time performance) that transit service along Mission Street routes is unreliable, which frequently leads to bus overcrowding. The community also feels that the streetscape lacks a consistent identity for the neighborhood and that pedestrian safety could be improved.

To address these concerns, this Plan recommends converting the existing four-lane undivided roadway to a two-lane roadway with left-turn lanes at intersections and a raised, landscaped median elsewhere. Further study is needed to vet this alternative and better understand the impacts and benefits to transit, traffic and pedestrians.

Technical analysis identified two primary causes of transit delay along the study portion of Mission Street. The first impediment to transit is due to double-parked vehicles. Because parking in the area is scarce and a number of small businesses along Mission Street rely on regular deliveries, it is rare to travel along Mission Street without encountering at least one double-parked vehicle, usually parked in the same lane that buses use. This forces buses to merge into the center lane to get around the double-parked vehicle. The second factor that slows transit vehicles along Mission Street is lack of left-turn lanes. This means that vehicles must wait at intersections for gaps in opposing traffic before turning left. This frequently blocks the center lane of traffic at intersections. The result is that for much of the Mission Street corridor, the right lane is frequently blocked by delivery vehicles toward the middle of blocks and the center lane is blocked by left-turning vehicles closer to intersections. This forces transit vehicles (and private autos, as well) to weave back and forth around the blockages. As a result, the traffic capacity is approximately the equivalent of one traffic lane in each direction. It is also important to note that current traffic volumes on this portion of Mission Street are similar to other two-lane streets in San Francisco and are lower than a number of other four-lane streets (see the Existing Conditions report).

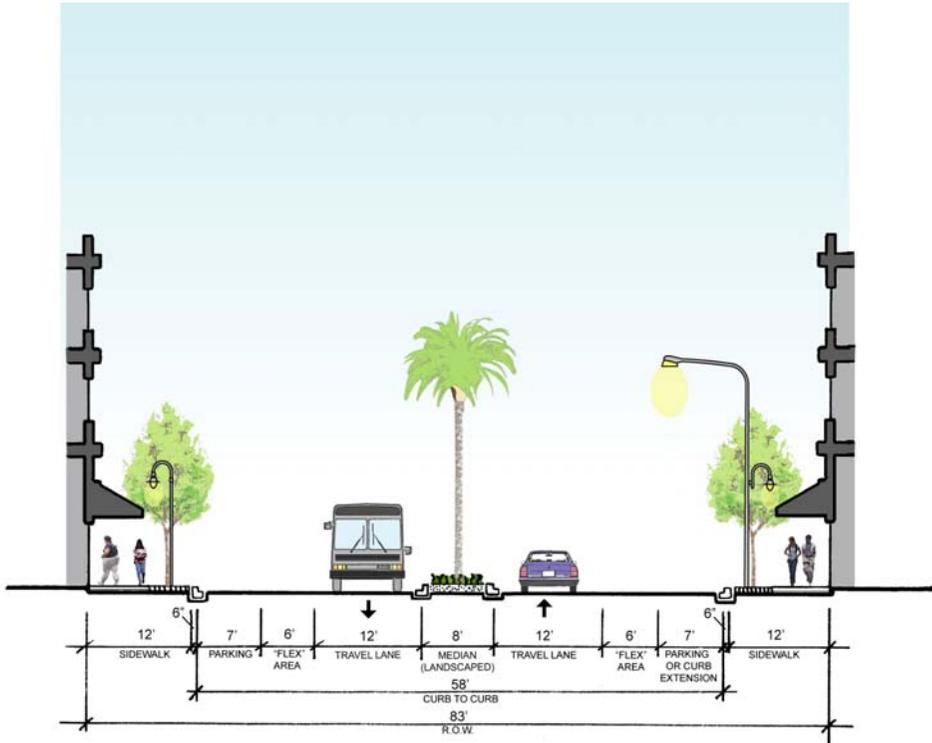


Figure 3.1 – Cross-section view of recommendation for Mission Street

In addition to raised medians and left-turn lanes, there are a number of other details embedded within this concept that work together to achieve the primary goals of the study:

- Provide additional marked crosswalks
- Maintain six-foot “flex space” between on-street parking and travel lane
- Provide corner curb extensions
- Provide bus turnouts with widened sidewalks/bus bulbs

In recommending such a transformative change for Mission Street, this Plan recognizes that some details still need to be worked out. For example, by providing only one traffic lane in each direction and requiring buses to pull out of traffic, there is some concern that buses will have a more difficult time entering the traffic stream. While there are a number of potential design features that can address this concern, more analysis is likely required to identify the best treatments.

This does not mean that nothing can be done while the necessary analysis is performed. In the near- to mid-term, a number of improvements can be implemented that are not dependent on the roadway cross-section. These improvements include the following:

- Extend the improvements recommended for specific high-priority intersections along Mission Street (Silver Avenue, Santa Rosa Avenue, and Onondaga Avenue) to the entire corridor;
- Consider bus stop consolidation and easing transfers with cross-town routes;
- Improve pedestrian comfort and security with pedestrian scale lighting;
- Reduce conflicts between pedestrians and cars at intersections by providing pedestrian countdown signals where missing, providing advance limit lines at crosswalks, and enhancing crosswalk visibility; and
- Reduce double-parking through adjusting siting of loading zones and adjusting parking enforcement beats, and supporting creative strategies for parking management.

0.3 GENEVA AVENUE CORRIDOR

The Geneva Avenue corridor is important as a direct route from the neighborhood to the Balboa Park BART Station and Interstate-280, and accommodates a large amount of transit service. Specific recommendations for Geneva Avenue are as follows:

- Reduce the design speed of the street to slow speeding traffic and provide a more comfortable pedestrian environment by installing a landscaped median between Alemany Boulevard and San Jose Avenue, planting consistent street trees (potentially in the parking lane), creating landscaped buffers between sidewalks and extensive surface paved areas;
- Maintain landscaping along lots east of Mission Street (where landscaping is encroaching on sidewalk);
- Reduce transit delays and streamline BART access by consolidate Muni stops and constructing bus bulbs at Cayuga Avenue;
- Increase pedestrian visibility by providing corner curb extensions at Mission Street, Alemany Boulevard, Cayuga Avenue, and Delano Avenue, install high-visibility crosswalks and advance limit lines at marked crosswalks; and
- Smooth traffic flow by considering restricting left-turns from Geneva Avenue to Paris Street and working with Caltrans to coordinate signals at Geneva Avenue / I-280 Interchange. Improve pedestrian crossing conditions by reconsidering a signal at Cayuga Avenue.



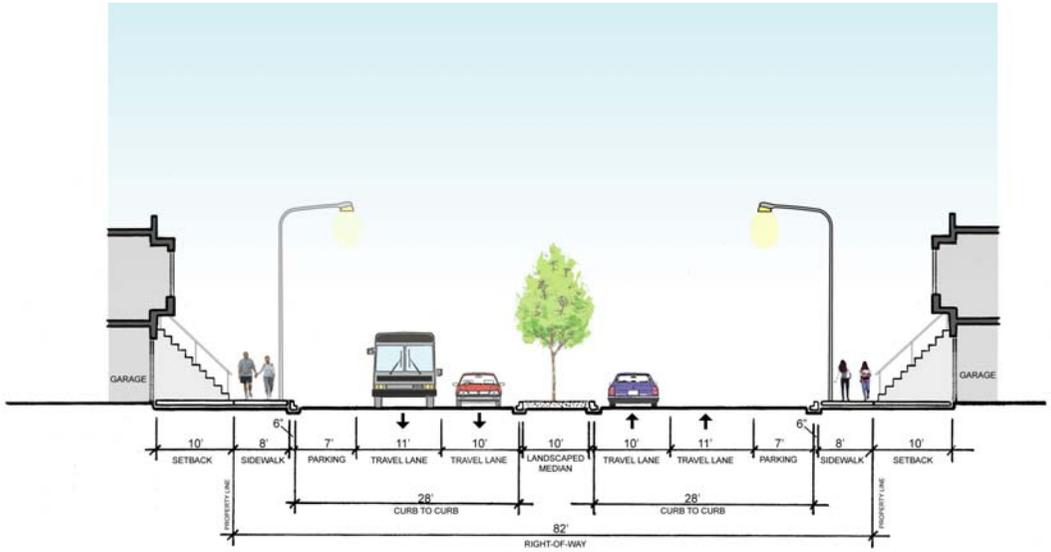


Figure 3.2 – Recommended improvements to Geneva Avenue include providing a raised, landscaped median along Geneva Avenue between Alemany Boulevard and San Jose Avenue.

This report describes in more detail the technical and community process through which plan recommendations were developed and evaluated and presents a timeline for next steps for implementation of these improvements.