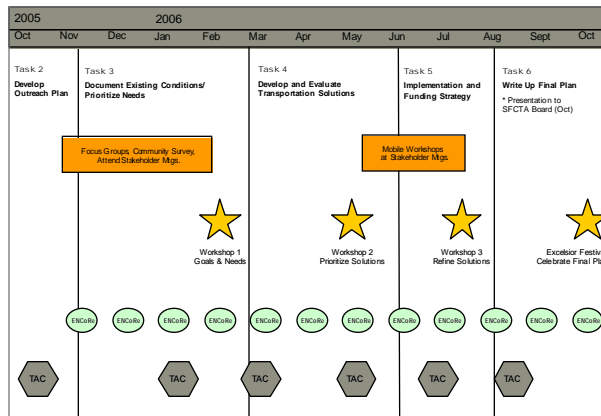


WELCOME

Mission-Geneva Transportation Study

Study Process and Schedule



ENCoRe. SFCTA is working with the Excelsior Neighborhood Commercial Revitalization (ENCoRe) partnership, to provide outreach and community liaison services. A group of ENCoRe volunteers meets monthly to support the Study.

TAC. The Study has a technical advisory committee that includes 2 community representatives and several public agency representatives.

The Mission-Geneva Study Area



The study area includes Mission Street from Silver to Rolph and Geneva Avenue between Paris and San Jose.

Purpose

- Work with community to identify key transportation needs
- Identify solutions for pedestrian safety, traffic calming, and transit
- Implement highest priority changes soon (1 to 3 years)

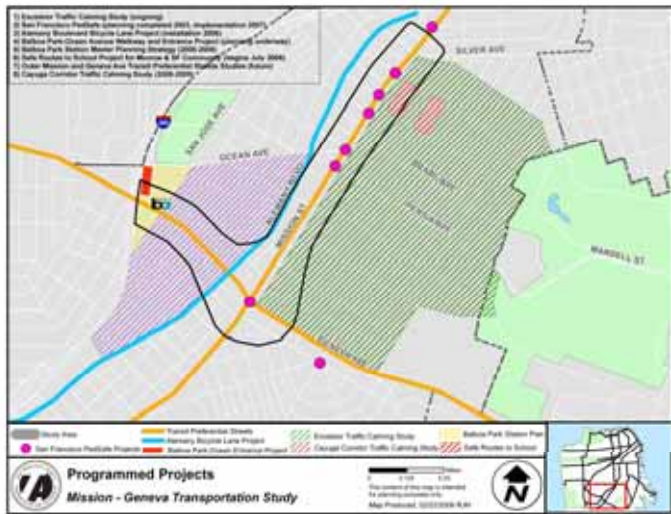
Study Process

- Review past studies
- Evaluate existing conditions
- Gather community input on needs
 - Focus groups
 - Community leader walking tour
 - Community survey
- Workshop 1 – present findings / prioritize needs
- Workshop 2 – prioritize design solutions
- Workshop 3 – implementation /refined solutions
- Excelsior festival – celebrate final plan

PAST STUDIES

Building on Previous Efforts and Coordinating with Ongoing Projects

Related Projects in the Neighborhood



SFCTA is coordinating closely with other public agencies including BART, Muni, and DPT to ensure that the many projects in the area compliment each other

Past and Ongoing Studies

- Community Action Plan For Safer Streets in the Excelsior
- SF County Transportation Authority Outer Mission Strategic Analysis Report
- Balboa Park Master Planning Strategy
- ENCoRe Action Plan

Key Findings from Past Studies

- Majority of residents surveyed in past study indicate they rarely or never feel safe on study area streets
- “T” and offset intersections make crossing Mission Street difficult
- Muni connections to BART are difficult in this neighborhood
- Pedestrian and bicycle access to balboa park BART station should be improved
- Many crosswalks are worn and difficult to see

Learning from Past Work

Concerns about Traffic	
Vehicles Speeding	82%
Vehicles Running Red Lights and Stop Signs	65%
Reckless Driving	64%
Illegal Turns or U-turns	60%
Double Parking	57%
Too Much Traffic on Streets	55%
Right Turns on Red Lights	53%

Concerns about Pedestrian Safety	
Intersections Without Stop Signs or Lights	69%
Driver Education about Safety	66%
Missing and/or Poorly Marked Crosswalks	60%
Enforcement of Traffic Laws	58%
Collisions Between Vehicles and People	55%
Sidewalks Lack Curb Ramps for Wheelchairs	55%
Cars Parked on Sidewalk	52%

These charts document the top seven neighborhood concerns for traffic and pedestrian safety. They were developed for the *Community Action Plan for Safer Streets in the Excelsior*, November 2003.

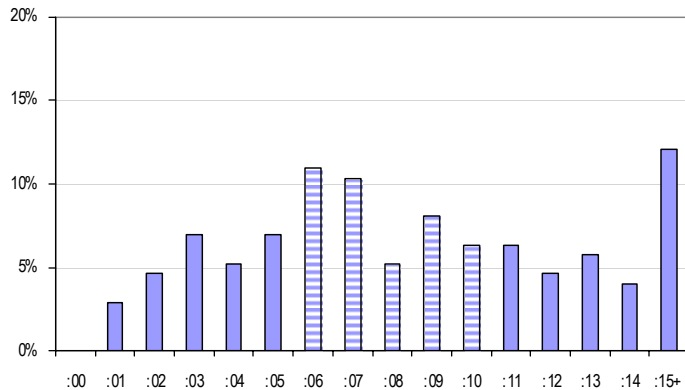


TRANSIT

Transit performance, not supply, is the main issue in Mission-Geneva

Reliability problems on Mission mean that wait times are unpredictable and sometimes long

Minutes between buses on 14-Mission (non-commute times)



During non-commute times, on-time performance of 14-Mission:

- 41% of arrive evenly spaced
- 26% arrive early (close together)
- 33% arrive late (with 12% very late)

Supply of Transit is Good

- Frequent Muni service
- BART is nearby
- 24-hour service

Muni Performance is an Issue

- Travel speeds are slow
- Buses often do not arrive evenly spaced
- Wait times are unpredictable and sometimes very long
- Congestion on Mission Street between Geneva and Silver harm reliability – it gets worse in this area rather than better
- Unreliable service is especially bad for riders on infrequent routes (for example, Owl Routes or Routes 52 and 54) because schedules are also unreliable

Other Issues

- Buses are sometimes overcrowded
- Lack of security (especially at night)
- Driver behavior
- Connections to BART
- Lighting and cleanliness at many bus stops



Busy bus stops at Mission & Geneva lack amenities for waiting passengers



Riders sometimes risk their safety to run across the street to catch the bus



Narrow Sidewalk behind Bus Shelter (Geneva)

TRAFFIC CONDITIONS

High Traffic Volumes are Not the Primary Source of Congestion on Mission Street



Congested Bus Stop



Left-turn crossing vehicles



Double Parked Truck

Many factors, including double-parking, buses, and cars waiting for left-turns contribute to congestion on Mission Street

Comparison of Mission Street Between Geneva and Silver with Other Similar Streets		
Street	Number of Lanes	Average Daily Traffic Volume
Mission St, Near Santa Rosa	4	18,300
Guerrero St, near 20 th Street	4	26,900
Polk St, South of Post Street	2	16,300
Valencia St Commercial Core	2	20,000

Traffic volumes on Mission Street are comparable to other similar commercial streets in San Francisco with only two lanes

Average Travel Times (Between Geneva and Silver)			
	AM	Midday	PM
NB	3:46	3:45	3:59
SB	3:10	3:12	4:30

Peak Hour Traffic Volumes (On Mission, Near Santa Rosa)			
	AM	Midday	PM
NB	850	500	850
SB	500	550	800

During the evening peak periods, travel times along Mission Street increase by approximately 40 percent in the southbound direction.

Congestion on Mission Street

- Many factors contribute to congestion
 - Buses stop in traffic lane
 - Double-parking
 - Cars waiting to make left-turns often block traffic
- Because of frequent lane blockages, Mission Street functions more like a 2-lane street than a 4-lane street
- Traffic levels on Mission Street are lower than comparable 4-lane streets in SF
- Awkward intersection angles and configurations leads to driver confusion
- Congestion is greater in the evening peak hours

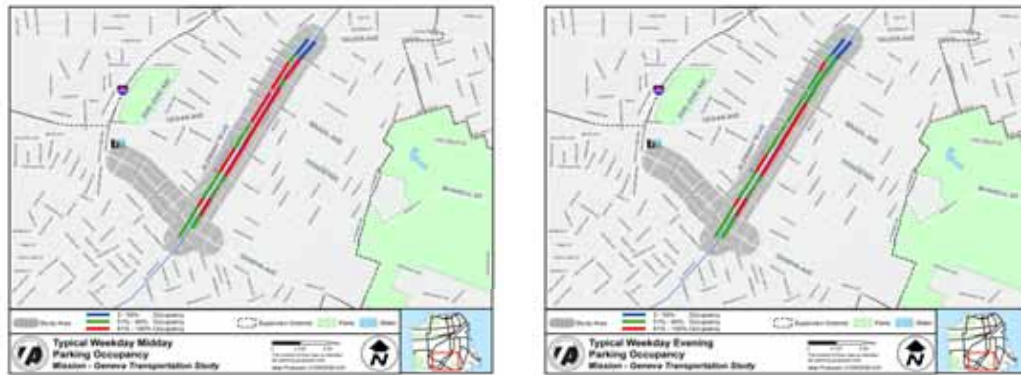
Community Concerns

- Slow, frustrating driving conditions
 - Double parking
 - Heavy auto and pedestrian traffic
- Congestion hot spots
 - Mission Street between Brazil and Excelsior
 - Ocean/Mission/Persia triangle

PARKING

Difficulty Finding Parking/Loading Spaces Contributes to Other Problems

Midday and Evening Parking Occupancy



Commercial loading/unloading frequently blocks the curb lane due to occupied commercial loading spaces



In the neighborhood streets adjacent to Mission Street, illegally parked cars frequently block sidewalks



Commercial Areas

- Lack of available commercial loading spaces contributes to:
 - Truck double-parking
 - Parking in bus stops
- Difficult to find street parking in commercial core
 - Parking survey conducted by community members in December 2005
 - Parking is nearly fully occupied between Brazil and France streets
 - On-street parking is more difficult to find during midday than evening
- Cars parked for long durations decrease the availability of parking

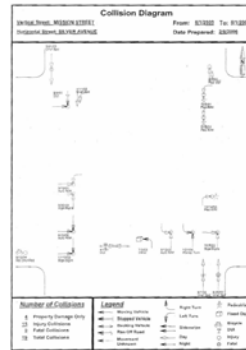
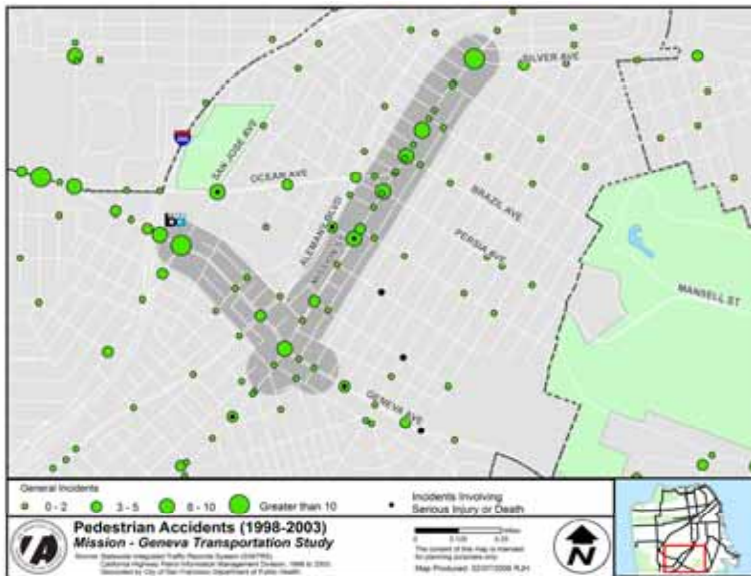
Residential Areas

- Many cars are parked on sidewalks in neighborhoods

PEDESTRIAN ACCESS & SAFETY

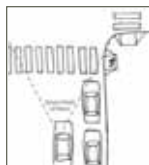
Many Factors Contribute to Pedestrian Safety

Pedestrian Collisions in the Study Area (1998 – 2003)



The project team reviewed details of individual collisions based on police reports at high-collision intersections to identify trends.

This map depicts the number of pedestrian collisions in the study area between 1998 and 2003. As shown, the study area includes the intersections with the highest number of pedestrian collisions.



Parked (and double parked) vehicles obscure the view of pedestrians (particularly at T-intersections)



Existing pedestrian refuges function poorly



Skewed intersections, such as Mission and Geneva, create longer crossing distances and lead to unusual configurations

Pedestrian Issues

- Pedestrian collisions are highest in the commercial core, where pedestrian activity is greatest
- Review of individual collision diagrams did not reveal significant trends in collision type

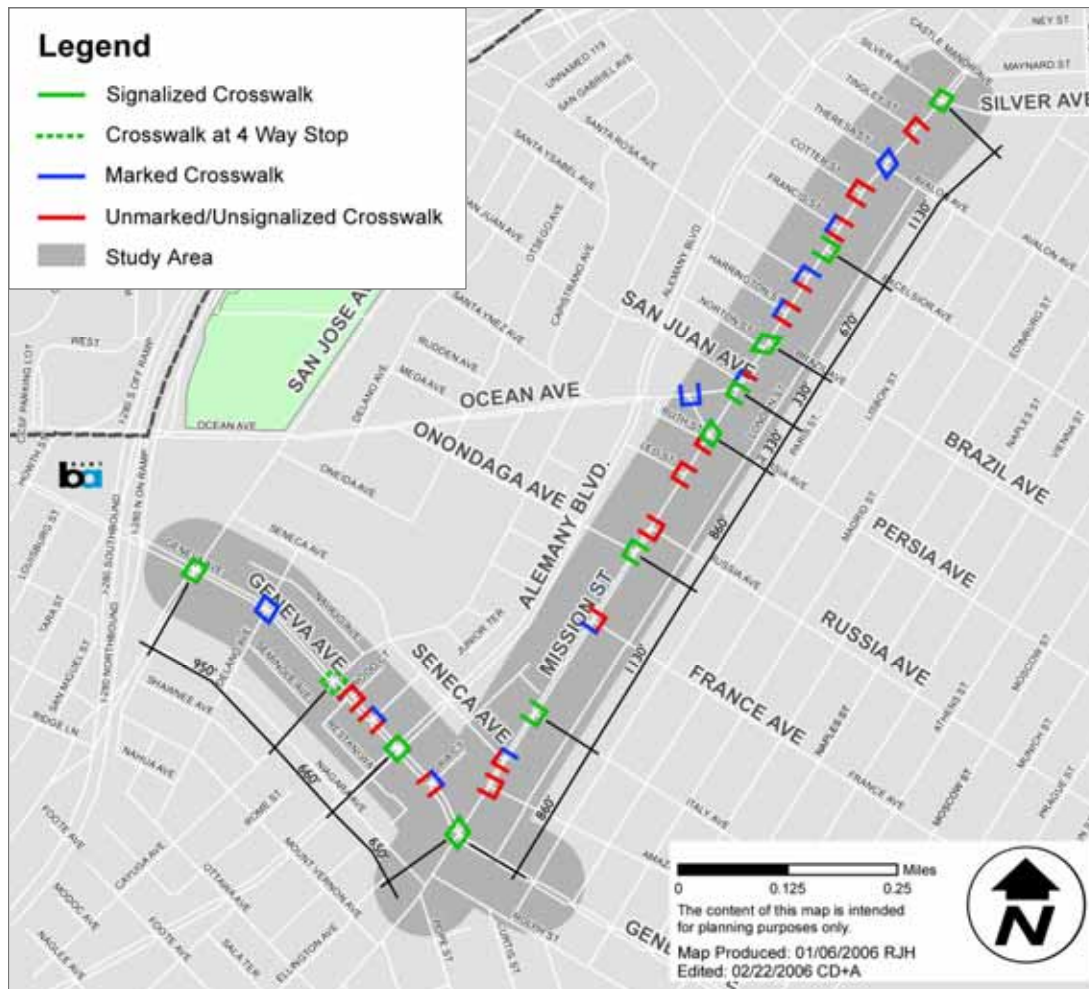
Community Concerns

- Double-parked vehicles obscure view of pedestrians
- Skewed intersections create longer crossing distances
- Existing pedestrian refuges are narrow

PEDESTRIAN ACCESS & SAFETY

Driver Distraction and Unexpected Pedestrian Crossings are Key Issues

Crosswalk Locations & Types

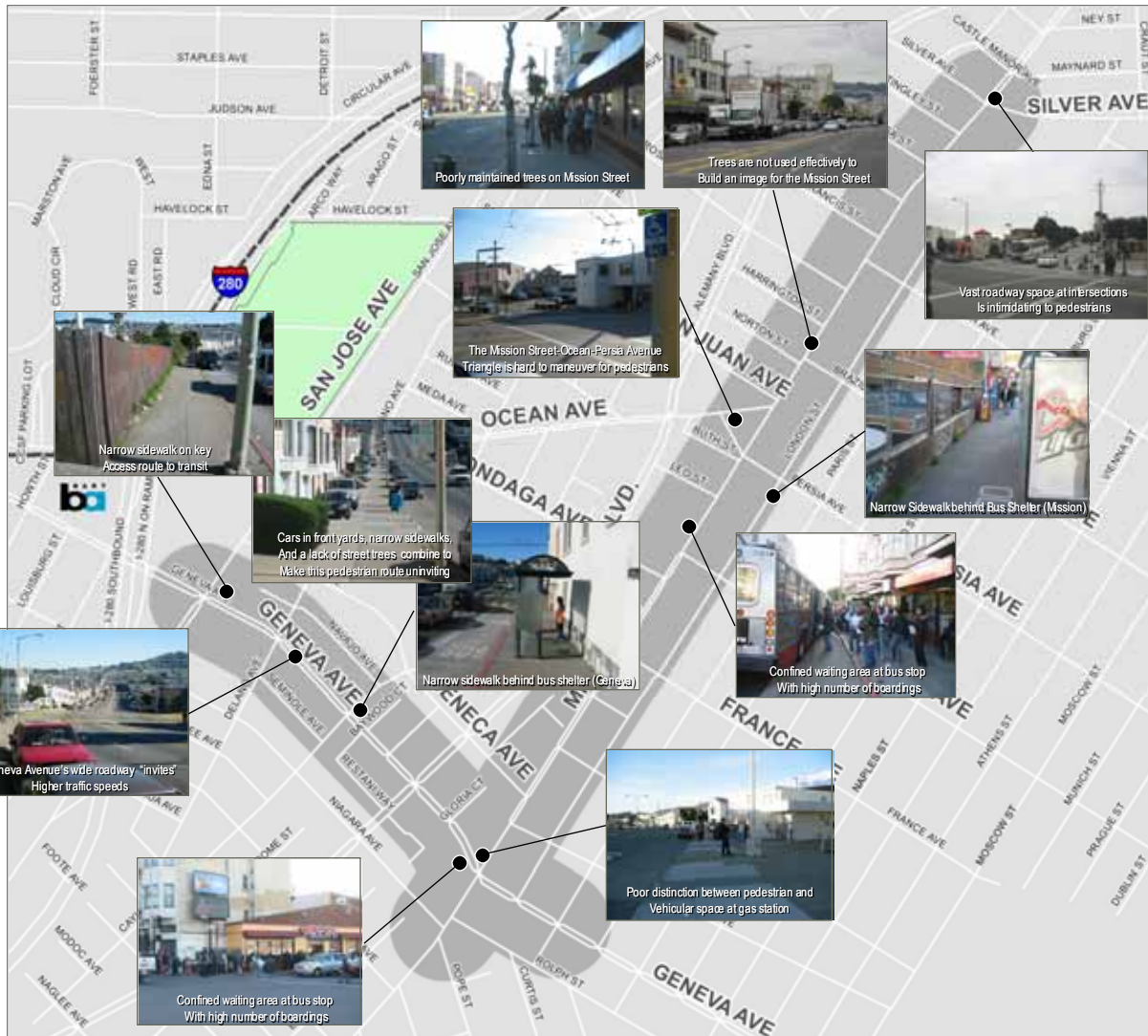


Pedestrian Issues

- Community surveys and focus groups identify pedestrian safety as a major concern
 - Ocean/Mission/Persia triangle
 - Mission/Santa Rosa
 - Others
- Area is home to relatively high concentrations of youth and seniors
- Drivers frequently do not realize they must yield to pedestrians at unmarked crossings
- There are sometimes long distances between signalized crosswalks
- There are many distractions for drivers that divert driver attention from pedestrians
 - Double parking
 - Lots of buses
 - Unusual offset intersections

PEDESTRIAN AND STREET ENVIRONMENT

Pedestrian Environment and Streetscape Character



Issues

- Poor pedestrian environment along Geneva Avenue due to:
 - Combination of narrow sidewalks (8 feet) and wide roadway
 - High volume and speed of traffic
 - Lack of street trees
- Poor conditions at transit stops due to:
 - Confined waiting areas at busy bus stops
 - Narrow sidewalks behind bus shelters
- Inconsistent street tree planting and maintenance on Mission Street:
 - May reflect poorly on adjacent businesses
 - Missed opportunity for establishing street's identity
- Lack of pedestrian-scale lighting:
 - Reduces pedestrians' sense of safety
 - Reduces business activity after night fall
 - Missed opportunity for establishing street's identity
- Gas station area at Mission-Geneva intersection:
 - Lack of clear distinction between sidewalk, bus stop, and gas station areas
 - Frequency of driveways creates confusion for drivers and pedestrians
 - Curb ramps may be mistaken for driveways