

Mission Street Excelsior Safety Project

Stakeholder Workshop - Notes

Date: January 29, 2019

Time 1:00 PM – 4:00 PM

Location: Crocker Amazon Clubhouse



SFMTA

Overview

At the third (and final) workshop, stakeholders were provided with a recap of the second workshop, a summary of changes based on their comments at the second workshop, and continued to evaluate the five remaining locations. Stakeholders provided more feedback on their preferences for these locations, and agreed that outstanding issues would be brought to the wider community for input at the Open House. SFMTA staff subsequently refined the proposals at these few locations to better reflect the comments received at the final workshop.

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

Challenge Statement

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?

Moscow & Geneva Intersection

- Considering restricting westbound left turn/u-turn at Moscow - backs up traffic
- Suggestion to move the bus stop to the nearside at Moscow
- Eliminating bus stop at Prague causes problem for seniors, people with disabilities and people with young children who are trying to get to the park
 - Goes against SFMTA policy on stop removal that is being developed
- There was a safety concern at the Prague stop – it's poorly lit
- Can SFMTA install transit priority light signals to help speed up the buses?
- Before eliminating a bus stop, SFMTA should talk to other groups like Walk SF and the Senior groups to get their input

Persia Triangle

- Consider reversing direction of San Juan Ave, raised crosswalk at Mission
- Strong desire to have outbound bus stop along Persia Triangle rather than farside Ruth – this is a place to invest city resources
 - Place-making opportunity
 - Transit hub
 - Less of an impact on business than at Ruth Street
- A new cannabis store may open here which will likely cause traffic delays
- Does eliminating Norton stop reduce delay? Concern about distance to farside Ruth stop if eliminated (beyond stop spacing guidelines)

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Mission & Geneva

- Some stakeholders had a preference to eliminate the left turn lane to save parking as well as for the safety of pedestrians rather than dedicated left turn phases in both directions (requires lengthened turn pockets)
 - If remove the left turn, where will the cars go?
 - Cannot keep the left turn lane and also save parking spaces – it's one or the other
- Desire for raised crosswalks, however infeasible on arterial streets with transit – unsafe for riders on buses, especially standing riders
- Make the crosswalk more visible – more colorful, lighting, etc.
- SFMTA needs to get creative – this is the third most dangerous intersection in San Francisco
- Adding a new signal at London will slow down the bus but will increase safety
- Add in a dedicated right turn green arrow where there are right-turn only lanes – will help with pedestrian safety
- Crossing guards for adults
- Some stakeholders preferred moving the bus stop in front of the Chevron Station
 - Reduces parking impacts between Mission and London
 - Consider moving outbound Mission stop from farside to nearside if westbound Geneva stop is moved farside (in front of gas station) to create same-corner transfer
- Other stakeholders expressed that there are bike safety issues if the bus stop is moved in front of the Chevron Station
- Don't remove parking – businesses need for loading
- Support for widening sidewalks by four feet at eastbound Geneva bus stop
- Some stakeholders preferred moving the bus stop in front of the Popeye's
 - Sidewalk widening plan doesn't preclude this in the future
- Stakeholders expressed the need to survey merchants in the area
- There is no law enforcement at this intersection
- Angled parking may be better on the other side of London Street
- Loading zones on London may be difficult to access
- Still an issue of double-parked cars if bus zone extended between Mission and London

Naples & Geneva/Amazon-Seneca (bike improvements)

- Some concerns about parking impacts from Amazon-Seneca bike connection
 - Concern if left turn restriction is implemented at Mission and traffic is pushed to Amazon
- Potential conflicts between bikers and pedestrians

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- Suggestion to add loading/green zones until 6pm for business, such as Roma Pizza - could do this without parking meters
- Coordinate with Excelsior Traffic Calming Project
- At the Arco Gas Station, add a “Keep Clear” marking on the street to avoid congestion
- Shouldn’t be one or the other – both options should be considered
- Consensus on continuous bike lanes on Geneva (remove turn pockets), no consensus on Amazon-Seneca bike connection

New pedestrian crossing on Mission between Leo and Russia

- Suggestion to educate the public to press the crosswalk button
 - Some opposition to requiring pushing button to activate crosswalk signal
- Opposition to Russia crossing due to bus stop changes
- Some stakeholders preferred adding a new crossing at Leo because it is more recognizable, other stakeholders felt that Leo was too far, even though it retains the most parking
- Lots of crossing near Mission Child Care Consortium because there are many children crossing in this area
- Consensus on moving forward with a midblock crossing (between Russia and Leo, either before or after MCCC loading zone)

Next steps

- SFMTA will host an open house in March 2019 to inform the community about the decisions made through the series of workshops
 - SFMTA will present intersections where the group came to consensus
 - Intersections where the group could not come to consensus will be presented and SFMTA will ask for community input
- Current plan is to bring project to SFMTA Board in June 2019