

Excelsior & Outer Mission Neighborhood Strategy
Working Group
Mobility Subgroup

Date: Wednesday, August 17, 2017

Staff Facilitators: Rachael Tanner, San Francisco Planning Department

Notes taken by: Rachael Tanner, San Francisco Planning Department

Attendance:

Working Group Participants

Delia Fitzpatrick
Jason Serafino-Agar
Barbara Fugate
Roberto Guerrero
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Partner Agencies & Organizations

Stephanie Cajina, Excelsior Action Group
Kim Walton, SFMTA
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Notes

I. What we Know

- a. Together, those present reviewed the results of the stakeholder survey.
- b. Three primary questions were posed in regards to the data:
 - i. What surprised you?
 - ii. What confirmed what you already knew?
 - iii. What else are you curious to know?

Comments

Proposals & Ideas

- I want to connect the ideas of having better transit to climate change; we can help families and households save money on transportation costs as well as help the environment.
- Mobility also connects to a strong local economy.
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- Hierarchy of streets
 - Mission Street can be a place to meander; a street to enjoy, shop, and spend time. It can prioritize the pedestrian experience as people are walking to get to the bus, or perhaps walking after they have gotten off of the bus (alighted the bus in transit terms).
 - Mission already has lots of pedestrians; it could and should serve those pedestrians better.
 - Mission Street can be the public street, including public transit. It can be a place for private cars that are coming to the commercial district to shop.
 - Alemany, by contrast, can be a street that can be for moving private vehicles; it is more of a thoroughfare right now.

- Alemany could also have improved bike facilities (such as bike lanes or bike parking) so that those cyclists can connect with Mission Street.
- Can traffic on mission be slowed? Pedestrian safety depends on slowing traffic down.
- Ride Hailing
 - Mission Street (and other streets) needs to also consider ride hailing services (like uber and lyft).
 - How can those be compatible with bike facilities? It is not good when an uber and lyft driver parks in the bike lane.
 - At the same time, uber and lyft provide a service that helps people and businesses.
- Parking
 - For businesses, availability of parking equals access of customers.
 - Can there be public parking lots?
 - Other shopping districts have public parking lots or structures where visitors and car users can park, then meander throughout the shopping district.
 - What is possible in this commercial district?
 - Yes, indeed I have heard comments from people who live nearby. I said to a resident who lived a few blocks from Mission Street, “Wouldn’t it be great to have a pet supply store at XYZ location?” And she responded, “I’d never go because there’s no parking.”
 - Consider more information regarding the relationship between parking and business; the people who answered they drive alone to the commercial corridor, let’s find out more about them.
 - Anecdote: I live near city college and when I come to Mission Street, I drive often. I come to get fruits that I can’t get elsewhere. I love it. But how do I park? I park on the sidewalk sometimes in a way that blocks the pedestrians. I feel bad, but there isn’t anywhere else to park.
 - I see a lot of double parking on Mission. Especially between Ocean and Onondaga.
 - Double parking on Mission is a problem.
 - On Mission between Ocean and Onondaga there are no parking spaces during the day.
 - Idea: installing more short term meters that are like 20 minutes could let drivers run errands and keep the vehicles turning over so more customers can visit the business.
 - Need green zones for cafes and for other businesses where customers take short trips; like near the Post Office.

Bikes

- The map of Bike Routes and Parking in the Existing Conditions Report show there are some disconnects in the bike network.
 - For example, on Geneva there is a bike lane that then disappears.
 - These types of disconnects are huge challenges.
- A study/article I read showed that those who run errands on bike tend to spend less per trip, but they make more frequent trips.
 - What does our survey data show about those who said they go to Mission Street by bike?
- Alemany has bike lanes but is unsafe
 - My neighbor was hit at the corner of Lyle and Alemany while biking.
- *Infrastructure* Protected bike lanes make a huge difference! They make a huge difference in helping people feel safe biking w/o being bike experts.
- Question 10, very few people said they feel safe allowing their child to ride a bike to and from school.
 - I know a lot of parents who don’t let their kids go outside or play outside. Riding the bike to school is not an option.
 - Indeed, parents will put the cars in the bike and go to Golden Gate Park to ride. That only lasts until there is a flat tire. This can really hamper bike education and comfort with bikes when older. Limits development of strong bike culture.

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- Cayuga is a great bike route
- Morse going north to Athens is also a good bike route; these are routes that I biked with my children.
- More speed bumps on Cayuga would be good; there are some but we need more.
- Mission & Persia needs attention, it's very dangerous.
 - My sister's mother –in-law, she was 80, working at the local café, very, very healthy woman. Several years ago, she was hit by a car after leaving the café. She fell, broke her hip, and several months later she passed. She didn't die at the scene so it never made the news, but really that was a big injury she didn't recover from.
- There are 226 kids in care at Mission Childcare; that's a lot of drop offs and pickups every day. This is the largest first five (?) in the City.
- Green painted bike lanes are really helpful.
- Sharrows on Grafton are also helpful; would be good.
- Can we explore bike facilities that are focused for kid and families? We have so many, let's build on that strength.

- *Idea; Infrastructure* The “pork chops” have been filled in on a few streets. This is great! Good job!
- *Idea; Infrastructure:* those soft tip posts and painted safety zones are in other areas. I think those are a good idea; we should do more.
 - Those treatments could be part of the Mission Street Pedestrian Safety project.
- Shopping and transit habits - Where do you go? How do you get there?
 - We mainly do our shopping at Costco, La Loma, and Pacific Super. When I go to Pacific Super I might bike or I'll drive there on the way back from a car trip somewhere else.
 - I bike to La Loma; it's really nice to get produce there.
 - I walk for small errands
 - I drive for larger purchases and will maybe stop by on the way home.
 - I go to Guzman's bodega at Mt. Vernon; I get there by walking.
 - Families with children might favor car trips with one-stop-shopping. They might prefer to go to a shopping center where they can get a variety of goods.
- Medical Services
 - Survey Question 5 shows that many people leave to visit the doctor. That is not surprising; I've lived here for 17 years and have never been able to find a doctor in the neighborhood.
 - Medical services are complex; though. People may have insurance providers that make some doctors in-network and some out-of-network. Choice on which doctor to visit can be limited
 - Especially if folks have Kaiser health insurance, they have to go to Kaiser facilities which are concentrated in certain areas.
 - We could investigate, though, what types of medical services could be located in the district/on Mission Street.
 - It would be helpful for the medical services to be closer to where seniors live.
 - Several of those present described senior neighbors they took to medical appointments or the challenges some seniors have getting to medical appointments using transit.
 - We could also check into better outreach and education regarding how to use paratransit.
 - *Curiosity* – Can we get more data regarding where seniors go for medical care? For pediatric care?
- Getting to school
 - 46.98% of survey respondents said “does not apply” to the statement “I feel comfortable allowing my child/children to walk to and from school.” What does that indicate?
 - It could indicate that they don't have children.

- It might also indicate that, due to school of choice, the school is not within walking distance.
- We should look at those numbers as well as SFUSD's study regarding school transportation.
- One trend, I have noticed, is middle and high school students getting dropped off in the morning, then taking transit in the afternoon.
- One idea I saw a documentary about is seniors escorting children. In Japan the seniors would meet the children at the school and then walk them home. This could be a good connection in this neighborhood considering the number of seniors and children.
 - Yes the walking school bus idea is great. Longfellow has one; they meet at the McDonalds, because that is where there is parking. And they walk over.
 - We can build on walking school bus and safe routes to school.
- Survey Question 5 shows...
 - That many people leave the neighborhood to visit Lucky's.
 - They also go to Target; I can't believe how much Target came up.
 - There are about 4 Targets nearby; Colma, Daly City, Ocean Ave, and Stonestown.
 - The survey may have prompted people to think of Target, so that might be one reason it is so highly ranked.
- *Idea; Infrastructure* – The corner of Mission & Ocean looks a lot better. And traffic has slowed down. Let's learn from this.
- *Survey statement 8* – 62.33% of respondents walk to the commercial corridor. That's great!
- *Idea* – A key component of increasing pedestrian safety is slowing traffic.
- Survey Question 9 36.61% and 30.56% of respondents strongly disagree and disagree with the statement “there are adequate trees & landscaping on Mission and Geneva.” Similar numbers for the adequate trees on residential streets.
 - This is not surprising at all; there are very few streets with trees in our neighborhood.
 - The area could use more trees; and they don't always need to be large trees. We can also think about planter boxes and other ways to add green.
- *Infrastructure* – The pavement along Mission Street is of really poor quality. When I am riding my bike with my kids, it is quite the rough ride!
- Ocean Avenue near Balboa BART station heading east is really confusing for cyclists. My spouse was riding with our kids and crashed. That crash has meant my spouse doesn't want to get back on a bike. My spouse has only ridden 3 or 4 times and that happened about 14 months ago.
- Crosswalk needed at Leo and Mission or at Mission and Russia. From Ocean to Onondaga, there is no crosswalk on Mission. That makes it very dangerous.
- The Persia & Mission intersection could be a good place for a pedestrian scramble where all the traffic stops and all the pedestrians get to cross.
 - There are so many buses near the corner and people running to get to them, it would help.
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Questions & Curiosities

- See how survey responses differ by household income levels.
- A study/article I read showed that those who run errands on bike tend to spend less per trip, but they make more frequent trips.
 - What does our survey data show about those who said they go to Mission Street by bike?
- It would be helpful to have the survey responses parsed by different groups who may have different—or similar--perspectives:
 - Renters
 - Owners
 - Employees and/or non-residents who responded.

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- It would be great to know how many people were raised in this neighborhood and still live here now. It seems to be a neighborhood with longevity, even multi-generational longevity.
 - This longevity can be a huge asset as residents have relationships and familiarity with the community.
- Let's pull out the survey responses of seniors, especially for question 9 regarding how they experience the pedestrian environment.

Evaluation

What Worked Well

- Handouts and information was very helpful and informative.
- Great to have plenty of time for discussion
- Facilitator did a good job of allowing time for discussion but also keeping us on task.
- Balance between depth and moving.
- The open format was nice. It was nice to not have a powerpoint, but to be more personal.

What Could Be Improved

- I found the map orientation disorienting.
- Let's have a map with all the streets named that we can use to write on.
- More detailed and larger map.
- Have page numbers on both handouts.

Next Time...

- Let's talk more about ride hail services
- Let's have our next meeting be a walking tour w/MTA staff