



B. Mission Street Safety Improvements Project Fact Sheet

PROJECT BACKGROUND

Mission Street is a major transit corridor connecting the Transit Center District to SoMa, the Mission, the Excelsior, the Outer Mission, and west to Daly City. Mission St, between The Embarcadero and 3rd St, serves as an important pedestrian, bicycle, and transit connection. The Mission Street Safety Improvements Project is an effort to implement permanent, high-quality streetscape and transit-oriented infrastructure along Mission Street between The Embarcadero and 3rd St to improve the safety and travel experience of all road users.

This project will support the goals of the larger neighborhood-wide community planning initiative called the South Downtown Design + Activation Plan (SODA) by improving transit operations, vehicular circulation, pedestrian safety, and beautifying Mission Street and will connect to the approved Mission SoMa Improvements and Pavement Renovation Project between 3rd and 11th Street. Completion of this transit and pedestrian oriented corridor will create a safer, more efficient two-mile transit network spanning from The Embarcadero to Van Ness Ave, stretching nearly the entire length of SoMa District on Mission Street.

Mission Street is intersected by several streets on San Francisco’s Vision Zero High Injury Network – the 13% of city streets where 75% of the severe and fatal collisions occur. This project seeks to address these issues through construction of the following pedestrian and transit safety, accessibility, and mobility improvements spanning the entire project corridor: new red-painted transit-only lanes in both directions, pedestrian bulb-outs, street and pedestrian lighting, traffic signals and phasing, overhead catenary system improvements, beautification, and landscaping.

PROJECT GOALS

- Support Vision Zero and implement permanent, high-quality streetscape infrastructure to improve the safety and travel experience of all road and transit users; and
- Create a safer and more efficient transit network through implementation of transit only lanes while also beautifying the corridor with streetscape upgrades such as landscaping, pedestrian lighting, and non-standard decorative elements; and
- Work closely with the three community benefit districts (CBDs) to ensure that installed elements, especially those that are non-standard, are desired by the users; and
- Enhance the business district and reduce roadway conflicts through loading zone improvements.

PROJECT BUDGET

Phase	Cost
Planning/Conceptual Engineering	\$500,000
Environmental Studies (PA&ED)	\$50,000
Design Engineering (PS&E)	\$2,500,000
Construction	\$29,500,000
TOTAL PROJECT COST	\$32,550,000

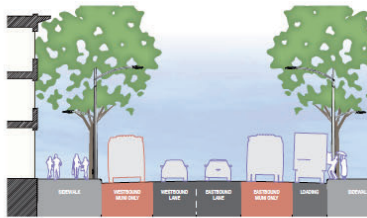
PROJECT SCHEDULE

Phase	Start Date		End Date	
	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering	Jan-Mar	2021	Apr-Jun	2022
Environmental Studies (PA&ED)	Jul-Sep	2022	Oct-Dec	2022
Design Engineering (PS&E)	Jul-Sep	2024	Oct-Dec	2025
Advertise Construction	Oct-Dec	2025	N/A	N/A
Construction (e.g. Award Contract)	Apr-Jun	2026	Apr-Jun	2028

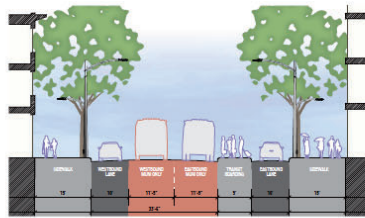
PROJECT BENEFITS

The project has a benefit-cost ratio of 45.4 and a net present value of \$2,247.1 Million according to the Caltrans Cal B/C AT v8.1 model.

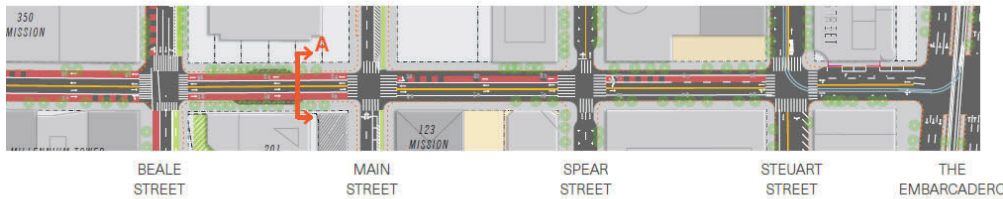
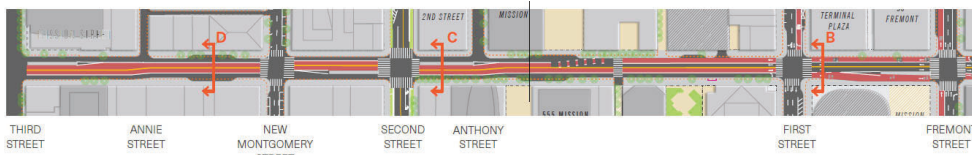
PROJECT RENDERING



Section A: Transit Outboard at Loading



Section A: Transit Inboard at Corner



Timeline
Phases A+D
VARIOUS BLOCKS

Streetscape Priorities

PRIORITY
TRANSIT

CITYWIDE
CONNECTOR

PEDESTRIAN
SAFETY

RETAIL
DESTINATION

Tree

BRISBANE BOX

EMERALD
SUNSHINE ELM

Paving
SPARKLE