Masonic Ave Street Design Study
Community Workshop 3
September 30, 2010
Introduction

SF Municipal Transportation Agency

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SF Department of Public Works

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SF Planning Department

Nick Perry and Adam Varat

Thanks to the SF Day School for allowing us to use their space for the community workshop.

Also, thanks to Elizabeth Macdonald’s DCRP Studio at UC Berkeley for their Masonic Avenue analysis information, some of which we’ve used in the presentation tonight.
Agenda

45 minutes
• Project overview
• Existing conditions
• Recap of community workshop 1
• Recap of community workshop 2 and survey results
• Review new proposals

30 minutes
• Breakout to review new proposals
• Individual survey

30 minutes
• Regroup for discussion
• Next steps
Federal, State, Regional and City Policies

Federal Planning Factors - 23 CFR 450.214
Safety for motorized and non-motorized users

State Policy AB1358
State Complete Street Policy

MTC Resolution No. 3765
MTC Complete Streets Policy

SF City Charter Section 8A.115
SF Complete Streets Policy

SF Admin Code Chapter 98
SF Better Streets Policy

SF Public Works Code Section 2.4.13
SF Complete Streets Policy
Project Area

Masonic Avenue from Fell Street to Geary Blvd.

Courtesy of UC Berkeley
Project Goals

The primary goal of this project is to identify how Masonic Avenue between Geary Blvd. and Fell St. can safely and efficiently accommodate the needs of all roadway users, including but not limited to pedestrians, bicyclists, motorists, and Muni.
Existing Conditions
Topography, Street Networks, Schools, Parking, Muni Line, Sidewalk Widths
Existing Conditions – Topography

Lone Mountain

The Panhandle

Courtesy of UC Berkeley
Existing Conditions - Street Networks

Masonic Ave is the only through street running North/South between Park Presidio and Divisadero Streets.

North – South Streets

East - West Streets

Geary Blvd.

Fell St.
Existing Conditions – Sidewalk Constraints

- Grade Changes
- Sidewalk Plantings
- Mature Street Trees
Existing Conditions – Transit Operation and Amenities

- Bus Route 43 Masonic (9, 12, 10, 20 minutes)
  - Total daily ridership 12,765
  - Daily ridership between Geary and Fell 1,461
- Bus Route 31BX (9, -, 11, - minutes)
  - 10 Bus Stops
  - 5 stops are equipped with shelters and next bus
- Bus routes 38 & 38L Geary, 31 Turk, 5 Fulton, 21 Hayes and GGT cross Masonic.
Existing Conditions – Parking

167 parking spaces total

Peak Tow-Away Parking Lane
Existing Conditions – Parking Occupancy

- **Masonic Both Sides of Street**: Capacity 167, Average Daytime Demand 122, Average Evening Demand 88
- **Masonic East Side Only**: Capacity 84, Average Daytime Demand 62, Average Evening Demand 40
- **Masonic West Side Only**: Capacity 83, Average Daytime Demand 60, Average Evening Demand 48
- **Side Streets**: Capacity 118, Average Daytime Demand 105, Average Evening Demand 97
Existing Conditions – Daytime Parking Duration

- Masonic Both Sides of Street
- Masonic East Side Only
- Masonic West Side Only
- Side Streets

Legend:
- > 8 hours
- 6 - 8 hours
- 4 - 6 hours
- 2 - 4 hours
- < 2 hours
Existing Conditions – Traffic Speed Study

• Speed Limit lowered from 30 MPH to 25 MPH on 6/24/08
• After study on 9/8/10 found that average speed did not decrease
• More changes are needed to modify driver behavior
## Existing Conditions – Intersection Collision Summary

2004-2009 Top 10 Collision Locations

<table>
<thead>
<tr>
<th>Rank</th>
<th>Intersection</th>
<th>Total Collisions</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Masonic Avenue at Ofarrell Street</td>
<td>19</td>
</tr>
<tr>
<td>2</td>
<td>Masonic Avenue at Fell Street</td>
<td>19</td>
</tr>
<tr>
<td>3</td>
<td>Masonic Avenue at Hayes Street</td>
<td>15</td>
</tr>
<tr>
<td>4</td>
<td>Masonic Avenue at Fulton Street</td>
<td>14</td>
</tr>
<tr>
<td>5</td>
<td>Oak Street at Masonic Avenue</td>
<td>14</td>
</tr>
<tr>
<td>6</td>
<td>Turk Boulevard at Masonic Avenue</td>
<td>11</td>
</tr>
<tr>
<td>7</td>
<td>Masonic Avenue at Grove Street</td>
<td>8</td>
</tr>
<tr>
<td>8</td>
<td>Masonic Avenue at Haight Street</td>
<td>7</td>
</tr>
<tr>
<td>9</td>
<td>Masonic Avenue at Golden Gate Avenue</td>
<td>6</td>
</tr>
<tr>
<td>10</td>
<td>Mcallister Street at Masonic Avenue</td>
<td>5</td>
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Existing Conditions – Traffic Volume

Northbound at Fulton

<table>
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<tr>
<th>Start Time</th>
<th>Week Average</th>
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<tr>
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</tr>
<tr>
<td>01:00</td>
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<tr>
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Southbound at Fulton

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<tr>
<td>11:00</td>
<td>467</td>
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<td>Total</td>
<td>16176</td>
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Date Start: 20-May-10
Date End: 26-May-10

Date Start: 19-May-10
Date End: 26-May-10
## Existing Conditions – PM Peak Southbound Traffic Modeling of Signal Delay

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing 3 Lanes</th>
<th>Proposed - 2 Lanes</th>
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<tbody>
<tr>
<td></td>
<td>SB Delay (sec)</td>
<td>SB Delay (sec)</td>
</tr>
<tr>
<td>Masonic &amp; Geary</td>
<td>29</td>
<td>53</td>
</tr>
<tr>
<td>Masonic &amp; Anza/O'Farrell (1 LT lane)</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Masonic &amp; Turk</td>
<td>5</td>
<td>15</td>
</tr>
<tr>
<td>Masonic &amp; Golden Gate</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Masonic &amp; Fulton</td>
<td>13</td>
<td>17</td>
</tr>
<tr>
<td>Masonic &amp; Grove</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Masonic &amp; Hayes</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>Masonic &amp; Fell (2 RT lanes)</td>
<td>35</td>
<td>31</td>
</tr>
<tr>
<td>Masonic &amp; Oak (1 LT lane)</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td><strong>Total Delay</strong></td>
<td><strong>111</strong></td>
<td><strong>154</strong></td>
</tr>
<tr>
<td><strong>Additional Delay</strong></td>
<td></td>
<td><strong>44</strong></td>
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</table>
Existing Conditions – Typical Roadway Section

Masonic Ave between Ewing and Fulton

- Property line to property line width is 100 ft
- Sidewalk width ranges from 9 ft (Hayes to Fell) to 22 ft (Ewing to Fulton)
- Generally, two traffic lanes in each direction off-peak
- AM tow-away lane on east side (northbound), PM tow-away lane on west side (southbound)
- Approx. 83 parking spaces on west side and 84 parking spaces on east side
Existing Conditions – Atypical Roadway Section
Masonic Ave between Hayes and Fell
Upcoming Major Projects – Geary BRT

- Traffic at surface (2 lanes each direction)
- BRT in bus-only tunnel; stations at tunnel approaches
- Traffic flows with additional turn restrictions
- Improved transfer to 43-Masonic

Construction Duration: 1½ - 2 yrs
Cost: $10 – 15m
Upcoming major projects – Proposed Target Project
Community Workshop 1

Comments, Small Group Conceptual Exercise, Community Priorities
Likes and Dislikes
Community Workshop 1
Small Group Conceptual Exercise
Community Workshop 1

Creating an “Ideal Section”
Community Workshop 2
Presentation of 4 Potential Street Design Options
Workshop 2: Option A

East side parking, 4 traffic lanes, bike lane

TYPICAL MID-BLOCK SECTION

[Curb to Curb, with bulb outs on one side at intersections]
Workshop 2: Option B
Night parking, 4/2 traffic lanes, shifting bike lanes
Workshop 2: Option C

No parking, 4 traffic lanes, cycle track
Workshop 2: Option D

*Parking at all times, 4 traffic lanes, cycle track on existing sidewalk*
Workshop 2 Survey Results

Overall Rankings

Option A was the most liked

Option C was the most strongly liked option.

Options B & D were the most strongly disliked
Option C shows that four traffic lanes calmed with a median is preferred.
Options A and D show that Bus bulbs with inside bike lanes was favored.
Workshop 2 Survey Results

Bike Facility Design

Option A and C reflect permanent bike lanes or a cycle track in existing parking/tow-away lane is preferred.
Workshop 2 Survey Results
Sidewalk Design

Option D reflects that a cycle track on the existing sidewalk was seen by many as a degradation of the pedestrian environment.
Workshop 2 Survey Results
Parking

Option A (east side parking) was seen as a compromise by most;

Option C (no parking) was the most polarizing.
Option B and C reveal that adding street trees via a landscape median is preferred.
Community Workshop 3
Proposals
The Gateway
is a hybrid of Option A with added traffic calming elements

The Boulevard
is a hybrid of Option C with added traffic calming elements
The Gateway
Section Rendering

East-side parking, 4 traffic lanes, bike lanes, median at key intersections
The Gateway
Plan View Rendering
The Boulevard
Section Rendering

No parking, 4 lanes, cycle track, median
The Boulevard
Plan View Rendering
Bus Bulb Plaza Illustration
# Comparison of Proposals:

## The Gateway

### Features:

- Pedestrian refuges at **median** intersections
- 5 Bus bulb plazas [primarily on the east side]
- Parking on eastside will be retained at all times
- **100** combination ped/roadway light fixtures
- **120** new street trees
- **34,000 sf** additional sidewalk greening
- **10,000 sf** permeable paving
- **5’** wide bike lane
- Upgraded traffic signals
- Proposed new traffic signal at Ewing
- **11,000 sf** plaza and public art space at Geary
- **Estimated Cost:** +/-$15 Million
- **Construction Duration:** 6-12 Months

## The Boulevard

### Features:

- Pedestrian refuges at **all** intersections
- **8** Bus bulb plazas [east and west side]
- **No parking spaces retained** on Masonic
- **125** roadway and pedestrian light fixtures
- **200** new street trees
- **49,000 sf** additional sidewalk greening
- **12,000 sf** permeable paving
- **6’** wide elevated cycle track
- Upgraded traffic signals
- Proposed new traffic signal at Ewing
- **11,000 sf** plaza and public art space at Geary
- **Estimated Cost:** +/- $20 Million
- **Construction Duration:** 12-18 Months
Near Term Improvements:

• Radar Speed Signs
  – Two signs installed between Golden Gate Av. and McAllister St.

• 25 MPH Speed Limit Signs
  – Three additional signs installed on the west side of Masonic

• Signal Upgrade at Masonic and Fulton
  – Upgraded all 8” traffic signals to 12” signals for all approaches

• Signal Timing Adjustments
  – Analyzed signal timing along Masonic and expect to be implemented by the end of November
Streetscaping Amenities

Sidewalk Plantings,
Stormwater Planters,
Landscaped Medians,
Plazas and Public Art,
Site Furnishings and Lighting
Streetscaping Amenities
Sidewalk Plantings
Streetscaping Amenities

Stormwater Planters

Stormwater Planters:
• Minimize impervious surfaces
• Slow the entry of stormwater into sewers
• Use landscape features to treat runoff
Streetscaping Amenities
Landscaped Medians
Streetscaping Amenities
Site Furnishings and Street Lighting

Embarcadero Tear Drop Fixture

Lumec Post Top Fixture
Streetscaping Amenities
Plaza and Public Art

Pavement to Parks Program

Leland Avenue
Streetscaping Amenities
Geary and Masonic - Plaza and Public Art Space
Next Steps

Please be sure to *leave your contact information* on the sign in sheet if you would like to be informed of the upcoming events in the project, including:

- **Workshop 3 survey results** – MTA website in Nov.
- **Final report and selected option** – End of the year
- **Environmental review**
- **Policy & board approval**
- **Obtain funding**
- **Design & construction**
Break Out Time
Reviewing Proposals & Survey
The Gateway

The Boulevard
Discussion
Questions & Answers
The Gateway

The Boulevard
Thank You for attending and for your participation!