

1 [Resolution requesting traffic calming and pedestrian and bicyclist safety improvements on
2 Masonic Avenue from Geary Avenue to Haight Street]

3 **Resolution requesting the Municipal Transportation Agency to work with other city**
4 **agencies to develop a timeline and funding plan for a comprehensive planning process**
5 **on Masonic Avenue from Geary Boulevard to Haight Street including traffic calming**
6 **and pedestrian and bicycle safety improvements.**

7

8 WHEREAS Masonic Avenue is a residential street connecting several of San
9 Francisco’s neighborhoods including the Haight, North of the Panhandle, and the Anza Vista
10 neighborhoods, and

11 WHEREAS, there are numerous schools surrounding the corridor including preschool,
12 elementary, high school, and university campuses whose students, faculty and staff use
13 Masonic Avenue and need safe routes to school, and

14 WHEREAS, the current design of Masonic Avenue poses multiple dangers to
15 pedestrians, cyclists, and drivers using the street, and

16 WHEREAS, these dangerous conditions include double right turn lanes and wide
17 intersections, as well as the notorious Fell-Masonic intersection, which is rated among the top
18 five locations for bicycle/automobile collisions in the city, and

19 WHEREAS, Masonic Avenue is also notorious for speeding and documented traffic
20 violations; the Masonic-Turk intersection is rated #3 in the city for red-light running, and

21 WHEREAS, Masonic Avenue’s multiple lane change configurations and peak period
22 tow away parking zones create dangerous conditions for all the streets users, and

23 WHEREAS, Masonic Avenue is part of the citywide bicycle route network, designated
24 as Bicycle Route 55, yet its high traffic speeds and lack of bicycle facilities cause cyclists to
25 use the sidewalk in lieu of traveling legally in the roadway; and

1 WHEREAS, The Transit-First Policy of Section 16.102 of the San Francisco City
2 Charter requires that, “[d]ecisions regarding the use of limited public street and sidewalk
3 space shall encourage the use of public rights of way by pedestrians, bicyclists, and public
4 transit, and shall strive to reduce traffic and improve public health and safety”; and

5 WHEREAS, Fix Masonic, an advocacy group that formed around this issue, has held
6 numerous community meetings, presented to neighborhood groups, organized a volunteer
7 crossing guard program at the notorious Fell-Masonic intersection, and has member
8 representatives from the Safety Network, Senior Action Network, North of the Panhandle
9 Neighborhood Association (NOPNA), Haight Ashbury Neighborhood Council (HANC), San
10 Francisco Bicycle Coalition, Livable City, Walk SF, Pedestrian Safety Advisory Committee,
11 local schools, and others; and

12 WHEREAS, the Fix Masonic advocacy group has collected more than 500 signatures
13 on a Municipal Transportation Agency traffic calming request form from neighborhood
14 stakeholders requesting traffic calming and pedestrian and bicycle improvements; now,
15 therefore, be it

16 RESOLVED, that the San Francisco Board of Supervisors urges the Municipal
17 Transportation Agency to work with other city agencies, including the Planning Department,
18 Department of Public Works, and San Francisco County Transportation Authority (SFCTA), to
19 develop a funding plan and timeline for a comprehensive planning process to address
20 stakeholders' concerns on Masonic Avenue from Geary Boulevard to Haight Street to make it
21 a true “complete street” which serves its residents and all modes of transportation safely,
22 efficiently, and gracefully; and be it

23 FURTHER RESOLVED that MTA work with the SFCTA to identify funding for the
24 comprehensive planning process in the SFCTA’s next Proposition K five year update or
25 through other appropriate sources; and be it

1 FURTHER RESOLVED that the MTA is requested to prepare a report for the the Board
2 of Supervisors within 90 days of the passage of this resolution outlining a scope of work and
3 cost estimate for this comprehensive planning process; and be it

4 FURTHER RESOLVED that the MTA is requested to work with the SFCTA to identify
5 and include a funding request for capital funding for improvements designated by the
6 aforementioned planning process in the SFCTA's next Proposition K five year update or
7 through other appropriate sources.

8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25