

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 12-121

WHEREAS, The San Francisco Municipal Transportation Agency has received multiple public requests to improve conditions on Masonic Avenue for pedestrians, bicycles, and transit; and,

WHEREAS, The San Francisco Board of Supervisors passed resolution 73-08 in 2008 asking the San Francisco Municipal Transportation Agency to work with other City agencies to improve conditions on Masonic Avenue for pedestrians, bicycles, and other road users; and,

WHEREAS, There have been multiple recorded pedestrian and bicycle fatalities and collisions on Masonic Avenue; and,

WHEREAS, Masonic Avenue, from Fell Street to Geary Boulevard, was identified in the 2009 San Francisco Bicycle Plan for bicycle improvements; and,

WHEREAS, The San Francisco Municipal Transportation Agency, partnering with other City agencies, led a comprehensive and inclusive planning process to plan improvements for Masonic Avenue; and,

WHEREAS, The San Francisco Board of Supervisors passed resolution 101319 in 2010 encouraging departments and agencies of the City and County of San Francisco to adopt a goal of 20 percent of trips by bicycle by 2020; and,

WHEREAS, The specific changes to the parking and traffic regulations would be as follows:

- A. RESCIND – TOW-AWAY NO STOPPING 7 TO 9 AM MONDAY THROUGH FRIDAY Masonic Avenue, east side, between Fell Street and Geary Boulevard
- B. RESCIND – TOW-AWAY NO STOPPING 4 TO 6 PM MONDAY THROUGH FRIDAY Masonic Avenue, west side, between Geary Boulevard and Hayes Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME Masonic Avenue, east side, between Fell Street and Geary Boulevard and Masonic Avenue, west side, between Geary Boulevard and Hayes Street
- D. ESTABLISH – RAISED MEDIAN Masonic Avenue, between Geary Boulevard and Fell Street (5 feet wide)
- E. RESCIND – BUS ZONE Masonic Avenue, west side, from Golden Gate Street to 80 feet southerly; Masonic Avenue, east side, from Golden Gate Street to 80 feet southerly and Masonic Avenue, west side, from Fulton Street to 80 feet northerly
- F. ESTABLISH – BUS ZONE Masonic Avenue, west side, from Fulton Street to 80 feet southerly
- G. ESTABLISH – BUS BULB Masonic Avenue, west side, from Geary Boulevard to 110 feet southerly (8 feet wide); Masonic Avenue, east side, from Turk Street to 80 feet northerly (8 feet wide); Masonic Avenue, west side, from Fulton Street to 80 feet southerly (8 feet wide) and Masonic Avenue, east side, from Hayes Street to 80 feet northerly (8 feet wide)
- H. ESTABLISH – BICYCLE LANE Masonic Avenue, both sides, from Fell Street to Geary

- Boulevard (raised cycle track)
- I. ESTABLISH – NEW TRAFFIC SIGNAL Masonic Avenue at Ewing Terrace
  - J. ESTABLISH – 45 DEGREE BACK-IN ANGLE PARKING Turk Street, north side, between Baker Street and Central Avenue

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and

WHEREAS, The 2009 Bicycle Plan, which included Project 3-2, options 1 and 2, "Masonic Avenue Bicycle Lane", was analyzed in the 2009 Bicycle Plan Environmental Impact Report ("EIR"), the Bicycle Plan EIR was certified by the Planning Commission on June 25, 2009, and on June 26, 2009 in Resolution 09-105, the SFMTA adopted the 2009 Bicycle Plan, including Project 3-2 and adopted findings under CEQA; and

WHEREAS, The San Francisco Planning Department has reviewed the Masonic Avenue bicycle lanes as proposed herein, and determined, in an addendum dated June 28, 2012 for the project there titled "Masonic Avenue Bicycle Lanes, Fell to Geary Streets," that the proposed Masonic Avenue bicycle lanes would not result in new significant impacts, require new or modified mitigation measures, or cause impacts of greater severity than previously reported in the Bicycle Plan EIR and that no changes have occurred with respect to circumstances surrounding the original Masonic Avenue Bicycle lane project that would cause significant environmental impacts to which the proposed bicycle lanes would contribute considerably, and no new information has been put forward which shows that the proposed Masonic Avenue bicycle lanes would cause significant environmental impacts; now therefore be it

RESOLVED, That the SFMTA incorporates by reference herein the CEQA findings adopted in Resolution 09-105 on June 26, 2009, and further finds that the Masonic Streetscape Improvement Project would not result in new significant impacts, require new or modified mitigation measures, or cause impacts of greater severity than previously reported in the Bicycle Plan EIR, and that no changes have occurred with respect to circumstances surrounding the original Masonic Avenue Bicycle lane project that would cause significant environmental impacts to which the proposed bicycle lanes would contribute considerably, and no new information has been put forward which shows that the proposed Masonic Avenue bicycle lanes would cause significant environmental impacts and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation does hereby approve the traffic modifications associated with the Masonic Streetscape Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 18, 2012.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency