

# MASONIC AVENUE STREETScape PROJECT

## Frequently Asked Questions

SFMTA.COM/MASONIC

### What is this project?

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The Masonic Avenue Streetscape Project is an effort to improve safety for everyone travelling on Masonic Avenue between Geary Boulevard and Fell Street.

The project will bring a variety of improvements to the corridor, including:

- New landscaped median with new trees and shrubs
- Raised, green bike lanes
- New public plaza with public art on the southwest corner of Geary and Masonic
- Widened sidewalks on some blocks
- New dual sewer infrastructure system
- New water distribution lines
- Sidewalk bulb-outs at Hayes and Golden Gate
- New pedestrian scale lighting
- Enhanced bus stops at Fulton, Turk and Geary
- 185 new street trees, for a total of 282 on Masonic
- Street repaving

### How did this project originate?

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The Masonic Streetscape Project came forward as the result of a community petition signed by over 500 people and a Board of Supervisors resolution to improve safety for all who travel on Masonic Avenue.

For years, Masonic has been the site of many traffic-related injuries and the corridor is currently on San Francisco's Vision Zero High Injury Network. This network represents the 12 percent of city streets where 70 percent of the city's traffic collisions are concentrated.

From 2009 to 2014, there were 113 traffic collisions on Masonic Avenue between Fell Street and Geary Boulevard. This includes 14 pedestrian collisions and 24 bicycle collisions, including two fatalities.

### Are these designs final?

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Yes, the preferred design was approved by the SFMTA Board of Directors in September 2012 and was later approved for funding by the San Francisco County Transportation Authority Board of Commissioners in June 2013.

Furthermore, the project was vetted through California's CEQA (California Environmental Quality Act) review process which requires state and local agencies to identify the significant impacts of their projects and to avoid or mitigate those impacts, if feasible.



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### What was the outreach done for this project?

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The Masonic Avenue Streetscape Project was initiated, designed and ultimately selected by the community. Its multi-year outreach process involved hundreds of community members from inception to development to its current status today.

The community outreach and planning process began in 2008 and continued through to 2012 when a preferred design was chosen. Three community meetings and four public hearings were held in addition to numerous discussions with local neighborhood and merchant groups. The city also sent mailings to surrounding addresses, posted flyers in the neighborhood and secured mainstream media coverage to spread the word about the project and ensure that everyone had the opportunity to get involved.

The San Francisco Planning Department wrote an extensive study on this project and the public process which can be found online at:

[www.sf-planning.org/ftp/CDG/docs/masonic/Masonic Avenue Street Redesign Study.pdf](http://www.sf-planning.org/ftp/CDG/docs/masonic/Masonic_Avenue_Street_Redesign_Study.pdf)

### How much will it cost?

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The winning contractor bid from Shaw Pipelines was \$18.3 million. With all the soft costs and construction support included, the full amount is \$26.1 million.

Three city agencies are funding the project together with the SFMTA contributing the largest portion at 64.5 percent of the project, or \$16.8 million. Public Works is contributing \$700,000 and the Public Utilities Commission is contributing a combined \$8.6 million for sewer and water improvements.

### When will construction start and how long will it last?

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Construction is expected to start in June 2016 and last until late-2017.

San Francisco Public Works will be leading this effort and will be your go-to contact for any construction-related concerns. Public Works' staff will be reaching out to residents and local community groups in the spring of 2016 with more information.

### Will any of the new measures limit access to homes?

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The new design for Masonic Ave. maintains access to driveways.

The completed streetscape may make it easier to see traffic while backing out of a driveway or garage.



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### **Why can't you just put the bike lanes on other streets like Central?**

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During the community planning phase many residents stated preference for a safe and comfortable bike route on Masonic Avenue. Masonic isn't just a designated bike route, it is also one the flattest and most connected streets in the area.

### **How much parking is being removed and why?**

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Approximately 167 parking spaces will be removed to make room for wider sidewalks, a raised bikeway and enhanced bus stops. Even with this tradeoff, the project design was selected and supported by the community.

### **What parking accommodations are being made for residents in the area?**

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The SFMTA has heard that availability of on-street parking is important for many residents and we have taken many steps in recent years to better manage parking to meet the community's needs.

To offset some of the parking being repurposed by the Masonic Avenue Streetscape Project, the SFMTA evaluated nearby streets for opportunities to increase the on-street parking supply and engaged the community for feedback. As a result, additional parking will be added along Turk Street, from Baker to Central prior to construction along Masonic. Changes on some other streets under consideration are on hold given operational and technical concerns expressed by members of your community and the San Francisco Fire Department.

In addition, the SFMTA recently launched Residential Permit Parking Area Q in order to provide more parking spaces for local residents by discouraging long-term parking by people who do not live in the area.

### **Will any "Residential Parking Permit" areas be expanded?**

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With the recent launch of Area Q, more parking has become available for the community, and the SFMTA is now evaluating the new parking area's effectiveness.

While there are no immediate plans to expand Area Q, there have been three block faces added to Area L. These additions were heard at a SFMTA Public Hearing on March 18, 2016.

There are currently no plans to expand the existing residential parking permit areas, however if you have suggestions for improvement please contact the Residential Permit Parking Program at [InfoRPP@sfmta.com](mailto:InfoRPP@sfmta.com)



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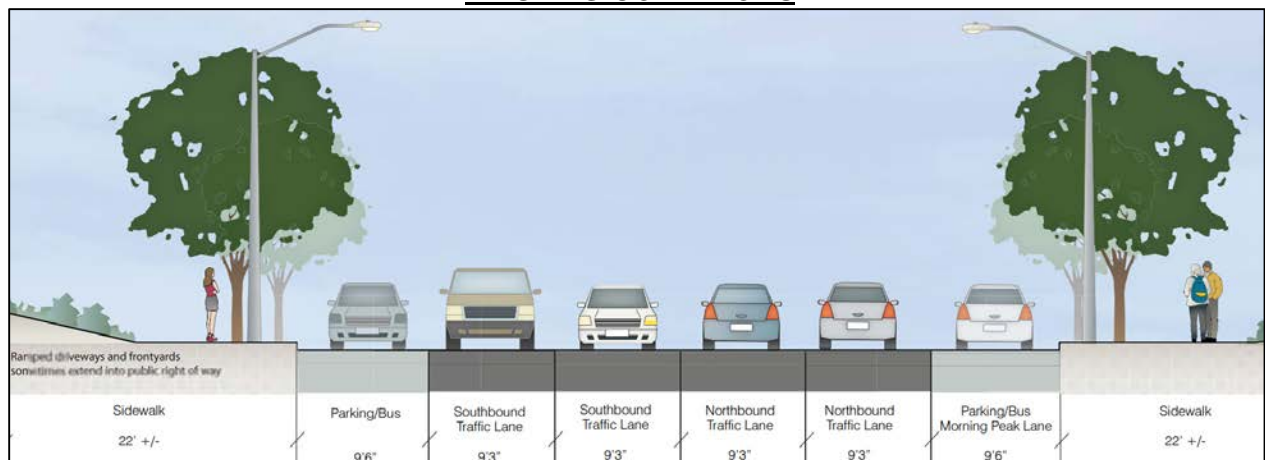
### How will loading and unloading work for residents during construction?

During construction, loading or unloading would have to occur in a resident's driveway, while maintaining a pedestrian path of travel. Parking and unloading on adjacent streets is also recommended. If a member of the public needs temporary access to load/unload a vehicle, the foreman on the project is usually very accommodating, and should be contacted. The foreman's contact information will be provided to residents prior to the start of construction.

In the meantime, residents can contact Alex Murillo from Public Works at [Alex.M.Murillo@sfdpw.org](mailto:Alex.M.Murillo@sfdpw.org) (415-558-5296) for more detailed questions.

### How will the new roadway look compared to existing conditions?

#### EXISTING CONDITIONS



#### FINAL PROJECT

