

MASONIC AVENUE

Masonic from Waller to Haight: Residential Character

Masonic from Haight to Oak: Mixed-Use Through Way



WHAT WE HEARD

Masonic Avenue is a primary north/south connector that transitions from busy neighborhood arterial to a slower, narrower, and quiet residential street.



PEDESTRIAN SAFETY

- » Masonic Avenue is a wide street with fast traffic; conditions for pedestrians crossing the street need to be improved.
- » Pedestrian amenities are needed at Haight intersection.
- » Conflicts between all users at the Haight Street intersection should be addressed.
- » Waller intersection needs improvement for all modes.

TRANSIT

- » Transit service should be maintained, and existing transit facilities should be improved.

BICYCLE SAFETY

- » Bicycle connections to Haight were desired. Mixed support was expressed for the current cycle track facilities north of Fell.

ALT. S1 PEDESTRIAN SAFETY

- ✓ Pedestrian Safety

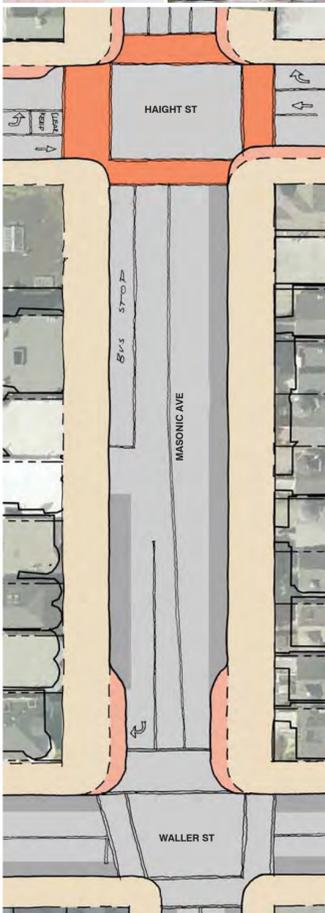


PROS

- » Shortens crossing across Waller through sidewalk extensions
- » Maintains existing parking on both sides of street
- » Maintains existing sidewalk width of 22 feet mid-block

CONS

- » Slight reduction of parking at corners due to sidewalk extensions



ALT. S2 MAXIMIZED PARKING

- ✓ Pedestrian Safety
- ✓ Increased Parking

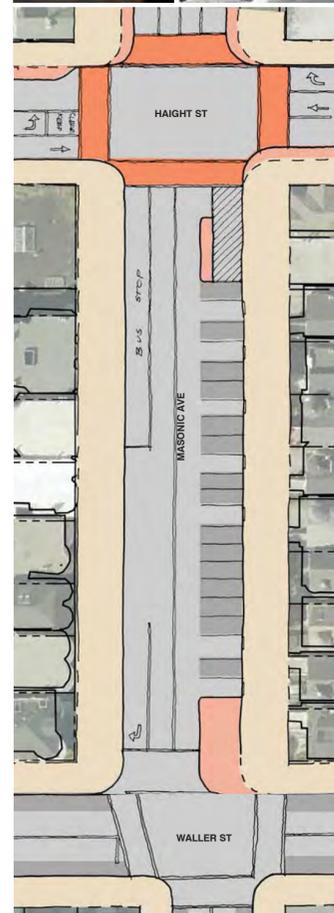


PROS

- » Increases parking by introducing perpendicular parking on the east side
- » Maintains existing sidewalk width of 22 feet
- » Provides additional spaces for sidewalk amenities such as bike parking and/or plantings at corners
- » Shortens crossing distances through curb extensions at Waller and reclaimed space at Masonic

CONS

- » Removes parking from west side due to new traffic lane configuration (but total parking on block increases)



ALT. N1 PEDESTRIAN SAFETY

- ✓ Pedestrian Safety
- ✓ Transit Efficiency

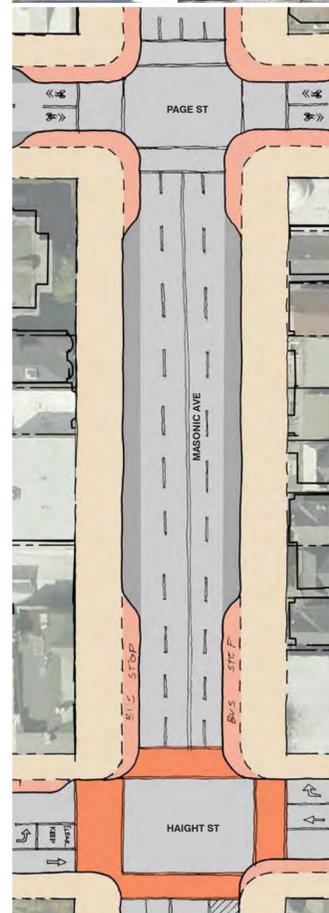


PROS

- » Shortens crossing distance for pedestrians due to corner sidewalk extensions
- » Allows for visual transition into residential core through the narrowing of intersections
- » Maintains existing sidewalk width of 22 feet
- » Cost effective and simplest to implement

CONS

- » Slightly reduces parking at corners due to sidewalk extensions



ALT. N2 ANGLED PARKING

- ✓ Pedestrian Safety
- ✓ Transit Efficiency
- ✓ Increased Parking

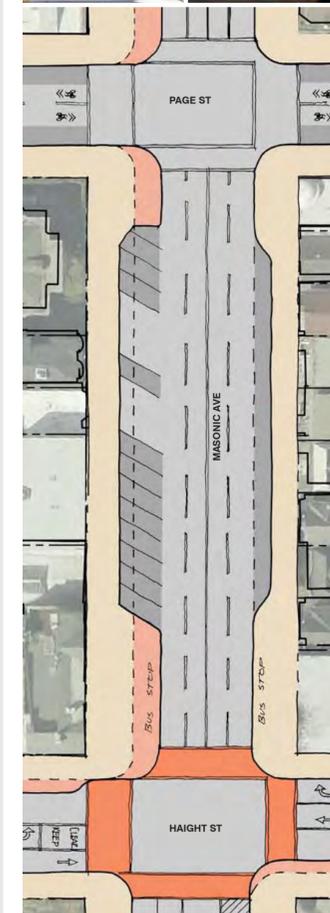


PROS

- » Increases parking through back-in angled parking on the west side
- » Increases corner sidewalk space up to an additional 13 feet, providing space for amenities and safer crossing

CONS

- » Reduces sidewalk width to 15 feet to accommodate retained and added parking



ALT. N3 CYCLE TRACK

- ✓ Bicycle Safety
- ✓ Transit Efficiency

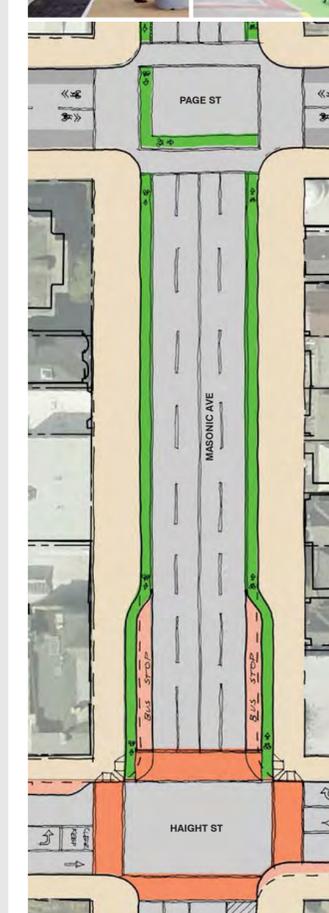


PROS

- » Extends planned Masonic raised cycle track south to allow for a continuous bicycle network all the way to Haight Street
- » Maintains sidewalk width of 22 feet
- » Provides dedicated boarding islands for MUNI buses while also providing a separate space for cyclists

CONS

- » Removes parking from block to accommodate cycle track and four lanes of traffic
- » More expensive option due to curb changes



ALT. N4 GREEN MEDIAN

- ✓ Pedestrian Safety
- ✓ Transit Efficiency
- ✓ Green Visual Buffer

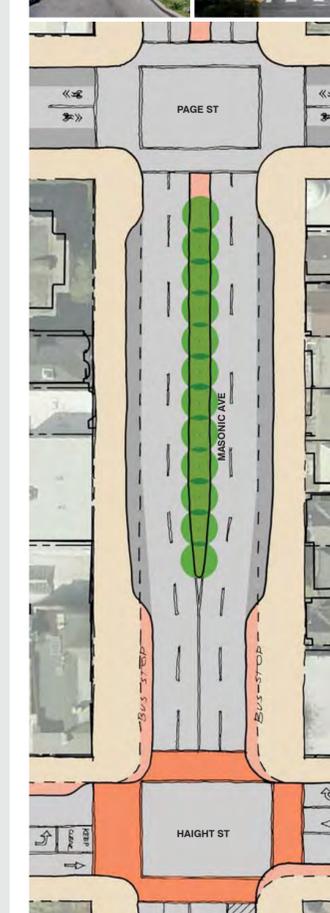


PROS

- » Brings green park edge into the neighborhood through planted median
- » Maintains parallel parking mid-block

CONS

- » Reduces sidewalk width to 15 feet mid-block to accommodate median and retain parallel parking, removes some existing street trees
- » Reduces parking at corners due to sidewalk extensions
- » More expensive option due to curb changes



Other treatments that increase pedestrian safety (for all alternatives)



Leading pedestrian interval: Pedestrians are given a green light before vehicle traffic, to increase visibility of crossing pedestrians



Red visibility curbs: at locations without bus stops or bulb outs, red curbs at corners ensure that line of sight is maintained between a driver and crossing pedestrian



Adjusted signal timing: Changes timing of traffic signals to reduce the temptation to race to make a green light