

Date: 8/5/2013 7:15 PM

Subject: Masonic Ave Cycle Track Project

Dear Mayor Lee, Supervisors, MTA Board members, Mr. Reiskin, MTC, :

I am writing to express my strong opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$18 million on this project.

32,000 automobiles use Masonic daily, but only a small amount of cyclists. Rather than encourage cyclists to use one of the busiest north-south thoroughfares in San Francisco, they should be encouraged to use the route along nearby Baker Street, a safer route with far fewer motor vehicles.

Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project.

I am also concerned about the way the cycle track project was developed and approved. I live in the area but did not receive notice that this project was being considered, nor have I received notice of any meetings about it, including the MTA Board meeting at which it was approved.

Please stop this project, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely,

Cindy Nakamoto, AnzaVista Homeowner

Date: 8/7/2013 8:59 AM

Subject: 251 signers: Save Masonic Avenue petition

Dear Metropolitan Transportation Commission,

I started a petition to you titled [Save Masonic Avenue](#). So far, the petition has 251 total signers. You can post a response for us to pass along to all petition signers by clicking here:

http://petitions.moveon.org/target_talkback.html?tt=tt-46905-custom-24504-20130821-D7d=oG

The petition states:

"The undersigned residents, merchants, commuters, employees, students, and visitors who regularly travel on Masonic Avenue in San Francisco, California disapprove of the raised bicycle track project on Masonic. This project is fundamentally flawed. We request that elected officials, the SF Municipal Transportation Agency, the SF County Transportation Authority and the Metropolitan Transportation Commission: 1. Rescind and withdraw their approval and support of

the current plan. 2. Adopt an alternate plan that maintains traffic flow on this major arterial street. 3. Retain curbside parking on Masonic. 4. Install pedestrian safety improvements. 5. Establish a better, alternate bicycle route on nearby streets. We are concerned about the current plan because: • It will congest traffic by permanently removing travel lanes during rush hour, leaving only two lanes in each direction. • Only a single lane will be moving whenever Muni buses make stops. • Disabled people, seniors, residents, visitors, churchgoers, employees, students and businesses will suffer hardship due to the loss of at least 167 curbside parking spaces. • The increased motor vehicle congestion and longer searches for parking will increase pollution. • Safety will be reduced, not increased. "

To download a PDF file of all your constituents who have signed the petition, including their addresses, click this link:

http://petitions.moveon.org/deliver_pdf.html?job_id=946088&target_type=custom&target_id=24504

Thank you.

--Howard Chabner

If you have any other questions, please email petitions@moveon.org.

Date: 8/13/2013 3:29 PM

Subject: Opposition to Proposed Bike Route on Masonic Ave

Dear Mayor Lee, Supervisors, MTA Board members, Mr. Reiskin, MTC, :

I just moved back to San Francisco in March. I live on Masonic and Grove, in the heart this proposed plan. My major concern is that the traffic is already congested, so I just can't see how reducing traffic lanes, especially during peak hours, and then adding bicyclists AND a new Target store is going to make Masonic any safer. Not to mention that there will not be any available parking for people returning home from work and who also cannot use public transportation for whatever reason, i.e. I'm a contractor and need my truck for my livelihood. Thank you for your consideration.

Sincerely

Eric Strouse

Date: 8/13/2013 4:25 PM

Subject: Masonic Avenue Community Feedback

Dear Mayor Lee, Supervisors, MTA Board members, Mr. Reiskin, MTC, :

I live in the Panhandle neighborhood and am writing to express my strong opposition to the Masonic Avenue redesign. As both a cyclist and a car owner, I use both forms of transportation as necessary. When I bike, I avoid Masonic and choose other routes, but I depend on Masonic for car travel.

I park on the street and I am very concerned about the impact on parking in my neighborhood.

Like many of my neighbors, the nature of my work requires that I own a car rather than rely exclusively on car-shares, and I cannot afford a private garage. My neighbors and I also walk, bike, use public transit, but we need to drive sometimes. Putting a bike lane on Masonic and removing our parking won't empower us to give up our cars. It will just make our lives here that much harder.

The Masonic redesign creates unnecessary tension between drivers and cyclists. Many of us do both! If this project is shoved down our throats, I fear that it will increase hostility towards cycling and future cycling-related improvements in the city. Valencia Street has both street parking and bike lanes, and it works. Let's make a plan for Masonic that is good for everyone, now and in the future!

I have doubts that a bike lane on Masonic is necessary for cyclists, since there are alternate routes that are quieter and safer, with not much more incline. However, the impact on the neighborhood for street parking will be dire.

Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project. Bike lanes can be striped on other streets as noted on this map:
http://savemasonic.com/images/Masonic_Alt_2_W.jpg

I am also concerned about the way the cycle track project was developed and approved. MTA did not do enough research on the impacts of the construction, loss of parking, increased traffic, etc.

Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely

Ellyn Shea

Date: 8/7/2013 3:07 PM

Subject: OUR NEIGHBORHOOD PARKING IS BEING TAKEN AWAY

In a neighborhood of Victorians where 75% of all properties have no off street parking or less that adequate off street parking a small number of persons (most who do not live in neighborhood or with parsimonious/selfish attitude have parking and DON'T CARE HOW MUCH STRESS AND "FIGHTS" this may cause for those who do own vehicle but could not afford off-street parking as well)

Parking has been doable due to the long time closure of Commercial properties at Geary and Masonic. The re opening of an extremely popular/needed shopping will impact the neighborhood with IRON FISTS> The limited parking that will open was designed in the 1950's when

(according to statistics that are deemed reliable there were less than ten percent registered vehicles in San Francisco. THIS IS THE ONLY shopping center in the CENTER OF San Francisco that is automobile accessible and it will be OVERUSED. Most employees working there at just above minimum wages will be commuting from out of town and many more (than in previous incarnations of property) will be looking for on street parking as well. The San Francisco Day school promises will be broke as the 400 student private school parents scurry to find places to park their dear autos (THEY NEVER TAKE PUBLIC TRANSPORTATION!)The USF students, The Blood Bank employees, The Kaiser employees, patients and visitors, and don't forget the MUNI employees who regularly drive their own cars and take up valuable spaces. This extends to the Churches in the neighborhoods, Firemans Credit Union, The Jewish Community Center Washington Booker Center and UCSF on California never mind those who work and visit UCSF on Parnassus. All of the neighborhood both West and East of Masonic as far as Divisadero will be impacted with the "DOMINO EFFECT".

Neighbors that have lived in this area recall parking when SEARS/Mervyns WAS open and there were SALES AND SEASONAL THANKSGIVING CHRISTMAS SHOPPING.

Only one day was ever dedicated to determining the impact on the neighborhoods and that was when the stores at GEARY AND Masonic were closed!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Please come to meeting. Don't be APATHETIC. This will impact the Emotional well being of the neighborhood into eternity if nothing is done!!!

Please post this on NOPNA: We need to have balance in our city and the majority does not feel represented

<http://www.savemasonic.com>

Date: 8/19/2013 12:33 PM

Subject: Masonic Ave project

Dear Mayor Lee, Supervisors, MTA Board members, Mr. Reiskin, MTC, :

I am writing to express my strong opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$18 million on this project.

32,000 automobiles use Masonic daily, but only a small amount of cyclists. Rather than encourage cyclists to use one of the busiest north-south thoroughfares in San Francisco, they should be encouraged to use the route along nearby Baker Street, a safer route with far fewer motor vehicles.

Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project.

I am also concerned about the way the cycle track project was developed and approved. I live in the area but did not receive notice that this project was being considered, nor have I received notice of any meetings about it, including the MTA Board meeting at which it was approved.

Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely,

Stephanie Belfiore

Date: 8/19/2013 7:35 PM

Subject: Save Masonic!

Dear Mayor Lee, Supervisors, MTA Board members, Mr. Reiskin, MTC, :

I am writing to express my strong opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$18 million on this project.

32,000 automobiles use Masonic daily, but only a small amount of cyclists. Rather than encourage cyclists to use one of the busiest north-south thoroughfares in San Francisco, they should be encouraged to use the route along nearby Baker Street, a safer route with far fewer motor vehicles.

Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project.

I am also concerned about the way the cycle track project was developed and approved. I live in the area but did not receive notice that this project was being considered, nor have I received notice of any meetings about it, including the MTA Board meeting at which it was approved. While I understand the city's need to keep the burgeoning bike population safe with necessary measures, it is imperative that we keep these lanes open for parking. With USF in the area, and hundreds of residents in multi-unit buildings, parking is a necessity for this neighborhood. Without parking spaces in well-lit, high traffic areas (such as Masonic), residents like myself will be forced to park along the panhandle and walk through the park late at night after our long working day. This is neither safe nor justifiable. I am a proud and active member of San Francisco, and I would hate to be forced out of this city by militant bikers who demand yet more street space. Please consider our voices!

Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely,
Ali Nicolette

Date: 8/28/2013 11:25 AM
Subject: Masonic Cycle Project

This idea is ill conceived, unfair, and a waste of tax-payer money. The number of cyclists on Masonic is miniscule in proportion to the number of cars. The location is actually outside the areas designated for funding by the Federal Government. The use of “community votes” from such a small number of participants is statistically invalid and smacks of bias. Instead you should be paying attention to the horrible condition of the San Francisco roads.

Dr E Martin Spencer

Date: 9/6/2013 1:38 PM
Subject: Masonic Avenue Cyclic Track project

Mayor Edwin Lee
Board of Supervisors
Supervisor Mark Farrell (District 2)
Ed Reiskin, MTA Director of Transportation
MTA Board
Maria Lombardo, Interim Executive Director, SFCTA
Tilly Chang, Deputy Director of Planning, SFCTA
Metropolitan Transportation Commission

September 6, 2013

Dear Mayor Lee, Supervisor Farrell, MTA Board members, Mr. Reiskin, MTA Board, Ms. Lombardo, Ms. Chang, MTC:

I am writing to express my strong opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$18 million on this project.

32,000 automobiles use Masonic daily, but only a small number of cyclists. Rather than encourage cyclists to use one of the busiest north-south thoroughfares in San Francisco, they should be encouraged to use the route along nearby Baker Street, a safer route with far fewer motor vehicles.

Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project.

I am also concerned about the way the cycle track project was developed and approved. I live in the area but did not receive notice that this project was being considered, nor have I received notice of any meetings about it, including the MTA Board meeting at which it was approved.

Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely
Gary Varum, San Francisco

Date: 9/8/2013 9:24 AM
Subject: Masonic Cycle Track Project

Dear MTC:

I am concerned about this project because of the increased back up of traffic due to fewer lanes, the greater inability to pull out of my driveway with increased traffic, the loss of the left turn lane from Geary to Masonic, the heightening of the massive congestion that will happen with the Target Store, the safety of drivers and cyclists, loss of parking in an already congested city and the outrageous expense. There are safer routes for cyclists that can be improved without impacting an already very busy arterial.

I am writing to express my strong opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$18 million on this project.

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Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project.

I am also concerned about the way the cycle track project was developed and approved. I live in the area but did not receive notice that this project was being considered, nor have I received

notice of any meetings about it, including the MTA Board meeting at which it was approved.

Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely,

Mimi Greene, a Masonic Resident, business owner, frequent traveler of both Masonic and Geary, understanding of cyclists and auto needs, etc

Date: 9/9/2013 11:44 AM

Subject: Listen To the People on Masonic!

Dear Mayor Lee, Supervisors, MTA Board members, Mr. Reiskin, MTC, :

I am writing to express my strong opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$18 million on this project.

The SFMTA is not listening to the people in San Francisco. We have had enough of the politically motivated spending. This woman speaks for all of the working class families who need parking

<http://www.youtube.com/watch?v=bZzF5XIlwpE>

32,000 automobiles use Masonic daily, but only a small amount of cyclists. Rather than encourage cyclists to use one of the busiest north-south thoroughfares in San Francisco, they should be encouraged to use the route along nearby Baker Street, a safer route with far fewer motor vehicles.

Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project. I am also concerned about the way the cycle track project was developed and approved.

Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely
Robert Francis
ENUF

Date: 9/9/2013 5:15 PM

Subject: In opposition to the Masonic Avenue Cycle Track Project

Dear Mayor Lee, Supervisors, MTA Board members, Mr. Reiskin, MTC, :

I have been a resident and homeowner in this neighborhood for over 25 years.

I want to express opposition to the Masonic Avenue cycle track project. This project will increase congestion on Masonic, especially during rush hour and especially with the increased traffic that will be generated by the new Target store, result in the loss of parking spaces for nearly 3/4 of a mile, increase pollution in the area, jeopardize public safety, and create a great hardship for neighborhood residents, especially those who live on or near Masonic. Also, San Francisco cannot afford to spend \$18 million on this project.

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Masonic can be improved by planting new trees, improving lighting and adding bus shelters, with much less hardship to the neighborhood and cost than the cycle track project.

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Please stop this project ASAP, go back to the drawing board and consider a much smaller project to improve Masonic that does not involve the loss of parking spaces, the reduction of travel lanes and the outlay of \$18 million.

Thank you for considering this e-mail.

Sincerely,
Jennifer Kerr, homeowner

Date: 9/9/2013 9:16 PM

Subject: MTC Programming and Allocations Committee – September 11, 2013 – Agenda Item 4(b) – Please Disapprove OBAG/Masonic Avenue Complete Streets Project

Dear MTC Chair, Members, Programming and Allocations Committee, and Staff:

I've lived on Fell near Clayton since 1988. I cross Masonic as a pedestrian in my electric wheelchair at least twice weekly, and frequently roll along Masonic between Fell and Geary. Personally, I don't feel unsafe. I also ride along and across Masonic several times a week as a passenger in my minivan, and did so as a driver when I used to drive. In the 25 years I've lived

in the neighborhood, I've probably been across and along Masonic as a pedestrian, passenger and driver at least 5,000 times.

Please disapprove the Masonic bicycle track project, also known as the Masonic Avenue Complete Streets project (the "Project"). As currently envisioned and as approved by the MTA Board and SF County Transportation Authority, the Project would be dangerous to pedestrians, drivers and cyclists; increase congestion and pollution; create a hardship for residents, visitors, businesses and employees; jeopardize public safety by slowing emergency response time; and be a poor use of \$18 million of taxpayer money. The parking loss would especially harm disabled people and seniors. Adequate studies have not been done about the Project; in particular, the EIR that MTA relies on is inadequate, incomplete and incorrect because it doesn't account for the actual conditions and details of the Project and the area. The Project is unlikely to solve the safety concerns cited as justification for it. Masonic can be improved with more limited, targeted measures. A better bike route can be created using Baker.

Neighborhood residents were not given fair advance notice about the Project and a meaningful opportunity to express their opinions, and the Project doesn't have "overwhelming community support."

Over 900 people have signed an online petition opposing the Project; the petition has been online just over one month. Others signed a printed version with identical wording as the online petition; they didn't provide an e-mail address and therefore their names don't appear online. Also, a neighborhood merchant, Ibrahim Ahwal, gathered over 150 signatures on a hard copy petition (different from the online petition) opposing the Project.

See <http://petitions.moveon.org/sign/save-masonic-avenue>.

Danger. In order to cross Masonic and to access the bus stops, pedestrians will have to cross the cycle track - this will decrease pedestrian safety.

There are dozens of driveways along Masonic. The Project would increase potential conflict between cyclists and drivers pulling out of driveways. Drivers' ability to see cyclists will be limited. Also, cars pulling out of driveways on a busy street such as Masonic can only do so when motor vehicle traffic is stopped by a red light. Some cyclists don't obey traffic signals, and vehicles could be pulling out of driveways when they don't expect any traffic, only to hit an unexpected cyclist. Because some cyclists don't use lights, this will be even more dangerous at night.

Instead of encouraging more cyclists to use Masonic, one of the busiest North-South streets in San Francisco, a safer alternative would be to create a bike route that includes the existing bike paths on Baker, which has much less volume, slower moving traffic and no buses. Many cyclists already use Baker. See http://www.savemasonic.com/alt_route.html.

Congestion Will Increase. Motor vehicle traffic on Masonic was over 32,000 vehicles daily in 2010, per MTA; bike volume was a tiny fraction. Yet the Project would eliminate the extra travel lanes at rush hour, reducing the number of travel lanes to two in each direction at all times. There is already gridlock at rush hour (for example, there is major Southbound backup on Masonic

around Grove, Hayes and Fell during evening rush hour); the Project would make this even worse. And because of the bus boarding platforms, only one travel lane will be moving when buses stop to load/unload passengers. Consider how this will impact traffic when several passengers are getting on and off - vehicles will pile up behind the bus, and some will hastily and dangerously try to go around it. Conflicts among vehicles, buses and cyclists will increase. The delay and congestion will be even greater when the lift is deployed for disabled passengers, which can sometimes take several minutes.

Not only will Masonic become more congested, so will the side streets and cross streets, both because of the reduced traffic capacity of Masonic itself and because drivers will have to circle further and longer to find parking. I frequent the cafés on Hayes/Ashbury and Hayes/Central. Over many years I've spent a lot of time on Hayes, Ashbury, Clayton and Central; they are pleasant, safe and uncongested but are unlikely to remain that way if the Project is implemented.

Importantly, MTA did no analysis of the cumulative impact of the Project combined with the loss of parking on nearby Fell and Oak streets, and the reduction in travel lanes on Oak during morning rush hour, that are part of the Fell/Oak bike lane project. Moreover, MTA is planning to remove parking spaces on Central and possibly McAllister as part of a plan to improve service on the 5 Fulton bus. These cumulative impacts will further increase congestion.

With the new Target store at Masonic/Geary, traffic volume will increase significantly. The 32,000 average daily vehicle count was done in 2010, when the largest retail space in the shopping center - the space that will soon be occupied by a large Target - was vacant. But MTA admitted, in response to a Sunshine request, that it didn't do any studies on the impact of the Target on the Project. (Not only was there no study about Target's impact on the Project, there was no study about the traffic impact of Target at all. Per an e-mail dated August 31, 2011 from Jerry Robbins of MTA to other MTA staff, received in response to a Sunshine request, "There was no transportation impact study on [sic - Chabner note - "on" probably should be "or"] environmental review for Target as it was not a change of use (former retail use to new retail use).")

Target is expected to be open from 8 AM until 9 or 10 PM; these hours encompass the morning and evening rush hours.

Besides the overall increased traffic volume Target will generate on Masonic, one of the potential specific traffic impacts of Target is that, because the store has several separate, disconnected parking lots, getting from one to another requires exiting the lot and driving on the street. **According to an MTA staff e-mail received in response to a Sunshine request, "We really won't know how the public will choose to park each of the lots and what issues this may raise on city streets until Target opens. ... We will have to do post opening observations and analysis."** (E-mail dated August 31, 2011 from Ricardo Olea of MTA to other MTA staff.)

With increased congestion will come increased pollution.

Inconsistency between MTA's Traffic Calming Claim and Minor Impact on Traffic Level of Service Claim. MTA claims that the main cause of collisions on Masonic is motorists driving

too fast. Based on this assertion, MTA claims that installing raised bicycle tracks, reducing the number of travel lanes during rush hour, installing a median strip, installing corner bulb outs, and installing bus bulb outs (boarding platforms) are traffic calming measures that will increase safety for everyone by making motorists slow down. But they also claim that the reduction in travel time would be minimal. These two claims are contradictory: if motorists will slow down enough to truly increase safety, how can that not have more than a minimal impact on travel time? If there is truly a minimal impact on travel time, then how can safety be increased significantly as a result of these measures? (The preceding discussion assumes MTA's premise and doesn't deal with the strong likelihood that collisions on Masonic are caused primarily by factors other than speed - see below for a discussion of safety measures that should be implemented.)

Parking Loss Will be a Hardship. The loss of all street parking on Masonic from Fell to Geary - at least 167 spaces - would be a major blow to the neighborhoods. Large numbers of residents, visitors, employees, businesses, students and service providers rely on street parking. The hardship would be at its worst at night, when parking is scarcest. My wife and I don't have a garage, so we know from personal experience how difficult it is to find parking in our neighborhood at night, especially on weekends. We know firsthand that all of the street parking on Masonic from Fulton to Fell is usually occupied at night.

The actual number of parking spaces lost may be more than 167 because MTA counts 20 linear feet as a parking space, but some of the parking spaces along Masonic between driveways are less than 20 feet and may not be included in the count. Also, residents of Masonic will no longer be able to park across their driveways; this loss should also be acknowledged and considered.

MTA's parking study, which was done in-house, not by an independent third-party, is fatally flawed. According to MTA documents received in response to a Sunshine request, MTA didn't study overnight or weekend parking. Also, it appears from the documents that most of the parking study was conducted on one day.

The parking study (cited in the Masonic Avenue Street Redesign Study Final Report dated January 2011 - the report on which the MTA Board and the CTA based their approval of the Project) is fatally flawed in what it does cover. It aggregates data for the entire length of Masonic from Geary all the way to Fell, disaggregating only the East and West sides. But the Project area includes more than one neighborhood, each of which has different conditions. The area from McAllister to Fell is more purely residential and denser than the area North of Turk - the former has mostly multiunit residences, whereas the latter includes single-family homes with garages on Ewing Terrace and institutions that are closed at night and on the weekend, including schools and a blood bank. MTA vastly understates the parking shortage from McAllister to Fell. **It's also important to recognize that removing all street parking will have a major impact even in an area that may have less than 100% utilization, because all capacity will have been removed, not merely "excess" capacity.**

Regarding parking near the Target, staff e-mails provided by MTA include statements such as "The **assumption** is that Masonic will not be significantly impacted." [by the Target]. (Emphasis added; e-mail dated September 1, 2011 from Ricardo Olea to other MTA staff.) Also, **"We really won't know how the public will choose to park each of the lots [at Target] and what**

issues this may raise on city streets until Target opens.” (E-mail dated August 31, 2011 from Ricardo Olea to other MTA staff.)

People with mobility disabilities and seniors rely heavily on automobiles, so we would be even more impacted by the parking loss than the general public. Many people with mobility disabilities and seniors are limited in how far they can walk or roll, so the parking loss caused by the Project not only will make it harder for us to find parking, but will require us to expend more energy getting from a parking space to our home, workplace and business, and to the stores and restaurants we patronize. It's also relevant that San Francisco has fewer blue zones than legally required, and there are very few blue zones in the Project area. The parking loss will also make it more difficult for us to have home visits from therapists, caregivers, wheelchair repair companies and service providers.

The Project relies heavily on MTA's unsubstantiated assertion that the loss of at least 167 street parking spaces will have no environmental impact. No factual basis is stated for this conclusory assertion - just the “experience of San Francisco transportation planners...”.

MTA claims that removing parking has no impact because, in response to fewer spaces, fewer people drive. But this claim is belied by MTA's actions throughout San Francisco in adding parking meters, expanding payment hours, imposing payment on Sundays, and increasing prices and fines, all in the name of demand management because they say demand is too great and there is a shortage of parking.

Contrary to MTA's position about Masonic and other projects involving the loss of large amounts of on-street parking, parking loss can and often does have a direct environmental impact that must be analyzed and considered. This was recognized most recently by the California Court of Appeals in *Taxpayers for Accountable School Bond Spending v. San Diego Unified School District*, 215 Cal. App. 4th 1013 (2013). The court held: “Therefore, as a general rule, we believe CEQA considers a project's impact on parking of vehicles to be a physical impact that could constitute a significant effect on the environment.”

Removing parking spaces and making existing parking deficits worse are significant impacts that must be analyzed and mitigated under CEQA; *Land Value 77 v. Board of Trustees of the California State University* (2011) 193 Cal. App. 4th 675, 679-680. Traffic analysis that failed to analyze impacts caused by eliminating parking was held inadequate; *Sacramento Old City Assn. v. City Council of Sacramento* (1991) 229 Cal. App. 3d 1011, 1028. Also, “Traffic and parking have the potential...of causing serious environmental problems;” *Sacramento Old City*. Loss of street parking “indicated that a finding of significant environmental effect was mandatory” *Friends of “B” Street v. City of Hayward* (1980) 106 Cal. App. 3rd 988, 1003.

Removing such a large number of parking spaces will create a personal hardship for many people, will increase congestion, and will have an adverse environmental impact. Yet MTA callously denies the hardship, and MTA and the SF Planning Department completely ignore the environmental impact.

Emergency Response. In an emergency, one minute of additional response time can literally be the difference between life and death. The congestion described above will slow down

emergency vehicles, especially when buses are present. The bus boarding platforms will present obstacles. The five-foot wide median strip will make it impossible for emergency vehicles to drive on the opposite side of the street, as they sometimes do now for brief but critical moments, and harder to execute fast left turns.

I requested from the San Francisco Fire Department all documents reflecting analyses, investigations, reports, etc. of the impact of the Masonic project on firefighting and other emergency response. **The response I received indicates that the Fire Department didn't do any analysis of the impact of the Project on firefighting and other emergency response, at least none that was memorialized in writing.** It is quite likely that the Fire Department was under intense political pressure not to analyze the Project and not to raise any objections. Many firefighters stationed in the area were not even aware of the Project until they were notified by residents opposed to it.

Lack of Fair Notice and Outreach. I never received notice from MTA (nor from the Planning Department or any other City department or agency) about the Project - no notice of community workshops or any MTA Board meetings or hearings, nor of any other meetings. I learned of the MTA Board's approval from SF Gate, after it happened. I've spoken with dozens of people in my neighborhood, and almost none of them (and, on my block, literally nobody with whom I've spoken) received notice. Yet MTA claims the Project has "overwhelming community support." At a meeting at City Hall on March 13, 2013 with Ahmad El-Najjar (Supervisor Breed's Legislative Aide), James Shahamiri (an MTA engineer working on the Project) and a group of neighborhood residents opposed to the project, Mr. Shahamiri went so far as to claim that notice and outreach to the neighborhood not only were extensive and fair, but were the "gold standard" for MTA projects. His statement shocked those of us present, most or all of whom received no notice.

In fact, however, MTA outreach and notice were deficient, and skewed heavily toward supporters and likely supporters. Documents received in response to a Sunshine request confirm that MTA coordinated with the SF Bicycle Coalition, Fix Masonic and other supporters in conducting outreach. One of the only people I know in my neighborhood who received notice is a member of the SF Bicycle Coalition and a strong supporter of the Project.

When pressed about who it notified, MTA retreats from its grandiose, extravagant claims, stating that it complied with legal requirements, which it says requires notifying residents within a one block radius of Masonic. Putting aside that MTA outreached selectively to supporters of the project who live much more than a block from Masonic, and putting aside deficiencies even in its claimed compliance with legal requirements, is the fact that MTA has lowered the bar. Mere compliance with the one block requirement is a much lower standard than the notice they would have had to have given in order to fairly claim "overwhelming community support," because the community affected extends far beyond one block from Masonic. It would've been easy to provide mail notification to neighborhood residents who live more than one block from Masonic, and to holders of residential parking permits, but MTA chose not to do that.

If it truly believes the Project has "overwhelming community support," MTA should agree to a nonbinding, advisory vote (with one person-one vote, and voting to be conducted by an independent third-party) by notifying all residents, in writing, within a specified area of Masonic

about the Project and giving them an opportunity to vote on it. (There is precedent for such a vote - in 2004, the Department of Parking and Traffic (MTA's predecessor) held a vote about the Page Street traffic circles. Residents opposed that project 77% to 23%.) **Yet, in response to a specific request to Director of Transportation Ed Reiskin, MTA has refused to allow even a nonbinding, advisory vote.**

It is wrong and undemocratic for a major project that will affect the daily lives of thousands of people for decades to come to be imposed without fair notice to those people and without providing them a meaningful opportunity to be heard before decisions are made. MTA's actions foster cynicism, distrust and alienation from government. By disapproving a project developed and promoted in such an undemocratic way, you would be sending an important message about open government. The converse is also true.

Inconsistency between MTA's Safest Configuration Claim and Majority Preference Claim.

MTA claims that the Boulevard configuration (with all parking removed on both sides of the street) is the safest. They claim there is an unavoidable conflict between retaining parking on Masonic and making it safe, and that safety must trump parking. But on the other hand MTA repeatedly emphasizes that the Boulevard configuration was chosen because it was the most popular choice among those who attended the "community workshops." The other main choice, which was less popular, would have retained parking on one side of the street.

But MTA never explains why safety requires the elimination of **all** parking – they don't give any reasons based on traffic engineering principles. The Boulevard choice is justified by its alleged popularity. If the configuration that would have retained parking on one side of the street had been the most popular, would MTA have agreed to it? The implication of MTA's message is yes; but if they would have agreed to it, does that mean it is equally safe (in MTA's opinion) as the configuration that eliminates all parking? If it is equally safe as the Boulevard, that undermines their argument that the Boulevard configuration is the safest. And, if it is equally safe, then why not choose it instead of the Boulevard, since it would retain half the parking and result in less hardship? Or, if MTA would have overruled that choice on the basis that it is not as safe as the Boulevard configuration, then they are wrong in their assertion that the Boulevard was chosen because it was the most popular.

Finally, if MTA would not have overruled the choice that would have retained half of the parking, even though in their professional engineering opinion it would not be as safe – in other words, if MTA is willing to have true majority rule - then they should be willing to have a vote of all those who live within a specified radius of Masonic. But MTA has refused to hold even a nonbinding, advisory vote.

A Poorly Conceived Experiment. The Project would involve a raised concrete cycle track, above street level and below sidewalk level, a type of design never before used in San Francisco or in any comparable environment in any comparable American city. In response to inquiries about use of this design in other cities, MTA staff provided a photo of a raised cycle track in Richmond, British Columbia, Canada. The photo is attached to this e-mail. As you can see, the photo is of a suburban style area with shopping malls, few driveways, a sidewalk devoid of pedestrians, and a raised concrete structure high above the sidewalk - nothing at all like Masonic.

The fact that this is the closest example MTA could find indicates just how experimental and inappropriate a raised cycle track design would be for Masonic.

Other Safety Measures Should be Adopted. \$18 million is a huge amount of taxpayer money to spend on a project that has not been adequately analyzed and will have so many harmful consequences. Many of the collisions on Masonic occurred at night; lighting along Masonic should be improved. Some cars ran into fixed objects; this can be mitigated by redesigning and/or moving street furniture and signal poles. MTA should analyze whether left turns off of Masonic should be further restricted, especially at Turk (where visibility is poor because of the hill), and should consider how to improve traffic signal timing and configuration. Left turn arrows should be considered at many of the intersections, including, at some locations, permitting left turns only on the arrow. Also, the intersection of Masonic/Turk still doesn't have pedestrian countdown signals; these should have been installed years ago.

One of the two fatalities frequently cited in support of redesigning Masonic was caused by a drunk driver; the Project will not prevent deaths and injuries caused by drunk driving. (Supervisor Mar and some other proponents of the Project claim there have been seven deaths, but some of the other five were not on Masonic and the others were on Masonic North or South of the Project area; these fatalities would not have been prevented by the Project. Promoting such an inflated figure is disingenuous fear mongering, especially when done repeatedly.) It also must be recognized that many of the collisions were the fault of the pedestrian or cyclist, and that collisions will occur when people act carelessly, especially on a major thoroughfare. For example, the Project would not have prevented the tragic death of the pedestrian who jaywalked across from the Trader Joe's, well North of the Project area. This is not to argue that Masonic can't and shouldn't be improved, but to recognize that there is a limit to what can be accomplished by street and traffic design.

The street surface of Masonic is in terrible shape and desperately needs repaving. Many of the corners in the Project area have steep, dangerous curb ramps that are in poor condition, lack textured domed warning surfaces, and are only on one side of a corner, forcing disabled pedestrians into the street. I, and perhaps others, requested new, legally required curb ramps at these intersections years ago. Some of the bus stops on Masonic need new shelters. Lighting needs to be improved along Masonic. All of these improvements should be made ASAP, and they can all be done without implementing the Project and without spending anywhere near \$18 million.

Please don't experiment with our neighborhood and our daily lives. In 2003/2004, MTA's predecessor DPT installed traffic circles along Page Street without thoroughly analyzing the particular conditions and without fair notice to the people affected. DPT engineers insisted, and insisted again and again, that these would calm traffic, but the opposite happened. Fortunately, the traffic circles were temporary, inexpensive and easy to remove. But with the Masonic Project, the collateral damage from the trial and error method won't be so easy to reverse.

Thank you for considering this e-mail.

Sincerely

Howard Chabner

Date: 9/9/2013 9:48 PM

Subject: Danger of Serious Accidents if a Bicycle Lane Replaces a Car Lane on Masonic Avenue

To the MTC:

I am writing to express my strong opposition to the proposal to add a bicycle lane on Masonic Avenue. Masonic Avenue is already congested most of the daytime hours. During morning commute time, cars going east on Oak Street planning to turn left onto Masonic already get backed up on Oak as far as Cole Street. With the Target store opening in October, the traffic is going to get worse.

Masonic Street already has problems caused by cars turning left from the left lane and by buses that stop to pick up and let off passengers in the right lane. I can only imagine the accidents that are going to happen as cars swerve to the right and left to avoid the backup in their lane.

Rather than adding a bike lane on the busiest and most crowded north-south thoroughfare in San Francisco, add a bike lane on one of the many alternate streets—Central or Baker. Far few cars use those streets.

Please pause this project and consider all of the alternate ways to help bicyclists get from the south side of the Panhandle to Geary Street.

Thank you.

Peder Jones, Inner Sunset District Resident

Date: 9/9/2013 10:05 PM

Subject: Agenda Item 4(b) – OBAG – Masonic Avenue Complete Streets – Programming and Allocations Committee, September 11, 2013

Dear MTC Board,

I am writing to share how disappointed and frustrated my family, every resident in our building and hundreds of neighbors are of SFMTA's planning for Masonic Avenue. MTA is trying to push through major changes to our neighborhood without informing any of us or reaching out to get our feedback. Since learning of this, I've talked to hundreds of neighbors who've never heard about this Masonic plan, were never contacted about it and strongly oppose the plan as much as I do. The vast majority of people who live in the neighborhood oppose this plan.

My family and I have lived in San Francisco for 15 years and a few blocks from Masonic for over 7 years, the last few years raising our 2 daughters (ages 3 & 1). Responsibilities for work,

family and community involvement (I coach girls soccer and referee all over the Bay Area as far as San Jose State and the USSF State Championships in Gilroy) require me to have a car. I, as well as thousands of others, have no choice. The Masonic Plan penalizes me for having a car that I need.

Congestion on Masonic is high. It is one of the few thoroughfares for those going north or south. MTA said in 2010, Masonic carried 32,000 vehicles a day. MTA goes on to say they counted 32 people bicycling during rush hour (5-6:30pm). Then, with these results, and the hard lobbying of the Bicycle Coalition who headed up the “Fix Masonic” group, MTA decides to spend \$18M+ to take away rush hour traffic lanes, 167 parking spaces, and build a raised bicycle only lane?!

After multiple requests, MTA still cannot provide this “petition” that “neighbors signed to Fix Masonic”. Fortunately for them, it’s missing.

This plan will negatively impact our family’s quality of life. 100 parking spaces and a rush hour traffic lane were removed earlier this year only 3 blocks over to build bike lanes! It has added more congestion, frustration as a busy mother and wasted more time trying to find parking than I could have ever wished.

None of the thousands of us who are against the Masonic plan are anti-bike. Many of us bike to work, bike with our kids, and bike in races. However, we do not believe MTA’s plan is the best decision for our community and city. It does not take into consideration the wishes and hopes of the residents. Please do not approve this project.

Thank you for your time and attention.

Sincerely,

Jung Y. O’Donnell, San Francisco

Date: 9/9/2013 10:31 PM

Subject: Proposed Masonic Avenue reconfiguration

Dear Mr. Campos, Ms. Hughes, Mr. Wiener, Ms. Worth:

As a resident of the immediate area, I strongly object to the proposed reconfiguration of Masonic Avenue for the following reasons:

- Congestion will be increased because of lane reduction during rush hour and parking removal
- Not only Masonic, but side streets also will be congested
- Target impact not analyzed; Environmental Impact Report is deficient
- Emergency response will be slowed down
- More congestion means more pollution
- Parking removal will create a major hardship
- Masonic can be made safer with better traffic signals, improved lighting, repaving, new curb ramps, better enforcement and other measures, while still retaining parking and the full amount of travel lanes
- Alternate bike route that includes Baker is less congested, has no buses, and is not steeper than Masonic
- Raised cycle track design is untested in these conditions, especially because of large number of driveways
- Inadequate/unfair notice

- There is significant opposition to the project, as evidenced by the petition

Gary Varum, San Francisco

Date: 9/10/2013 8:47 AM

Subject: “Agenda Item 4(b) – OBAG – Masonic Avenue Complete Streets-Programming and Allocations Committee, September 11, 2013”

MTC board,

Please support the Masonic redesign project and vote to provide funding. This project has been well vetted and is an important north-south route on the west side of San Francisco for cyclists and transit.

San Francisco is a "Transit First" city with a "20% by 2020" cycling mode share goal and now is the time to put our tax dollars behind these laudable goals.

Again, please vote to fund the Masonic redesign project.

Thank you,
Michael Sonn, San Francisco

Date: 9/10/2013 11:10 AM

Subject: “Agenda Item 4(b) – OBAG – Masonic Avenue Complete Streets-Programming and Allocations Committee, September 11, 2013”

To Whom It May Concern:

I am writing to register my full support for the Masonic Avenue Complete Streets project and to urge you to do everything in your power to advance the project as swiftly as possible. As you know, the redesign comes after six years of community consultation and hard work on the parts of neighbors and city staff.

I am aware that a small, vocal group of people are determined to stop this project at all costs, but as public servants I hope that you will respect both the long planning process that brought us this project AND the dire need for safer, more accessible streets.

Since I will be at work tomorrow, I will not be able to attend this meeting. Please know, though, that I and many others in the neighborhood are counting on you to continue the work that was begun six years ago to make Masonic Avenue safe for all users. To derail the project because of the complaints of a few will make a mockery of the planning and consultation process and will allow the current unsafe conditions of Masonic to continue to injure and kill innocent people.

Thank you for your attention.

Sincerely,
Sarah Harling (one block from Masonic)

Date: 9/10/2013 11:51 AM

Subject: "Agenda Item 4(b) – OBAG - Masonic Avenue Complete Streets - Programming and Allocations Committee, September 11, 2013"

Hello -

My name is Jesse Enlund and I live on Masonic Avenue. I take public transportation, walk, bike, and drive occasionally with zipcar. I find that the current Masonic Ave is more like a freeway, and doesn't benefit anything other than car traffic and storage. I would bike on the avenue if it weren't so dangerous. I don't feel safe walking to and from the grocery store as cars are often going well over 40+ mph in a 25 mph zone. Traffic enforcement is all but impossible on a street designed to move cars swiftly. I have to be constantly vigilant and assume someone is going to take a fast right turn and strike me, which has claimed the life of someone in the past couple of years.

As one of the hundreds of thousands of people who bike and walk in San Francisco, I want to ask you to continue to support the Masonic Avenue project. This project was approved after years of extensive community support. and I'm happy to have the opportunity to take part on them. This project is critical in making sure Masonic does not continue to claim lives, and ensures a corridor that allows all kinds of transportation and does not cater exclusively to cars.

Thank you,

Jesse