

25th Avenue Re-striping Proposal

Background

A group of residents on 25th Avenue approached the Municipal Transportation Agency (MTA) and asked us address their concerns about speeding and safety issues on 25th Avenue, between Fulton and Lake Streets. After some initial review, the MTA found speeds above what would be expected on a street with a 25 MPH speed limit. There were also concerns associated with left turn movements and travel lanes as narrow as 9 feet. The lane widths force the #29 Muni buses and other large vehicles to take up both of the travel lanes in order to maintain adequate clearance from parked vehicles. There were further concerns about pedestrian safety at several locations.

Proposal

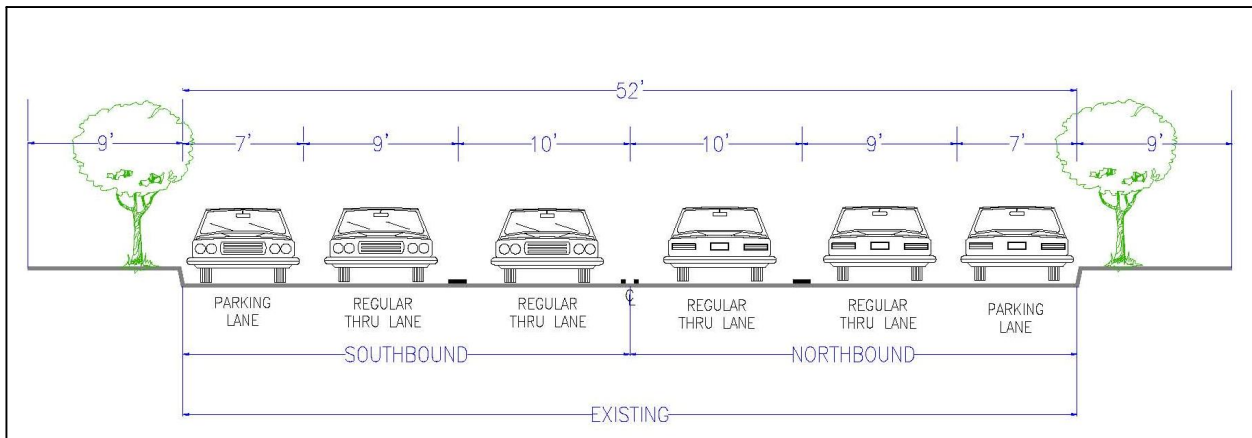
Observations showed that while 25th Avenue is striped as a 4-lane road, it often does not operate like one because of the lane widths. Vehicles are often staggered rather than side by side. After a few meetings with the community



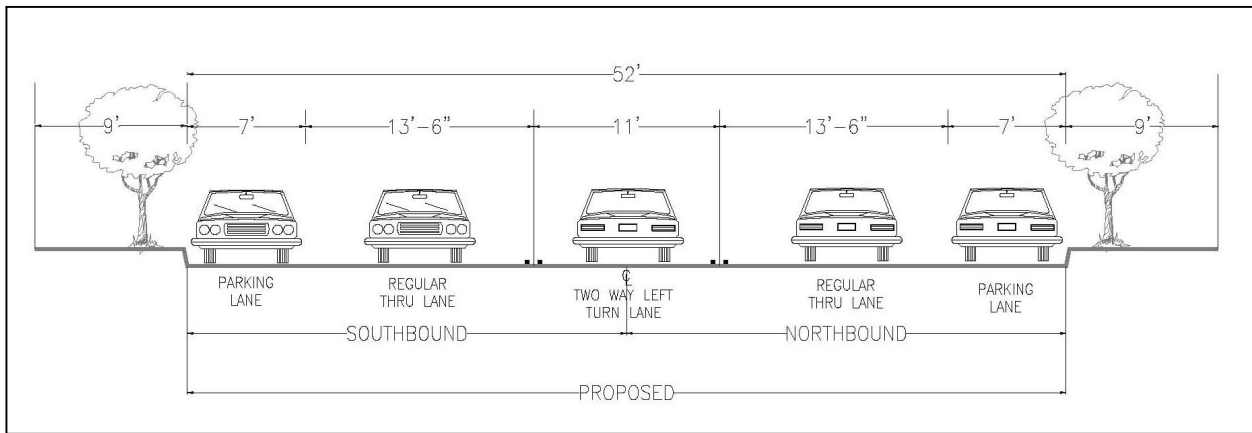
Aerial Photo of Project Area
25th Avenue, from Fulton Street to California Street

and Supervisor McGoldrick, it was determined that the MTA would use a Bay Area Air Quality Management District grant to explore the possibility of converting 25th Avenue from four lanes (two in each direction) to three wider lanes (one in each direction with a center turn lane). This layout would do several things to improve 25th Avenue:

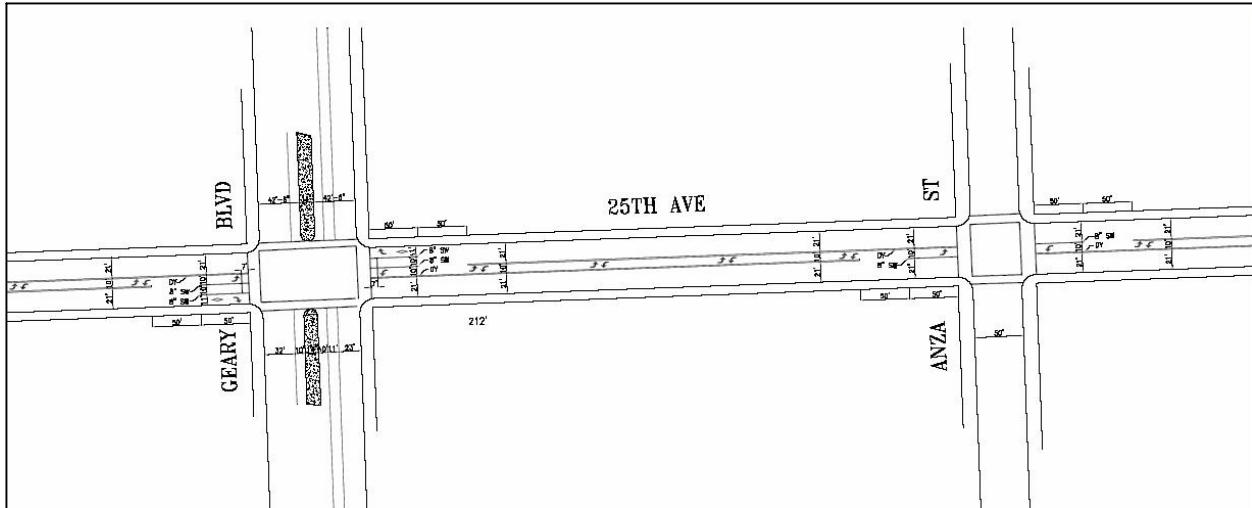
- Allow the #29 Muni buses to travel in a lane of standard width
- Ease left turning movements by providing dedicated space for turning vehicles to wait
- Decrease the likelihood of sideswipe collisions
- Allow the most prudent driver to set the speed in the single through lane
- Discourage vehicles from parking on the sidewalk to avoid sideswipes



Cross Section of Existing Conditions



Cross Section of Proposed Changes



Plan View of Proposed Changes

Muni Changes

Currently, the #29 Muni buses pick up and drop off passengers from the travel lane. With two through lanes in each direction, there is presently enough room for passenger vehicles to pass stopped buses. The second through lane is eliminated with the proposed lane configuration. To accommodate through vehicles, this proposal would require the following Muni changes:

- Remove 100 feet of parking at each of the Balboa Street bus stops in order to create curbside bus zones
- Remove the current bus stops at Cabrillo and Anza Streets

Public Hearing

The Muni related changes are necessary for the project to proceed. A **public hearing at 10:00 AM on Friday, November 30, 2007 in Room 416 of City Hall** will take place to consider these changes. All interested parties are encouraged to attend.

A copy of the hearing notice can be obtained at www.sfmta.com/engineering. Opinions on these proposed changes may be filed in writing prior to the hearing with the City Traffic Engineer at the Traffic Engineering Division, 1 South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417. Written opinions may also be transmitted to the Traffic Engineering Division via fax at 701-4737. Submitted opinions will become part of the official public record and will be brought to the attention of the person(s) conducting the hearing. Information on the proposed changes may be obtained from the Traffic Engineering Division at the above-referenced address or by telephone at 701-4500.

Project Schedule

If the proposal receives all necessary levels of approval, the lane re-striping should take place early in 2008.