

Anza Street Bike Lanes Project

Analysis & Conceptual Design Memo

Overview

Anza Street from 30th Avenue to Arguello Boulevard currently consists of a two-lane, 50-foot wide (curb to curb) roadway with traffic operations in the east/west directions and parallel parking on both sides of the street. Between Arguello Boulevard and Parker Avenue, Anza Street consists of a 56-footwide roadway with four lanes of traffic (two lanes in east/west directions) and curbside parallel parking on both sides of the Street. Between Parker Avenue and Masonic Avenue, Anza Street consists of a two-lane, 54-foot-wide roadway with traffic operations in the east/west directions with 90-degree angled parking on the south side of Anza Street and parallel curbside parking on the north side of Anza Street.

All the intersections on Anza Street in the Project Area are STOP-controlled with the exceptions of Anza Street at Masonic Avenue, Stanyan Street, Arguello Boulevard, Park Presidio Boulevard and at 25th Avenue, which are signalized. Sidewalk widths range from 12 to 15 feet.

There are no existing bicycle facilities or MUNI bus routes on Anza Street within the Project Area. Existing east-west bikeways in the neighborhood are located on Cabrillo Street and Lake Street. Intersecting north-south bike routes exist at Arguello Boulevard, 8th Avenue, 15th Avenue, 23rd Avenue and 34th Avenue.

Traffic Counts & Speed Surveys

As part of this Project, staff requested peak-hour multimodal (vehicle, bicycle, pedestrian) intersection turning-movement counts traffic counts and 72-hour speed surveys at locations along Anza Street between 30th Avenue and Masonic Avenue.

While some counts were completed prior to the changes as a result of the COVID-19, latter counts were delayed because traffic engineers decided they would not be representative of normal traffic conditions. SFMTA will conduct further traffic counts after project installation for an understanding of changes consequent of proposed designs.

Counts conducted prior to shelter-in-place orders include:

Peak Hour Intersection Turning Movement Counts

1. Anza Street/Stanyan Street

Anza Street Bike Lanes Project

Analysis & Conceptual Design Memo

2. Anza Street/Parker Avenue
3. Anza Street/Collins Street
4. Anza Street/Masonic Avenue
5. Anza Street/Arguello Boulevard
6. Anza Street/Park Presidio Boulevard
7. Anza Street/19th Avenue
8. Anza Street/23rd Avenue
9. Anza Street/25th Avenue

Speed Surveys

1. Anza Street between 8th Avenue and 9th Avenue
2. Anza Street between 24th Avenue and 25th Avenue
3. Anza Street between 26th Avenue and 27th Avenue
4. Anza Street between Collins Street and Wood Street
5. Anza Street between Blake Street and Collins Street
6. Anza Street between Parker Avenue and Spruce Street
7. Anza Street between Blake Street and Cook Street
8. Anza Street between Masonic Avenue and Wood Street
9. Collins Street between Geary Boulevard and Anza Street

Generally, 85th percentile speeds are slightly above speed limits in the east segment, between Arguello Boulevard and Masonic Avenue and below the speed limit in the core segment west of Arguello Boulevard to 30th Avenue.

Collision Analysis

Collision data collected by SFMTA over a 5-year period between 2015-2020 indicate a total of 55 collisions occurred on Anza Street between 30th Avenue and Masonic Avenue. Of those 55 crashes, 7 involved a bicyclist and a vehicle and 14 involved pedestrians and vehicles. The intersections that saw the most collisions were:

- Anza Street/Park Presidio Boulevard – 16 collisions
- Anza Street/Funston Avenue – 4 collisions
- Anza Street/Collins Avenue – 3 collisions
- Anza Street/Masonic Avenue – 3 collisions
- Anza Street/Stanyan Avenue – 3 collisions

Anza Street Bike Lanes Project

Analysis & Conceptual Design Memo

Bicycle collisions occurred at the following locations and the main causes of bicycle-related collisions include left turn conflicts:

- Anza Street/14th Avenue – 1 collision
- Anza Street/17th Avenue Intersection – 1 collision
- Anza Street/23rd Avenue – 1 collision
- Anza Street/Arguello Boulevard – 1 collision
- Anza Street/Beaumont Avenue – 1 collision
- Anza Street/Collins Street – 1 collision
- Anza Street/Masonic Avenue – 1 collision

Conceptual Design – Proposed Project

The Project would establish Class II bike lanes in the eastern and western directions on Anza Street between 30th Avenue and Masonic Avenue on segments specified below. Class II bike lanes would be established on the following segments of Anza Street:

- Anza Street, eastbound (southside) between 30th Avenue and Parker Avenue
- Anza Street, eastbound (south side) between Blake Street and Masonic Avenue
- Anza Street, westbound (north side) between 30th Avenue and Blake Street

Class II bike lanes would range from six to nine feet in width. Vehicle travel lanes would be reduced from 17 feet in width to the SFMTA standard of 10 feet in width on Anza Street between 30th Avenue and Parker Avenue to lower vehicle speeds and calm traffic through the corridor.

The Project would establish Class III bikeways (sharrows) running in the eastern and western directions on the following segments of Anza Street between 30th Avenue and Masonic Avenue:

- Anza Street, eastbound (south side) between Parker Avenue and Blake Street
- Anza Street, westbound (north side) between Blake Street and Masonic Avenue

Between Arguello Boulevard and Parker Avenue, one vehicle lane would be removed on Anza Street in the eastbound and westbound directions and replaced with nine-foot-wide class II bike lanes. Perpendicular parking on the south side of Anza Street between Parker and Masonic avenues would be restriped to improve definition of parking stalls. No existing parking spaces would be removed.

Anza Street Bike Lanes Project

Analysis & Conceptual Design Memo

Tow-Away, No Stopping Any Time curb restrictions would be established on the north side of Anza Street between 14th Avenue to Funston Avenue, and on the south side of Anza Street between 14th Avenue and Park Presidio Boulevard to provide for continuous bike lanes running in both directions along the corridor. This would result in the loss of seven on-street parking spaces.

Existing crosswalks would also be upgraded to continental crosswalks at 23 intersections along Anza Street between 30th Avenue and Masonic Avenue to improve pedestrian safety. One speed cushion would be added on Anza Street between Blake Street and Collins Street, and one speed cushion would be added on Anza Street between Collins Street and Wood Street.