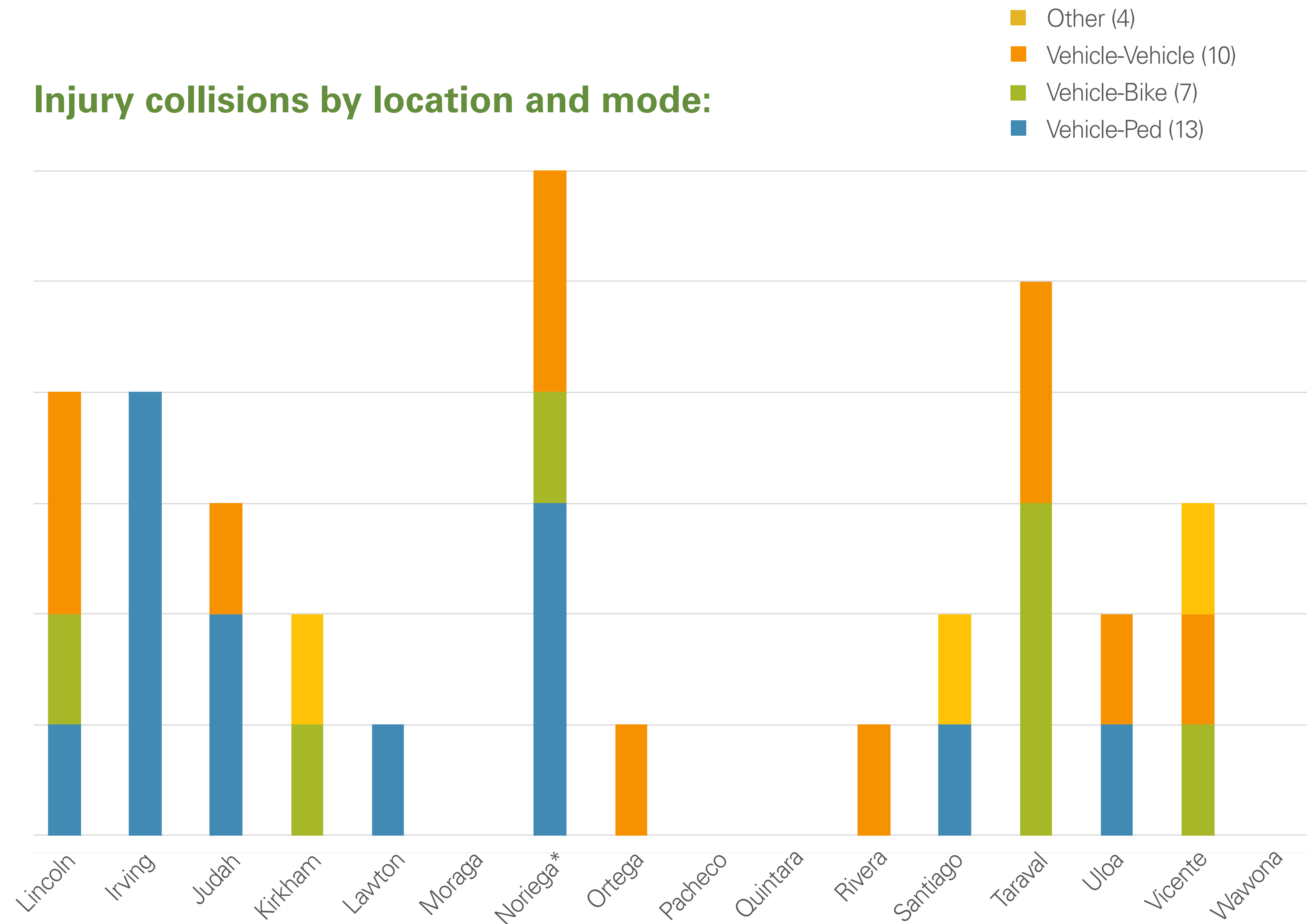


PROJECT OVERVIEW

In 2014, San Francisco adopted Vision Zero as City policy, with a commitment to eliminate all traffic deaths in the City by 2024.

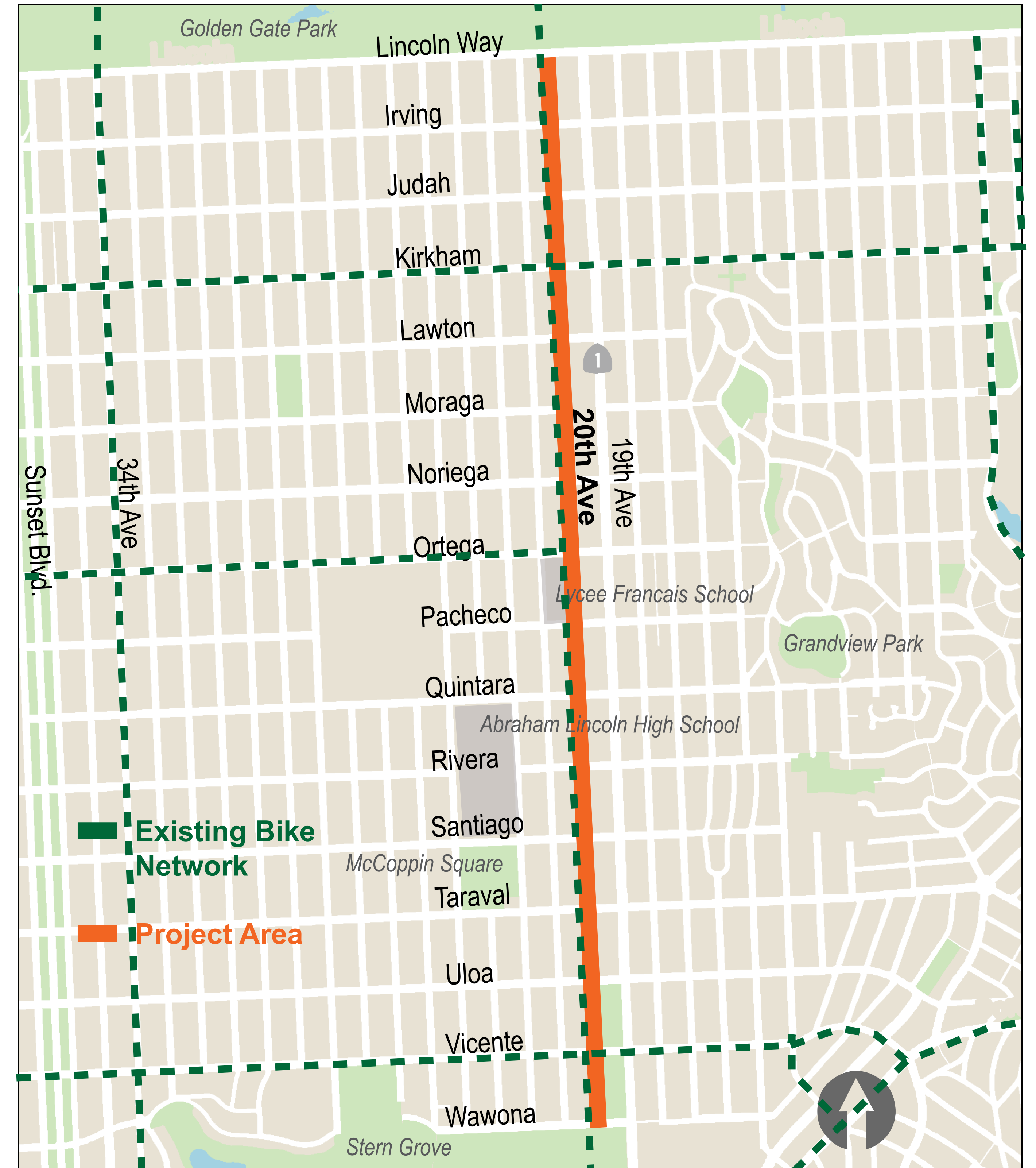
Collision data for the most recent five-year period available (January 2012 - December 2016) shows 34 injury collisions and 10 property damage-only collisions reported on 20th Avenue between Lincoln Way and Wawona Street.

Injury collisions by location and mode:



*Note: 20th Avenue and Noriega became an All-Way STOP location in 2016.

20th Avenue Project Limits (Lincoln Way to Wawona St)



PROJECT OVERVIEW

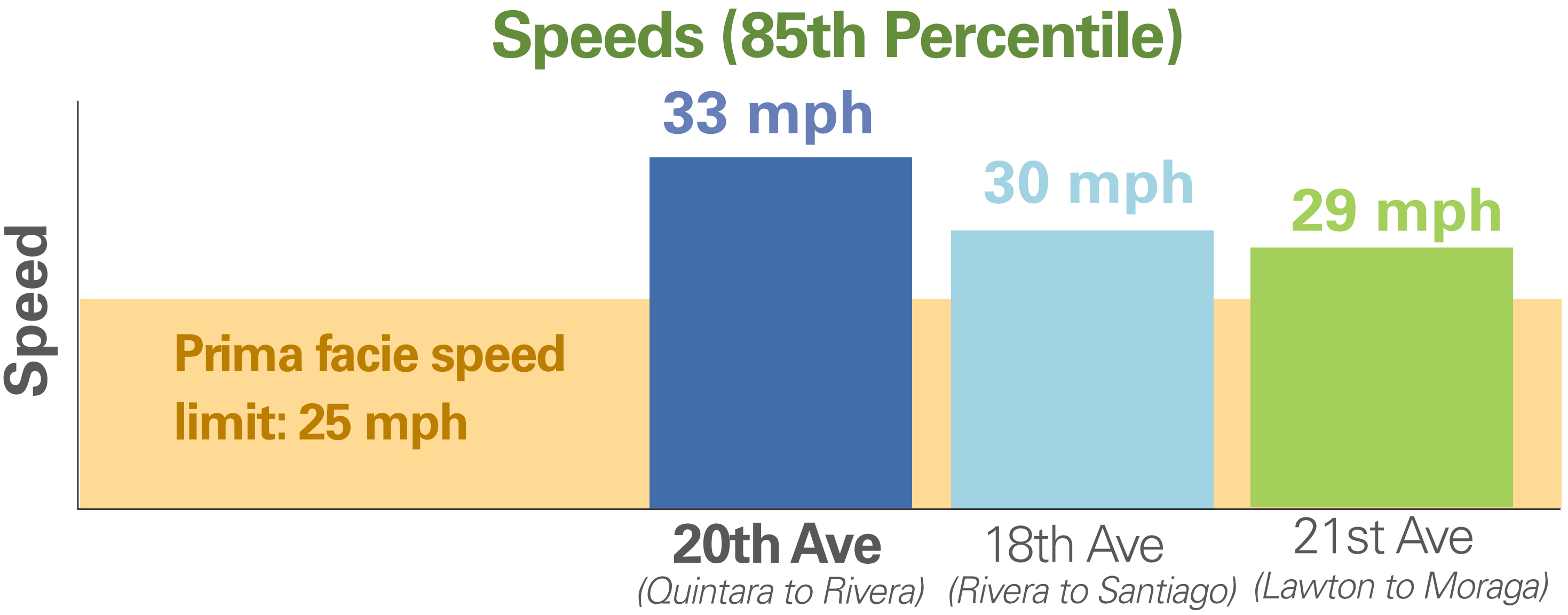
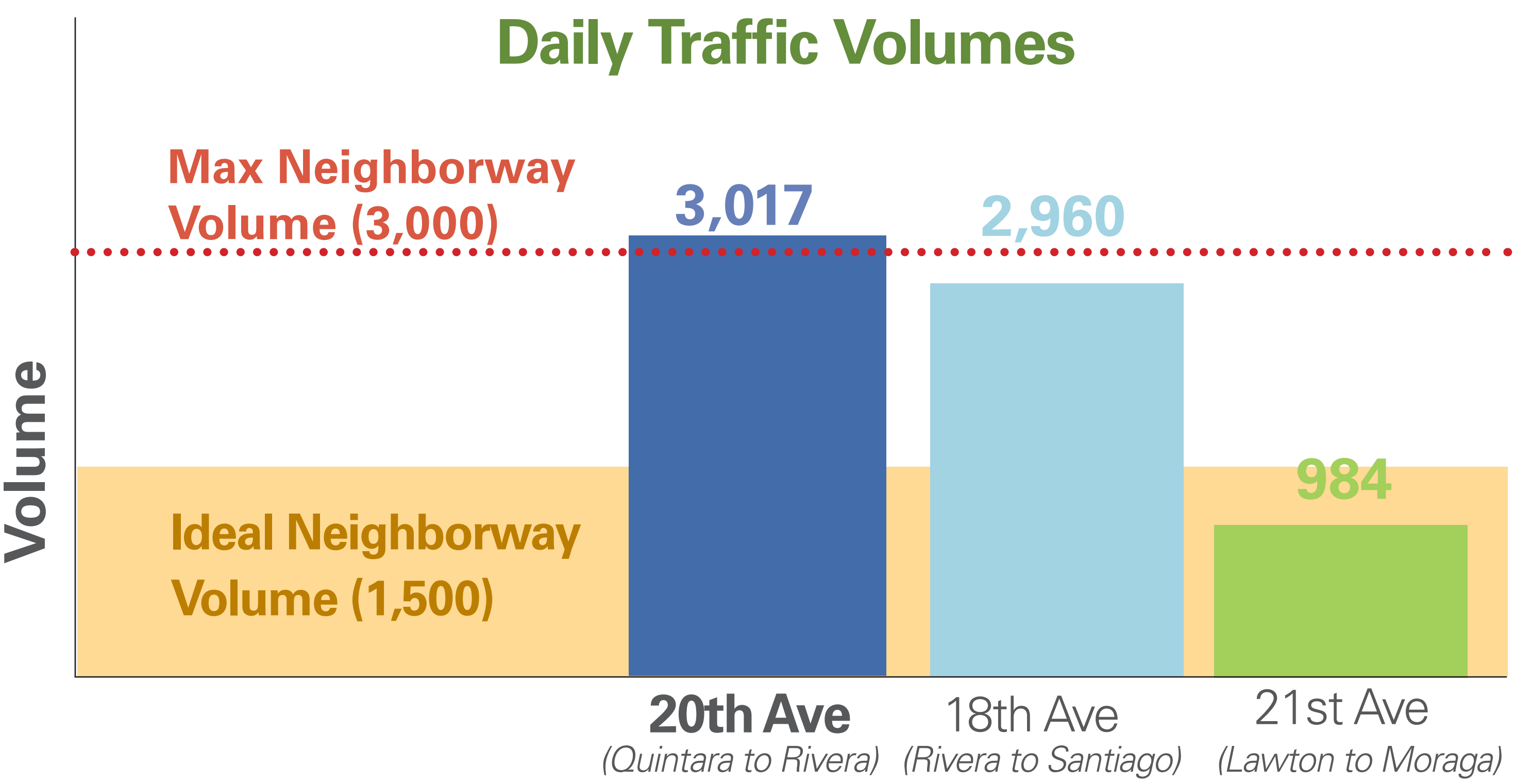
The SFMTA is applying the “neighborway” concept to 20th Avenue between Lincoln Way and Wawona Street to create a more pleasant north-south route for people walking and biking in the Sunset. The neighborway isn’t a new idea, they are residential streets designed for low vehicle traffic and speeds, where children can play and people walking and biking are given priority. They’ve been implemented throughout the U.S. and Canada, with neighborways existing today in cities like Berkeley and Portland.

Neighborways:

- **Serve as active transportation connections** between parks, schools, business districts, and where people live.
- **Use traffic calming measures** such as speed humps and traffic circles to achieve the slower speeds and lower traffic volumes that make them a more pleasant place to walk and bike.
- **Provide connectivity** to the broader bicycle route network.
- **Are crucial to achieving our City’s transportation goals** by providing more comfortable places for people to walk and bike.

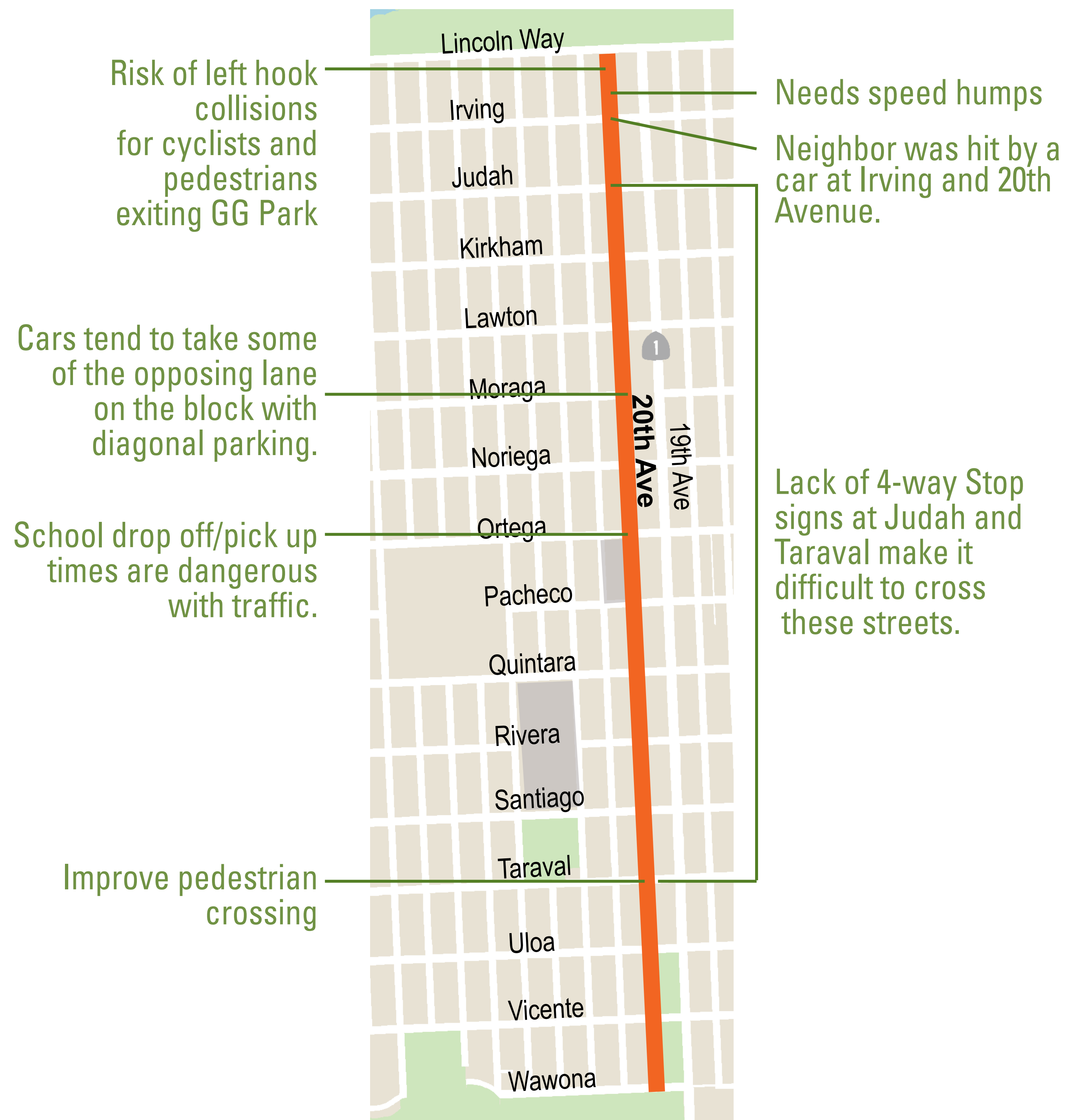


20th Avenue Existing Speeds and Traffic Volumes



WHAT WE HEARD

In June 2017 - SFMTA held two "Pop-Up" table events with a comment map. Feedback received from community-members included 41 surveys collected during these events.



General Comments:

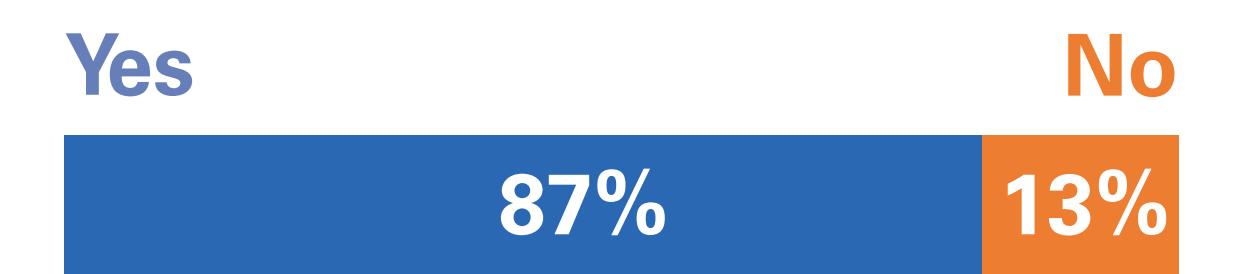
- Drivers are speeding along 20th Avenue
- Drivers are not stopping at Stop signs
- People feel uncomfortable walking
- Cars turning too fast without looking for pedestrians
- Lack of 4-way Stop signs make it difficult for pedestrians to cross 20th Avenue
- Residents generally supportive of speed humps and other traffic calming measures
- Concern that 20th Avenue Neighborway Project could lead to parking loss
- Residents generally in favor of speed humps and other traffic calming measures
- Traffic circles for intersections
- Spillover traffic from 19th Avenue associated with speeding
- More street lighting needed

Survey Results

Do high vehicle speeds or volumes make 20th Avenue an uncomfortable place to walk or bike?



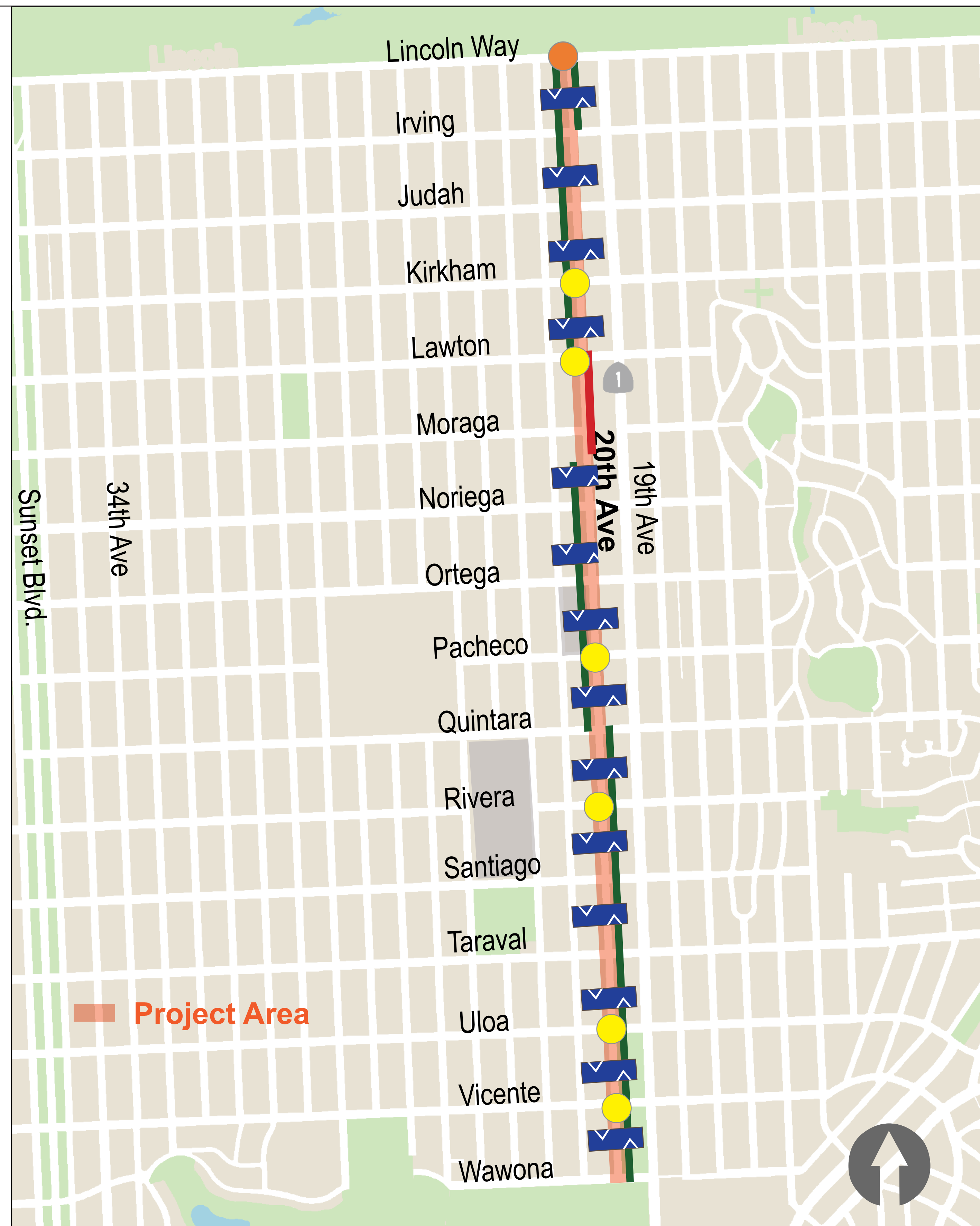
Are you in favor of installing speed humps on 20th Avenue?



Would you support diverting some vehicle traffic off 20th Avenue to reduce the amount of through traffic?



IMPROVEMENTS OVERVIEW



BIKE LANES

Bike lanes are proposed for parts of the corridor to create separated lanes for cyclists in both directions from Lincoln to Irving, southbound from Irving to Quintara, and northbound from Wawona to Quintara.

SPEED HUMPS

Speed humps are proposed on most blocks of 20th Avenue.

BACK-IN-ANGLE PARKING



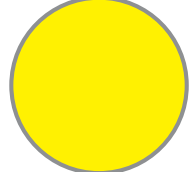

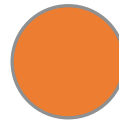
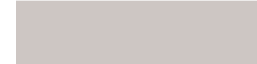

Conversion to back-in-angled parking is proposed between Lawton and halfway between Moraga and Noriega with some replacement parking possible on adjacent streets.

PAINT AND SIGNS

(Throughout project area, not shown on map)
Painted green sharrows and intersection guidance will facilitate bicycle wayfinding at major intersections. Other signs and paint will emphasize Neighborway safety improvements.

TRAFFIC CIRCLES

Traffic circles are proposed in one alternative at the intersections of 20th and Kirkham, Lawton, Pacheco, Rivera, Uloa, and Vicente to promote slower vehicle traffic and to help with U-turns from 19th Avenue traffic.

-  Speed Hump
-  Proposed Bike Lane
-  Traffic Circle Proposed Location
-  Back-in-Angled Parking Proposed Location
-  Bike Signal
-  School
-  Park

Give us your input!

The next board explains the benefits and trade-offs of the main proposed improvements. Please let us know your thoughts on the different elements.

GIVE US YOUR INPUT

TRAFFIC CALMING MEASURES

Traffic Calming slows traffic and creates a more comfortable environment for people walking and biking. Let us know your thoughts on the following elements and use the large plot to tell us where you would like to see them incorporated.



Speed Humps to encourage slow vehicle traffic.

BENEFITS

- Slows mid-block vehicle speeds
- Promotes uniform vehicle speeds
- No parking loss

TRADE OFFS

- Vertical deflection



Traffic Circles to promote slower vehicle movements through intersections.

BENEFITS

- Reduces potential conflict points at intersections
- Helps facilitate U turns from 19th Avenue vehicles
- Potential for landscaping

TRADE OFFS

- May be difficult for larger vehicles to navigate.



Uphill Bike Lanes and Downhill Sharrows to separate people on bikes going uphill- and to indicate shared lane for cyclists traveling downhill.

BENEFITS

- Dedicated road space for slower moving cyclists
- Increases comfort for cyclists
- Increase awareness of cyclists

TRADE OFFS

- Occasional blockage of bike lane by double-parked vehicles



Back In Angled Parking to improve visibility for drivers pulling into the travel lane.

BENEFITS

- Better visibility of all road users from vehicles entering traffic
- Loading to trunk from sidewalk instead of traffic lane

TRADE OFFS

- Approximately 10% fewer parking spaces than front in angled parking

SFMTA PROJECT TIMELINE

Internal SFMTA Processes

Opportunities for Public Input

Data Collection and Analysis

- Car and bike volumes, safety (collision) data
- Roadway and intersection geometry

May 2017

"Pop Up" Table Events - June 2017

- Introduce Neighborway Project
- Opportunity for community to share safety concerns

Preliminary Conceptual Design

- Baseline decisions regarding parking and uphill bike lanes made.

January - March 2018

Open House #1 - 4/12/18

- Present project toolkit
- Show proposed baseline design
- Gather feedback on traffic calming elements and locations for improvements

**WE
ARE
HERE**

Refine Conceptual Design

- Refine design based on community feedback
- Conduct traffic studies/analysis
- Staff incorporates technical considerations and makes final design recommendations

June 2018

Continuing Public Outreach

- Meet with stakeholders regarding design specifics
- Inform community of next steps and final conceptual plan.

Final Design

- Finalize design based on community feedback

SFMTA Public Hearing

- Official forum for community comments on project

SFMTA Board Approval

- Final approval by official body
- Final opportunity for public comment

Construction

- Tentatively scheduled for early 2019

January 2019