



SFMTA

London Breed, Mayor

Cheryl Brinkman, Chairman
Malcolm Heinicke, Vice Chairman
Gwyneth Borden, Director
Lee Hsu, Director

Cristina Rubke, Director
Art Torres, Director

Edward D. Reiskin, Director of Transportation

20th Avenue Neighborway Project

August 2, 2018 - Second Open House

General Comments

- We love the plan in general and appreciate the SFMTA looking out for walkers and bikers. Can we get better traffic enforcement as well (for people speeding, running Stop signs?)
- I am fine with the removal of all parking spots in order to make pedestrians safer at crosswalks.
- Advocate for planting in traffic circles
- Green sharrow paint can be slick when wet, can lead to diminished traction as you approach intersections
- Why are there two speed bumps per block?
 - **All blocks of 20th Avenue are longer than 600 feet, a single speed hump would not effectively control speeds for this length of roadway.**
- Loving the uphill bike lanes. Will be great for slower cyclists who want to feel safer commuting
- If speeding and safety is a concern, where is enforcement? Why waste taxpayer money when officers are present?
- Where is supporting data (not opinion based on surveys) for speeding or pedestrian safety?
 - **Please review the first and second [Board](#) from the first open house which show relative volumes and collision data for 20th Avenue.**
- Speed bumps are a concern for garbage trucks due to metrics and weight. It becomes a vehicle concern.
- Driving over 2 speed humps daily is a car maintenance issue for residents. How about 1 speed bump?
 - **All blocks of 20th Avenue are over 600 feet long, a single speed hump would not effectively control speeds for the length of roadway.**
- Unpractical to place traffic circles. Does not support commercial or garbage trucks.
- Do speed bumps promote slower speeds or promote traffic diversion?
 - **Slower speeds**
- Not a fan of the traffic circles, particularly if they include STOP signs.



SFMTA will maintain the existing 4-way STOP controls. Traffic circles are intended less for speed reduction and more for help facilitating U-Turns since left turns are not allowed from 19th Avenue. Drivers are forced to use other streets in the neighborhood if they want to turn left from 19th Avenue and this idea would help to reduce some of that traffic that currently uses 20th Avenue.

- Drivers are speeding along 20th Avenue because 19th Avenue traffic lights are no longer timed for continuous traffic.
- I second this ↑
- This isn't a 21st century bike plan but it's decent.
- Agree ↑

Public Comments by Location

20th Avenue at Lincoln Way

- Cars double parking this block consistently. Bike lane is cool but will be taken over by double parked cars. It will likely be a point of conflict.
- Why no buffer here? Could car lanes be made more narrow to encourage slower speeds?
 - **This will be considered.**
- No U-turn signage at Lincoln Way and 20th Ave.
- I like the bike signal and crossing treatments. Is it also possible to re-time this signal to make it easier for cyclists and pedestrians to wait less here?
 - **Bike signals Lincoln Way and 20th Avenue will be timed with existing pedestrian crossing phase. At this time, we may not consider anything that will slower transit on Lincoln Way.**
- Dedicated bus lane (on Lincoln) from 25th to 19th Aves
- Transverse at MLK needs to be fixed for cyclists catching 20th. Consider working w/RecPark.

20th Avenue at Irving Street

- Nice!! Happy to see buffered bike lanes and less parking!!
- Really love the bike lanes! I travel on 20th Ave almost every single day and this will make me feel safer! Also removing the angled parking to do it is great!

20th Avenue at Judah Street

- Left turns and U-turns here are bad.
- More parking spaces may need to be removed on Judah as a cyclist you have to enter the traffic lane to gain visibility to cross here.



- I have a lot of problems crossing Judah, especially on a bike but also walking. Have been almost hit by drivers making a fast right from 19th onto Judah, then a quick left onto 20th Ave.
- I like the speed hump on Judah.
- Do not remove any parking spaces it's hard enough
- What about at least a blinking red light for pedestrians?
 - **SFMTA will continue to look at ways to improve this intersection that will also work well for transit.**
- Street crossing at Judah and Irving are more dangerous than any other on 20th. I'd forgo a roundabout on other streets for a stop sign. Been close to being hit several times with kids in stroller.

20th Avenue at Kirkham Street

- Love the traffic circles! Can you put a little green (i.e. tree) in the center?? Kirkham is a treeless wasteland.
 - **Landscaping incurs a significant additional cost which is not supported by the project budget.**
- Agree with above. Something like a sculpture or at least the ability for future planting.
- The volume of traffic from 7 - 9 am weekdays is heavy. Kirkham is a high volume intersection for UCSF traffic. The intersection with circle not expected to...
- I like speed humps.

20th Avenue at Lawton Street

- High volume of UCSF traffic not expected to ease through traffic circles
- Crosswalks need enhancements to be more visible
- I really like the daylighting at intersections
- Love the speed humps and traffic circles. Please avoid driveways when building speed bumps.
- Make up deleted parking spaces on 20th Ave by adding spaces on E/W sidestreets
 - **Angled parking is being added on Pacheco and Quintara streets to recover some lost parking on 20th Avenue.**
- Bike lanes, parking removal, speed humps and especially traffic circles are okay with us. We are located at 20th/Lawton

20th Avenue at Moraga Street

- Vehicles are always parked in the crosswalk on the east side of 20th



- Please, crosswalks at Moraga and 20th are extraordinarily wide, rendering 2 parallel parking spots useless for all but 2 very small cars. Can the crosswalk be made narrower? There is no need for such wide crosswalks.
 - **Crosswalk widths are 15 feet which is common throughout the City and appropriate for this location fronting senior housing.**
- Can we permit the parking spots in the street area as parking right now is AWFUL. It takes up to 45 minutes regularly to find a spot as tech buses pick up on 19th/Kirkham, shop employees on Noriega take spots. 5-7 PM- tons of available spots rest of day.
- Can we consider permitting or enforcement to avoid commuter parking?
 - **Permit parking is a community driven process. Please review process of applying for a new or expanded permit area here: <https://www.sfmta.com/getting-around/drive-park/request-new-or-expanded-permit-area>**
- Please parking permits. Commuters park and use public transport for work, taking parking away from residents.

20th Avenue at Noriega Street

- Will residents have a process to object to a loss of a parking space in front of their residence?
 - **Residents concerned about parking loss in front of their homes are encouraged to attend the Engineering Public Hearing in Fall 2018 to voice their concerns. Where the number of parking spaces are reduced on 20th Avenue, SFMTA will look at adding parking on side streets.**
- I am here all day and I don't see many speeding cars. 2 speed bumps is excessive.
- Love the bike lane with extra room.
- I like the speed hump location - this is an awkward driving spot so slowing down here is a good idea.

20th Avenue at Ortega Street

- How many cars are parking from L'Ecole Francais. Loss of parking in front of school pushes school employees to park elsewhere.
 - **SFMTA will discuss with Lycee Francais School.**
- Can speed humps be added east west on cross streets? Cars trying to make green light run east west stop signs daily.
 - **SFMTA does not plan to install speed humps on Ortega Street through this project. Traffic calming treatments, such as speed**



humps, are a community-driven process requiring that neighbors submit a petition available here:

<https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program>

- Will residents lose parking in front of their house?
 - ***There will be minimal parking loss in front of homes unless immediately adjacent to intersections where SFMTA propose some removal of parking to improve pedestrian and driver safety.***
- Really appreciate the parking removal at intersections. Really helps in bike visibility and safety.
- Speed humps increase car maintenance.

20th Avenue at Pacheco Street

- Taking measures to slow down traffic here will be great for me as a cyclist who lives close to Pacheco
- Does not support commercial or garbage trucks
- I like the traffic circles for pedestrians and bikes
- I (heart) circles
- 2 speed humps put increased stress on garbage truck suspension and breaks

20th Avenue at Quintara Street

- Why do we need speed humps when there are already stop signs at each corner?
 - ***Stop Signs are not a traffic calming measure, speed humps are a traffic calming measure.***
- Add continental crosswalk at Quintara. There are schools, a church and lots of people walking
 - ***SFMTA will conduct a crosswalk evaluation.***
- Can we look into first 2 spots (south side of Quintara) as parallel as difficult to get in/out of driveway with 19th/Quintara construction
- As a member of the church, how can I park with loss of spaces?
 - ***New angled parking will be installed on Quintara Street to replace all lost parking spaces on 20th Avenue.***

20th Avenue at Rivera Street

- Does not support commercial or garbage trucks



20th Avenue at Santiago Street

20th Avenue at Taraval Street

20th Avenue at Ulloa Street

- Does not support commercial or garbage trucks
- Very happy about uphill bike lanes here and elsewhere on the corridor. Also support the traffic circles at intersections

20th Avenue at Vicente Street

20th Avenue at Wawona Street

- Connection to Stern Grove is critical?? Please please continue