

**THIS PRINT COVERS CALENDAR ITEM NO.:** 12

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving bicycle lanes and traffic and parking modifications on 20th Avenue between Lincoln Way and Wawona Street to improve traffic safety and curb operations for the community as part of the 20<sup>th</sup> Avenue Neighborway Project.

**SUMMARY:**

- The 20<sup>th</sup> Avenue Neighborway Project will establish new bike lanes, parking and loading zone changes and other street enhancements to improve safety for all users.
- The project removes 38 parking spaces to improve pedestrian visibility and to improve safety for the proposed bikeway changes.
- The SFMTA conducted public outreach in the form of pop-up table events, public open house meetings, and door-to-door outreach to businesses, shaping a proposal responsive to the community.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. 20<sup>th</sup> Avenue Neighborway Project Plan Graphic

**APPROVALS:**

**DATE**

DIRECTOR



May 28, 2019

SECRETARY



May 28, 2019

**ASSIGNED SFMTAB CALENDAR DATE:** June 4, 2019

## **PURPOSE**

Approving bicycle lanes and traffic and parking modifications on 20th Avenue between Lincoln Way and Wawona Street to improve traffic safety and curb operations for the community as part of the 20<sup>th</sup> Avenue Neighborway Project.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following San Francisco Municipal Transportation Agency (SFMTA) Strategic Plan Goals and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of Transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Transit First Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

## **DESCRIPTION**

The goal of the 20th Avenue Neighborway project is to create a safer, more pleasant north-south route for people walking and biking in the Sunset District to Golden Gate Park, Stern Grove and destinations in-between. The 20<sup>th</sup> Avenue Neighborway Project will help the City and County of San Francisco achieve the Vision Zero goal, to eliminate all traffic deaths. 20<sup>th</sup> Avenue collision data between January 2012 and December 2016 shows 34 injury collisions and 10 property damage-only collisions reported in the project area, with seven of these collisions from vehicle-bike conflicts and 13 from vehicle-pedestrian conflicts.

## **Project Location**

In the project area, 20<sup>th</sup> Avenue is a two-way, two-lane street with existing shared lane markings. Daily traffic volumes (between Quintara Street and Rivera Street) are over 3,000 vehicles with an 85<sup>th</sup> percentile speed of 33 miles per hour (mph). A typical neighborway street that serves as an active transportation connection and provides connectivity for bicycling should have a daily traffic volume of 1,500 or less and an 85<sup>th</sup> percentile speed of 25 mph. Despite 20<sup>th</sup> Avenue being a designated bikeway and proposed neighborway in the inner Sunset District, traffic volumes and speeds are greater than the nearby 18<sup>th</sup> and 21<sup>st</sup> avenues. The adjacent 19<sup>th</sup> Avenue is a motor vehicle dominated street, serving as Highway 1 through southern San Francisco, connecting the Golden Gate Bridge to Interstate 280.

## **PROJECT ELEMENTS**

The following elements are proposed to improve safety and comfort for people biking, walking, driving, and residing on 20<sup>th</sup> Avenue between Lincoln Way and Wawona Street. Together, the proposed elements would remove 38 parking spaces. Some elements, listed below, do not require SFMTA Board approval, but can be approved by the City Traffic Engineer or SF Public Works. These are included for informational purposes to illustrate the full scope of the proposed project:

### **Items Not Requiring SFMTA Board Approval**

- Speed Cushions: Proposed on blocks of 20<sup>th</sup> Avenue without existing humps or angled parking. Speed cushions are similar to speed humps but have wheel channel cut-outs for San Francisco Fire Department (SFFD) vehicle tires.
- Traffic Circles: Proposed at the intersections of 20th Avenue and Kirkham Street and 20th Avenue and Ulloa Street. They are meant to reduce the number of vehicles on 20<sup>th</sup> Avenue by facilitating U-turns for traffic coming from 19<sup>th</sup> Avenue.
- Bulb-out: Proposed at the intersection of 20<sup>th</sup> Avenue and Judah Street. Bulb-outs reduce pedestrian crossing distance and decrease turning speeds.

### **Bicycle Safety Improvements**

This project proposes to install Class II bike lanes for sections of the corridor to create space for people riding bikes, separating them from motor vehicles. Southbound, Class II bike lanes are proposed between Lincoln Way and Lawton Street, and Noriega Street and Quintara Street. Northbound, Class II bike lanes are proposed between Wawona Street and Quintara Street and Irving Street and Lincoln Way. Quintara Street is the peak of the hill along 20<sup>th</sup> Avenue and the bike lanes in both directions are in the uphill direction. Where bike lanes are not proposed, green shared lane markings are the preferred, proposed facility. This includes the northbound block between Noriega Street and Lawton Street part of the southbound block between Taraval Street and Ulloa Street where front-in angled parking is proposed to be converted to back-in angled parking, improving visibility of bicyclists (loss of 5 parking spaces).

Existing front-in angled parking on 20<sup>th</sup> Avenue to the north and south Irving Street, and on 20<sup>th</sup> Avenue to the south of Ortega Street is proposed to be converted to parallel parking to accommodate bike lanes (loss of 7 parking spaces). New front-in angled parking is proposed on Pachecho Street to the east and west of 20<sup>th</sup> Avenue to help offset the parking reduction near Ortega Street (increase of 2 parking spaces). A bike box with an associated no right-turn on red restriction is proposed at Irving Street, while a bike box with an associated right-turn pocket is proposed at Lincoln Way, both to provide bicyclists with queuing space at traffic signals (loss of 3 parking spaces). For bicyclists traveling in and out of Golden Gate Park, a bicycle dedicated signal is proposed at 20<sup>th</sup> Avenue and Lincoln Way.

### **Pedestrian Safety Improvements**

A bulb out, which is under Public Works jurisdiction, is proposed at the northwest corner of 20<sup>th</sup> Avenue and Judah Street, shortening the pedestrian crossing distance (loss of 1 parking space). Additionally, red curbs at intersections are proposed to improve pedestrian visibility and safety along the corridor (loss of 15 parking spaces).

### **Traffic Calming**

To help calm traffic along this neighborhood street, the project proposes speed cushions on every block of 20<sup>th</sup> Avenue between Lincoln Way and Wawona Street, where there are not existing speed humps nor angled parking. Speed cushions are similar to speed humps but have wheel cut-outs to accommodate SFFD vehicles. Speed cushions are approved by the City Traffic Engineer. The following sections of the project area are proposed for speed humps, blocks between: Lincoln Way and Lawton Street, Moraga Street and Taraval Street, and Ulloa Street and Wawona Street. This only excludes blocks with an existing speed hump or where angled parking conflicts with a proposed speed cushion. Traffic circles are proposed at the intersections of 20th Avenue and Kirkham Street and 20th Avenue and Ulloa Street and are approved by the City Traffic Engineer. They are meant to reduce the number of vehicles on 20<sup>th</sup> Avenue by facilitating U-turns for traffic coming from 19<sup>th</sup> Avenue that otherwise would drive on 20<sup>th</sup> Avenue before heading east (loss of 9 parking spaces). Left turn restrictions are proposed for vehicles over 30 feet at the proposed traffic circles. Transit is not impacted by the above proposals as there is no Muni service on 20<sup>th</sup> Avenue.

### **Proposed Project Parking and Traffic Modifications**

- A. ESTABLISH – BIKE LANES (CLASS II BIKE FACILITY) - 20th Avenue, northbound, from Irving Street to Lincoln Way; 20th Avenue, southbound, from Irving Street to Lawton Street; 20th Avenue, southbound, from 193 feet north of Noriega Street to Quintara Street; 20th Avenue, northbound, from Taraval Street to Quintara Street; 20th Avenue, northbound, from Wawona Street to 234 feet south of Taraval Street
- B. ESTABLISH – NO LEFT TURN VEHICLES OVER 30 FEET - 20th Avenue, northbound and southbound, at Kirkham Street; Kirkham Street, eastbound and westbound, at 20th Avenue; 20th Avenue, northbound and southbound, at Ulloa Street; Ulloa Street, eastbound and westbound, at 20th Avenue
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - 20th Avenue, east side, from Lincoln Way to 60 feet southerly; 20th Avenue, east side, from Kirkham Street to 15 feet northerly
- D. ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES - 20th Avenue, southbound at Irving Street
- E. ESTABLISH – NO PARKING AT ANY TIME - Judah Street, north side, from 20th Avenue to 20 feet westerly
- F. ESTABLISH – RED ZONE - 20th Avenue, west side, from Lincoln Way to 20 feet southerly; 20th Avenue, west side, from Irving Street to 20 feet northerly; 20th Avenue, east side, from Irving Street to 16 feet southerly; Irving Street, south side, from 20th Avenue to 11 feet westerly; 20th Avenue, west side, from Judah Street to 3 feet northerly; 20th Avenue, east side, from Judah Street to 6 feet southerly; 20th Avenue, west side, from Kirkham Street to 3 feet northerly; 20th Avenue, east side, from Kirkham Street to 10 feet southerly; 20th Avenue, west side, from Kirkham Street to 5 feet southerly; Kirkham Street, south side, from 20th Avenue to 8 feet westerly; Kirkham Street, north side, from 20th Avenue to 15 feet westerly; Kirkham Street, north side, from 20th Avenue to 20 feet easterly; 20th Avenue, west side, from Lawton Street to 20 feet northerly; 20th Avenue, east side, from Lawton Street to 10 feet southerly; Lawton Street, north side, from 20th Avenue to 10 feet easterly; Lawton Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Moraga Street to 10 feet northerly; 20th Avenue, east side, from Moraga Street to 10 feet southerly; 20th Avenue, east side in intersection, from Moraga Street to 10 feet southerly; 20th Avenue, east side in intersection, from Moraga Street to 10 feet northerly; Moraga Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Noriega Street to 18 feet northerly; Noriega Street, south side, from 20th Avenue to 6 feet westerly; 20th Avenue, west side, from Ortega Street to 10 feet northerly; 20th Avenue, east side, from Ortega Street to 10 feet southerly; Ortega Street, south side, from 20th Avenue to 10 feet westerly; Ortega Street, north side, from 20th Avenue to 10 feet easterly; 20th Avenue, east side, from Pachecho Street to 10 feet southerly; Pachecho Street, south side, from 20th Avenue to 10 feet westerly; Pachecho Street, north side, from 20th Avenue to 10 feet easterly; 20th Avenue, west side, from Quintara Street to 10 feet northerly; 20th Avenue, east side, from Quintara Street to 10 feet southerly; Quintara Street, south side, from 20th Avenue to 10 feet westerly; Quintara Street, south side, from 20th Avenue to 10 feet easterly; 20th Avenue, west side, from Rivera Street to 10 feet northerly; 20th Avenue, east side, from Rivera Street to 9 feet southerly; Rivera Street, north side, from 20th Avenue to 10 feet easterly; Rivera Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Santiago Street to 10 feet northerly; 20th Avenue, east side, from Santiago Street to 10 feet southerly; Santiago Street, south side, from 20th Avenue to 10 feet westerly; Santiago Street, north side, from 20th Avenue to 10 feet easterly; 20th Avenue, west side, from Taraval Street to 10 feet northerly; 20th Avenue, west side, from Ulloa Street to 10 feet northerly; 20th Avenue, east side, from Ulloa Street to 10 feet northerly; 20th Avenue, east side, from Ulloa Street to 10 feet southerly; 20th Avenue, west side, from Ulloa Street to 12 feet southerly; Ulloa Street, north side, from 20th Avenue to 10 feet easterly; Ulloa Street, south side, from 20th Avenue to 25 feet easterly; Ulloa Street, south side, from 20th Avenue to 10 feet westerly; Ulloa Street, north side, from 20th Avenue to 12 feet westerly; 20th Avenue, west side, from Vicente Street to 10 feet northerly; 20th Avenue, east side, from Vicente Street to 10 feet southerly; Vicente Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Wawona Street to 10 feet northerly

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- G. RESCIND – 45-DEGREE GENERAL METERED PARKING - 20th Avenue, west side, from 10 feet to 94 feet north of Irving Street; 20th Avenue, east side, from 30 feet to 94 feet south of Irving Street
- H. ESTABLISH – GENERAL METERED PARKING - 20th Avenue, west side, from 20 feet to 94 feet north of Irving Street; 20th Avenue, east side, from 44 feet to 102 feet south of Irving Street;
- I. RESCIND – 45-DEGREE PARKING - 20th Avenue, east side, from Ortega Street to 140 feet southerly; 20th Avenue, east side, from 10 feet to 104 feet north of Quintara Street
- J. ESTABLISH – 45-DEGREE FRONT-IN PARKING - Pacheco Street, north side, from 20th Avenue to 89 feet westerly; Pacheco Street, north side, from 10 feet to 81 feet easterly of 20th Avenue
- K. ESTABLISH – 45-DEGREE BACK-IN PARKING - 20th Avenue, east side, from 10 feet south of Lawton Street to Moraga Street; 20th Avenue, east side, from 10 feet south of Moraga Street to 277 feet south of Moraga Street; 20th Avenue, west side, from 24 feet south of Taraval Street to 102 feet south of Taraval Street
- L. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - 20th Avenue, east side, from 16 to 44 feet south of Irving Street
- M. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 9:30 AM, 11 AM TO 12:30 PM, SCHOOL DAYS - 20th Avenue, from Quintara Street to 100 feet northerly

**STAKEHOLDER ENGAGEMENT**

SFMTA staff conducted outreach for the project, receiving input and recommendations to make 20th Avenue a more accommodating street for people walking and bicycling. Overall, community-members have demonstrated strong support for proposed changes on 20th Avenue. The District 4 Supervisor’s office has expressed support for the project.

**Pop-Up Outreach**

Staff held two events where members of the public could approach staff and take a survey about 20th Avenue and opportunities for improving the corridor. These events were held on June 27th, 2017 at Larsen Park at the corner of 20th Avenue and Ulloa Street and June 29th, 2017 at the corner of 20th Avenue and Irving Street. In advance of these events, postcards noticing these opportunities to talk with staff were mailed to businesses and households along the corridor. Staff spoke with approximately 70 people and received approximately 40 surveys. Themes heard from the public included wanting better pedestrian crossings at Judah and Taraval Streets, bike lanes and the desire for traffic calming along the corridor.

**Open Houses**

SFMTA staff held two open houses for members of the public to react to proposed project designs. The first open house was April 12, 2018 and was held at the Christ Lutheran Church located on 20<sup>th</sup> Avenue at Quintara Street. There were approximately 40 people in attendance. Of the designs presented, attendees requested traffic circles, crossing improvements at Judah and limiting parking impacts. On August 2, 2018, the SFMTA held the second open house at the same location and approximately 40 people attended this meeting. Staff presented materials that honed in on a preferred option for the corridor. Generally, there was support from residents and community members for the proposed project as being legislated. Some residents did object to parking removal. Project staff looked at opportunities to add angled parking on side streets; new angled parking is proposed on Pacheco Street for this reason.

**Merchant Outreach**

In addition, staff presented the project to the Outer Sunset Merchants' Association twice , reached out to People of Parkside Sunset and went door-to-door talking with businesses near the 20th Avenue and Irving Street intersection. SFMTA staff discussed or left project information at approximately 20 businesses in the commercial area near the intersection. Merchants have expressed opposition to the removal of parking spaces near the intersection of 20<sup>th</sup> Avenue and Irving Street. Four parking spaces on 20<sup>th</sup> Avenue at Irving Street are proposed to be removed by converting angled parking to parallel parking to accommodate bike lanes. One parking space is proposed to be removed on Irving Street at 20<sup>th</sup> Avenue for pedestrian visibility (daylighting). Currently there are 99 metered parking spaces within one block of 20<sup>th</sup> Avenue and Irving Street; this proposal would remove five of those spaces. Project staff did look for opportunities on to add angled parking on nearby side streets. However, this proved infeasible as Irving Street already has angled parking, while Lincoln Way and Judah Street are both four lanes.

**Public Hearings**

SFMTA Public Hearings were held on February 15, March 8, 2019, and April 5, 2019 to solicit public comment on the proposal. A large majority of comments received across all three hearings were in support of the project. Those comments opposed to the project objected to the proposed reduction in parking.

**ALTERNATIVES CONSIDERED**

**No project**

Not installing any improvements was considered. Given the opportunity with the wide street and an existing bike route, the proposed project is recommended to further support the City’s Vision Zero goal of eliminating traffic deaths in San Francisco and improving walking and biking conditions in the Sunset District.

**FUNDING IMPACT**

Funding for the planning is provided by Proposition B Population Baseline General Funds, environmental review and design engineering is provided by Proposition A General Obligation Bond funds and construction funding is provided by Proposition B Population Baseline General Funds, Proposition A General Obligation Bond funds, and Proposition K funds. The total project cost is \$1,824,000 and is broken down into the following project phases:

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- Planning/Preliminary Engineering - \$150,000
- Environmental Review/ Design Engineering- \$252,000
- Construction - \$1,422,000

**ENVIRONMENTAL REVIEW**

The proposed 20<sup>th</sup> Avenue Neighborway Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On October 23, 2018, the Planning Department determined that the proposed 20<sup>th</sup> Avenue Neighborway Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The Planning Department's determination (Case Number 2018-014462ENV) is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and is incorporated herein by reference.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

**OTHER APPROVALS**

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:  
[https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

The proposed project is not subject to the Board of Supervisors review because the project establishes a Class II bicycle facility and all of the parking and traffic modifications in the proposed approval action are directly related to the establishment of these bikeways.

The City Attorney has reviewed this item.

**RECOMMENDATION**

SFMTA recommend that the SFMTA Board approve the bicycle lanes, and traffic and parking modifications on 20th Avenue between Lincoln Way and Wawona Street, as set forth in Items A through M above, to improve traffic safety and curb operations for the community as part of the 20<sup>th</sup> Avenue Neighborway Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on 20<sup>th</sup> Avenue; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency staff recommends bicycle lanes and traffic and parking modifications along 20<sup>th</sup> Avenue Street between Lincoln Way and Wawona Street as follows:

- A. ESTABLISH – BIKE LANES (CLASS II BIKE FACILITY) - 20th Avenue, northbound, from Irving Street to Lincoln Way; 20th Avenue, southbound, from Irving Street to Lawton Street; 20th Avenue, southbound, from 193 feet north of Noriega Street to Quintara Street; 20th Avenue, northbound, from Taraval Street to Quintara Street; 20th Avenue, northbound, from Wawona Street to 234 feet south of Taraval Street
- B. ESTABLISH – NO LEFT TURN VEHICLES OVER 30 FEET - 20th Avenue, northbound and southbound, at Kirkham Street; Kirkham Street, eastbound and westbound, at 20th Avenue; 20th Avenue, northbound and southbound, at Ulloa Street; Ulloa Street, eastbound and westbound, at 20th Avenue
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - 20th Avenue, east side, from Lincoln Way to 60 feet southerly; 20th Avenue, east side, from Kirkham Street to 15 feet northerly
- D. ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES - 20th Avenue, southbound at Irving Street
- E. ESTABLISH – NO PARKING AT ANY TIME - Judah Street, north side, from 20th Avenue to 20 feet westerly
- F. ESTABLISH – RED ZONE - 20th Avenue, west side, from Lincoln Way to 20 feet southerly; 20th Avenue, west side, from Irving Street to 20 feet northerly; 20th Avenue, east side, from Irving Street to 16 feet southerly; Irving Street, south side, from 20th Avenue to 11 feet westerly; 20th Avenue, west side, from Judah Street to 3 feet northerly; 20th Avenue, east side, from Judah Street to 6 feet southerly; 20th Avenue, west side, from Kirkham Street to 3 feet northerly; 20th Avenue, east side, from Kirkham Street to 10 feet southerly; 20th Avenue, west side, from Kirkham Street to 5 feet southerly; Kirkham Street, south side, from 20th Avenue to 8 feet westerly; Kirkham Street, north side, from 20th Avenue to 15 feet westerly; Kirkham Street, north side, from 20th Avenue to 20 feet easterly; 20th Avenue, west side, from Lawton Street to 20 feet northerly; 20th Avenue, east side, from Lawton Street to 10 feet southerly; Lawton Street, north side, from 20th Avenue to 10 feet easterly; Lawton Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Moraga Street to 10 feet northerly; 20th Avenue, east side, from Moraga Street to 10 feet southerly; 20th Avenue, east side in intersection, from Moraga Street to 10 feet southerly; 20th Avenue, east side in intersection, from Moraga Street to 10 feet northerly; Moraga Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Noriega Street to 18 feet northerly; Noriega Street, south side, from 20th Avenue to 6 feet westerly; 20th Avenue, west side, from Ortega Street to 10 feet northerly; 20th Avenue, east side, from Ortega Street to 10 feet southerly; Ortega Street, south side, from 20th Avenue to 10 feet westerly; Ortega Street, north side, from 20th Avenue to 10 feet easterly; 20th Avenue, east side, from Pacheco Street to 10 feet southerly; Pacheco Street, south side, from 20th Avenue to 10 feet westerly; Pacheco Street, north side, from 20th Avenue to 10 feet easterly; 20th Avenue, west side, from Quintara Street to 10 feet northerly; 20th Avenue, east side, from Quintara Street to 10 feet southerly; Quintara Street, south side, from 20th Avenue to 10 feet westerly; Quintara Street, south side, from 20th Avenue to 10 feet easterly; 20th Avenue, west side, from Rivera Street to 10 feet northerly; 20th Avenue, east side, from Rivera Street to 9 feet southerly; Rivera Street, north side, from 20th Avenue to 10 feet easterly; Rivera Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Santiago Street to 10 feet northerly; 20th Avenue, east side, from Santiago Street to 10 feet southerly; Santiago Street, south side, from 20th Avenue to 10 feet westerly; Santiago Street, north side, from 20th Avenue to 10 feet easterly; 20th Avenue, west side, from Taraval Street to 10 feet northerly; 20th Avenue, west side, from Ulloa Street to 10 feet northerly; 20th Avenue, east side, from Ulloa Street to 10 feet northerly; 20th Avenue, east side, from Ulloa Street to 10 feet southerly; 20th Avenue, west side, from Ulloa Street to 12 feet southerly; Ulloa Street, north side, from 20th Avenue to 10 feet easterly; Ulloa Street, south side, from 20th Avenue to 25 feet easterly; Ulloa Street, south side, from 20th Avenue to 10 feet westerly; Ulloa Street, north side, from 20th Avenue to 12 feet westerly; 20th Avenue, west side, from Vicente Street to 10 feet northerly; 20th Avenue, east side, from Vicente Street to 10 feet southerly; Vicente Street, south side, from 20th Avenue to 10 feet westerly; 20th Avenue, west side, from Wawona Street to 10 feet northerly
- G. RESCIND – 45-DEGREE GENERAL METERED PARKING - 20th Avenue, west side, from 10 feet to 94 feet north of Irving Street; 20th Avenue, east side, from 30 feet to 94 feet south of Irving Street
- H. ESTABLISH – GENERAL METERED PARKING - 20th Avenue, west side, from 20 feet to 94 feet north of Irving Street; 20th Avenue, east side, from 44 feet to 102 feet south of Irving Street;
- I. RESCIND – 45-DEGREE PARKING - 20th Avenue, east side, from Ortega Street to 140 feet southerly; 20th Avenue, east side, from 10 feet to 104 feet north of Quintara Street
- J. ESTABLISH – 45-DEGREE FRONT-IN PARKING - Pacheco Street, north side, from 20th Avenue to 89 feet westerly; Pacheco Street, north side, from 10 feet to 81 feet easterly of 20th Avenue
- K. ESTABLISH – 45-DEGREE BACK-IN PARKING - 20th Avenue, east side, from 10 feet south of Lawton Street to Moraga Street; 20th Avenue, east side, from 10 feet south of Moraga Street to 277 feet south of Moraga Street; 20th Avenue, west side, from 24 feet south of Taraval Street to 102 feet south of Taraval Street
- L. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - 20th Avenue, east side, from 16 to 44 feet south of Irving Street
- M. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 9:30 AM, 11 AM TO 12:30 PM, SCHOOL DAYS - 20th Avenue, from Quintara Street to 100 feet northerly; and,

WHEREAS, The proposed 20<sup>th</sup> Avenue Neighborway Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California

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Code of Regulations Section 15301; and,

WHEREAS, On October 23, 2018 the Planning Department determined that the proposed 20<sup>th</sup> Avenue Neighborway Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. The proposed project is not subject to the Board of Supervisors review because the project establishes a Class II bicycle facility and all of the parking and traffic modifications in the proposed approval action are directly related to the establishment of these bikeways; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the bike lanes and parking and traffic modifications, as set forth in items A through M above, along 20<sup>th</sup> Avenue between Lincoln Way and Wawona Street associated with the 20<sup>th</sup> Avenue Neighborway Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting June 4, 2019.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Enclosure 2: 20<sup>th</sup> Avenue Neighborway Project Plan Graphic

 **SFMTA** **20th Avenue Proposed**  
\*For illustrative purposes only

















