



SFMTA

Slow Streets Program

SFMTA Board of Directors

December 6, 2022

Importance of Slow Streets



It is in our City's interest to help people feel safe while biking and walking.



We can encourage more people to bike and walk by making it safer and less scary. That means building bike-friendly streets, like low-stress streets and bikeways.



Our job is to provide streets where people feel safe enough to bike, walk, drive, or take transit.

How do we build comfortable streets?



Low-Stress Streets

- Combines traffic calming, wayfinding, & intersection improvements
- For flat residential streets
- Example: Slow Streets

~28 miles



Protected Bikeways

- Physically separated by a barrier to increase comfort and safety
- For streets with heavy traffic
- Example: Folsom Street

43 miles

The Evolution of Slow Streets

2020 - 2021

2021 - 2022

2022 - 2023



Implementing COVID-Response Slow Streets



Transitioning to More Durable Materials



Creating a Citywide Low-Stress Network

Post-Pandemic Slow Streets



Sanchez Street: Fully Implemented



Shotwell Street: Fully Implemented



Golden Gate Avenue: Partially Implemented



Lake Street: Partially Implemented

Amendment to California Vehicle Code

Assembly Bill No. 773

CHAPTER 587

An act to amend Section 21101 of the Vehicle Code, relating to streets.

[Approved by Governor October 06, 2021. Filed with Secretary of State October 06, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 773, Nazarian. Street closures and designations.

Existing law authorizes local authorities to adopt rules and regulations by ordinance or regulation for highways under their jurisdiction if specified criteria are met. Under existing law, authorized actions by local authorities include permanent or temporary highway or street closures under certain conditions and the designation of a highway as a through highway.

This bill would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow streets program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 21101 of the Vehicle Code is amended to read:

21101. Local authorities, for those highways under their jurisdiction, may adopt rules and regulations by ordinance or resolution, except as provided in subdivision (f), on the following matters:

Slow Streets Program Goal

Develop low-stress streets that provide active transportation connections within neighborhoods and enhance the City's recommended bikeway network with a focus on improving residential streets by calming vehicle traffic, making them easier to navigate, and friendlier for walking and biking.



Slow Streets in Transition

COVID Response Slow Streets

Shared Streets,
Prioritized for Local Traffic & People



Temporary Authorization
(120 days post- State of Emergency)



Temporary Materials



Slow Streets Program

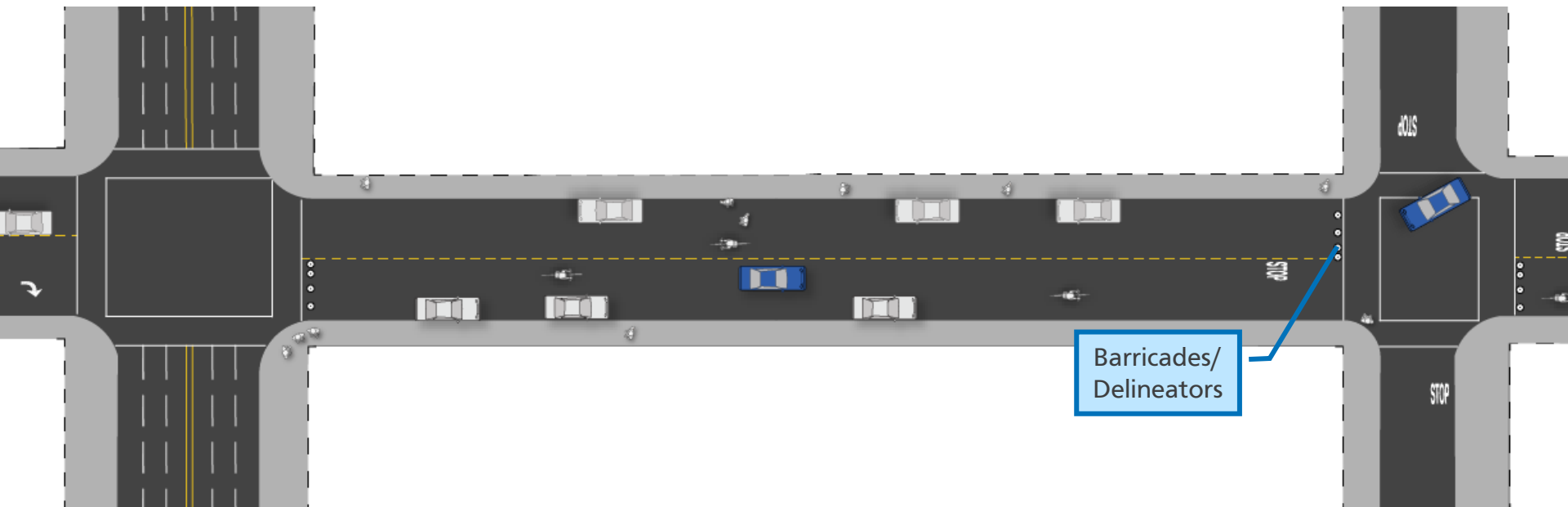
Shared Streets,
Prioritized for Local Traffic & People

Authorization in the
City Transportation Code

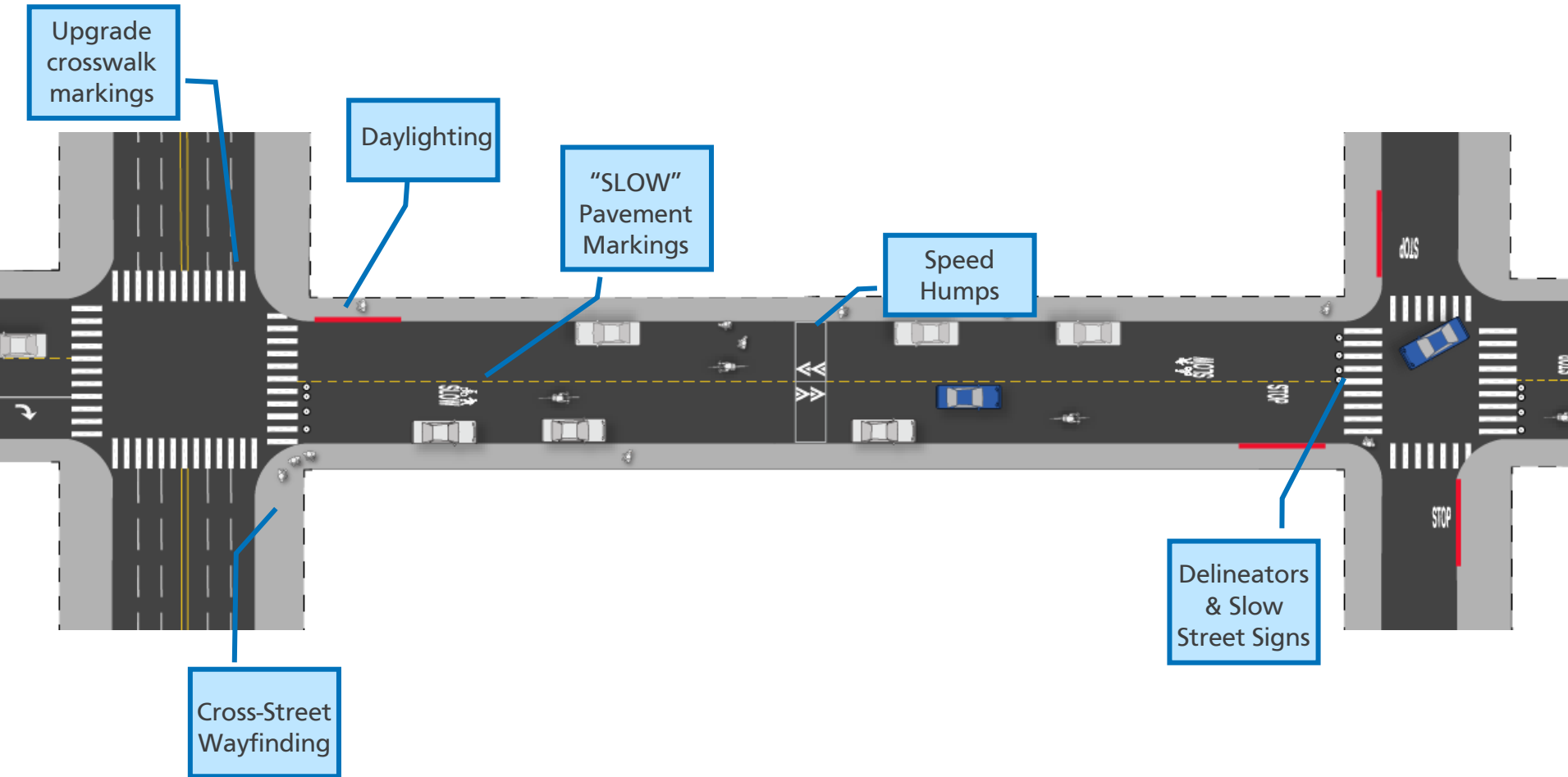
Durable Materials



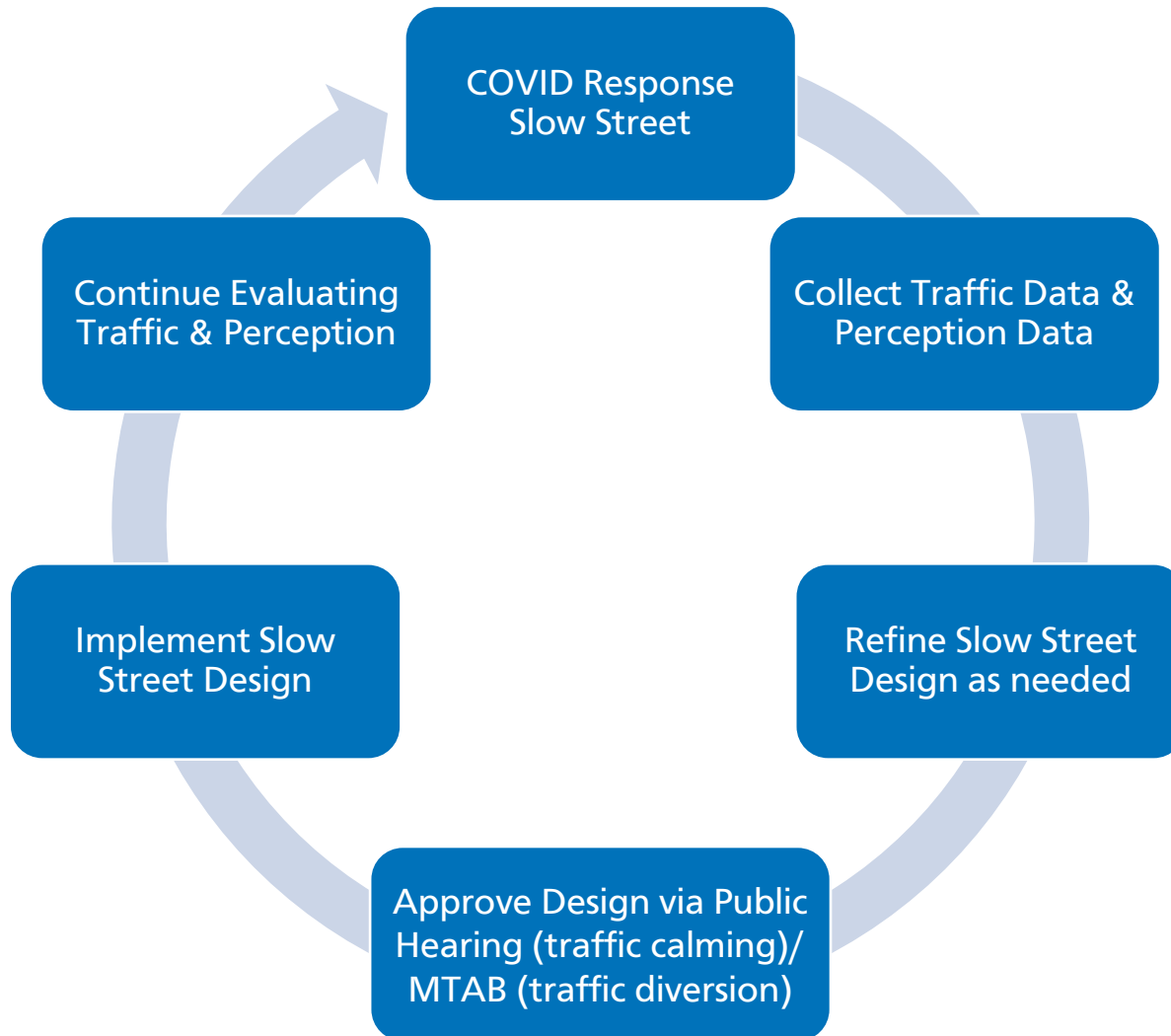
COVID Response – Typical Block



Slow Streets Program – Typical Block



Design Process



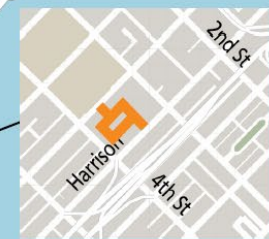
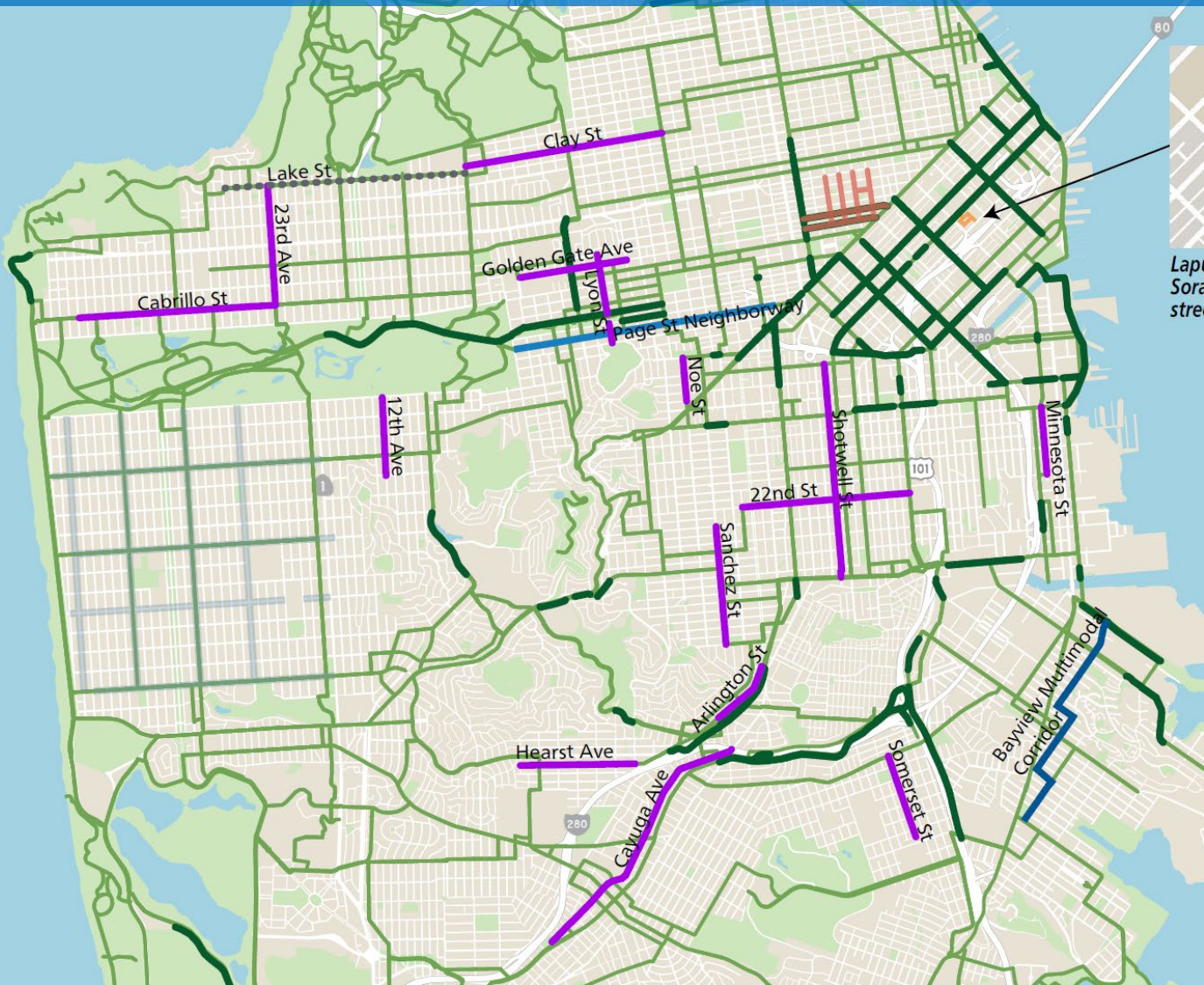
TARGET CRITERIA

- ✓ 1500 vehicles per day
- ✓ 20 MPH or less

Recommended Corridors

Slow Street	Average Daily Vehicle Volumes (Weekday, VPD)	Median Daily Vehicle Speeds (Weekday, MPH)
12 th Avenue	1080	22
22 nd Street	2940	19
23 rd Avenue	490	18
Arlington Street	720	20
Cabrillo Street	420	19
Cayuga Avenue	1260	21
Clay Street	550	16
Golden Gate Avenue	380	12
Hearst Avenue	480	19
Lyon Street	480	17
Minnesota Street	980	19
Noe Street	2700	17
Sanchez Street	2210	15
Shotwell Street	870	12
Somerset Street	580	21

Map of Corridors



Lapu-Lapu, Rizal, Tandang Sora, Bonifacio, and Mabini streets

LEGEND

- Existing Bike Network
- Protected Bikeways
- Recommended Slow Streets
- ⋯ Lake Street - No Recommendation

Other Related Projects

- Proposed Sunset Neighborways
- Page Street Neighborway
- Bayview Multimodal Community Corridor
- SoMa Alleyways
- Tenderloin Traffic Safety Improvements

Proposed Next Steps

Winter 2022



Collect updated vehicle volume and speed data for each of the **15** Slow Streets corridors

Early 2023



Develop revised designs for Slow Streets corridors; advance designs through Public Hearing process; implement

2023 - onwards



Expand program: Identify new opportunities for Slow Streets

Board Actions

1. Establish a citywide Slow Streets Program to create a network of low-stress routes on residential streets in San Francisco for shared transportation that prioritizes biking, walking, and other forms of active transportation.

2. Approve an initial set of 15 Slow Streets as a part of this Program.

