



SFMTA

Slow Streets Phase 3

SFMTA Board of Directors

July 21, 2020

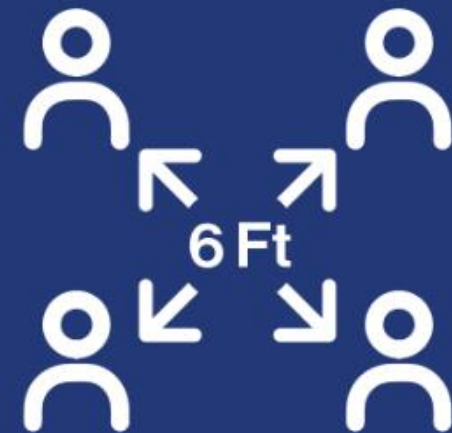
Slow Streets: A COVID Response

COVID-19 Muni Core Service Plan

- 1 10 minutes or less
10 minutos o menos
10分鐘之內
10 minuto o mas kaunti
- 19 Every 10-20 minutes
Cada 10-20 minutos
每 10-20分鐘
Tuwing 10-20 minuto



MUNI
Effective 5/16/2020



Stay 6 feet apart

請與他人保持6呎距離

Manténgase a un mínimo de seis (6) pies de los demás

Magbigay ng 6 na talampakang distansya mula sa isa't isa



[SF.gov/coronavirus](https://www.sfgov.gov/coronavirus)

Slow Streets Treatment

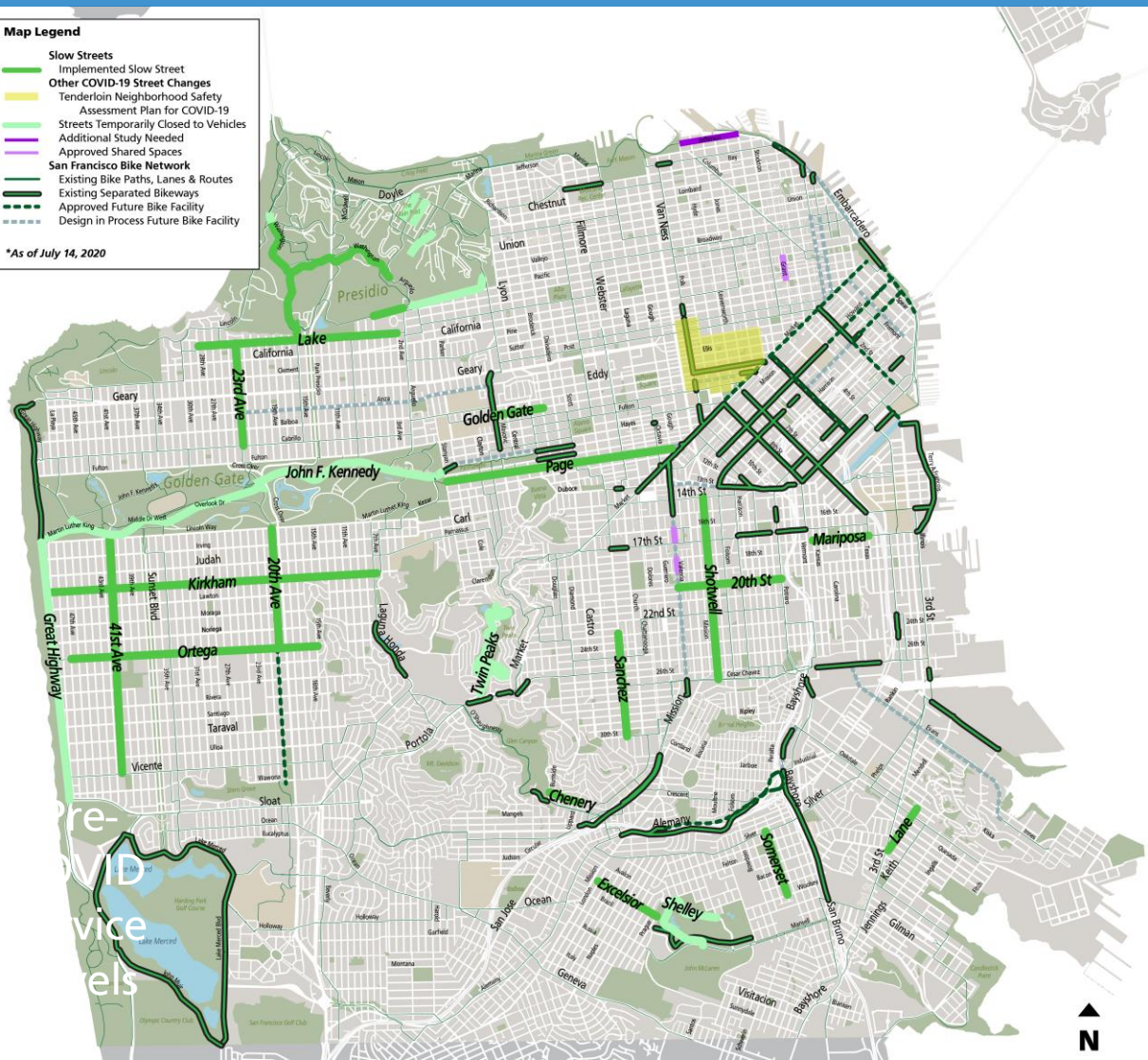


Existing Slow Streets Network

Map Legend

- Slow Streets
- Implemented Slow Street
- Other COVID-19 Street Changes
- Tenderloin Neighborhood Safety Assessment Plan for COVID-19
- Streets Temporarily Closed to Vehicles
- Additional Study Needed
- Approved Shared Spaces
- San Francisco Bike Network
- Existing Bike Paths, Lanes & Routes
- Existing Separated Bikeways
- Approved Future Bike Facility
- Design in Process Future Bike Facility

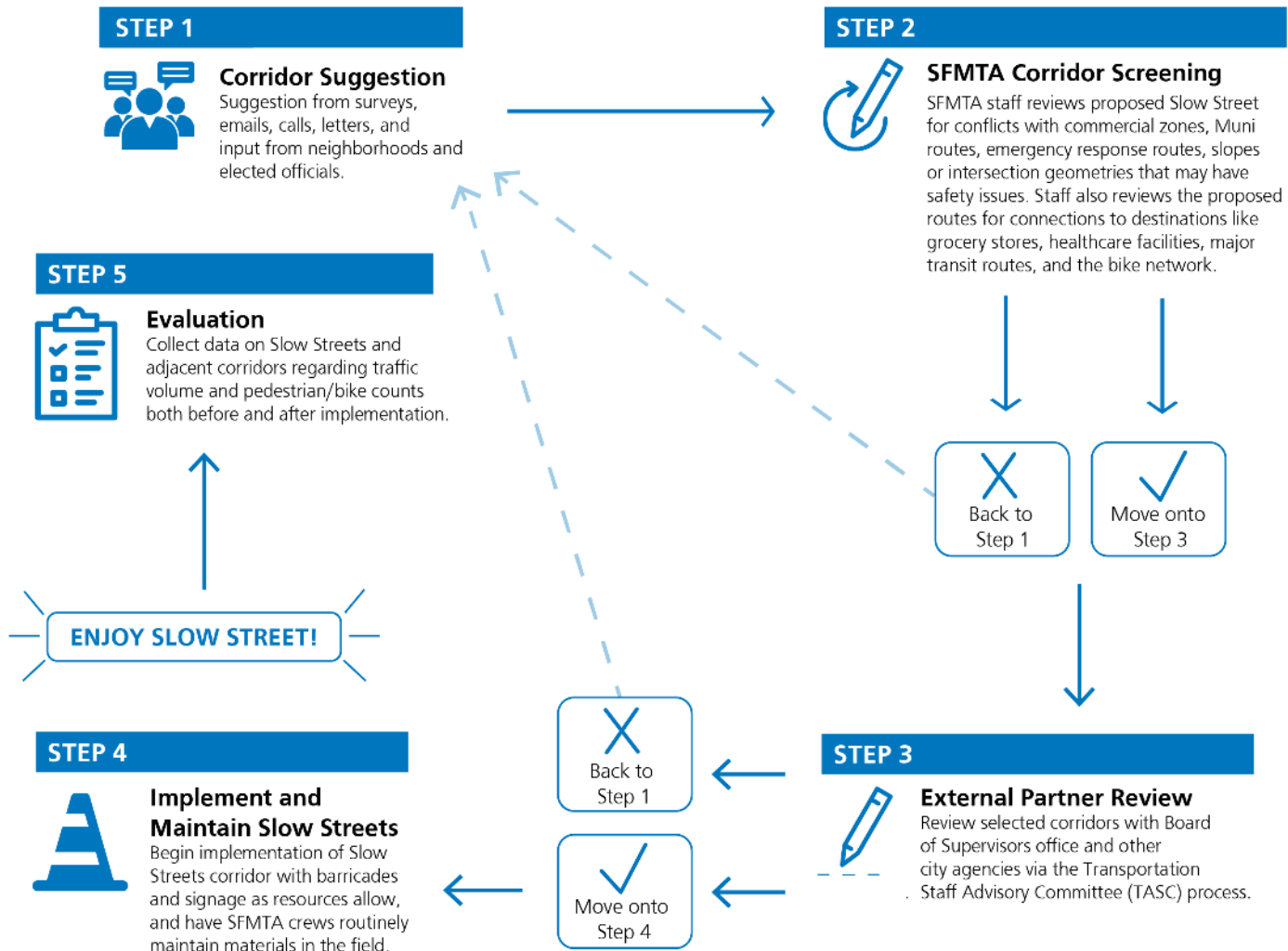
**As of July 14, 2020*



pre-
COVID
vice
levels



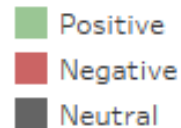
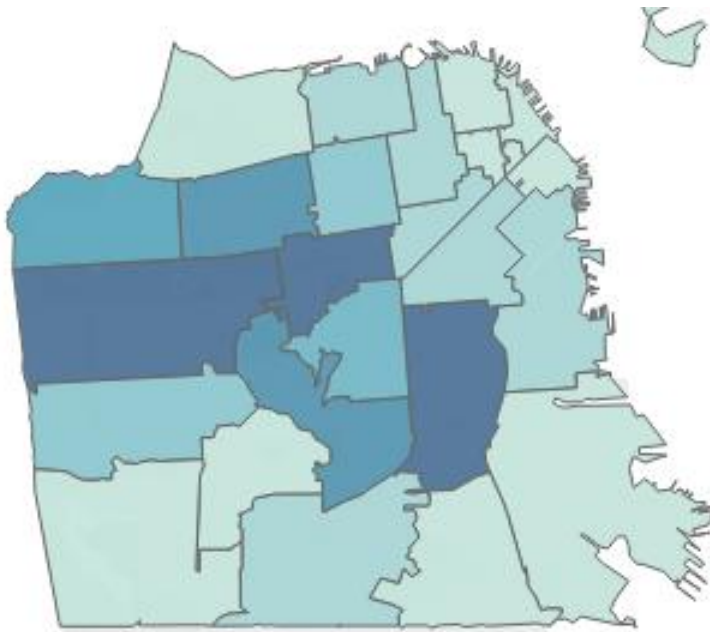
Slow Streets Selection Process



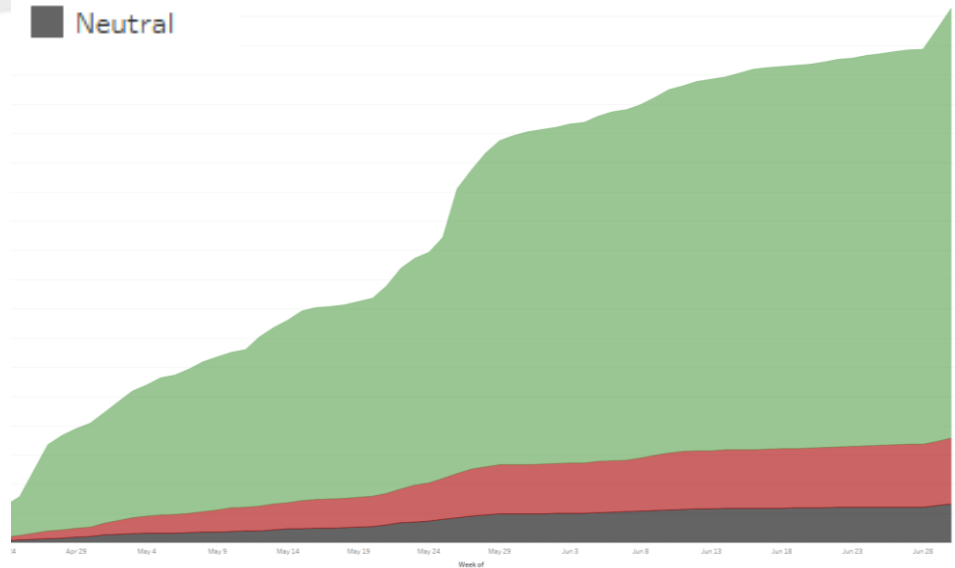
Crowd-Sourced Corridors

- 3,758 responses through June
- 4,035 suggestions for Slow Streets corridors
- 350 corridors suggested as future Slow Streets

of Responses



Slow Street Support Over Time



Slow Streets Phase 3

- **Proposal:** Temporary access restrictions on corridors to allow roadways to be safely used as a shared space for foot and bicycle traffic with adequate space for travelers to maintain 6-foot separation
- **Sunset Date:** Slow Streets expire 120 days after emergency order is lifted unless there is permanent SFMTA Board approval
- **Timeline:** Implement as materials become available through October



Program Benefits

- **Public Health:** Ensuring space for social distancing is imperative to preventing the spread of COVID-19
- **Economic Recovery:** Bike and pedestrian networks provide more choices when transit capacity is reduced



Program Benefits

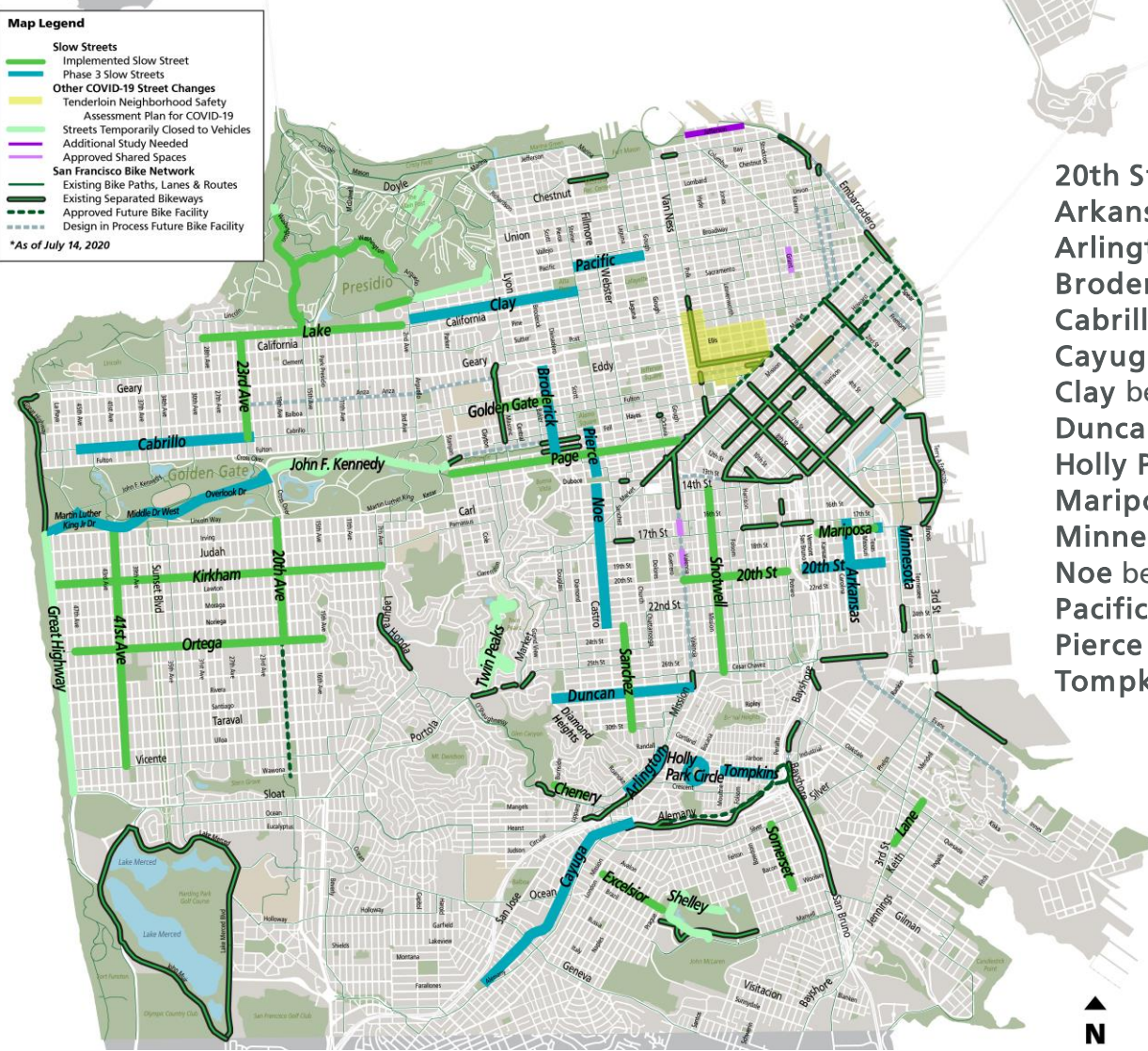
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- 20th Street between San Bruno and Pennsylvania
- Arkansas between 17th and 23rd St
- Arlington between Roanoke and Randall
- Broderick between O'Farrell and Page
- Cabrillo between 45th and 23rd Ave
- Cayuga between Naglee and Rousseau
- Clay between Arguello and Steiner
- Duncan between Diamond Heights and Tiffany
- Holly Park Circle (all)
- Mariposa between Texas and Mississippi
- Minnesota between Mariposa and 22nd St
- Noe between 23rd St and Duboce
- Pacific between Steiner and Gough
- Pierce between Hayes and Duboce
- Tompkins between Andover and Peralta

A New Way to Engage People

- Adapting outreach techniques to COVID-19 era
- On-the-ground monitoring and outreach to evaluate Slow Streets
- Actively solicit feedback from marginalized communities
- Unless there is a public process to legislate, Slow Streets will automatically sunset



Evaluation Process

- Tracking performance and feedback on existing Slow Streets corridors
- Data evaluation process
 - Measured safety metrics:
 - Vehicle volume/speed
 - Bike & pedestrian volume
 - Traffic diversion on adjacent streets
 - Perception surveys:
 - Resident survey mailed to those living on Slow Streets
 - User survey available to those using a Slow Street

	Resident/ Supervisor Feedback	Pedestrian/ Bike Usage	Transportation Impacts or Issues	Outstanding Maintenance Needs
20th Avenue	●	◐	●	●
20th Street	◐	●	◐	○
23rd Avenue	●	●	●	●
41st Avenue	●	●	●	●
Chenery Street	◐	●	●	●
Excelsior Avenue	●	◐	●	●
Golden Gate Avenue	●	●	●	●
Kirkham Street	◐	●	●	●
Lake Street	●	●	●	●
Lane Street	●	◐	◐	●
Mariposa Street	●	◐	○	◐
Ortega Street	●	●	●	●
Page Street	●	●	◐	○
Sanchez Street	●	●	●	●
Shotwell Street	●	●	●	○
Stockton Street	○	○	○	●
Somerset Street	●	◐	●	●

Next Steps

Today: SFMTA Board approval

July:

- Address ongoing maintenance needs on existing Slow Streets
- Install additional barricades to fill gaps in Phase 1 and Phase 2
- Begin to install Phase 3 corridors

August – October:

- Complete evaluation of Phase 2 corridors
- Complete installation of Phase 3 corridors

