

Design

Why was a weekend or part-time Slow Street not in the mix of options for the future of Lake Street?

We got this question a lot, likely due to the arrangement established on the Great Highway. This approach works on The Great Highway because it only requires closing two gates, which takes 15-30 minutes twice a week. At this time, to install and remove materials on Lake St each week for it to be an effective Slow Street is not a viable solution from a staffing and maintenance perspective.

Are speed humps being considered as part of the design for Lake Street? What would that implementation process look like?

Speed cushions and raised crosswalks are being considered in conversation with the SFFD; both would take time to construct; they would be implemented on a later time frame. The engineering team would determine optimal locations for speed cushions and raised crosswalks along the corridor.

In any striping efforts, are there opportunities to incorporate public art (maybe as part of a broader slow street network wayfinding strategy)?

This is something that can happen in the future. At this time it is not part of SFMTA's scope, and would need to be a community-led process.

Impacts to California Street

Is there data on the change in the efficiency of the #1 California MUNI since the closure? Is the #1 California taking more time to travel from beginning to end?

Compared to pre-Covid, 1 California travel times between Arguello and 32nd Avenue have increased by 48 seconds outbound in the afternoon peak, and 25 seconds inbound in the morning peak. These increases are distributed throughout the corridor, but one particular area that has seen increased travel time is between 10th Avenue and Park Presidio outbound in the afternoon.

Since the closure, has there been an evaluation, or is there data on the impact on traffic/safety/accidents on California Street?

Injury collisions have decreased by 64% on California Street between Arguello and Park Presidio: From 2017 to 2019, there were an average of 11 injury collisions, and in 2020 and 2021, there were 4 respectively. Between Arguello and 28th Avenue injury collisions have decreased 53%: From 2017 to 2019 there was an average of 17 injury collisions; in 2020 there were 10 (3 occurred after project implementation) and in 2021 there were 8. In the five-year period prior to project implementation, there were 70 transit collisions on the 1 California line within the project limits--an average of 1-2 collisions per month. As of December 31, 2021, there has been one reported transit collision within the project limits during the eighteen months since project implementation.

Safety

What can be done currently to maintain the signage on Lake to encourage proper adherence to Slow Streets guidelines while the design process for the corridor is still underway?

Please reach out to our team directly at SlowStreets@SFMTA.com or to 311 with any maintenance requests—we monitor daily and will alert our shops to repair/replacement needs. However, our shops have limited staffing capacity and are not always able to respond immediately to Slow Street needs, so we appreciate your patience! There are no plans to alter the roadway design in advance of the future design implementation.

There have been reports of people speeding along the Slow Street, people disregarding signs limiting through traffic, and people not making space for folks who need to drive to and from their homes on the street. How can the more behavioral aspects of the Slow Street be managed?

Through our design and community engagement process, we've heard about these key issues on the street. Every community member has a role to play in ensuring the Slow Street is a safe, welcoming, and vibrant corridor! We encourage all folks to follow the guidelines and be mindful of other users, and most importantly, to move slowly along the corridor

Is it possible to give a sticker to people who live on Lake Street so pedestrians understand that we live here and are not breaking the rules?

This sounds like a great community-led effort; we're not sure this would be something the city should take the lead on.

San Francisco recently began implementing speed limit reductions on key corridors under AB43. Are Slow Streets eligible for speed limit reductions under AB43? Is it possible to lower speed limits as part of the Slow Streets toolkit?

As a city, we're excited to be able to move forward with implementing safer speeds as part of AB43. However, this legislation only authorizes speed limit reductions on particular business activity corridors ([you can read more here](#)). Slow Streets, because they're primarily residential streets, are not among them.

Outside of AB43, assigning speed limits on city streets is a bit of a complicated process. California vehicle code mandates that speed limits be set in accordance with the 85th percentile rule (essentially, the speed at or below which 85 percent of all vehicles typically travel on the street). What we're looking into is whether Slow Streets will eventually enable us to use this rule to change the posted speeds on these corridors—in other words, if vehicle traffic obeys the Slow Streets signage and moves more slowly along the corridor, could we use these lower observed speeds to actually work toward changing the posted limit?

Data & Survey

Can you describe the process for analyzing and vetting data to ensure against multiple responses, responses from people outside of the area, etc?

The data is reviewed and vetted for redundant/multiple responses from the same respondent by using data provided by the respondent (e.g., location and personal contact information) and data generated by the survey tool (e.g., respondent's IP address, date/time of response, etc.). The various personally identifiable data is cross-tabbed and reviewed. Possible redundant responses are identified, marked, and queried out to create the final dataset used to perform the analysis of survey findings. No record is

eliminated based on one factor alone. Records are only removed if multiple factors indicated the same person taking the survey more than once.

We recognize that this is not a 100% full proof method to control for multiple responses. However, the survey is not a formal vote for a proposal. The survey is one of our many public engagement and feedback gathering tools used to understand public opinion on the topic of interest. Survey findings alone are not the only information considered in our decision-making process.

How are you considering the responses from people who live directly on Lake Street versus those who live in the neighborhood, or those who are visitors? Essentially, how does geography of respondent factor into the analysis?

We are analyzing the results by geography to determine how support for Slow Lake varies by one's location relative to the corridor. While support for Slow Street among those who live closest to it is an important factor, we also recognize that Lake St plays an important role in the transportation network for the Richmond as a whole.

Was the survey only available to people who speak English?

Our survey was available in Chinese, Russian, and Spanish as well as English. While the majority of our responses were in English, we did receive in-language responses and welcomed the diversity of responses!

Equity

What the equity impact of Slow Lake to our community and others? Will implementing a Slow Street on Lake come at the expense of street safety investments in equity-priority communities?

Equity is top of mind for SFMTA and a driving force in our decision-making around street safety projects. In recent years we have made—and continue to make—numerous investments in equity priority communities like the Tenderloin and the Bayview. Additionally, our Vision Zero Quick-Build program implements projects on the city's High Injury Network, which disproportionately passes through equity priority communities. Funding our numerous street-safety initiatives is not a zero-sum game. Implementing a Slow Street in one neighborhood need not come at the expense of creating safer conditions for another. SFMTA is a citywide agency, and our aim is to make streets safer across San Francisco, and to build a connected network of active transportation corridors that folks can use to traverse the city by sustainable means.

Process & Implementation

What legal authority does SFMTA have to implement a Slow Street on Lake?

The temporary Slow Street on Lake Street was authorized in May 2020 as an emergency change under California Vehicle Code 21101(e). The longer-term changes on Lake Street were approved by the SFMTA Board of Directors in August 2021, and are authorized under California Vehicle Code 21101(f).

Was an environmental impact study done for the Slow Street on Lake?

Under SB 288, bicycle and pedestrian facilities projects—a category that includes Slow Streets—are statutorily exempt from CEQA review. You can find the completed environmental documentation for the

four Slow Streets corridors approved as post-pandemic Slow Streets by the SFMTA Board of Directors [on our project website](#).

What's is the projected cost of a Slow Street project?

The cost will depend on the final design, but to date the cost is approximately \$100K/mile for post-pandemic Slow Streets to implement. This includes labor time, materials, design, and construction. For the program, we are using funding that was previously allocated for our Neighborways program under our Capital Improvement Program (a combination of Prop B and Prop K funding). The per-mile cost of Slow Streets is dramatically less than most other capital projects.