



SFMTA

Slow Streets & Protected Bike Lanes

Matt Lasky, Bike Program Manager – Livable Streets

EMSC Meeting

August 26, 2020

Slow Streets: A COVID Response



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)

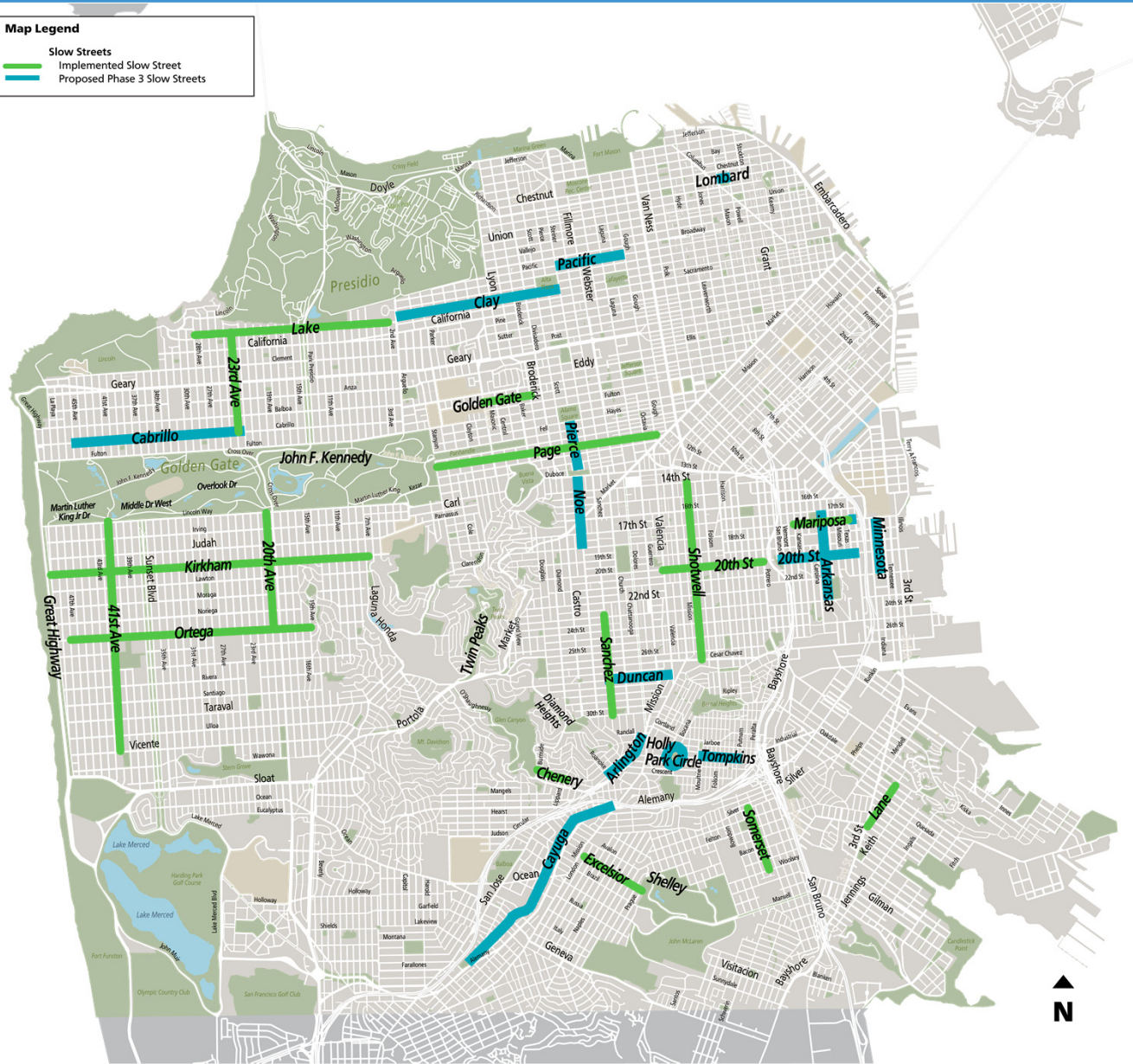
Slow Streets Treatment



Existing Slow Streets Network

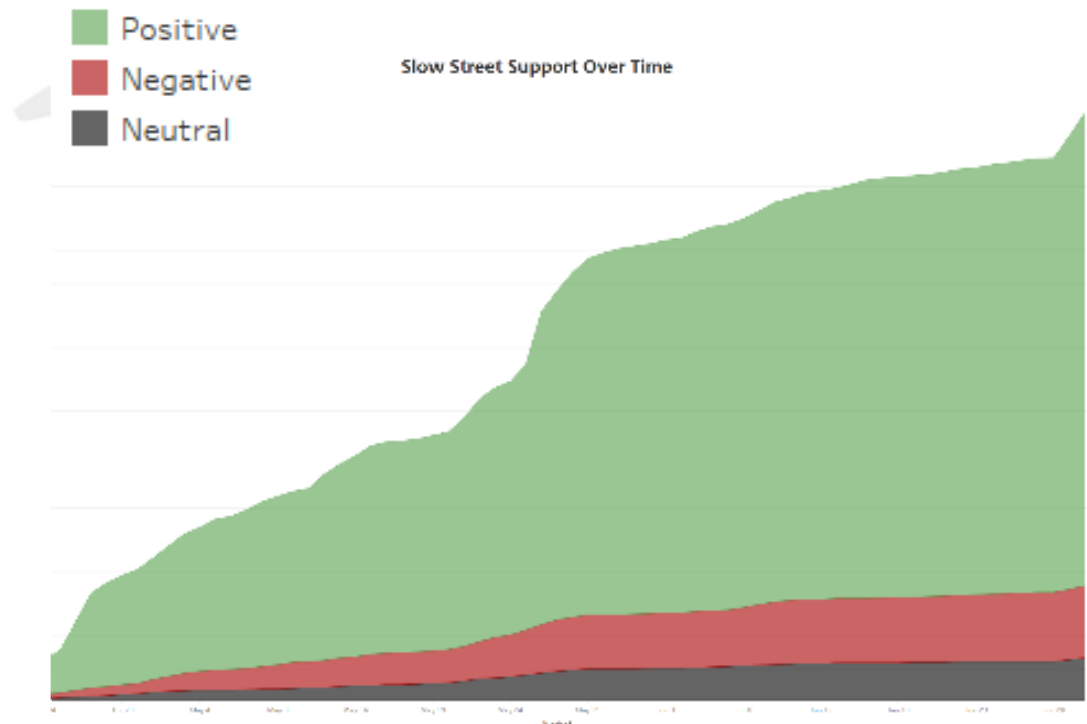
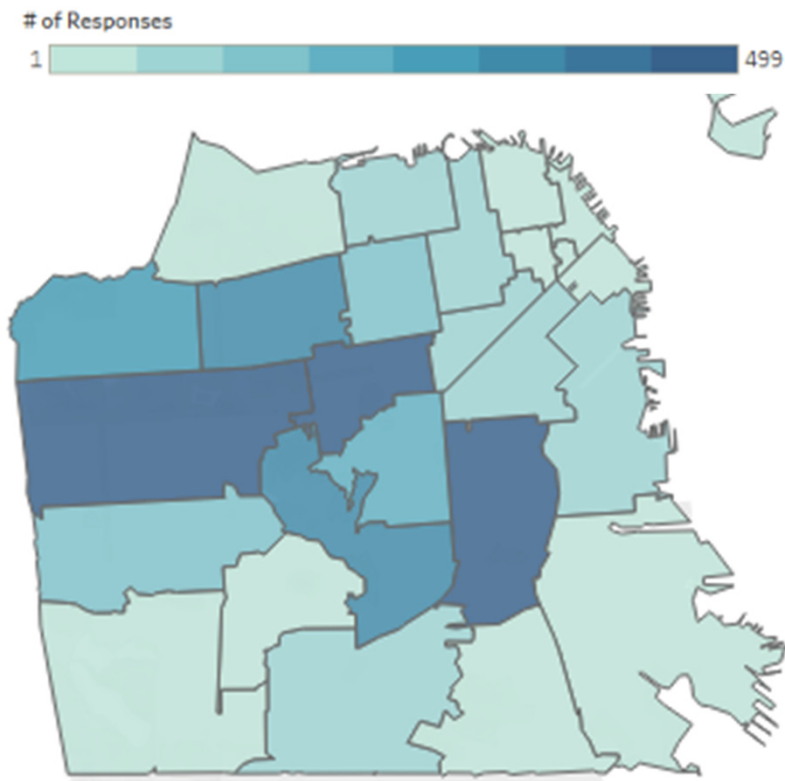
Map Legend

- Slow Streets
- Implemented Slow Street
- Proposed Phase 3 Slow Streets



Crowd-Sourced Corridors

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



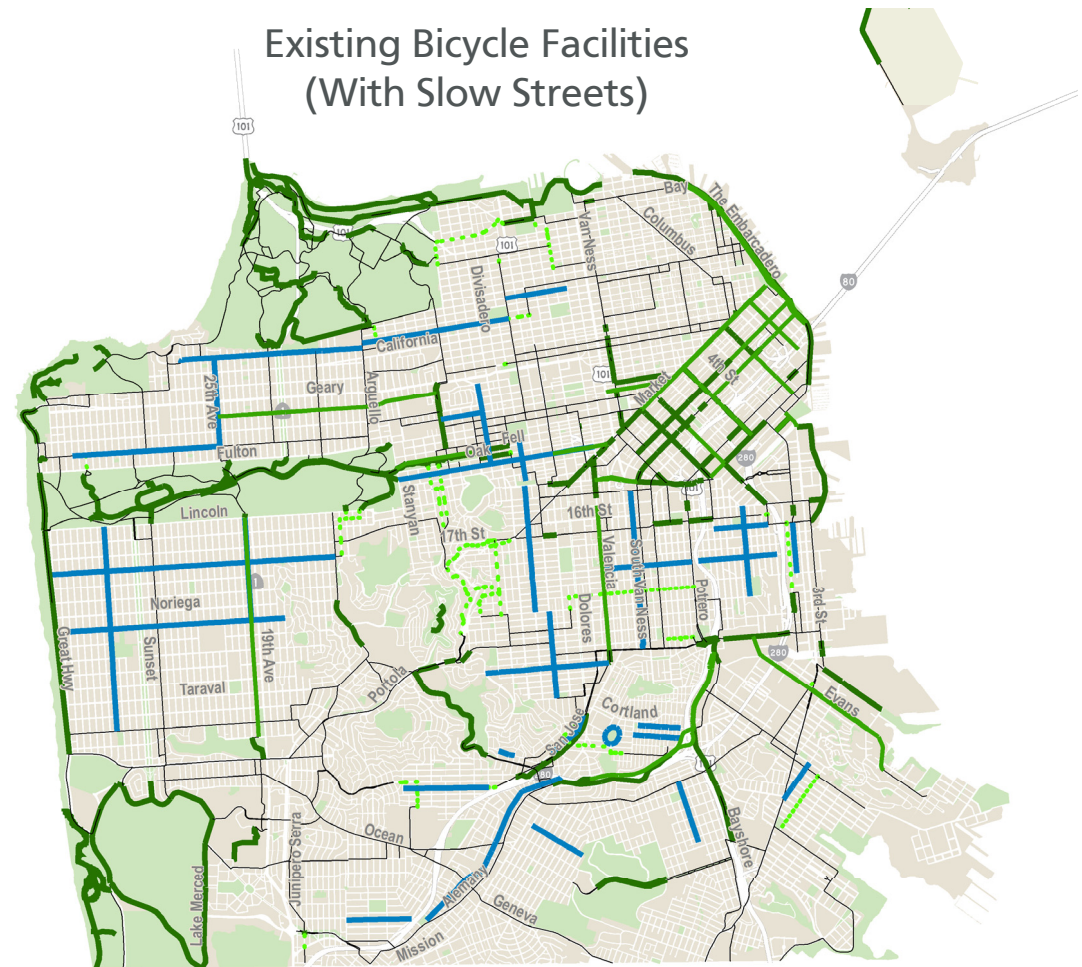
Details of Slow Streets

- **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



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



Protected Bikeways

- Typically Street Level
- Protected from Passing Traffic
 - Parked Cars
 - Delineators
 - Paint
- Improves Perceived Comfort and Safety
- Reduces Dooring
- Prevents Double Parking
- Attractive to Bicyclists of All Ages and Abilities





Vision Zero Quick-Build Program

- Quick-build safety projects are a critical part of realizing the physical changes to street design required to reach San Francisco's Vision Zero commitment.
- Quick-build projects have a streamlined approval process and use reversible, adjustable and lower-cost materials that can be installed quickly.

What Makes it Quick-Build?

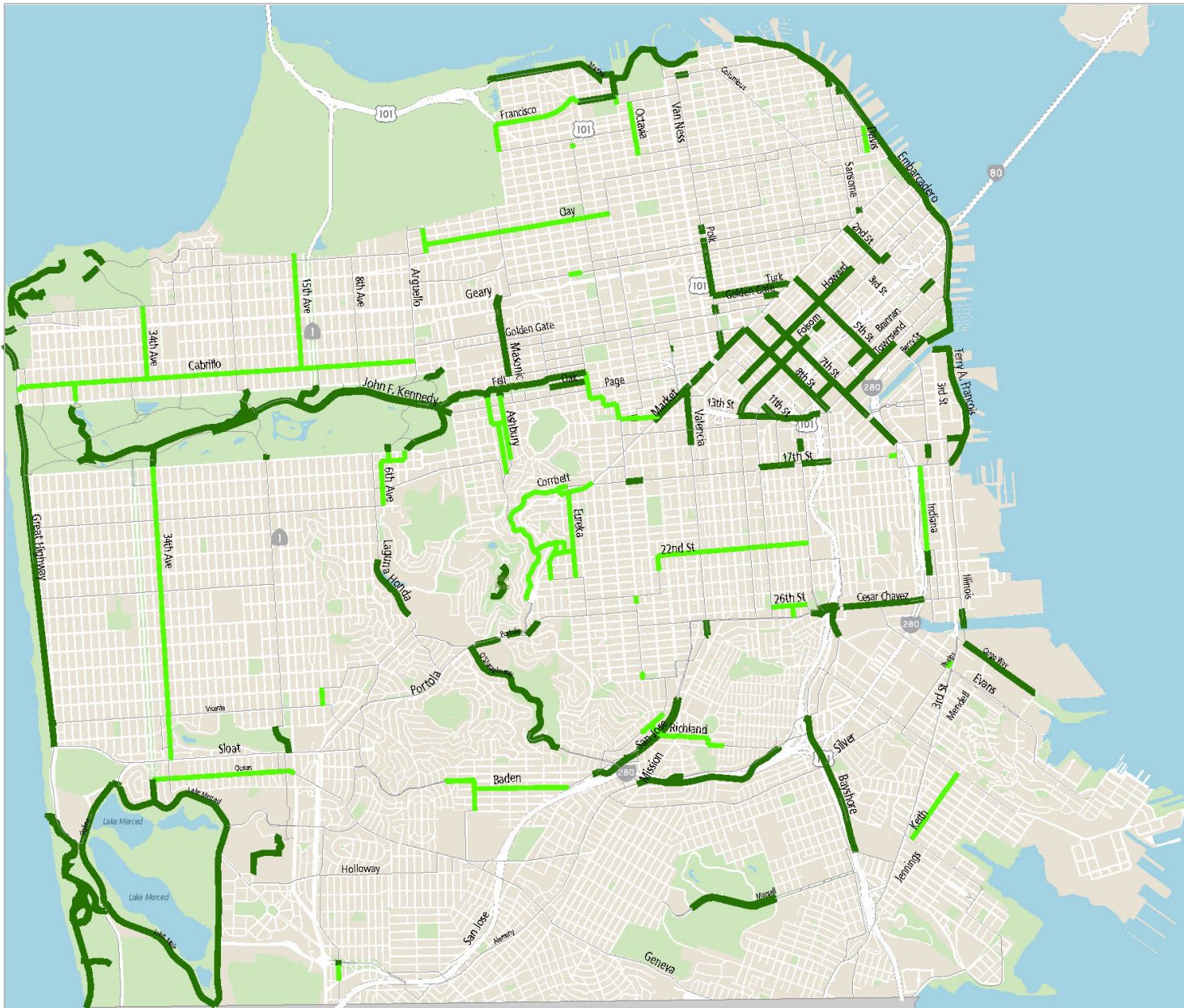
- Traffic safety improvements that are
- Easy to implement
- Lower cost
- Adjustable/reversible
- Design, construct, and evaluate more nimbly and iteratively



Bikeway Network Gaps

July 2020

DRAFT



- Existing Protected and Paths
- Existing Low Stress Routes
- Other Lanes and Routes



0.9 miles

Scale 1:46,220

Date Saved: 7/9/2020

For reference contact: brian.liang@sfmta.com

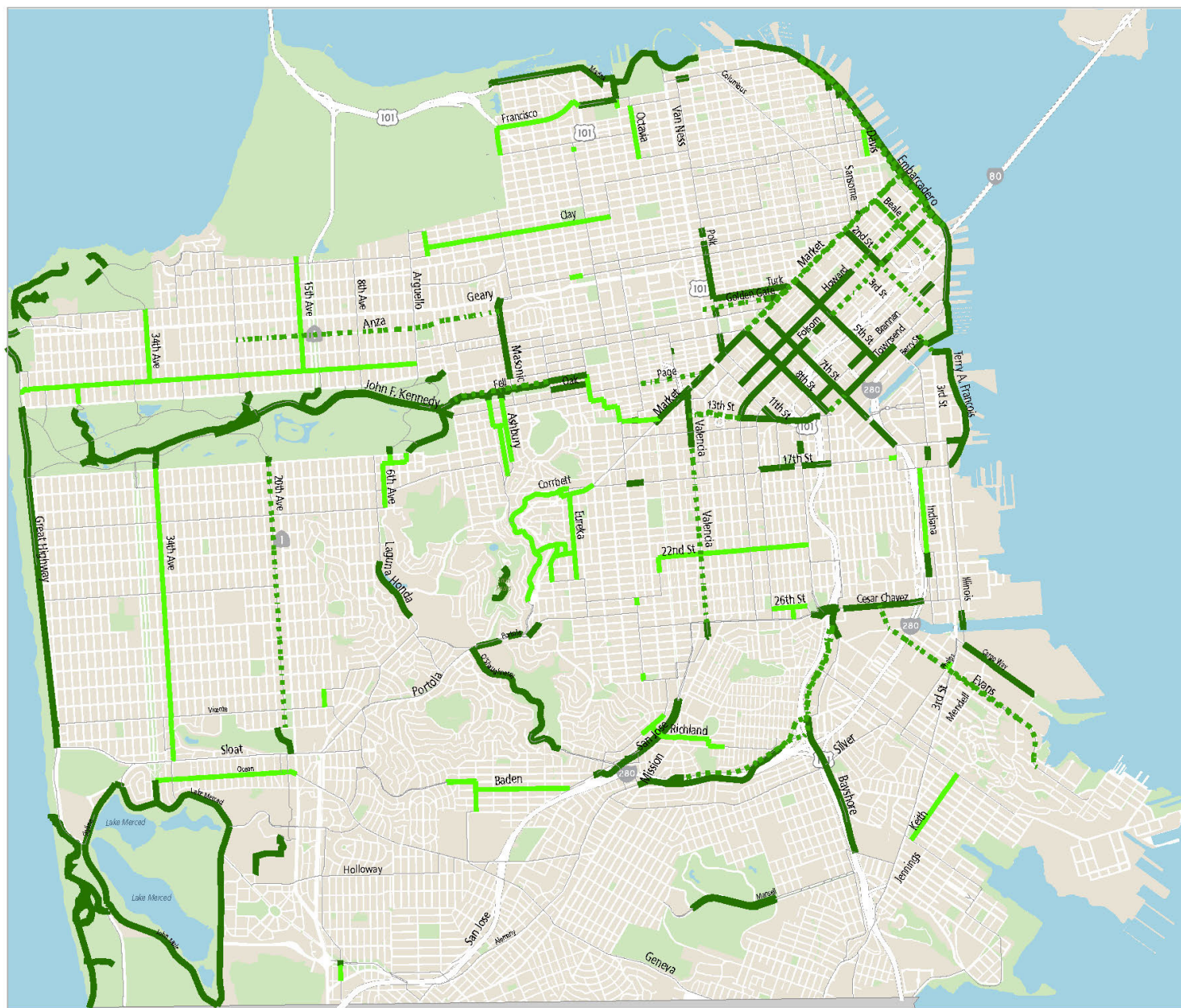
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Bikeway Network Gaps

July 2020

DRAFT



- Future Bikeways Approved and In-Design
- Existing Protected and Paths
- Existing Low Stress Routes
- Other Lanes and Routes



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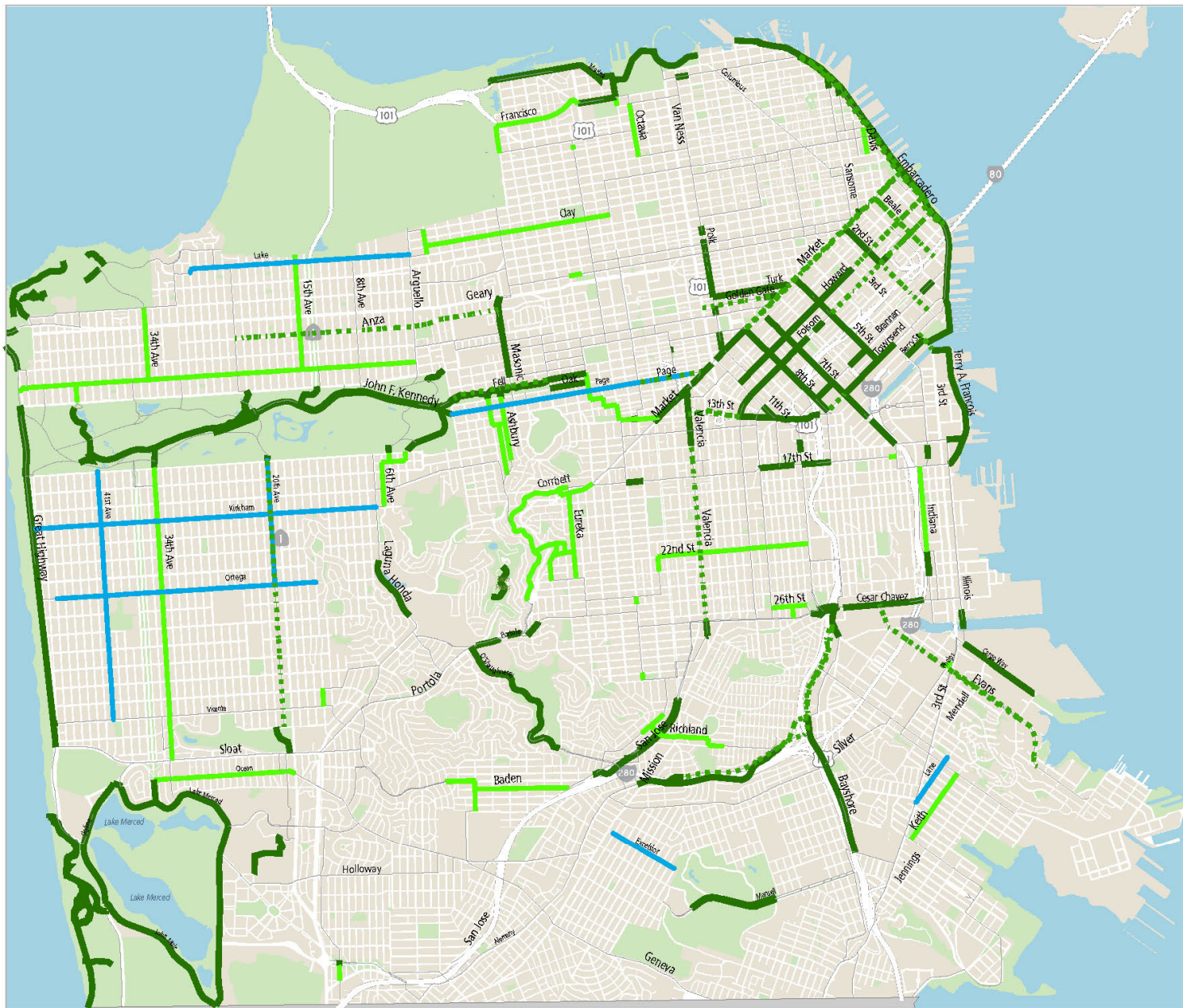
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Bikeway Network Gaps

July 2020

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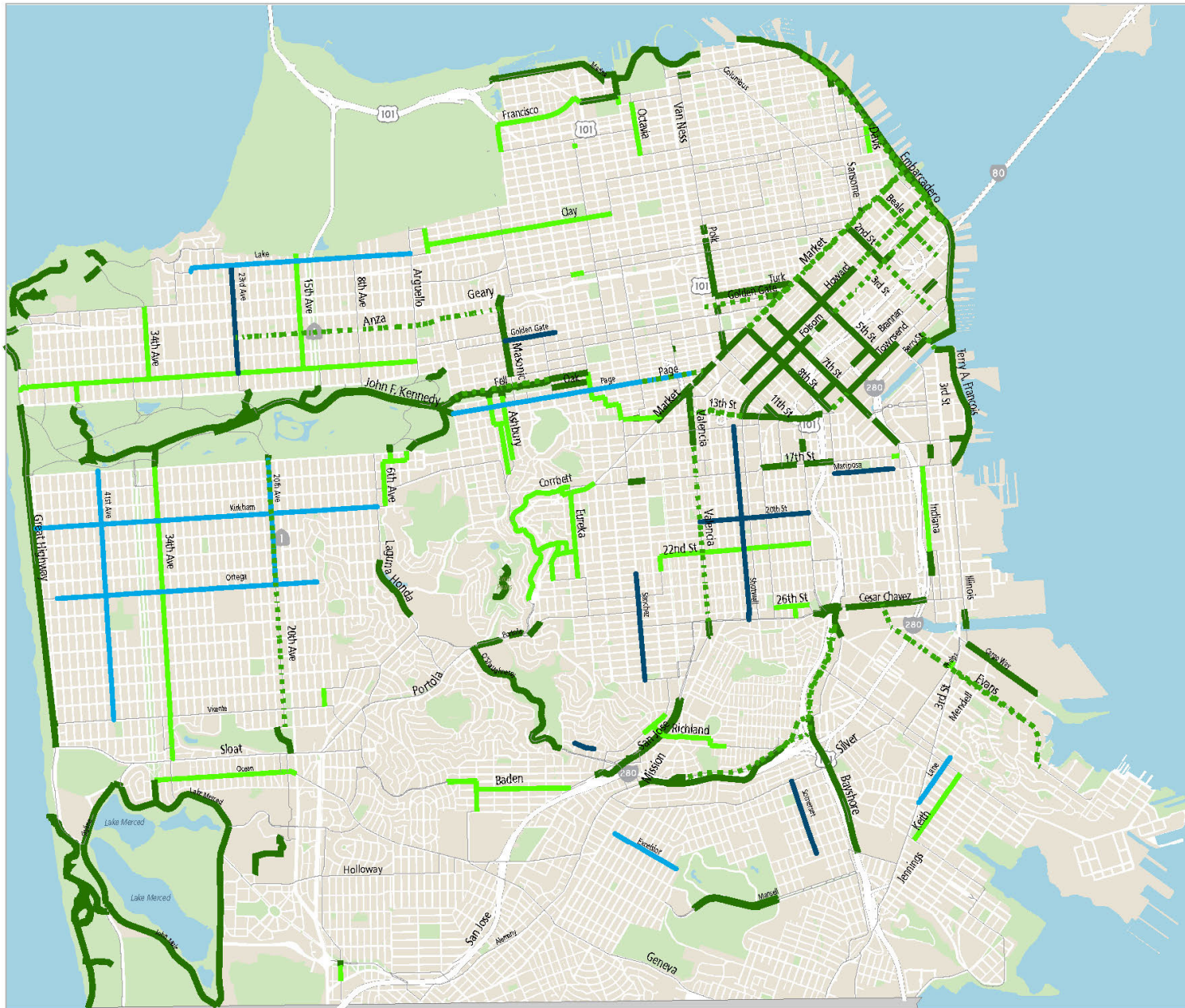
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Bikeway Network Gaps

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- Slow Streets Phase 2
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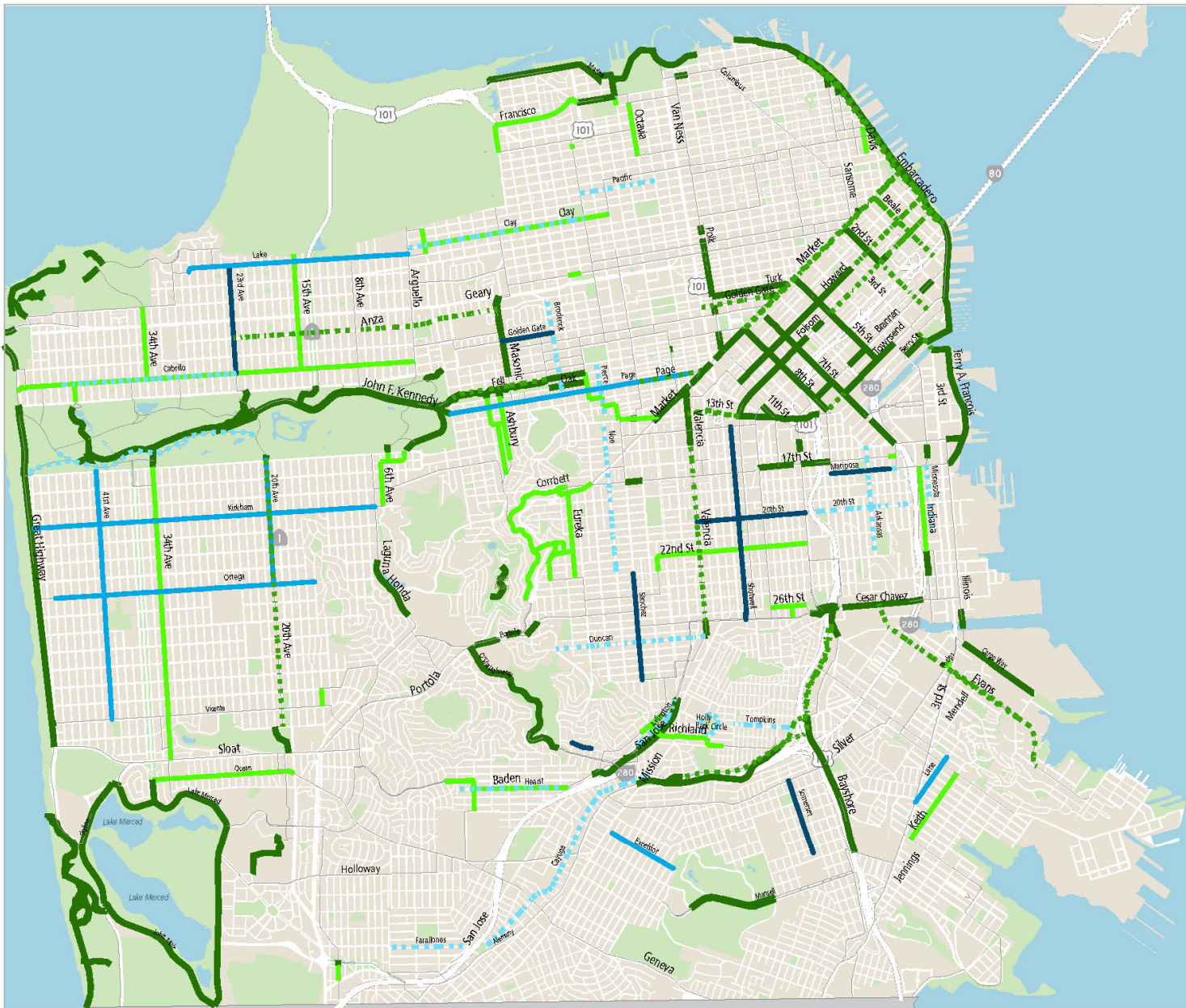
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Bikeway Network Gaps

July 2020

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- Slow Streets Phase 2
- Slow Streets Phase 3
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Next Steps

Slow Streets

- Address ongoing maintenance
- Install additional barricades and semi-permanent materials on all Phases
- Complete evaluations

Protected Bikeways

- Continue Towards Goal
- Design and Implement Quick-Build Projects while Communicating with the Public





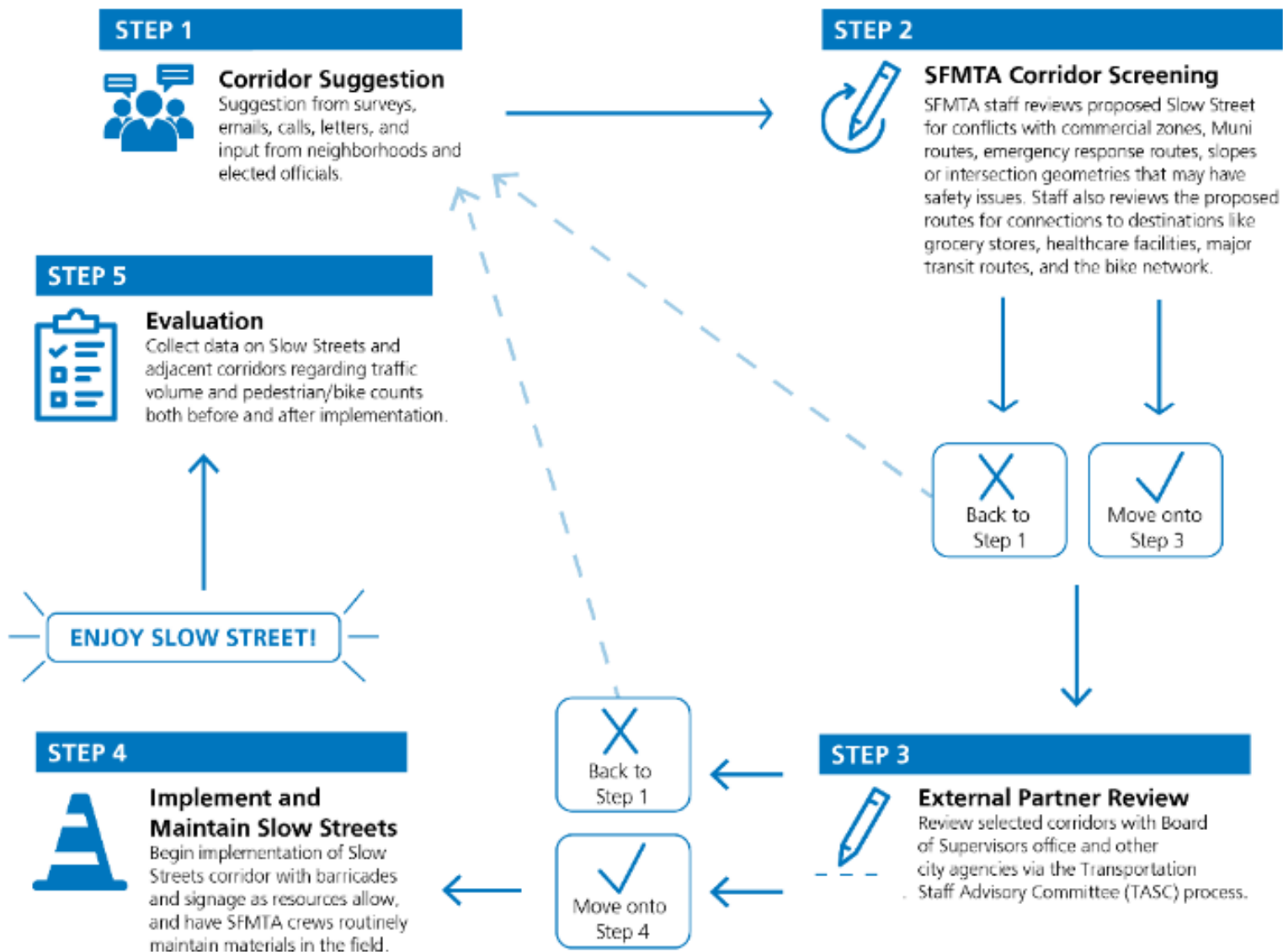
SFMTA

Slow Streets & Protected Bike Lanes

Matt Lasky, Bike Program Manager – Livable Streets

matt.lasky@sfmta.com

Slow Streets Selection Process



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

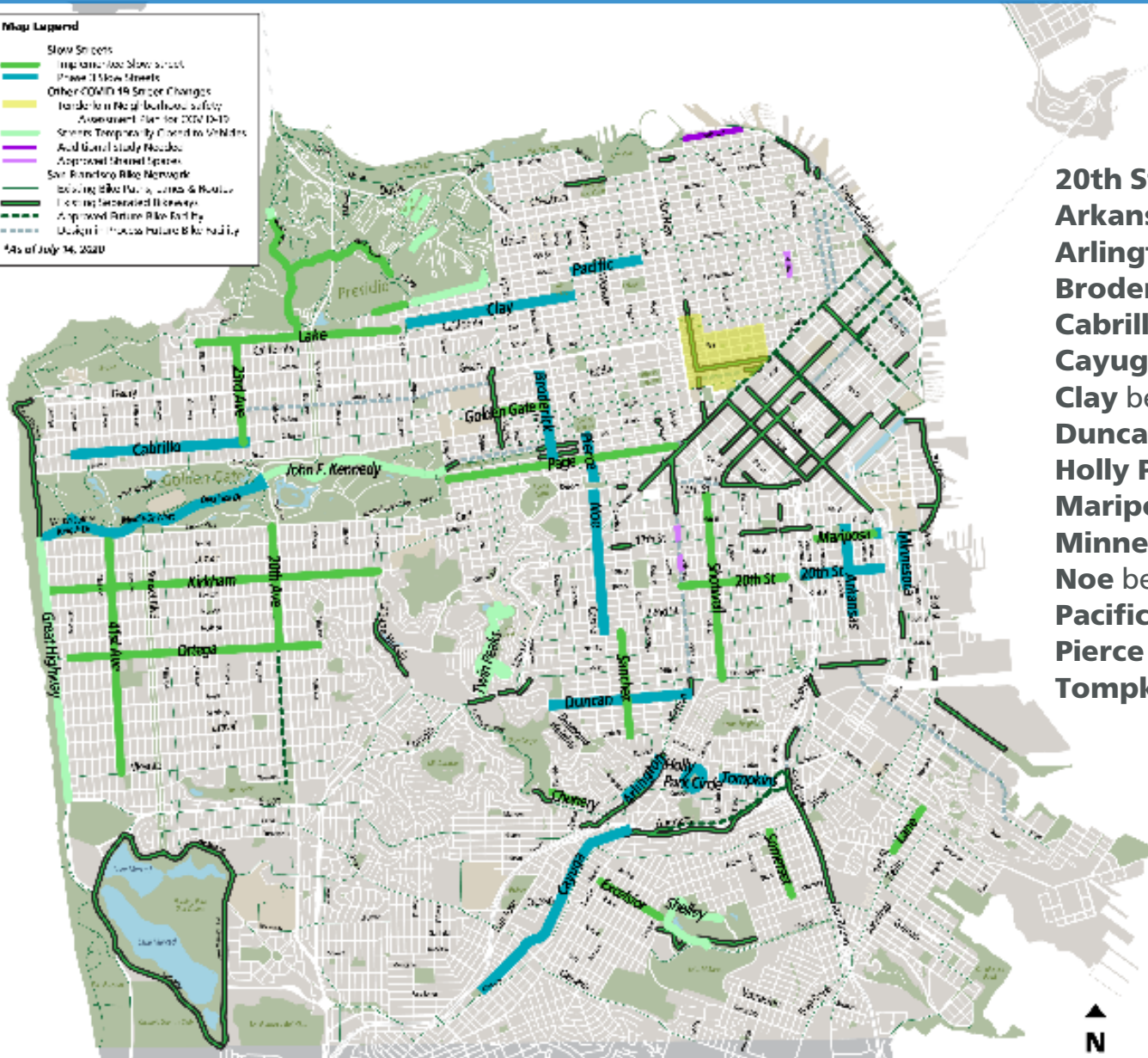
	Resident/ Supervisor Feedback	Pedestrian/ Bike Usage	Transportation Impacts or Issues	Outstanding Maintenance Needs
20th Avenue	●	◐	●	●
20th Street	◐	●	◐	○
23rd Avenue	●	●	●	●
41st Avenue	●	●	●	●
Chenery Street	◐	●	●	●
Excelsior Avenue	●	◐	●	●
Golden Gate Avenue	●	●	●	●
Kirkham Street	◐	●	●	●
Lake Street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

Slow Streets Phase 3

Map Legend

- Slow Streets
- Impaired/No Slow Street
- Phase 1 Slow Streets
- Other COVID-19 Street Changes
- Transition Plan for 2021-22
- Safety Temporary Plan for 2021-22
- Additional Study Routes
- Approved Shared Spaces
- San Francisco Bike Network
- Existing Bike Paths, Trails & Routes
- Existing Separated Bikeways
- Approved Future Bike Facility
- Designated Future Bike Facility

As of July 14, 2020



- 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