

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 210803-095

WHEREAS, In response to the COVID-19 Emergency, the SFMTA implemented the Slow Streets program to create additional space in the roadway for socially distanced essential travel and exercise; and,

WHEREAS, The SFMTA Board of Directors approved four phases of Slow Streets corridors. Under this authorization, the temporary Slow Streets remain in effect until 120 days after the termination or expiration of the COVID-19 Emergency unless the SFMTA Board takes further action; and,

WHEREAS, The SFMTA developed evaluation criteria to assess these temporary Slow Streets corridors to determine which are meeting citywide goals and should be extended post-pandemic in the neighborhoods they serve; and,

WHEREAS, Over 30 temporary Slow Streets were approved by the SFMTA Board of Directors over the past 15 months and the SFMTA Board is requested to designate four of these Slow Streets corridors as post-pandemic Slow Streets: Golden Gate Avenue, Lake Street, Sanchez Street, and Shotwell Street; and,

WHEREAS, The re-authorization for these corridors will allow for planning and outreach to occur on each corridor to inform a design for post-pandemic Slow Street on each corridor. The decision whether to make permanent any Slow Streets will be subject to applicable public hearings, approvals, and review under CEQA; and,

WHEREAS, As determined through community planning processes, additional traffic calming and pedestrian safety improvements may be installed on extended Slow Streets. These materials could include program-specific delineators or signs in the roadway, turn restrictions or median delineators, wayfinding and signage improvements, program-specific pavement markings, pedestrian visibility improvements, and traffic calming devices. Implementing these various improvements and modifications are necessary for the safety and protection of persons who are to use these Slow Streets; and,

WHEREAS, In an April 12, 2021 memo, the Planning Department Director determined that the Slow Streets program implements Policy 15.1, 15.2, 18.4, 24.5, and 26.2 of the General Plan's Transportation Element; and,

WHEREAS, The Planning Department Director further concluded that the benefits of the Slow Streets program complemented the City's bicycle and pedestrian network and created public space for community activity or gatherings which are important to public health, safety, and civic life, whether the City is experiencing a pandemic or not, and are aligned with the General Plan's vision for San Francisco; and,

WHEREAS, Based on these findings, the Planning Department determined that the Slow Streets program implements the above stated policies of the General Plan's Transportation Element and provides for the health and safety of citizens consistent with California Vehicle Code Section 21101(f); and,

WHEREAS, Slow Streets installed under this extension may be removed at the discretion of the SFMTA Director based on consultation with the San Francisco Fire Chief regarding Slow Streets impacts to emergency vehicle response times as determined through joint data analysis conducted with the San Francisco Fire Department; and,

WHEREAS, The proposed re-authorization of four designated Slow Street corridors and potential additional traffic calming and pedestrian safety improvements that may be installed on these Slow Streets are subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on July 21, 2021 that the re-authorization of four designated Slow Street corridors and potential additional traffic calming and pedestrian safety improvements that may be installed on these Slow Streets (Case Number 2021-007227ENV) are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; 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 with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; be it,

RESOLVED, That the SFMTA Board of Directors designates four corridors as Slow Streets to extend beyond the COVID-19 Emergency:

1. Golden Gate Avenue from Masonic Avenue to Broderick Street
2. Lake Street from 28th to 2nd avenues
3. Sanchez Street from 23rd to 30th streets
4. Shotwell Street from Cesar Chavez to 14th Street

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 3, 2021.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency