

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 230516-043

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and

WHEREAS, On December 6, 2022, the SFTMA Board of Directors established 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 (Resolution No. 221206-116); and

WHEREAS, On December 6, 2022, the SFMTA Board of Directors amended Transportation Code, Division II, by adding Section 207, to establish the Slow Streets Program, and by amending Section 201, to require Board of Directors approval to add streets to the Program (Resolution No. 221206-116); and

WHEREAS, A revision to the California Vehicle Code (CVC), section § 21101(f), enables cities to convert COVID Response slow streets to non-emergency slow streets under an established slow streets program; 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 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(g); and

WHEREAS, The SFMTA proposes to re-authorize Slow Streets on Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street (SoMa Slow Streets); and

WHEREAS, Addition SoMa Slow Streets to the citywide Slow Streets Program will make a significant contribution to creating a citywide network of streets that are safe and comfortable for bicycling and other forms of active transportation, and SoMa Slow Streets are anticipated to not exceed an Average Daily Traffic of 1,000 vehicles and to not exceed a target of 50 percent of vehicles travelling 15 miles per hour or more following installation of appropriate Traffic Control Devices; and

WHEREAS, The closure or traffic restrictions proposed for SoMa Slow Streets will leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic, and the closure or traffic restrictions are necessary for

the safety and protection of persons who are to use that portion of the street during the closure or traffic restriction; and

WHEREAS, As determined through planning processes, additional traffic calming and pedestrian safety improvements may be installed on Program Slow Streets. These materials could include program-specific delineators or signs in the roadway, turn restrictions or median delineators, wayfinding and sign improvements, program-specific pavement markings, pedestrian visibility improvements, STOP signs, concrete curbs 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, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; and

WHEREAS, On April 17, 2023, the Planning Department determined (Case Number 2023-003079ENV) that adding SoMa Slow Streets to the Slow Streets Program and the traffic calming and pedestrian safety improvements proposed to be installed on the Slow Streets are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and


WHEREAS, The proposed action is the Approval Action for SoMa Slow Streets as defined by the S.F. Administrative Code Chapter 31; and

WHEREAS, Copies of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-003079ENV> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference, and therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors designates the following streets as part of the citywide Slow Streets Program: Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street (SoMa Slow Streets); and be it further

RESOLVED, that the SFMTA Board of Directors authorizes the Secretary, the City Attorney's Office, and staff to make changes to this Resolution to conform and be consistent with the amendments made at the hearing.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 16, 2023.

  
\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency