



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_Slow Streets Program		
Case No.		Permit No.
2022-008095ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) proposes to establish a citywide Slow Streets Program to create a network of residential streets that would prioritize biking, walking, and other forms of active transportation by enhancing the safety and protection of persons who use these Slow Streets. These Slow Streets would accommodate and encourage those walking and bicycling. The Slow Streets Program team would conduct a design and public hearing process to determine specific design treatments that would limit traffic volumes and speeds on each Slow Street corridor and allow the corridors to be safely used by people traveling by foot, bicycle, and other forms of active transportation. The SFMTA has defined a Slow Streets Toolkit of design treatments to achieve the desired traffic volumes and speeds.</p> <p>Full project description attached below.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Other _____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached SB 288 Eligibility Checklist.</p>
<input type="checkbox"/>	<p>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY</p>

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>) If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to <i>The Environmental Planning tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to <i>The Environmental tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Jennifer M McKellar</p> <p>Please see attached SB 288 Eligibility Checklist.</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. (Attach HRER Part I) <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify): <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (Analysis required):
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA.	
	Project Approval Action: SFMTA Board of Directors approval	Signature: Jennifer M McKellar 11/22/2022
	Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
--------------------------	---

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

Planner Name:	Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: November 15, 2022
Record No.: 2022-008095ENV, **Slow Streets Program**
Project Sponsor: Shannon Hake, San Francisco Municipal Transportation Agency
shannon.hake@sfmta.com, (415) 646-2238
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Staff Contact: Jennifer McKellar, jennifer.mckellar@sfgov.org, (628) 652-7563

PROJECT DESCRIPTION

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to establish a citywide Slow Streets Program to create a network of residential streets that would prioritize biking, walking, and other forms of active transportation by enhancing the safety and protection of persons who use these Slow Streets. These Slow Streets would accommodate and encourage those walking and bicycling. The Slow Streets Program team would conduct a design and public hearing process to determine specific design treatments that would limit traffic volumes and speeds on each Slow Street corridor and allow the corridors to be safely used by people traveling by foot, bicycle, and other forms of active transportation. The SFMTA has defined a Slow Streets Toolkit of design treatments to achieve the desired traffic volumes and speeds. The toolkit details are described below.

The goal of the Slow Streets Program is to develop a network of residential streets that are safe and comfortable for walking and biking and provide connections within neighborhoods as well as connect to and/or enhance the City's bikeway network. The goal for each individual Slow Street is to maintain low traffic volumes and speeds so that people can walk, run, bike, and travel by personal mobility device safely.

The SFMTA is proposing to:

1. Create a Slow Streets Program, beyond the COVID-19 emergency, for selected streets, and
2. Following a design and public hearing process, determine specific design treatments to be applied to the selected Slow Streets in the program in order to meet the performance criteria below. The design treatments would be selected from the Slow Streets Toolkit described in detail below.

The Slow Streets Program establishes the following criteria for future Slow Streets in San Francisco based on nationwide best practices from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. A street meeting the criteria

below is considered safer and calmer for use by pedestrians and bicyclists (compared to streets with higher vehicle volumes and speeds).

1. Average Daily Traffic Volume (ADT):
 - a. Target of 1,500 Average Daily Vehicles or less
 - b. Maximum of 3,000 Average Daily Vehicles
2. Median Daily Vehicle Speed:
 - a. Target of 85 percent of vehicles traveling 20 miles per hour or less
 - b. Maximum of 85 percent of vehicles traveling 25 Miles per hour or less

Slow Streets Toolkit

To meet the ADT and speed criteria established in the program, SFMTA has identified the following typical traffic calming and pedestrian safety improvements as the Slow Streets Toolkit, that could be installed on corridors designated as Slow Streets, including:

- Slow Streets-specific delineators/diverters and/or signs in the roadway
- Turn restrictions or median delineators/diverters (for example, plastic posts, planters or concrete curbs) to prevent vehicles from turning onto a Slow Street or continuing through an intersection of a Slow Street,
- Wayfinding and signage improvements to connect to the citywide bike network,
- Slow Streets-specific pavement markings with representative icons and the word 'Slow',
- Pedestrian visibility improvements like continental crosswalks and daylighting (Red curb zones to prohibit parking at intersection approaches), and
- Traffic calming improvements such as stop signs, speed cushions, speed humps, raised crosswalks, roadway narrowing and chicanes.¹

Application of the Slow Streets Toolkit would help encourage vehicles to proceed slowly through the Slow Streets corridor through physical improvements to the roadway to reduce speeding and enhance pedestrian and bicycle safety. This is true regardless of the historic or current traffic volume on a particular corridor. Following the implementation of each individual Slow Street, SFMTA would conduct an evaluation over a 24-month period, including regular measurements of traffic volumes and speeds and safety data. Based on evaluation results, SFMTA staff may refine the materials implemented on each individual Slow Streets corridor and/or consider complementary measures from the Slow Streets Toolkit in order to meet the ADT and speed criteria.

The proposed project is limited to the activities described above. Any future new streets added to the Slow Streets Program would be made subject to all applicable hearings, approvals and

¹ A chicane is a traffic calming measure that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side.

review under CEQA. Please see the Slow Streets Program memo (Case No. 2022-008095ENV) for a more detailed description of the proposed project.

Constructed by: Contracted through:
 Public Works Public Works
 SFMTA SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input checked="" type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input checked="" type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	
Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	<p>(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce.</p> <p>(2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.</p> <p>(B) Subparagraph (A) does not apply if any of the following requirements are met:</p> <p>(i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.</p> <p>(ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.</p> <p>(iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.</p>
<input type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
<input checked="" type="checkbox"/>	Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) “**Affordable housing**” means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (3) “**New automobile capacity**” means any new lane mileage of any kind other than sidewalks or bike lanes.

- (4) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (5) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (6) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (7) “**Transit prioritization projects**” means any of the following transit project types on highways:
 - (A) Signal coordination.
 - (B) Signal timing modifications.
 - (C) Signal phasing modifications.
 - (D) The installation of wayside technology and onboard technology.
 - (E) The installation of ramp meters.
 - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

- (8) “**Very high occupancy vehicle**” means a vehicle with six or more occupants.

- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
 - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

 - (b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the

exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: November 15, 2022
To: Jennifer McKellar, San Francisco Planning Department
From: Shannon Hake, San Francisco Municipal Transportation Agency (SFMTA)
Thru: Melinda Hue, SFMTA
RE: **Slow Streets Program**
Planning Case Number: 2022-008095ENV

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to establish a citywide Slow Streets Program to create a network of residential streets that would prioritize biking, walking, and other forms of active transportation by enhancing the safety and protection of persons who use these Slow Streets. These Slow Streets would accommodate and encourage those walking and bicycling. The Slow Streets Program team would conduct a design and public hearing process to determine specific design treatments that would limit traffic volumes and speeds on each Slow Street corridor and allow the corridors to be safely used by people traveling by foot, bicycle, and other forms of active transportation. The SFMTA has defined a Slow Streets Toolkit of design treatments to achieve the desired traffic volumes and speeds. The toolkit details are described below.

BACKGROUND

The SFMTA implemented temporary Slow Streets starting in April 2020 as a response to the COVID-19 emergency. The COVID-19 response Slow Streets were a temporary intervention created to allow for socially distanced walking, biking, and outdoor recreating, and provide corridors for essential travel during the COVID-19 pandemic while transit service levels were substantially reduced. Local vehicle traffic was allowed on these streets, but the overall purpose of the temporary Slow Streets was to limit vehicle cut-through traffic while allowing trips for local travel (e.g. access for residents, businesses, and visitors of residents or businesses), mail, delivery services, and emergency vehicle access. Given the length of the pandemic, four phases of temporary Slow Streets were approved to respond to the local health emergency, resulting in 31 implemented temporary Slow Streets throughout the city. The COVID response Slow Streets are temporary and set to expire 120 days after the Proclamation of Local Emergency is lifted.

Four of these temporary Slow Streets (Sanchez Street, Shotwell Street, Golden Gate Avenue, and Lake Street) were subsequently authorized by the SFMTA Board in August 2021 to continue as Slow Streets beyond the pandemic. This designation allowed for planning and outreach to occur on each corridor to inform a design for a post-pandemic Slow Street on each corridor. These Slow Streets were authorized under California Vehicle Code (CVC) Section 21101(g) (previously Section 21101(f)), which allows local authorities to adopt rules and

regulations prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan.

In 2021, the legislature adopted Assembly Bill 773 (AB773), effective January 1, 2022, amending the California Vehicle Code to allow local authorities to adopt rules and regulations to implement a Slow Streets Program. This amendment to the CVC in section 21101(f) allows Slow Street programs to “limit access and speed on a street using roadway design features, including islands, curbs, or traffic barriers.” The SFMTA proposes to create an ongoing Slow Streets Program in accordance with the requirements in Section 21101(f), taking into account that it has been over two years since the COVID-19 pandemic began, and as San Francisco reopens and recovers, travel patterns in the city have changed and continue to evolve.

PROPOSED PROJECT

The goal of the Slow Streets Program is to develop a network of residential streets that are safe and comfortable for walking and biking and provide connections within neighborhoods as well as connect to and/or enhance the City’s bikeway network. The goal for each individual Slow Street is to maintain low traffic volumes and speeds so that people can walk, run, bike, and travel by personal mobility device safely.

The SFMTA is proposing to:

1. Create a Slow Streets Program, beyond the COVID-19 emergency, for selected streets, and
2. Following a design and public hearing process, determine specific design treatments to be applied to the selected Slow Streets in the program in order to meet the performance criteria below. The design treatments would be selected from the Slow Streets Toolkit described in detail below.

The Slow Streets Program establishes the following criteria for future Slow Streets in San Francisco based on nationwide best practices from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. A street meeting the criteria below is considered safer and calmer for use by pedestrians and bicyclists (compared to streets with higher vehicle volumes and speeds).

1. Average Daily Traffic Volume (ADT):
 - a. Target of 1,500 Average Daily Vehicles or less
 - b. Maximum of 3,000 Average Daily Vehicles
2. Median Daily Vehicle Speed:
 - a. Target of 85 percent of vehicles traveling 20 miles per hour or less
 - b. Maximum of 85 percent of vehicles traveling 25 Miles per hour or less

Slow Streets Toolkit

To meet the ADT and speed criteria established for the program, SFMTA has identified the following typical traffic calming and pedestrian safety improvements as the Slow Streets Toolkit, that could be installed on corridors designated as Slow Streets, including:

- Slow Streets-specific delineators/diverters and/or signs in the roadway;
- Turn restrictions or median delineators/diverters (for example, plastic posts, planters or concrete curbs) to prevent vehicles from turning onto a Slow Street or continuing through an intersection of a Slow Street;
- Wayfinding and signage improvements to connect to the citywide bike network;
- Slow Streets-specific pavement markings with representative icons and the word 'Slow';
- Pedestrian visibility improvements like continental crosswalks and daylighting (Red curb zones to prohibit parking at intersection approaches); and
- Traffic calming improvements such as stop signs, speed cushions, speed humps, raised crosswalks, roadway narrowing and chicanes.¹

Application of the Slow Streets Toolkit would encourage vehicles to proceed slowly along the Slow Streets corridor through physical improvements to the roadway to reduce speeding and enhance pedestrian and bicycle safety. While the design of each individual Slow Street corridor may or may not be similar to the design of temporary COVID Response Slow Street corridors, they would be required to meet the criteria presented above.

Table 1 below lists the streets that are initially proposed to be a part of the new Slow Streets Program and comprise the currently proposed project. These streets would undergo future design and public hearing processes to determine specific design treatments from the Slow Streets Toolkit to be applied to these streets to meet the criteria above. Attachment A is a map of the corridors that would be part of the new Slow Streets Program where specific design treatments may be installed.

Continues on the next page.

¹ A chicane is a traffic calming measure that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side.

Table 1: Slow Streets Program	
Slow Street Corridors	Notes
Reauthorized as post pandemic Slow Streets by SFMTA Board on August 3, 2021 (include in program)	
Golden Gate Avenue from Masonic Avenue to Broderick Street*	<p>These Slow Streets were reauthorized to continue post-pandemic by the SFMTA Board on August 3, 2021. (Lake was reauthorized from 28th to 2nd avenues.)</p> <p>These streets are proposed to be included in the new Slow Streets Program.</p> <p>Golden Gate Avenue Slow Street design was approved by the Traffic Engineer on July 8, 2022. Golden Gate Avenue Slow Street will be implemented as approved.</p> <p>The Sanchez and Shotwell Slow Street designs were approved by the Traffic Engineer on September 10, 2021 and implemented shortly thereafter. The Sanchez and Shotwell Slow Streets will remain as currently installed.</p> <p>No design changes are proposed to the Golden Gate, Sanchez, and Shotwell Slow Streets as part of their inclusion in the new Slow Streets Program as they currently consist of Slow Street Toolkit treatments aimed at reducing vehicle volumes and speeds.</p> <p>A Lake Slow Street design has not been approved by the Traffic Engineer. As part of its inclusion in the new Slow Streets Program, a specific design would be developed to meet the Slow Streets Program ADT and speed criteria presented above.</p>
Lake Street from 28th Avenue to Arguello Boulevard	
Sanchez Street from 23rd Street to 30th Street*	
Shotwell Street from Cesar Chavez to 14th Street*	
Streets with Temporary COVID Response Slow Street Treatments (include in program)	
12th Avenue from Lincoln Way to Lawton Street	<p>These temporary Slow Streets have temporary treatments along the corridor.</p> <p>As part of the new Slow Streets Program, a planning and public hearing process would be conducted to determine specific design</p>
23 rd Avenue from Lake to Cabrillo streets	
Arlington Street from Roanoke to Randall streets	
Cabrillo Street from 45th to 25th avenues	
Clay Street Arguello Boulevard to Steiner Street	

Hearst Avenue from Ridgewood Avenue to Baden Street	treatments for each corridor to meet the Slow Streets Program ADT and speed criteria presented above, using the Slow Streets Toolkit described below. The temporary Slow Street treatments along these corridors would remain until a specific design has been determined for the corridor.
Lyon Street from Turk to Haight streets	
Minnesota Street from Mariposa to 22nd streets	
Noe Street from Duboce Avenue to Beaver Street	
Somerset St from Silver Avenue to Woolsey Street	
<i>Streets that were not temporary COVID Response Slow Streets – (add to program)</i>	
22 nd Street from Bryant Street to Chattanooga Avenue	These street segments were not included as temporary COVID Response Slow Streets but are proposed to be part of the new Slow Streets Program. As part of the new Slow Streets Program, community planning and outreach would be conducted to determine specific design treatments for each corridor to meet the Slow Streets Program ADT and speed criteria presented above using the Slow Streets Toolkit described below.
Cayuga Avenue from Naglee Avenue to Rousseau Street	
Cabrillo Street from 25th to 23rd avenues (this segment would be an extension of the Cabrillo Slow Street listed above)	
Golden Gate Avenue from Parker to Masonic avenues (this segment would be an extension of the Golden Gate Avenue Slow Street listed above)	
* These Slow Streets were environmentally cleared by the Planning Department on July 21, 2021 (Planning Case No. 2021-007227ENV).	

Following the implementation of each individual Slow Street, SFMTA would conduct an evaluation over a 24-month period, including regular measurements of traffic volumes and speeds, and collection/analysis of safety data. (For Golden Gate, Sanchez, and Shotwell Slow Streets, SFMTA would conduct an evaluation of the designs that were implemented/have been previously approved.) Based on evaluation results, SFMTA staff may refine the features implemented on each individual Slow Streets corridor and/or consider complementary measures from the Slow Streets Toolkit in order to meet the ADT and speed criteria.

The proposed project is limited to the activities described above. Any future new streets added to the Slow Streets Program would be made subject to all applicable hearings, approvals, and review under CEQA.²

² Page Street, from Stanyan Street to Octavia Boulevard has been proposed separately as the Page Neighborway Project, which would combine Slow Streets elements with the Page Street Bikeway Improvements Pilot given the geographic adjacency and similar goals between the two, and therefore would undergo separate environmental review (Case No. 2021-006572ENV).

CONSTRUCTION

Construction of Slow Streets toolkit improvements would be led by SFMTA Field Operations. The Paint Shop would grind existing pavement markings and paint new pavement markings on the roadway. The Sign Shop would install delineator/divertor posts and signs where necessary. The Curb Paint Shop would provide construction support for parking changes. SFMTA would coordinate with SF Public Works (SFPW) crews to construct concrete related elements such as speed cushions, speed humps, and concrete diverters. Construction of Slow Streets toolkit improvements may require excavation up to 2 feet in depth.

APPROVALS

Approval of the new Slow Streets Program requires approval by the SFMTA Board of Directors. The specific traffic modifications that are part of the Slow Streets Toolkit would require approval by the SFMTA City Traffic Engineer, except for concrete traffic diverters and median delineators which would require subsequent approval by the SFMTA Board of Directors.

APPROVAL ACTION

The Approval Action for the purpose of San Francisco Administrative Code section 31.04(h)(2)(A) is the approval of the new Slow Streets Program by the SFMTA Board of Directors. The approval action starts the 30-day appeal period for the environmental review determination under Administrative Code Section 31.16.

ATTACHMENT

Attachment A: Slow Streets Program – Proposed Slow Street Corridors

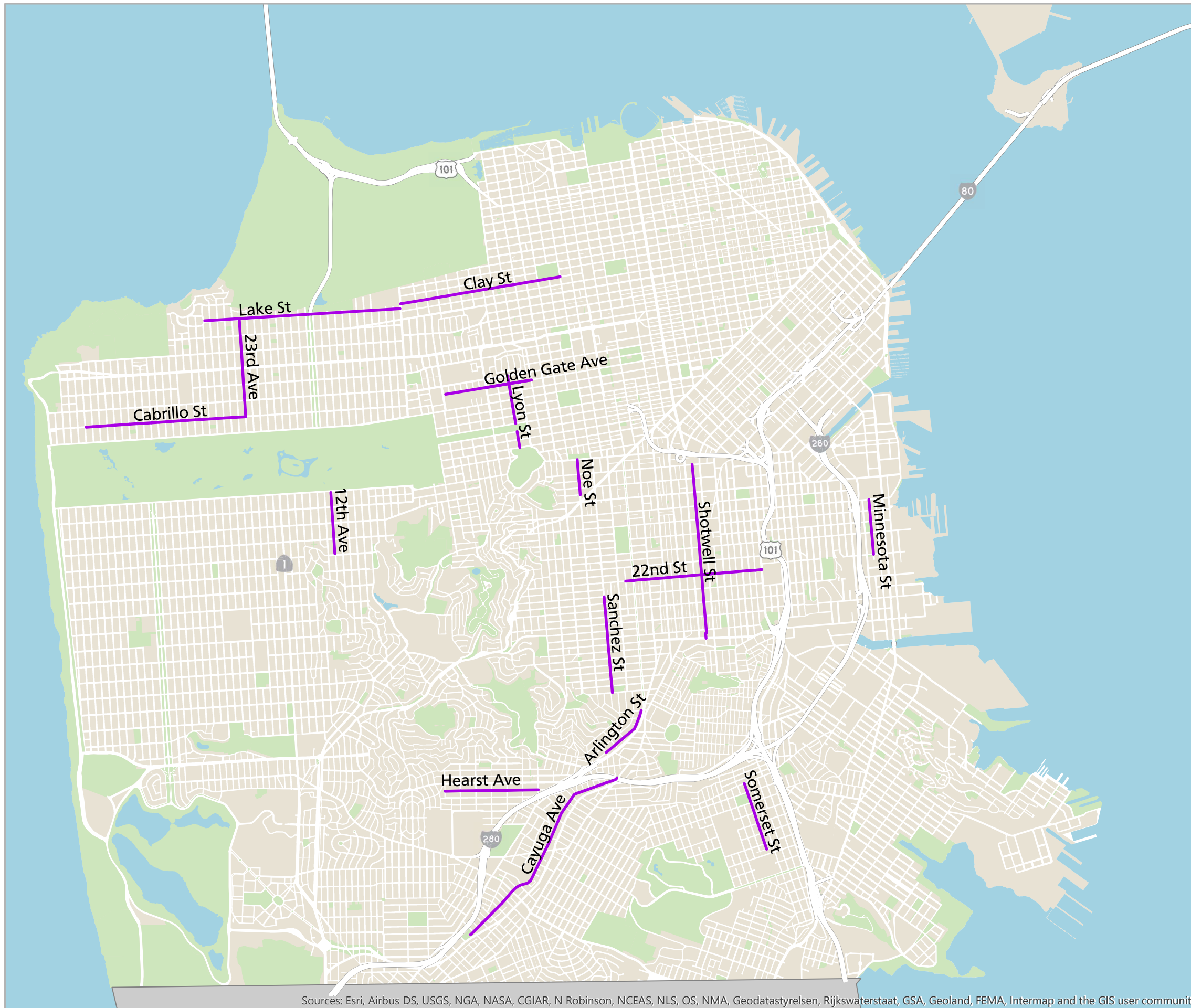
Slow Streets

Network

November 2022

LEGEND

— Slow Streets



1 miles

Scale 1:51,315

Date Saved: 11/15/2022

For reference contact: Julia.Malmo@SFMTA.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community