

## Frequently Asked Questions

Fall 2022

### **How can I provide public comment about the Slow Streets Program?**

For further instructions on providing public comment, please visit the December 6, 2022 SFMTA Board meeting calendar event: <https://www.sfmta.com/calendar/board-directors-meeting-december-6-2022>. Questions? Email [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com).

### **22<sup>nd</sup> Street and Cayuga Avenue aren't on the existing network of COVID-19 Response Slow Streets. Why are they being recommended under the proposed ongoing Slow Streets Program?**

22<sup>nd</sup> Street is being recommended as an alternative to the existing 20<sup>th</sup> Street Slow Street, which is not meeting vehicle volume standards and its street classification is not compatible with the proposed ongoing Slow Streets Program toolkit. 22<sup>nd</sup> Street is already part of the citywide bikeway network, making it a good candidate for an alternative to 20<sup>th</sup> Street. If approved as a Slow Street at the December 6, 2022 SFMTA Board meeting, a design would be determined through a Public Hearing process later this fall. The design could include pavement markings, traffic calming and diversion, wayfinding signs, and Slow Streets branding to better position 22<sup>nd</sup> Street within the bike network.

Cayuga Avenue underwent a community planning process in the fall of 2021 to gauge neighbor support for a Slow Street on Cayuga Avenue, and to help inform a Slow Street design. Community feedback indicates that the community is majority in favor of implementing a Slow Street on Cayuga Avenue (69.6% of survey respondents). Based on the results of the planning process, the design for Cayuga Avenue would include pavement markings, traffic calming treatments as recommended in the [Excelsior Neighborhood Traffic Calming Project](#), wayfinding signs, and Slow Streets branding to better position it within the bike network. Traffic diversion using soft delineators would only be recommended at limited intersections, to be finalized following a Public Hearing at a future date.

### **Why aren't all of the COVID-19 Response Slow Streets being recommended for inclusion in the ongoing Slow Streets Program?**

Slow Streets were a citywide experiment, and not all of these experiments were successful. Some Slow Streets weren't well utilized or developed conflicts with neighborhood access. Some Slow Streets didn't connect to the overall citywide active transportation network. Others did not meet the needs of the community.

The Slow Streets recommended for inclusion in the program are within the acceptable range of traffic volumes and speeds, lack conflicts other street uses, are supported by their surrounding communities, and provide important connections to the citywide active transportation network.

Future corridors will be recommended as Slow Streets in the future as part of the city's [Active Communities Plan](#) or other complementary planning processes.

### **Which Slow Streets aren't recommended for inclusion, and why?**

- 20<sup>th</sup> Street: not meeting volume standards and its street classification is not compatible with the proposed ongoing Slow Streets Program toolkit. 22<sup>nd</sup> Street, which is already part of the citywide bikeway network, is being proposed as an alternative to 20<sup>th</sup> Street.
- Chenery Street: conflicts with commercial loading and Muni service limited this Slow Street to a two-block segment; this segment does not connect to the city's active transportation network.
- Lombard Street: this one-block Slow Street met community needs for outdoor gathering during the COVID-19 pandemic, but does not fit in to the city's active transportation network.
- SoMa Slow Streets: The Slow Streets Program is changing to focus on connecting a citywide bicycle network, and will not include local alleys. However, the SFMTA is committed to maintaining the existing traffic calming and local access restrictions on Lapu Lapu, Rizal, Tandang Sora, Bonifacio, and Mabini Streets to encourage the use of these streets as places for community activation, and SFMTA will continue to explore opportunities for further traffic calming improvements.
- Pacific Avenue: this street does not fit in to the city's active transportation network, and feedback on its efficacy was mixed.
- Based on community feedback, District 4 Slow Streets materials were removed while additional treatments are designed in the Sunset Neighborways Project.

### **What is going on with Lake Street?**

Throughout an 8-month public outreach process, community feedback on this Slow Street was so divided that MTA staff were unable to determine a path forward for this corridor. Read more in the July 1, 2022 Project Update: <https://www.sfmta.com/project-updates/lake-street-next-steps-july-1-2022>. During the December 6, 2022 meeting, the SFMTA Board will consider the inclusion of Lake Street in the Program.

### **When will COVID-19 Response Slow Streets that aren't authorized as part of the ongoing Slow Streets Program be retired?**

Any remaining COVID-19 Response Slow Streets materials on these streets will be removed in early 2023.

### **What's happening with Slow Streets in District 4?**

Community feedback in District 4 overwhelmingly indicated that the COVID response Slow Streets—Kirkham, Ortega, 41<sup>st</sup> Avenue, and 20<sup>th</sup> Avenue—were not working well for the neighborhood. In response, materials for these corridors were removed this fall. Earlier this

year, the SFMTA began outreach for the Sunset Neighborways program—an initiative to designate and design several residential corridors in the neighborhood as preferred walking and biking routes. Through this process, the community and the SFMTA project team are identifying design concepts that better serve District 4 and its residents.

### **What's happening with Page Street?**

Page Street is one of the City's most important and popular east-west active-transportation corridors. Since 2015, Page Neighborway staff have engaged the community to develop several rounds of safety improvements. The SFMTA implemented the Page Street Bikeway Improvements pilot in early 2020, which included restrictions on freeway-bound traffic and bikeway upgrades between Webster Street and Octavia Boulevard. In response to the pandemic, the SFMTA also added temporary measures to limit non-local traffic westward to Stanyan Street. Visit [SFMTA.com/PageStreet](https://www.sfmta.com/PageStreet) to learn more about the next steps for the corridor.

### **What's happening with the Presidio Slow Streets?**

Slow Streets in the Presidio were implemented by the Presidio Trust in 2020 to provide additional space for recreation during the COVID pandemic and to create more opportunities for visitors to enjoy the Presidio. The Presidio Trust has been evaluating ideas to make the Presidio Slow Streets network permanent, and will announce changes to the program in early October. To learn more, visit <https://www.presidio.gov/slow-streets>.

### **What changes are proposed on the Slow Street in my community?**

Specific design treatments for streets in the program will not be approved at the December 6, 2022 SFMTA Board of Directors meeting. Instead, a toolkit of potential design treatments will be approved (such as traffic calming treatments, wayfinding signs, traffic diversion, and pavement markings) for the overall Program.

Designs for each individual corridor will use a combination of these tools to meet the Slow Streets design criteria—fewer than 1,500 vehicles per day and vehicle speeds less than 20 miles per hour. A design and public feedback process will contribute to determining each street's design, which will be approved through the SFMTA [Engineering Public Hearing](#) process. The SFMTA will continue to monitor vehicle volumes and speeds to determine what additional treatments may be needed on a street, and future elements would be advanced through the public hearing process as well.

### **When will corridors approved as part of the ongoing Slow Streets Program be designed and implemented?**

SFMTA staff propose to begin collecting updated vehicle volume and speed data for each of the Program streets this winter, which will be used to determine how existing treatments are working and what changes are required to meet the Program criteria targets. Beginning in

early 2023, SFMTA staff will develop revised designs for Slow Streets corridors to advance through the public hearing process.

**Could other corridors be added to the Slow Streets Program in the future?**

Pending SFMTA Board approval of the Program, SFMTA staff will seek opportunities to expand the Program where appropriate, given existing conditions and uses to achieve the goal of a citywide Active Transportation Network. Any future new streets added to the Program will be considered and approved by the SFMTA Board.