

THIS PRINT COVERS CALENDAR ITEM NO.: 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Establishing a Slow Streets program (Program) by: amending Transportation Code, Division II, by adding Section 207, to establish a citywide Program of low-stress routes on residential streets in San Francisco that prioritize biking, walking, and other forms of active transportation while ensuring access to all San Franciscans; amending Transportation Code, Division II, Section 201, to require Board of Directors approval to add streets to the Program and, both in the context of the Program and otherwise, to implement certain traffic diversions; approving an initial set of 15 Slow Streets as part of the Program including 12th Avenue, 22nd Street, 23rd Avenue, Arlington Street, Cabrillo Street, Cayuga Avenue, Clay Street, Golden Gate Avenue, Hearst Avenue, Lyon Street, Minnesota Street, Noe Street, Sanchez Street, Shotwell Street, and Somerset Street; authorizing the Director to consider revised treatments for the streets in the Program; and directing the COVID Response Slow Streets program and the post-pandemic Slow Streets program to sunset in Winter 2023; and seeking direction from the SFMTA Board of Directors as to whether Lake Street should or should not be added to the Program, at this hearing.

SUMMARY:

- Approve the Slow Streets Program establishing a network of low-stress bicycle and walking routes for people of all ages and abilities by implementing traffic calming measures on neighborhood streets to facilitate low vehicle volumes and speeds.
- Amend the Transportation Code to establish a Slow Streets Program, require SFMTA Board of Directors approval to add or remove streets to or from the Program and, both in the context of the Program and otherwise, require Board of Directors approval for the implementation of certain traffic diversions.
- Authorize the Director to establish design criteria based on national best practices to ensure that adopted Slow Streets are safe and comfortable for users of all ages and abilities.
- Establish an initial set of 15 Slow Streets that the SFMTA will design and implement elements necessary to meet the established Slow Streets design criteria targets.
- Seek direction from the SFMTA Board of Directors as to whether Lake Street should or should not be added to the Program due to a divergence of public sentiment on Lake Street.
- The Planning Department has determined that the Slow Streets Program and the potential traffic calming and pedestrian safety improvements that may be installed on these Slow Streets is statutorily exempt from the California Environmental Quality Act (CEQA).
- Approval by the SFMTA Board of Directors of the Slow Streets Program is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

- The Planning Department has determined that not including Lake Street in the Slow Streets Program after the sunset of the post-pandemic Slow Streets program is categorically exempt from CEQA.
- Approval by the SFMTA Board of Directors to not include Lake Street in the Slow Streets Program after the sunset of the post-pandemic Slow Streets program is the Approval Action as defined by the S. F. Administrative Code Chapter 31.
- The Slow Streets network works with other existing programs – it will integrate into the larger preferred citywide bicycle network, providing comfortable bicycling facility connections to key commercial districts and destinations and, by providing a network of low-streets streets furthers San Francisco’s Vision Zero Action Strategy.
- This program is authorized by a revision to the California Vehicle Code (CVC) effective January 2022 enabling cities to convert COVID Response slow streets to a non-emergency slow streets program and this program will replace and sunset the COVID Response Slow Streets program and the post-pandemic Slow Streets program.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Amendment
3. Initial Recommended Slow Streets Program Map

APPROVALS:

DATE

DIRECTOR  _____

December 2, 2022

SECRETARY  _____

December 2, 2022

ASSIGNED SFMTAB CALENDAR DATE: December 6, 2022

PURPOSE

Establishing a Slow Streets program (Program) by: amending Transportation Code, Division II, by adding Section 207, to establish a citywide Program of low-stress routes on residential streets in San Francisco that prioritize biking, walking, and other forms of active transportation while ensuring access to all San Franciscans; amending Transportation Code, Division II, Section 201, to require Board of Directors approval to add streets to the Program and, both in the context of the Program and otherwise, to implement certain traffic diversions; approving an initial set of 15 Slow Streets as part of the Program including 12th Avenue, 22nd Street, 23rd Avenue, Arlington Street, Cabrillo Street, Cayuga Avenue, Clay Street, Golden Gate Avenue, Hearst Avenue, Lyon Street, Minnesota Street, Noe Street, Sanchez Street, Shotwell Street, and Somerset Street; authorizing the Director to consider revised treatments for the streets in the Program; and directing the COVID Response Slow Streets program and the post-pandemic Slow Streets program to sunset in Winter 2023; and seeking direction from the SFMTA Board of Directors as to whether Lake Street should or should not be added to the Program, at this hearing.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed Program will support the following goals of the SFMTA Strategic Plan:

Goal 4: Make Streets Safer for Everyone

Goal 5: Deliver reliable and equitable transportation services.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

The proposed Program will also support the SFMTA Transit-First Policy principles referenced below:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
4. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Background

The COVID Response Slow Streets program was a temporary intervention created to allow for socially distanced walking and biking as well as open space for people to conduct essential travel

or be outdoors during the COVID-19 pandemic. Motor vehicle traffic was allowed on these streets, but signs, cones, and other temporary treatments were placed at intersections along designated Slow Streets to limit traffic volumes and slow vehicle speeds. Access to driveways and deliveries were maintained for residents and businesses, as well as for emergency vehicles.

Throughout the pandemic State of Emergency, the SFMTA Board of Directors approved four phases of COVID Response Slow Streets corridors. Under this authorization, these Slow Streets are authorized to remain in effect until 120 days after the termination or expiration of the COVID-19 Emergency unless the SFMTA Board takes further action on a Slow Street Program. Over 30 COVID Response Slow Streets were approved by the SFMTA during the Emergency. These corridors were selected based on the following criteria:

- Streets located in primarily residential areas,
- Streets with two lanes of traffic (one lane in each direction),
- Streets with mostly stop-controlled intersections (limited signalized intersections acceptable),
- Streets with no conflicts with commercial loading zones, Muni routes (existing or planned), or emergency response routes, and
- Streets that are mostly flat with no visibility issues.

Of the 31 implemented COVID Response Slow Streets, the SFMTA Board approved four streets at the August 3, 2021, meeting to be extended post-pandemic: Golden Gate Avenue, Lake Street, Sanchez Street and Shotwell Street. These four corridors were chosen based on program criteria, including community support and suitability as a Slow Street.

California Vehicle Code Slow Street Program Allowance

In 2021, the legislature adopted Assembly Bill 773 effective January 1, 2022 to allow cities to implement non-emergency slow streets under an established slow streets program. This revision to the California Vehicle Code (CVC), in section § 21101(f), explicitly allows slow street programs to “limit access and speed on a street using roadway design features, including... islands, curbs, or traffic barriers.” The table below provides the requirements of a slow streets program as defined by the CVC and how the SFMTA has and will continue to fulfill these requirements.

CVC Slow Streets Program Requirement	SFMTA Compliance
Conduct an outreach and engagement process that includes notification to residents and owners of property abutting any street being considered for inclusion in the slow streets program.	SFMTA’s Slow Streets Program staff have engaged in extensive public outreach on existing Slow Streets. Additionally, mailed notices to residents and owners of property have been sent for all of the corridors considered for inclusion in the Program.
Determine that the closure or traffic restriction leaves a sufficient portion of the streets in the surrounding area for other public	SFMTA’s Slow Streets Program staff produced an Evaluation Report (https://www.sfmta.com/reports/slow-street-

<p>uses, including vehicular, pedestrian, and bicycle traffic.</p>	<p>evaluation-report) in September 2021 that comprehensively studied impacts on adjacent corridors; in sum, the implementation of Slow Street treatments did not affect operations on adjacent streets.</p>
<p>Provide advance notice of the traffic restriction to residents and owners of property abutting the street.</p>	<p>SFMTA’s Slow Streets Program staff provided, and will continue to provide, mailed notices to all Slow Street corridors in the design process, engaging the public.</p>
<p>Clearly designate the street closure or traffic restriction with signage in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD).</p>	<p>As the CA MUTCD does not include standardized regulatory Slow Street signs, SFMTA materials include signs that meet applicable CA MUTCD requirements for visibility and letter height on signs. If the CA MUTCD adds standardized signage for Slow Streets, the SFMTA will use applicable signage.</p>
<p>Determine that the closure or traffic restriction is necessary for the safety and protection of persons who are to use that portion of the street during the closure or traffic restriction.</p>	<p>SFMTA Slow Streets became safer places for residents using all modes of transportation. The September 2021 Evaluation Report cites a 36% decrease in collisions on all Slow Streets during the first 18 months of the program.</p>
<p>Maintain a publicly available internet website with information about its slow streets program, a list of streets that are included in the program or are being evaluated for inclusion in the program, and instructions for participating in the public engagement process.</p>	<p>Since the COVID Response project began in April 2020 and continuing through today, the Slow Streets program maintains www.sfmta.com/slowstreets.</p>

Implementation of Circulation Element of the City’s General Plan:

In addition to CVC § 21101(f), CVC § 21101(g) provides that “(l)ocal authorities... may adopt rules and regulations by ordinance or resolution on the following matters: ... (g) 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 adopted pursuant to Article 6 (commencing with Section 65350) of Chapter 3 of Division 1 of Title 7 of the Government Code. The rules and regulations authorized by this subdivision shall be consistent with the responsibility of local government to provide for the health and safety of its citizens.”

As discussed in the August 2021 post-pandemic Slow Streets [staff report](#), in an April 12, 2021 memo, the Planning Department Director determined that Slow Streets help implement the

General Plan's Transportation Element, complement the City's bicycle and pedestrian network, and create public space for community activity or gatherings, all in alignment with the General Plan's vision for San Francisco.

Proposed Slow Streets Program

Slow Streets are a critical expansion of the low-stress bike network, and support the SFMTA Strategic Plan, the San Francisco General Plan, and the San Francisco Climate Action Plan. Additionally, San Franciscans living near these corridors state that they want Slow Streets to continue post-pandemic, with 73% of respondents saying a street became safer when it was designated a Slow Street, and 69% of respondents having a positive experience using the Slow Street in their neighborhood.

Staff recommends that the SFMTA Board approve a Slow Streets Program (Program) to establish low-stress routes on residential streets in San Francisco for shared transportation. Motor vehicle traffic is permitted on these corridors, but these streets prioritize biking, walking, active transportation, and other forms of local access. Each corridor will be designed to achieve the overall goal of the Program –

Develop low-stress streets that are safe and comfortable for bicycling, provide active transportation connections within neighborhoods, and connect to and/or enhance the City's recommended bikeway network with a focus on improving residential streets by calming vehicle traffic, making them easier to navigate and friendlier for walking and biking.

By approving the Program and amending the Transportation Code, the Board authorizes the Director to establish target criteria for the Program. Based on nationwide best practices from the NACTO Urban Bikeway Design Guide, SFMTA staff propose to use the following targets, although the Director may make changes as needed. These criteria for streets included in the Program are data-driven to ensure success and safety on the Slow Streets network:

- Vehicle volumes:
 - Target of 1,500 Average Daily Traffic
 - Maximum of 3,000 Average Daily Traffic
- Vehicle Speeds:
 - Target of 85 percent of vehicles traveling 20 miles per hour or less
 - Maximum of 85 percent of vehicles traveling 25 Miles per hour or less

In addition to the specific targets above, staff will also monitor and consider other criteria in developing design recommendations including, but not limited to, concentrations of vehicles during peak periods, and frequency of egregious speeding (e.g., average number of vehicles per day traveling 35 mph or greater).

Once a street is authorized as a Slow Street, SFMTA staff will consider existing conditions including land uses, speeds and volumes of parallel streets, and existing traffic controls, and work with residents and stakeholders to develop the most appropriate context-sensitive designs

for each street. To meet the criteria of the Program, going forward one or a combination of the measures listed below may be implemented in addition to or in place of existing Slow Streets elements. Some Slow Streets may require more robust measures such as traffic diversions to limit vehicle speeds and volumes to meet Program criteria targets. Where necessary, SFMTA staff will work with residents and stakeholders to determine these measures.

By authorizing this Program, the Board authorizes staff to implement most of these tools on designated Slow Streets without further Board action. Under the proposed Transportation Code amendments, traffic diversion as specified below would require further approval from the SFMTA Board given the potential impacts to vehicular access and circulation and community sensitivity surrounding traffic diversions.

The following Slow Streets measures may be implemented at the discretion of the City Traffic Engineer per Division II, Article 201 of the Transportation Code:

- Wayfinding signs
- Pavement markings
- Slow Streets signs on delineators
- Continental crosswalks

The following Slow Streets measures may be implemented following a Public Hearing per Division II, Article 201 of the Transportation Code:

- Traffic calming elements- speed humps, raised crosswalks and speed cushions
- Turn restrictions
- Stop signs
- Daylighting
- Roadway narrowing and chicanes

The following Slow Streets measures may be implemented following approval from the SFMTA Board under the proposed Transportation Code amendments:

Traffic diversions, defined as two or more turn restrictions at an intersection approach accompanied by physical measures to compel compliance other than standard signs and markings (e.g., median delineators).

Transition of COVID Response Slow Streets

As described above, the SFMTA adopted 31 Slow Streets as an emergency response to the COVID-19 pandemic. Four of these streets (Sanchez Street, Shotwell Street, Golden Gate Avenue, and Lake Street) were subsequently authorized by the SFMTA Board to continue as Slow Streets beyond the pandemic in Resolution No. 210803-095, August 3, 2021.

Of the four previously authorized Program streets, three—Sanchez Street, Shotwell Street, and Golden Gate Avenue—are fully designed and implemented.

Efforts to advance a design for Lake that included traffic diversion at four locations on Lake Street stalled due to a lack of consensus among project stakeholders. At the virtual Public Hearing, comments received about the Lake Street Slow Street design were roughly split between either requesting less or no traffic diversion on the corridor, or requesting more traffic diversion along the corridor than was proposed, and a Slow Streets design was never approved/implemented given the divergence of public sentiment.

Instead, a separate traffic calming project on Lake Street, including new all-way stop signs at six intersections, three raised crosswalks and four speed cushions, to slow vehicle speeds received broad support through the Public Hearing process, and were approved by the City Traffic Engineer following an August 5, 2022 Public Hearing. Given the divergence of public sentiment on Lake Street, at this time, SFMTA staff do not have a recommendation on whether to include or not include Lake Street in the Slow Streets Program and seek further direction from the Board of Directors.

Due to the course of the COVID-19 pandemic and amendments to State law, Staff recommends that the proposed Program supersede the previous actions approving the COVID Response Slow Streets program (Resolution No. 200721-069) and the post-pandemic Slow Streets program (Resolution No. 210803-095) and that those programs sunset in the winter of 2023.

Following is a table (see also enclosed map) summarizing the existing COVID Response Slow Streets and recommendations for streets to be adopted into the Program. SFMTA staff recommend the adoption of 15 corridors into the Program:

- 3 corridors that the SFMTA Board previously authorized as post-pandemic slow streets (Shotwell, Sanchez, and Golden Gate);
- 10 additional COVID-19 Response Streets; and
- 2 new streets.

The 10 additional COVID-19 Response streets were selected because they provide important connections on the bikeway network, cause minimal or no impacts to surrounding traffic, and/or are used by people of all ages and abilities walking and biking. For these recommended Program streets, SFMTA staff propose leaving the temporary barriers and traffic delineators that were installed during the pandemic in place while the SFMTA advances design and construction phases. Additionally, SFMTA staff recommends the adoption of two new streets into the Program: 22nd Street, in place of 20th Street in the Mission District to align with the citywide bicycle network, and Cayuga Avenue. SFMTA staff is seeking direction on whether Lake Street should be included in the Program.

	Previously Authorized Post-Pandemic Slow Streets to be Re-Authorized under Program	COVID Response Streets to be Authorized under Program	New Recommended Slow Streets to be Authorized under Program
1	Golden Gate Avenue	12th Avenue	22 nd Street
2	Sanchez Street	23 rd Avenue	Cayuga Avenue
3	Shotwell Street	Arlington Street	
4		Cabrillo Street	
5		Somerset Street	
6		Clay Street	
7		Hearst Avenue	
8		Lyon Street	
9		Minnesota Street	
10		Noe Street	

* SFMTA staff do not have a recommendation on whether to include Lake Street in the Program, and seek further direction from the Board on this matter.

With SFMTA Board approval of these 15 Slow Streets, consistent with San Francisco Transportation Code Division II, Article 200, the SFMTA can install traffic calming and other measures in addition to or in place of existing Slow Streets elements as needed to meet Program criteria following a public hearing rather than returning to the SFMTA Board for approval of each, accelerating project delivery on each corridor by several months or more, resulting in faster implementation of transportation safety and traffic calming treatments.

However, given the potential impacts to vehicular access and circulation and community sensitivity surrounding traffic diversions, staff recommends amending the Transportation Code to require Board of Directors approval for the implementation of certain specified traffic diversions on all streets in the City network, not just those in the Slow Streets Program.

Throughout the COVID Response phase, SFMTA staff removed temporary Slow Street materials from corridors previously approved by COVID-TASC or the SFMTA Board of Directors, for reasons including low use, resident feedback overwhelmingly in opposition of the Slow Street, and conflicts with other uses. COVID Response Slow Streets that are not recommended for inclusion in the proposed Program due to these reasons include:

- **Phase 1 Streets:** 20th Avenue, 41st Avenue, Kirkham Street, Ortega Street
- **Phase 2 Streets:** 20th Street, Chenery Street, Excelsior Avenue, Lombard Street, Mariposa Street
- **Phase 3 Streets:** Arkansas Street, Broderick Street, Duncan Street, Pacific Avenue, Tompkins Street
- **Phase 4 Streets:** SoMa Slow Streets

Any remaining COVID Response Slow Streets materials on the Phase 1 through 4 streets noted above will be removed in the Winter 2023.

Public Outreach and Hearing

SFMTA staff will work with stakeholders and neighbors on each Program street, sharing information about existing conditions and proposed design solutions that will allow each street to meet Program criteria targets. Once a design is drafted, a Public Hearing will take place.

Consistent with Transportation Code Division II, Article 200 requirements, the public will be notified of the public hearing by (1) a posting on at least two utility poles in the affected area for no less than 10 calendar days prior to the hearing, and (2) via the SFMTA website. SFMTA staff will also contact stakeholders and neighbors involved in the planning and design processes electronically.

Evaluation

Evaluation of authorized Slow Streets will occur over a 24-month period after implementation. During this time, SFMTA staff will conduct thorough and transparent evaluations, including regular measurements of traffic volumes and safety data. Based on results, SFMTA staff may refine the materials implemented on Slow Streets and/or consider complementary measures. Results from Slow Street project evaluations will be posted on the SFMTA website.

Other Related Efforts

Other related efforts are linked to the Slow Streets network and will fit into the overall network of low-stress routes and the recommended bikeway network including the Sunset Neighborways Project and the Bayview Multimodal Transportation Corridor. These projects are planning similar improvements as the Slow Streets Program in specific residential neighborhoods. The Sunset Neighborways Project includes the following streets in Supervisorial District 4: 28th, 34th, 41st, and 47th Avenues and Kirkham, Ortega, Rivera, and Vicente Streets. The Bayview Multimodal Transportation Corridor includes a series of streets connecting through the Bayview Neighborhood east of and roughly parallel to 3rd Street, offering a low-stress network of streets better suited than 3rd Street for people walking and bicycling.

Additionally, the Page Neighborway project proposes to make transportation improvements on Page Street between Stanyan Street and Octavia Boulevard and on Haight Street between Laguna Street and Octavia Boulevard including upgraded bicycle facilities and managing vehicle speeds and volumes with turn restrictions. SFMTA staff propose to bring a separate item to the SFMTA Board in early 2023 to consider appropriate next steps on Page Street, including consideration of potential inclusion within the Slow Streets Program.

Another opportunity learned from the COVID Response is the expansion of Play Streets. Play Streets is a program that empowers communities across the city to transform their block into an accessible, car-free open space on a regular basis for children, seniors, and neighbors to enjoy. Play Streets are permitted events sponsored by individual neighborhoods, city areas or individual streets for socializing and activities that can occur on a regular basis. The Play Streets Program offers an excellent opportunity for COVID Response streets that are not being recommended for inclusion in the Program, like the SoMa Slow Streets, where there are already low traffic

volumes, and area residents and stakeholders can use the street for activation. Play Streets would be reimagined to be flexible and adaptive to a range of community preferences and needs.

Future Expansion of Program

The Program will initially consist of Slow Street corridors derived from the COVID Response program given the success of these streets in their current form, and because residents are familiar with the concept along these corridors. However, there is room to expand the Program and network; Slow Streets will be an important element in meeting the goals of increasing non-motorized transportation in San Francisco, as well as increasing safety for the most vulnerable transportation system users. 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.

SCHEDULE

SFMTA staff propose to begin collecting updated vehicle volume and speed data for each of the 15 Program streets this winter, which will be used to determine how existing treatments are working and whether changes are required to meet the Program criteria targets. Throughout early 2023, SFMTA staff will develop revised designs for Slow Streets corridors to advance through the public hearing process. SFMTA will sunset the COVID Response Slow Streets and post-pandemic Slow Streets not currently proposed as part of the Program in Winter 2022.

The ongoing Active Communities Plan will identify additional potential Slow Streets corridors, and these corridors could be presented at a future meeting of the SFMTA Board to be added to the Slow Streets Program.

STAKEHOLDER ENGAGEMENT

The COVID Response Slow Streets were implemented as an emergency measure, and temporary signs were rolled out quickly and without the typical outreach process to meet immediate needs, including for social-distancing outside. However, as it became clear that both the pandemic and the Slow Streets program would last much longer than the anticipated duration of several weeks, conducting robust outreach and analysis became a cornerstone of the program and a critical component of moving forward toward post-pandemic implementation.

Efforts to survey communities and residents around Slow Street corridors began in the summer of 2020, after the COVID Response program had been in place for several months. The surveys were used as a tool to assess users' and residents' experiences, perceptions, and attitudes toward Slow Streets. Initial surveys were disseminated for Lake, Page, and Shotwell streets in the Summer of 2020. Additional surveys were disseminated for the remaining Slow Streets in Spring of 2021. (This surveying effort did not include District 4 Slow Streets; they were surveyed later as part of the SFMTA's separate Sunset Neighborways Project.) The surveys were advertised and communicated through mailers, posters along the Slow Street corridors, and publicized to community groups. Each survey was live for over a month, gathering public responses including overall thoughts on the program, concerns related to the Slow Street, frequency of use, activities conducted on the Slow Street, perceptions of traffic safety, user feedback, thoughts on Slow

Streets post-pandemic, as well as standard demographic information. The results are available in the Slow Streets Evaluation Summary report, published in September 2021.

For each of the post-pandemic Slow Streets authorized in August 2021 by the SFMTA Board, the SFMTA project team conducted corridor-specific community engagement to finalize a design, including surveys, virtual meetings, and virtual open houses and public hearings. Alongside these formal community engagement methods, the SFMTA project team engaged extensively with the community via email, smaller stakeholder-led meetings, and walk-throughs to identify community priorities and arrive at a durable, post-pandemic design that would meet local needs.

For the 15 streets recommended for the Program, over 10,000 notices were mailed to residents and owners of properties abutting the corridors. Community engagement will continue for corridors approved for inclusion in the Program via targeted stakeholder outreach and a formal Public Hearing process, as described above.

ALTERNATIVES CONSIDERED

The alternative to establishing a Slow Streets Program is allowing the COVID Response streets to expire 120 days after the termination or expiration of the COVID-19 Emergency. SFMTA staff recommend against this alternative; Slow Streets are an important expansion of the low-stress bike network, and support the SFMTA Strategic Plan, the San Francisco General Plan, and the San Francisco Climate Action Plan. Additionally, San Franciscans living near these corridors state that they want Slow Streets to continue post-pandemic, with 73% of respondents saying a street became safer when it was designated a Slow Street, and 69% of respondents having a positive experience using the Slow Street in their neighborhood. A Slow Streets Program will benefit public health, safety, and civic life.

An additional alternative is incorporating the planning process for low-stress residential connections for walking and biking into the SFMTA's Active Communities Plan with the aim of developing a concept for a citywide, connected active transportation network. SFMTA staff recommends establishing the framework for a Slow Streets Program separate from the Active Communities Plan to allow for a more expeditious implementation timeline. Staff recommends coordinating with the Active Communities Plan process to determine potential corridors for future expansion and including the Slow Streets Program into the greater citywide bikeway network.

FUNDING IMPACT

Funding for Slow Streets implementation is programmed within SFMTA's FY23-27 Capital Improvement Program (CIP) through FY2024. The programmed funding is from Proposition B – General Fund (Streets) sources (Prop B), which is dedicated to bicycle and pedestrian improvements on city streets. The 15 corridors recommended for inclusion in the Slow Streets Program could be fully implemented using the programmed Prop B funding.

Continuing the program beyond 2024 requires additional funding depending on the number of any additional corridors into the program. Slow Street improvements generally consist of lower-cost spot treatments such as traffic calming elements, signs, and pavement stencils, with an average cost of implementation of approximately \$200,000 per mile.

ENVIRONMENTAL REVIEW

The actions that comprise this calendar item require three separate new CEQA determinations: 1) a Statutory Exemption for the Slow Streets Program; 2) a Categorical Exemption for if Lake Street is not included in the Slow Streets Program after the sunseting of the post-pandemic Slow Streets Program; and 3) a “Not a Project” determination for the Transportation Code Amendments for diversions.

Slow Streets Program

The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians pursuant to Public Resources Code Section 21080.25. The Planning Department determined, on November 22, 2022, that the Slow Streets Program and potential traffic calming and pedestrian safety improvements that may be installed on these Slow Streets (Case Number 2022-008095ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25. Approval by the SFMTA Board of Directors of the Slow Streets Program is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

Lake Street after the sunseting of the post-pandemic Slow Streets Program

CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301. The Planning Department determined, on November 22, 2022, that not including Lake Street in the Slow Streets Program after the sunseting of the post-pandemic Slow Streets program (Case Number 2022-011384ENV) is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. SFMTA staff is seeking direction on whether Lake Street should be included in the Program. Approval by the SFMTA Board of Directors to not include Lake Street in the Slow Streets Program after the sunseting of the post-pandemic Slow Streets program is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

Transportation Code Amendments for Diversions

On November 21, 2022, the SFMTA, under authority delegated by the Planning Department, determined that amending the Transportation Code to require SFMTA Board approval of certain traffic diversions is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

Sunseting the COVID Response Slow Streets Program

The COVID Response Slow Streets were temporary in nature and included physical changes made with temporary signage and materials that are easily reversible. The COVID Response Slow Streets were determined to be statutorily exempt from CEQA pursuant to Title 14 of the

California Code of Regulations Section 15269 for emergency projects, more particularly, for “specific actions necessary to prevent or mitigate an emergency.” (Case No. 2020-004631ENV, Case No. 2020-005267ENV, Case No. 2020-006251ENV, Case No. 2021-000804ENV). The removal of the temporary signage and materials along streets not part of the new Slow Streets Program is within the scope of the statutory exemptions.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and copies of the exemptions may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this reviewed this item, no additional approvals are required.

RECOMMENDATION

Establish a Slow Streets program (Program) by: amending Transportation Code, Division II, by adding Section 207, to establish a citywide Program of low-stress routes on residential streets in San Francisco that prioritize biking, walking, and other forms of active transportation while ensuring access to all San Franciscans; amending Transportation Code, Division II, Section 201, to require Board of Directors approval to add streets to the Program and, both in the context of the Program and otherwise, to implement certain traffic diversions; approving an initial set of 15 Slow Streets as part of the Program including 12th Avenue, 22nd Street, 23rd Avenue, Arlington Street, Cabrillo Street, Cayuga Avenue, Clay Street, Golden Gate Avenue, Hearst Avenue, Lyon Street, Minnesota Street, Noe Street, Sanchez Street, Shotwell Street, and Somerset Street; authorizing the Director to consider revised treatments for the streets in the Program; and directing the COVID Response Slow Streets program and the post-pandemic Slow Streets program to sunset in Winter 2023; and seeking direction from the SFMTA Board of Directors as to whether Lake Street should or should not be added to the Program, at this hearing.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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, In response to the COVID-19 Emergency, the SFMTA implemented the COVID Response Slow Streets program to create additional space in a set of roadways for socially distanced essential travel and exercise; and,

WHEREAS, Throughout the pandemic State of Emergency, the SFMTA Board of Directors approved four phases of COVID Response Slow Streets corridors. Under this authorization, these Slow Streets are to remain in effect until 120 days after the termination or expiration of the COVID-19 Emergency unless the SFMTA Board takes further action on a Slow Streets Program; and,

WHEREAS, Four of the COVID Response Slow Streets (Sanchez Street, Shotwell Street, Golden Gate Avenue, and Lake Street) were designated by the SFMTA Board in August 2021 as post-pandemic Slow Streets, which were to undergo community planning processes to determine post-pandemic designs; and,

WHEREAS, Sanchez Street, Shotwell Street, Golden Gate Avenue, and Lake Street are in various phases of implementation as post-pandemic Slow Streets; 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, The SFMTA proposes the establishment of 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; 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 following Slow Streets previously approved by the SFMTA Board as Slow Streets are not recommended for inclusion in the Slow Streets Program at this time due to low use, and/or resident opposition, and/or conflicts with other uses:

- Phase 1 Streets: 20th Avenue, 41st Avenue, Kirkham Street, Ortega Street

- Phase 2 Streets: 20th Street, Chenery Street, Excelsior Avenue, Lombard Street, Mariposa Street
- Phase 3 Streets: Arkansas Street, Broderick Street, Duncan Street, Pacific Avenue, Tompkins Street
- Phase 4 Streets: SoMa Slow Streets; and,

WHEREAS, The SFMTA proposes to establish or re-authorize Slow Street projects on the following 15 corridors:

- 12th Avenue from Lincoln Way to Lawton Street
- 22nd Street from Bryant Street to Chattanooga Avenue
- 23rd Avenue from Lake Street to Cabrillo Street
- Arlington Street from Roanoke Street to Randall Street
- Cabrillo Street from 45th Avenue to 23rd Avenue
- Cayuga Avenue from Naglee Avenue to Rousseau Street
- Clay Street from Arguello Boulevard to Steiner Street
- Golden Gate Avenue from Parker Street to Broderick Street
- Hearst Avenue from Ridgewood Avenue to Baden Street
- Lyon Street from Turk Street to Haight Street
- Minnesota Street from Mariposa Street to 22nd Street
- Noe Street from Duboce Avenue to Beaver Street
- Sanchez Street from 23rd Street to 30th Street
- Shotwell Street from Cesar Chavez to 14th Street
- Somerset Street from Silver Avenue to Woolsey Street; 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, With SFMTA Board designation of these 15 corridors as part of an established Slow Streets Program, the SFMTA can install traffic calming following targeted community outreach and a Public Hearing, and certain defined traffic diversion following Board of Directors approval; and,

WHEREAS, Any Slow Streets project shall undergo a thorough and transparent evaluation, including collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, Any new streets added to the Program beyond the initial approved list shall be considered and approved by the SFMTA Board; and,

WHEREAS, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new

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, On November 22, 2022, the Planning Department determined (Case Number 2022-008095ENV) that the Slow Streets Program and potential traffic calming and pedestrian safety improvements that may be installed on these Slow Streets are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, Approval by the SFMTA Board of Directors of the Slow Streets Program is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On November 22, 2022, the Planning Department determined (Case Number 2022-011384ENV) that not including Lake Street in the Slow Streets Program after the sunseting of the post-pandemic Slow Streets program is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, SFMTA staff is seeking direction on whether Lake Street should be included in the Program; Approval by the SFMTA Board of Directors to not include Lake Street in the Slow Streets Program after the sunseting of the post-pandemic Slow Streets program is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, The COVID Response Slow Streets were temporary in nature and included physical changes made with temporary signage and materials that are easily reversible; and,

WHEREAS, The COVID Response Slow Streets were determined to be statutorily exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15269 for emergency projects, more particularly, for “specific actions necessary to prevent or mitigate an emergency.” (Case No. 2020-004631ENV, Case No. 2020-005267ENV, Case No. 2020-006251ENV, Case No. 2021-000804ENV). The removal of the temporary signage and materials along streets not part of the new Slow Streets Program is within the scope of the statutory exemptions; and,

WHEREAS, On November 21, 2022, the SFMTA, under authority delegated by the Planning Department, determined that amending the Transportation Code to require SFMTA Board approval of certain traffic diversions is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and copies of the exemptions may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness

Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference, and therefore be it

RESOLVED, That the SFMTA Board of Directors amends 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 and, both in the context of the Program and otherwise, to implement certain traffic diversions, and be it further

RESOLVED, That the SFMTA Board of Directors finds that due to the course of the COVID pandemic and amendments to State law, this Resolution supersedes previous actions approving the COVID Response Slow Streets program (Resolution No. 200721-069) and the post-pandemic Slow Streets program (Resolution No. 210803-095) and authorizes staff to sunset those programs in the Winter of 2023, and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors designates the following set of 15 streets as part of the citywide Slow Streets Program:

- 12th Avenue from Lincoln Way to Lawton Street
- 22nd Street from Bryant Street to Chattanooga Avenue
- 23rd Avenue from Lake Street to Cabrillo Street
- Arlington Street from Roanoke Street to Randall Street
- Cabrillo Street from 45th Avenue to 23rd Avenue
- Cayuga Avenue from Naglee Avenue to Rousseau Street
- Clay Street from Arguello Boulevard to Steiner Street
- Golden Gate Avenue from Parker Street to Broderick Street
- Hearst Avenue from Ridgewood Avenue to Baden Street
- Lyon Street from Turk Street to Haight Street
- Minnesota Street from Mariposa Street to 22nd Street
- Noe Street from Duboce Avenue to Beaver Street
- Sanchez Street from 23rd Street to 30th Street
- Shotwell Street from Cesar Chavez to 14th Street
- Somerset Street from Silver Avenue to Woolsey Street

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 6, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Slow Streets Program]

Resolution amending Division II of the Transportation Code to establish a Slow Streets Program; require SFMTA Board of Directors approval to add specific streets to the Program; and require SFMTA Board of Directors approval to implement certain traffic diversions, both in the context of the Program and otherwise.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 200 of Division II of the Transportation Code is hereby amended by revising Section 201 and adding Section 207, to read as follows:

SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.

* * * *

(b) **Public Hearings.** The following Parking and traffic measures may be implemented following a Public Hearing by the City Traffic Engineer or, if a project includes actions in this subsection and subsection (c), the City Traffic Engineer may recommend a hearing at the SFMTA Board of Directors:

* * * *

(7) Designate intersections at which right, left, or U turns are prohibited, ²except as provided in subsection 201(c)(18).

* * * *

RESOLUTION NO.

(c) **SFMTA Board of Directors Action Required.** The following Parking and traffic measures may not be implemented without prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

* * * *

(17) Addition, removal, or modification of a street to the Slow Streets Program as set forth in Section 207. To add a street to the Slow Streets Program, the Board of Directors must make the findings required by California Vehicle Code Section 21101(f).

(18) Traffic diversions, defined as two or more turn restrictions at an intersection approach accompanied by physical measures to compel compliance other than standard signs and markings.

SEC. 207. SLOW STREETS PROGRAM.

(a) Establishment of a Slow Streets Program.

(1) A citywide Slow Streets Program is hereby established.

(2) The Director of Transportation is authorized to implement the Slow Streets Program consistent with this Section 207 and with the requirements of Section 201(c)(17) of this Code and California Vehicle Code Section 21101(f).

(b) Criteria for Adding Streets to the Slow Streets Program.

(1) The Director of Transportation may recommend the Board of Directors add streets, or extend existing Slow Streets, to the Slow Streets Program that:

(A) Make a significant contribution to creating a citywide network of streets that are safe and comfortable for bicycling and other forms of active transportation;

(B) Do not exceed defined traffic volume levels, or are anticipated to not exceed such levels following installation of appropriate Traffic Control Devices;

(C) Do not exceed maximum speed thresholds, or are anticipated to not exceed such levels following installation of appropriate Traffic Control Devices.

RESOLUTION NO.

(2) The Director of Transportation shall establish and maintain specific thresholds for traffic volume as referenced in subsection (b)(1)(B) and maximum speed as referenced in subsection (b)(1)(C), and publish the thresholds on the website described in subsection (e).

(c) **Slow Streets Roadway Design Tools.** Once a street is designated as part of the Slow Streets Program the Director of Transportation shall implement Traffic Control Devices and traffic modifications on the street consistent with the requirements of subsection (b)(1) and consistent with Section 201 of this Code.

(d) **No Limitation.** Nothing in this Section 207 shall be construed as limiting the SFMTA's ability to use the measures referenced in Sections 201(a) and (b) of this Code on any street not included in the Slow Streets Program.

(e) **Website.** The SFMTA shall maintain a publicly available internet website with information about the Slow Streets Program, including a list of streets that are included in the program or are being evaluated for inclusion in the program.

Section 2. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 3. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution. For purposes of this Section 201, the text of Transportation Code Sections 201(b) and 201(c) as amended by Resolution No. 221115-109, which amendments will become effective December 16, 2022, is presented as existing Code text.

RESOLUTION NO.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
LILLIAN LEVY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco
Municipal Transportation Agency Board of Directors at its meeting of December 6,
2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Slow Streets

Recommended Network

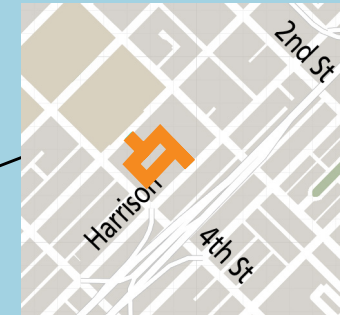
November 2022

LEGEND

- Existing Bike Network
- Protected Bikeways
- Recommended Slow Streets
- Lake Street - No Recommendation

Other Related Projects

- Proposed Sunset Neighborways
- Page Street Neighborway
- Bayview Multimodal Community Corridor
- SoMa Alleyways
- Tenderloin Traffic Safety Improvements



Lapu-Lapu, Rizal, Tandang Sora, Bonifacio, and Mabini streets

1 miles

Scale 1:51,315

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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