

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 221206-117

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 Avenue
- Phase 4 Streets: SoMa Slow Streets; and,

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

- 23rd Avenue from Lake Street to Cabrillo Street
- Cabrillo Street from 45th Avenue to 23rd Avenue
- Golden Gate Avenue from Parker Street to Broderick Street
- Lyon Street from Turk Street to Haight 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 corridors as part of an established Slow Streets Program, the SFMTA can install traffic calming following targeted community outreach and a Public Hearing; 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, 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, 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 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 SFMTA Board of Directors designates the following set of streets as part of the citywide Slow Streets Program:

- 23rd Avenue from Lake Street to Cabrillo Street
- Cabrillo Street from 45th Avenue to 23rd Avenue
- Golden Gate Avenue from Parker Street to Broderick Street
- Lyon Street from Turk Street to Haight Street

and be it further

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

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



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency