

THIS PRINT COVERS CALENDAR ITEM NO. 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving Chenery Street between Elk Street and Diamond Street, and Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street (SoMa Slow Streets) as part of the Slow Streets Program to contribute to the 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.



SUMMARY:

- Slow Streets were established on Chenery Street in 2020, and on Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street (SoMa Slow Streets) in 2021 as part of the SFMTA's COVID response. The City's COVID-response Slow Streets sunset at the end of Winter 2023.
- Approval of Chenery and SoMa Slow Streets as part of the ongoing Slow Streets Program and approving draft designs for these streets. SFMTA staff will continue to design and implement elements necessary to meet the established Slow Streets design criteria targets.
- The Planning Department has determined that adding Chenery and SoMa Slow Streets to the Slow Streets Program and the potential traffic calming and pedestrian safety improvements proposed to be installed on these Slow Streets are statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action for Chenery and SoMa Slow Streets as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Recommended Slow Streets Program Map

APPROVALS:

	DATE
DIRECTOR <u></u>	May 11, 2023
SECRETARY <u></u>	May 11, 2023

ASSIGNED SFMTAB CALENDAR DATE: May 16, 2023

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PURPOSE

Approving Chenery Street between Elk Street and Diamond Street, and Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street (SoMa Slow Streets) as part of the Slow Streets Program to contribute to the 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.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Slow Streets Program supports 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 Slow Streets Program also supports 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, the COVID-Response Slow Streets were authorized to remain in effect until 120 days after the termination or

expiration of the COVID-19 Emergency unless the SFMTA Board took further action on a Slow Street Program. Over 30 COVID Response Slow Streets were approved by the SFMTA during the Emergency, including Chenery Street and SoMa Slow Streets.

At the December 6, 2022 SFMTA Board of Directors meeting, the SFMTA Board approved an ongoing Slow Streets Program (Program) to establish low-stress routes on residential streets in San Francisco for shared transportation, approving a set of 16 Slow Streets as part of this Program, and directing staff to sunset all other COVID Response Slow Streets, including Chenery and SoMa Slow Streets, by Winter 2023.

Neither Chenery nor SoMa Slow Streets were recommended to be added to the ongoing Slow Street Program at the December 6, 2022 SFMTA Board of Directors Meeting. These COVID Response Slow Streets were therefore scheduled to sunset by Winter 2023.

However, subsequent to the December 6, 2023 SFMTA Board meeting, SFMTA staff heard from community members voicing their support to maintain both Slow Streets for a variety of reasons, including their importance as community spaces and effectiveness in calming traffic. Staff has since worked with community members to develop a draft design for Chenery Street and for SoMa Slow Streets. The potential designs for Chenery and SoMa Slow Streets were approved through an interagency review process in February 2023 and April 2023, respectively.

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 on Chenery, Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets.

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 direct stakeholder outreach for Chenery and SoMA Slow Streets. Additionally, mailed notices to residents and owners of property abutting Chenery and SoMa Slow Streets within the project extents have been sent for the corridor.
Determine that the closure or traffic restriction leaves a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic.	SFMTA’s Slow Streets Program staff produced an Evaluation Report (https://www.sfmta.com/reports/slow-street-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.
Provide advance notice of the traffic restriction to residents and owners of property abutting the street.	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. The notices for Chenery and SoMa Slow Streets were mailed the week of May 1, 2023.
Clearly designate the street closure or traffic restriction with signage in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD).	As the CA MUTCD does not include standardized regulatory Slow Street signs, SFMTA materials on Chenery and SoMa Slow Streets 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 on this street.
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.	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.
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.	Since the COVID Response project began in April 2020, the Slow Streets program maintains www.sfmta.com/slowstreets .

Slow Streets Program Metrics and Measures

On December 6, 2023, the SFMTA Board established target criteria for the Slow Streets Program. These criteria for streets included in the Program are data-driven to ensure success and safety on the Slow Streets network:

- A target Average Daily Traffic of 1,000 vehicles
- A target of no more than 50 percent of vehicles travelling 15 miles per hour or more

To meet the criteria of the Program, one or a combination of the measures listed below may be implemented in addition to the proposed Slow Streets elements. Some Slow Streets may require more robust measures such as traffic diversions to limit vehicle speeds and volumes to meet

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Program criteria targets. Where necessary, SFMTA staff will work with residents and stakeholders to determine these measures.

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
- 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).

Existing Conditions

Chenery Street

Chenery Street between Burnside and Lippard avenues was a temporary Slow Street (Case no. 2021- 005267ENV, Slow Streets, Phase 2 that included temporary COVID response Slow Street treatments as described below. The temporary Slow Streets were authorized to be in place while San Francisco was under a local health emergency and until 120 days from when the emergency was lifted unless the SFMTA Board took further action on a Slow Street Program. At the December 6, 2022 SFMTA Board of Directors meeting, the SFMTA Board directed staff to sunset all other COVID Response Slow Streets not otherwise being re-approved by winter 2023.

Chenery Street had temporary Slow Street barricades at Burnside Avenue and Lippard Avenue in place until the COVID response Slow Street was removed in winter 2023. Chenery Street between Elk and Diamond streets is a two-way street, with a vehicle travel lane in each direction and parallel parking on each side of the street.

SoMa Slow Streets

SoMa Slow Streets were temporary Slow Streets (Case no. 2021-000804ENV, Slow Streets, Phase 4) that included temporary COVID response Slow Street treatments as described below. The temporary Slow Streets were authorized to be in place while San Francisco was under a local health emergency and until 120 days from when the emergency is lifted unless the SFMTA Board took further action on a Slow Street Program. At the December 6, 2022 SFMTA Board of

Directors meeting, the SFMTA Board directed staff to sunset all other COVID Response Slow Streets not otherwise being re-approved by winter 2023. While SoMa Slow Streets were not included in the approval of the Slow Streets program by the SFMTA Board of Directors in December 2022, their COVID-response Slow Street treatments have not yet been removed.

Bonifacio, Lapu Lapu, Mabini, Tandang Sora, and Rizal streets are all two-way streets, with a general vehicle travel lane in each direction. Lapu Lapu, Mabini and Tandang Sora streets have parallel parking on each side of the street, and Bonifacio and Rizal streets on one side of the street.

The SoMa Slow Streets were designated as temporary, COVID Response Slow Streets and temporary Slow Street delineators are in place at the intersection of Lapu Lapu and Harrison streets.

Project Elements

Both Chenery and SoMa Slow Streets would be designated as Slow Streets through inclusion in the Slow Streets Program. As Slow Streets, the corridors would be subject to the following performance standards for a Slow Street:

1. Average Daily Traffic Volume (ADT): target of 1,000 vehicles or fewer
2. Median Daily Vehicle Speed: target of no more than 50 percent of vehicles traveling 15 miles per hour (MPH) or more

The existing conditions and proposed modifications are designed to encourage people driving to proceed slowly through the Slow Street to reduce travel speeds and enhance pedestrian and bicycle safety.

Following approval of the proposed project, SFMTA would conduct an evaluation of these new Slow Streets over a 24-month period, including regular measurements of traffic volumes and speeds and safety data. Based on evaluation results, SFMTA may choose to refine the materials (e.g., Slow Street delineators implemented on the Slow Street corridor) and/or consider complementary measures from the Slow Streets Toolkit to meet the ADT and speed criteria.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

The proposed Chenery and SoMa Slow Streets would receive the following improvements along the corridor:

- Slow Streets delineators
 - Permanent Slow Street delineators would be installed at select intersections and midblock locations on Chenery Street.
 - The existing temporary Slow Street delineators installed on Lapu Lapu at Harrison Street would be replaced with permanent Slow Street delineators.
- Slow Streets identification signs and cross-street signs
- Wayfinding signs to connect to the citywide bike network (on Chenery Street only)
- Slow Streets pavement markings with representative icons and the word ‘Slow’

SCHEDULE

Pending approval of the inclusion of Chenery Street and SoMa Slow Streets as part of the Slow Streets Program and their respective proposed designs, implementation would begin in late Spring of 2023. SFMTA staff would begin collecting updated vehicle volume and speed data for SoMa Slow Streets between 3-6 months after implementation, which will be used to determine how existing treatments are working and whether changes are required to meet the Program criteria targets.

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. Surveys were used as a tool to assess users' and residents' experiences, perceptions, and attitudes toward Slow Streets. Surveys were disseminated for the Chenery Slow Street in Spring of 2021 and for the SoMa Slow Streets in Fall of 2020. 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. 38 percent and 96 percent of respondents indicated an interest in Chenery and SoMa Slow Streets, respectively, becoming permanent Slow Streets.

The SFMTA project team has engaged with the community via email communications and smaller stakeholder-led meetings to identify community priorities and arrive at the recommended designs for the Chenery and SoMa Slow Streets.

Consistent with San Francisco Transportation Code, Division II, Section 201(b), the project's official engineering public hearing will be held at the May 16, 2023 SFMTA Board of Director's meeting. Consistent with Transportation Code Division II, Article 200 requirements, the public has been 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. Consistent with the California Vehicle Code (CVC), in section § 21101(f), residents and owners of property abutting the street have also been notified of the proposed Slow Streets via mailers in advance of the public hearing. SFMTA staff has also contacted stakeholders and neighbors electronically.

ALTERNATIVES CONSIDERED

The alternative to approving Chenery and SoMa Slow Streets as part of the Slow Streets Program is allowing these COVID-Response streets to sunset. SFMTA staff recommend against this alternative; Slow Streets are an important expansion of the low-stress bike network and of community spaces, and support the SFMTA Strategic Plan, the San Francisco General Plan, and the San Francisco Climate Action Plan. Additionally, these streets are being recommended as ongoing Slow Street following community requests to maintain them as Slow Streets.

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). As the Slow Streets Program includes ongoing planning, engagement, maintenance, and evaluation for a growing number of corridors, it is difficult to determine a per-corridor cost inclusive of all Program elements.

However, the cost of implementing the proposed designs for Chenery Street and SoMa Slow Streets is minimal. Implementation of all elements of the Chenery Slow Street design is estimated to cost \$50,000. Implementation of all elements of the SoMa Slow Streets is estimated to cost less than \$25,000 as most materials are already in place, and a complementary raised crosswalk at Lapu Lapu/Harrison was funded separately through an SFCTA traffic calming grant.

Corridor	Design Installation	Program Planning/Maintenance/Evaluation	Total (Prop B)
Chenery Street	\$50,000	\$100,000	\$150,000
SoMa Slow Streets	\$25,000	\$100,000	\$125,000
		TOTAL	\$275,000

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way., and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.

The Planning Department determined, on February 27, 2023, that adding Chenery Street to the Slow Streets Program and the potential traffic calming and pedestrian safety improvements proposed to be installed on these Slow Streets (Case Number 2023-001364ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25. The Planning Department also determined, on April 17, 2023, that adding SoMa Slow Streets to the Slow Streets Program and the potential traffic calming and pedestrian safety improvements proposed

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to be installed on the Slow Streets (Case Number 2023-003079ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

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

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-001364ENV> (Chenery Street) and at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-003079ENV> (SoMa Slow Streets) 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

Approve Chenery Street and Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street (SoMa Slow Streets) as part of the Slow Streets Program to contribute to the 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.

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, On December 6, 2022, the SFTMA Board of Directors established a citywide Slow Streets Program to create a network of low-stress routes on residential streets in San Francisco for shared transportation that prioritizes biking, walking, and other forms of active transportation (Resolution No. 221206-116); and

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

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

WHEREAS, In an April 12, 2021 memo, the Planning Department Director determined that the Slow Streets program implements Policy 15.1, 15.2, 18.4, 24.5, and 26.2 of the General Plan's Transportation Element and based on these findings, the Planning Department determined that the Slow Streets program implements the above stated policies of the General Plan's Transportation Element and provides for the health and safety of citizens consistent with California Vehicle Code Section 21101(g); and

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

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

WHEREAS, The closure or traffic restrictions proposed for Chenery and SoMa Slow Streets will leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic, and the closure or traffic restrictions are necessary for the safety and protection of persons who are to use that portion of the street during the closure or traffic restriction; and

WHEREAS, As determined through planning processes, additional traffic calming and pedestrian safety improvements may be installed on Program Slow Streets. These materials could include program-specific delineators or signs in the roadway, turn restrictions or median delineators, wayfinding and sign improvements, program-specific pavement markings, pedestrian visibility improvements, STOP signs, concrete curbs and traffic calming devices. Implementing these various improvements and modifications are necessary for the safety and protection of persons who are to use these Slow Streets; and

WHEREAS, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review under Public Resources Code Section 21080.25 for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; and

WHEREAS, On February 27, 2023, the Planning Department determined (Case Number 2023-001364ENV) that adding Chenery Street to the Slow Streets Program and the traffic calming and pedestrian safety improvements proposed to be installed on these Slow Streets are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

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

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

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-001364ENV> (Chenery Street) and at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-003079ENV> (SoMa Slow Streets) or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference, and therefore be it

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

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Slow Streets

Recommended Network

May 2023

LEGEND

- Existing Bike Network
- Protected Bikeways

Slow Streets

- Adopted Slow Streets
- Recommended Slow Streets

Other Related Projects

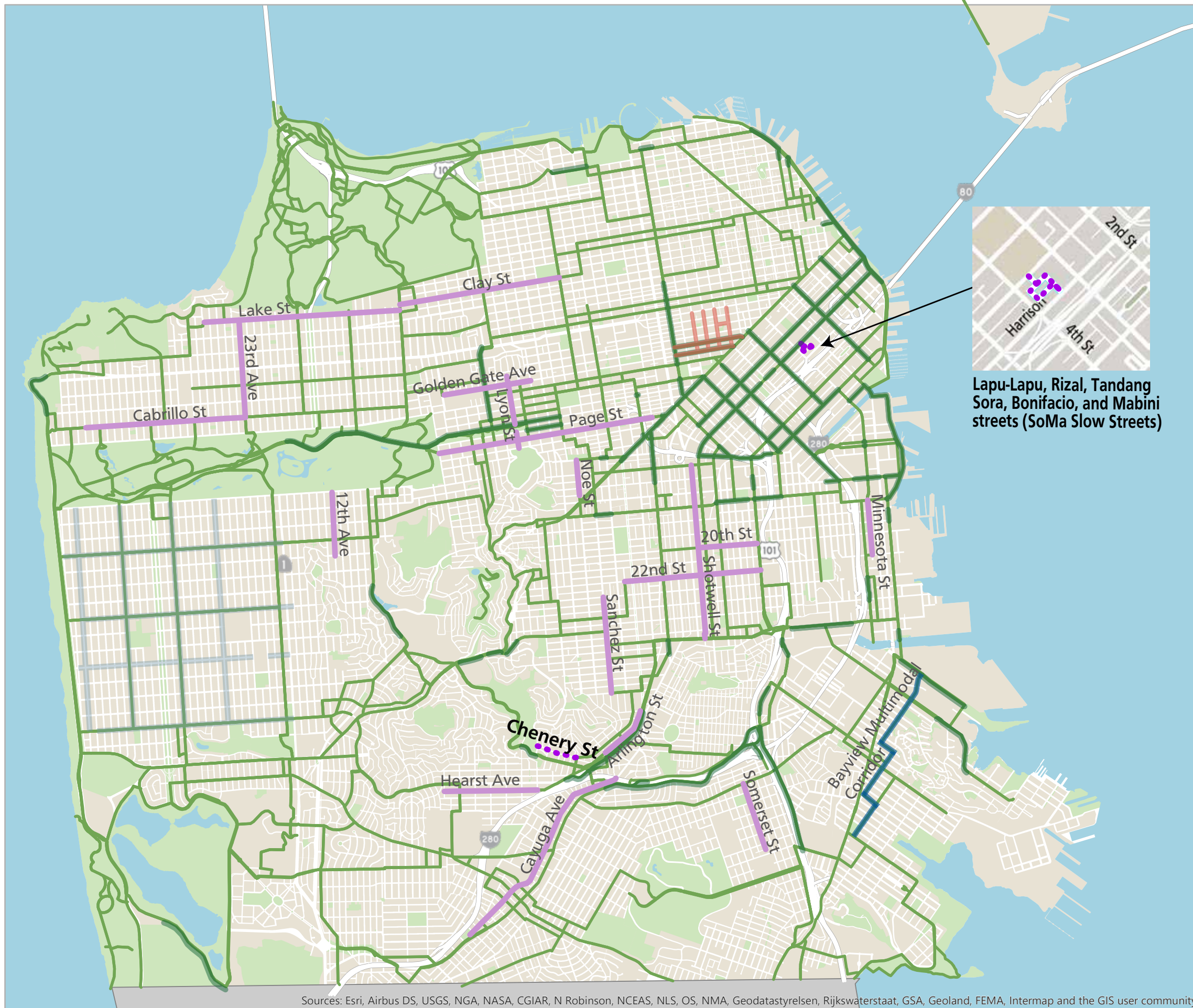
- Proposed Sunset Neighborways
- Bayview Multimodal Community Corridor
- Tenderloin Traffic Safety Improvements



1 miles

Scale 1:51,315

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