Slow Streets & Protected Bike Lanes

Matt Lasky, Bike Program Manager – Livable Streets
EMSC Meeting
August 26, 2020
Slow Streets: A COVID Response

COVID-19 Muni Core Service Plan

15 minutes or less
16 minutos o menos
15分之内
15 분 이내

Every 10-20 minutes
Cada 10-20 minutos
每10-20分钟
每10-20分鐘

Stay 6 feet apart

6 Ft

保持6英尺的距离
Manténgase a un mínimo de seis (6) pies de los demás
Magbigay ng 6 na talampakan
distansya mula sa isa’t isa

SFMTA
SF.gov/coronavirus
Slow Streets Treatment
Existing Slow Streets Network
Crowd-Sourced Corridors

- 3,758 responses through June
- 4,035 suggestions for Slow Streets corridors
- 350 corridors suggested as future Slow Streets
Details of Slow Streets

- **Proposal**: Temporary access restrictions on corridors to allow roadways to be safely used as a shared space for foot and bicycle traffic with adequate space for travelers to maintain 6-foot separation.

- **Sunset Date**: Slow Streets expire 120 days after emergency order is lifted unless there is permanent SFMTA Board approval.

- **Timeline**: Implement as materials become available through October.
Program Benefits

- **Public Health**: Ensuring space for social distancing is imperative to preventing the spread of COVID-19

- **Economic Recovery**: Bike and pedestrian networks provide more choices when transit capacity is reduced
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A New Way to Engage People

- Adapting outreach techniques to COVID-19 era
- On-the-ground monitoring and outreach to evaluate Slow Streets
- Actively solicit feedback from marginalized communities
- Unless there is a public process to legislate, Slow Streets will automatically sunset
Protected Bikeways

- Typically Street Level
- Protected from Passing Traffic
  - Parked Cars
  - Delineators
  - Paint
- Improves Perceived Comfort and Safety
- Reduces Door ding
- Prevents Double Parking
- Attractive to Bicyclists of All Ages and Abilities
Increasing Number of Protected Lanes

New Facilities

Upgrading Standard Bike Lanes

Examples:

7th, 8th, Townsend, Valencia

Mayor Breed: 20 miles of Protected Bike Lanes in Two Years
Vision Zero Quick-Build Program

• Quick-build safety projects are a critical part of realizing the physical changes to street design required to reach San Francisco’s Vision Zero commitment.

• Quick-build projects have a streamlined approval process and use reversible, adjustable and lower-cost materials that can be installed quickly.
What Makes it Quick-Build?

- Traffic safety improvements that are
- Easy to implement
- Lower cost
- Adjustable/reversible
- Design, construct, and evaluate more nimbly and iteratively
Next Steps

Slow Streets

• Address ongoing maintenance
• Install additional barricades and semi-permanent materials on all Phases
• Complete evaluations

Protected Bikeways

• Continue Towards Goal
• Design and Implement Quick-Build Projects while Communicating with the Public
Slow Streets & Protected Bike Lanes

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Slow Streets Selection Process

**STEP 1**
- **Corridor Suggestion**
  - Suggestion from surveys, emails, calls, letters, and input from neighborhoods and elected officials.

**STEP 2**
- **SFMTA Corridor Screening**
  - SFMTA staff reviews proposed Slow Streets for conflicts with commercial zones, Muni routes, emergency response routes, slopes, or intersection geometries that may have safety issues. Staff also reviews the proposed routes for connections to destinations like grocery stores, healthcare facilities, major transit routes, and the bike network.

**STEP 3**
- **External Partner Review**
  - Review selected corridors with Board of Supervisors office and other city agencies via the Transportation Staff Advisory Committee (TASC) process.

**STEP 4**
- **Implement and Maintain Slow Streets**
  - Begin implementation of Slow Streets corridor with barricades and signage as resources allow, and have SFMTA crews routinely maintain materials in the field.

**STEP 5**
- **Evaluation**
  - Collect data on Slow Streets and adjacent corridors regarding traffic volume and pedestrian/bike counts both before and after implementation.

**ENJOY SLOW STREET!**
Evaluation Process

- Tracking performance and feedback on existing Slow Streets corridors

- Data evaluation process
  - Measured safety metrics:
    - Vehicle volume/speed
    - Bike & pedestrian volume
    - Traffic diversion on adjacent streets
  - Perception surveys:
    - Resident survey mailed to those living on Slow Streets
    - User survey available to those using a Slow Street

<table>
<thead>
<tr>
<th>Street</th>
<th>Resident/Supervisor Feedback</th>
<th>Pedestrian/Bike Usage</th>
<th>Transportation Impacts or Issues</th>
<th>Outstanding Maintenance Needs</th>
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Slow Streets Phase 3

20th Street between San Bruno and Pennsylvania
Arkansas between 17th and 23rd St
Arlington between Roanoke and Randall
Broderick between O'Farrell and Page
Cabrillo between 45th and 23rd Ave
Cayuga between Naglee and Rousseau
Clay between Arguello and Steiner
Duncan between Diamond Heights and Tiffany
Holly Park Circle (all)
Mariposa between Texas and Mississippi
Minnesota between Mariposa and 22nd St
Noe between 23rd St and Duboce
Pacific between Steiner and Gough
Pierce between Hayes and Duboce
Tompkins between Andover and Peralta