

# Welcome

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This online open house is live now through 02/18/2022.

This online open house is best viewed on a computer.

Scroll through the boards using the arrows at the top:

## Open House Overview

Welcome to the Golden Gate Avenue Slow Street project online open house. This is an opportunity for the public to learn more about the Slow Street on Golden Gate Avenue and see the project team’s proposals for the future of the street.

Browse through the open house boards to learn about different aspects of the project and the feedback and analysis that has informed the developed proposals for the future of Golden Gate Avenue Slow Street. After reviewing the proposed designs, complete the Golden Gate Avenue Slow Street Proposals comment card and tell us what you think about the design options being considered.

Have a question about a specific aspect of the project, info on the boards, the Slow Streets program, or the proposals? Email us at [SlowStreets@SFMTA.com](mailto:SlowStreets@SFMTA.com) with your question and indicate which board you are referring to.

## Join Us For Virtual Meetings

Check out the “Tell Us What You Think” board for more information on the SFMTA hosted virtual meetings associated with this online open house. At these meetings you will have an opportunity to provide your feedback and and ask questions directly to the project team.

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# Slow Streets Overview

## What are Slow Streets?

Slow Streets are shared roadways between people on foot or bike and cars on residential streets. **They are not full street closures.** A street receiving the Slow Street designation restricts through traffic from accessing the street. Street access and usage from local traffic, emergency vehicles, and mail/delivery services are still allowed. Signage is also installed to emphasize pedestrian and bicycle priority on the street, warn motorists of the possible presence of people walking, running, or biking in the roadway, and discourage unsafe vehicle speeds.

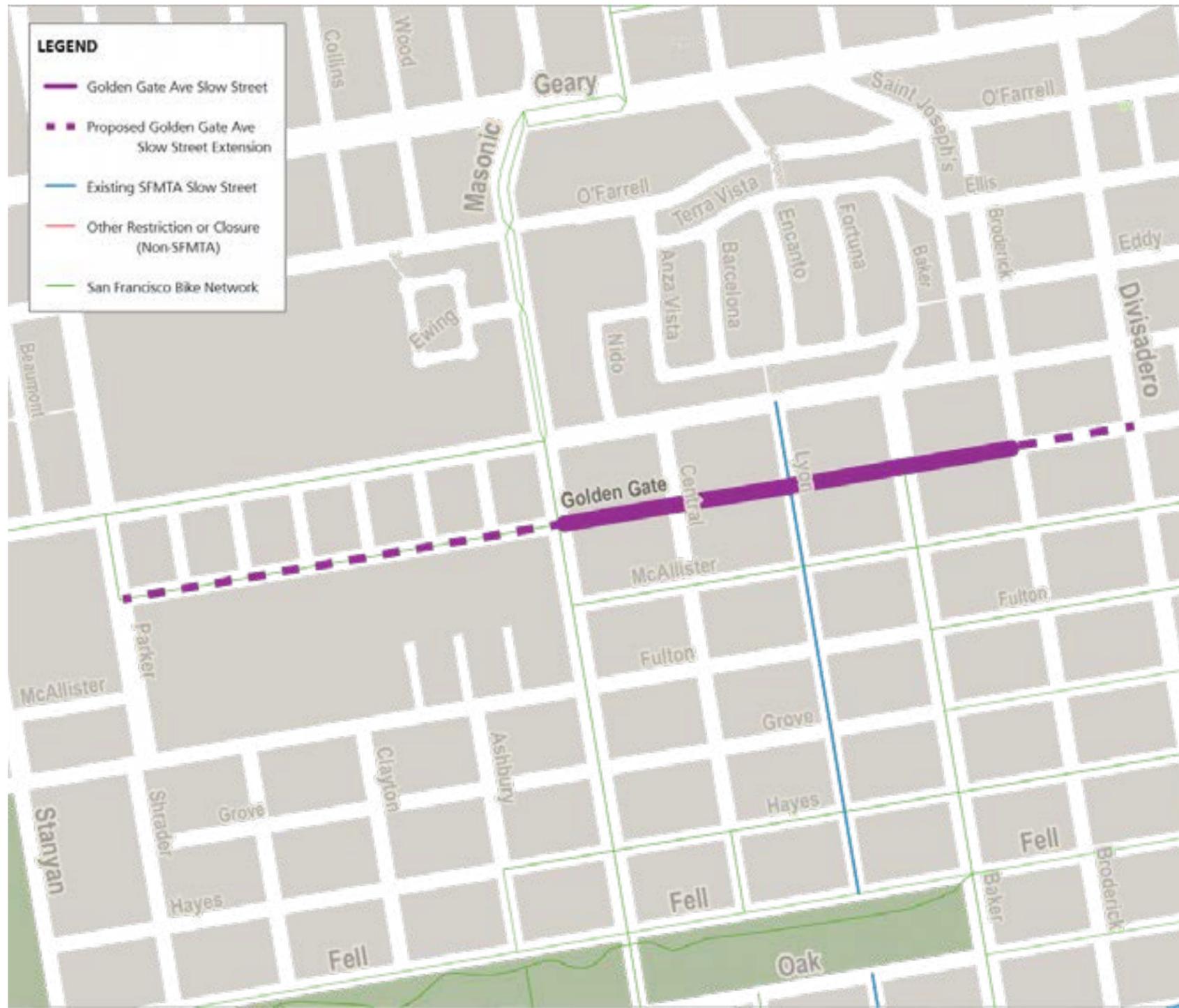
## Why Slow Streets?

Slow Streets were conceived and implemented as a response to the COVID-19 pandemic. Their purpose was to provide more space for physically distanced essential trips through modes like walking or bicycling and enable residents to exercise or recreate outside during the shelter-in-place order. Slow Streets were part of the Mayor's Emergency Public Health Order, and unless extended, they will sunset once the order has been lifted and the city is no longer in the state of emergency.

While the COVID-19 emergency purpose of Slow Streets will diminish and disappear in time, the treatment serves important purposes for recovery and beyond. Slow Streets are an important aspect of the SFMTA's Transportation Recovery Plan in creating low-stress walking and bicycle routes that augment limited Muni service, and establishing public spaces for neighbors to build connections. By prioritizing the use of these streets for walking, biking, and as outdoor space, Slow Streets represent a repurposing of public space towards a broader set of needs.



# Golden Gate Avenue Slow Street and Project Overview



The Golden Gate Avenue Slow Street was established on a temporary basis and as a response to the COVID-19 pandemic in May 2020 as part of the Slow Streets program. In late Summer 2021, the SFMTA Board of Directors authorized Golden Gate Avenue Slow Street, as well as three other Slow Streets, to extend and remain in place after the COVID-19 Pandemic and the Mayor's State of Emergency.

The Golden Gate Avenue Slow Street project aims to further assess the Slow Street on Golden Gate Avenue through a community outreach process, explore possible extensions to the Slow Street, and implement safety-improvement recommendations for a post-pandemic Golden Gate Slow Street.

## Golden Gate Avenue Slow Street Project Goals

- If warranted, determine and implement other traffic safety features that can further calm the street and make it a friendlier, more inviting, and conducive space for people walking, biking, exercising, recreating, or driving
- Support the SFMTA's Transportation Recovery Plan - Slow Streets corridors provide a low-stress network of walking and biking routes, which offer an alternative mode of travel that can augment Muni service
- Repurpose the space on the residential street for use beyond just motor vehicle access and travel
- Assess the feasibility of proposed extensions to the Golden Gate Slow Street (East to Divisadero Street and West to Parker Avenue)

# Golden Gate Avenue Slow Street and Project Overview

Below is a timeline showing the life of the Golden Gate Avenue Slow Street and the schedule and overall process for the Golden Gate Avenue Slow Street project.



The project is currently in the design outreach phase. During this phase of the project, the project team will present a proposal for the future of the Golden Gate Avenue Slow Street to the public. The proposed were developed based on an evaluation of the Slow Street and from feedback gathered throughout the Slow Streets existence and from the most recent "initial outreach phase" of the Golden Gate Slow Street project. The project team is currently seeking further community feedback on the proposals and will move forward with one of the alternatives for approval based on the input received.

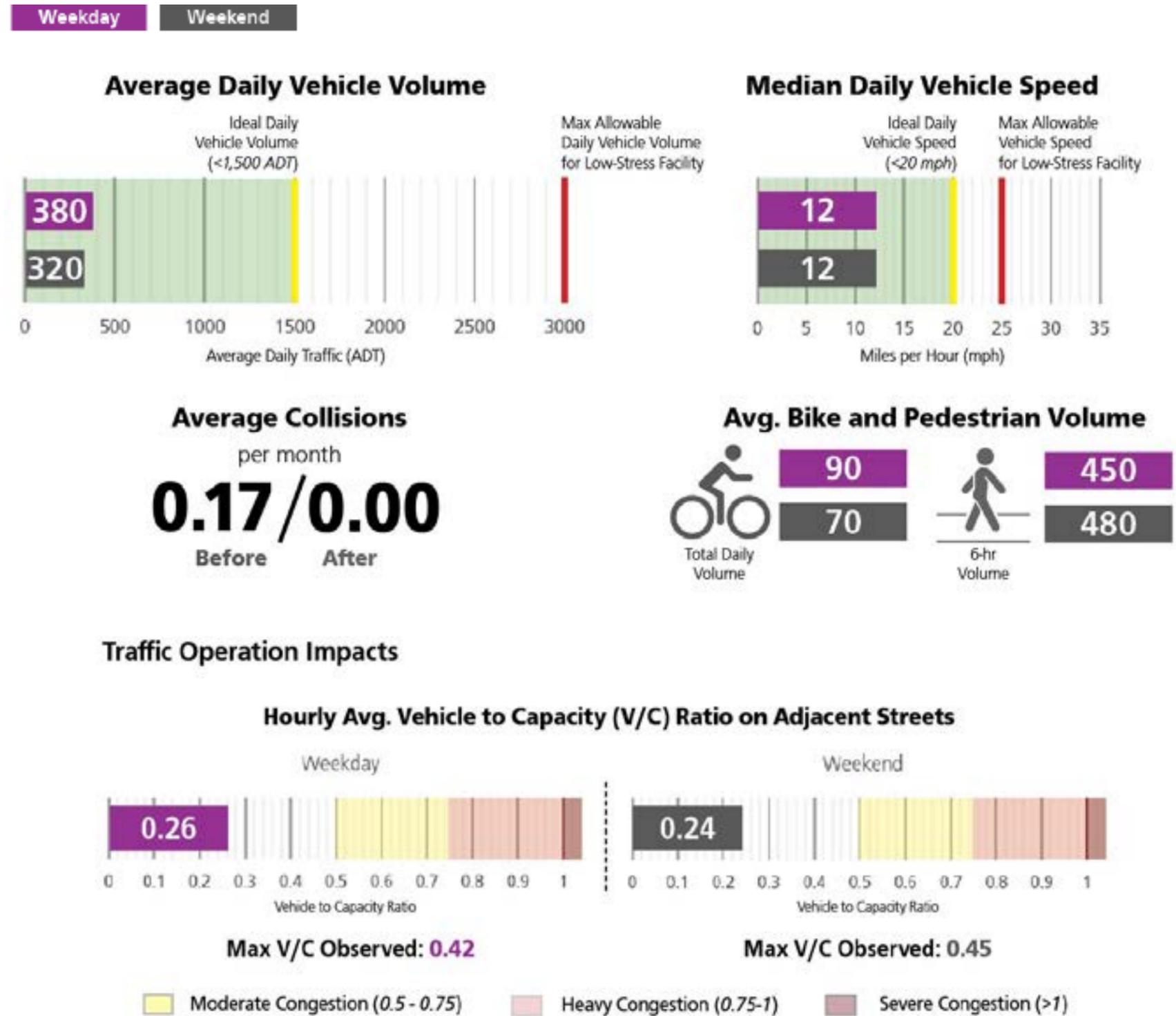
# Evaluation of Golden Gate Avenue Slow Street

The graphic on the right showcases the findings from the evaluation of the Golden Gate Avenue Slow Street, as part of the team’s full program evaluation effort. More information can be found in the Slow Streets Program Summer 2021 Evaluation report, which is on the Slow Streets program webpage at [SFMTA.com/SlowStreets](https://sfmta.com/SlowStreets).

Key metrics like average daily vehicle volume, median daily vehicle speed, and average collision rate per month were measured to evaluate traffic safety on the Slow Street. Average daily bike and pedestrian volumes were observed and measured to analyze Slow Streets usage. Moreover, the relative capacity and overall demand of adjacent streets were analyzed to determine traffic diversion impacts for the Golden Gate Avenue Slow Street.

Lastly, the team implemented a perception survey in the Summer of 2020 as part of an evaluation and outreach effort for the Slow Street. A second survey was deployed in late fall 2021, as part of the Golden Gate Avenue Slow Street project’s initial outreach efforts. Key findings from those surveys can be found on the next board.

The team will continue to monitor and evaluate Golden Gate Avenue Slow Street and adjacent streets to measure performance and impacts.

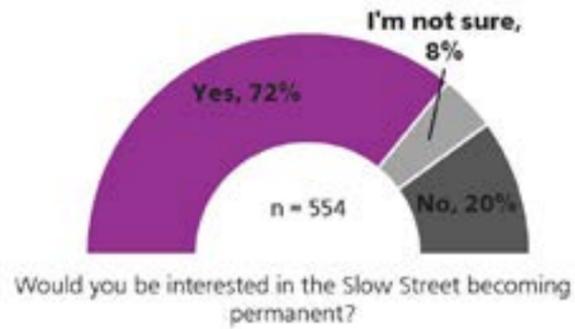
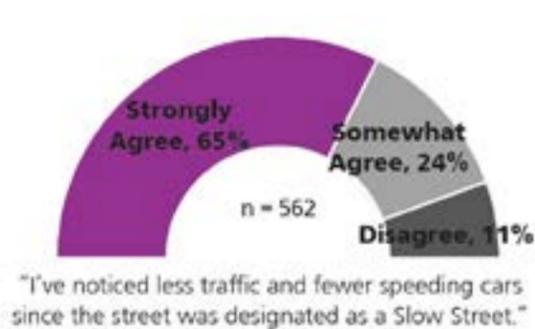
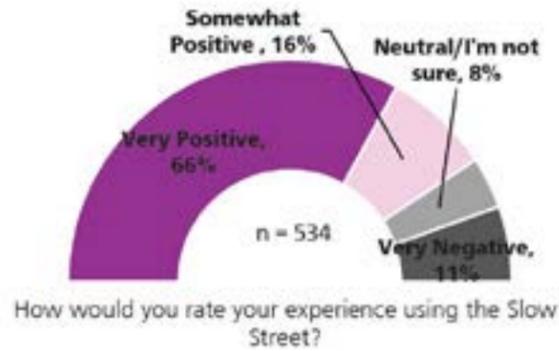
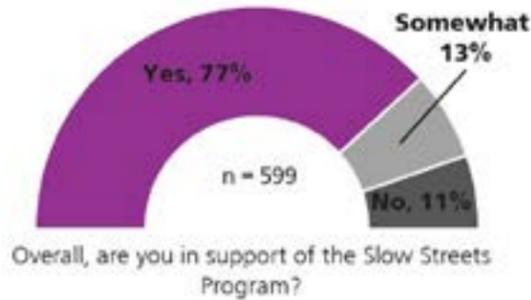


# Outreach Findings for Golden Gate Avenue Slow Street

## Findings from the Summer 2020 Survey:

Number of Responses: 693

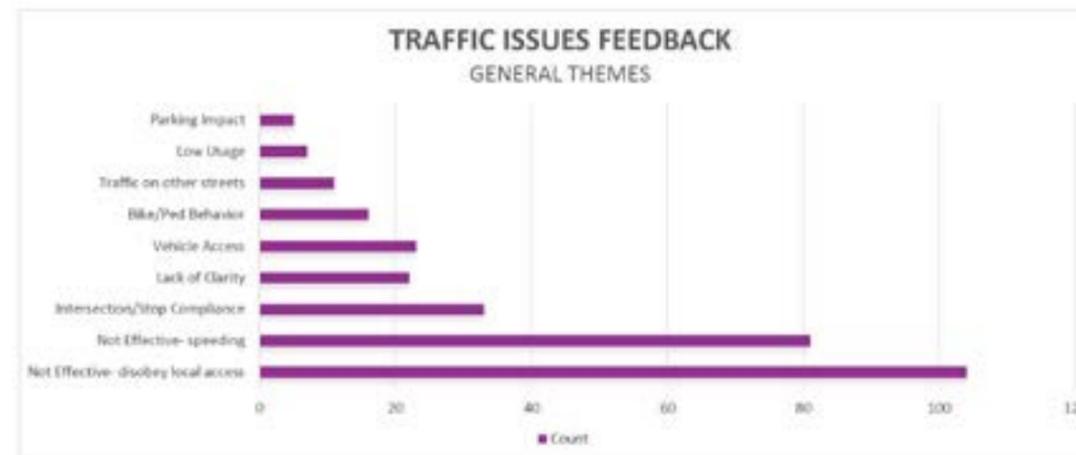
% Respondents Living in Neighborhood: 83%  
\*20.2% of respondents live on Golden Gate Avenue



\*Respondents who live on Golden Gate Avenue: 82.6% support Slow Street permanence

## Findings from the Fall 2021 Survey:

Golden Gate Avenue Slow Street Traffic Safety and User Experience Survey Results (as of October 15, 2021)							
<b>Total respondents</b>	429						
<b>Proposal for Golden Gate Avenue Slow Street Extension:</b>	<b>Respondents</b>	<b>% Yes</b>	<b>% No</b>	<b>% I'm not sure yet I'd want more information</b>			
West from Masonic Avenue to Parker Street?	354	62.4	30.8	6.8			
East from Broderick Street to Divisadero Street?	353	54.4	39.9	5.7			
<b>General feedback on traffic safety concerns:</b>	cars disobeying non-local access restrictions, barricades not robust enough to deter through traffic, speeding, construction trucks accessing the street, still too many cars on the street, cars driving around the barricades, garbage and furniture dumped on blocks						
<b>Slow Street Design Treatment:</b>	<b>Respondents</b>	<b>% Strongly Support</b>	<b>% Support</b>	<b>% Neutral</b>	<b>% Oppose</b>	<b>% Strongly Oppose</b>	<b>% I don't know/not sure</b>
Left-Turn Restrictions	332	40.1	15.7	11.1	9.6	18.1	5.4
Median Diverters	330	40	15.2	11.8	9.4	18.2	5.5
Speed Humps	330	34.2	21.5	15.8	10.3	16.4	1.8
Neighborhood Traffic Circles	329	22.8	13.1	23.4	14.3	22.8	3.6
Intersection Daylighting	329	37.7	16.7	16.4	12.2	14.9	2.1
Continental Crosswalks	329	53.8	29.5	10.6	1.5	2.4	2.1
Slow Streets Pavement Marking	327	35.8	26.3	19.9	6.1	8.9	3.1
Slow Streets Wayfinding Sign	327	42.2	24.2	15.9	4.9	9.2	3.7
<b>Other treatments recommended by community members:</b>	block end plazas, cul-de-sac-ing the street, jersey barriers, narrow the street, reduce speed limit, bulb-outs, bigger/more permanent barriers, islands/planters, midblock barricades, and enforcement						



**Top 3 Intersections of Concern:**  
Masonic, Baker, Broderick

**Opinion on Golden Gate Avenue Slow Street (extrapolated from question 5):**

All Respondents:  
78% in favor

Residents of Golden Gate Avenue:  
65% in favor

# Extending Golden Gate Avenue Slow Street

## Western extension to Parker Avenue

The planning and design of extending Golden Gate Avenue Slow Street to Parker Avenue was made possible through collaboration with residents, community groups, and the University of San Francisco.

In tandem with the University of San Francisco's future traffic calming plans for this portion of Golden Gate Avenue, **the Golden Gate Avenue Slow Street will be extended to Parker Avenue.** New and upgraded crosswalks, curb ramps, and sidewalk extensions in combination with lite Slow Street treatments, such as pavement markings and signage, will create for safer and more comfortable walking and biking experience.

Extending the Slow Street designation to Parker Avenue will navigate vehicles off of this portion of Golden Gate Avenue to alternative streets through GPS navigational services, such as Apple Maps, Google Maps and Waze.

Local traffic, including residents, mail/delivery vehicles, and vehicles with a destination on the street, are still allowed to access the street.

## Eastern extension to Divisadero Street

Due to the slope of this portion of Golden Gate Avenue, lack of community support, and inconsistencies with existing planning efforts, **an eastern extension of Golden Gate Avenue Slow Street to Divisadero Street is no longer being considered at this time.**



### Slow Street Pavement Markings

**Traffic Safety Impact:** Communicates roadway conditions, encourages slow vehicle speeds, and indicates pedestrian and bicycle priority on the street.

**Implementation Requirements for Consideration:**  
No major requirements.

Pavement markings are used to convey messages to roadway users. This roadway marking provides a visual cue and helps reinforce and remind motorists to drive slow and the presence of pedestrians and bicyclists in the roadway.



### Slow Street Wayfinding Signage

**Traffic Safety Impact:** Installed on cross streets along the extents of the Slow Street. These signs communicate to roadway users that the street they are approaching is a Slow Street, encourage slower vehicle speeds if accessing, and indicates pedestrian and bicycle priority on the street

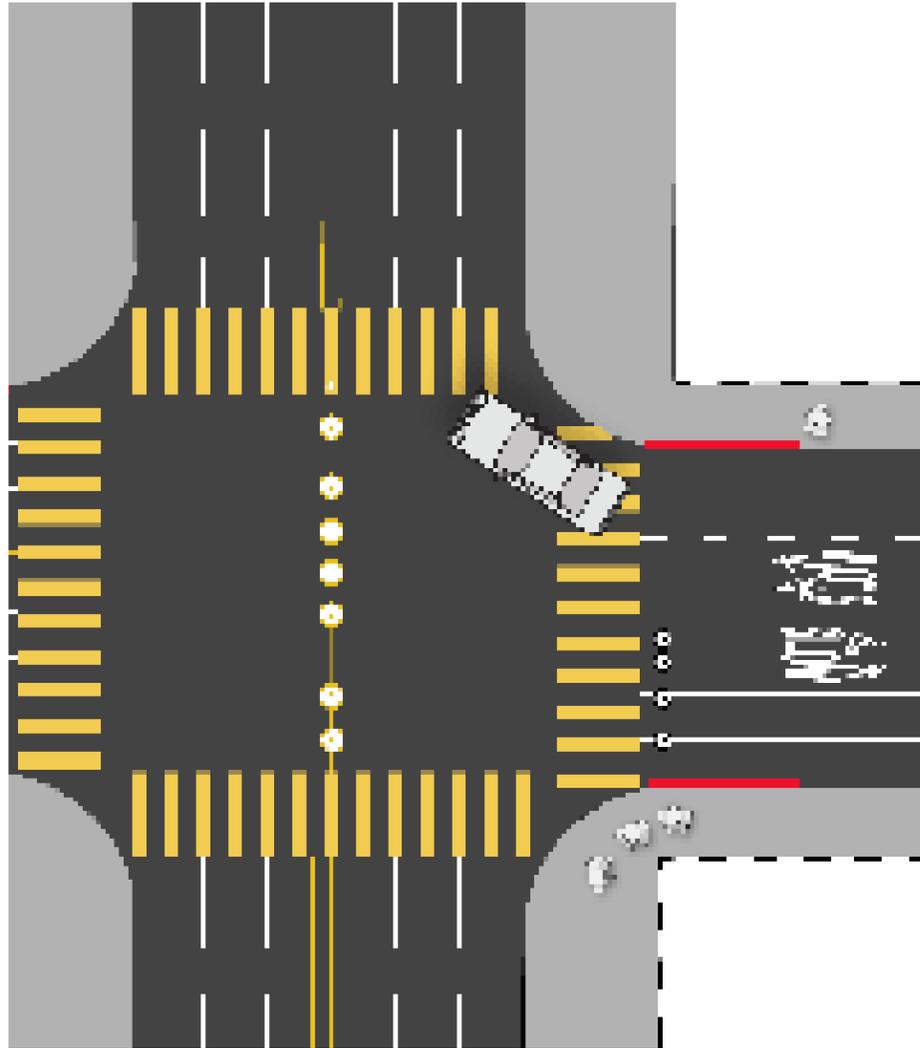
**Implementation Requirements for Consideration:**  
No major requirements.

Wayfinding signs provide another guide along a roadway to help direct people along different routes and indicate that they are on a street that prioritizes pedestrians and bicycles.

# Golden Gate Avenue Slow Street Design Proposal **B8**

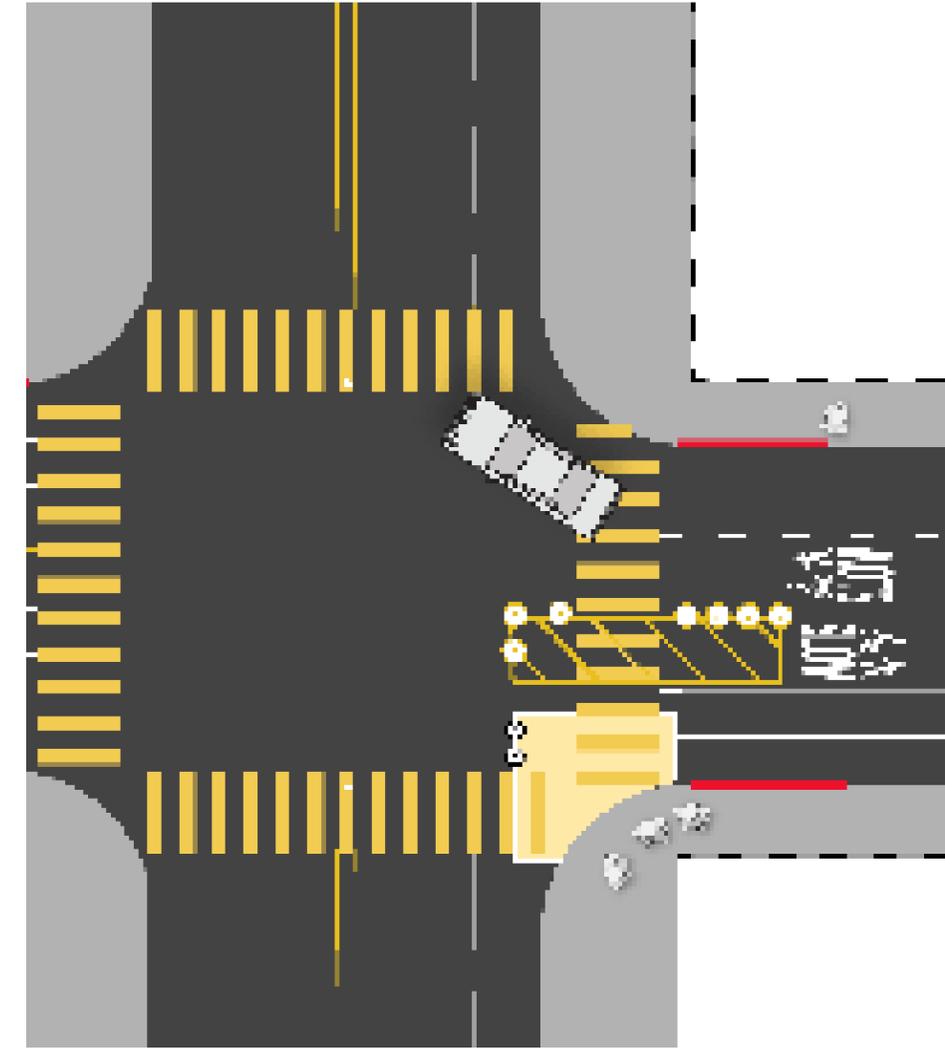
## Proposals for the intersection of Golden Gate Avenue & Masonic Avenue

### Option #1: Median Diverter



A median diverter is created by installing several traffic delineators in the middle of the intersection. This design treatment functions similar to the traffic diverters that are currently installed on the Slow Street, but they fully prevent a vehicle from continuing through to the next block and forces a right turn. Installing a median diverter at this intersection would further enforce the left turn restrictions already in place on Masonic Avenue, while encouraging low traffic volumes on Golden Gate Avenue. Local traffic, such as residents and mail/delivery vehicles, will only be able to access the block by making a right turn onto it.

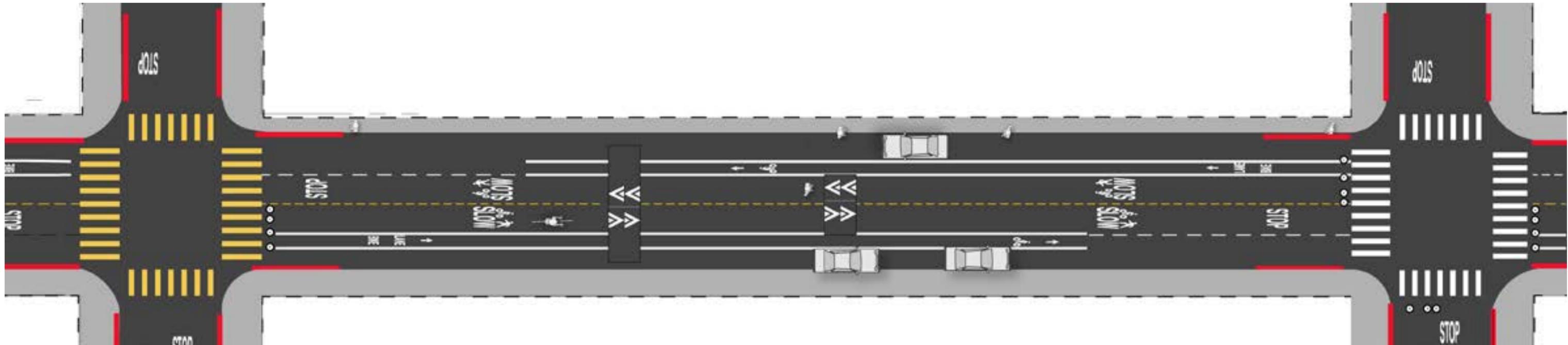
### Option #2: Partial Diverter/"Cul-de-sac Lite"



A partial diverter, or "cul-de-sac lite" treatment, is created through a combination of pavement markings and delineators that act as an extension of the south-east corner and are installed in the East-bound lane of Golden Gate Avenue. This design treatment functions similar to the traffic diverters that are currently installed on the Slow Street, but provides a more robust traffic diversion for eastbound through traffic. Unlike the median diverter option, the partial diverter maintains the ability to take a left turn onto Masonic Avenue when traveling east or west on Golden Gate Avenue.

# Golden Gate Avenue Slow Street Design Proposal B9

## Proposal for the Golden Gate Avenue from Central Avenue to Lyon Street



**Soft Diversion** through the use of Slow Street delineators and signage will be installed at each applicable intersection to deter through traffic from using the street. Through collaboration with the San Francisco Day School and community members, the decision to omit the west-bound delineators at the intersection of Golden Gate Avenue and Central Avenue was made to better accommodate school loading related traffic.

**Continental crosswalks** will be installed and upgraded consistently throughout each intersection of the route.

**Speed humps** will be installed throughout the corridor to decrease vehicle speeds. Speed is a primary factor in most traffic safety-related conflicts. Speed humps help mitigate the speeding issue by forcing oncoming traffic to slow down in order to travel through the vertical feature comfortably and safely. By placing consecutive speed humps along a block, vehicles cannot pick up enough momentum to travel through at an unsafe speed.

**Intersection daylighting** will be implemented at every intersection throughout the corridor. This treatment removes visual barriers within a minimum of 10 feet of a crosswalk or intersection with a red zone. The red zone, which is a traffic regulatory feature, ensures that this space is not blocked by a parked vehicle that can reduce the sight distance of motorists as they approach the intersection or crosswalk.

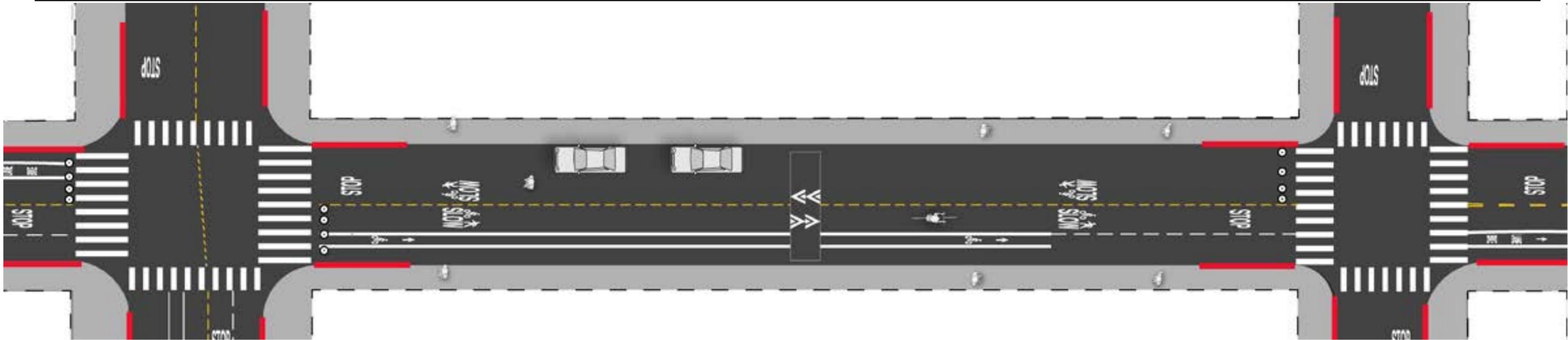
**Slow Street pavement markings** and **wayfinding signage** will be installed throughout the corridor to raise awareness of the Slow Street and indicate pedestrian and bicycle priority.

### Slow Street Delineators and Signage:



# Golden Gate Avenue Slow Street Design Proposal B10

## Proposal for the Golden Gate Avenue from Baker Street to Broderick Street



**Soft Diversion** through the use of Slow Street delineators and signage will be installed at each applicable intersection to deter through traffic from using the street.

**Continental crosswalks** will be installed and upgraded consistently throughout each intersection of the route. To address the wide intersection at Baker Street, a wider continental crosswalk will be implemented to narrow the intersection, encouraging more cautious vehicle behavior.

**Speed humps** will be installed throughout the corridor to decrease vehicle speeds. Speed is a primary factor in most traffic safety-related conflicts. Speed humps help mitigate the speeding issue by forcing oncoming traffic to slow down in order to travel through the vertical feature comfortably and safely. By placing consecutive speed humps along a block, vehicles cannot pick up enough momentum to travel through at an unsafe speed.

**Intersection daylighting** will be implemented at every intersection throughout the corridor. This treatment removes visual barriers within a minimum of 10 feet of a crosswalk or intersection with a red zone. The red zone, which is a traffic regulatory feature, ensures that this space is not blocked by a parked vehicle that can reduce the sight distance of motorists as they approach the intersection or crosswalk.

**Slow Street pavement markings and wayfinding signage** will be installed throughout the corridor to raise awareness of the Slow Street and indicate pedestrian and bicycle priority.

### Slow Street Delineators and Signage:



# Tell Us What You Think!

As part of the online open house event, the project team will be hosting virtual meetings throughout the design outreach phase to hear from community members and residents. At these events, the project team will review the design proposals for Golden Gate Avenue Slow Street, answer questions and gather community feedback. All of the community meetings will have the same agenda and content, so attendees do not need to attend more than one meeting, but can if they choose to do so.

Access the virtual events via the project webpage at [SFMTA.com/GoldenGateSlowStreet](https://www.sfmta.com/GoldenGateSlowStreet) or via the information below:

## January 26, 2022

**6:30 - 8 pm**

RSVP by scanning the QR code or visiting:  
[https://us02web.zoom.us/webinar/register/WN\\_RecYur-DUTHGnuYpc9kYfqg](https://us02web.zoom.us/webinar/register/WN_RecYur-DUTHGnuYpc9kYfqg)



## February 2, 2022

**6:30 - 8 pm**

RSVP by scanning the QR code or visiting:  
[https://us02web.zoom.us/webinar/register/WN\\_o-vVcG\\_aS8quc52NmJ4jGg](https://us02web.zoom.us/webinar/register/WN_o-vVcG_aS8quc52NmJ4jGg)



## Complete Our Design Proposals Survey:



Access by scanning the QR code or visiting:  
[SFMTA.com/SlowGoldenGateSurvey](https://www.sfmta.com/SlowGoldenGateSurvey)