

**THIS PRINT COVERS CALENDAR ITEM NO. 10.2**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving 20th Street from Shotwell Street to Potrero Avenue 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:**

- A Slow Street was established on 20th Street in 2020 as part of the SFMTA's COVID response. The City's COVID-response Slow Streets will sunset at the end of Winter 2023.
- Approval of 20th Street as part of the ongoing Slow Streets Program and approving a draft design for this street. 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 20<sup>th</sup> Street to the Slow Streets Program and the potential traffic calming and pedestrian safety improvements proposed to be installed on this Slow Street is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Recommended Slow Streets Program Map

**APPROVALS:**

DIRECTOR \_\_\_\_\_



**DATE**

March 15, 2023

SECRETARY \_\_\_\_\_



March 15, 2023

**ASSIGNED SFMTAB CALENDAR DATE:** March 21, 2023

**PURPOSE**

Approving 20th Street from Shotwell Street to Potrero Avenue 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 20<sup>th</sup> Street.

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 15 Slow Streets as part of this Program, and directing staff to sunset all other COVID Response Slow Streets, including 20<sup>th</sup> Street, by Winter 2023.

Twentieth Street was not recommended as a street to be added to the ongoing Slow Street Program at the December 6, 2022 SFMTA Board of Directors Meeting. Twentieth Street was to be replaced with a proposed Slow Street on 22<sup>nd</sup> Street to better align with the citywide bicycle network. This COVID Response Slow Street was therefore scheduled to sunset by Winter 2023.

However, subsequent to the December 6, 2023 SFMTA Board meeting, SFMTA staff heard from many community members voicing their support to maintain this Slow Street for a variety of reasons, including its importance as a community space, its effectiveness in traffic calming, and its contribution to the neighborhood bicycle network. Staff has since worked with community members to determine modified extents and a draft design for 20<sup>th</sup> Street. This level of community support, along with the modified extents, mean that the proposed Slow Street would meet the following criterion established by the Board of Directors for new Slow Streets: “Make a significant contribution to creating a citywide network of streets that are safe and comfortable for bicycling and other forms of active transportation.”

SFMTA staff recommend the re-authorization of the following corridor into the Slow Streets Program: 20<sup>th</sup> Street, from Shotwell Street to Potrero Avenue. This is a smaller section of the 20<sup>th</sup> Street Slow Street that was established as a COVID-Response Slow Street. The shortened extents eliminate some conflicts with commercial land uses and heavier traffic volumes, and creates a connection between the existing bikeways on Shotwell Street and Potrero Avenue.

**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 20<sup>th</sup> Street.

<b>CVC Slow Streets Program Requirement</b>	<b>SFMTA Compliance</b>
Conduct an outreach and engagement process that includes notification to residents and owners of property abutting any street being	SFMTA’s Slow Streets Program staff have engaged in in-person outreach and canvassing on 20 <sup>th</sup> Street. Additionally, mailed notices to residents and owners of property abutting 20 <sup>th</sup>

<p>considered for inclusion in the slow streets program.</p>	<p>Street within the project extents have been sent for the corridor.</p>
<p>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.</p>	<p>SFMTA’s Slow Streets Program staff produced an Evaluation Report (<a href="https://www.sfmta.com/reports/slow-street-evaluation-report">https://www.sfmta.com/reports/slow-street-evaluation-report</a>) 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. The notices for 20<sup>th</sup> Street were mailed the week of March 6, 2023.</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 on 20<sup>th</sup> Street includes 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.</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, the Slow Streets program maintains <a href="http://www.sfmta.com/slowstreets">www.sfmta.com/slowstreets</a>.</p>

**Slow Streets Program Metrics and Measures**

On December 6, 2023, the SFTMA 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:

## **PAGE 5**

- 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 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**

Twentieth Street was a temporary Slow Street that included temporary COVID Response Slow Street treatments. While 20th Street was not included in the Slow Streets program that was approved by the SFMTA Board of Directors in December 2022, its COVID-Response Slow Street treatments have not yet been removed.

Twentieth Street between Shotwell Street and Potrero Avenue is a two-way street, with a vehicle travel lane in each direction and parallel parking on each side of the street. Twentieth Street between Shotwell Street and Potrero Avenue was a temporary, COVID Response Slow Street and has temporary Slow Street delineators at Hampshire, Bryant, and Harrison streets.

### **Project Elements**

Twentieth Street, from Shotwell Street to Potrero Avenue, would be designated as a Slow Street through inclusion in the Slow Streets Program. As a Slow Street, the corridor would be subject to the following performance standards for a Slow Street:

## **PAGE 6**

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 and implementation of the project, SFMTA would conduct an evaluation over a 24-month period, including regular measurements of traffic volumes and speeds and safety data. Based on evaluation results, SFMTA may refine the materials (e.g., upgrading 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.

For this recommended Program street, SFMTA staff propose leaving the temporary traffic delineators that were installed during the pandemic in place while the SFMTA advances final design and construction phases.

### **PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS**

The proposed 20th Street Slow Street would receive the following improvements along the corridor:

- Slow Streets delineators
- Slow Streets identification signs
- Wayfinding signs to connect to the citywide bike network
- Slow Streets pavement markings with representative icons and the word ‘Slow’

### **SCHEDULE**

Pending approval of the inclusion of 20<sup>th</sup> Street as part of the Slow Streets Program and its proposed design, implementation would begin in Spring of 2023. SFMTA staff would begin collecting updated vehicle volume and speed data for 20<sup>th</sup> Street 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

## **PAGE 7**

Streets. Surveys were disseminated for 20<sup>th</sup> Street in Spring of 2021. The surveys were advertised and communicated through mailers, posters along the Slow Street corridors, and publicized to community groups. The 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. 73 percent of respondents indicated an interest in 20<sup>th</sup> Street becoming a permanent Slow Street.

The SFMTA project team has engaged extensively with the community via email, smaller stakeholder-led meetings, and walk-throughs to identify community priorities and arrive at the recommended modified extents for 20<sup>th</sup> Street.

Consistent with San Francisco Transportation Code, Division II, Section 201(b), the project's official engineering public hearing will be held at the March 21, 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 20<sup>th</sup> Street as part of the Slow Streets Program is allowing this COVID-Response street to sunset. 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, this street is being recommended as ongoing Slow Street following community requests to maintain it as a Slow Street.

## **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). Implementation is estimated to cost less than \$25,000 to implement as some materials are already in place.

## **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.

## **PAGE 8**

The Planning Department determined, on February 27, 2023, that adding 20<sup>th</sup> Street to the Slow Streets Program and the potential traffic calming and pedestrian safety improvements proposed to be installed on this Slow Street (Case Number 2023-001364ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is 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> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is 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 20th Street from Shotwell Street to Potrero Avenue 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, 2023, 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, 2023, 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 a Slow Street with modified extents on 20<sup>th</sup> Street from Shotwell Street to Potrero Avenue; and

WHEREAS, Addition of 20th Street 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, 20th Street is 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 20th Street 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 20<sup>th</sup> Street to the Slow Streets Program and the traffic calming and pedestrian safety improvements proposed to be installed on this Slow Street are statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and

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

WHEREAS, A copy of the CEQA determination is 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> 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 street as part of the citywide Slow Streets Program: 20<sup>th</sup> Street from Shotwell Street to Potrero Avenue.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 21, 2023.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

# Slow Streets

## Recommended Network

March 2023

### LEGEND

- Existing Bike Network
- Protected Bikeways

### Slow Streets

- Adopted Slow Streets
- Recommended Slow Streets

### Other Related Projects

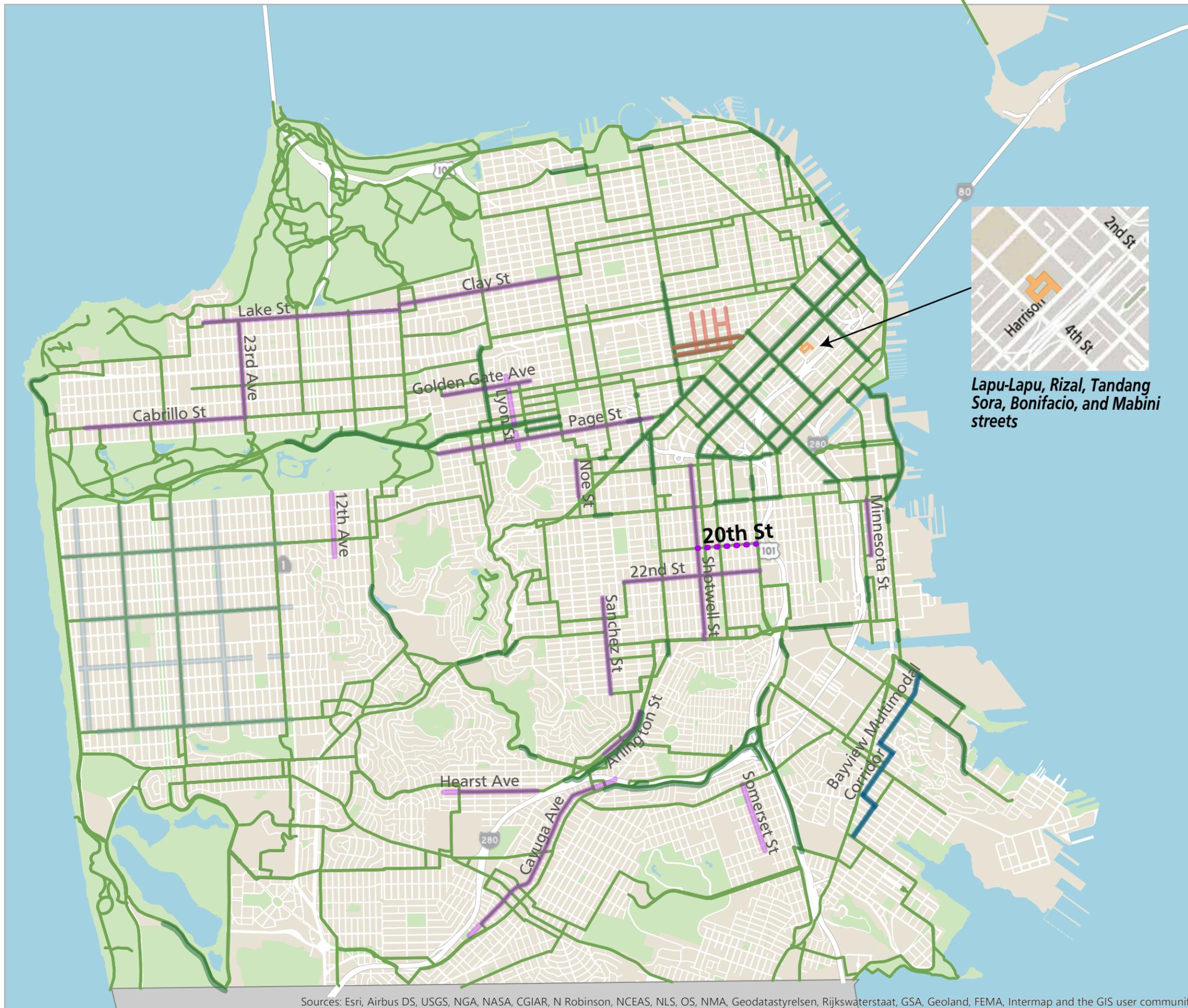
- Proposed Sunset Neighborways
- Bayview Multimodal Community Corridor
- SoMa Alleyways
- Tenderloin Traffic Safety Improvements



1 miles

Scale 1:51,315

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

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community