



## Chenery Street Slow Street

An outline of MTA's actions regarding the Chenery Slow Street:

- **May 2020 – February 2023:** COVID-Response Chenery Slow Street materials are in place from Burnside to Lippard.
- **December 2022:** Citing its lack of connectivity to the overall bike network, SFMTA recommends not authorizing the Chenery Slow Street to the new permanent Slow Streets program. This effectively sunsets the Chenery Slow Street in spring 2023.
- **January 2023:** At the January 17 SFMTA Board meeting, several Glen Park neighbors ask the SFMTA Board to reconsider maintaining the Chenery Slow Street. In response to this request, SFMTA staff consider an extended Chenery Slow Street (from Elk to Diamond) to better connect to the overall bike network. SFMTA staff prepare a draft design for this potential Slow Street, to be heard at a future SFMTA Board meeting.
- **February 2023:** A placeholder agenda item to reauthorize two COVID-response Slow Streets (20<sup>th</sup> Street and Chenery Street) at the March 21 SFMTA Board meeting is prepared to address the requests of communities that have reached out to SFMTA. (The lead time to prepare/review an agenda item prior to its being heard at a SFMTA Board meeting is between 4-6 weeks.) However, in response to concerns from Glen Park residents regarding the Chenery Slow Street, the placeholder item is amended to only include the 20<sup>th</sup> Street Slow Street for reauthorization.
- **March 2023:** In the March 21 SFMTA Board meeting, the 20<sup>th</sup> Slow Street is reauthorized as a Slow Street. Chenery Street is not included in the agenda or discussion at the SFMTA Board meeting.
- **April 2023:** SFMTA staff attends a meeting of the Glen Park Association on April 20 to answer questions related to the Chenery Slow Street.
- **May 2023:** The May 16 SFMTA Board meeting is the final opportunity to add any COVID-response Slow Streets to the ongoing Slow Streets program. A placeholder agenda item has been prepared to reauthorize only the SoMa Slow Streets at the May 16 meeting.

The Chenery Slow Street is not a critical element of the citywide bike network, and SFMTA staff reconsidered the Chenery Slow Street solely at the request of neighbors.

### **Wasn't the Slow Street removed? Why was there a proposal for a Chenery Slow Street?**

The Slow Streets team originally chose not to include Chenery Street in the ongoing Slow Streets Program due to its short extents and the lack of connection to the citywide bike network. The SFMTA later heard from many community members that frequently used Chenery Street Slow Street and wanted it to remain in the program. SFMTA staff re-evaluated the Chenery Street Slow Street and recommended longer extents for a potential ongoing Slow Street, from Elk Street to Diamond Street, to connect to the bike network.

### **What is the criteria for a Slow Street?**

In general, Slow Streets must meet the following criteria:

- Streets that connect to the bicycle network in a meaningful way
- Streets located in primarily residential areas
- Streets with two lanes of traffic (one lane in each direction)
- Streets with mostly stop-controlled intersections (limited signalized intersections acceptable)
- Streets with no conflicts with commercial loading zones, Muni routes (existing or planned), or emergency response routes, and
- Streets that are mostly flat with no visibility issues

A potential Chenery Street Slow Street with extents of Elk to Diamond would meet all of these criteria. In proposing a Slow Street, the team considers the configuration of adjacent streets in the neighborhood to ensure that any re-routed traffic would have an alternative route. In this case, that's Bosworth. Furthermore, because a Slow Street is not a street closure and instead a re-routing of through traffic, it doesn't lead to substantial overflow traffic. This was evidenced in our [2021 Slow Streets Evaluation Report](#), which looked at impacts to streets adjacent to Slow Streets and found that Slow Streets did not negatively impact congestion on adjacent streets.

### **What would a potential Chenery Street Slow Street look like?**

A potential Chenery Slow Street could include the following elements:

- Slow Streets delineators at Burnside Avenue and Thor Avenue
- Midblock Slow Street delineators/ roadway narrowing between Elk and Mizpah streets and between Chilton and Lippard avenues (see example photo on last page)
- Slow Streets pavement markings and wayfinding and identification signage throughout the corridor (see example illustrations on last page)

Additional elements such as traffic calming devices could be added following evaluation to meet the established Slow Streets vehicle speed and volume targets.

### **Would this Slow Street divert traffic onto adjacent residential streets, such as Surrey Street?**

The potential Chenery Slow Street design drafted by the SFMTA would not impact circulation on Surrey. Because the Slow Street extents would be from Elk to Diamond, with signs on both ends, any re-routed through traffic would be headed to Bosworth. The longer extents would mean that a vehicle traveling eastbound on Chenery would have already gone past a set of delineators at Elk, and because there are no delineators at the intersection of Chenery Street with Surrey or with Diamond it is anticipated that vehicles would not choose Surrey to "go around" the Slow Street.

### **What's the SFMTA's current impression of the level of community support for Chenery Slow Street, and what evidence is that impression based on?**

Our impression is that public opinion on this issue is mixed, based on the number of emails we've received both for and against the proposal.



**What percentage increase in walking/biking after a slow street implementation qualifies as a success? How are you measuring this change in street use?**

While SFMTA measures vehicle volumes and speeds on all Slow Streets to ensure that the roadway is safe and comfortable for people walking and biking, there's no threshold for bicyclist or pedestrian volumes on Slow Streets.

**If SFMTA were to conduct new traffic studies for a Slow Street, what would be measured vis a vis side streets? What is measured, how is it measured, and when is it measured?**

SFMTA regularly collects vehicle volumes and speeds on Slow Streets to ensure that they are meeting program criteria. These vehicle volumes and speeds are measured using pneumatic tubes placed on the roadway for 48-hour periods.

**Why does SFMTA assume diverted traffic will use Bosworth only? (Sussex is also a parallel alternate route.)**

All of our research over the past three years of the Slow Streets program shows that Slow Streets do not increase vehicle traffic congestion on adjacent streets. That's because Slow Streets are not street closures. All Slow Streets remain open to vehicle traffic, and no significant impacts due to diverted traffic have been found on any of the 30+ Slow Streets measured.

**If Chenery were a Slow Street starting at Thor, how do shoppers using the Chenery parking meters exit the street if they are pointed west?**

The design drafted for the potential Chenery Slow Street makes minimal use of roadway-based delineators and instead relies on traffic calming, roadway narrowing, and signs to maintain the Slow Streets character.

**Can we rescind the Arlington Slow Street? No one uses it except speeding vehicles.**

This is not under consideration at this time.

**How can I provide feedback on this?**

Send us an email at [SlowStreets@SFMTA.com](mailto:SlowStreets@SFMTA.com). To stay informed on Slow Streets matters, please sign up for project updates on the Slow Streets webpage ([SFMTA.com/SlowStreets](https://SFMTA.com/SlowStreets)).



Identification Sign



Cross-Street Sign



Pavement Markings



Roadway narrowing  
(example from the Presidio)