Slow Streets Evaluation 2023

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Introduction

Over the past two years, Slow Streets have shown how simple designs that prioritize people can transform streets. Suddenly, streets across San Francisco filled with the sounds of kids playing and neighbors chatting. They filled with people on bicycles and people rolling in wheelchairs. They filled with joggers and dog-walkers. The streets came to life.

Initially, the San Francisco Municipal Transportation Agency (SFMTA) introduced Slow Streets as an emergency response to COVID-19. People needed space for recreating at a safe distance outdoors. With Muni service reduced or suspended at the time, people needed ways to travel to essential destinations on foot or bike. To quickly meet these early pandemic needs, we implemented Slow Streets with temporary signs and barricades.

Over time, it became clear that Slow Streets served an even larger purpose. They became places for communities to come together. Neighbors organized events like scavenger hunts and Trick-or-Treat parties around their local Slow Streets. They created art and hosted pop-up musical performances. Slow Streets encouraged many people to shift their lifestyles. Some families sold their cars and began to travel by cargo bike. Older San Franciscans rediscovered the joy of riding bicycles. Fleets of kids gathered to bike to school in organized "bike buses" across the city. Beyond the initial pandemic response, Slow Streets proved critical to meeting some of San Francisco's most significant goals: Vision Zero and Climate Action.

Slow Streets have an enduring place in San Francisco. We need to continue to encourage active transportation to meet our 2021 Climate Action Plan goal of 80% low-carbon trips by 2030—and we need to make these trips safe and accessible for people of all ages and abilities. Low-stress streets like Slow Streets create transportation choices for a wide range of San Franciscans by making active transportation comfortable, safe and joyful.

On December 6, 2022, the SFMTA Board approved an ongoing Slow Streets Program. The Slow Streets Program will maintain the same core principles as the COVID-response Slow Streets, but with new Program targets for vehicle volumes and speeds, a more durable, diverse design toolkit that includes features like

speed humps, traffic diversion, roadway narrowing and wayfinding signs, and an expanded network of streets.

The purpose of the 2023 Slow Streets Evaluation is to evaluate the current network of Slow Streets to assess how each corridor meets the targets established by the SFMTA Board for a successful Slow Street. This Evaluation will inform changes to these streets' designs that are needed to meet the Program targets.

Slow Streets Program Quick Facts

- 32 miles of Slow Streets have been implemented as of May 2023
- Zero fatalities have occurred on Slow Streets since the program began
- 18 Slow Streets were approved to become permanent

Slow Streets Network Map

Figure 1: Map of adopted Slow Streets as of May 2023

Map of Adopted Slow Streets as of May 2023

Executive Summary – Key Findings

Vehicle Volumes and Speeds

As was described in the 2021 Slow Streets Evaluation Report, decreases in both vehicle speeds and volumes occurred on Slow Streets post-implementation. 2023 data indicates that vehicle speeds and volumes have stayed low on Slow Streets.

Traffic volumes decreased on Slow Street corridors following their Slow Street designation. Despite an increase in volumes between 2021 and 2023, traffic volumes remained low on the 16 Slow Streets, and all but four are meeting the SFMTA-Board established volume target of 1,000 or fewer vehicles per day.
Among the 10 Slow Streets for which the SFMTA has pre-implementation data, a 61% decrease in vehicle volumes was observed following designation.
Vehicle volumes are at or below the Program target on all but four, or 75% of Slow Streets. On two of these four streets, vehicle volumes are just over the volume target, within a range of 120 cars per day.
Program-wide, a 17% increase in vehicle volumes was observed between 2021 and 2023.

Vehicle speeds decreased following the Slow Streets designation, and continued to fall. However, only four of 16 Slow Streets are meeting the SFMTA Board-established median speed target of 15 miles per hour or less.
Among the 10 Slow Streets for which the SFMTA has pre-implementation data, an 18% reduction of typical median speeds on Slow Streets was observed following designation.
Typical median speeds on each of the individual Slow Streets are below the posted speed limit of 25 miles per hour, and are at or under 20 miles per hour. However, only 25% (4 out of 16) of corridors meet the SFMTA Board-established average speed target of 15 miles per hour or less.
Program-wide, typical median vehicle speeds remained below 17 miles per hour between 2021 and 2023.
Of all vehicles traveling on Slow Streets, fewer than 1% were engaged in egregious speeding (traveling at over 30 miles per hour).

Streets became measurably safer and fewer collisions took place following implementation of the Slow Street designation.
Program-wide, a 48% decrease in collisions was observed on Slow Streets following designation. Slow Streets saw a larger reduction in collisions than the average street in San Francisco over the same period. Citywide, collisions went down by 14%, compared with a 48% reduction in collisions throughout the Slow Streets network.

Next Steps

Of the 16 permanent Slow Streets that are evaluated in this report, only three met the Board-adopted volume and speed targets for Slow Streets.
Four of the Slow Streets evaluated (20th Street, Minnesota Street, Noe Street, and Page Street) will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. The Slow Streets team will develop proposed design changes for these four high-volume streets by Summer 2023.

Most Slow Streets (12 of 16) will require speed management tools to slow vehicles on the street to median speeds of 15 miles per hour. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, starting with the three streets (Arlington and Cabrillo streets and Hearst Avenue) with the highest median speeds.

Program Goals and Criteria

Through the Slow Streets Program, the SFMTA aims to expand the city's growing active transportation network and encourage more people of all ages and abilities to travel by low-carbon modes.

The Slow Streets Program's goal is to develop low-stress streets that are safe and comfortable for bicycling, walking, and rolling, provide active transportation connections within neighborhoods, and connect to and/or enhance the City's recommended bikeway network with a focus on improving residential streets by

calming vehicle traffic, making them easier to navigate and friendlier for walking and biking.

To make Slow Streets work, vehicle volumes and speeds need to stay low. The SFMTA is taking a data-driven approach to ensuring Slow Streets meet the following low-stress metrics, using guidance from National Association of City Transportation Officials (NACTO) standards and as directed by the SFMTA Board:
1) Vehicle volumes of 1,000 per day or less
2) Vehicle speeds of 15 miles per hour or less

This evaluation includes findings on individual Slow Streets and how they are functioning, as well as a Program-wide analysis to provide a more holistic view of how Slow Streets are performing as a whole in serving as low-stress biking, walking and rolling connections.

The 2023 Slow Streets Evaluation Report builds off of the 2021 Slow Streets Evaluation Report, which highlighted some key initial findings about Slow Streets; namely, after implementation, Slow Streets generally saw lower collision rates, higher bicycle and pedestrian use, and they did not negatively impact vehicle traffic on adjacent streets.

This year's evaluation focuses on the Program's newly established low-stress targets for vehicle volumes and speeds and will inform future adjustments to existing Slow Streets designs as needed to meet these targets. The 2023 Slow Streets Evaluation looks at 16 of the 18 streets that are part of the Slow Streets Program: 12th Avenue, 20th Street, 23rd Avenue, Arlington Street, Cabrillo Street, Clay Street, Golden Gate Avenue, Hearst Avenue, Lake Street, Lyon Street, Minnesota Street, Noe Street, Page Street Sanchez Street, Shotwell Street, and Somerset Street. Cayuga Avenue and 22nd Street were not included in the analysis given that they have not yet been implemented. Data for Cayuga Avenue and 22nd Street will be collected, analyzed and published three to six months post-implementation.

Readers may note that the 2021 Slow Streets Evaluation Report analyzed the 25 COVID Response Slow Streets in operation at the time; this 2023 Report analyzes the smaller cohort of permanent Slow Streets approved in December 2022

Evaluation Metrics

The following metrics were used to evaluate each Slow Street:
1) Average Daily Traffic Volume
2) Typical Median Daily Vehicle Speed
3) Collision History

Characteristically, Slow Streets are like other residential street facilities like Bicycle Boulevards (streets with low vehicle traffic volumes and speeds, designated and designed to give bicycle travel priority). Per NACTO guidelines, these facilities typically have two major traffic operation conditions that need to be met to be considered low-stress:
1) Typical Bicycle Boulevard: Vehicle volumes of 1,500 per day or less
2) Typical Bicycle Boulevard: Vehicle speeds of 25 miles per hour or less

A street meeting these baseline conditions constitutes a street that is lower-stress, calmer and appropriate to serve as a major pedestrian or bicycle route. Low vehicle volumes mean the street does not have many vehicles driving through and is quieter. Put differently, this means that people who walk, roll or bicycle in the street do not encounter or interact with as many moving vehicles. It's also important for people to drive vehicles slowly; driving at lower speeds provides more time for vehicles to see or be seen by other road users and to stop or yield to those users. Speed is a key predictor of crash survival. When a person is hit by a vehicle traveling 20 miles per hour there is a 90% chance of survival; at 40 miles per hour the survival rate drops to 40%.

The SFMTA, with direction from the Board of Directors, has adopted more stringent targets for ensuring that Slow Streets function as true, low-stress streets:
1) Slow Streets Program: Vehicle volumes of 1,000 per day or less
2) Slow Streets Program: Vehicle speeds of 15 miles per hour or less

These more stringent targets can be met with the addition of traffic calming and volume management treatments on Slow Streets.

Traffic volumes and speeds

Traffic volume and speed data was collected for 48-hour periods on weekdays between January and April 2023. Vehicle volumes are reported for each data collection location and as corridor-length averages. Similarly, vehicle speeds are

provided for each location along a corridor, and a typical median speed for the entire corridor is also shown.

The Program-wide findings aggregate the data collected on the individual Slow Streets to show overall trends in the performance of Slow Streets. Data collected in 2023 is compared to 2021 data to measure the change in traffic safety conditions two years into the Program. There is also data on 11 of the current Slow Streets from before they were implemented and incorporated into the Program, allowing for a high-level understanding of how the Slow Streets Program has broadly affected speed and volumes. Comparing 2021 data to 2023 data allows for a more detailed look into how individual streets and sections are performing and helps to prioritize efforts to reduce speeds and volumes.

Collisions

Traffic collision data was analyzed to measure traffic safety on Slow Streets. The collision analysis examined reported collisions involving all modes (vehicle, bicycle, pedestrian, and other mobility device) that occurred on the corridor and within 20 feet of intersections on the corridor.

The Program-wide collision findings aggregate the collision data collected on the individual Slow Streets to show overall trends in the performance of Slow Streets. Consistent with the methods used in the 2021 Slow Streets Evaluation Report, a baseline pre-implementation collision rate was established by using collision data from 2017 up until the date of implementation for each Slow Street and compared to the post-implementation collision rates. In comparison to the 2021 Evaluation Report, which analyzed the frequency of collisions on each Slow Street corridor, this analysis normalized collision rates per corridor, accounting for the length of each Slow Street in relation to the frequency of collisions by reporting on a monthly collision rate per mile of Slow Street.

Program-wide Results

Vehicle Volumes and Speeds

Table 1 below summarizes the January 2023 vehicle volume and speed data collected on each Slow Street.

Table 1: January 2023 Average Daily Traffic (ADT), typical median speeds and percentage of vehicles travelling more than 30 miles per hour.

Slow Street	Average Daily Traffic (ADT)	Typical Median Speeds in miles per hour	Percentage of Vehicles Traveling more than 30 miles per hour
12th Ave	700	17	3%
20th Street	2240	17	0.5%
23rd Ave	600	15	0.7%
Arlington	900	19	0.5%
Cabrillo	370	18	0.4%
Clay	550	16	0.7%
Golden Gate	790	17	2.9%
Hearst	460	20	3%
Lake	820	17	0.3%
Lyon	480	16	0.3%
Minnesota	1090	15	0.5%
Noe	1690	16	0.1%
Page	1120	16	0.8%
Sanchez	320	13	0%
Shotwell	600	14	0.5%
Somerset	490	17	0.5%

On all but four, or 75% of Slow Streets, vehicle volumes are at or below the Program target for vehicle volumes (average daily vehicle volume less than 1,000).

On all 16 measured Slow Streets, typical median vehicle speeds are below the posted speed limit of 25 miles per hour and are at or under 20 miles per hour. However, only 25% (4 out of 16) of corridors met the SFMTA Board-established speed target of 15 miles per hour or less. Some level of egregious speeding (vehicles traveling at over 30 miles per hour) is occurring on all 16 Slow Streets.

Table 2 below shows Average Daily Traffic (ADT) on Slow Streets before implementation and at two points during implementation (2021 and 2023).

Table 2: Average Daily Traffic (ADT) before and after implementation.

Slow Street	Average Daily Traffic Pre-Implementation	Average Daily Traffic in 2021	Average Daily Traffic in 2023
12th Ave	970	Data not collected	700

Slow Street	Average Daily Traffic Pre-Implementation	Average Daily Traffic in 2021	Average Daily Traffic in 2023
20th Street	Data not collected	2270	2240
23rd Ave	1150	490	600
Arlington	Data not collected	720	900
Cabrillo	1730	420	370
Clay	Data not collected	550	550
Golden Gate	1770	380	790
Hearst	560	430	460
Lake	5310	610	820
Lyon	970	470	480
Minnesota	1600	980	1090
Noe	3370	1100	1690
Page	3360	670	1120
Sanchez	1750	320	320
Shotwell	Data not collected	870	600
Somerset	Data not collected	580	490

Table 3 below shows Average Daily Traffic (ADT) counts on Slow Streets that were recently approved but not yet implemented.

Table 3: Average Daily Traffic (ADT) of recently approved but unimplemented Slow Streets.

Slow Street	Pre-Implementation Average Daily Traffic	2021 Average Daily Traffic	2023 Average Daily Traffic
22nd Street	1250	Not yet implemented	Not yet implemented
Cayuga	1260	Not yet implemented	Not yet implemented

Among the 10 Slow Streets Slow Streets for which the SFMTA has pre-implementation data, a 61% decrease in vehicle volumes was observed following designation.

Vehicle volumes Program-wide increased between 2021 and 2023. In 2021, the average vehicle volume on the 15 Slow Streets (data was not available for 12th Avenue) was 724 vehicles per day, and in 2023 the average volume on those same Slow Streets was 851 vehicles per day – an increase of 17%.

Table 4 below shows typical median speeds on Slow Streets before implementation and at two points during implementation.

Table 4: Median speeds before and after implementation.

Slow Street	Pre-Implementation median speeds in miles per hour	2021 median speeds in miles per hour	2023 median speeds in miles per hour
12th Ave	22	Data not collected	17
20th Street	Data not collected	17	17
23rd Ave	24	18	15
Arlington	Data not collected	20	19
Cabrillo	22	19	18
Clay	Data not collected	16	16
Golden Gate	23	12	17
Hearst	21	Data not collected	20
Lake	26	13	17
Lyon	18	Data not collected	16
Minnesota	21	19	15
Noe	17	17	16
Page	18	12	16
Sanchez	11	15	13
Shotwell	Data not collected	12	14
Somerset	Data not collected	21	17

Table 5 below shows median speeds of Slow Streets that were recently approved but not yet implemented.

Table 5: Median speeds of recently approved but unimplemented Slow Streets.

Slow Street	Pre-Implementation median speeds in miles per hour	2021 median speeds in miles per hour	2023 median speeds in miles per hour
22nd Street	19	Not yet implemented	Not yet implemented
Cayuga	20	Not yet implemented	Not yet implemented

Among the 10 Slow Streets Slow Streets for which the SFMTA has pre-implementation data, an 18% reduction of typical median speeds on Slow Streets was observed following designation.

Program-wide, typical median vehicle speeds remained below 17 miles per hour between 2021 and 2023.

The tables below display the Average Daily Traffic (ADT) and Typical Median Speeds of each Slow Street from before Slow Street designation, in 2021, and in 2023.

Table 6 below shows the Average Daily Traffic (ADT) of each Slow Street from before implementation, in 2021, and in 2023, and compares this to our ADT target.

Table 6: Slow Streets Average Daily Traffic (ADT) and target.

Slow Street	Average ADT Pre-implementation	Average ADT 2021	Average ADT 2023	Slow Streets ADT Target
23rd Ave	1149	490	600	1000
Cabrillo	1731	420	487	1000
Golden Gate	1620	380	834	1000
Hearst	554	430	455	1000
Lake	5308	610	819	1000
Lyon	971	470	521	1000
Minnesota	1601	980	1093	1000
Noe	3366	1100	1694	1000
Page	3364	670	1117	1000
Sanchez	1748	320	336	1000

Table 7 below shows the Typical Median Speeds in miles per hour before implementation, in 2021, and in 2023, and compares this to our speed target.

Table 7: Slow Streets typical median speeds and target.

Slow Street	Typical Median Speed Pre-implementation in miles per hour	Typical Median Speed 2021 in miles per hour	Typical Median Speed 2023 in miles per hour	Slow Streets Typical Median Speed Target in miles per hour
23rd Ave	23.6	18	15.4	15
Cabrillo	22.1	19	18.6	15
Golden Gate	22.6	12	17.3	15
Hearst	20.6	19	19.6	15
Lake	25.5	13	17.3	15
Lyon	17.8	16.4	16.3	15

Slow Street	Typical Median Speed Pre-implementation in miles per hour	Typical Median Speed 2021 in miles per hour	Typical Median Speed 2023 in miles per hour	Slow Streets Typical Median Speed Target in miles per hour
Minnesota	21	19	15	15
Noe	16.7	17	15.8	15
Page	18.4	12	16.1	15
Sanchez	10.8	15	12.7	15

Table 8 below shows the distribution of vehicle speeds recorded on each Slow Street in 2023. The table is derived from a box and whisker plot chart that shows the range within which the 50th percentile of vehicle speeds were observed on each Slow Street, median speeds within this range, the distribution of speeds for the remaining half of vehicles, and outlier vehicle speeds. 50% of the vehicle speeds lie between the 25th and 75th Percentile values, and the remaining half of vehicle speeds lie between the Minimum value and 25th Percentile, and between the 75th Percentile and Maximum Value speeds. In instances where outlier speeds were not observed, the cell is marked 'not observed'. All values are in miles per hour.

Table 8: Outlier analysis of speeds recorded on Slow Streets in 2023.

Slow Street	Low Vehicle Speed Outliers in miles per hour (In ascending order)	Minimum Value Vehicle Speed in miles per hour (excluding outliers)	25th Percentile Vehicle Speed in miles per hour	Median Vehicle Speed in miles per hour	75th Percentile Vehicle Speed in miles per hour	Maximum Value Vehicle Speed in miles per hour (excluding outliers)	High Vehicle Speed Outliers in miles per hour (In ascending order)
12th Avenue	Not Observed	1	14	19	23	36	37, 38, 41
20th Street	1, 2, 3, 4, 5	6	15	18	21	30	31, 32, 33, 34, 35, 36, 37, 38, 40
23rd Avenue	1	2	12	15	19	29	30, 31, 32, 33, 34, 35, 36, 37
Arlington	1, 3, 5, 6	7	16	19	22	31	32, 33, 35, 36, 37, 38

Slow Street	Low Vehicle Speed Outliers in miles per hour (In ascending order)	Minimum Value Vehicle Speed in miles per hour (excluding outliers)	25th Percentile Vehicle Speed in miles per hour	Median Vehicle Speed in miles per hour	75th Percentile Vehicle Speed in miles per hour	Maximum Value Vehicle Speed in miles per hour (excluding outliers)	High Vehicle Speed Outliers in miles per hour (In ascending order)
Cabrillo	1, 2, 3, 4, 5, 6	7	16	19	22	31	32, 33, 34, 35, 36, 43
Clay	Not Observed	1	13	17	21	33	34, 35, 36, 38, 40, 46
Golden Gate	Not Observed	1	14	18	23	36	37, 39, 40
Hearst	1, 2	4	16	20	24	36	37, 38, 42
Lake	1, 2, 3, 4, 5, 6, 7	8	15	18	20	27	28, 29, 30, 31, 32, 33, 35, 39, 40, 50
Lyon	1, 2, 3, 4	5	14	17	20	29	30, 31, 32, 33, 35, 37
Minnesota	Not Observed	1	13	17	21	33	34, 40
Noe	1, 2, ,3 ,4, 5, 6	7	14	16	19	26	27, 28, 29, 30, 31, 32, 33
Page	1, 2	3	13	16	20	30	31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 43
Sanchez	Not Observed	1	10	13	17	27	28, 29, 40
Shotwell	Not Observed	1	11	15	18	28	29, 30, 31, 32, 33, 34, 38
Somerset	1, 3	5	14	17	21	31	32, 33, 34

There are few egregious speeding outliers on Slow Streets, as shown by the higher speed outliers recorded. Vehicles engaged in egregious speeding (vehicles traveling at over 30 miles per hour) represented less than 1% of all vehicles observed on Slow Streets in 2023.

Collisions
Collision rates are normalized per month and per mile, accounting for the different implementation dates of Slow Streets, and the length of streets in

relation to the frequency of collisions. Slow Streets program-wide monthly collision fell from 0.5 incidents per mile pre-implementation between 2017 and 2020, to 0.26 incidents per mile after implementation in 2022. This represents a 48% reduction in the collision rate on streets that became Slow Streets. A greater reduction in collisions occurred on Slow Streets than on the average street in San Francisco over the same period. Citywide monthly collision rate fell from 0.64 incidents per mile in the period 2017 to 2020, to 0.56 incidents per mile in 2022. This represents a 14% drop compared to the 48% reduction seen on Slow Streets.

Table 9 below shows monthly collision rates per mile before implementation between 2017 and 2020 and after Slow Streets implementation in 2021 and 2022 for each Slow Streets. Collisions decreased on all but three of the Slow Streets in the network. A negative percentage change indicates a reduction in monthly collision rate while a positive percentage change indicates increase. See the individual corridor pages for the total number of collisions per Slow Street, per year.

Table 9: Monthly collission rate per mile pre-imeplementation and after.

Slow Street	Monthly collision rate before Implementation	Monthly collision rate after Implementation	Percentage Change
12th Avenue	0.22	0	-100%
20th Street	0.29	0.32	10%
23rd Avenue	0.21	0.04	-80%
Arlington	0.43	0.2	-54%
Cabrillo	0.35	0	-100%
Clay	0.13	0.12	-5%
Golden Gate	0.44	0.19	-56%
Hearst	0.03	0.08	175%
Lake	0.03	0.01	-71%
Lyon	0.49	0	-100%
Minnesota	0.59	0.09	-85%
Noe	0.26	0.24	-7%
Page	0.83	0.5	-39%
Sanchez	0.22	0.04	-80%
Shotwell	0.22	0.07	-67%
Somerset	0.07	0.13	100%

Next Steps

Of the sixteen permanent Slow Streets that are evaluated in this report, only three (23rd Avenue, Sanchez Street, and Shotwell Street) met the Board-adopted volume and speed targets for Slow Streets. The remaining 13 Slow Streets require volume management tools, speed management tools, or both to better meet the adopted targets for low-stress streets.

Four of the Slow Streets measured (20th Street, Minnesota Street, Noe Street, and Page Street) will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day.

These tools, like traffic diverters, turn restrictions, and median diverters, make the street less accessible to cut-through traffic and thus reduce vehicle volumes. The Slow Streets team will develop proposed design changes for these four high-volume streets by Summer 2023.

Most Slow Streets (12 of 16, or 75%) will require speed management tools to slow down vehicles on the street to the Board-adopted target of 15 miles per hour median speeds.

Traffic calming treatments like speed cushions, and roadway narrowing treatments like painted safety zones and neckdowns, can slow down vehicles on Slow Streets. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, beginning with the three streets (Arlington Street, Cabrillo Street, and Hearst Avenue) that most exceed the 15 miles per hour typical median speeds.

Moving forward, the project team will also work to expand the Slow Streets Program to include additional streets in the network. New Slow Streets will be identified through a variety of community outreach efforts, including through the development of the Active Communities Plan (ACP). For more information on the ACP visit: https://www.sfmta.com/projects/active-communities-plan.

Overall, in early 2023, the SFMTA will collect updated vehicle volume and speed data for each Slow Street corridor. In Summer 2023, we will develop revised

designs for Slow Streets corridors, advance designs through Public Hearing process and begin the implementation process.

From late 2023 and onwards we will seek to expand program by identifying new opportunities for Slow Streets via Active Communities Plan outreach.

Table 10 below is a summary of whether each Slow Street has met volume and speed targets, as well as planned follow up.

Table 10: Summary of Slow Street performance and planned follow-up.

Slow Street	Meets Volume Target	Meets Speed Target	Planned Follow-up
12th Ave	Yes	No	Speed Management (Priority 2)
20th Street	No	No	Volume Management
23rd Ave	Yes	Yes	Continue to Monitor
Arlington	Yes	No	Speed Management (Priority 1)
Cabrillo	Yes	No	Speed Management (Priority 1)
Clay	Yes	No	Speed Management (Priority 3)
Golden Gate	Yes	No	Speed Management (Priority 2)
Hearst	Yes	No	Speed Management (Priority 1)
Lake	Yes	No	Speed Management (Priority 2)
Lyon	Yes	No	Speed Management (Priority 3)
Minnesota	No	Yes	Volume Management
Noe	No	No	Volume Management
Page	No	No	Volume Management
Sanchez	Yes	Yes	Continue to Monitor
Shotwell	Yes	Yes	Continue to Monitor
Somerset	Yes	No	Speed Management (Priority 2)

12th Avenue

The 12th Avenue Slow Street runs from Lincoln Way to Lawton Street. It is in District 7, is 1.46 miles long, meets vehicle volume targets but does not meet vehicle speed targets.

12th Avenue Slow Street provides a safe way for schoolchildren to get to school in the Inner Sunset. The Slow Street also creates an active transportation connection between this neighborhood and Golden Gate Park.

12th Avenue Slow Street had an average daily vehicle volume (ADT) of 700 in 2023, which meets the Program target of restricting vehicle volumes to 1000 vehicles a day. ADT between Irving Street and Judah Street was 844 vehicles, and between Kirkham Street and Lawton Street it was 486 vehicles. All segments meet the Program target of 1000 vehicles or less a day.

However, the typical median vehicle speed observed in 2023 was 17 miles per hour, which does not meet the Program target of 15 miles per hour or less. The median speed between Irving Street and Judah Street was 20 miles per hour, which does not meet the target speeds of 15 miles per hour or less. The median speed between Kirkham Street and Lawton Street was 15 miles per hour, which meets the Program target.

There were 0 collisions in 2017, 4 collisions in 2018, 1 collision in 2019, 0 collisions in 2020, 0 collisions in 2021 and 1 collision in 2022. There has been 1 collision since becoming a Slow Street on July 20, 2020.

20th Street

The 20th Street Slow Street runs from Shotwell Street to Potrero Avenue. It is in District 9, is 1 mile long, and does not meet vehicle volume and speed targets.

The following is a quote from a community resident: "20th Street traffic safety has greatly improved. Speeds are way down. It used to be a scary street. Now I love seeing others biking, walking and jogging down the street... Perhaps the best change has been the ease for walking down 20th to Valencia for to go

dinners and some shopping. I never went before due to the difficulty parking. Now it's no problem to walk down to pick up lunch!"

20th Street Slow Street had an average daily vehicle volume (ADT) of 2240 in 2023, which does not meet the Program target of restricting vehicle volumes to 1000 vehicles a day or less. ADT between Folsom Street and Treat Street was 2581 vehicles, and between Florida Street and Bryant Street it was 1903 vehicles. None of the segments observed meet the Program target of 1000 vehicles or less a day.

The typical median vehicle speed observed in 2023 was 17 miles per hour, which does not meet the Program target of 15 miles per hour or less. The median vehicle speed between Folsom Street and Treat Street was 18 miles per hour, while the median speed between Florida Street and Bryant Street was 17 miles per hour. Neither segment meets the Program target of 15 miles per hour or less.

There were 3 collisions in 2017, 3 collisions in 2018, 2 collisions in 2019, 5 collisions in 2020, 3 collisions in 2021 and 6 collisions in 2022. In total, there have been 10 collisions since becoming a Slow Street on June 2, 2020.

23rd Avenue

23rd Avenue Slow Street runs from Lake Street to Cabrillo Street. It is in District 2, is 1.56 miles long, and meets both vehicle volume and speed targets.

The following is a quote from a community member: "The space is much more safe and valuable to the community as a Slow Street."

23rd Avenue Slow Street had an average daily vehicle volume (ADT) of 600 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between California Street and Lake Street was 328 vehicles, between Geary Boulevard and Clement Street, 862 vehicles and between Anza Street and Balboa Street, 610 vehicles. All segments meet the Program target of 100 vehicles or less per day.

The typical median vehicle speed observed in 2023 were 15 miles per hour, which meets the Program target speed of 15 miles per hour or less for all Slow

Streets. The median vehicle speed between California Street and Lake Street was 15 miles per hour, and between Geary Boulevard and Clement Street it was 12 miles per hour. However, the median speed between Anza Street and Balboa Street was 19 miles per hour, above the 15 mile an hour or less Program target.

There were 0 collisions in 2017, 4 collisions in 2018, 1 collision in 2019, 0 collisions in 2020, 0 collisions in 2021 and 1 collision in 2022. There has been 1 collision since becoming a Slow Street on June 20, 2020.

Arlington Street

Arlington Slow Street runs from Roanoke Street to Randall Street. It is in District 8, is 0.88 miles long, and meets vehicle volume targets but does not meet speed targets.

The following is a quote from a neighbor on Arlington Street: "Many neighbors and community garden members have said they feel safer from speeding cars when crossing Arlington Street."

Arlington Slow Street had an average daily vehicle volume (ADT) of 900 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between California Street and Lake Street was 328 vehicles, between Randall Street and Fairmount Street it was 851 vehicles and between Mateo Street and Richland Avenue it was 950 vehicles. All segments meet the Program target of 1000 vehicles or less per day.

The typical median vehicle speed observed in 2023 was 19 miles per hour, which does not meet the Program target speed of 15 miles per hour or less. The median vehicle speed between Randall Street and Fairmount Street was 17 miles per hour, while the median speed between Mateo Street and Richland Avenue was 15 miles per hour. Neither segment meets the Program target speed of 15 miles per hour or less.

There were 0 collisions in 2017, 5 collisions in 2018, 1 collision in 2019, 1 collision in 2020,1 collision in 2021 and 1 collision in 2022. There have been 2 collisions since becoming a Slow Street on November 30, 2020.

Cabrillo Street

Cabrillo Slow Street runs between 45th Avenue and 25th Avenue. It is in District 2, is 2.58 miles long, meets vehicle volume targets, but does not meet vehicle speed targets.

The following is a quote from a Richmond community member: "It is much safer to walk and bike on, and cars on intersecting streets are much more aware of pedestrians and bikers. It is also a great venue for recreation, and I've seen so many families out for walks or using chalk to decorate the roads now that it has a slow street designation. I really hope we're able to keep that source of community-building, safe outdoor space moving forward."

The Cabrillo Slow Street had an average daily vehicle volume (ADT) of 370 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between 43rd Street and 44h Street was 380 vehicles, between 38th street and 39th Street, 182 vehicles, between 35th Street and 36th Street, 207 vehicles, between 30th Street and 31st Street, 405 vehicles, between 27th Street and 28th Street, 438 vehicles, and between 25th Street and 26th Street, 745 vehicles. All segments meet the Program target of 1000 vehicles or less per day.

The typical median vehicle speed observed in 2023 was 18 miles per hour, which does not meet the Program target of 15 miles per hour or less. The median vehicle speed between 43rd Street and 44th Street was 16 miles per hour, between 38th Street and 39th Street the median speed was 17 miles per hour, between 35th Street and 36th Street the median speed was 17 miles per hour, between 30th Street and 31st Street the median speed was 19 miles per hour, between 27th Street and 28th Street the median speed was 19 miles per hour, and between 25th Street and 26th Street the median speed was 20 miles per hour. None of the segments meet the Program speed target of 15 miles per hour or less.

There were 5 collisions in 2017, 3 collisions in 2018, 6 collisions in 2019, 2 collisions in 2020, 0 collisions in 2021 and 0 collisions in 2022. There have been 0 collisions since becoming a Slow Street on October 21, 2020r.

Clay Street

Clay Slow Street runs between Arguello Boulevard and Steiner Street. It is in District 2, is 2.6 miles long, meets vehicle volume targets, but does not meet vehicle speed targets.

The following is a quote from a neighbor on Clay Street: "Our street is so much safer and actually brings neighbors together in a safely distanced way. I've lived on Clay for over 8 years and rarely saw my neighbors until it became Slow Street. We are a real community now!"

Clay Slow Street had an average daily vehicle volume (ADT) of 550 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between Arguello Boulevard and Cherry Street was 461 vehicles, between Spruce Street and Maple Street, 427 vehicles, between Laurel Street and Walnut Street, 631 vehicles, between Lyon Street and Presidio Avenue, 576 vehicles, between Divisadero Street and Broderick Street, 512 vehicles, and between Scott Street and Pierce Street, 601 vehicles. All segments meet the Program target of 1000 vehicles or less a day.

The typical median vehicle speed observed in 2023 was 16 miles per hour, which does not meet the Program target speed of 15 miles per hour or less. The median vehicle speed between Arguello Boulevard and Cherry Street was 16 miles per hour, between Spruce Street and Maple Street the median speed was 17 miles per hour, between Laurel Street and Walnut Street the median speed was 16 miles per hour, between Lyon Street and Presidio Avenue the median speed was 16 miles per hour, between Divisadero Street and Broderick Street the median speed was 16 miles per hour, and between Scott Street and Pierce Street the median speed was 17 miles per hour. All segments do not meet the Program target speed of 15 miles per hour or less.

There was 1 collision in 2017, 1 collision in 2018, 3 collisions in 2019, 1 collision in 2020, 3 collisions in 2021 and 1 collision in 2022. There have been 4 collisions since becoming a Slow Street on October 6, 2020.

Golden Gate Avenue

Golden Gate Slow Street extends from Parker Street to Broderick Street. It is in Districts 1, 2 and 5, is 0.72 miles long, meets vehicle volume target but does not meet vehicle speed targets.

The following is a quote from a community member: "Having Golden Gate Ave. designated as a Slow Street has been such a wonderful quality of life enhancement for the neighborhood. It's wonderful to see families playing outside, people walking their dogs, jogging, etc. The reduction in traffic noise has been so enjoyable as well. It's a treat to have periods of actual quiet in the midst of this big, beautiful city."

Golden Gate Slow Street had an average daily vehicle volume (ADT) of 790 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between Roselyn Terrace and Kittredge Terrace was 1358 vehicles, above the target of 1000 vehicles a day. Between Central Avenue and Lyon Street it was 531 vehicles and between Broderick Street and Baker Street it was 409 vehicles, below the target of restricting vehicles to 1000 or less a day.

The typical median vehicle speed observed in 2023 was 17 miles per hour, which does not meet the Program target of 15 miles per hour. The median vehicle speed between Roselyn Terrace and Kittredge Terrace was 21 miles per hour, and between Broderick Street and Baker Street the median speed was 18 miles per hour, both above the 15 mile an hour or less Program target. Median speeds between Central Avenue and Lyon Street were 13 miles per hour below the Program target of 15 miles per hour or less.

There were 0 collisions in 2017, 2 collisions in 2018, 1 collision in 2019, 2 collisions in 2020, 0 collisions in 2021 and 1 collision in 2022. There have been 2 collisions since becoming a Slow Street on June 20, 2020.

Hearst Avenue

Hearst Slow Street runs from Ridgewood Avenue to Baden Street. It is in District 7 and is 1.5 miles long, meets vehicle volume target but does not meet vehicle speed targets.

Slow Hearst is an east-west corridor that provides a safe and slow bike-friendly roadway through the Sunnyside neighborhood. The Slow Street provides space

for neighbors and schoolchildren to gather outdoors, on a street tucked away from the busier roadways around it.

Hearst Slow Street had an average daily vehicle volume (ADT) of 460 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between Gennessee Street and Forester Street was 397 vehicles and between Baden Street and Congo Street it was 514 vehicles. Both segments met the Program target of 1000 vehicles or less a day.

The typical median vehicle speed observed in 2023 was 20 miles per hour, which fails to meet the Program target of 15 miles per hour or less. The median vehicle speed between Gennessee Street and Forester Street was 18 miles per hour and between Baden Street and Congo Street the median vehicle speed was 20 miles per hour. Neither segment met Program target speeds of 15 miles per hour or less.

There were 0 collisions in 2017, 0 collisions in 2018, 0 collisions in 2019, 0 collisions in 2020, 1 collision in 2021 and 1 collision in 2022. There has been 1 collision since becoming a Slow Street on July 27, 2021.

Lake Street

Lake Slow Street runs from Arguello Boulevard to 28th Avenue. It is in District 1, is 3.04 miles long, meets vehicle volume targets but does not meet vehicle speed targets.

Just south of the Presidio, Slow Lake Street runs for 28 blocks through the Richmond. Once San Francisco's first bike lane, Lake Street quickly became one of San Francisco's first Slow Streets in 2020. It connects two Slow Streets—Slow 23rd Avenue and Slow Clay Street—and is a critical link in the city's active transportation network.

Lake Street Slow Street had an average daily vehicle volume (ADT) of 820 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between 26th Street and 27th Street was 363 vehicles, between 23rd Street and 24th Street, 566 vehicles, between 21st Street and 22nd Street, 495 vehicles, between 15th Street and 16th Street, 785 vehicles, between 10th Street and 11th Street, 377 vehicles and between 5th Street and 6th Street, 935

vehicles, which all met the Program target of 1000 vehicles or less a day. However, between 2nd Street and 3rd Street ADT was 1394 vehicles, above the Program threshold of 1000 vehicles a day.

The typical median vehicle speed observed in 2023 was 17 miles per hour, which fails to meet the Program target of 15 miles per hour or less. The median vehicle speed between 26th Street and 27th Street was 18 miles per hour, between 23rd Street and 24th Street the median speed was16 miles per hour, between 21st Street and 22nd Street the median speed was 17 miles per hour, between 15th Street and 16th Street the median speed was 19 miles per hour, between 10th Street and 11th Street the median speed was 19 miles per hour, between 5th Street and 6th Street the median speed was 18 miles per hour, and between 2nd Street and 3rd Street the median speed was 17 miles per hour. All sections of Lake Street Slow Street did not meet the Program target of 15 miles per hour or less.

There were 2 collisions in 2017, 5 collisions in 2018, 5 collisions in 2019, 3 collisions in 2020, 1 collision in 2021 and 1 collision in 2022. There have been 4 collisions since becoming a Slow Street on May 1, 2020.

Lyon Street

Lyon Slow Street runs from Turk Street to Haight Street. It is in Districts 5 and 2, and is 1.04 miles long, meets vehicle volume targets but does not meet vehicle speed targets.

A north-south Slow Street that connects both sides of the Panhandle, the Lyon Slow Street connects the north of the Panhandle with the Haight-Ashbury neighborhood. Slow Lyon Street also connects the Golden Gate Avenue bike lane (and Slow Street) with the Fell Street protected bike lane.

Lyon Slow Street had an average daily vehicle volume (ADT) of 480 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between McAllister Street and Fulton Street was 392 vehicles, between Grove Street and Hayes Street, 638 vehicles, and between Oak Street and Page Street, 336 vehicles. All segments meet the Program target of 100 vehicles or less per day.

The typical median vehicle speed observed in 2023 was 16 miles per hour, which does not meet the Program target of 15 miles per hour or less. The median vehicle speed between McAllister Street and Fulton Street was 16 miles per hour, between Grove Street and Hayes Street the median speed was 17 miles per hour, and between Oak Street and Page Street the median speed was 16 miles per hour. All segments do not meet the Program target of 15 miles per hour or less.

There was 1 collision in 2017, 2 collisions in 2018, 4 collisions in 2019, 3 collisions in 2020, 1 collision in 2021 and 0 collisions in 2022. There has been 1 collision since becoming a Slow Street on July 7, 2020.

Minnesota Street

Minnesota Slow Street runs from Mariposa Street to 22nd Street. It is in District 10, is 0.88 miles long, does not meet vehicle volume targets, but meets vehicle speed targets.

The following is a quote from a community member in the Dogpatch neighborhood: "The slow open street on Minnesota Street brings a sense of community to the neighborhood and calms traffic. It is pleasant and decreases traffic and improves walkability. Also because there are a lack of bike lanes in the Dog- patch it improves bike riding safety for cyclists of all ages (particularly young cyclists and even skateboarders)."

Minnesota Slow Street had an average daily vehicle volume (ADT) of 1090 in 2023, which does not meet the Program target of restricting vehicle volumes to 1000 a day. ADT between 18th Street and 19th Street was 1578 vehicles, above the Program threshold of 1000 vehicles. However, between 20th Street and 22nd Street it was 609 vehicles, which meets the Program target of 1000 vehicles a day or less.

The typical median vehicle speed observed in 2023 was 15 miles per hour, which meets the Program target speed of 15 miles per hour or less. The median vehicle speed between 18th Street and 19th Street was 19 miles per hour, which did not meet the Program target speed of 15 miles per hour or less. However, the median speed between 20th Street and 22nd Street was 12 miles per hour, which meets the target speed of 15 miles per hour or less.

There were 4 collisions in 2017, 3 collisions in 2018, 1 collision in 2019, 1 collision in 2020, 1 collision in 2021 and 0 collisions in 2022. There has been 1 collision since becoming a Slow Street on October 6, 2020.

Noe Street

Noe Slow Street runs between Duboce Avenue and Beaver Street. It is in District 8, is 0.8 miles long, does not meet both vehicle volume targets and vehicle speed targets.

The following is a quote from a community member: "I love the Slow Street! It makes the neighborhood feel like an oasis from the city. It's a lovely place to walk and I often find myself going out of the way to walk home on Noe Streeet because it is a Slow Street."

Noe Slow Street had an average daily vehicle volume (ADT) of 1690 in 2023, which does not meet the Program target of restricting vehicle volumes to 1000 a day. ADT between 14th Street and Duboce Avenue was 1928 vehicles and between 15th Street and Henry Street, 1459 vehicles.

The typical median vehicle speed observed in 2023 was 16 miles per hour, which was above Program target of 15 miles per hour or less. The median vehicle speed was 16 miles per hour between both 14th Street and Duboce Avenue and between 15th Street and Henry Street. Both segments were above the target of 15 miles per hour or less.

There were 0 collisions in 2017, 2 collisions in 2018, 2 collisions in 2019, 1 collision in 2020, 1 collision in 2021 and 0 collisions in 2021. There have been 2 collisions since becoming a Slow Street on September 30, 2020.

Page Street

Page Slow Street runs from Stanyan Street to Octavia Street. It is in District 5, is 3.26 miles long and does not meet vehicle volume or vehicle speed targets.

The Page Slow Street Project extends on Page Street between Stanyan Street to Octavia Boulevard. Page Street is an important corridor for the Haight- Ashbury,

Lower Haight, Hayes Valley, and surrounding neighborhoods. It is one of the City's most important and popular east-west active-transportation corridors.

Page Slow Street had an average daily vehicle volume (ADT) of 1120 in 2023, which does not meet the Program target of restricting vehicle volumes to 1000 a day. ADT between Clayton Street and Ashbury Street was 1015 vehicles, between Broderick Street and Divisadero Street, 1396 vehicles, and between Pierce Street and Steiner Street, 1275 vehicles. These segments did not meet the Program target of 1000 vehicles per day or less However, between Webster Street and Buchannan Street, ADT was 783 vehicles, which meets the Program's daily threshold of 1000 vehicles or less.

The typical median vehicle speed observed in 2023 was 16 miles per hour, which was above the Program target speed of 15 miles per hour or less for all Slow Streets. The median vehicle speed between Clayton Street and Ashbury Street was 16 miles per hour, between Broderick Street and Divisadero Street the median speed was18 miles per hour and between Webster Street and Buchanan Street the median speed was 17 miles per hour. All these segments were above the Program target of 15 miles per hour or less. However, speeds between Pierce and Steiner were 14 miles per hour, which meets the Program target of 15 miles per hour or less.

There were 9 collisions in 2017, 8 collisions in 2018, 14 collisions in 2019, 4 collisions in 202, 7 collisions in 2021 and 7 collisions in 2022. There have been 17 collisions since becoming a Slow Street on May 1, 2020.

Sanchez Street

Sanchez Slow Street runs from 23rd Street to 30th Street. It is in District 8, is 1.54 miles long, meets vehicle volume and vehicle speed targets.

Noe Valley's Sanchez Street is one of the city's most used Slow Streets, with more than 1000 pedestrians walking on it on a typical weekend. Slow Sanchez hosts community gatherings and arts events throughout the year, and the sounds of children's laughter can often be heard on the street on evenings after school.

Sanchez Slow Street had an average daily vehicle volume (ADT) of 320 in 2023, below the Program target of restricting vehicle volumes to 1000 a day. ADT between 24th Street and Elizabeth Street was 565 vehicles, between 26th Street and Clipper Street, 227 vehicles, between 28th Street and Duncan Street, 174 vehicles and between Day Street and 29th Street, 289 vehicles. All segments met the Program target of 1000 vehicles or less per day.

The typical median vehicle speed observed in 2023 was 13 miles per hour, which meets the Program target speed of 15 miles per hour or less. The median vehicle speed between 24th Street and Elizabeth Street was 14 miles per hour, between 26th Street and Clipper Street the median speed was 12 miles per hour, between 28th Street and Duncan Street the median speed was 12 miles per hour and between Day Street and 29th Street the median speed was 13 miles per hour. All segments met the Program target of 15 miles per hour or less.

There was 1 collision in 2017, 2 collisions in 2018, 1 collision in 201, 1 collision in 2020, 0 collisions in 2021 and 0 collisions in 2022. There has been 1 collision since becoming a Slow Street on May 20, 2020.

Shotwell Street

Shotwell Slow Street runs from 14th Street to Cesar Chavez Street. It is in District 9, is 2.8 miles long, meets vehicle volume and vehicle speed targets.

Shotwell Slow Street, a north-south Slow Street connecting the Mission neighborhood, is a mile- long stretch of roadway prioritized for people who are walking, biking and rolling. The Slow Street has slowed down vehicle traffic and reduced cut- through traffic on this small residential street.

Shotwell Slow Street had an average daily vehicle volume (ADT) of 600 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between 14th Street and 15th Street was 526 vehicles, between 17th Street and 18th Street, 834 vehicles, between 20th Street and 21st Street, 515 vehicles, between 23rd Street and 24th Street, 673 vehicles and between 25th Street and 26th Street, 445 vehicles. All segments met the Program target of 1000 vehicles or less per day.

The typical median vehicle speed observed in 2023 was 14 miles per hour, which meets the Program target speed of 15 miles per hour or less for all Slow Streets.

The median vehicle speed between 14th Street and 15th Street was 15 miles per hour, between 17th Street and 18th Street the median speed was 13 miles per hour, between 20th Street and 21st Street the median speed was 14 miles per hour, between 23rd Street and 24th Street the median speed was 15 miles per hour and between 25th Street and 26th Street they median speed was 15 miles per hour. All segments met the Program target of 15 miles per hour or less.

There was 1 collision in 2017, 2 collisions in 2018, 4 collisions in 2019, 2 collisions in 2020, 1 collision in 2021 and 2 collisions in 2022. There have been 3 collisions since becoming a Slow Street on May 20, 2022.

Somerset Street

Somerset Slow Street runs from Silver Avenue to Woolsey Street. It is in District 9, is 1.02 miles long, meets vehicle volume targets but does not meet vehicle speed targets.

The following is a quote from a community member in the Portola neighborhood: "I love the idea of Somerset becoming a permanent Slow Street, because it is in front of a park and school. People speed in the neighborhood because of its proximity to a freeway exit."

Somerset Slow Street had an average daily vehicle volume (ADT) of 490 in 2023, which meets the Program target of restricting vehicle volumes to 1000 a day. ADT between Sillman Street and Silver Avenue was 457 vehicles and Bacon Street and Wayland Street, 526 vehicles. All segments met Program the target of 100 vehicles or less per day.

The typical median vehicle speed observed in 2023 was 17 miles per hour, which does not meet the Program target speed of 15 miles per hour or less for all Slow Streets. The median vehicle speed between Silliman Street and Silver Avenue was 19 miles per hour, while the median speed between Bacon Street and Wayland Street was 16 miles per hour. None of the segments meet the Program target of 15 miles per hour or less.

There were 0 collisions in 2017, 0 collisions in 2018, 0 collisions in 2019, 1 collision in 2020, 0 collisions in 2021 and 2 collisions in 2022. There have been 2 collisions since becoming a Slow Street on June 2, 2020.

Conclusion

The Slow Streets Program evolved from a critical component of San Francisco's pandemic response and recovery to a new avenue for furthering the city's goals for climate action and active transportation. The positive impact from the initial pandemic-response phase of Slow Streets will continue as what started out as temporary changes becomes a lasting part of the city's network for active transportation. As of May 2023, 18 Slow Streets make up the permanent Slow Streets network, and other corridors will follow to build out a network that complements protected bikeways citywide.

When the SFMTA Board approved a permanent Slow Streets Program in December 2022, it was established that every Slow Street must meet certain data-driven targets to keep these roadways safe and comfortable for everyone: median vehicle speeds of less than 15 miles per hour, and average daily vehicle volumes lower than 1,000. The Slow Streets toolkit will be applied to streets not meeting the targets to better control vehicle speeds and volumes. Regular evaluation will continue on Slow Streets to measure progress towards these targets. To learn more about the Slow Streets toolkit, please visit https://sfmta.com/reports/2023-slow-streets-design-toolkit.

The good news is that all but four of the existing Slow Streets corridors are meeting or exceeding the goal of fewer than 1,000 vehicles per day. This indicates that the Slow Streets Program is mostly working well to discourage cut-through traffic on these streets. 20th Street, Minnesota Street, Noe Street, and Page Street will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. The Slow Streets team will develop proposed design changes for these four streets by Summer 2023.
On 12 of 16, or 75% of Slow Streets, typical median vehicle speeds are still higher than 15 miles per hour. This data indicates that it will be essential to focus on traffic calming elements like speed cushions and roadway narrowing to bring speeds down to the established target levels on Slow Streets. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, beginning with the three streets (Arlington Street, Cabrillo Street, and Hearst Avenue) that most exceed the 15 miles per hour typical median speeds.

Moving forward, the project team will work to expand the Slow Streets Program to include additional streets in the network. New Slow Streets will be identified

through a variety of community outreach efforts, including through the development of the Active Communities Plan.

For more information on the Active Communities Plan (ACP), please visit https://www.sfmta.com/projects/active-communities-plan.