Slow Streets Program update

Citizens' Advisory Council (CAC)
April 4, 2024
What is a Slow Street?
Slow Streets network

32 MILES of Slow Streets implemented as of May 2023

0 FATALITIES on Slow Streets since the program began

18 STREETS APPROVED as part of the city’s permanent Slow Streets network

Lapu-Lapu, Rizal, Tandang Sora, Bonifacio, and Mabini streets
Slow Streets toolkit

Design Toolkit: Volume Management Tools

Soft Diversion - Traffic Diverters and Sign at Intersections

Traffic Safety Impact: Soft diversion at intersections discourage cut-through traffic while still allowing for local access.

Through strategic placement of line-of-sight traffic delineators, soft diverters help keep traffic volumes low to support safe and comfortable public transportation.

Implementation Considerations: Traffic diverters cannot be installed at intersections where there is a barrier, such as a speed hump, that prevents traffic from crossing the street, and, instead, the need to avoid making right turns onto it. The treatment has an added benefit because it allows for the standard road treatment and parking treatment to be installed at intersections where a traffic signal is present.

Left-Turn Restrictions

Traffic Safety Impact: Left-turn restrictions help reduce cut-through traffic volumes on a Slow Street by producing left-turn traffic.

Implementation Considerations: Local traffic, such as minivans and small delivery vehicles, can only access the block by making a right turn onto it. The treatment has an added benefit because it allows for the standard road treatment and parking treatment to be installed at intersections where a traffic signal is present.

Median Diverters

Traffic Safety Impact: Median diverters may reduce cut-through traffic by helping prevent a vehicle from continuing through the most block and forcing vehicles to turn back.

A median diverter is created by installing several traffic diverters in the median of the intersection. The treatment further diverges non-local traffic from the local traffic by causing them to travel on parallel blocks and keep traffic volumes low.

Implementation Considerations: Local traffic, such as residents and delivery vehicles, can only access the block by making a right turn onto it.

Concrete Islands

Traffic Safety Impact: Concrete islands provide a non-durable barrier to discourage cut-through traffic.

Implementation Considerations: Concrete islands work best on narrow streets where there is sufficient space to accommodate vehicles from the opposite directions. Street sweeping and drainage must be considered for concrete islands located close to the street.

Concrete islands last longer, require less maintenance, and act as a more robust barrier for discouraging cut-through traffic than typical Slow Streets Diverters, while still providing a functional and aesthetic amenity. While photographs of these islands could include space for community art and greenery.

Design Toolkit: Speed Management Tools

Speed Cushions

Traffic Safety Impact: Speed cushions help to reduce vehicle speeds along a block.

Speed is a primary factor in most traffic safety-related conflicts. Speed cushions help encourage drivers to slow down. Speed cushions are surfaced with a roughness that pushes drivers out of the lane and encourages drivers to slow down. The design is based on the use of a flexible curb and the use of small obstacles placed at strategic intervals along the road. This encourages drivers to slow down.

Implementation Considerations: Speed cushions are typically not installed on streets with steep grades.

Neighborhood Traffic Circles

Traffic Safety Impact: Traffic circle helps to slow vehicles to an intersection.

A traffic circle is a calming measure that improves safety at intersections. It is usually built of concrete, but other materials like asphalt and gravel can also be used. The element of the circle provides drivers with a visual cue from the slow turning vehicle to slow down. By reducing their speed, drivers are more likely to see other vehicles, pedestrians, and cyclists.

Implementation Considerations: Neighborhood traffic circles can be installed in intersections with on-road bike lanes or sidewalks.

Painted Safety Zones

Traffic Safety Impact: Painted safety zones help to increase the visibility of pedestrians at intersections and encourage slower turning traffic.

Painted safety zones are painted areas of the road that wrap around sidewalks to indicate pedestrian crossing areas more visible to people walking. Increasing the interaction encourages drivers to slow down to avoid accidents and increase the crossing distance for pedestrians.

Implementation Considerations: Painted safety zones require parking removal.

Roadway Narrowing

Traffic Safety Impact: Roadway narrowing reduces speed and encourages lower and more deliberate movements.

Roadway narrowing can be used in various forms, such as the removal of curbs or sidewalks. It can also include the reduction of vehicle speeds by narrowing the road to a point where the crossing distance for pedestrians is increased. This encourages drivers to slow down and be more observant of their surroundings.

Implementation Considerations: Roadway narrowing may require the removal of parking spaces.
2023 Slow Streets evaluation

Slow Streets generally working as low-volume, low-stress streets

14 of 18 Slow Streets meet Board-adopted volume target (<1,000 vehicles per day)

5 of 18 Slow Streets meet Board-adopted speed target (<15 mph median speeds)

48% decrease in collisions on Slow Streets since implementation
## Corridor comparison – updated

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Corridor comparison – future work

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Outreach + design starting this spring
Project approved, coming this spring
Draft design in review
Speed cushions approved
Traffic calming in design
Slow Streets Mural Pilot Program

Photos courtesy Erina Alejo
Minnesota Slow Street

18th and Minnesota

Painted safety zone and median island at the southwest corner of Minnesota Street and 18th Street to slow right turns from eastbound 18th Street while preserving access to loading zones and the UCSF police yard.

Diverter island restricting northbound vehicle traffic at Minnesota Street & 19th Street to reduce cut-through car traffic.

19th and Minnesota

Murals possible by community via Street Mural Pilot Program

Mid-block between 20th and 22nd

Traffic calming island mid-block between 20th and 22nd streets to slow speeds at the southern block of the corridor.

Signs & Stencils

- Slow Streets Delineators
- Slow Streets Wayfinding Sign
- Slow Streets Pavement Marking
Next-Generation Sanchez Slow Street
Noe Slow Street

- Current average daily traffic volume: **1,700 vehicles**
- SFMTA Board set a traffic volume **target of 1,000 vehicles per day**
- Reviewing alternative options for a traffic diverter at **Noe Street and 15th Street**
Cayuga Slow Street

- The median traffic diverter at Cayuga Street and Geneva Avenue decreased in traffic volumes by more than 40%, from 2,100 to daily vehicles 1,200 vehicles
- We're excited to work with Public Works also to deliver traffic calming later this year
What’s next

• Traffic calming on the **Hearst Slow Street**

• Focused upgrades on the **20th Slow Street**

• Bike wayfinding + purple ID signs

• Collaboration with the **Active Communities Plan (ACP)** for expansion