



SLOW STREETS

EVALUATION SUMMARY

Summer 2021



Executive Summary

The purpose of this evaluation is to assess Slow Streets on several facets to determine how they perform from a traffic safety, mobility, and operations standpoint. The evaluation also sought to understand the impacts of Slow Streets on traffic operations and on neighbors and users of the facility. An extensive surveying campaign was launched throughout various points in the program to gauge community perceptions of the corridors in their neighborhoods and learn more about user experience and thoughts on the future of their Slow Street.

It is evident from this effort that not all Slow Streets in the network perform at the same level when assessing the various evaluation criteria, like traffic safety or mobility. Some Slow Streets may require additional treatments or different and more robust designs to achieve the ideal traffic condition levels that constitute a calm and low-stress facility prioritizing walking and bicycling.

The information and analysis contained in this report will help inform future program initiatives and efforts to improve Slow Streets.

Key Findings

Slow Streets create low-stress facilities that prioritize pedestrian and bicycle use and are more comfortable for shared roadway usage.

100% of the Slow Streets in the network are below maximum traffic levels for low-stress shared streets. Maximum traffic thresholds for low-stress facilities are fewer than 3,000 average daily vehicles per day and typical vehicle speeds less than 25 miles per hour. **88% of Slow Streets have fewer than 1,500 vehicles per day**, which is ideal for low-stress shared streets.

Slow Street improvements make great streets for walking and biking. When only considering Slow Streets with both before and after implementation data, after Slow Streets implementation, 80% of Slow Streets in the network met the ideal vehicle volume range of fewer than 1,500 vehicles per day, compared to only 27% before implementation.

Designated Slow Streets experience an average **35% decrease in average daily traffic and 14% decrease in vehicle speeds**.

The number of collisions (between all modes and between just people walking or bicycling) have decreased on Slow Streets. On average, Slow Streets have seen a **36% decrease in collisions**.

More people are using Slow Streets. On average after a street is designated as a Slow Street, it typically experiences:

27% increase in people biking and **65% increase** in people walking on the street.

On a typical day, an estimated **35,000** people walk or bike on San Francisco's Slow Streets network.

Slow Streets have fewer vehicle trips without impacting neighboring streets.

Diversion of vehicle traffic from Slow Streets to other neighboring streets has not led to worsening congestion on most streets. Of the 25 evaluated Slow Streets, only one corridor showed signs of moderate congestion, and five others are close to reaching moderate levels.

People generally like and support Slow Streets. Over 15,000 San Franciscans provided detailed feedback on their neighborhood Slow Street in the Summer 2020 and early 2021. General findings from the Slow Street evaluation surveys:

71% of respondents somewhat (27%) or strongly (44%) agree that a street designated as a Slow Street became safer after the change.

67% of respondents reported having a somewhat (21%) to very (46%) positive experience using the Slow Street in their neighborhood.

77% of respondents somewhat (31%) or strongly (46%) agree with noticing less traffic and speeding cars on the street, after it was designated as a Slow Street in their neighborhood.

There are correlations between how traffic safety improved on Slow Streets, people’s perceptions of safety on the street, and overall usage.

There is a positive correlation ($r = 0.64$, $R^2 = 41\%$) between the perception of safety on Slow Streets and the measured level of usage¹. Comparing mobility data with survey data, **the more a Slow Street is perceived as safe, the more users are on it.**

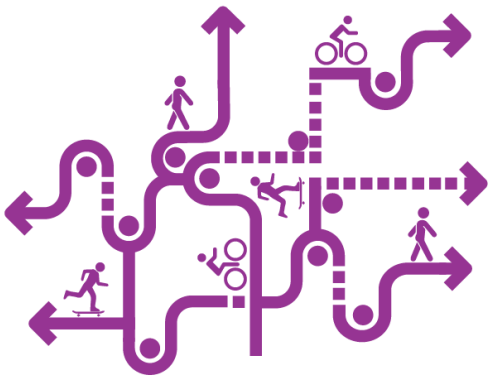
There is also a correlation between perception of safety and frequency of use reported from Slow Street surveys ($r = 0.84$, $R^2 = 71\%$). **The more people who strongly agree that the street became safer after becoming a Slow Street, the larger the percentage of people reporting higher frequency of use (a few times a week to daily) on a Slow Street.**

¹: Usage and the number of users is defined as the measured number of people walking, biking, exercising, or recreating on a Slow Street.

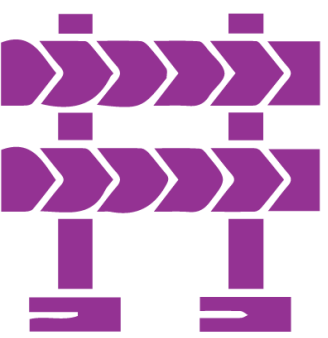
Program Wide Quick Facts:

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47
MILES
of Slow Streets
were implemented
between April
2020 to July 2021



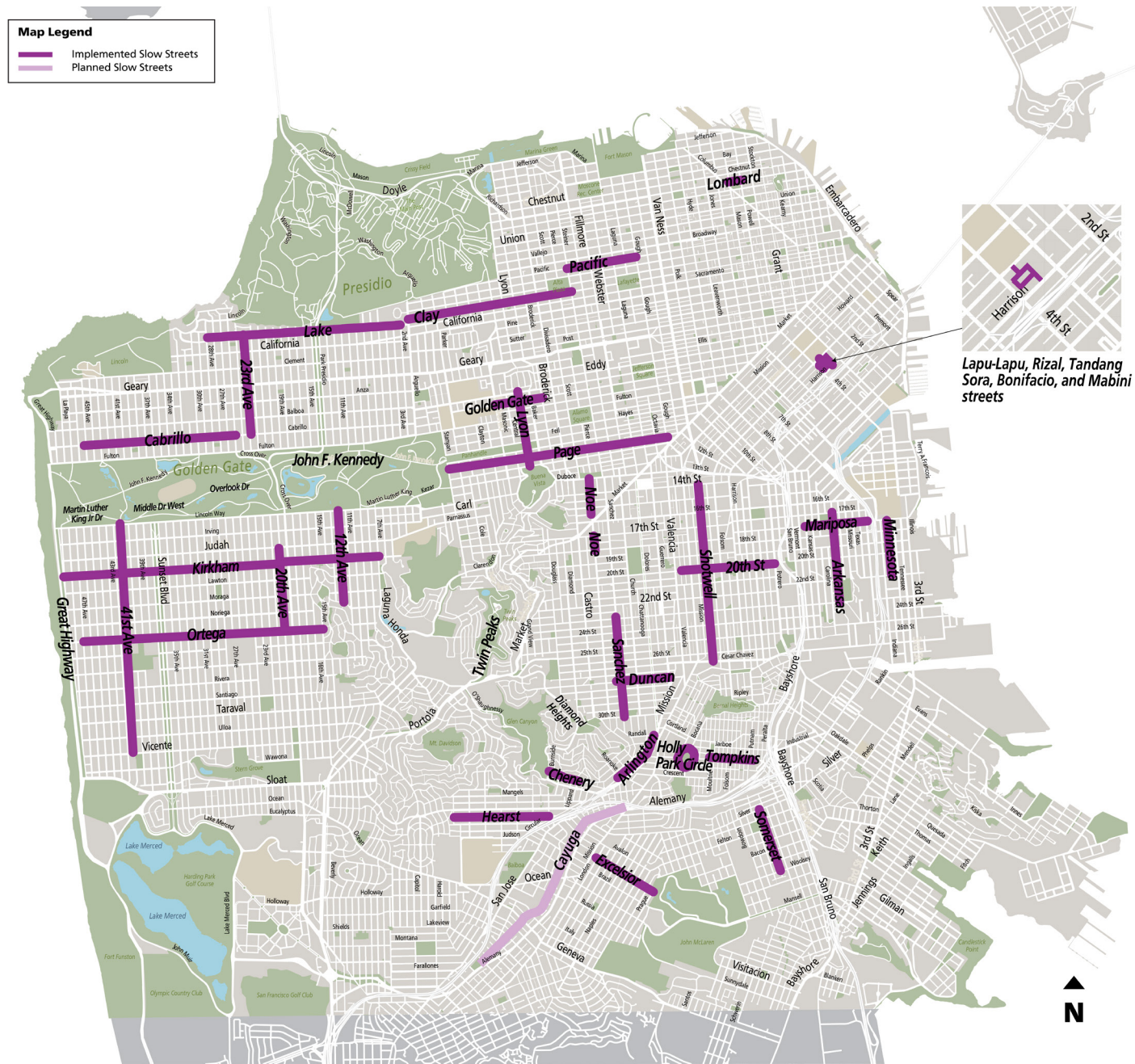
389
BARRICADES
were implemented
to create the soft
diversions on Slow
Streets



30
CORRIDORS
were designated as
Slow Streets
through four
phases



Slow Streets Overview



Map as of July 31, 2021

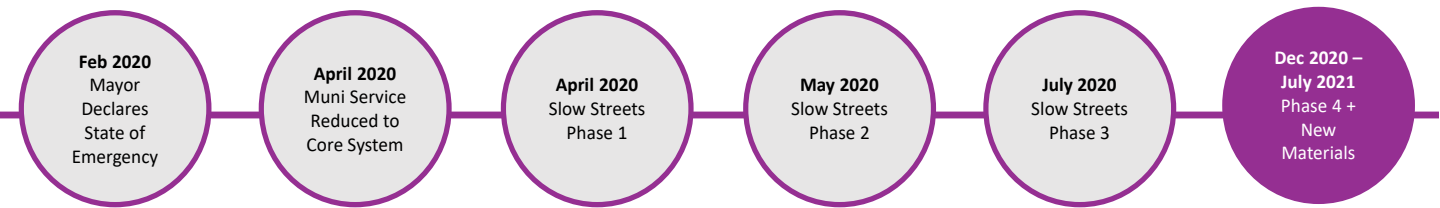
Responding to Community Needs:

Slow Streets were conceived and implemented in association with the Mayor’s Emergency Public Health Order as a response to the COVID-19 pandemic to provide residents with more outdoor space for physically distanced recreation, exercise, and essential trips through modes like walking or bicycling.

Slow Streets are an important aspect of the SFMTA’s Transportation Recovery Plan in creating low-stress walking and bicycle routes that augment limited Muni service and establishing public spaces for neighbors to build connections. By prioritizing the use of these streets for walking, biking, and as outdoor space, Slow Streets represent a repurposing of public space towards a broader set of needs.

SFMTA’s Slow Streets program sets out to support the reopening of the economy by making San Francisco more welcoming and accessible for people who want to travel on foot, bicycle, wheelchair, scooter, skateboard, or other forms of micro-mobility. Slow Streets are critical infrastructure that attracts users of the full array of neighborhood demographics—including children, older adults, people with disabilities and people of color.

As San Francisco moves out of the pandemic, the benefits that Slow Streets provide to the city remain. By promoting the people-powered movement of communities in neighborhoods across the city, the Slow Streets program contributes to the long term goals of the city of San Francisco’s Climate Action Plan and SFMTA’s Strategic Plan. In tandem with existing active transportation infrastructure, Slow Streets connect and strengthen San Francisco’s network of comfortable streets for walking and biking.



The evaluation of the Slow Streets program sheds light on what is working well on each corridor and helps identify opportunities for improvement within the network. Along with other factors, data from this evaluation will continue to inform decisions made on the Slow Streets program. The included reference map is as of July 2021. Since then, Excelsior Slow Street and Duncan Slow Street have been removed due to low usage and conflicts with future planning efforts.

Phase 4 Slow Streets (12th Avenue, Hearst Avenue, Cayuga Avenue, Lyon Street, and Slow Streets in SoMa) that were installed in Summer of 2021 are not included in this evaluation due to the freshness of their implementation. Additionally, the evaluation does not include Slow Streets in District 4 due to separately allocated outreach efforts.



Methodology

This evaluation combines a program wide analysis and the individual Slow Street evaluations to give a more holistic view of how Slow Streets are performing as a whole and in the neighborhoods they serve.

Program Wide Evaluation

The program wide analysis and findings compares the pre to post implementation conditions using the more limited pre-implementation data and aggregates the findings from the individual analysis approach of using specific performance thresholds and standards.

The pre to post implementation analysis measures the change in various traffic safety and operation conditions like vehicle volume, vehicle speed, and collision rates. The effects, albeit may vary more for factors like vehicle volume and speed due to the more limited pre-implementation data, does provide an estimate on how Slow Street implementation impacts traffic safety and operations after a street is designated as a Slow Street. The before and after program wide collision rate impacts are more concrete, because before implementation collision data is readily available through the city's collision database.

The program wide analysis also aggregates findings from all the deployed Slow Street evaluation surveys, to determine general trends and perceptions on Slow Streets. Various aspects, like perceptions of safety after Slow Street implementation, reported usage, and experience using Slow Streets, are compared against each other and mobility data to determine general trends from a user and neighborhood perspective.

Individual Slow Streets Evaluation

Typically, project evaluation efforts analyze before and after conditions to determine the effects of traffic safety improvements and the project scope. However, because Slow Streets were rolled out in a relatively quick manner as a response to the COVID-19 pandemic to augment a reduced transit network and to provide dedicated space for better physically distanced travel, before traffic data (pre-implementation conditions) could not be collected on all Slow Streets. As such, **the evaluation of each individual Slow Street** takes a different approach; rather than analyzing pre to post implementation conditions, it compares observed data related to traffic safety, operations, and mobility with various thresholds and standards to gauge how a Slow Street is performing.

Below is an overview of the various performance metrics that were analyzed from the individual Slow Street evaluations to assess their effectiveness and measure impacts:

Traffic Safety

The following metrics were used to evaluate Slow Streets for traffic safety:

- **Average Daily Traffic Volume**
- **Median Daily Vehicle Speed**
- **Annual monthly collision rate (before versus after)**

Since the functional goal of a Slow Street is to produce a road that is conducive to users sharing the street for uses other than motor vehicle operations and storage, the street itself must be calm and low-stress. Characteristically, Slow Streets are very similar to other residential street facilities like Bicycle Boulevards and Neighborhood Greenways. Both of those facilities have two major traffic operation conditions that need to be met in order to be considered low-stress. These conditions are:

- **Baseline Daily Vehicle Traffic:** Less than 3,000 vehicles per day
- **Baseline Daily Vehicle Speeds:** Typically less than 25 miles per hour

These standards are based on various street design guidelines and traffic engineering principles. A street meeting these baseline conditions, whether by its original or induced (i.e. implementing traffic calming measures like vehicle diversions) state, constitute a street that is more low-stress, calmer, and able to be used as a major pedestrian or bicycle route.

Lower vehicle volumes mean the street does not have many vehicles driving through and is quieter. People who walk or bicycle in the street do not encounter or interact with many moving vehicles.

Low vehicle speeds are also a crucial factor that must be met. For vehicles that do access the street, traveling at safer speeds (less than or equal to 25 miles per hour) increase roadway visibility and allow for more effective vehicle stopping and yielding to avoid conflicts with other users in the street.

Residential streets meeting these two conditions can be designated as low-stress pedestrian and bicycle priority streets. However, there are also ideal conditions that make streets more comfortable for the most vulnerable street users (people on foot or on bike):

- **Ideal Daily Vehicle Traffic:** Below 1,500 vehicles per day
- **Ideal Daily Vehicle Speeds:** Typically below 20 miles per hour

These ideal conditions can be accomplished with more traffic calming treatments. A residential street with vehicle volumes and speeds below these targets is a more comfortable and safer facility for pedestrian and bicycle activity.

Traffic volume and speed data were collected for 24 hour periods on weekdays and weekends. If the observed weekday and weekend average daily traffic volume and measured daily vehicle speeds were at or below the baseline thresholds, the Slow Street is comfortable, and very comfortable if they were below the ideal thresholds.



Methodology

Additionally, traffic collision data was also analyzed to measure traffic safety on Slow Streets. A baseline was established by using collision data from the last three years before the Slow Street was implemented (i.e. 2017 - 2021) and compared to the post-implementation annual monthly collision rate. The collision analysis examined collisions, which includes all modes (vehicle, bicycle, and pedestrian), and also at just bicycle and pedestrian involved collisions.

Mobility

The following metrics were measured to evaluate mobility on Slow Streets:

- **Actual observed volume by mode (Bicycle - 24 hours; Pedestrian - 6 hours)**
- **Estimated average day total users during core hours (6 am to 9 pm, 15 hours)**

Specifically, the evaluation is measuring bicycle and pedestrian mobility.

Pedestrian and bicycle counts were collected to evaluate use of Slow Streets. For both modes, data was collected on weekdays and weekends. Bicycle volumes were collected in 24 hour periods, and pedestrian volumes were only collected in a 6 hour period (AM, midday, PM) due to resource constraints. To account for the lower quantity of pedestrian data collected, pedestrian volumes were modeled using a short duration count modeling technique to estimate total volume during core travel hours (6 am - 9 pm, 15 hours) using the collected 6 hour data.

The evaluation analyzes each mode individually on weekday versus weekend, and the average day, which is the typical volume on any given day regardless of the day of the week. The evaluation also estimates total users on a Slow Street during core travel periods (6 am - 9 pm, 15 hours) by combining the actual observed average day bicycle volume with the estimated average day pedestrian volume. This metric helps determine how many users there are on a Slow Street on a typical day, which showcases the overall mobility of the facilities.

Traffic Operations

The following metrics were measured to evaluate traffic operations on streets adjacent to Slow Streets:

- Average hourly measured V/C (Vehicle-to-Capacity) ratio of adjacent streets
- Max measured V/C ratio observed on adjacent streets

Since the main safety treatment associated with Slow Streets is soft diversion¹, impacts to adjacent streets is possible, including an increase in vehicle volume. To determine traffic impacts due to diversion from Slow Streets, V/C ratio was measured. The V/C ratios calculated in this evaluation are rough estimates. More detailed calculations will be conducted in the future to further study this topic.

This ratio ranges from 0 to 1 and compares vehicle demand (observed vehicle volumes) with the relative capacity of the street. The specific intervals of the ratio represent the varying operational conditions, or congestion level, of the street:

Operational Condition	V/C Ratio
Low to no congestion	<0.5
Moderate congestion	0.5 - 0.74
Heavy congestion	0.75 - 1
Severe congestion	>1

Vehicle volumes on adjacent streets were collected for 24-hour periods on weekdays and weekends. To reduce the impact of outliers during lighter traffic periods on the average hourly measured V/C ratios, the analysis period only includes the hours between 8 am to 6 pm.

The first metric shows the typical operational condition experienced on adjacent streets, so the most likely level of congestion at any given hour, and the second represents the worst operational condition observed on any of the adjacent streets.

It is expected that post Slow Street implementation conditions will yield higher V/C ratios on adjacent streets. However, because many of the streets surrounding Slow Streets are also local residential streets, they should have adequate capacity to absorb the additional volume diverted from Slow Streets and still operate at an acceptable level and not result in heavy congestion. In the analysis, the target operational impact to surrounding streets is at or below moderate congestion levels (V/C ratio < 0.74). Therefore, if the average hourly measured V/C ratio of adjacent streets is above 0.74, the Slow Street is noticeably increasing traffic on neighboring streets. If not, there is less of a concerning impact from the diverted vehicle traffic.

Maintenance

The metrics used to analyze maintenance impacts include:

- Total maintenance jobs per Slow Street since implementation
- Average monthly jobs required to maintain Slow Streets

¹: Soft diversions do not fully close a street off to vehicle traffic. For Slow Streets and the associated soft vdiversion, only non-local vehicle traffic is discouraged to use the street and local vehicle traffic access is maintained.



Methodology

Although not a core part of this evaluation, Slow Streets maintenance impacts were also analyzed.

Maintenance data for Slow Streets was provided by the SFMTA Shops through their weekly activities report. The information in the report documents the activities of the various SFMTA Shops (Sign, Paint, and Meter) and showed how many tasks were related to upkeeping all of the Slow Streets implemented and active in the city.

Ideally, Slow Streets should have both a low total count of maintenance jobs and average monthly job rate. All Slow Streets maintenance needs are compared against each other and ranked from most to least maintenance required.

User Perception Survey

In addition to the traffic and maintenance data used, surveys were deployed at various times during the program, both as a component of evaluation and outreach. The surveys were used as a tool to assess user and residents’ experiences, perceptions, and attitudes toward Slow Streets. Initial surveys were deployed on Lake, Page, and Shotwell streets in the Summer of 2020. Additional surveys were launched for the remaining Slow Streets (except Slow Streets that are mainly in District 4: 20th Avenue, 41st Avenue, Kirkham Street, and Ortega Street) in Spring of 2021. District 4 Slow Streets will be surveyed later as part of the SFMTA’s District 4 Neighborway Project.

The surveys were advertised and communicated by using mailers, posters along the Slow Street corridors, and publicized to community groups. All of the surveys were live for more than a month.

The surveys gathered information such as overall thoughts on the program, concerns related to the Slow Street, Slow Street use frequency and activities used on the Slow Street, perceptions of traffic safety, user feedback, thoughts on Slow Streets post-pandemic, and various demographic attributes of the respondent.

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**Note on Phase 4 Slow Streets and evaluation*

Evaluation of the Phase 4 Slow Streets (12th Avenue, Hearst, Lyon and SoMa Slow Street) have not begun yet. Traffic data collection and surveying efforts for the Phase 4 Slow Streets are expected to begin sometime in the Fall of 2021.



Findings

Program Wide Findings

Traffic Safety

100% of Slow Streets in the network do not exceed the maximum traffic conditions that constitute a low-stress facility (<3,000 average daily vehicles | typical vehicle speeds <25 mph).

88% of Slow Streets have measured vehicle volumes that are within the ideal vehicle volume range (average daily vehicle volume is less than 1,500).

When only considering Slow Streets with pre-implementation data, only 80% of Slow Streets are within the ideal vehicle volume range post implementation. However, the change between pre-to-post conditions when only considering these streets is a difference of 53 percentage points (before: 27% | after: 80%).

72% of Slow Streets have measured vehicle speeds that are within the ideal range (typical vehicle speeds are less than 20 miles per hour).

On average, after a street is designated as a Slow Street it typically experiences:

35% decrease in average daily traffic

14% decrease in typical daily median vehicle speeds

These network wide trends are based on data from 60% of Slow Streets evaluated. The remaining Slow Streets do not have pre-implementation data.

Overall, the number of collisions have improved on most Slow Streets. On average, Slow Streets have seen a **36% decrease** in collisions.

Mobility

On average, after a street is designated as a Slow Street it typically experiences:

27% increase in people biking and **65% increase** in people walking.

These network wide trends are based on data from 60% of Slow Streets evaluated. The remaining Slow Streets do not have pre-implementation data.

On a typical day, an estimated **35,000 people** walk or bike on San Francisco's Slow Streets network.

Traffic Operations

Overall, the soft diversion of vehicle traffic from Slow Streets to neighboring streets **has not negatively impacted traffic flow on them:**

Typical average measured hourly V/C ratio: 0.23

Average measured maximum V/C ratio: 0.35

Moderate congestion level range is V/C ratio = 0.5 - 0.75

User Experience and Perceptions

People generally like Slow Streets and support them. The average response rate from the Slow Street evaluation surveys indicate that:

71% of respondents somewhat (27%) or strongly (44%) agree that a street designated as a Slow Street became safer after the change.

67% of respondents reported having a somewhat (21%) to very (46%) positive experience using the Slow Street in their neighborhood.

77% of respondents somewhat (31%) or strongly (46%) agree with noticing less traffic and speeding cars on the street, after it was designated as a Slow Street in their neighborhood.

There is a strong relationship between how people perceive traffic safety on Slow Streets and their overall user experience and usage.

There is a positive correlation ($r = 0.64$ | $R^2 = 41\%$) between the perception of safety on a Slow Streets and the measured level of usage. Comparing mobility data with survey data, **the more a Slow Street is perceived as safe, the more users are on it.**

There is also a correlation ($r = 0.84$ | $R^2 = 71\%$) between perception of safety and frequency of use reported from Slow Street surveys. **The more people who strongly agree that the street became safer after becoming a Slow Street, the larger the percentage of people reporting higher frequency of use (a few times a week to daily) on a Slow Street.**



Findings

Slow Streets Usage Analysis Summary (Pedestrian and Bicycle Mobility)

The table below provides the detailed findings from the Slow Streets user analysis, which is the mobility metric that measures pedestrian and bicycle volumes on a Slow Street.

Slow Street	Estimated ¹ Average Day ² Pedestrian Volume	Observed Average Day Bicycle Volume	Estimated Average Day Total Users
Sanchez St	3650	120	3770
Shotwell St	2410	120	2530
Page St	1850	660	2510
20th St	2330	110	2440
Noe St	2270	40	2310
Clay St	2020	240	2260
Lake St	1410	540	1950
Lombard St	1840	100	1940
Pacific Ave	1770	90	1860
Chenery St	1320	70	1390
Golden Gate	1190	70	1260
23rd Ave	1030	120	1150
Minnesota St	1050	60	1110
Duncan St	900	40	940
Cabrillo St	800	100	900
20th Ave	740	70	810
Arkansas St	790	10	800
Excelsior Ave	790	5	795
Kirkham St	690	80	770
41st Ave	650	50	700
Ortega St	660	20	680
Tompkins Ave	650	20	670
Mariposa St	560	10	570
Somerset St	560	10	570
Arlington St	480	50	530

Notes:
1 - Estimated: pedestrian volumes were modeled using the 6 hour pedestrian counts collected to determine total volume during core travel hours, which is defined as 6 am - 9 pm (15 hours of the total day)
2 - Average Day: average of the weekday and weekend volumes



Slow Streets Collision Summary Overview

The table below provides the detailed findings from the collision analysis, which is a component of the traffic safety evaluation off Slow Streets. The table shows the before¹ and after annual monthly rates for overall (all modes) and Ped/Bike (pedestrian or bicycle related) collisions.

Slow Street	Annual Monthly Overall Collision Rate (before)	Annual Monthly Overall Collision Rate (after)	Annual Monthly Ped/Bike Collision Rate (before)	Annual Monthly Ped/Bike Collision Rate (after)
20th Ave	0.08	0.08	0.8	0.7
20th St	0.64	0.29	0.22	0.21
23rd Ave	0.11	0	0.08	0
41st Ave	0.28	0.13	0.11	0
*Arkansas St	0.06	0	0.03	0
*Arlington St	0	0	0	0
*Cabrillo St	0.42	0	0.11	0
Chenery St	0	0	0	0
*Clay St	0.17	0.4	0.17	0.4
Duncan St	0.11	0	0	0
Excelsior Ave	0.08	0	0	0
Golden Gate	0.17	0	0.06	0
Kirkham St	0.69	0.23	0.36	0.08
Lake St	0.42	0.2	0.19	0.07
Lombard St	0.03	0.08	0.03	0
Mariposa St	0.08	0	0.03	0
*Minnesota St	0.17	0.1	0.11	0.1
*Noe St	0.19	0.1	0.08	0.1
Ortega St	0.17	0.31	0.06	0.23
*Pacific Ave	0.06	0.2	0.03	0.2
Page St	0.75	0.2	0.53	0.2
Sanchez St	0.19	0.07	0.8	0.07
Shotwell St	0.36	0	0.14	0
Somerset St	0.03	0	0	0
*Tompkins Ave	0.08	0	0	0

Notes:
1 - Before collision rate is the annual monthly averages per the 3 years prior to Slow Street implementation. After collision rate is the annual monthly average since implementation until 6/30/2021. Slow Streets with an asterisk (*) have not been implemented for a full year yet, but have been active for more than 8 months.



Findings

Individual Slow Streets Evaluation

General Summary of Evaluation Results

The table below provides the general results from evaluating each Slow Street based on aspects of traffic safety, mobility, traffic operation impacts, and maintenance.

Slow Street	Traffic Safety	Mobility (pedestrian and bicycle usage)	Traffic Operation Impacts	Maintenance
20th Ave	Good	Fair	Low	Moderate
20th St	Good	Excellent	Low	High
23rd Ave	Excellent	Good	Low	Low
41st Ave	Good	Fair	Low	Moderate
Arkansas St	Excellent	Fair	Low	Moderate
Arlington St	Excellent	Poor	Low	Low
Cabrillo St	Excellent	Fair	Low	High
Chenery St	Excellent	Good	N/A	Moderate
Clay St	Good	Good	Low	High
*Duncan St	Excellent	Fair	Low	Moderate
*Excelsior Ave	Excellent	Fair	Low	Moderate
Golden Gate	Excellent	Good	Low	Low
Kirkham St	Good	Fair	Low	High
Lake St	Excellent	Good	Moderate	Low
Lombard St	Excellent	Good	N/A	Low
Mariposa St	Excellent	Poor	Low	Moderate
Minnesota St	Excellent	Good	Low	Low
Noe St	Good	Excellent	Low	Moderate
Ortega St	Fair	Fair	Low	Moderate
Pacific Ave	Fair	Good	Low	Moderate
Page St	Excellent	Excellent	Low	High
Sanchez St	Good	Excellent	Low	Low
Shotwell St	Excellent	Excellent	Low	High
Somerset St	Good	Poor	Low	Low
Tompkins Ave	Excellent	Fair	Low	Moderate

The table also indicates Slow Streets that are no longer active and removed the network. Those Slow Streets are denoted with an asterisk (*).

Findings from the performance metrics for each evaluation criteria from the individual evaluation of Slow Streets were aggregated together to provide a general summary of how a street performed on that aspect. The rankings of each evaluation criteria are as followed:

Traffic safety: Excellent, good, fair and poor

Mobility: Excellent, good, fair and poor

Traffic operations: Low, moderate, severe and very severe

Maintenance: Low, moderate and high

The following pages are the individual Slow Street evaluation profiles, with detailed findings for each performance metric and survey findings of all the evaluated Slow Streets.



20TH AVENUE

between Ortega and Judah streets

Quick Facts

District(s):

Length (mi):

Implemented:

Status:

4

1.3

July 2020

Active

Perception Survey Findings

20th Avenue cont.

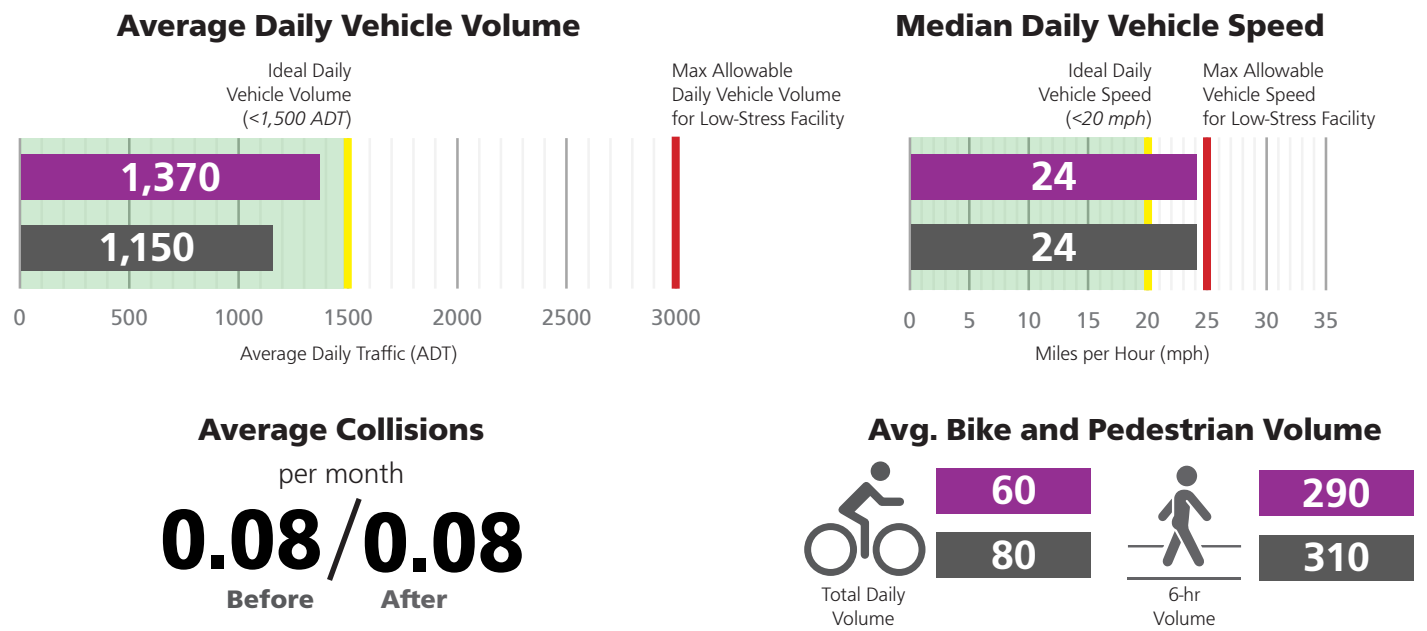
The 20th Avenue Slow Street will be surveyed in the future.

For all graphs below:

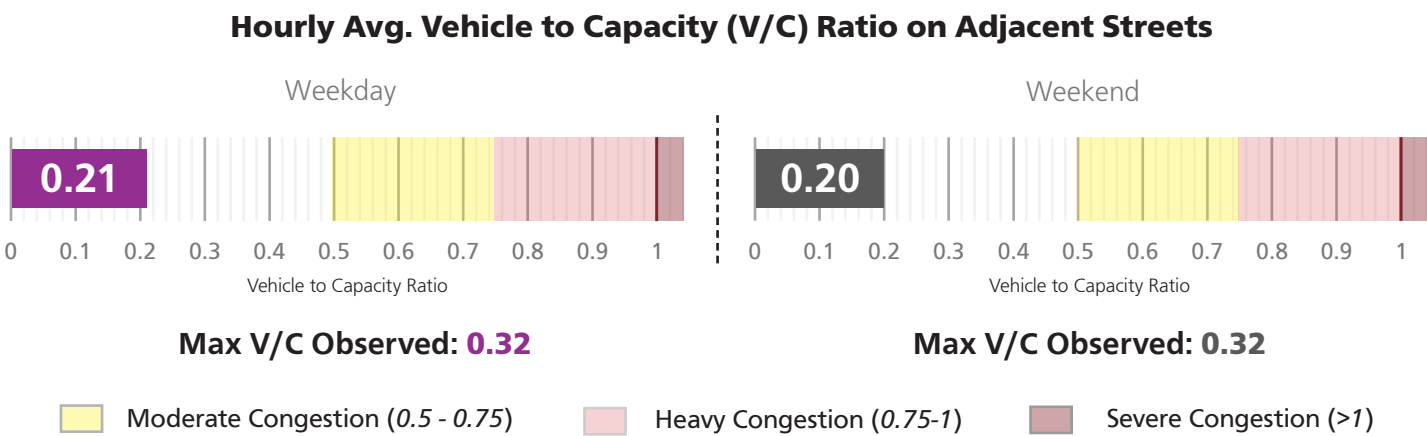
Weekday

Weekend

Traffic Safety and Mobility



Traffic Operations



Maintenance

15

TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

1.2

JOB(S) PER MONTH is the average maintenace required on this Slow Street



20TH STREET

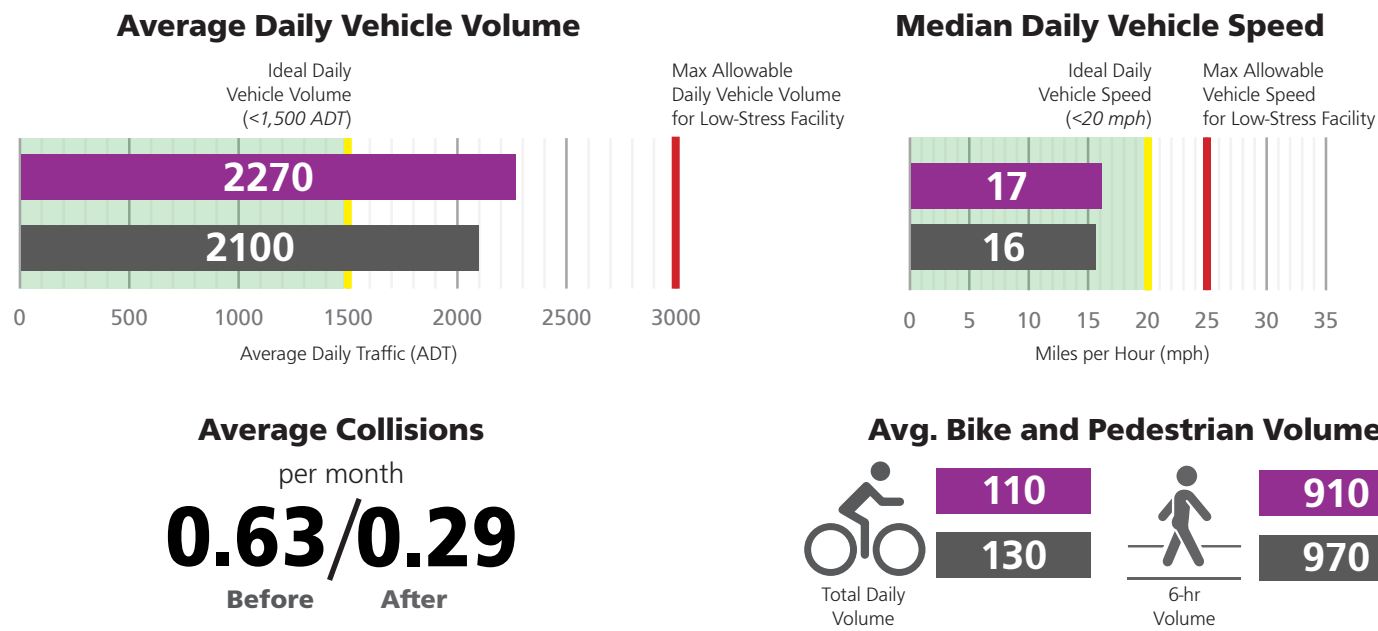
between Lexington Street and Potrero Avenue

Quick Facts

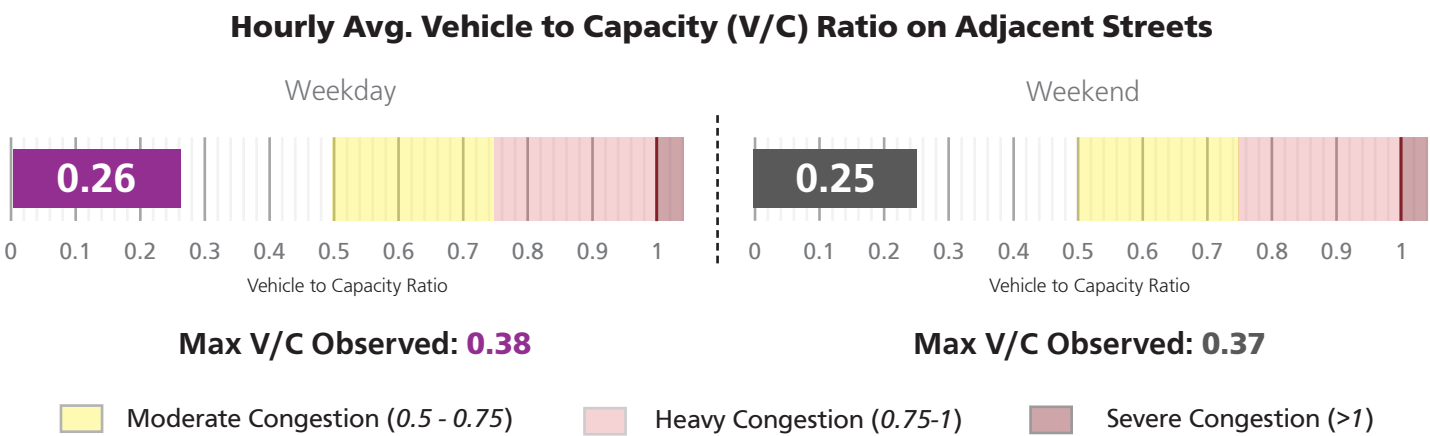
District(s): 9
Length (mi): 1.5
Implemented: June 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operations



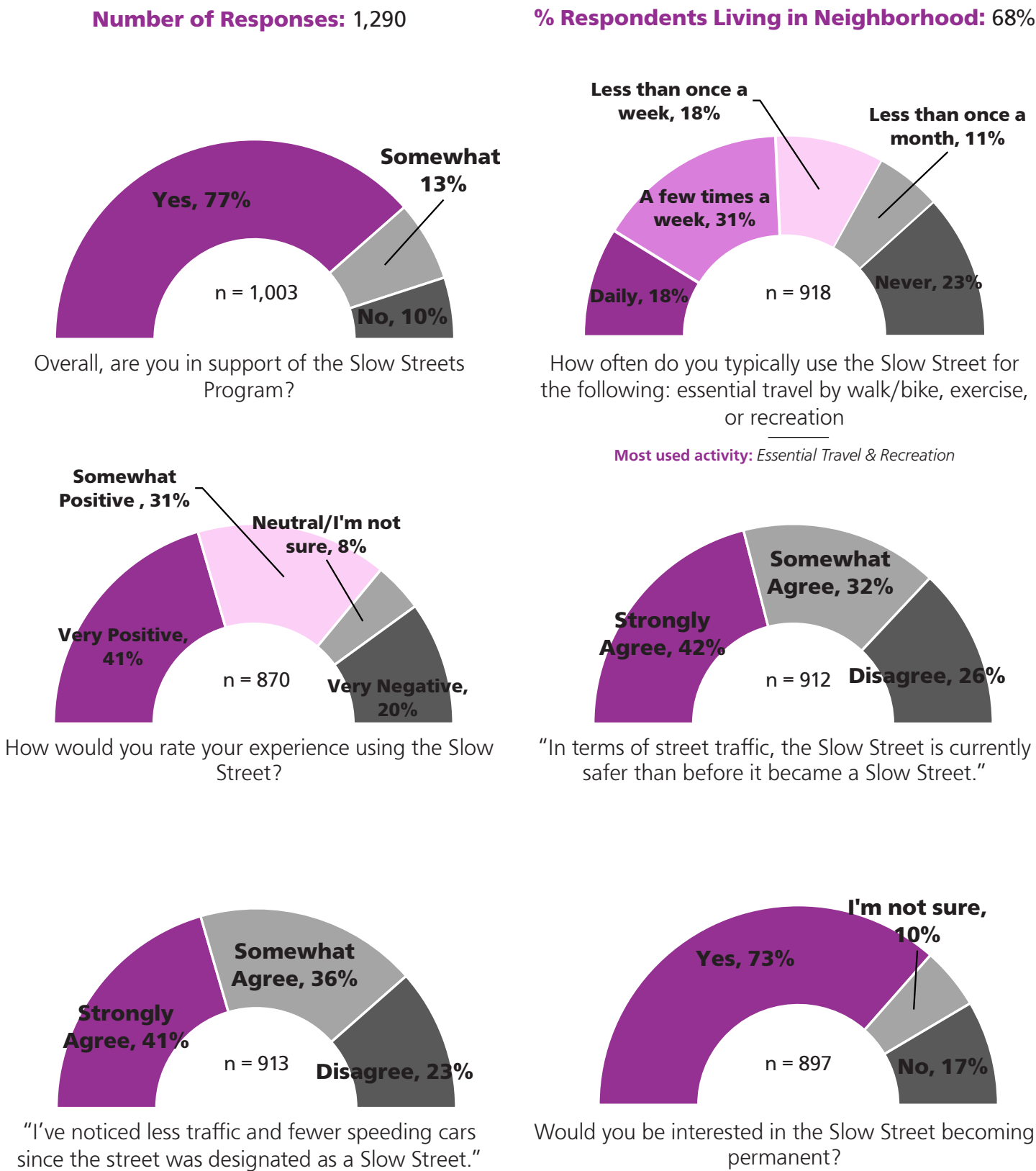
Maintenance

33 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

2.4 JOB(S) PER MONTH is the average maintenance required on this Slow Street

Perception Survey Findings

20th Street cont.



23RD AVENUE

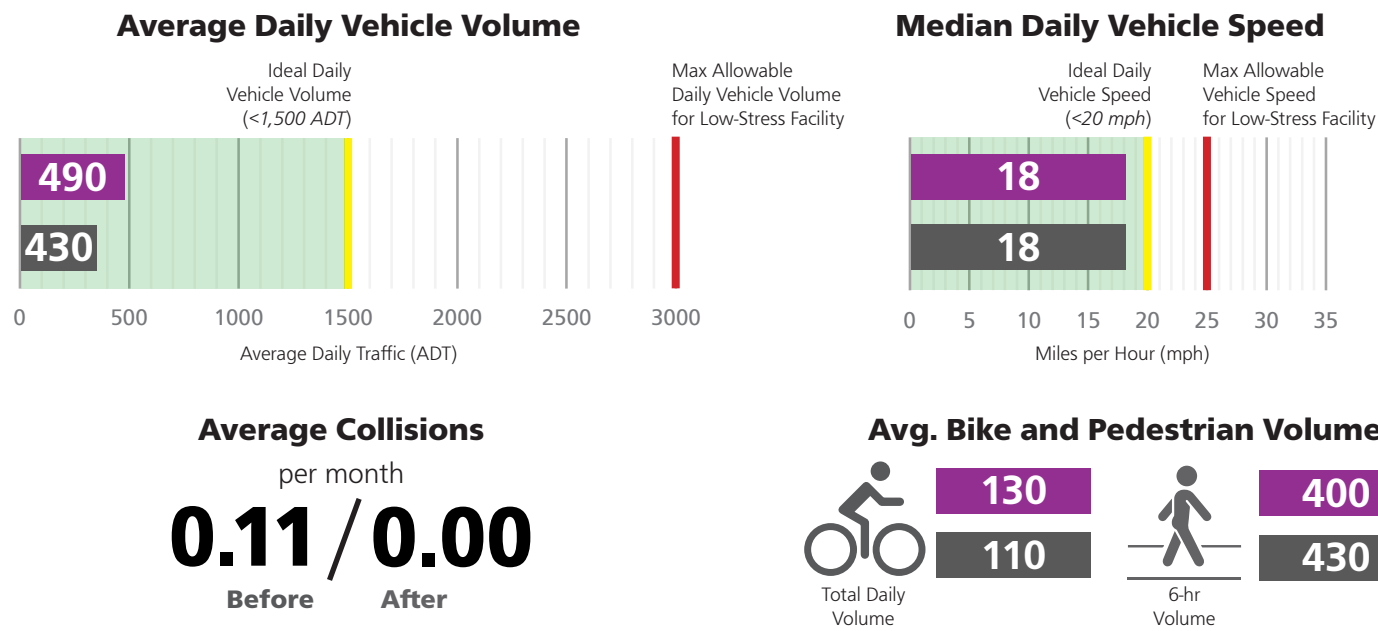
between Lake and Cabrillo streets

Quick Facts

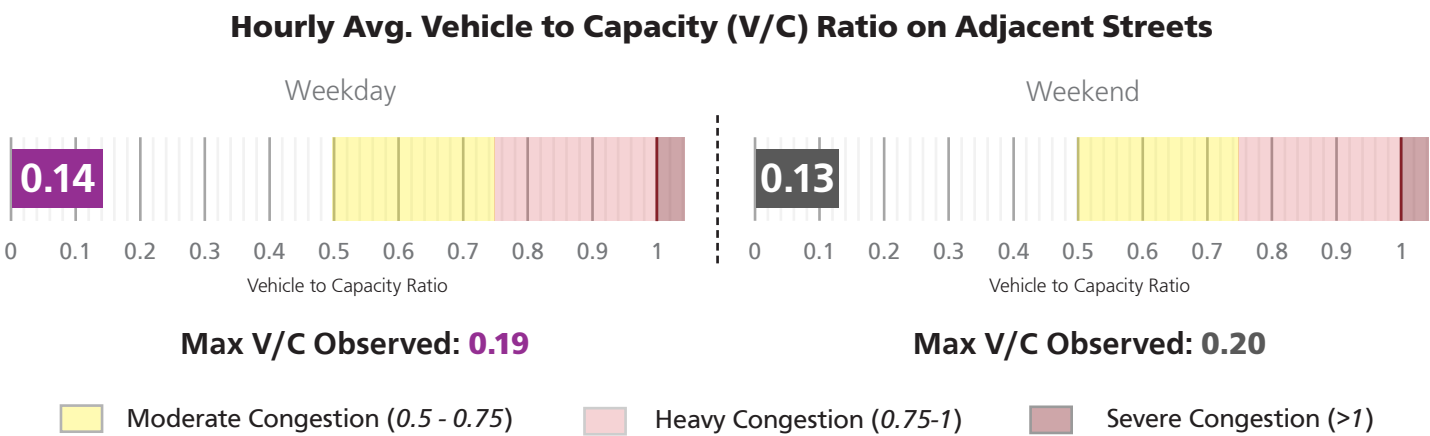
District(s): 1
Length (mi): 1.6
Implemented: July 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operations



Maintenance

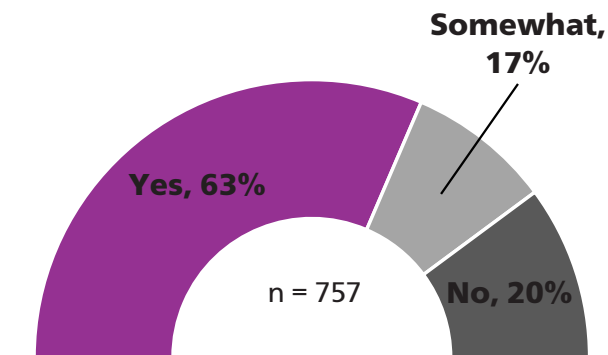
4 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.3 JOB(S) PER MONTH is the average maintenance required on this Slow Street

Perception Survey Findings

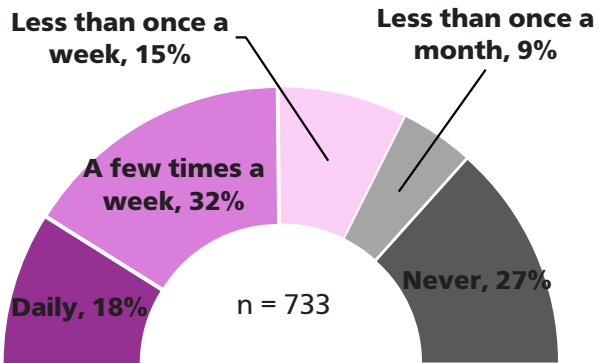
23rd Avenue cont.

Number of Responses: 852



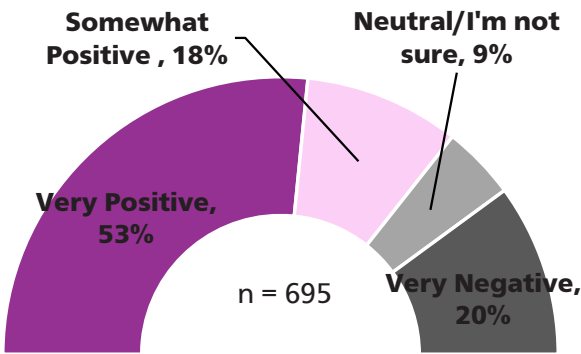
Overall, are you in support of the Slow Streets Program?

% Respondents Living in Neighborhood: 84%

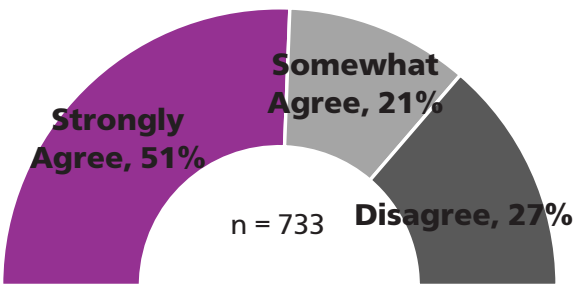


How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation

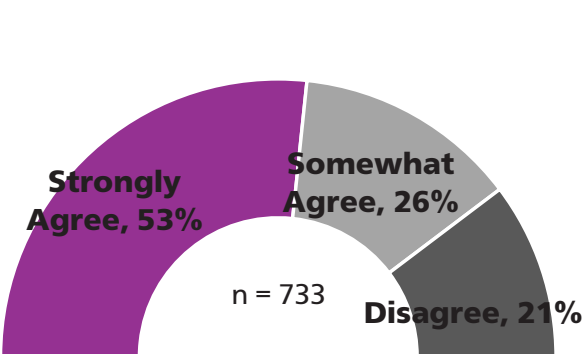
Most used activity: Essential travel by walk/bike



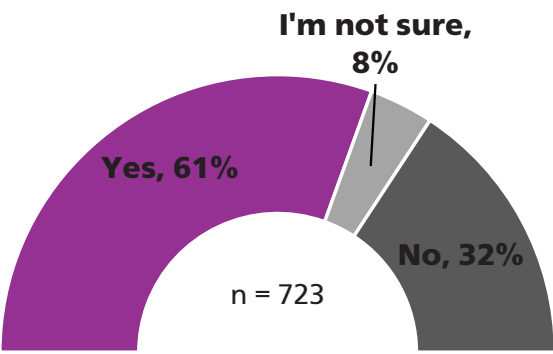
How would you rate your experience using the Slow Street?



"In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street."



"I've noticed less traffic and fewer speeding cars since the street was designated as a Slow Street."



Would you be interested in the Slow Street becoming permanent?



41ST AVENUE

between Lincoln Way and Vicente Street

Quick Facts

District(s):

Length (mi):

Implemented:

Status:

4

3.6

May 2020

Active

Perception Survey Findings

41st Avenue cont.

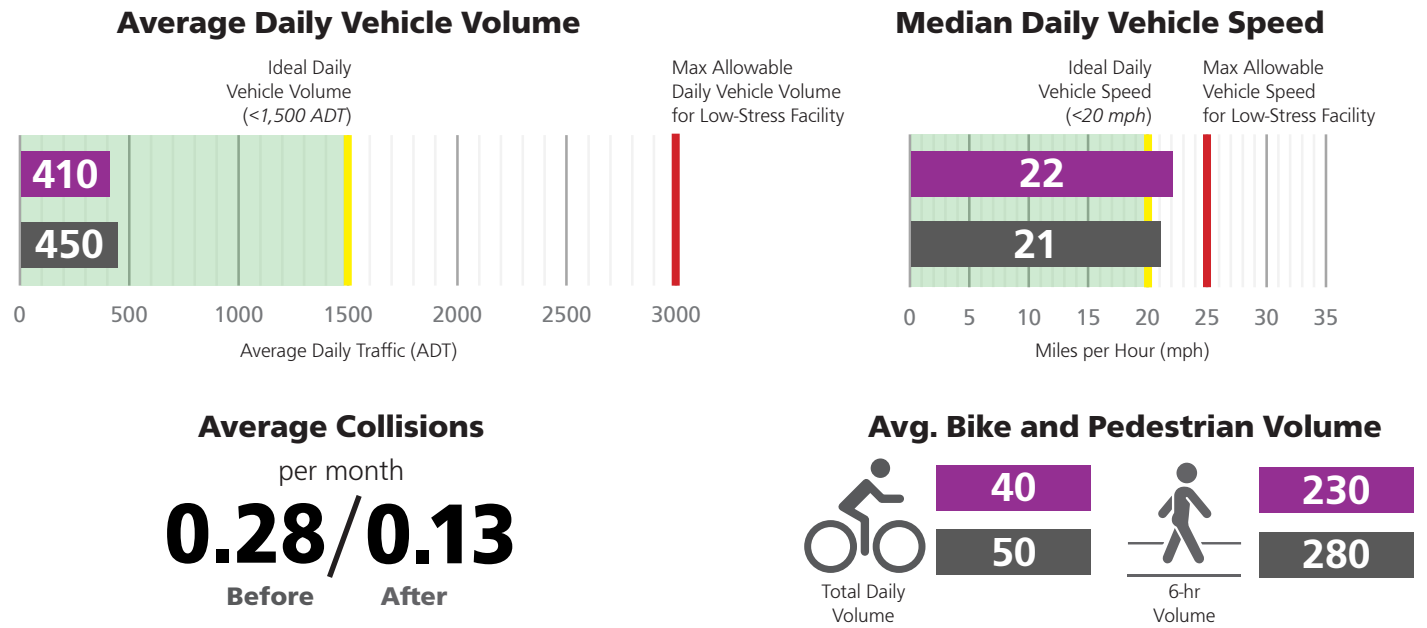
The 41st Avenue Slow Street will be surveyed in the future.

For all graphs below:

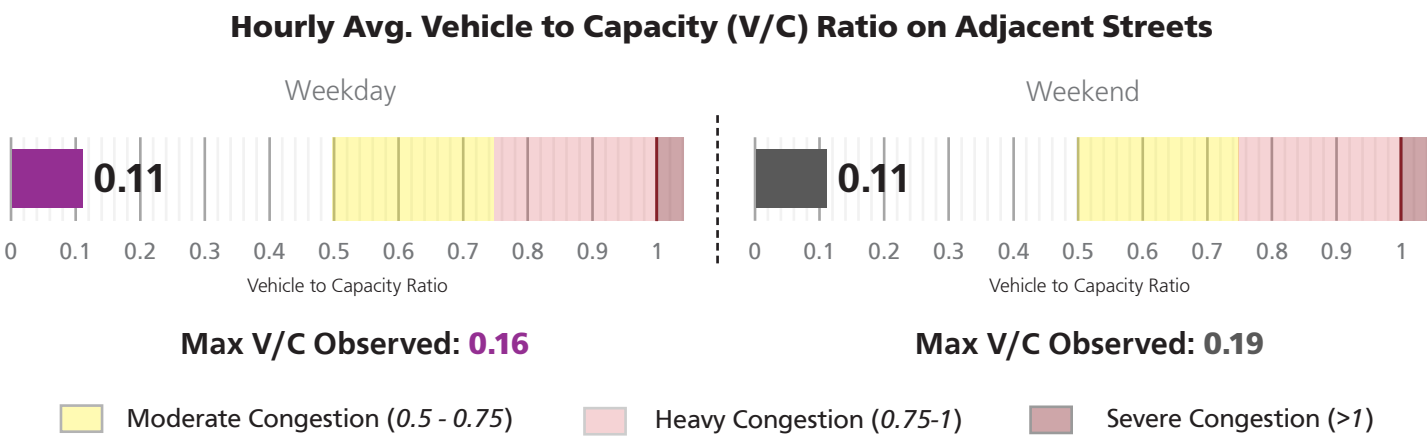
Weekday

Weekend

Traffic Safety and Mobility



Traffic Operation Impacts



ARKANSAS STREET

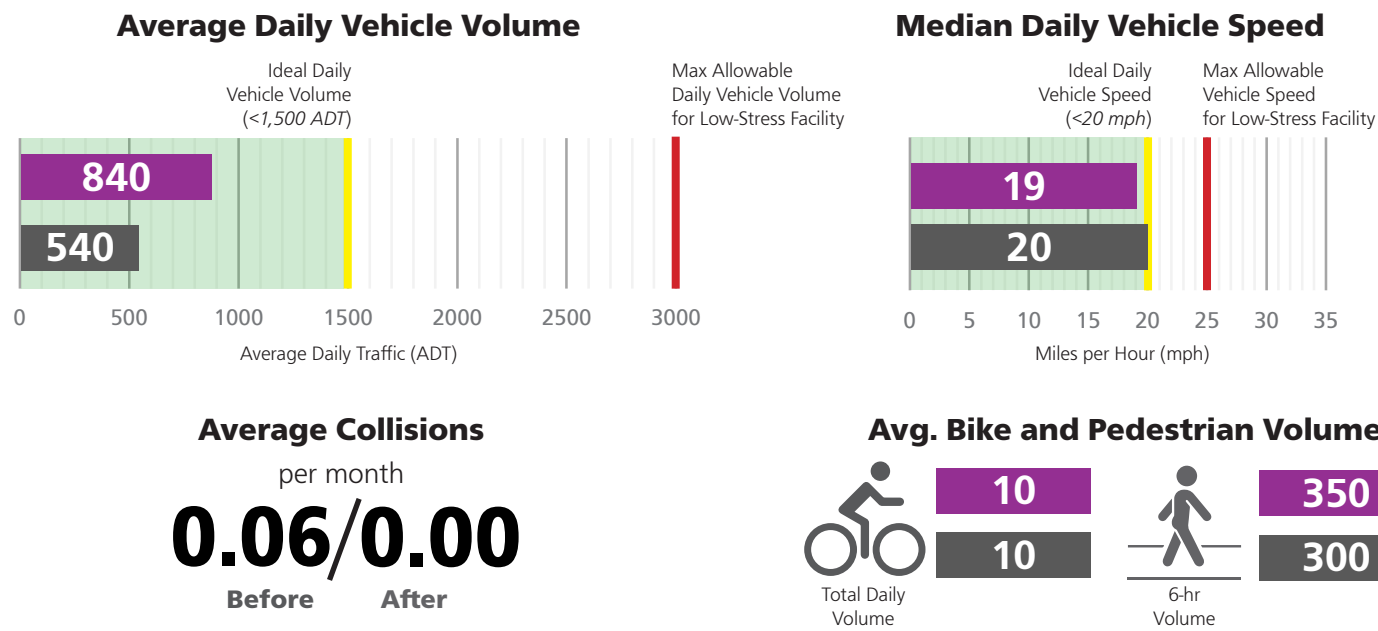
between 17th and 23rd streets

Quick Facts

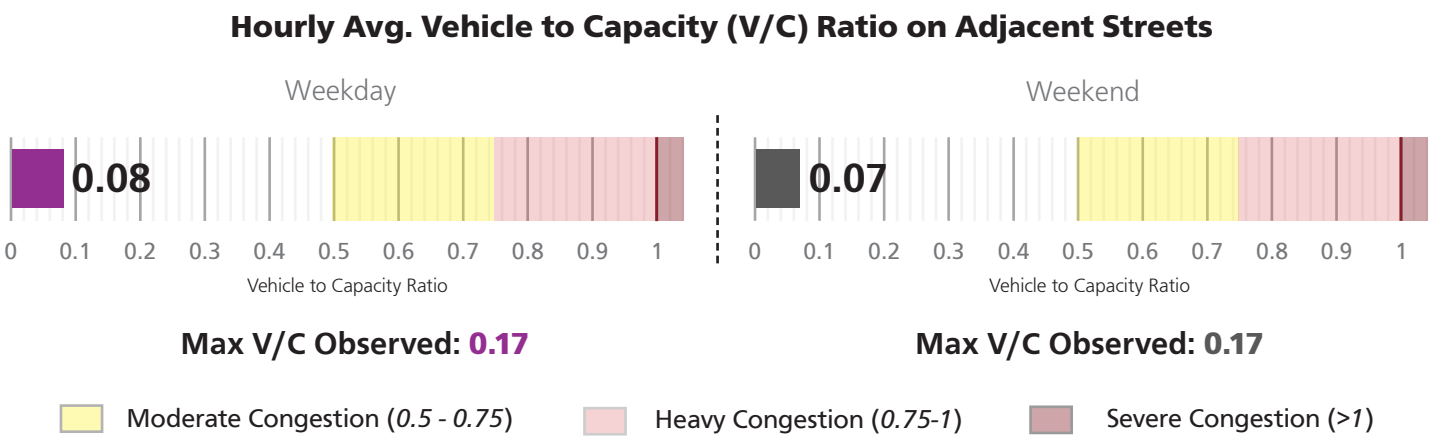
District(s): 10
Length (mi): 1.4
Implemented: October 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

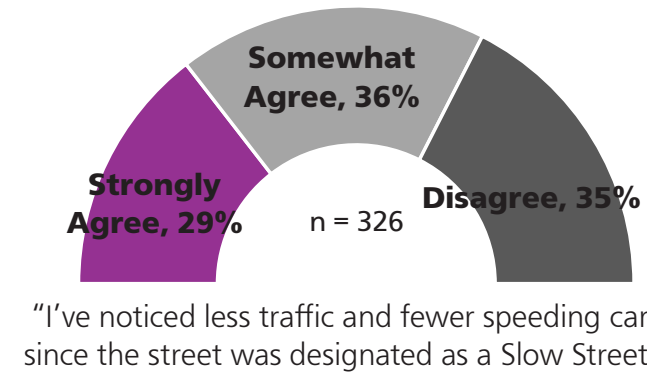
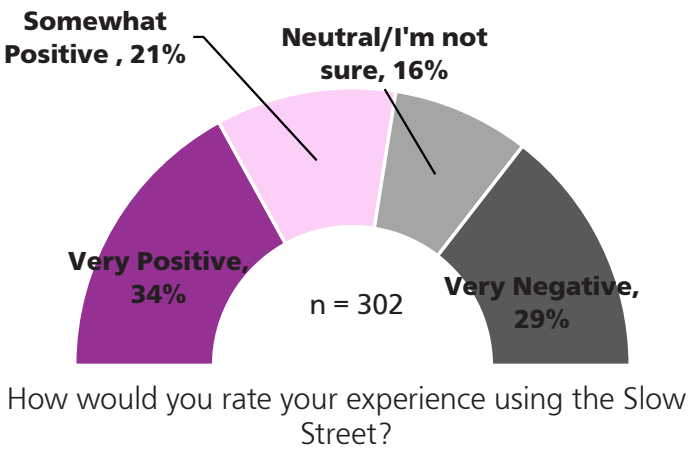
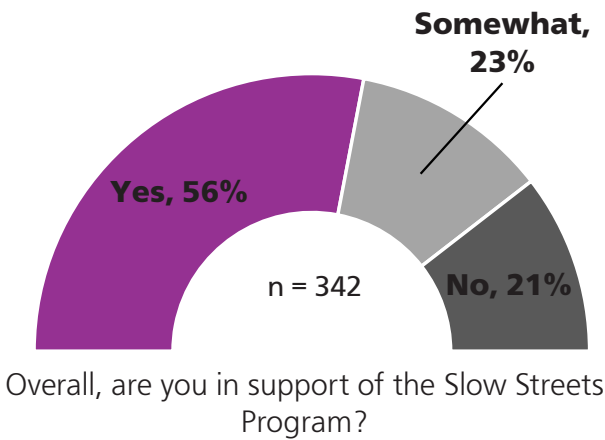
7 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.7 JOB(S) PER MONTH is the average maintenance required on this Slow Street

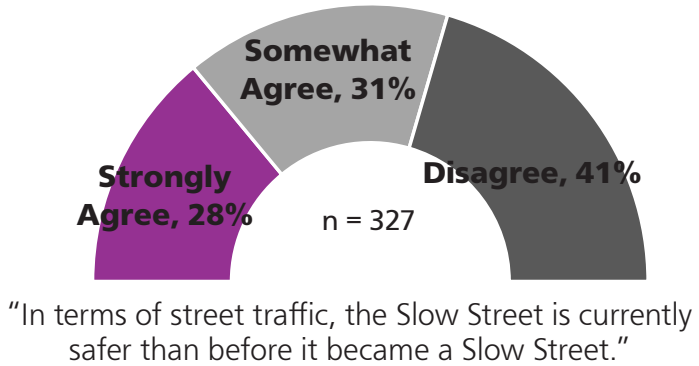
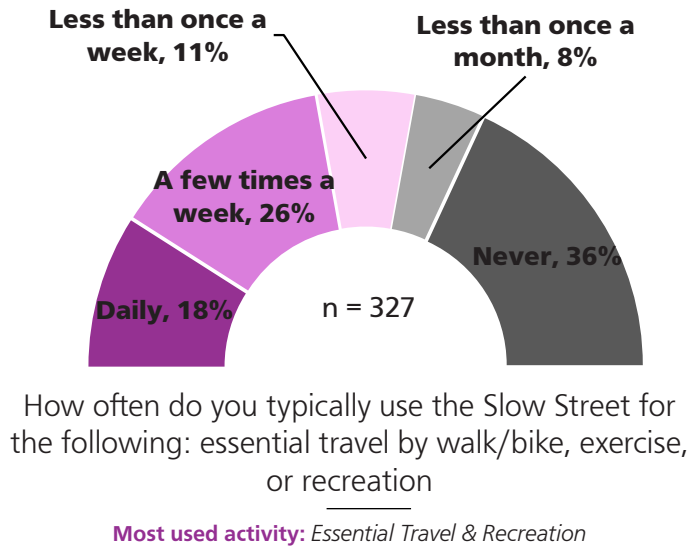
Perception Survey Findings

Arkansas Street cont.

Number of Responses: 373



% Respondents Living in Neighborhood: 84%



ARLINGTON STREET

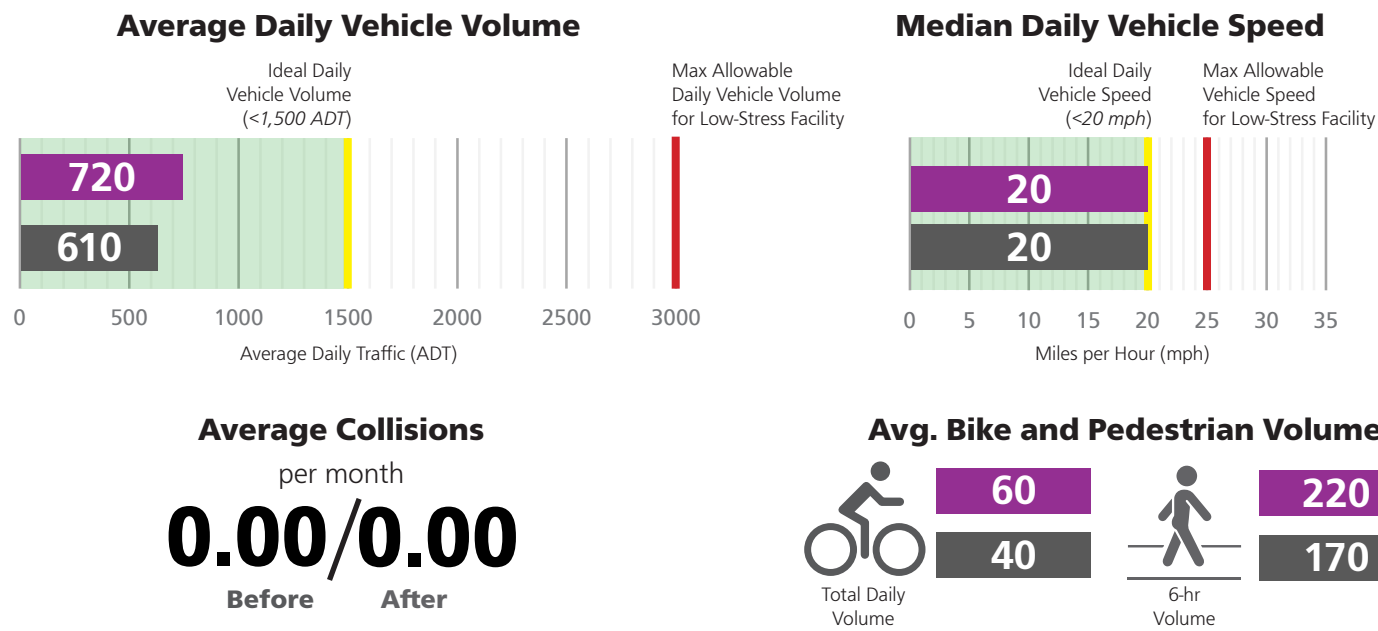
between Roanoke and Randall streets

Quick Facts

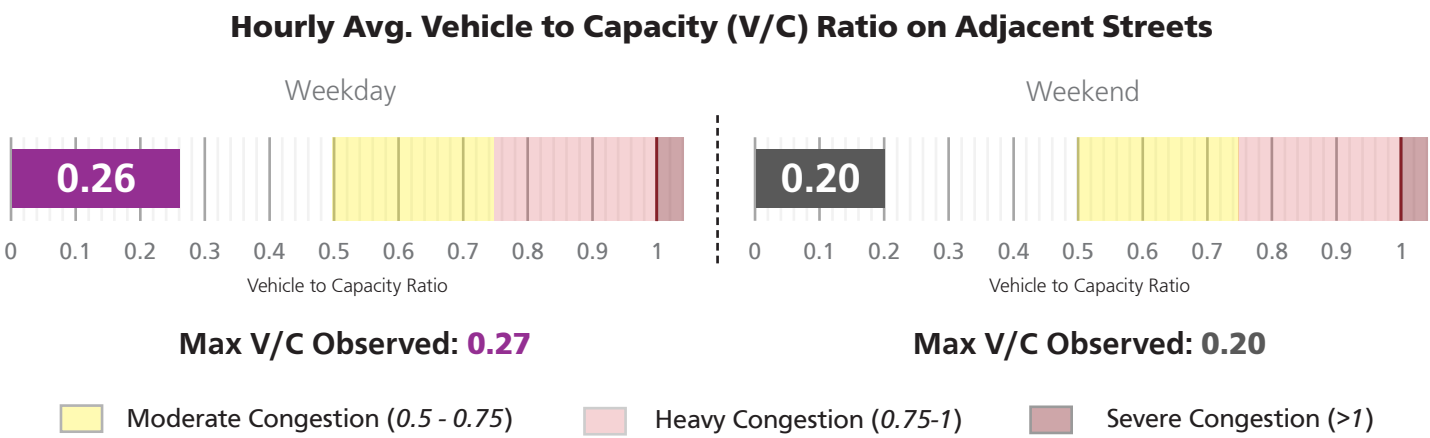
District(s): 11
Length (mi): 0.9
Implemented: November 2020
Status: Active

For all graphs below: Weekday Weekend

Traffic Safety and Mobility



Traffic Operation Impacts



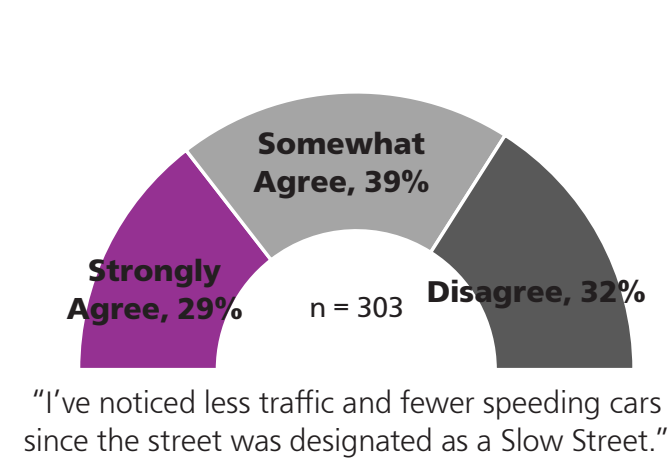
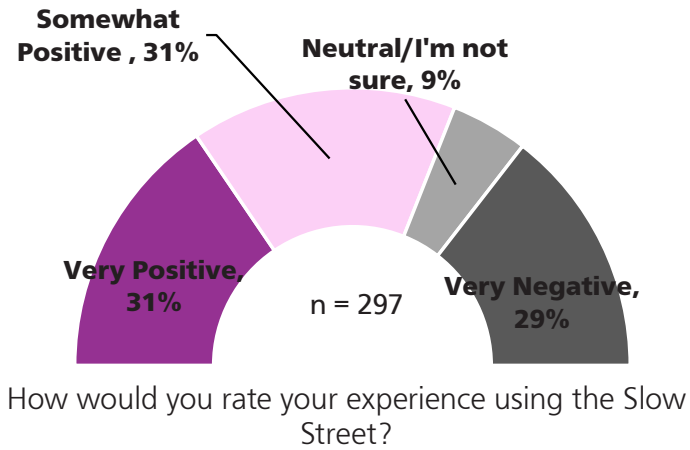
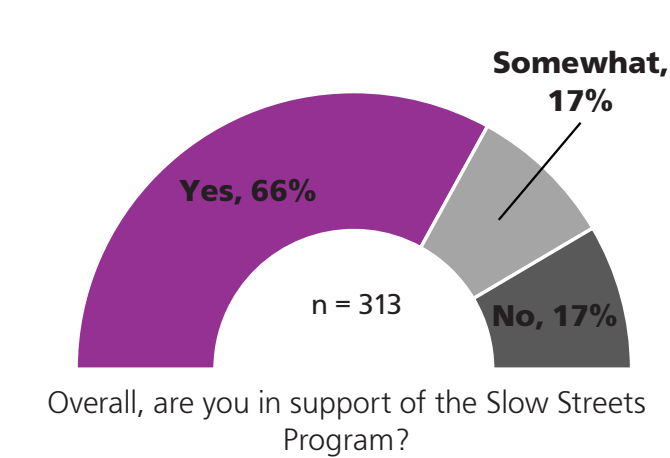
Maintenance

4 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.5 JOB(S) PER MONTH is the average maintenance required on this Slow Street

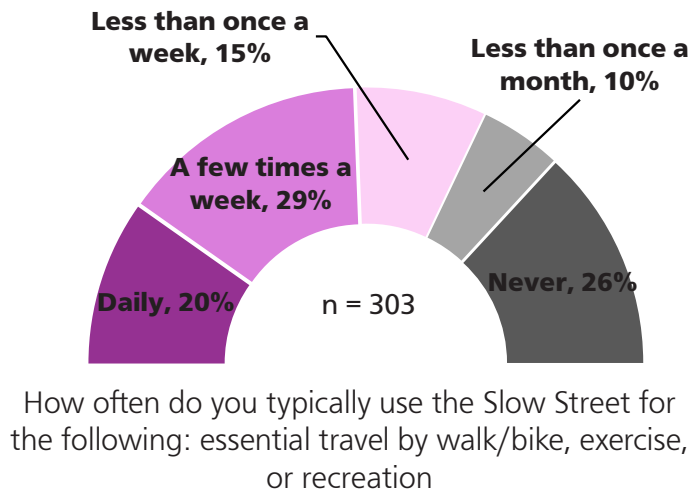
Perception Survey Findings

Number of Responses: 342

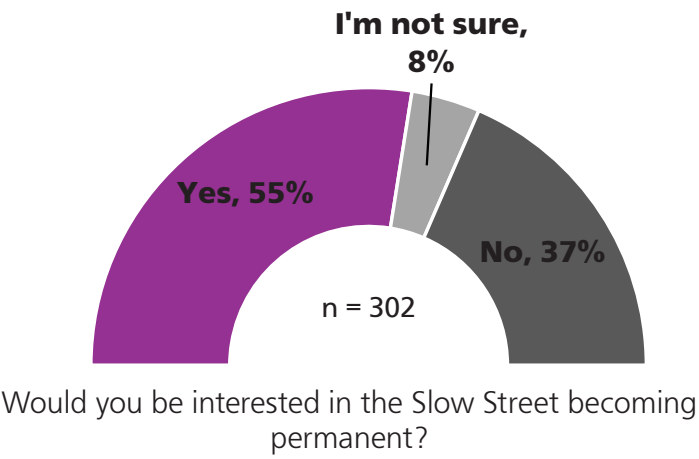
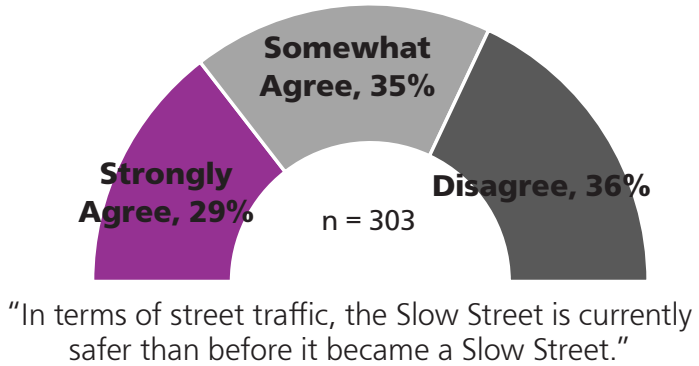


Arlington Street cont.

% Respondents Living in Neighborhood: 83%



Most used activity: Essential Travel & Recreation



CABRILLO STREET

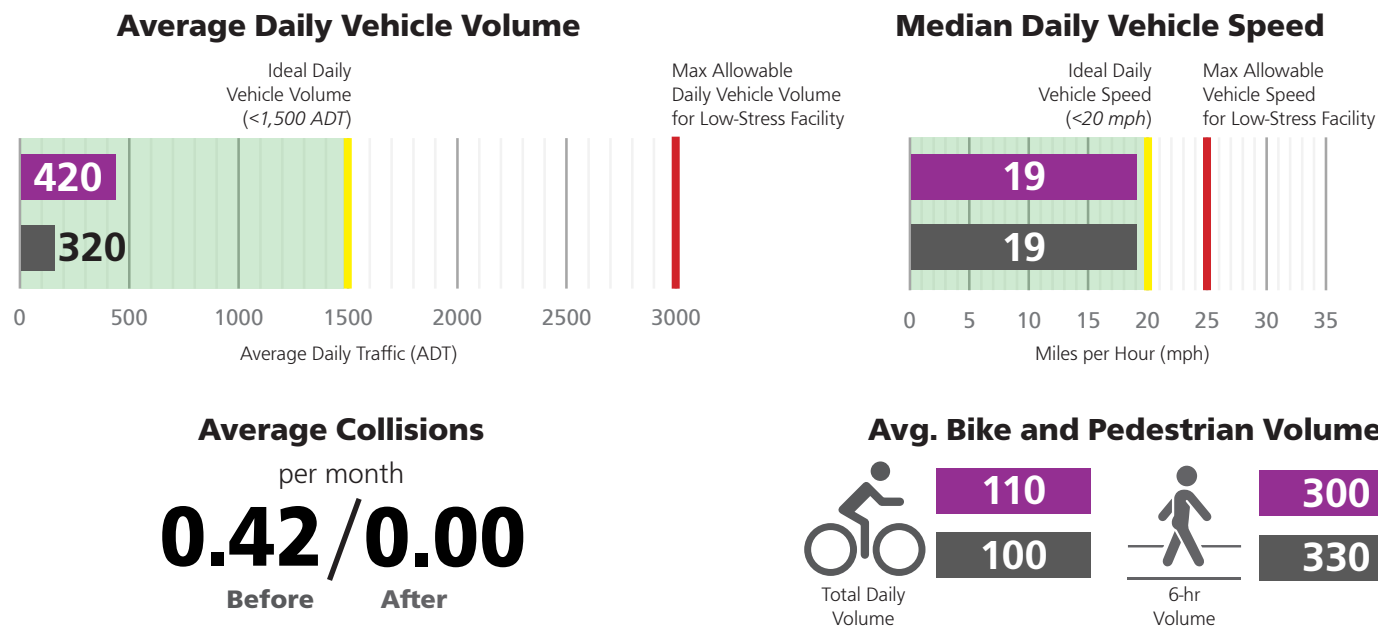
between 45th and 25th avenues

Quick Facts

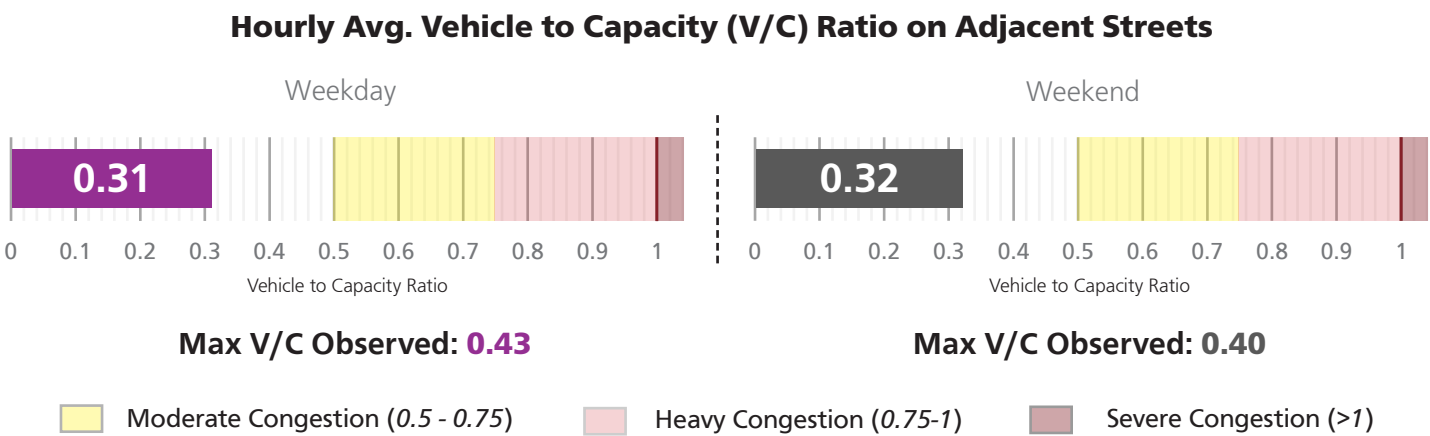
District(s): 1
Length (mi): 2.6
Implemented: October 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts

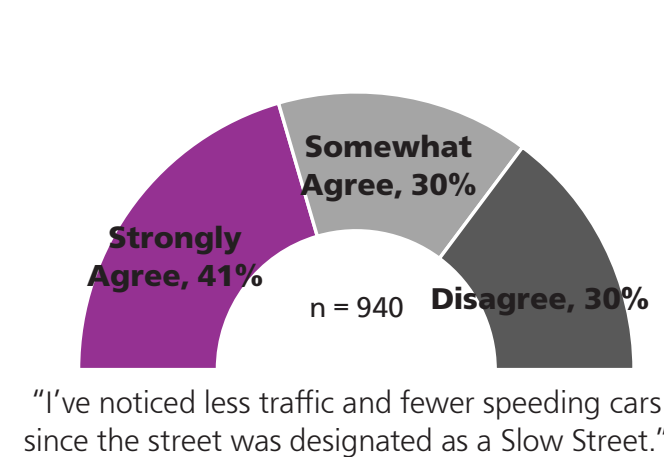
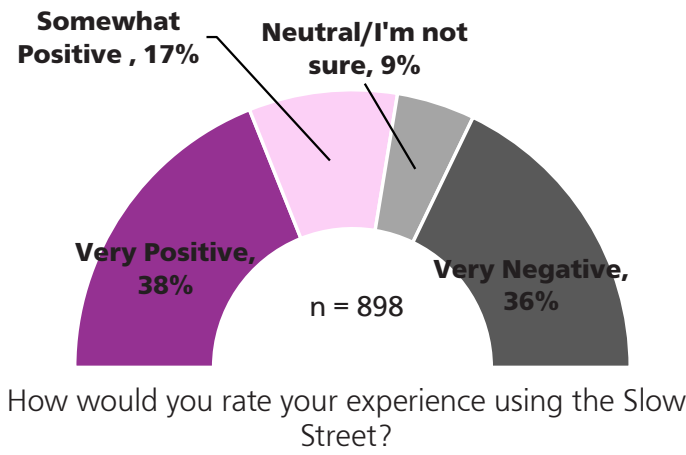
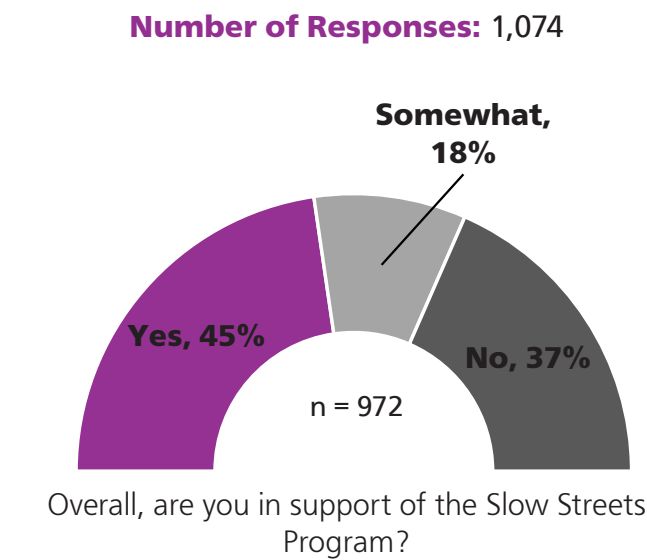


Maintenance

31 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

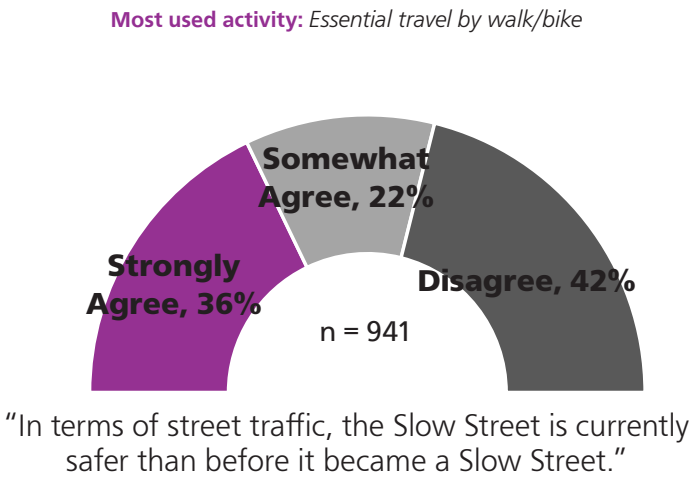
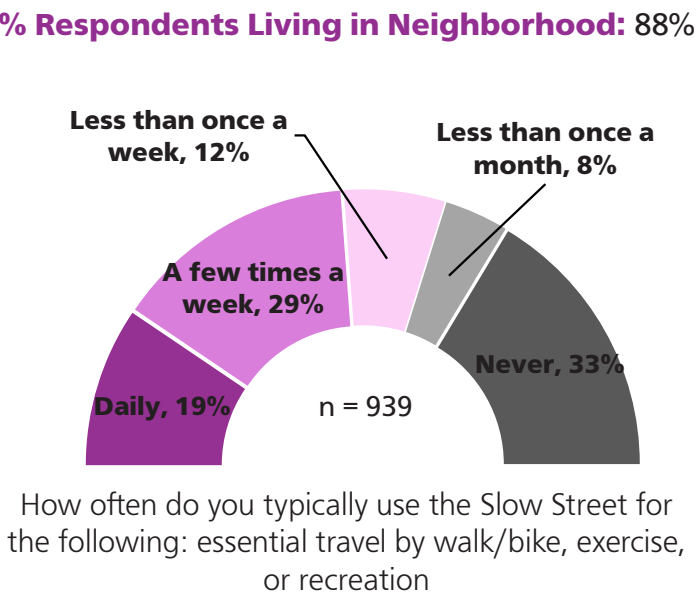
3.4 JOB(S) PER MONTH is the average maintenance required on this Slow Street

Perception Survey Findings



"I've noticed less traffic and fewer speeding cars since the street was designated as a Slow Street."

Cabrillo Street cont.



CHENERY STREET

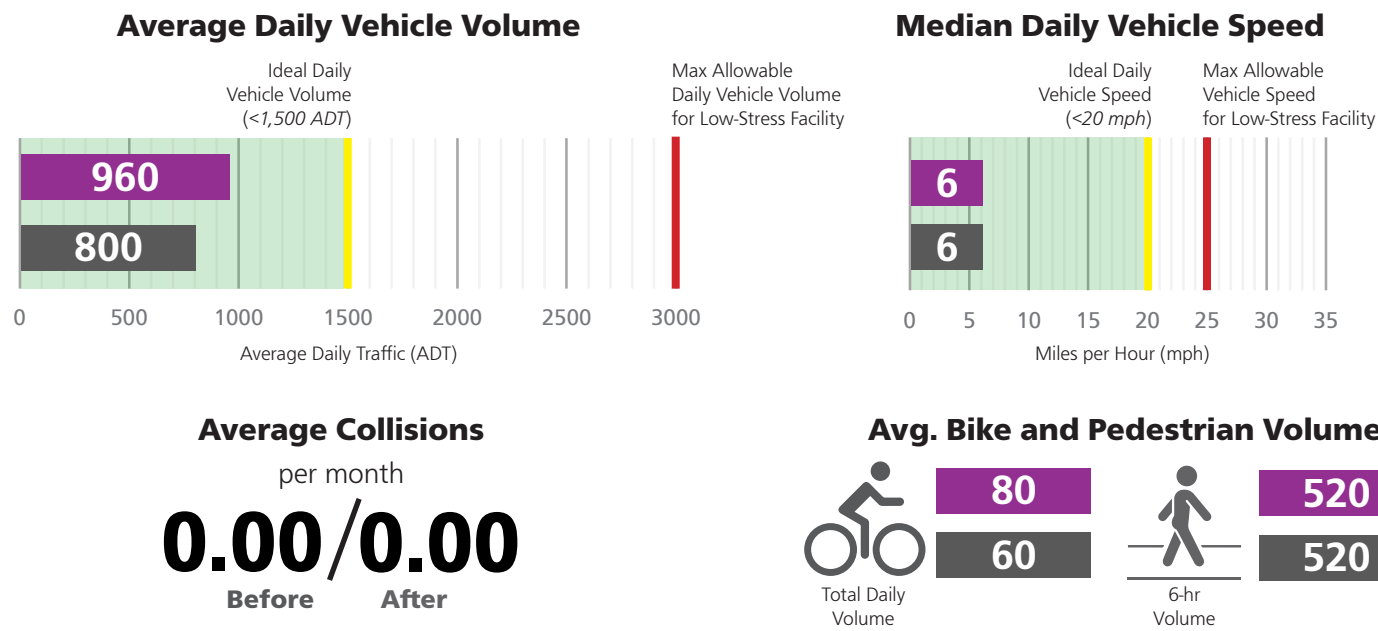
between Burnside and Lippard avenues

Quick Facts

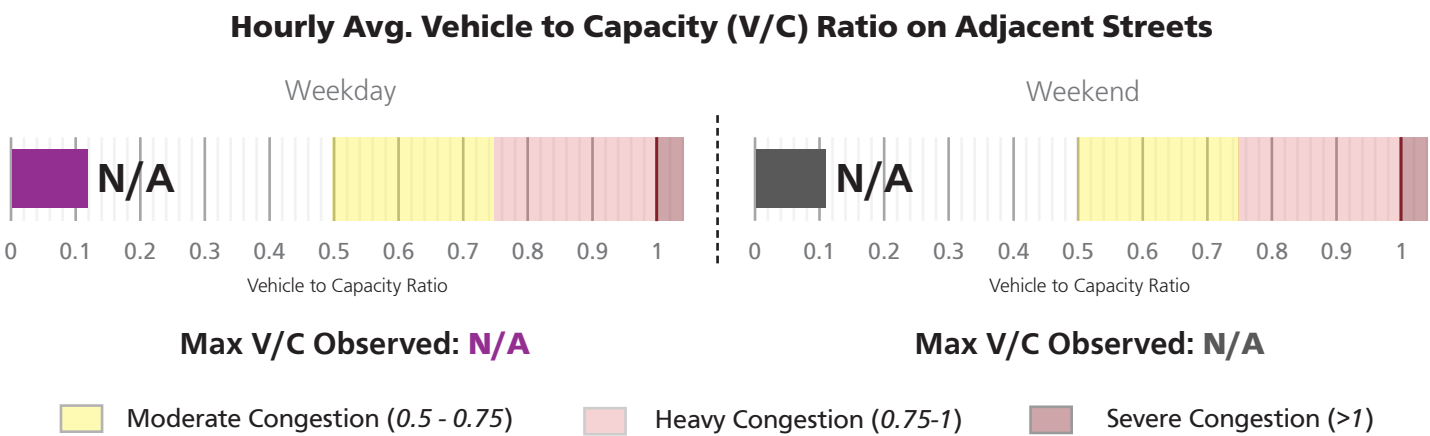
District(s): 8
Length (mi): 0.6
Implemented: May 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

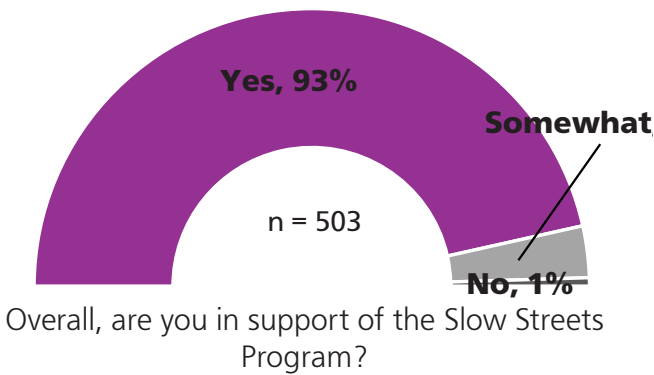
7 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.5 JOB(S) PER MONTH is the average maintenance required on this Slow Street

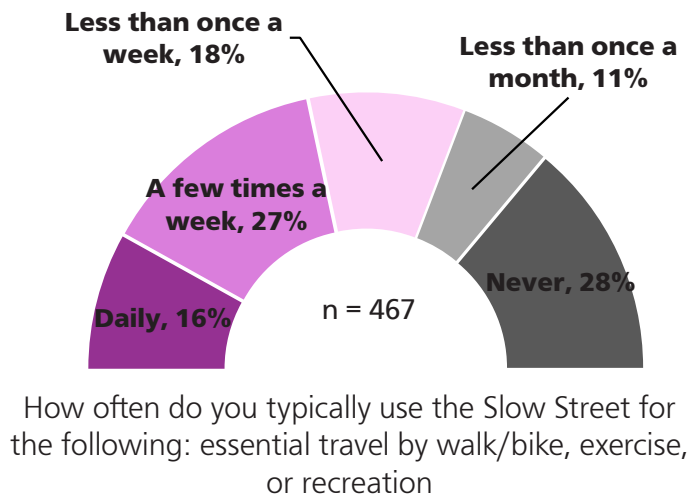
Perception Survey Findings

Chenery Street cont.

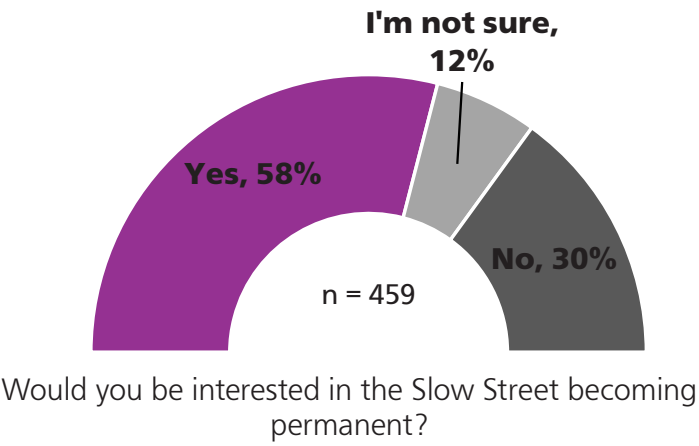
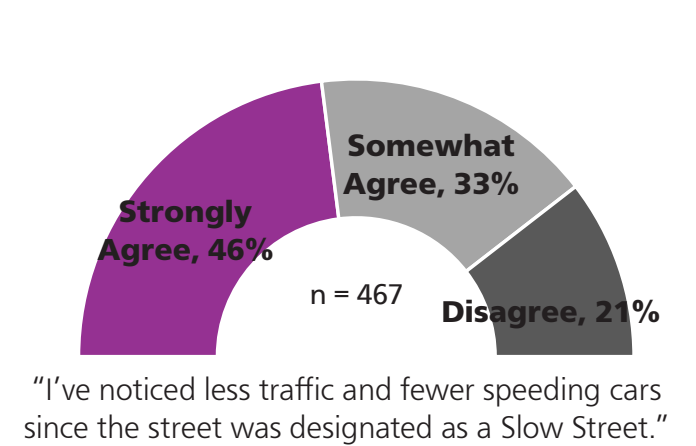
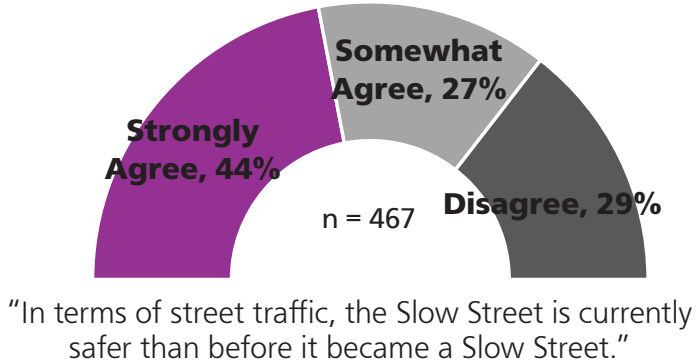
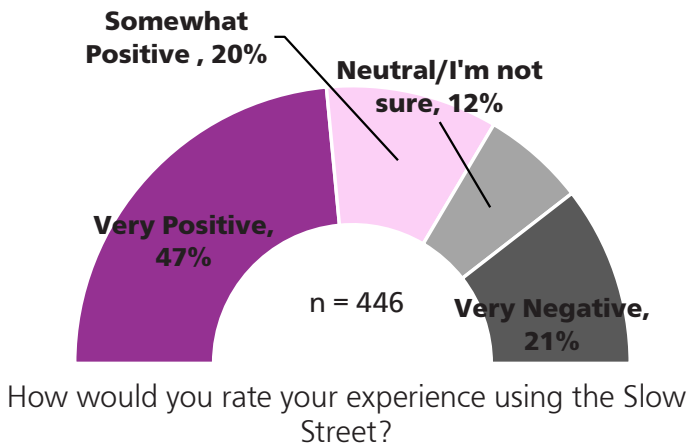
Number of Responses: 572



% Respondents Living in Neighborhood: 80%



Most used activity: Recreation



CLAY STREET

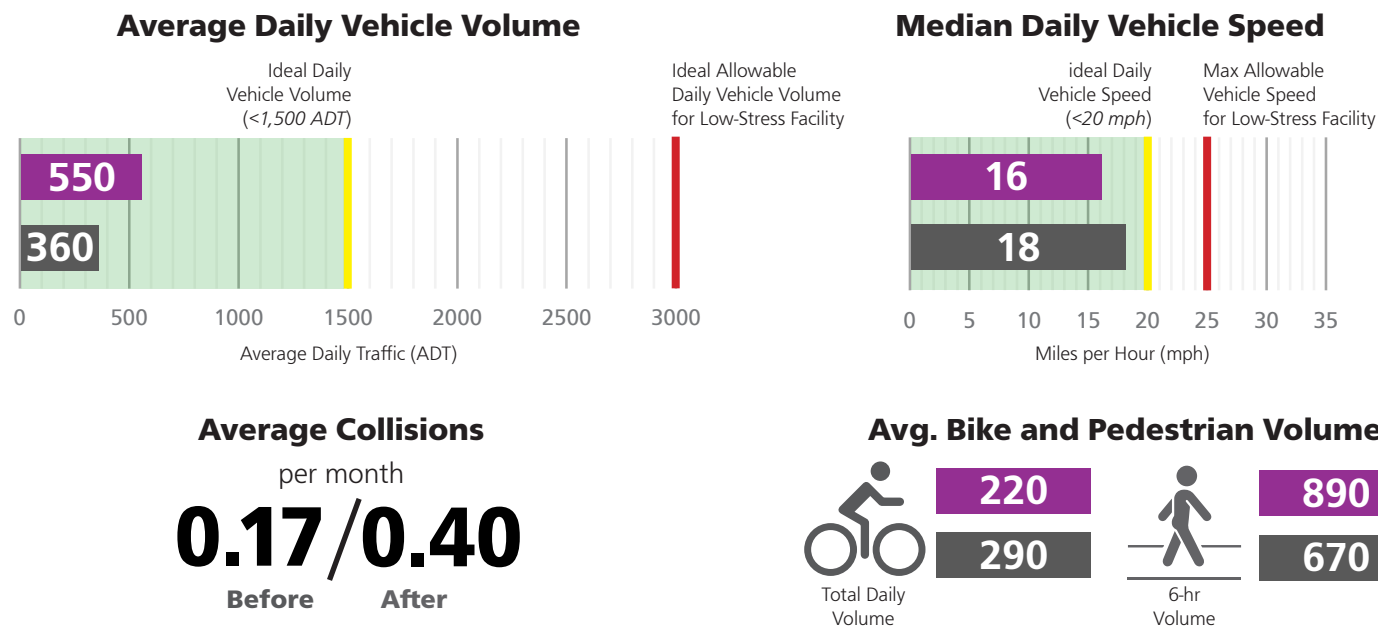
between Arguello Boulevard and Steiner Street

Quick Facts

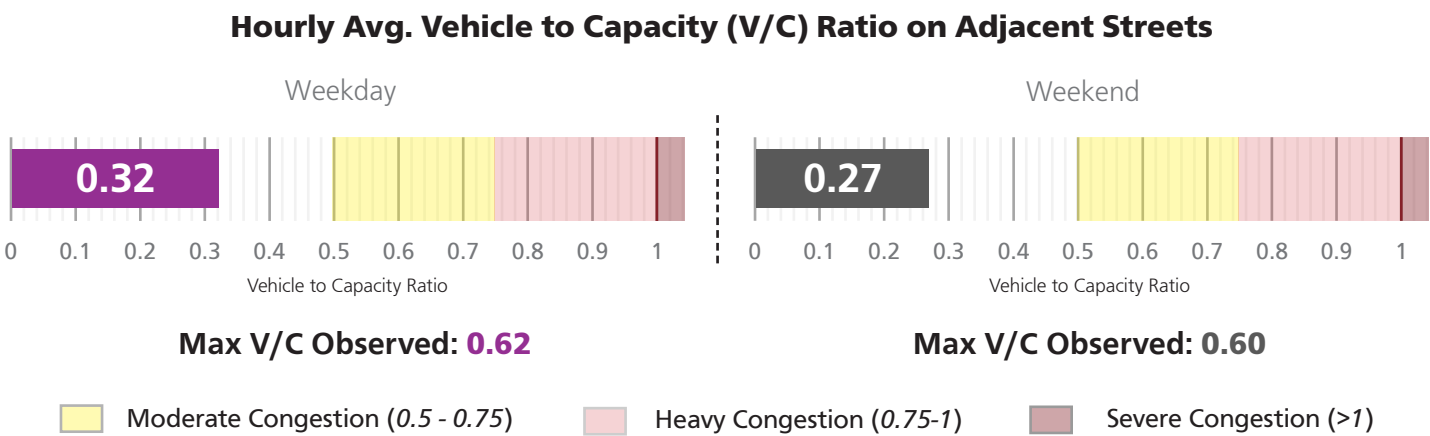
District(s): 2
Length (mi): 2.6
Implemented: October 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



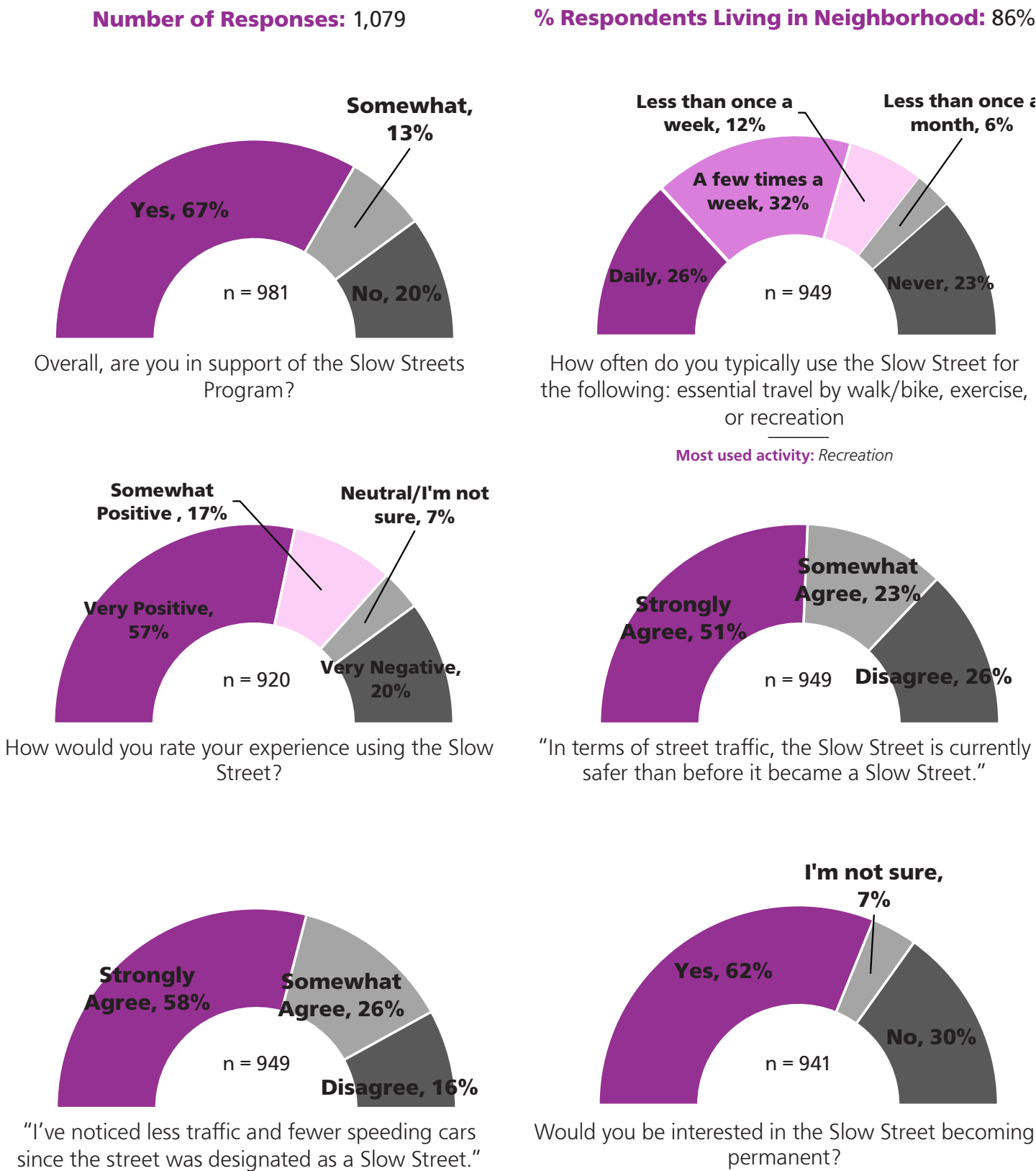
Maintenance

27 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

2.7 JOB(S) PER MONTH is the average maintenance required on this Slow Street

Perception Survey Findings

Clay Street cont.



DUNCAN STREET

between Sanchez and Guerrero streets

Quick Facts

District(s):

Length (mi):

Implemented:

Status:

8

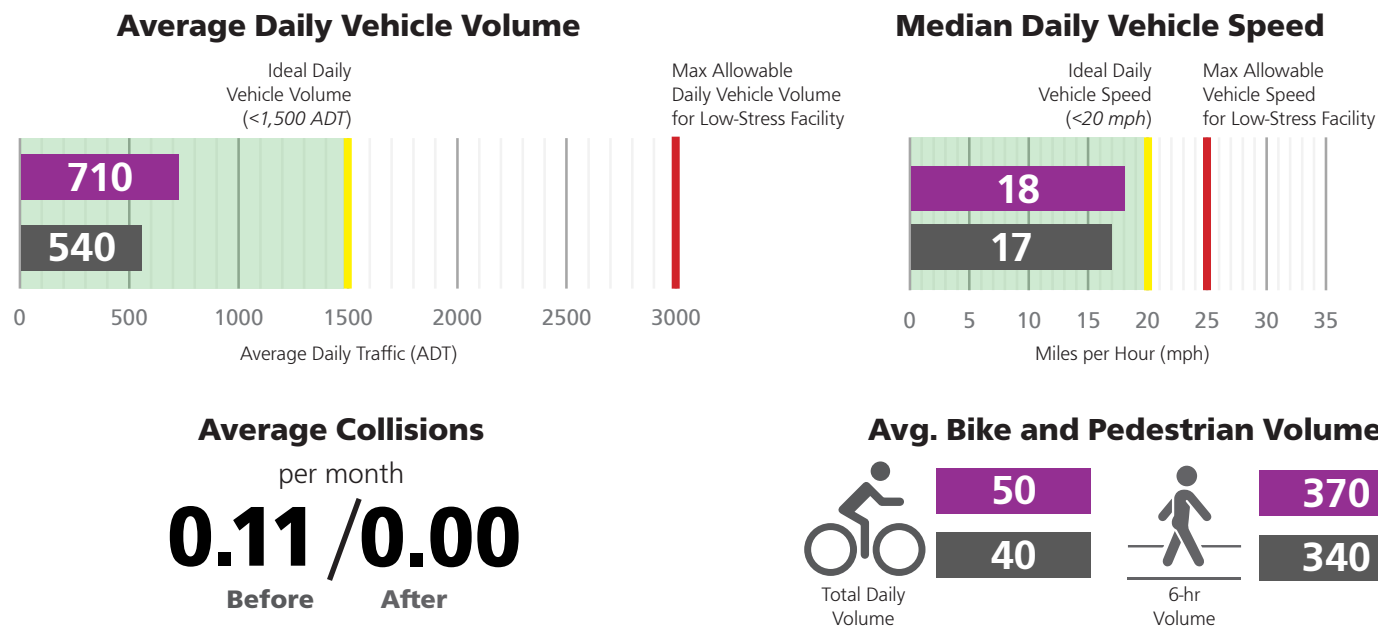
1

October 2020

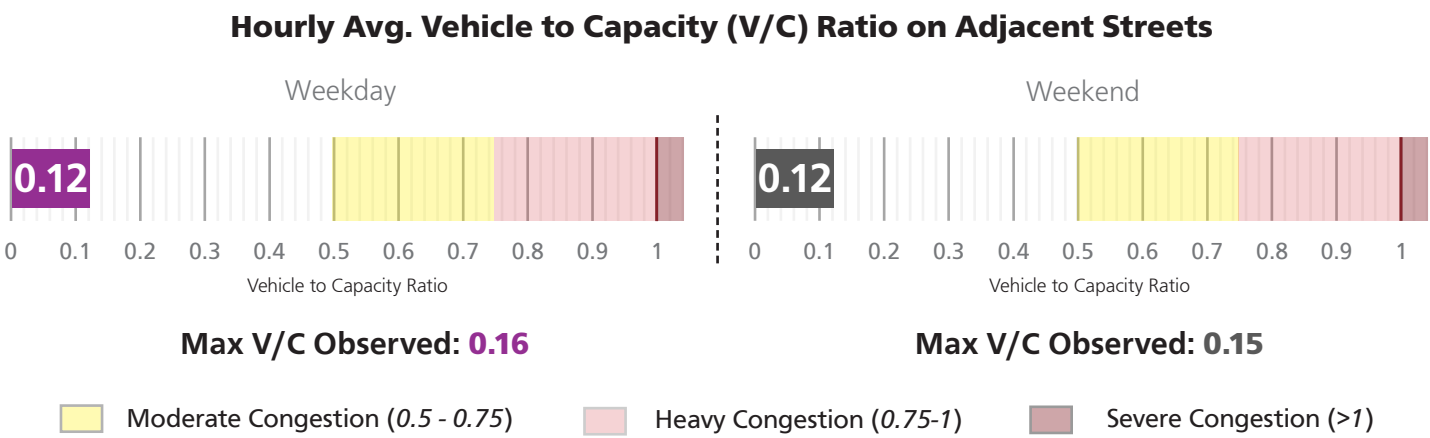
Removed

For all graphs below: Weekday Weekend

Traffic Safety and Mobility



Traffic Operation Impacts



EXCELSIOR AVENUE

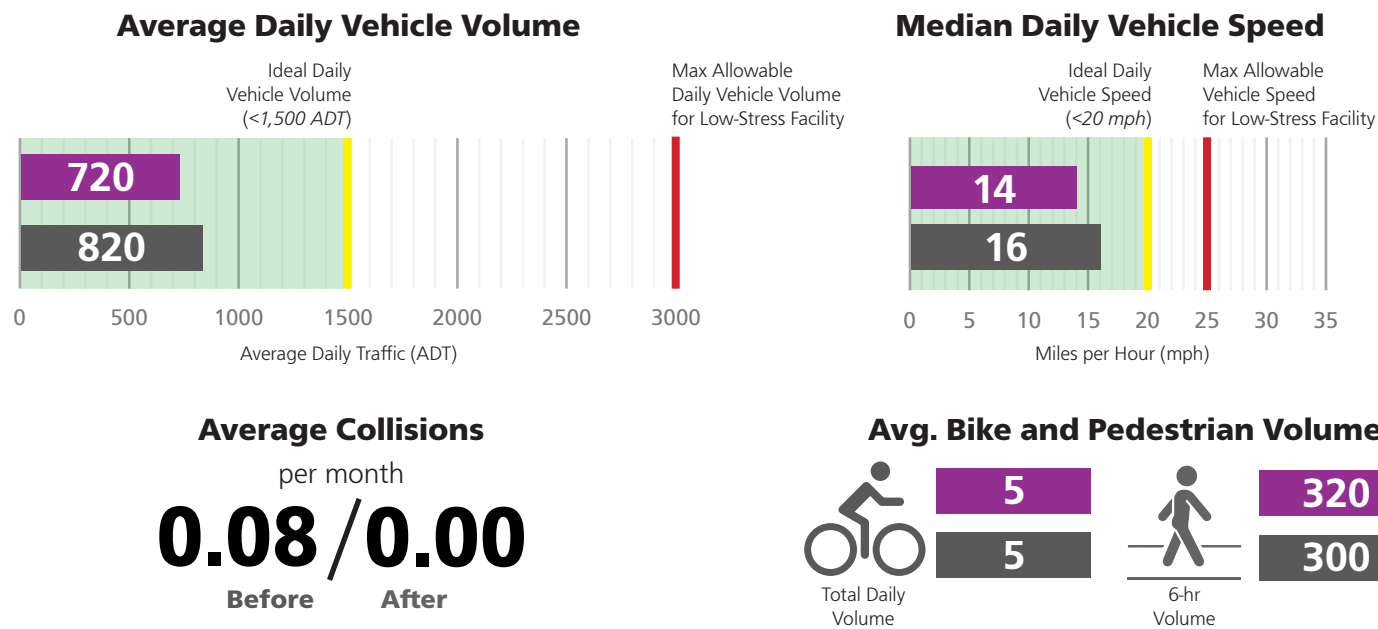
between London and Prague streets

Quick Facts

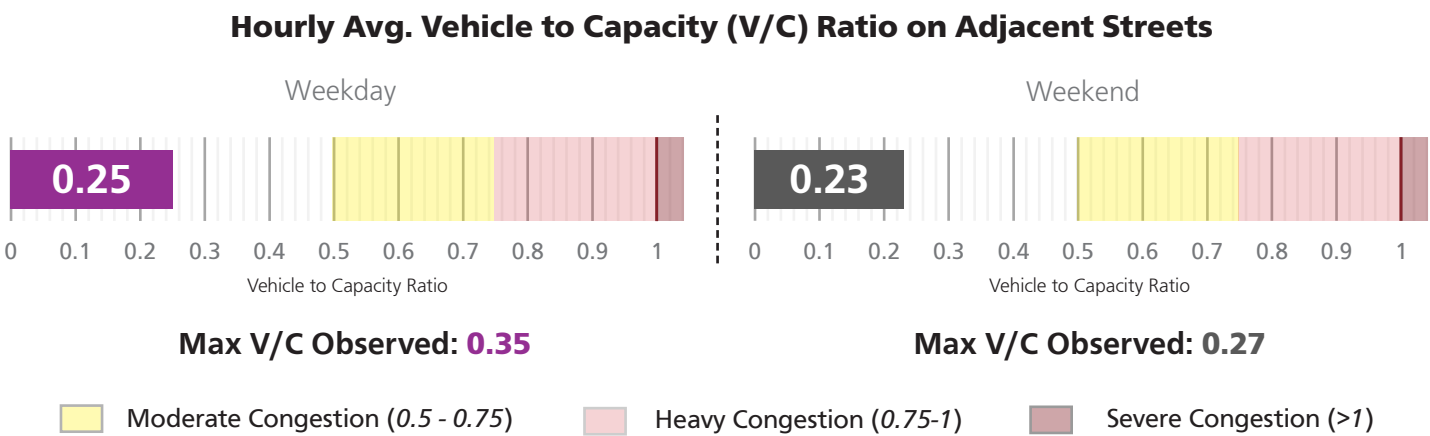
District(s):	11
Length (mi):	1
Implemented:	May 2020
Status:	Removed

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



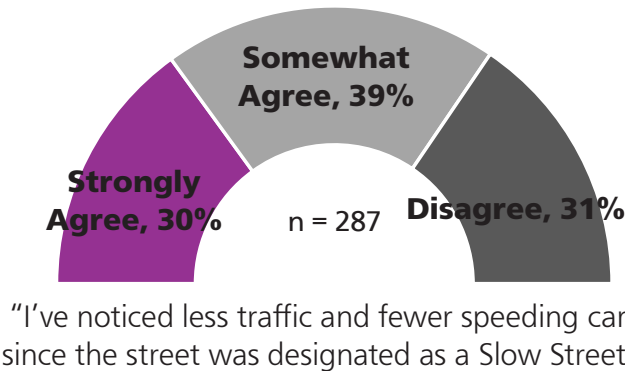
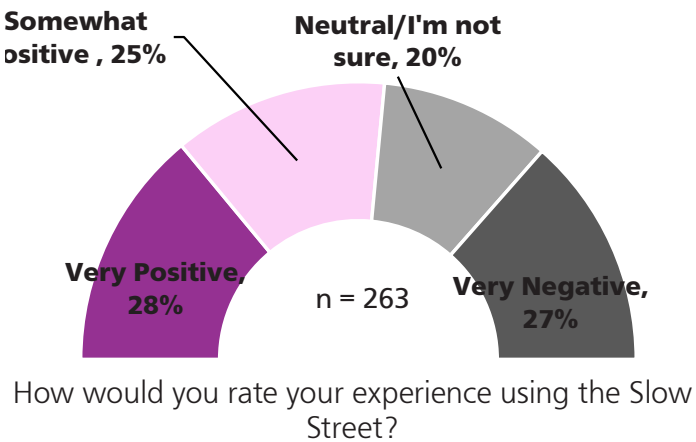
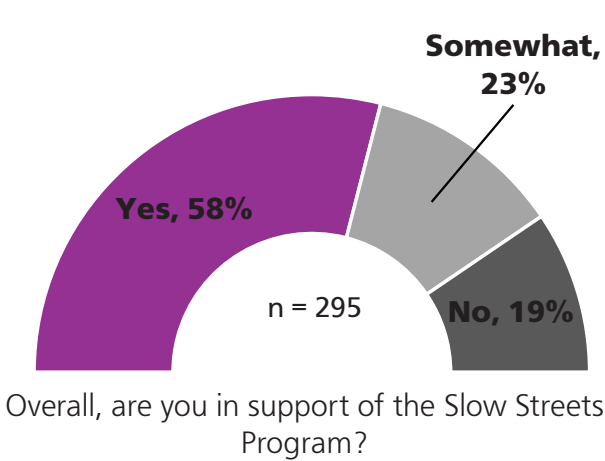
Maintenance

10 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.7 JOB(S) PER MONTH is the average maintenace required on this Slow Street

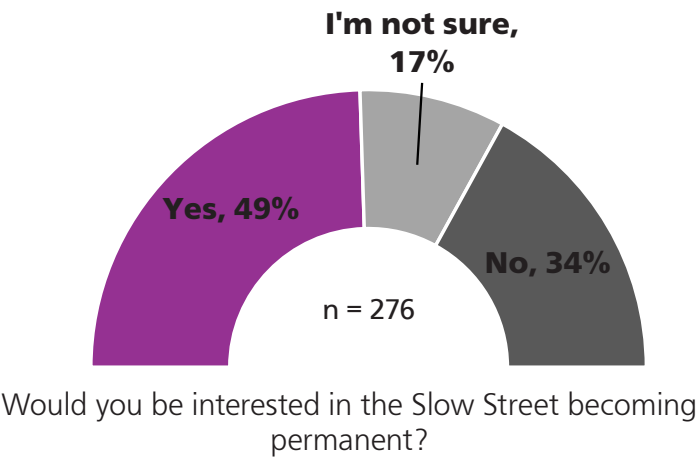
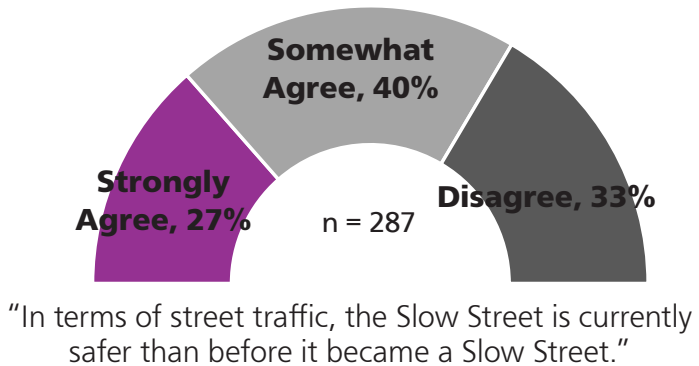
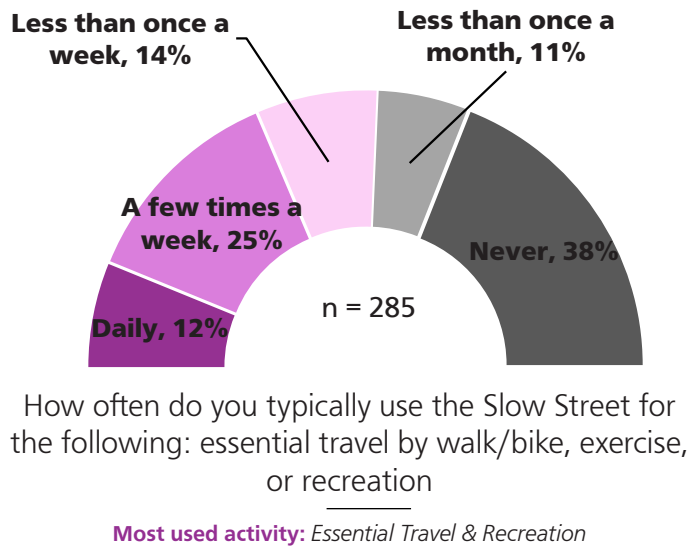
Perception Survey Findings

Number of Responses: 344



Excelsior Avenue cont.

% Respondents Living in Neighborhood: 80%



GOLDEN GATE AVENUE

between Masonic Avenue and Broderick Street

Quick Facts

District(s):

Length (mi):

Implemented:

Status:

5

0.7

June 2020

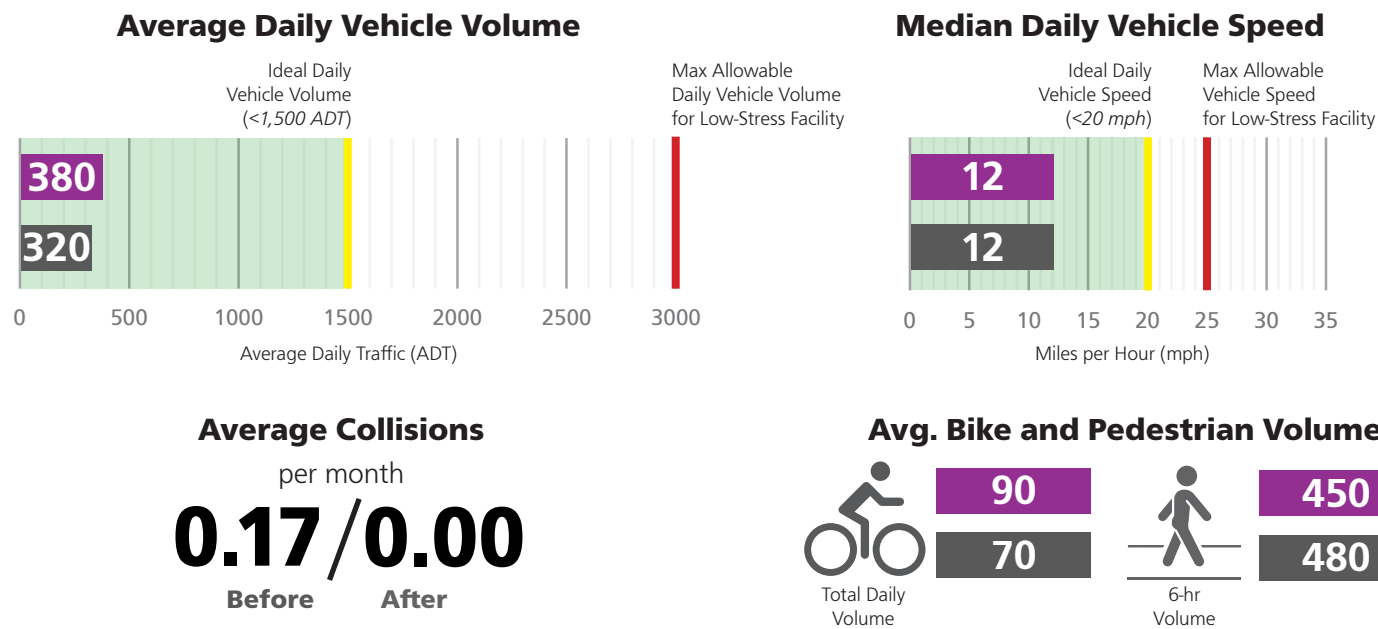
Active

For all graphs below:

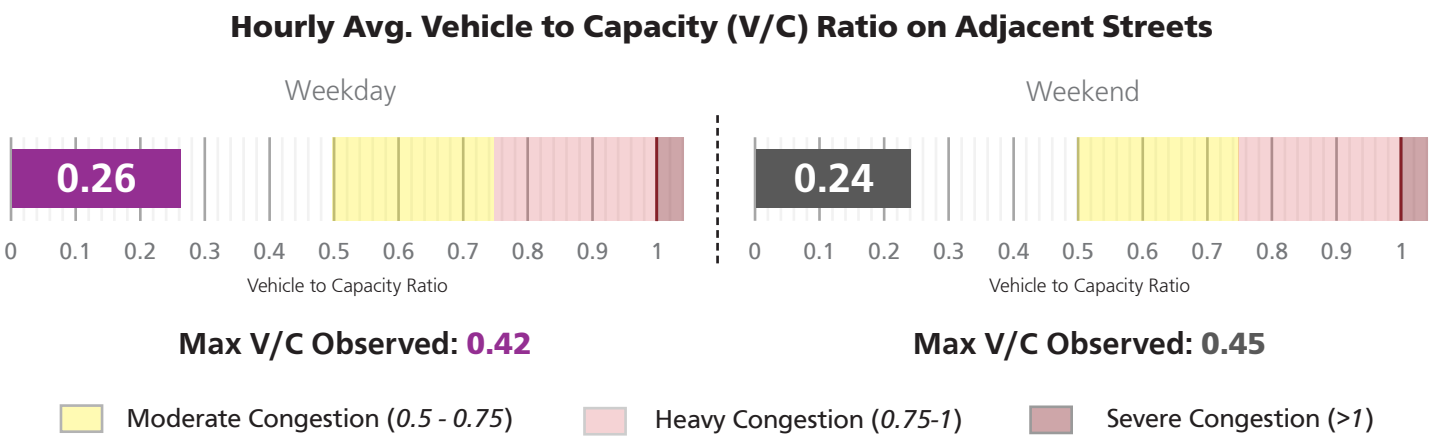
Weekday

Weekend

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

3

TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

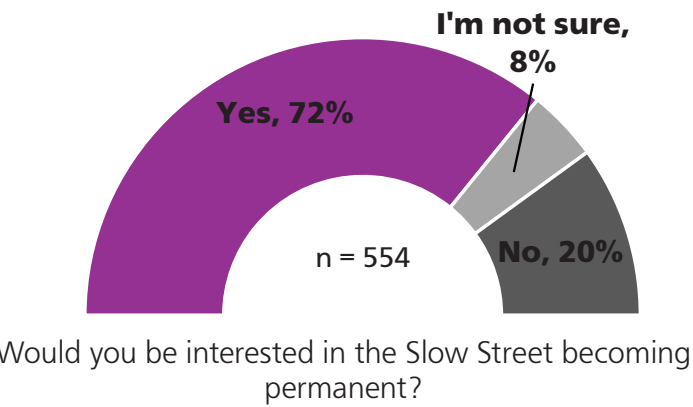
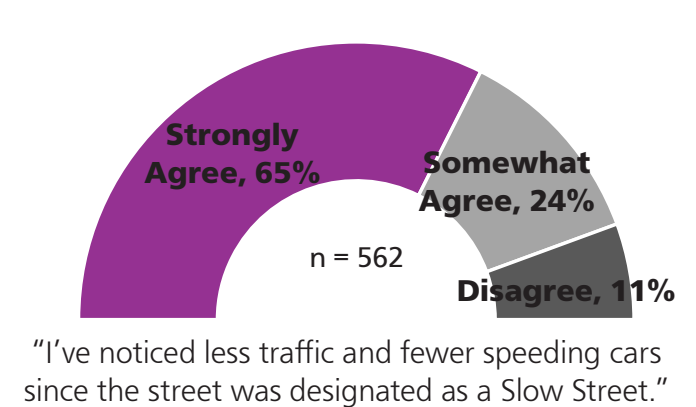
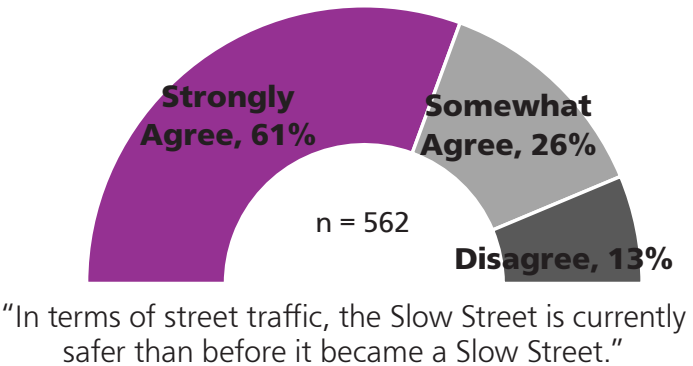
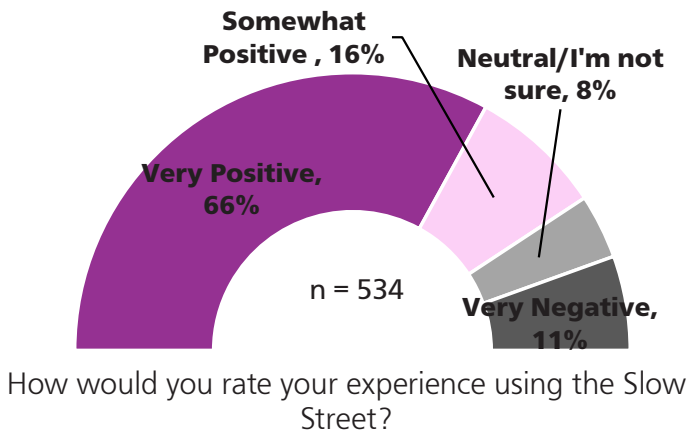
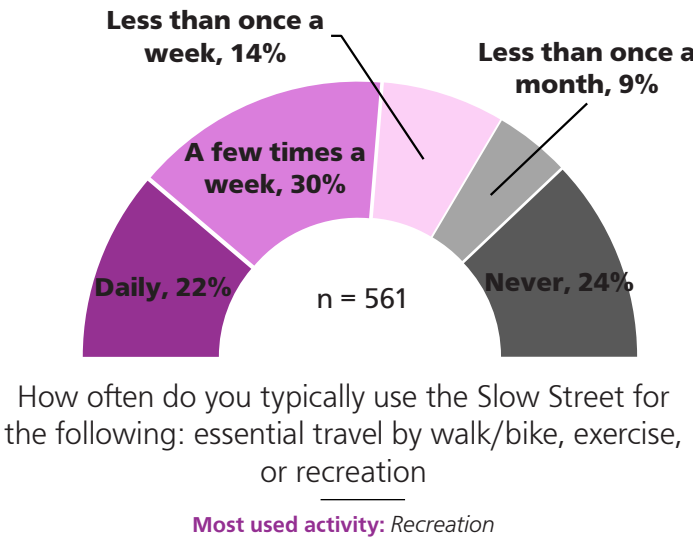
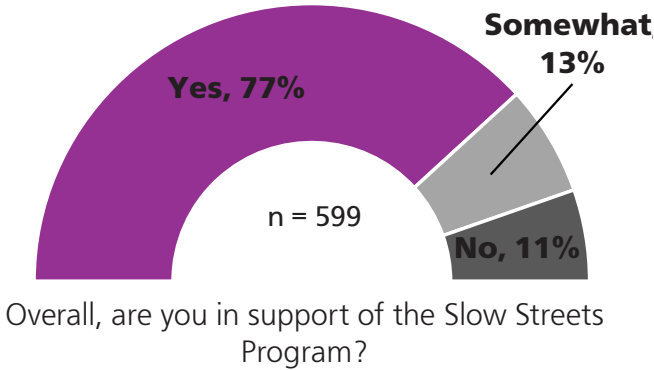
0.2

JOB(S) PER MONTH is the average maintenace required on this Slow Street

Perception Survey Findings

Golden Gate Avenue cont.

Number of Responses: 693 % Respondents Living in Neighborhood: 83%



KIRKHAM STREET

between 7th Avenue and Great Highway

Quick Facts

District(s):

Length (mi):

Implemented:

Status:

4,7

5

May 2020

Active

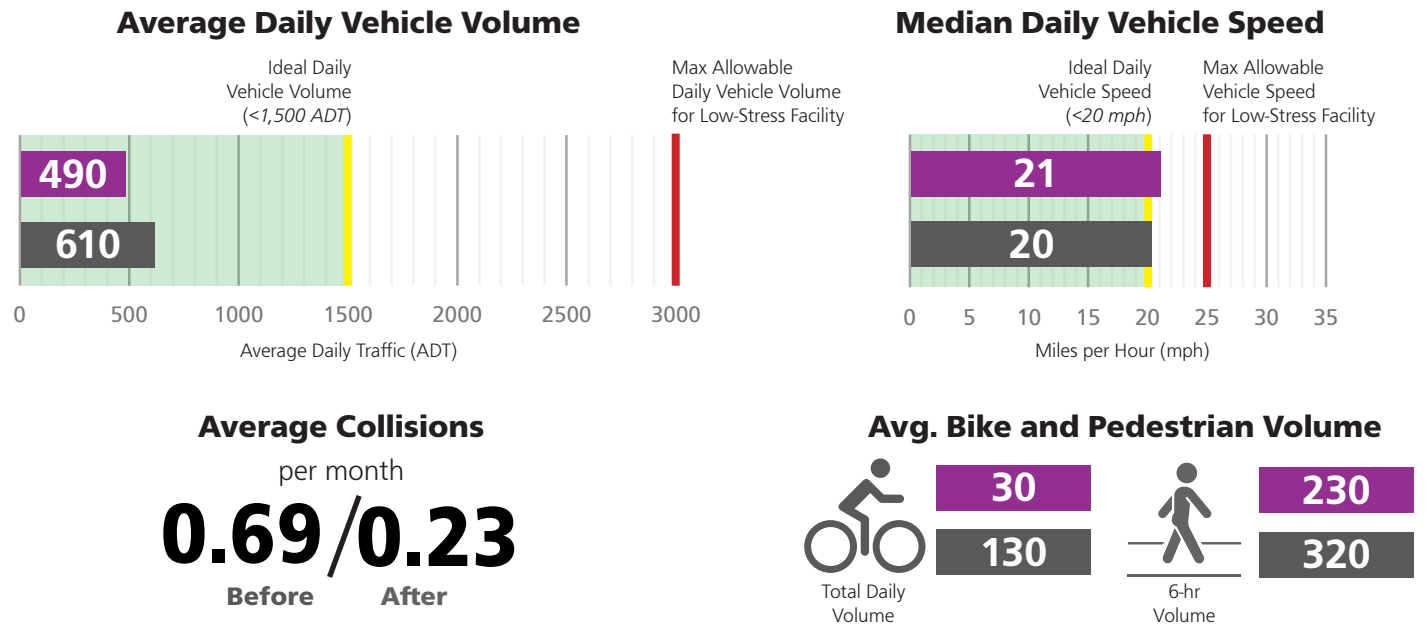
Perception Survey Findings

Kirkham Street cont.

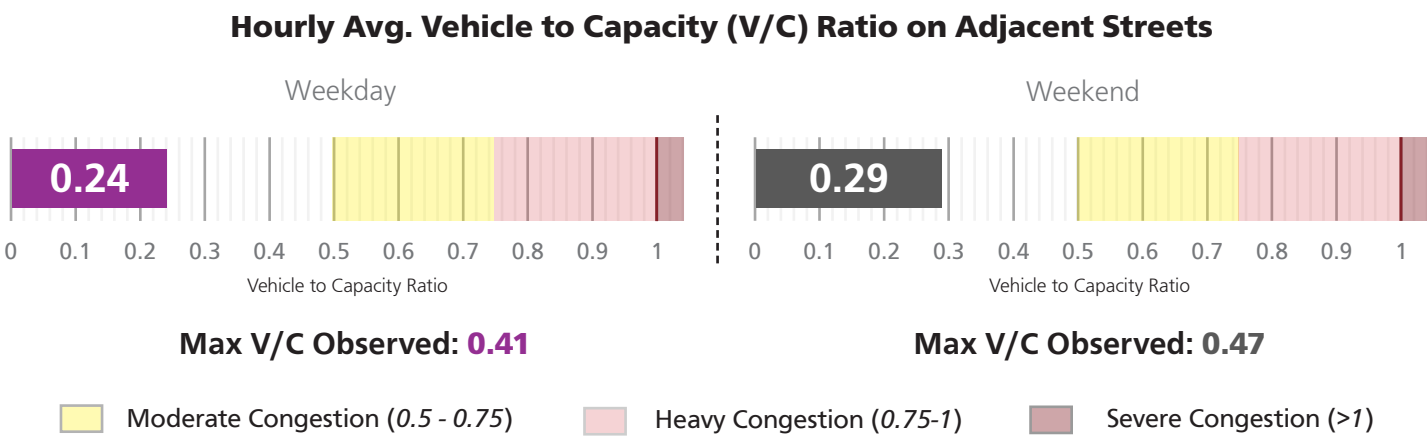
The Kirkham Slow Street will be surveyed in the future.

For all graphs below: Weekday Weekend

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

47

TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

3.6

JOB(S) PER MONTH is the average maintenace required on this Slow Street



LAKE STREET

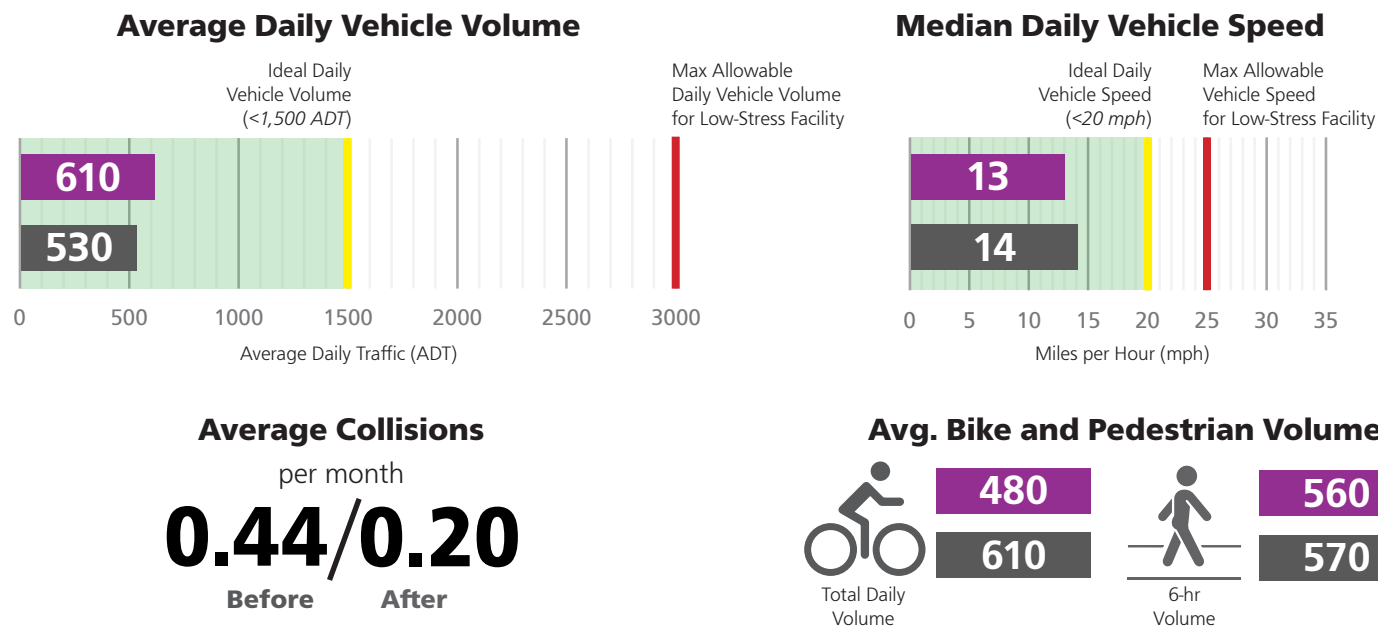
between 28th and 2nd avenues

Quick Facts

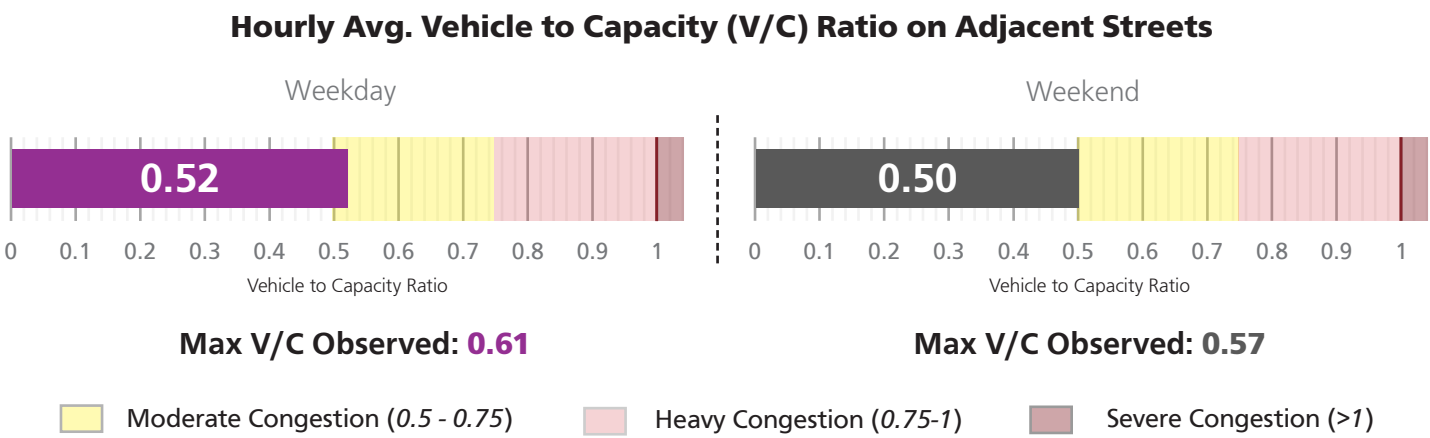
District(s): 1,2
Length (mi): 3
Implemented: May 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



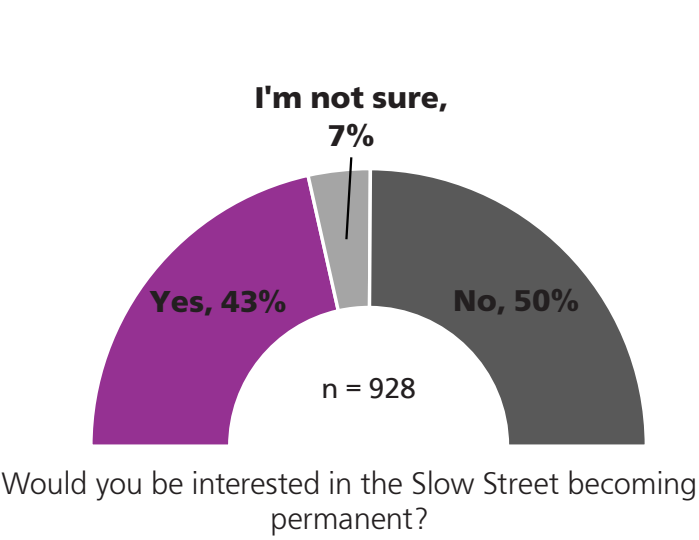
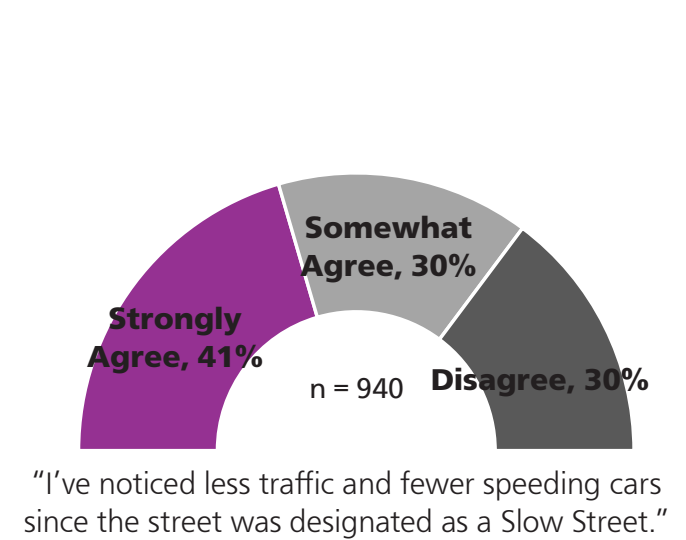
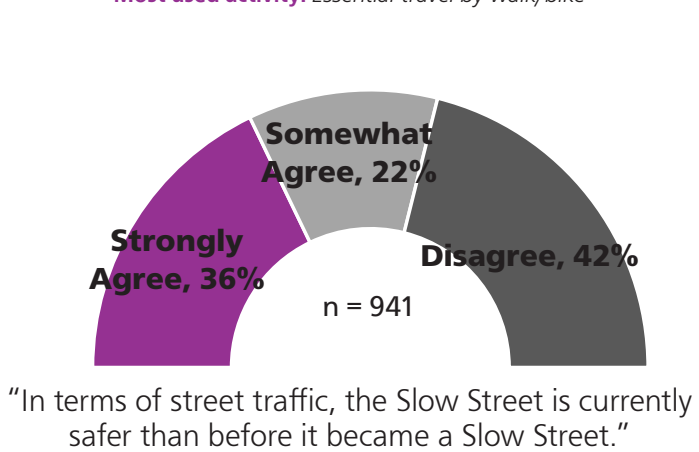
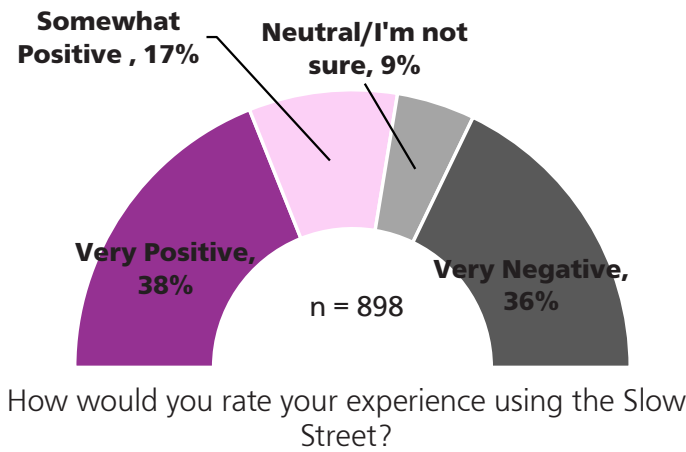
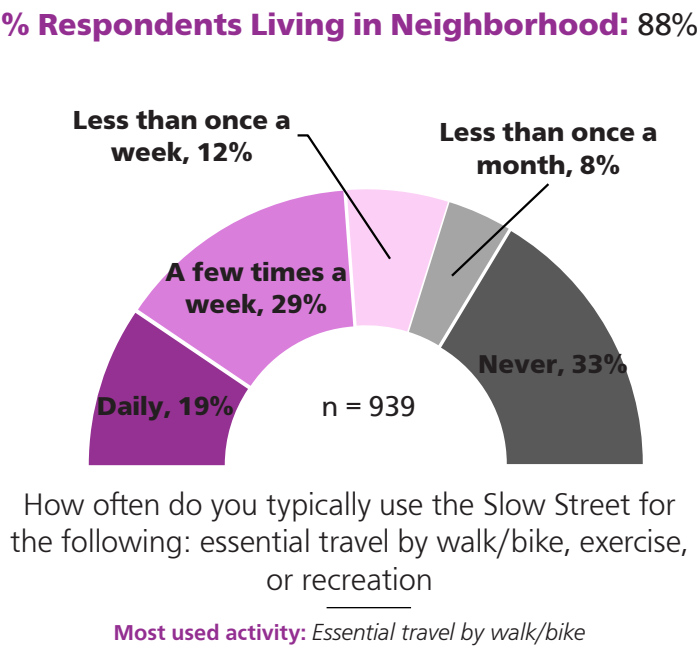
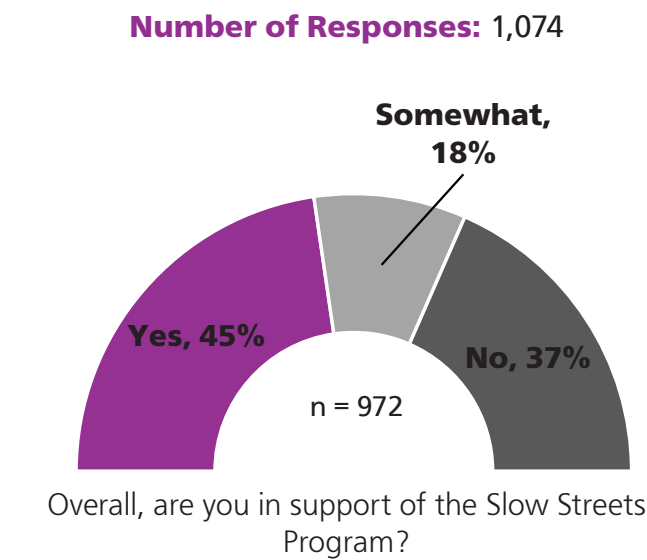
Maintenance

5 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.3 JOB(S) PER MONTH is the average maintenance required on this Slow Street

Perception Survey Findings

Lake Street cont.



LOMBARD STREET

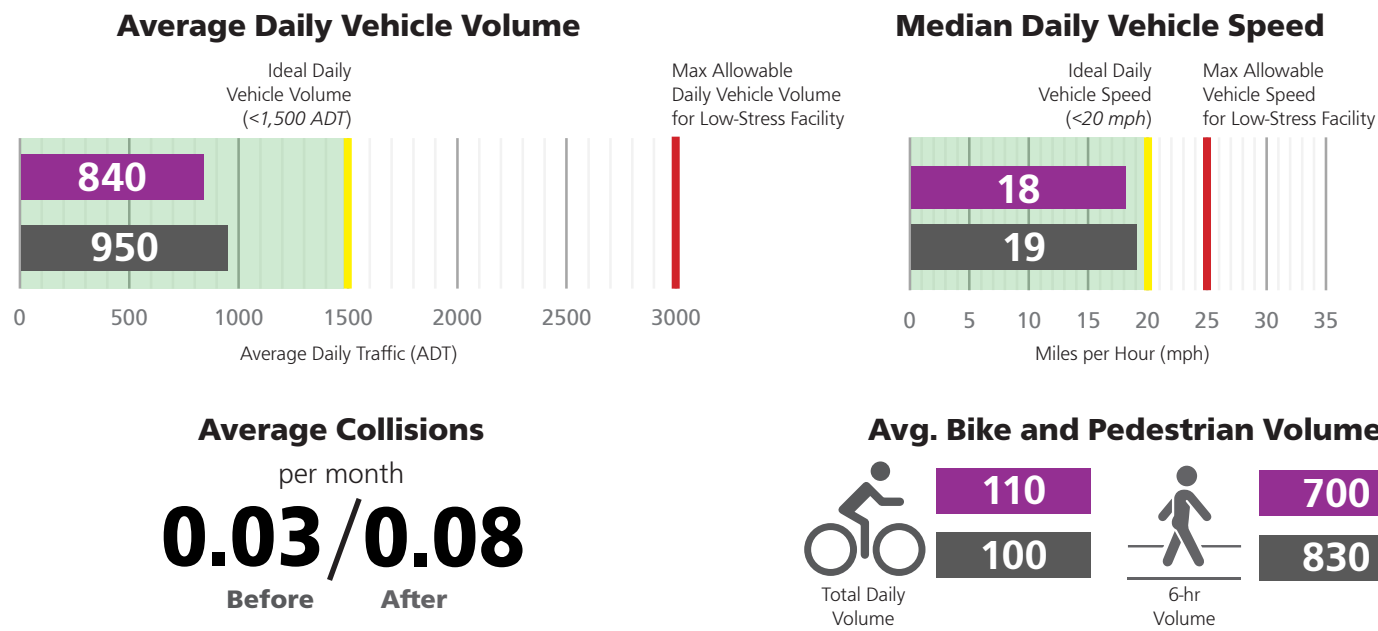
between Mason and Powell streets

Quick Facts

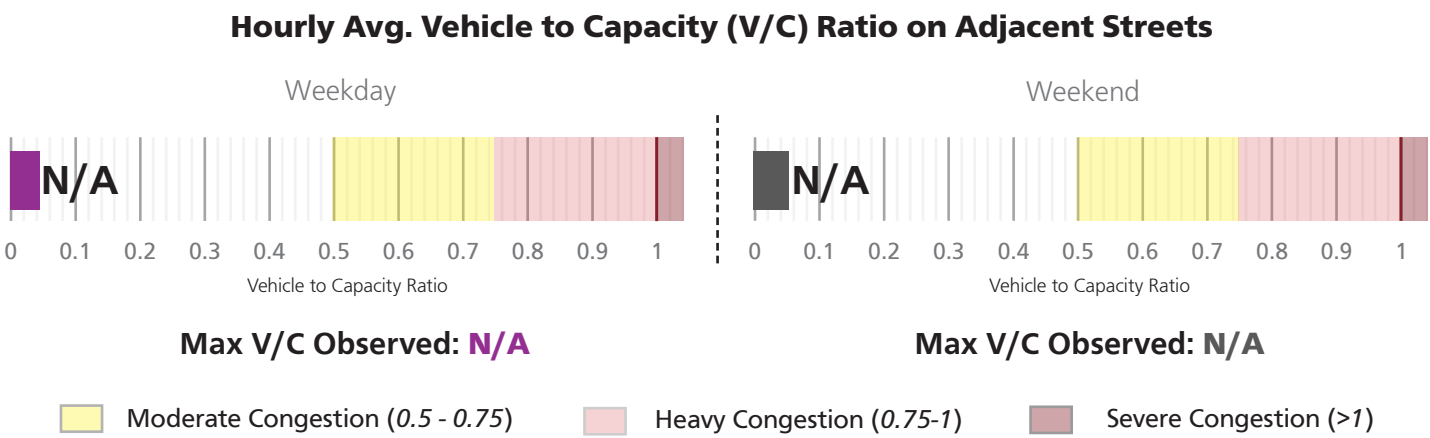
District(s):	2
Length (mi):	0.2
Implemented:	July 2020
Status:	Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

6 **TOTAL MAINTENANCE JOB(S)** were completed on the Slow Street since its installation.

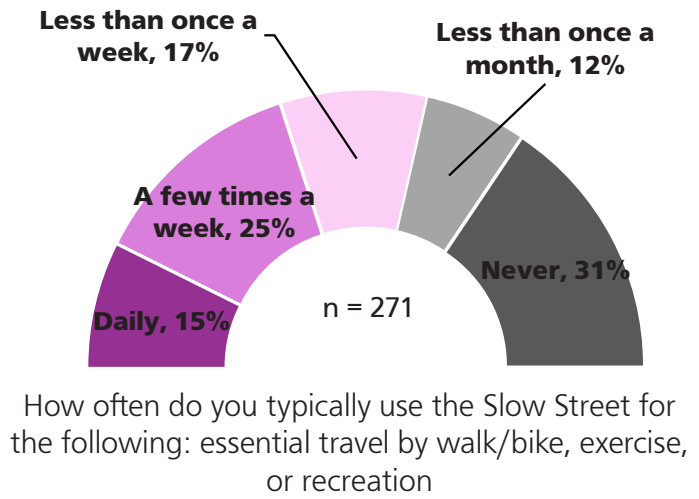
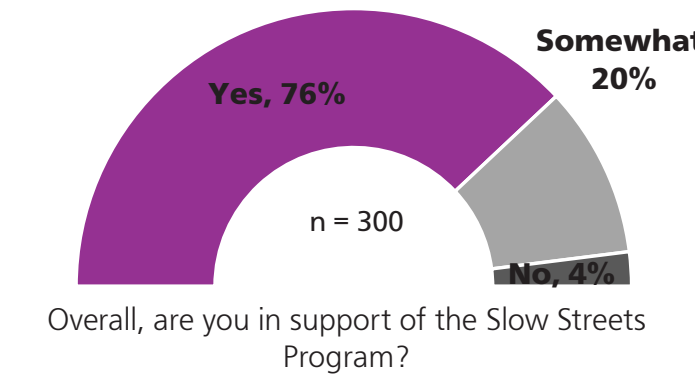
0.5 **JOB(S) PER MONTH** is the average maintenance required on this Slow Street

Perception Survey Findings

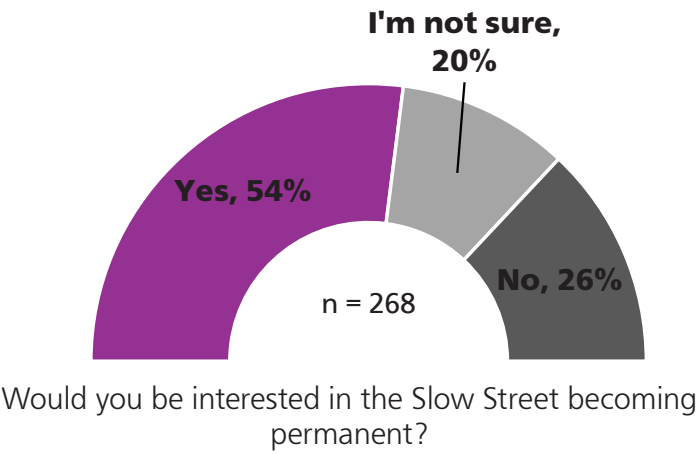
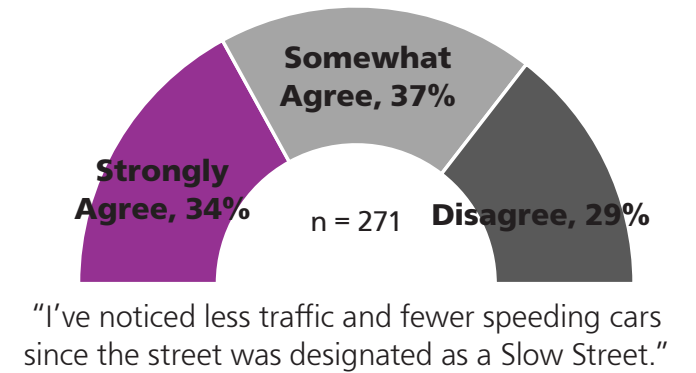
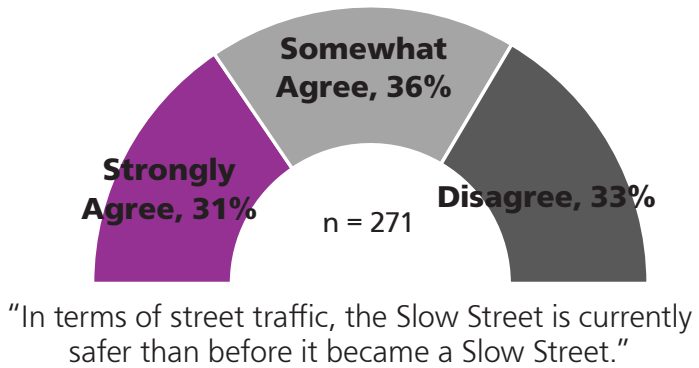
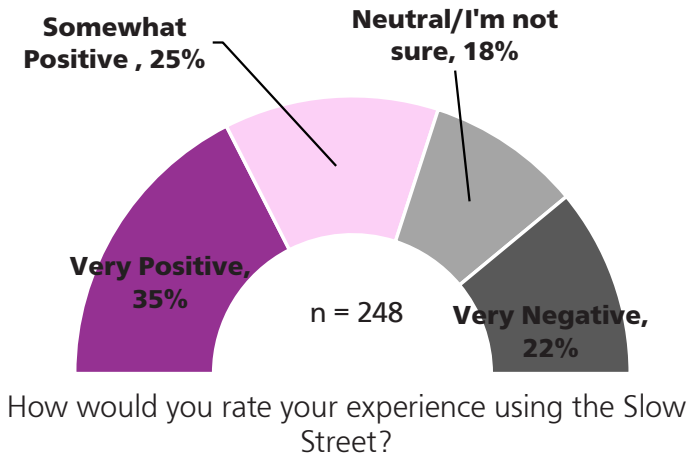
Lombard Street cont.

Number of Responses: 350

% Respondents Living in Neighborhood: 79%



Most used activity: Essential Travel & Recreation



MARIPOSA STREET

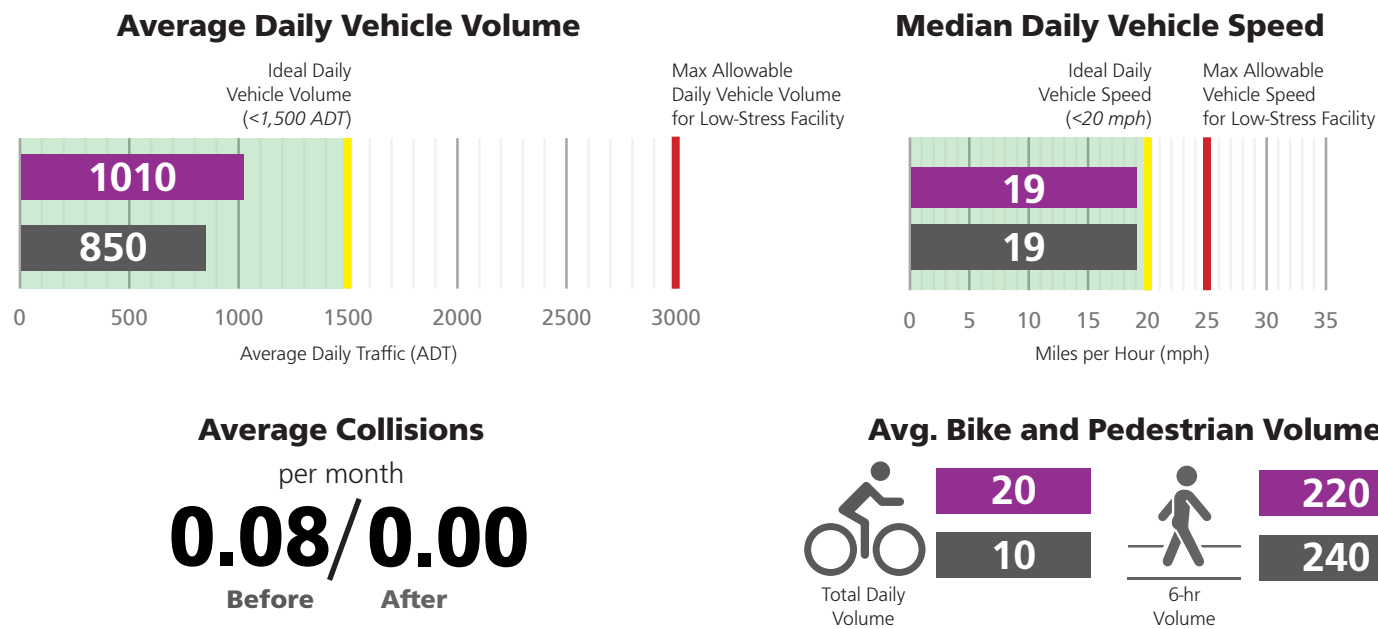
between Kansas and Mississippi streets

Quick Facts

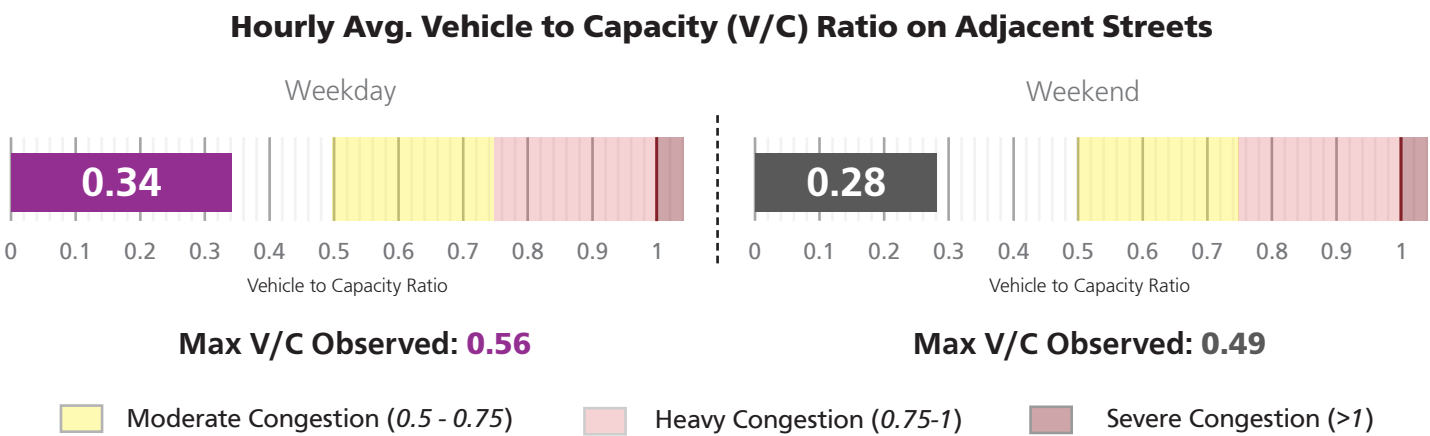
District(s):	10
Length (mi):	1
Implemented:	June 2020
Status:	Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



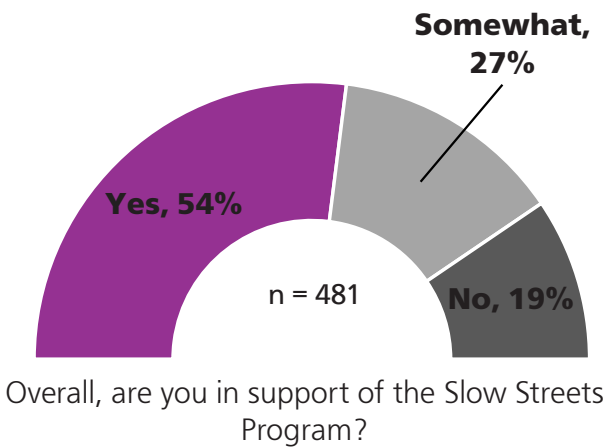
Maintenance

16	TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.	1.1	JOB(S) PER MONTH is the average maintenace required on this Slow Street
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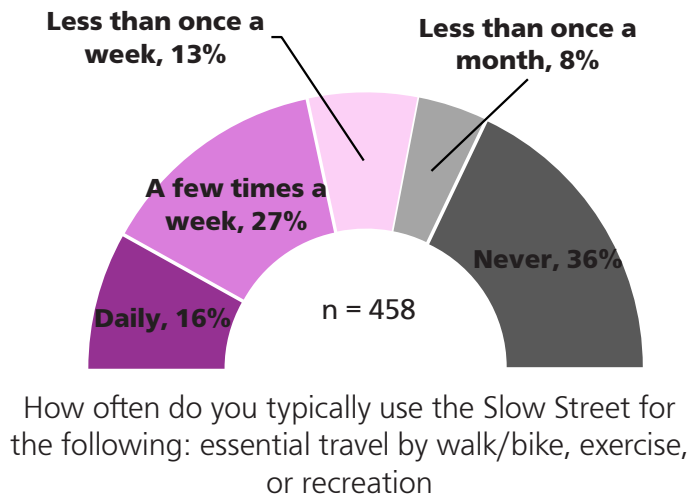
Perception Survey Findings

Mariposa Street cont.

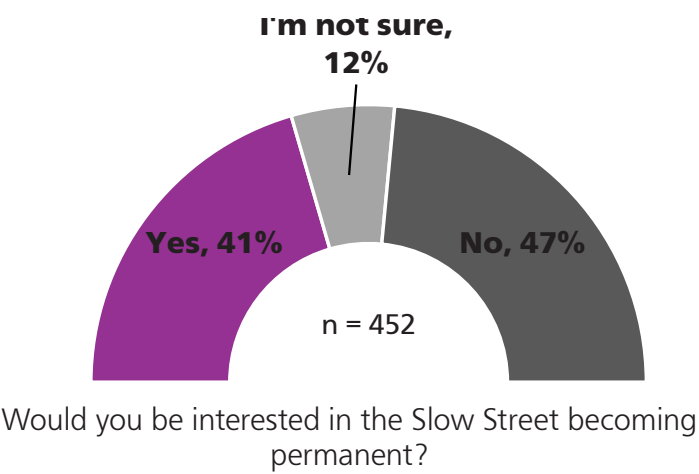
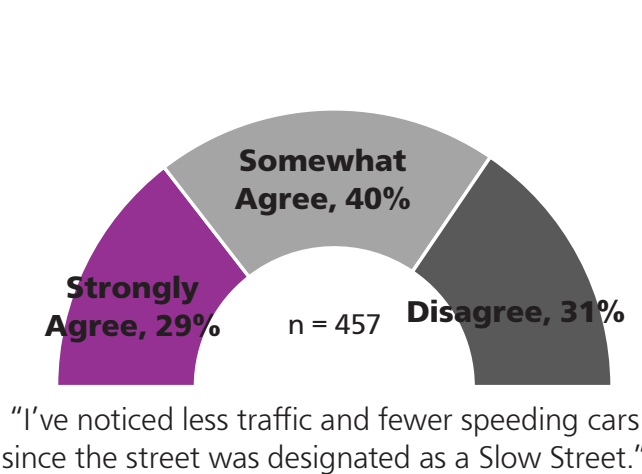
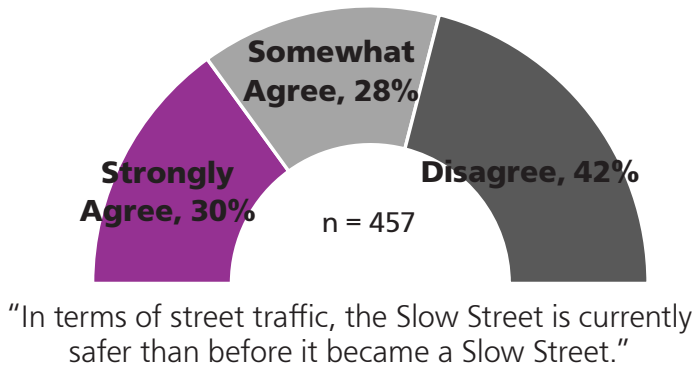
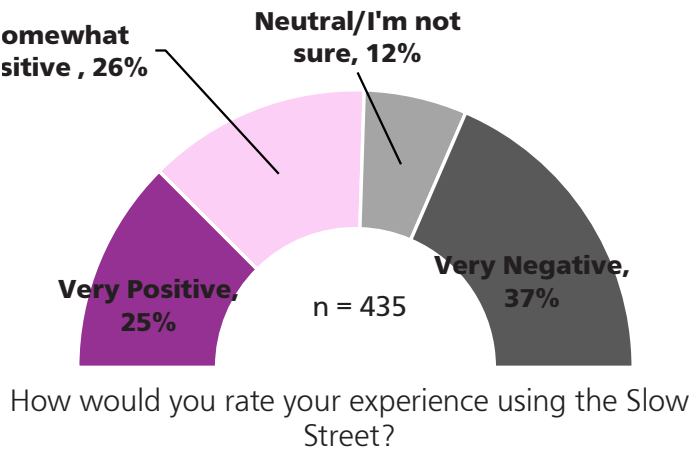
Number of Responses: 532



% Respondents Living in Neighborhood: 82%



Most used activity: Essential Travel



MINNESOTA STREET

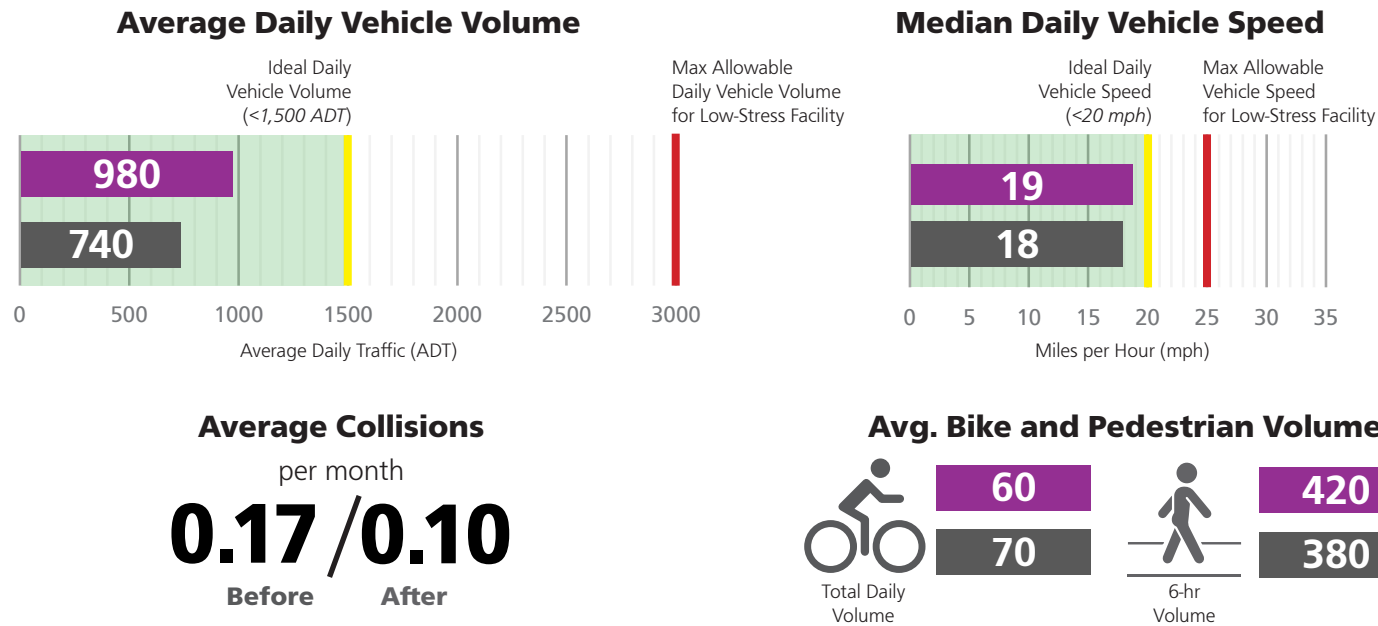
between Mariposa and 22nd streets

Quick Facts

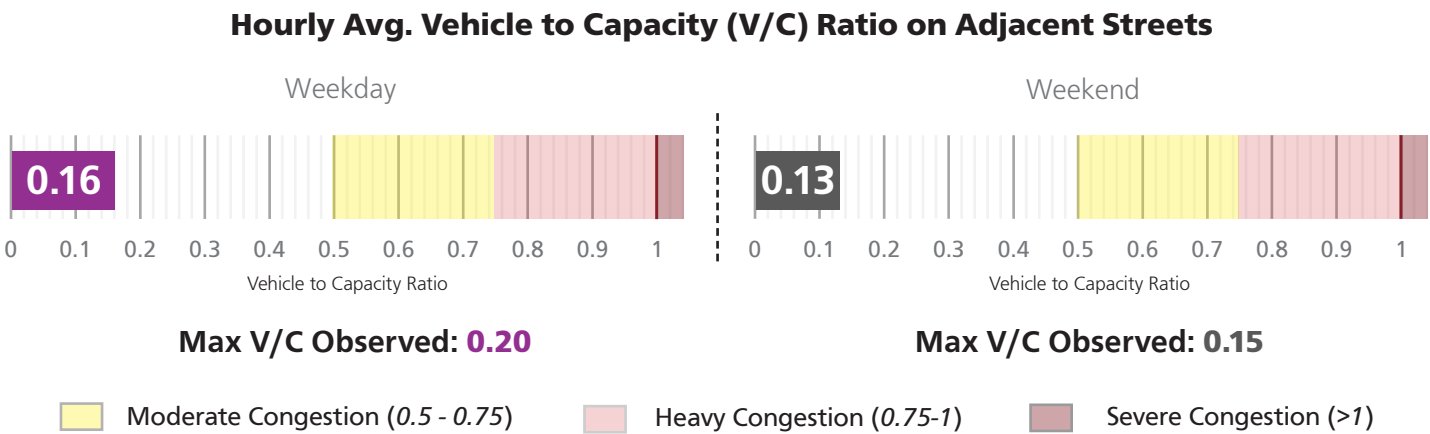
District(s):	10
Length (mi):	0.9
Implemented:	October 2020
Status:	Active

For all graphs below: Weekday Weekend

Traffic Safety and Mobility



Traffic Operation Impacts



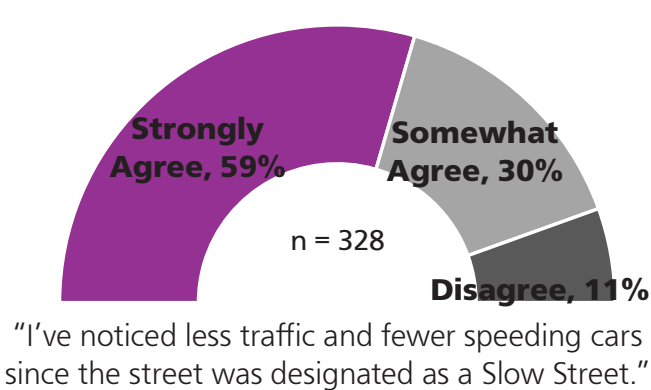
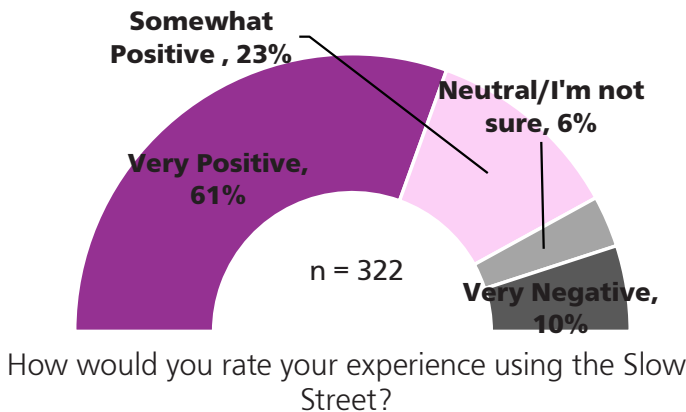
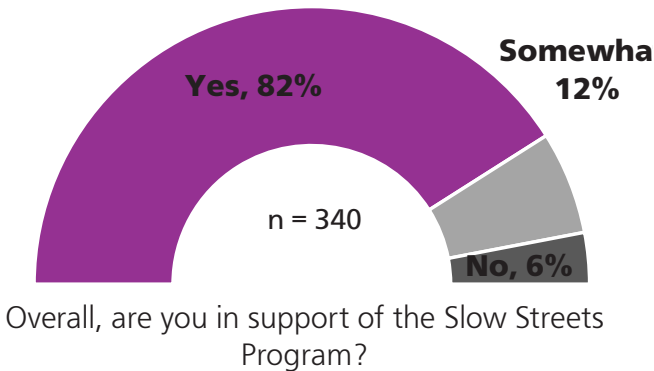
Maintenance

5 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.5 JOB(S) PER MONTH is the average maintenance required on this Slow Street

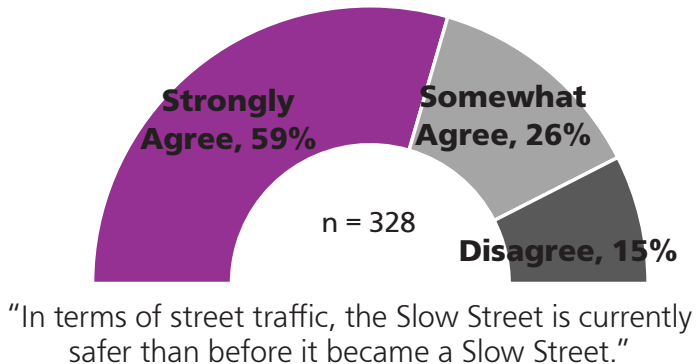
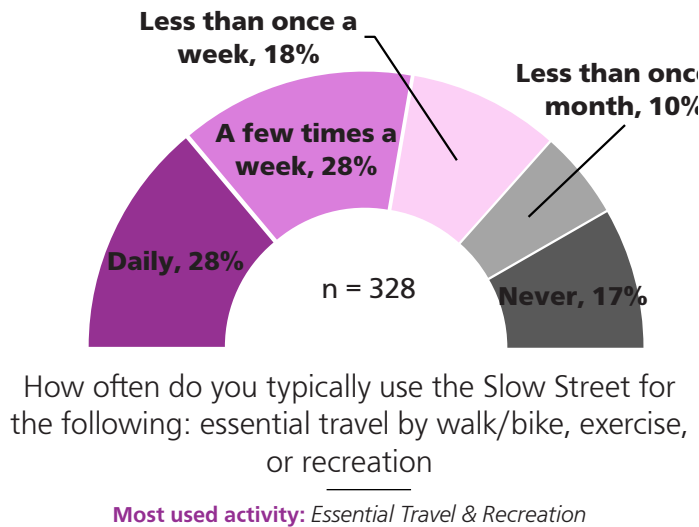
Perception Survey Findings

Number of Responses: 444



Minnesota Street cont.

% Respondents Living in Neighborhood: 66%

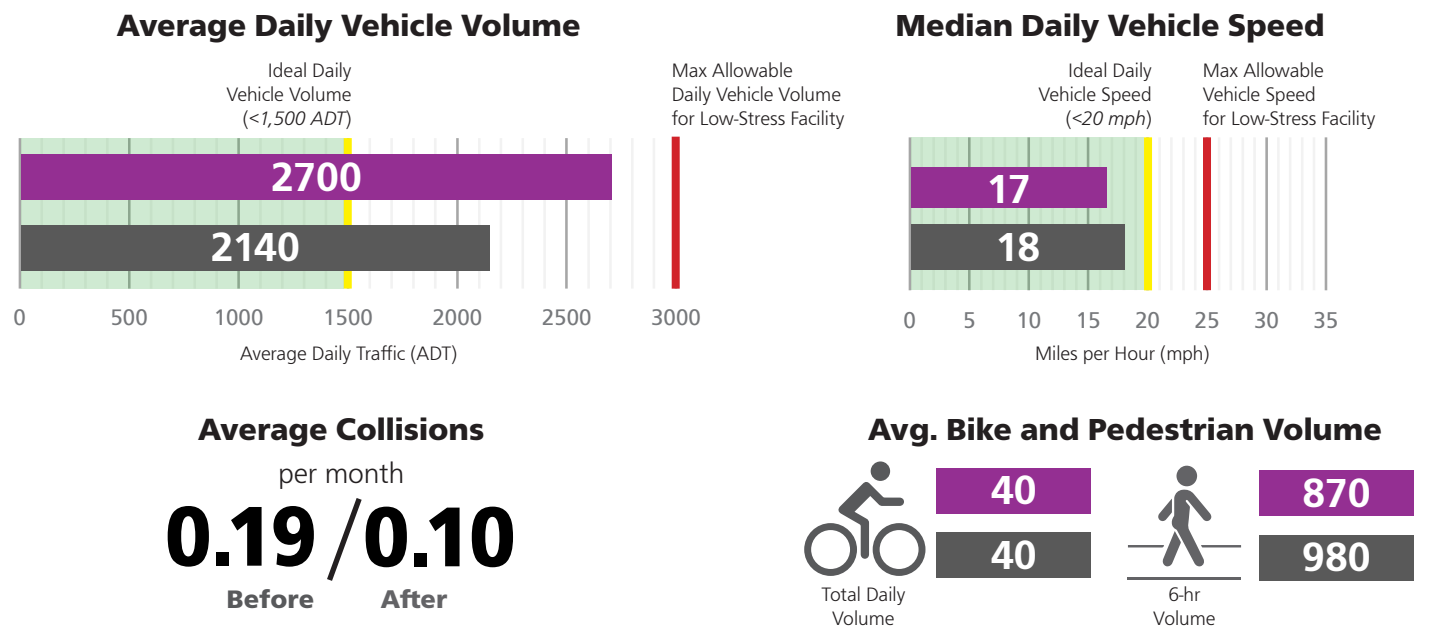


NOE STREET

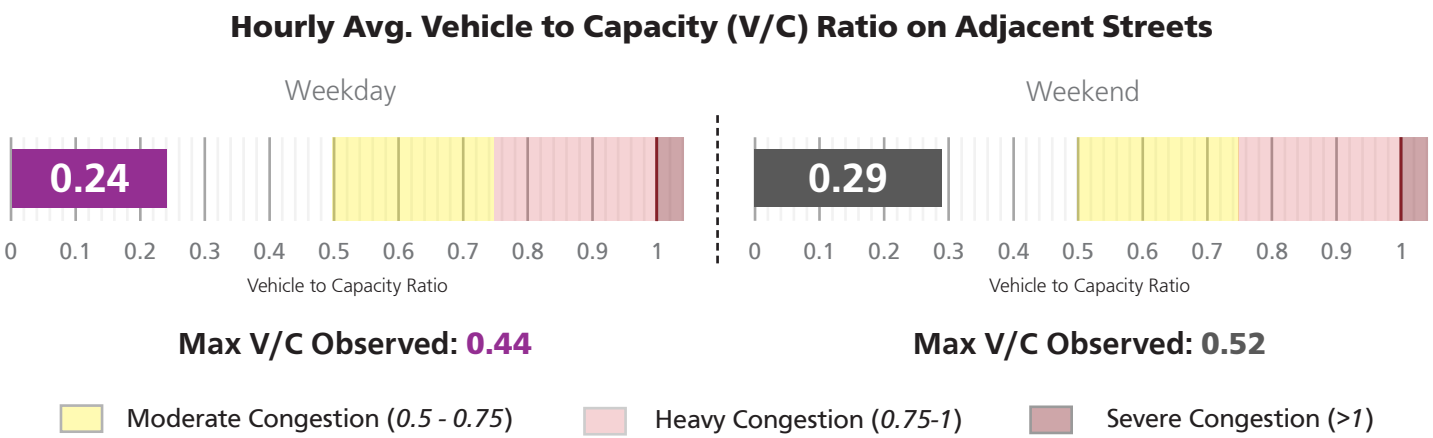
between 17th and 18th streets
Duboce Avenue and Beaver Street

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

15 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

1.5 JOB(S) PER MONTH is the average maintenance required on this Slow Street

Quick Facts

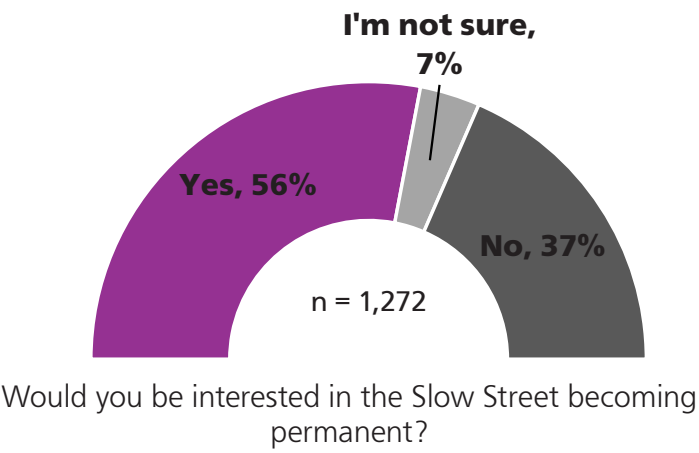
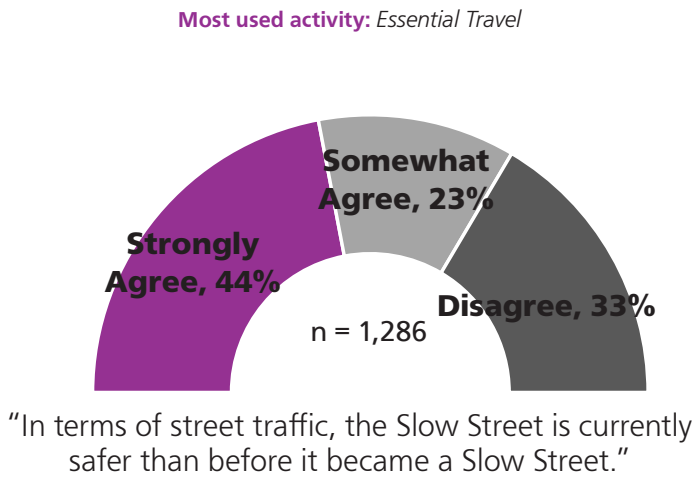
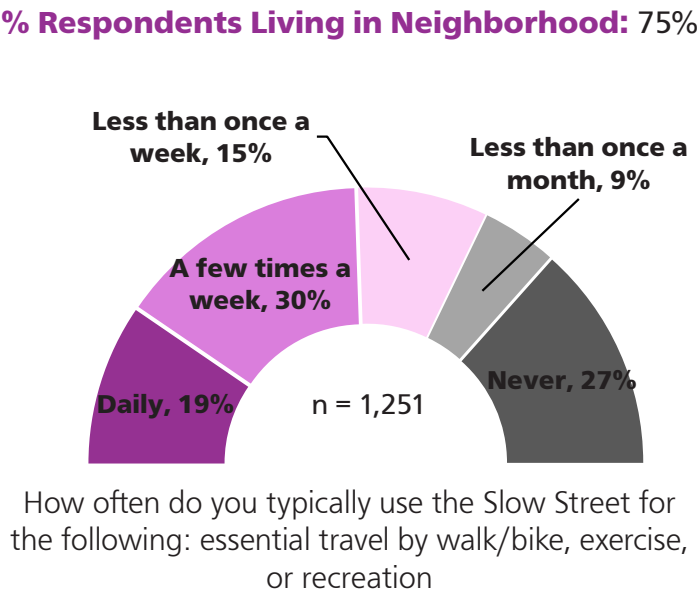
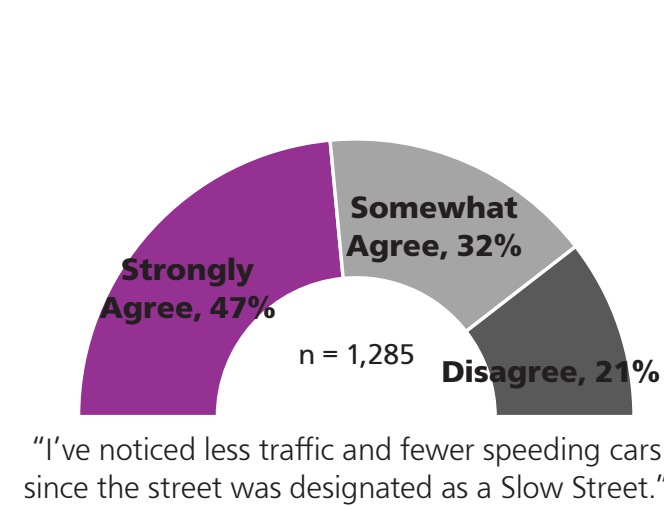
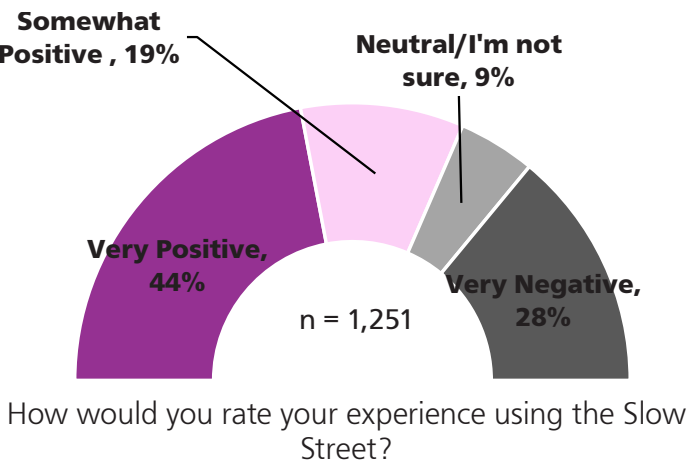
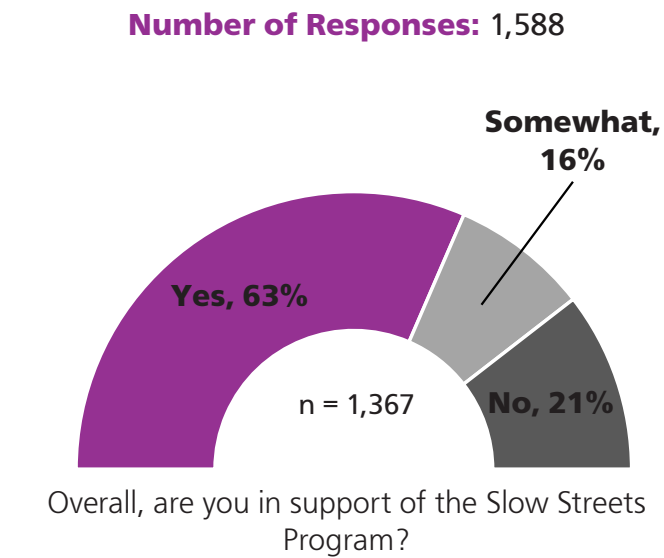
District(s): 8

Length (mi): 0.8

Implemented: September 2020

Status: Active

Perception Survey Findings



ORTEGA STREET

between 47th and 15th avenues

Quick Facts

District(s):	4
Length (mi):	3.8
Implemented:	May 2020
Status:	Active

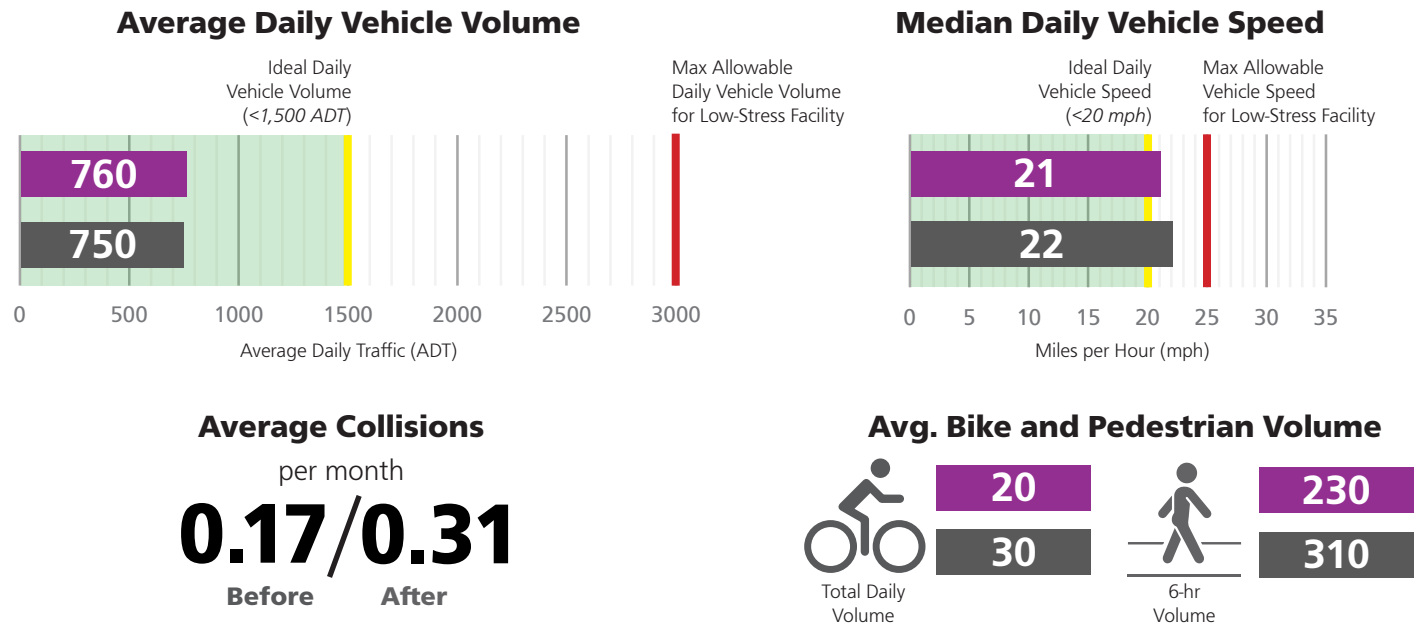
Perception Survey Findings

Ortega Street cont.

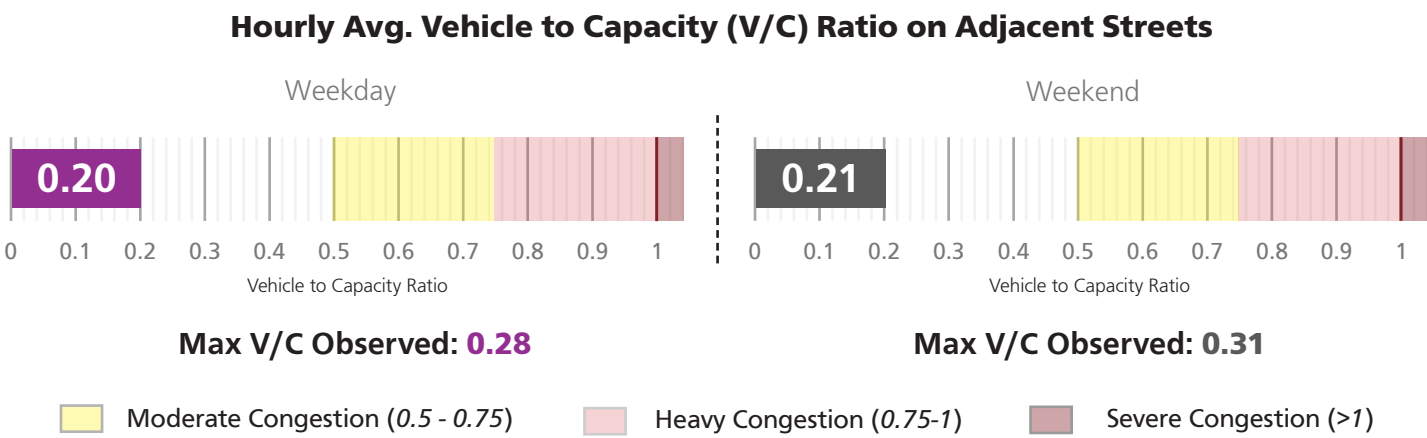
The Ortega Slow Street will be surveyed in the future.

For all graphs below: **Weekday** **Weekend**

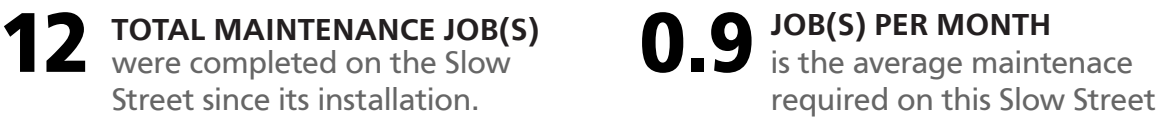
Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance



PACIFIC AVENUE

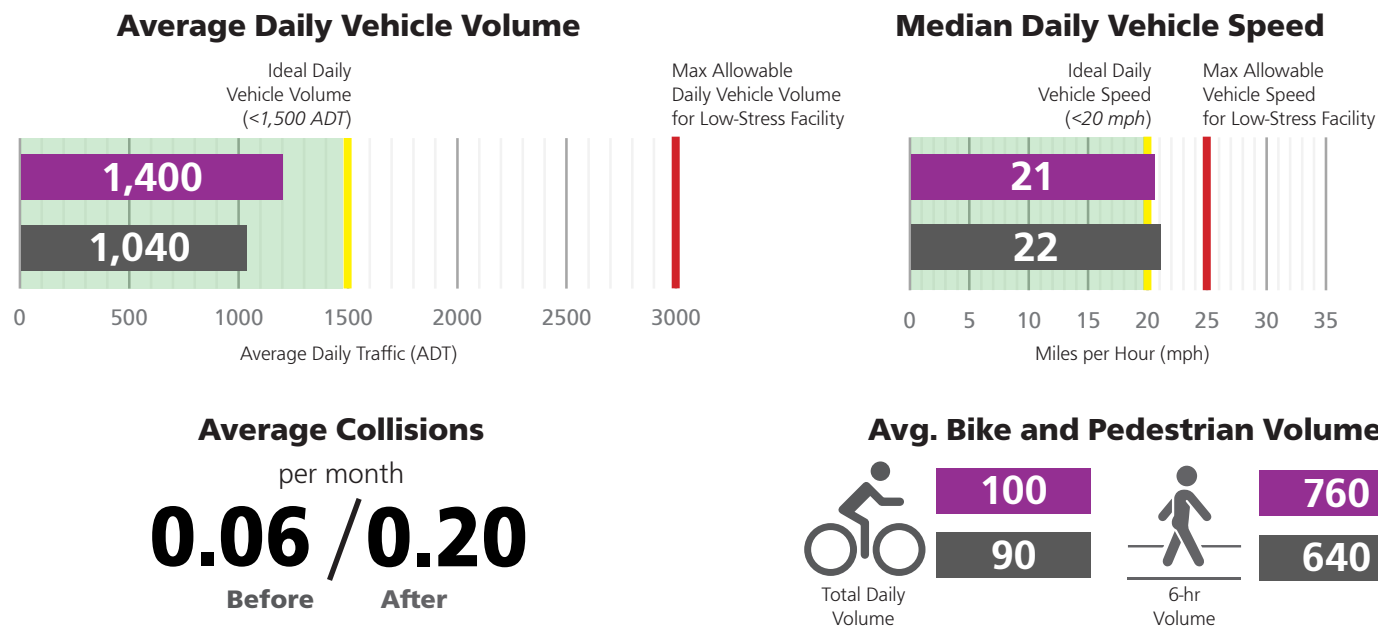
between Steiner and Gough Streets

Quick Facts

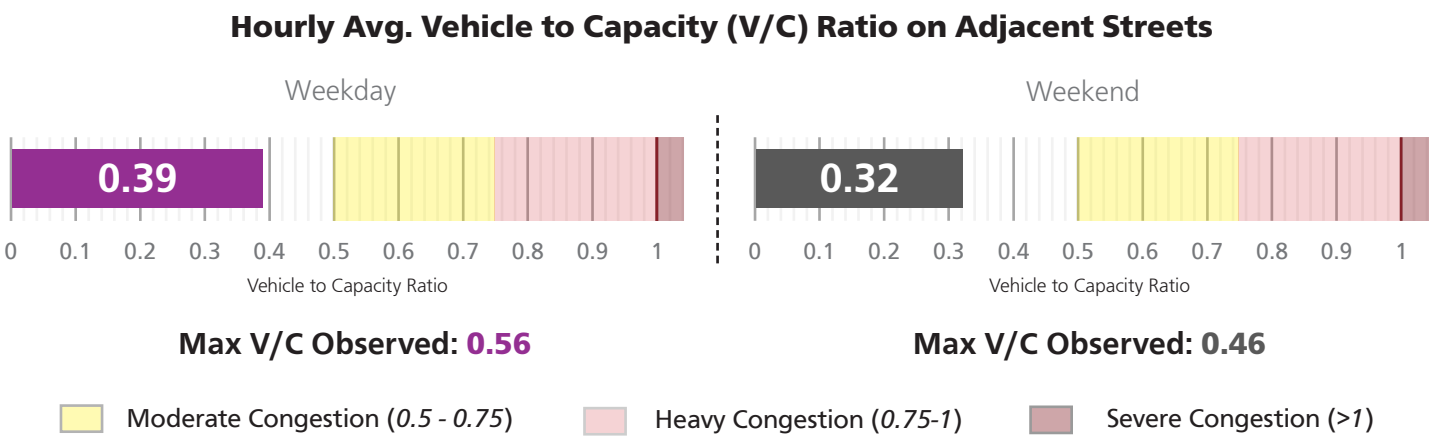
District(s): 2
Length (mi): 1
Implemented: October 2020
Status: Active

For all graphs below: Weekday Weekend

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

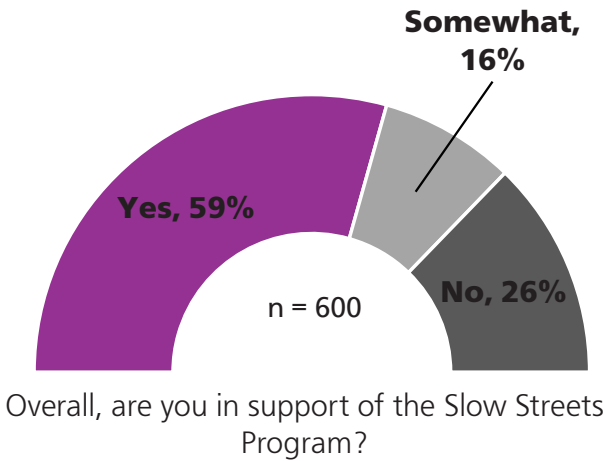
10 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

1 JOB(S) PER MONTH is the average maintenace required on this Slow Street

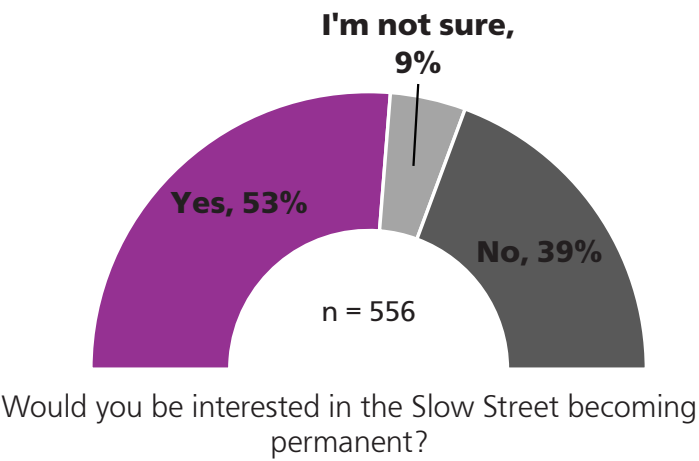
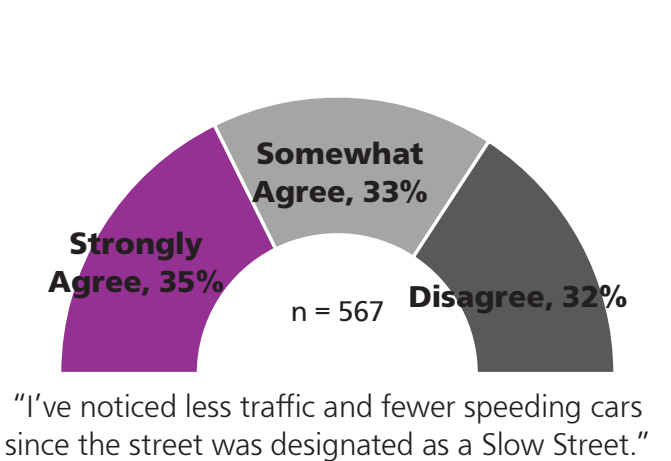
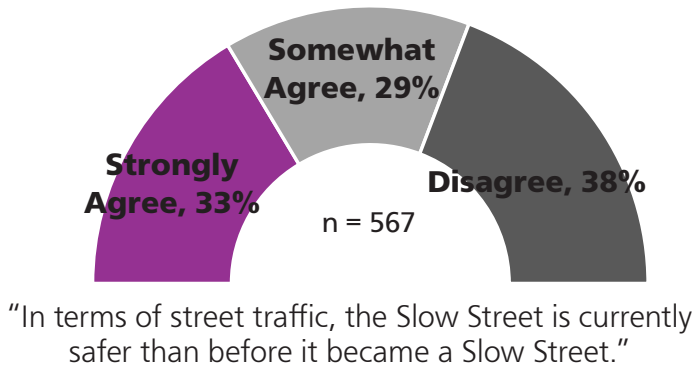
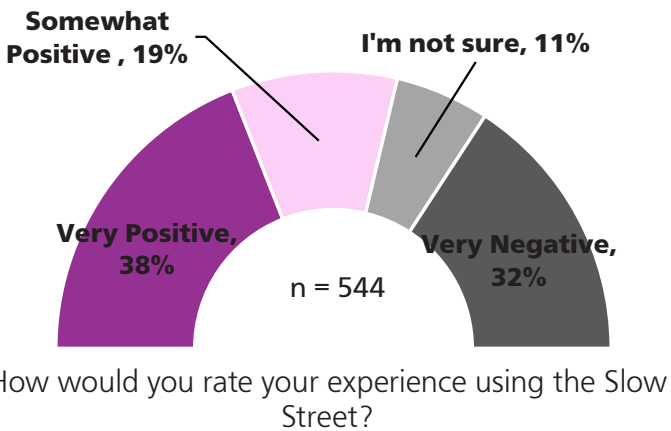
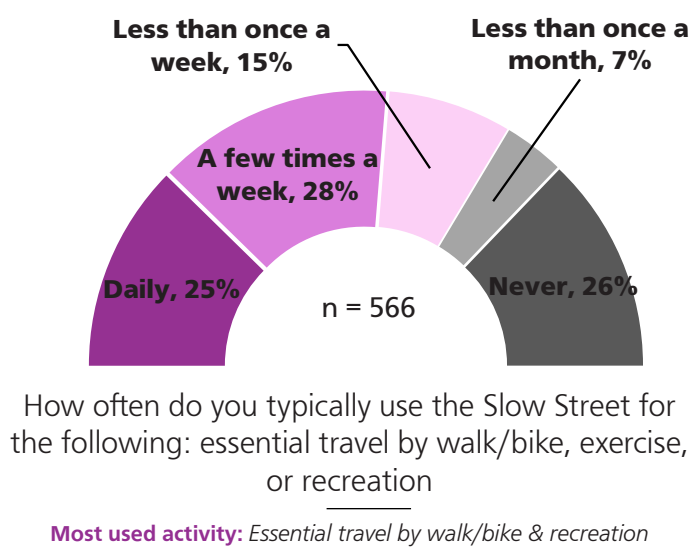
Perception Survey Findings

Pacific Avenue cont.

Number of Responses: 685



% Respondents Living in Neighborhood: 83%



PAGE STREET

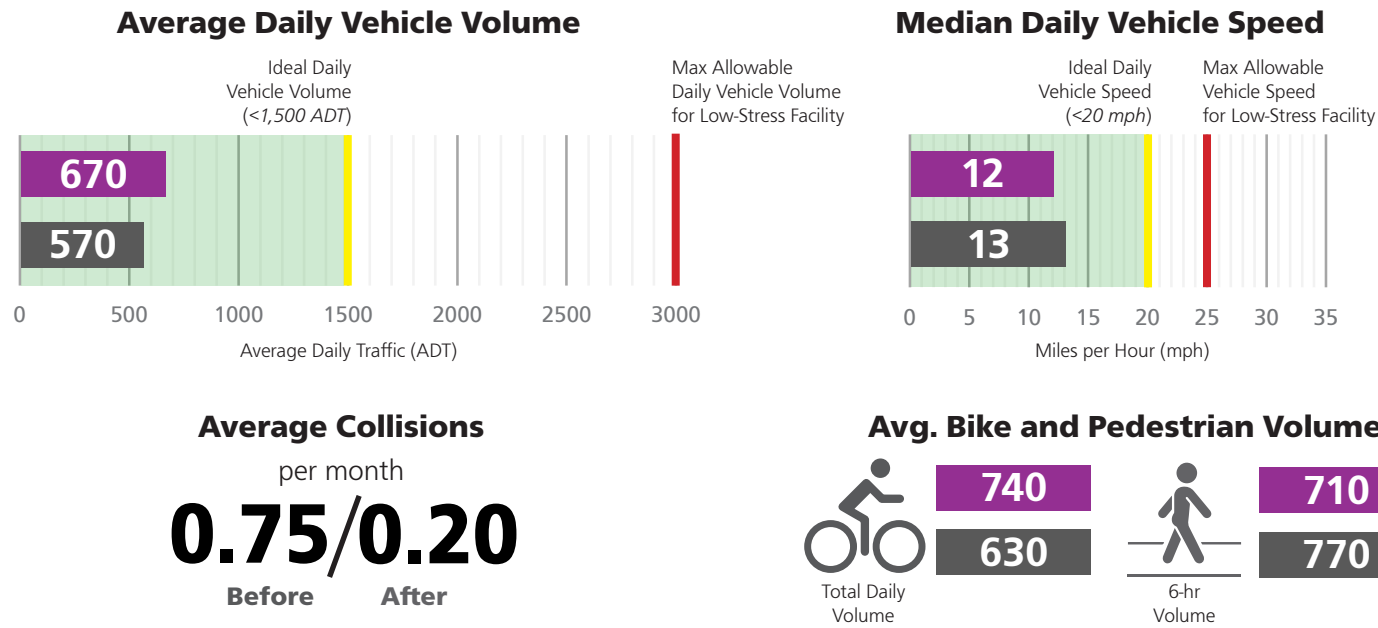
between Stanyan and Gough streets

Quick Facts

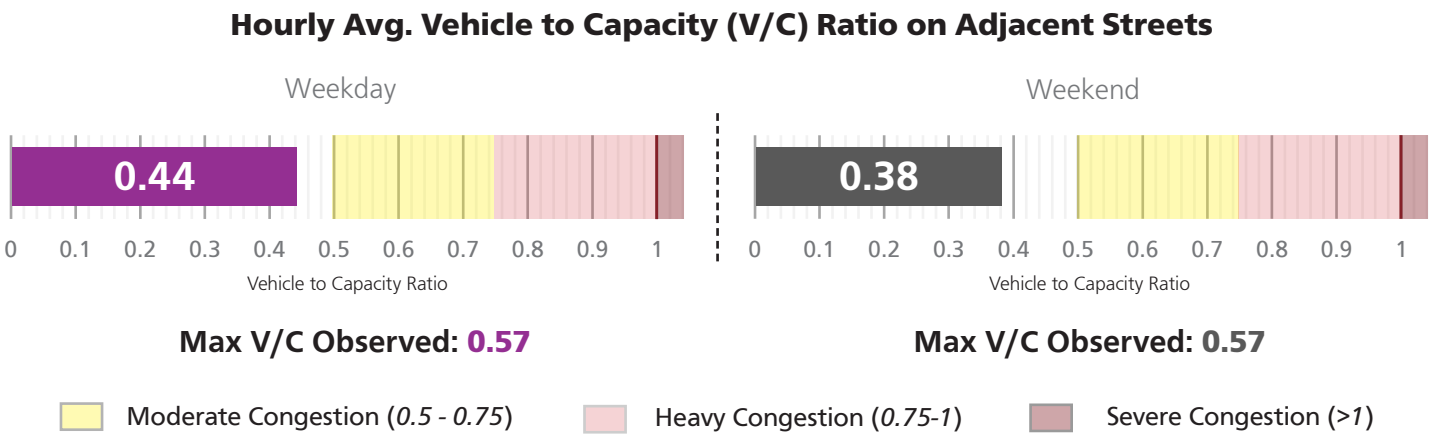
District(s): 5
Length (mi): 3.5
Implemented: May 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



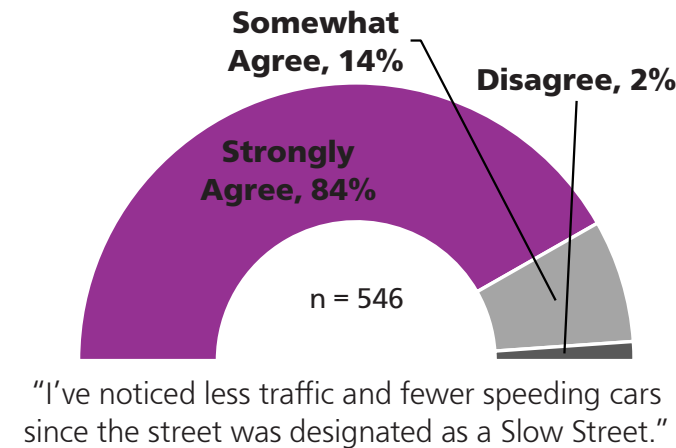
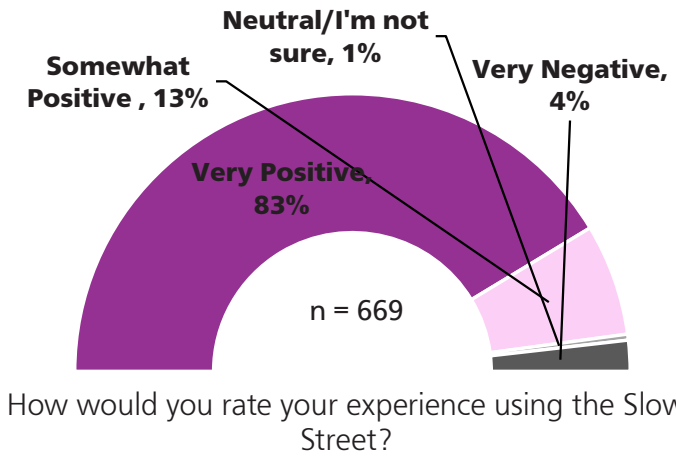
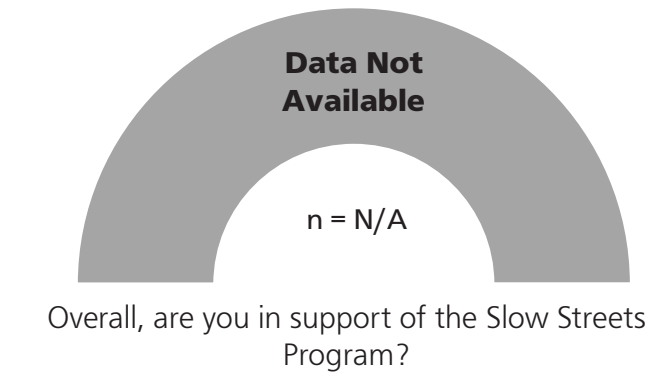
Maintenance

48 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

3.2 JOB(S) PER MONTH is the average maintenance required on this Slow Street

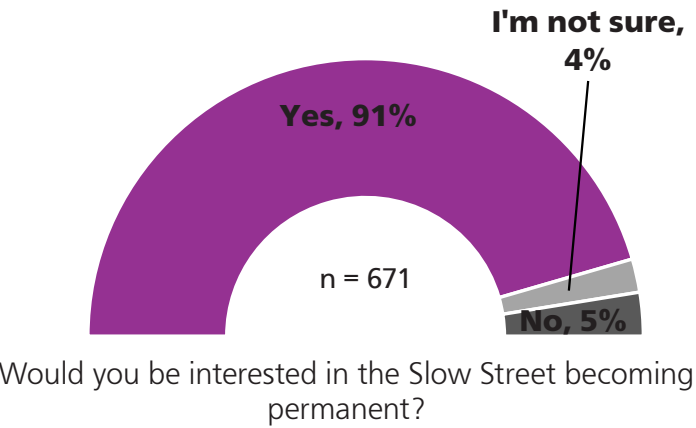
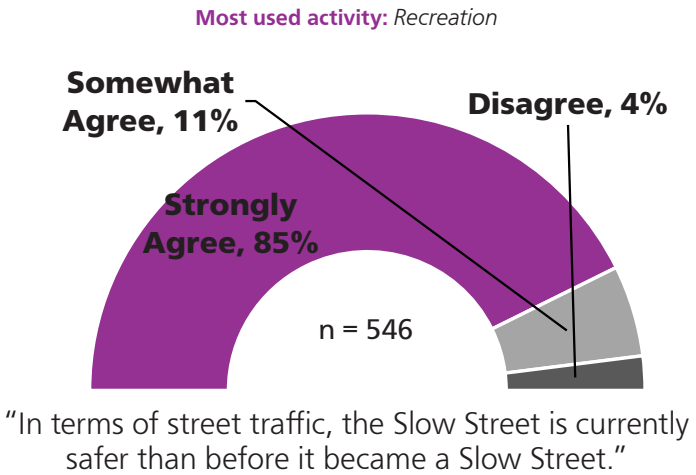
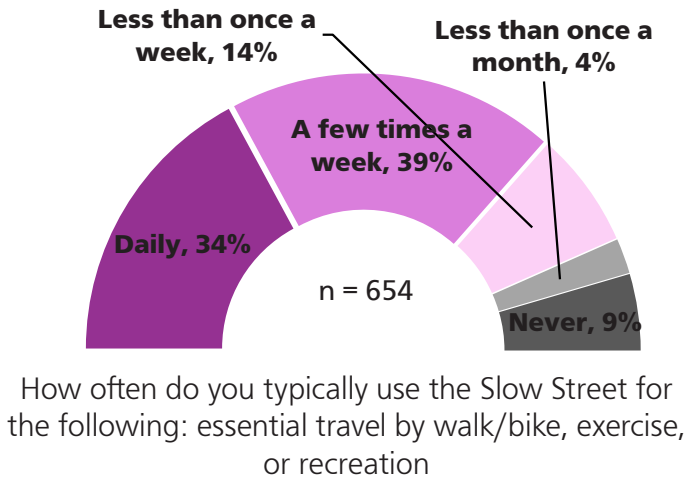
Perception Survey Findings

Number of Responses: 672



Page Street cont.

% Respondents Living in Neighborhood: 85%



SANCHEZ STREET

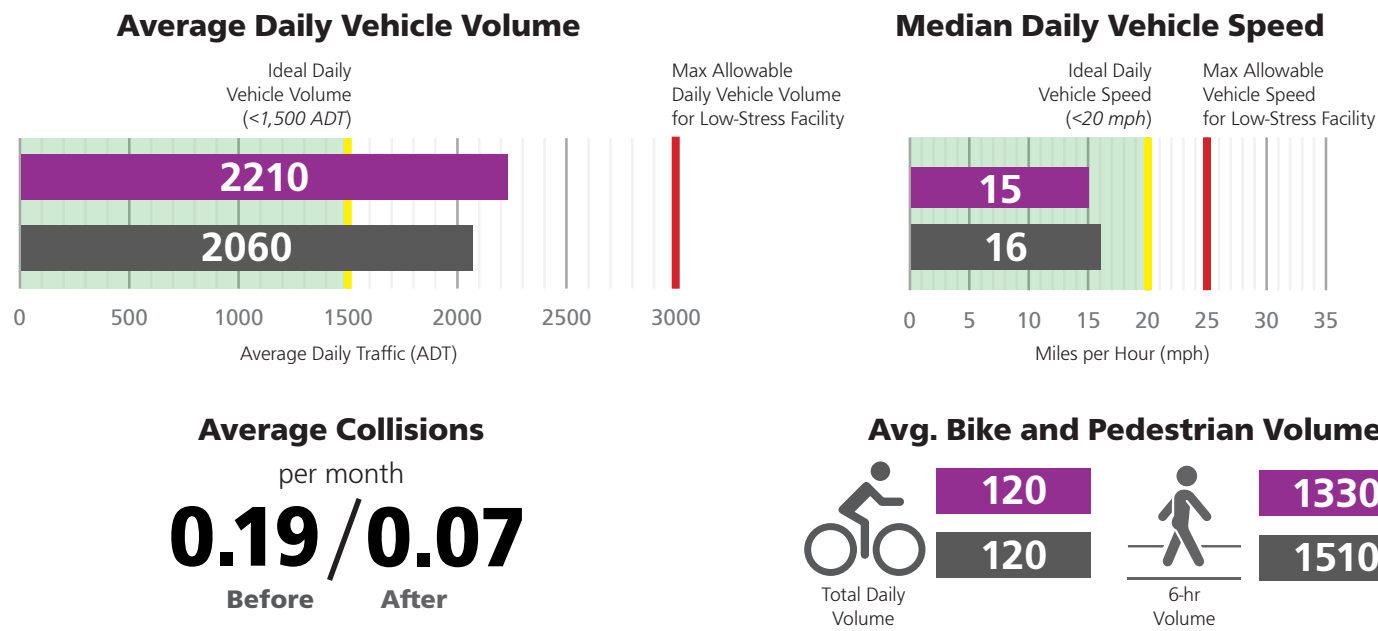
between 23rd and 30th streets

Quick Facts

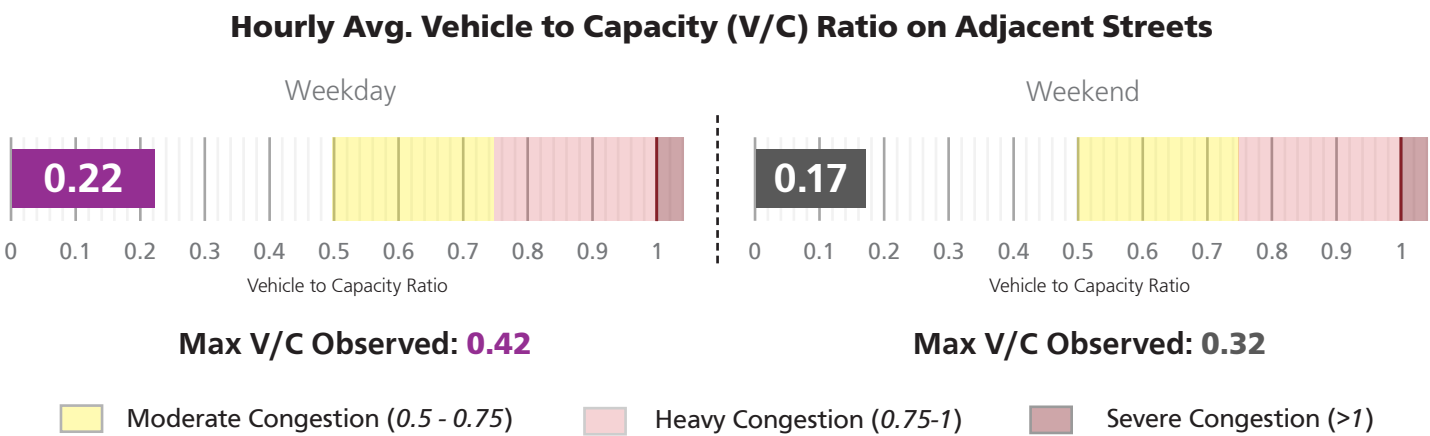
District(s): 8
Length (mi): 1.5
Implemented: May 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



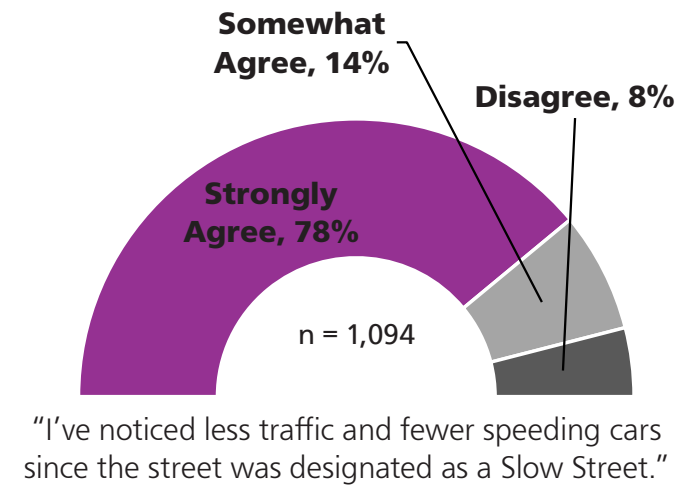
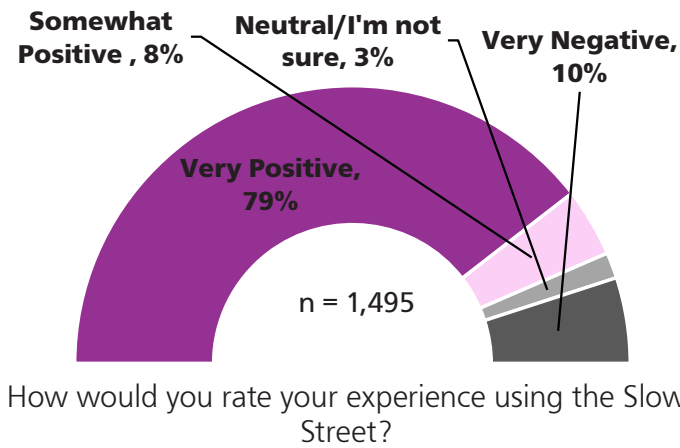
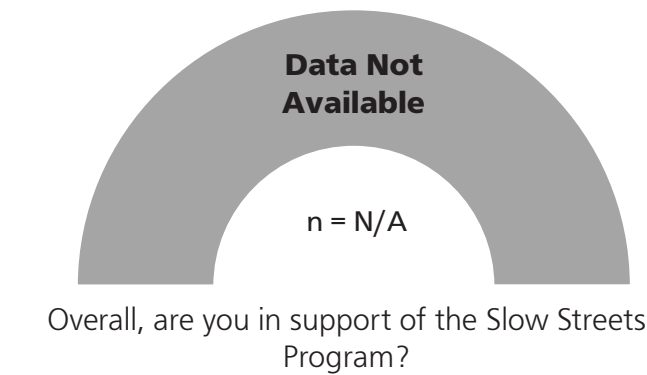
Maintenance

5 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.4 JOB(S) PER MONTH is the average maintenance required on this Slow Street

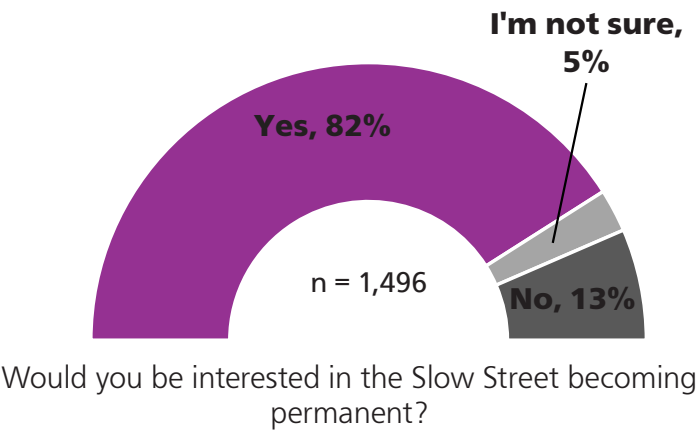
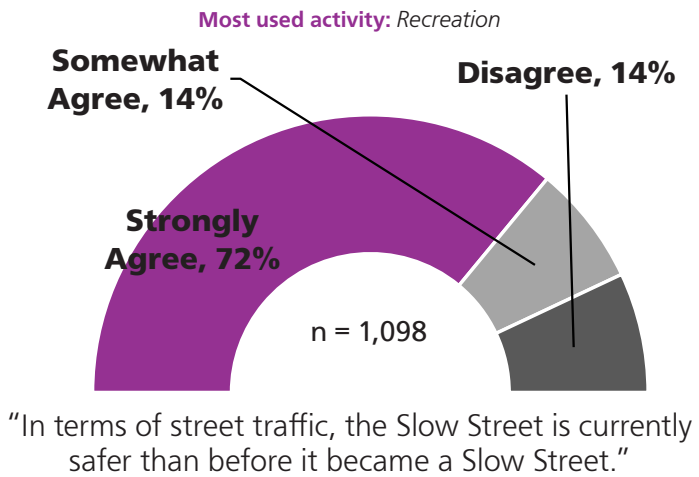
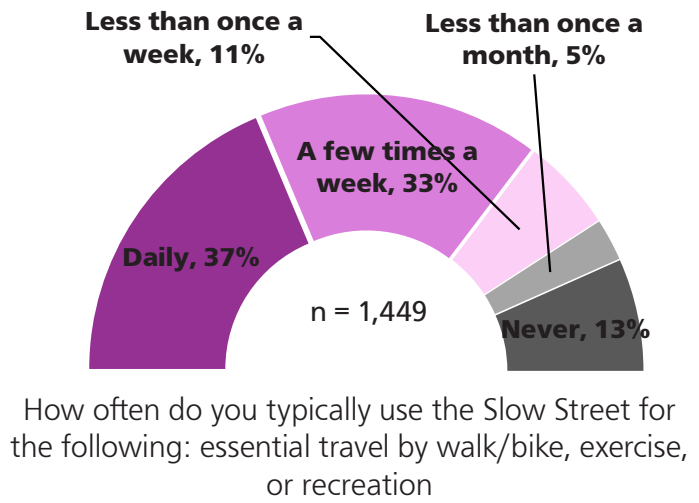
Perception Survey Findings

Number of Responses: 1,501



Sanchez Street cont.

% Respondents Living in Neighborhood: 94%



SHOTWELL STREET

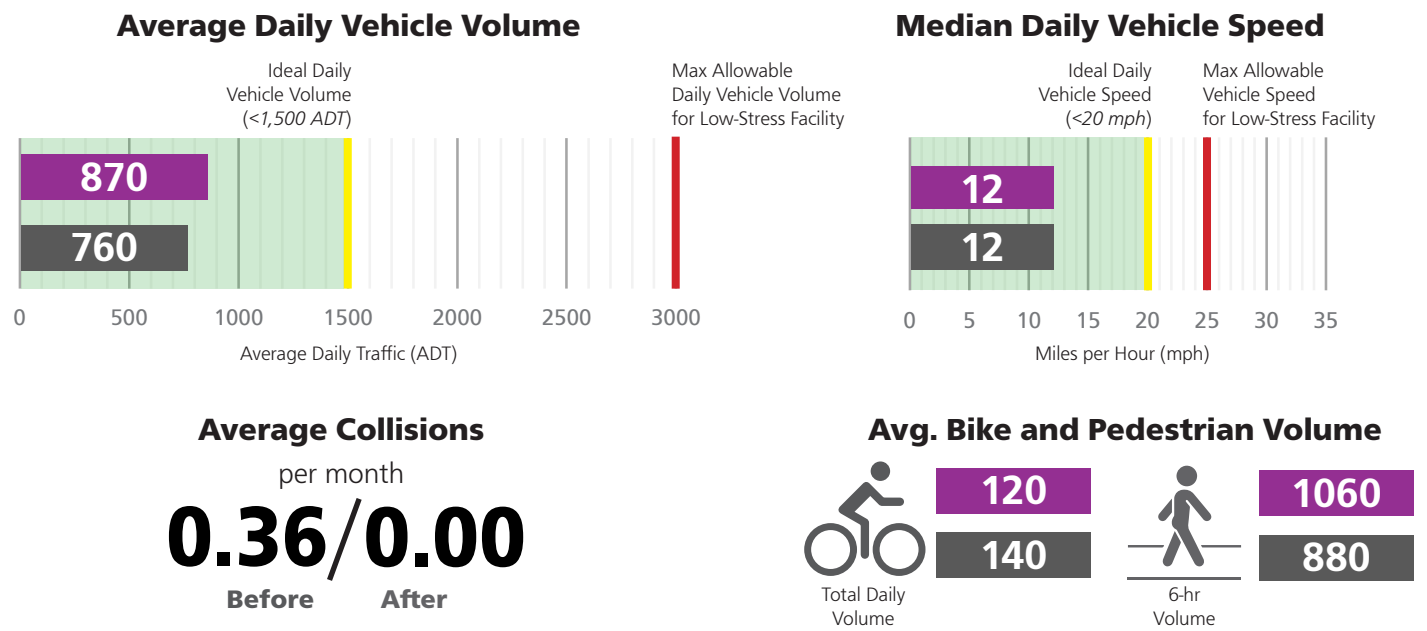
between Cesar Chavez and 14th Street

Quick Facts

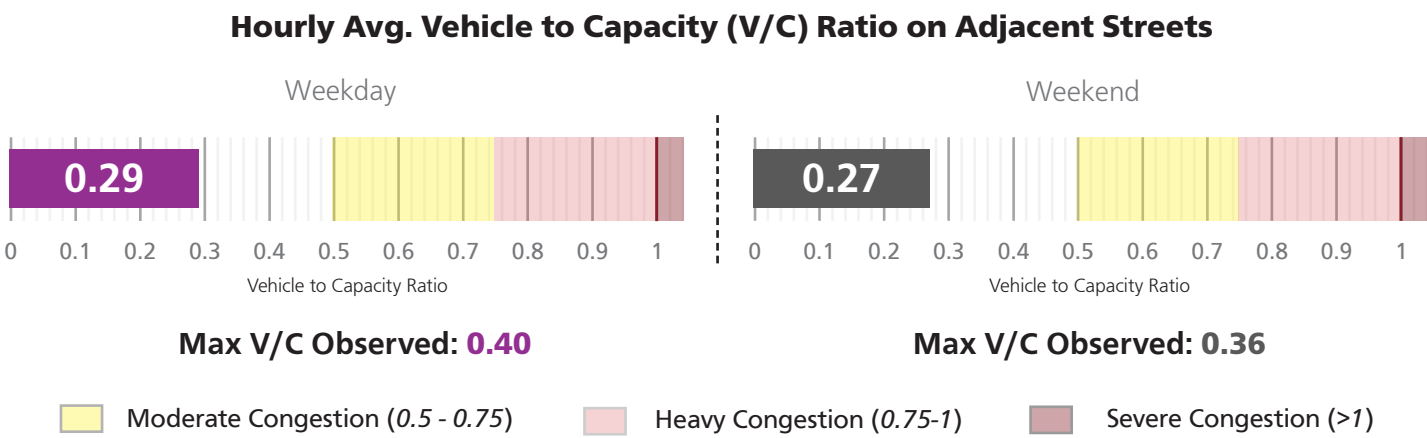
District(s):	9
Length (mi):	2.8
Implemented:	May 2020
Status:	Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



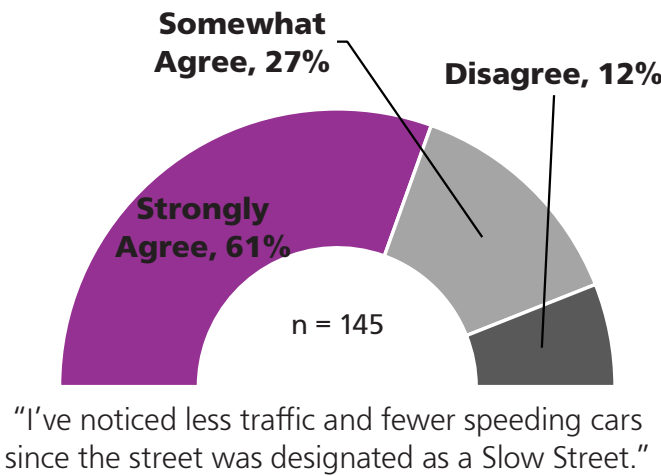
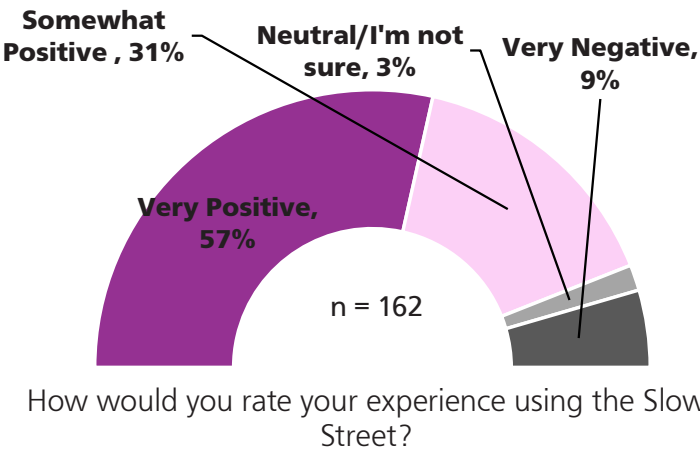
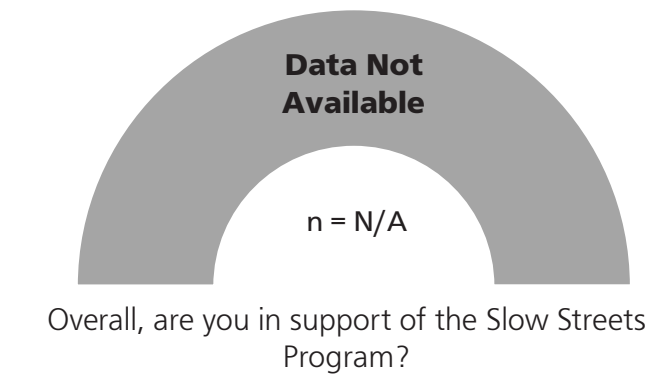
Maintenance

47 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

3.1 JOB(S) PER MONTH is the average maintenance required on this Slow Street

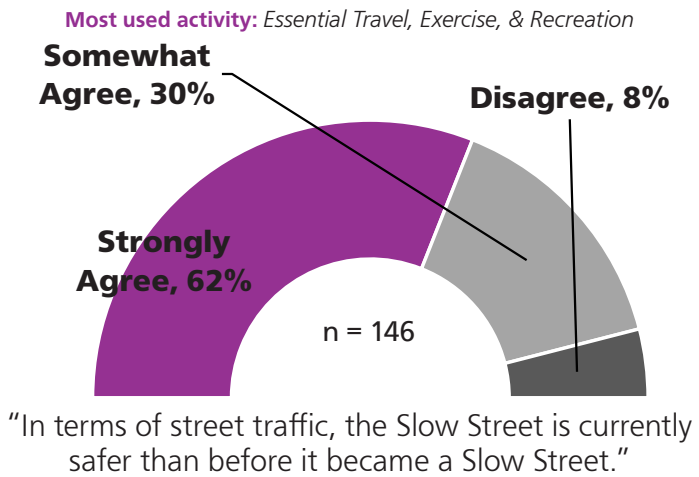
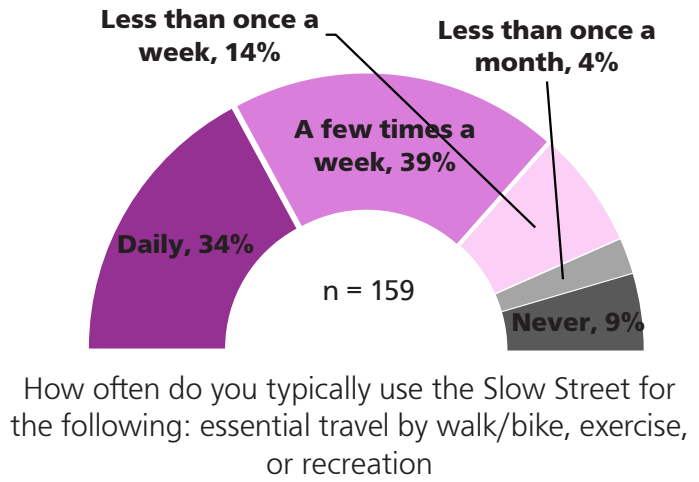
Perception Survey Findings

Number of Responses: 162



Shotwell Street cont.

% Respondents Living in Neighborhood: 85%



SOMERSET STREET

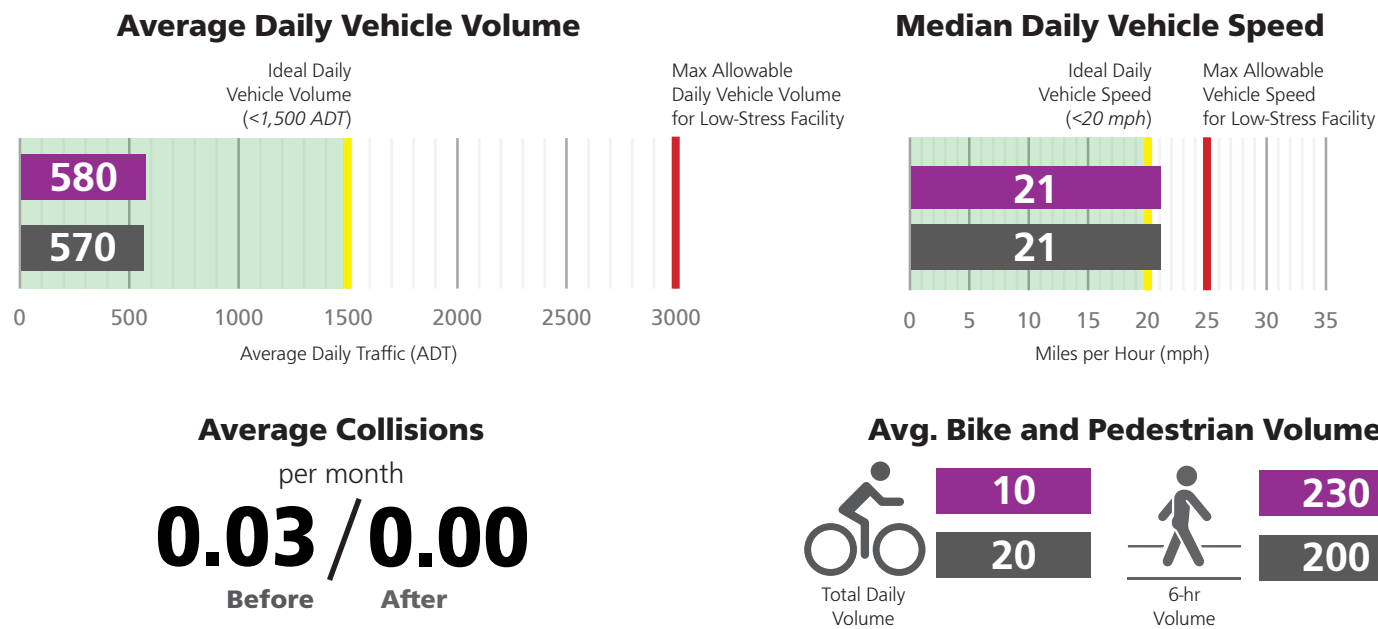
between Silver Avenue and Woolsey Street

Quick Facts

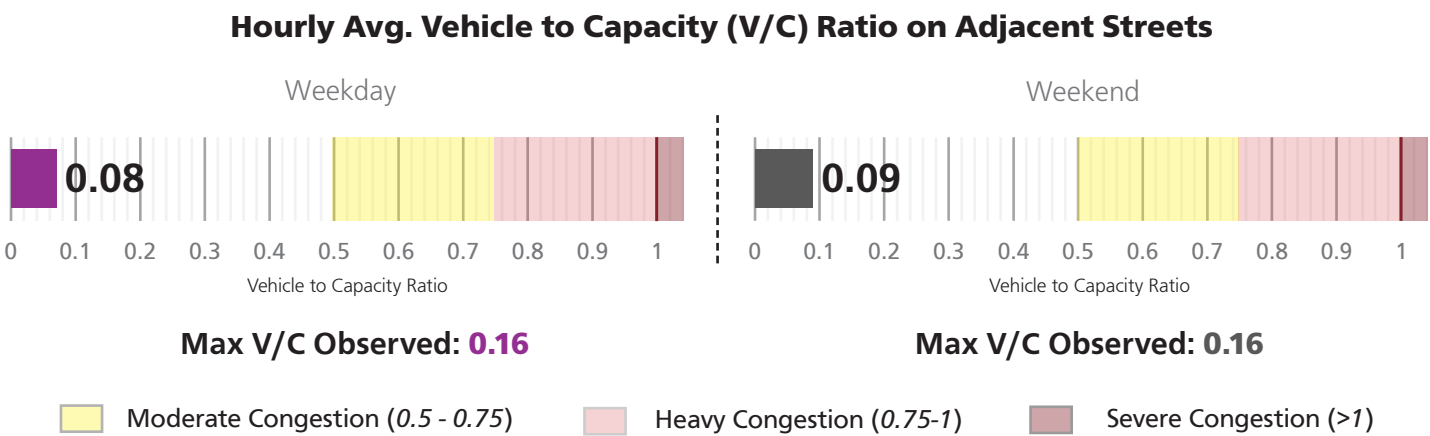
District(s): 9
Length (mi): 1
Implemented: June 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

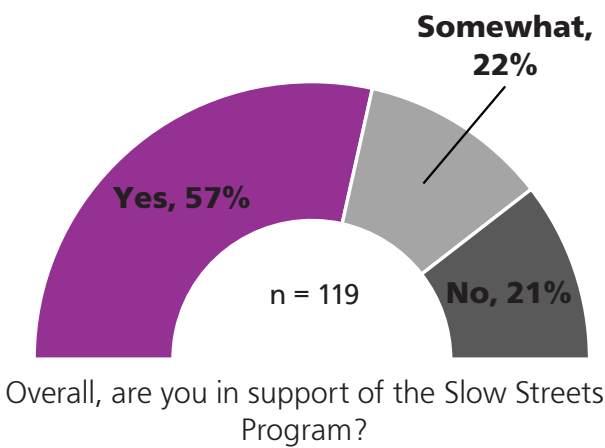
4 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.3 JOB(S) PER MONTH is the average maintenance required on this Slow Street

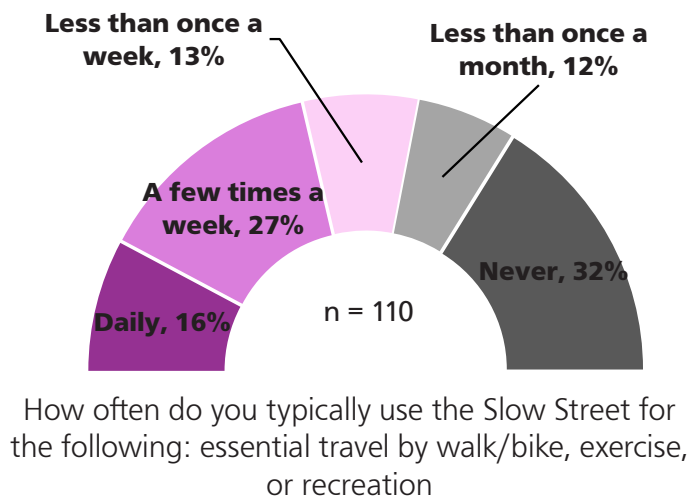
Perception Survey Findings

Somerset Street cont.

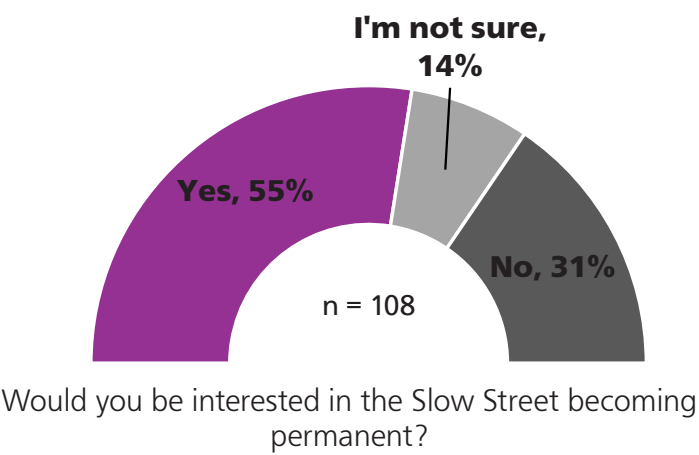
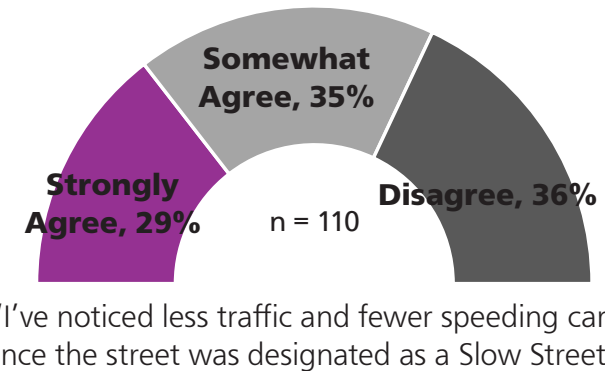
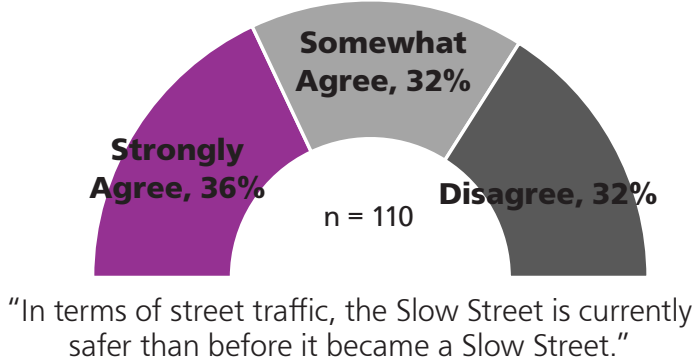
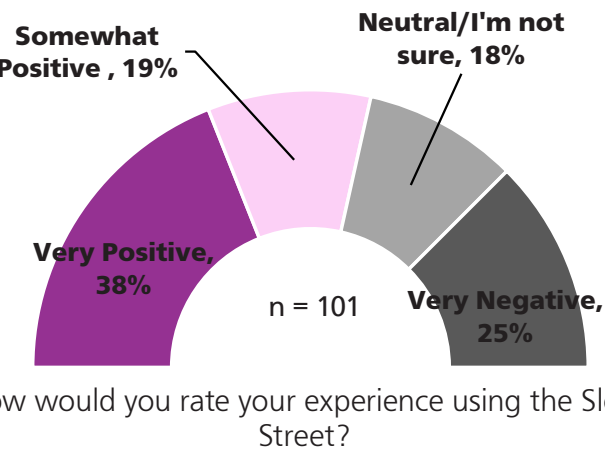
Number of Responses: 148



% Respondents Living in Neighborhood: 73%



Most used activity: Essential Travel



TOMPKINS AVENUE

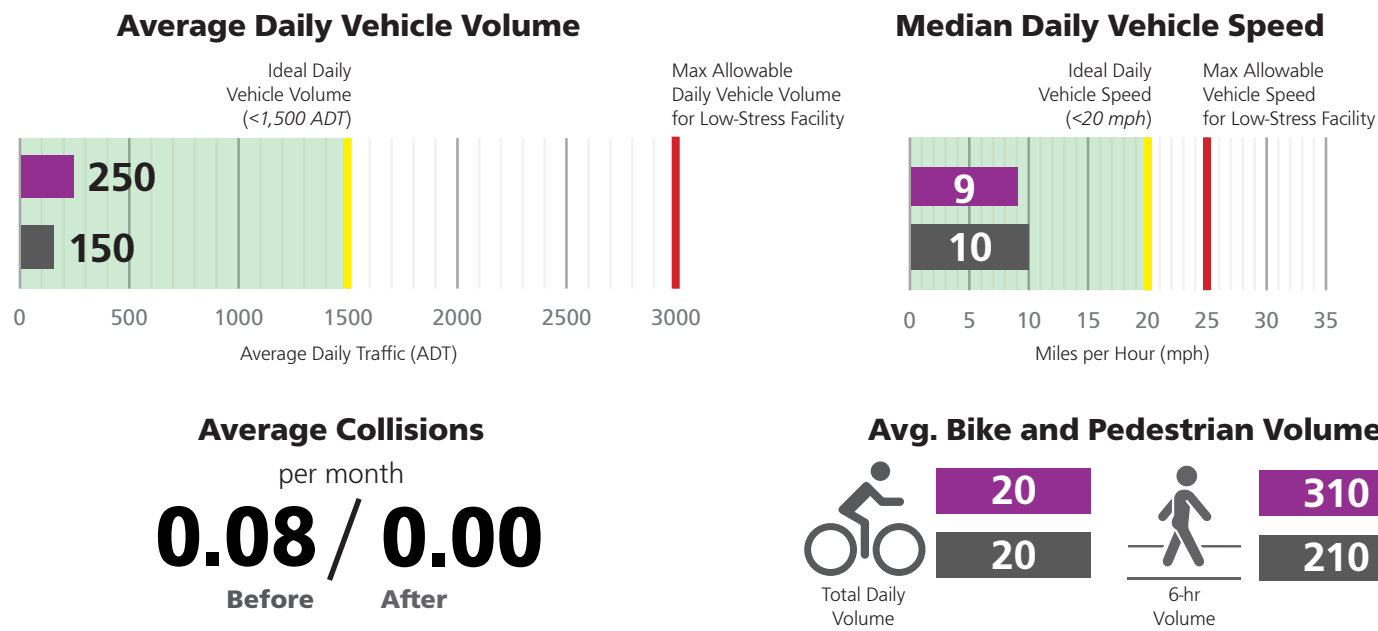
between Andover and Putnam streets

Quick Facts

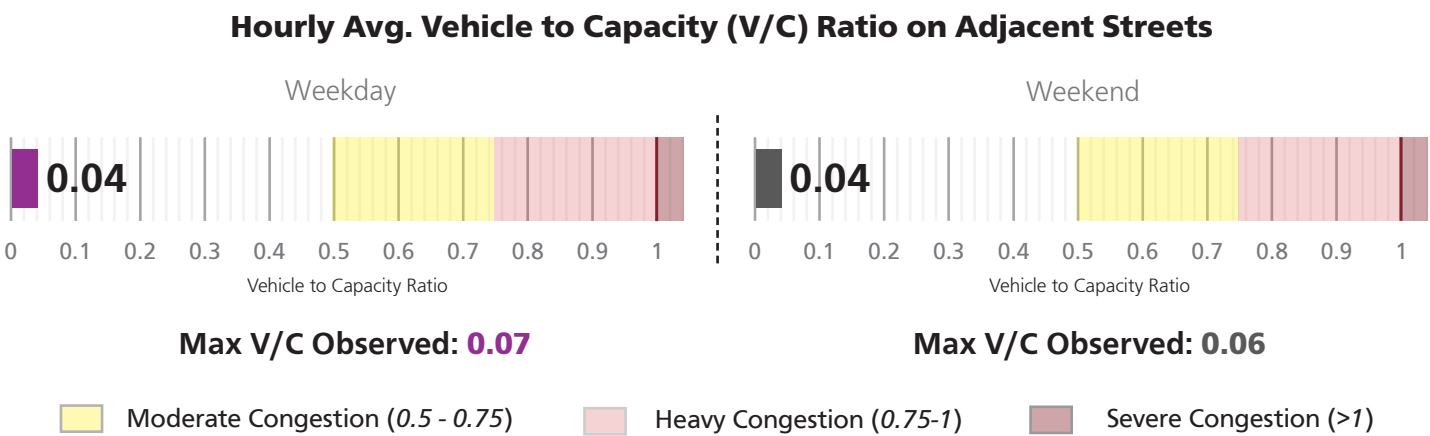
District(s): 9
Length (mi): 0.6
Implemented: October 2020
Status: Active

For all graphs below: **Weekday** **Weekend**

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

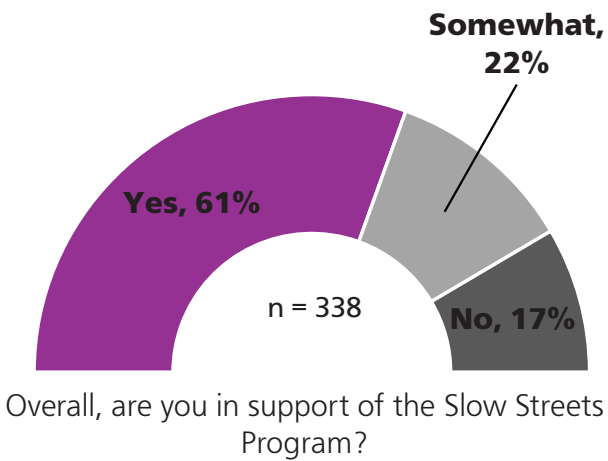
6 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

0.6 JOB(S) PER MONTH is the average maintenance required on this Slow Street

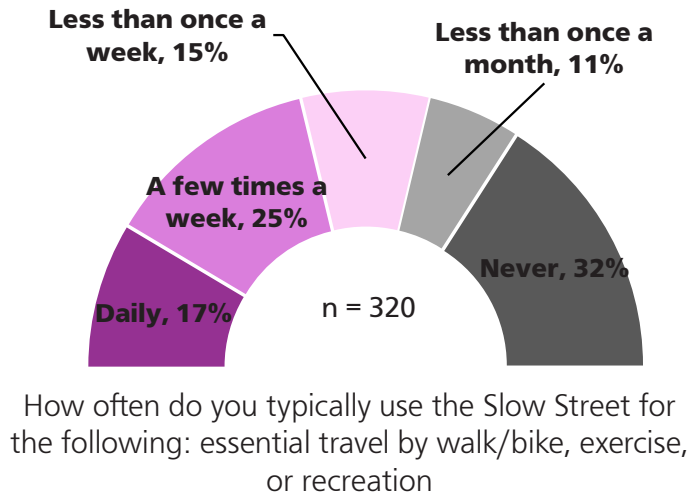
Perception Survey Findings

Tompkins Avenue cont.

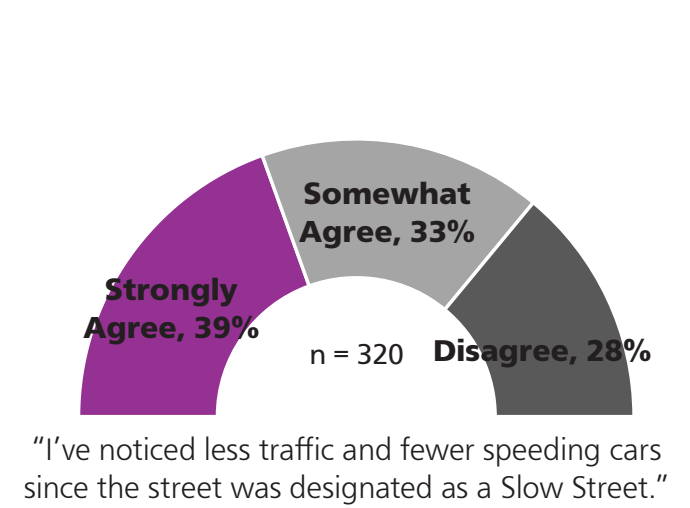
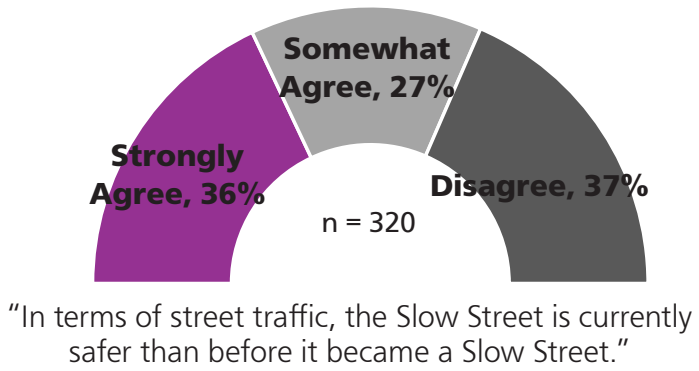
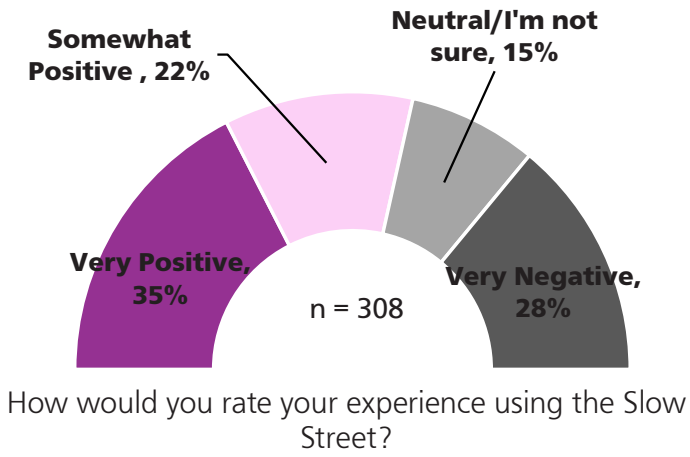
Number of Responses: 381



% Respondents Living in Neighborhood: 87%



Most used activity: Essential Travel & Recreation



Discussion and Next Steps

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 and SFMTA’s goals for climate action and sustainable transportation. The positive impact from the initial pandemic-response phase of Slow Streets will continue as some of the temporary changes become lasting parts of the city’s network for sustainable transportation. Of the 30 Slow Streets, four are authorized to continue beyond the pandemic with permanent changes, and other corridors will follow to build out a network that complements protected bikeways citywide.

The SFMTA will continue Slow Streets’ data collection and analyses on all corridors as traffic patterns continue to change. Next, the team will evaluate recently-implemented Slow Streets (including 12th Avenue, Hearst Avenue, Lyon Street, and SoMa Slow Streets) and District 4 Slow Streets in late 2021, publishing additional findings as they become available.

This report is the result of 16 months of data collection regarding the impacts of Slow Streets in San Francisco, and the findings from this evaluation will continue to inform future planning for Slow Streets and transportation safety improvements citywide. This evaluation also raises new questions, such as:

How do the materials that designate Slow Streets affect safety perceptions, vehicle speeds, and traffic volumes? As the Slow Streets program began to implement new, more durable materials on Slow Streets in mid-2021, we are closely monitoring how these materials change traffic volumes, vehicle speeds, and safety and how we consider modifications to these designs in the future.

How can SFMTA help jump-start the virtuous cycle of safe and comfortable Slow Streets with local community support? Some indications suggest that on-the-ground community involvement, such as a neighborhood groups that take active roles in maintaining and programming Slow Streets, are a key element in making a successful Slow Street where many people safely walk and bike in the roadway. How can the SFMTA encourage this type of community involvement to make Slow Streets more successful now and into the future?

How do Slow Streets relate to overall SFMTA Vision Zero priorities? Overall, collisions were down 36% after Slow Streets were implemented, but this was during a pandemic when traffic patterns fluctuated. Further data will be collected to help determine whether longer-term impacts of Slow Streets help eliminate serious injuries and fatalities in San Francisco.

For up-to-date information on the SFMTA Slow Streets program, please visit [SFMTA.com/SlowStreets](https://sfmta.com/SlowStreets).

For information on corridors advancing to post-pandemic Slow Street status, please visit [SFMTA.com/PostPandemicSlowStreets](https://sfmta.com/PostPandemicSlowStreets).



This project is made possible by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax Funds.

For more information about the Slow Streets Program, please visit:

[SFMTA.com/SlowStreets](https://sfmta.com/SlowStreets)



Slow Streets Evaluation Report Team:

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