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:

73% of respondents somewhat (27%) or strongly (46%) agree that a street designated as a Slow Street became safer after the change.

69% of respondents reported having a somewhat (21%) to very (48%) positive experience using the Slow Street in their neighborhood.

78% of respondents somewhat (30%) or strongly (48%) 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 ($r = 0.63$, $R^2 = 40\%$) between the perception of safety on 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 between perception of safety and frequency of use reported from Slow Street surveys ($r = 0.88$, $R^2 = 77\%$). 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:

- **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.

### Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slow Streets Overview</td>
<td>1-2</td>
</tr>
<tr>
<td>Methodology</td>
<td>3-8</td>
</tr>
<tr>
<td>Findings</td>
<td>9-64</td>
</tr>
<tr>
<td>Program Wide Findings</td>
<td>9-12</td>
</tr>
<tr>
<td>Individual Slow Street Evaluation Findings and Profiles</td>
<td>13-64</td>
</tr>
<tr>
<td>20th Avenue</td>
<td>15-16</td>
</tr>
<tr>
<td>20th Street</td>
<td>17-18</td>
</tr>
<tr>
<td>23rd Avenue</td>
<td>19-20</td>
</tr>
<tr>
<td>41st Avenue</td>
<td>21-22</td>
</tr>
<tr>
<td>Arkansas Street</td>
<td>23-24</td>
</tr>
<tr>
<td>Arlington Street</td>
<td>25-26</td>
</tr>
<tr>
<td>Cabrillo Street</td>
<td>27-28</td>
</tr>
<tr>
<td>Chenery Street</td>
<td>29-30</td>
</tr>
<tr>
<td>Clay Street</td>
<td>31-32</td>
</tr>
<tr>
<td>Duncan Street</td>
<td>33-34</td>
</tr>
<tr>
<td>Excelsior Avenue</td>
<td>35-36</td>
</tr>
<tr>
<td>Golden Gate Avenue</td>
<td>37-38</td>
</tr>
<tr>
<td>Kirkham Street</td>
<td>39-40</td>
</tr>
<tr>
<td>Lake Street</td>
<td>41-42</td>
</tr>
<tr>
<td>Lombard Street</td>
<td>43-44</td>
</tr>
<tr>
<td>Mariposa Street</td>
<td>45-46</td>
</tr>
<tr>
<td>Minnesota Street</td>
<td>47-48</td>
</tr>
<tr>
<td>Noe Street</td>
<td>49-50</td>
</tr>
<tr>
<td>Ortega Street</td>
<td>51-52</td>
</tr>
<tr>
<td>Pacific Avenue</td>
<td>53-54</td>
</tr>
<tr>
<td>Page Street</td>
<td>55-56</td>
</tr>
<tr>
<td>Sanchez Street</td>
<td>57-58</td>
</tr>
<tr>
<td>Shotwell Street</td>
<td>59-60</td>
</tr>
<tr>
<td>Somerset Street</td>
<td>61-62</td>
</tr>
<tr>
<td>Tompkins Avenue</td>
<td>63-64</td>
</tr>
<tr>
<td>Discussion and Next Steps</td>
<td>65-66</td>
</tr>
</tbody>
</table>
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 diversion\(^1\), 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:

<table>
<thead>
<tr>
<th>Operational Condition</th>
<th>V/C Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low to no congestion</td>
<td>&lt;0.5</td>
</tr>
<tr>
<td>Moderate congestion</td>
<td>0.5 - 0.74</td>
</tr>
<tr>
<td>Heavy congestion</td>
<td>0.75 - 1</td>
</tr>
<tr>
<td>Severe congestion</td>
<td>&gt;1</td>
</tr>
</tbody>
</table>

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 diversion, 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.

*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:

- **73%** of respondents somewhat (27%) or strongly (46%) agree that a street designated as a Slow Street became safer after the change.
- **69%** of respondents reported having a somewhat (21%) to very (48%) positive experience using the Slow Street in their neighborhood.
- **78%** of respondents somewhat (30%) or strongly (48%) 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 ($r = 0.63 | R^2 = 40\%$) 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 ($r = 0.88 | R^2 = 77\%$) 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.
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.

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

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 before and after annual monthly rates for overall (all modes) and Ped/Bike (pedestrian or bicycle related) collisions.

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

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.

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

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): 4
- Length (mi): 1.3
- Implemented: July 2020
- Status: Active

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

Traffic Safety and Mobility

Average Daily Vehicle Volume

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>Ideal Daily Vehicle Volume (&lt;1,500 ADT)</th>
<th>Max Allowable Daily Vehicle Volume for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,370</td>
<td>3000</td>
</tr>
<tr>
<td></td>
<td>1,150</td>
<td>3000</td>
</tr>
</tbody>
</table>

Median Daily Vehicle Speed

<table>
<thead>
<tr>
<th>Miles per Hour (mph)</th>
<th>Ideal Daily Vehicle Speed (&lt;20 mph)</th>
<th>Max Allowable Vehicle Speed for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>24</td>
<td></td>
</tr>
</tbody>
</table>

Average Collisions per month

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.08/0.08</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Avg. Bike and Pedestrian Volume

<table>
<thead>
<tr>
<th></th>
<th>Total Daily Volume</th>
<th>6-hr Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike</td>
<td>60</td>
<td>290</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>80</td>
<td>310</td>
</tr>
</tbody>
</table>

Traffic Operations

Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets

Weekday

<table>
<thead>
<tr>
<th>Vehicle to Capacity Ratio</th>
<th>Max V/C Observed: 0.32</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Weekend

<table>
<thead>
<tr>
<th>Vehicle to Capacity Ratio</th>
<th>Max V/C Observed: 0.32</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Maintenance

15 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation. 1.2 JOB(S) PER MONTH is the average maintenance 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

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**

<table>
<thead>
<tr>
<th>Vehicle Volume</th>
<th>Weekly Avg.</th>
<th>Max Allowable Volume for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>2270</td>
<td>3000</td>
<td></td>
</tr>
<tr>
<td>2100</td>
<td>2500</td>
<td></td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Vehicle Speed (mi/h)</th>
<th>Weekly Avg.</th>
<th>Max Allowable Speed for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

**Average Collisions per month**

0.63/0.29

**Avg. Bike and Pedestrian Volume**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Weekly Avg.</th>
<th>Max Allowable Vehicle Volume for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bikes</td>
<td>110</td>
<td>130</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>910</td>
<td>970</td>
</tr>
</tbody>
</table>

**Traffic Operations**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

<table>
<thead>
<tr>
<th>Area</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>V/C Ratio</td>
<td>0.26</td>
<td>0.25</td>
</tr>
<tr>
<td>Max V/C</td>
<td>0.38</td>
<td>0.37</td>
</tr>
</tbody>
</table>

**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**

**Number of Responses:** 1,290

- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 77%
  - Somewhat, 13%
  - Neutral/I’m not sure, 8%

**% Respondents Living in Neighborhood:** 68%

- Less than once a month, 11%
- Less than once a week, 18%
- A few times a week, 31%
- Daily, 18%
- Never, 23%

**How would you rate your experience using the Slow Street?**

- Strongly Agree, 42%
- Moderate, 26%
- Somewhat Agrees, 32%
- Disagree, 10%

**Most used activity:** Essential Travel & Recreation

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

- Yes, 77%
- Somewhat, 13%
- No, 10%

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

**Would you be interested in the Slow Street becoming permanent?**

- Yes, 73%
- No, 17%
- I’m not sure, 10%
**23RD AVENUE**
between Lake and Cabrillo streets

### Quick Facts
- **District(s):** 1
- **Length (mi):** 1.6
- **Implemented:** July 2020
- **Status:** Active

### Traffic Safety and Mobility

#### Average Daily Vehicle Volume

- **0 500 1000 1500 2000 2500 3000** Average Daily Traffic (ADT)
- **0 5 10 15 20 25 30 35** Miles per Hour (mph)

#### Median Daily Vehicle Speed

- **Ideal Daily Vehicle Speed:** <20 mph
- **Max Allowable Vehicle Speed:** <1,500 ADT

#### Average Collisions

- **0.11 / 0.00** per month
- **Before**
- **After**

#### Avg. Bike and Pedestrian Volume

- **130** Total Daily Volume
- **110** 6-hr Volume
- **400** Daily Volume

### Perception Survey Findings

#### Number of Responses: 852

- **63%** Yes, Somewhat, 17%
- **20%** No, 20%

#### % Respondents Living in Neighborhood: 84%

- Less than once a week, 15%
- Less than once a month, 9%
- A few times a week, 32%
- Daily, 18%
- Never, 27%

#### 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?

- **Very Positive, 53%**
- **Neutral/I'm not sure, 9%**
- **Very Negative, 20%**

#### How would you rate the following: essential travel by walk/bike, exercise, or recreation

- **Yes, 63%**
- **I'm not sure, 8%**
- **No, 32%**

#### Would you be interested in the Slow Street becoming permanent?

- **Yes, 61%**
- **No, 32%**

### Traffic Operations

#### Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets

- **Weekday:** 0.14
- **Weekend:** 0.13

#### Max V/C Observed:

- **0.19** on 23rd Avenue
- **0.20** on Adjacent Streets

**Moderate Congestion (0.5 - 0.75)**
- **Heavy Congestion (0.75-1)**
- **Severe Congestion (>1)**

### Maintenance

- **Total Maintenance Job(s):** 4
- **0.3 Job(s) per Month** is the average maintenance required on this Slow Street

---

**23rd Avenue cont.**
**41ST AVENUE**

between Lincoln Way and Vicente Street

**Quick Facts**

- **District(s):** 4
- **Length (mi):** 3.6
- **Implemented:** May 2020
- **Status:** Active

**Perception Survey Findings**

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

---

**Maintenance**

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

1.1 JOB(S) PER MONTH is the average maintenance required on this Slow Street
**ARKANSAS STREET**
between 17th and 23rd streets

**Quick Facts**
- **District(s):** 10
- **Length (mi):** 1.4
- **Implemented:** October 2020
- **Status:** Active

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**
- Max Allowable Daily Vehicle Volume for Low-Stress Facility: 840
- Ideal Daily Vehicle Volume: 540

**Average Collisions**
- **Before:** 0.06
- **After:** 0.00

**Median Daily Vehicle Speed**
- Max Allowable Vehicle Speed for Low-Stress Facility: 19
- Ideal Daily Vehicle Speed: 10

**Avg. Bike and Pedestrian Volume**
- Total Daily Volume: 350
- 6-hr Volume: 300

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**
- **Weekday:** 0.08
- **Weekend:** 0.07

**Maintenance**
- **Total Maintenance Job(s):** 7
- **Job(s) per Month:** 0.7

**Perception Survey Findings**

**Number of Responses:** 373

- **Overall, are you in support of the Slow Streets Program?**
  - **Yes:** 56%
  - **Somewhat:** 23%
  - **Neutral/I’m not sure:** 16%
  - **No:** 21%

- **How would you rate your experience using the Slow Street?**
  - **Very Positive:** 34%
  - **Somewhat Positive:** 21%
  - **Neutral/I’m not sure:** 16%
  - **Somewhat Negative:** 23%
  - **Very Negative:** 29%

- **How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation?**
  - **Daily:** 18%
  - **A few times a week:** 26%
  - **Less than once a week:** 11%
  - **Less than once a month:** 8%
  - **Never:** 36%

- **In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street.”**
  - **Yes:** 56%
  - **Somewhat Agree:** 31%
  - **Strongly Agree:** 28%
  - **Disagree:** 41%

- **Would you be interested in the Slow Street becoming permanent?**
  - **Yes:** 48%
  - **Somewhat Agree:** 36%
  - **Strongly Agree:** 29%
  - **Disagree:** 35%

- **I’m not sure:** 13%

**Percepcion Survey Findings**

Number of Responses: 373

- **Overall, are you in support of the Slow Streets Program?**
  - **Yes:** 56%
  - **Somewhat:** 23%
  - **Neutral/I’m not sure:** 16%
  - **No:** 21%

- **How would you rate your experience using the Slow Street?**
  - **Very Positive:** 34%
  - **Somewhat Positive:** 21%
  - **Neutral/I’m not sure:** 16%
  - **Somewhat Negative:** 23%
  - **Very Negative:** 29%

- **How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation?**
  - **Daily:** 18%
  - **A few times a week:** 26%
  - **Less than once a week:** 11%
  - **Less than once a month:** 8%
  - **Never:** 36%

- **In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street.”**
  - **Yes:** 56%
  - **Somewhat Agree:** 31%
  - **Strongly Agree:** 28%
  - **Disagree:** 41%

- **Would you be interested in the Slow Street becoming permanent?**
  - **Yes:** 48%
  - **Somewhat Agree:** 36%
  - **Strongly Agree:** 29%
  - **Disagree:** 35%

- **I’m not sure:** 13%
**FINDINGS**

**Traffic Safety and Mobility**

- **Arlington Street** between Roanoke and Randall streets

<table>
<thead>
<tr>
<th>Quick Facts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>District(s):</strong> 8</td>
</tr>
<tr>
<td><strong>Length (mi):</strong> 0.9</td>
</tr>
<tr>
<td><strong>Implemented:</strong> November 2020</td>
</tr>
<tr>
<td><strong>Status:</strong> Active</td>
</tr>
</tbody>
</table>

**Average Daily Vehicle Volume**

- Average Daily Traffic (ADT):
  - 720
  - 610

**Median Daily Vehicle Speed**

- Max Allowable Daily Vehicle Speed for Low-Stress Facility:
  - 20 mph

**Average Collisions per month**

- Before: 0.00
- After: 0.00

**Avg. Bike and Pedestrian Volume**

- Total Daily Volume:
  - 60
- 6 hr Volume:
  - 40
- 9 hr Volume:
  - 220

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- **Weekday**
  - Max V/C Observed: 0.27
- **Weekend**
  - Max V/C Observed: 0.20

**Maintenance**

- **TOTAL MAINTENANCE JOB(S):** 4
- **JOB(S) PER MONTH:** 0.5

- These were completed on the Slow Street since its installation.

**Perception Survey Findings**

- **Number of Responses:** 342

**% Respondents Living in Neighborhood:** 83%

- Less than once a month: 10%
- Less than once a week: 15%
- A few times a week: 29%
- Daily: 20%
- Never: 26%

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

- Yes: 66%
- Somewhat: 17%
- Neutral/I’m not sure: 9%

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

- Yes: 55%
- Somewhat: 17%
- Strongly Agree: 35%
- Neutral/I’m not sure: 9%
- Strongly Agree: 29%
- Very Positive: 31%
- Very Negative: 29%
- Disagree: 32%
- I’m not sure: 8%

**Would you be interested in the Slow Street becoming permanent?**

- Yes: 55%
- No: 37%

**Among all graphs below:**

- Weekday
- Weekend

**Maintenance**

- **TOTAL MAINTENANCE JOB(S):** 4
- **JOB(S) PER MONTH:** 0.5

- These were completed on the Slow Street since its installation.

**Traffic Safety and Mobility**

- **Arlington Street** between Roanoke and Randall streets

<table>
<thead>
<tr>
<th>Quick Facts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>District(s):</strong> 8</td>
</tr>
<tr>
<td><strong>Length (mi):</strong> 0.9</td>
</tr>
<tr>
<td><strong>Implemented:</strong> November 2020</td>
</tr>
<tr>
<td><strong>Status:</strong> Active</td>
</tr>
</tbody>
</table>

**Average Daily Vehicle Volume**

- Average Daily Traffic (ADT):
  - 720
  - 610

**Median Daily Vehicle Speed**

- Max Allowable Daily Vehicle Speed for Low-Stress Facility:
  - 20 mph

**Average Collisions per month**

- Before: 0.00
- After: 0.00

**Avg. Bike and Pedestrian Volume**

- Total Daily Volume:
  - 60
- 6 hr Volume:
  - 40
- 9 hr Volume:
  - 220

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- **Weekday**
  - Max V/C Observed: 0.27
- **Weekend**
  - Max V/C Observed: 0.20

**Maintenance**

- **TOTAL MAINTENANCE JOB(S):** 4
- **JOB(S) PER MONTH:** 0.5

- These were completed on the Slow Street since its installation.

**Perception Survey Findings**

- **Number of Responses:** 342

**% Respondents Living in Neighborhood:** 83%

- Less than once a month: 10%
- Less than once a week: 15%
- A few times a week: 29%
- Daily: 20%
- Never: 26%

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

- Yes: 66%
- Somewhat: 17%
- Neutral/I’m not sure: 9%

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

- Yes: 55%
- Somewhat: 17%
- Strongly Agree: 35%
- Neutral/I’m not sure: 9%
- Strongly Agree: 29%
- Very Positive: 31%
- Very Negative: 29%
- Disagree: 32%
- I’m not sure: 8%

**Would you be interested in the Slow Street becoming permanent?**

- Yes: 55%
- No: 37%

**Among all graphs below:**

- Weekday
- Weekend
CABRILLO STREET
between 45th and 25th avenues

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

Traffic Safety and Mobility

- Average Daily Vehicle Volume
  - Ideal Daily Vehicle Volume (<1,500 ADT)
  - Max Allowable Daily Vehicle Volume for Low-Stress Facility
- Median Daily Vehicle Speed
  - Ideal Daily Vehicle Speed (<20 mph)
  - Max Allowable Vehicle Speed for Low-Stress Facility

Traffic Operation Impacts

- Average Collisions per month: 0.42/0.00
- Before After

- Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets
  - Weekday
  - Weekend
  - Max V/C Observed: 0.43
  - Max V/C Observed: 0.40

- Most used activity: Essential travel by walk/bike

Maintenance

- Total Maintenance Job(s): 31
- JOB(S) Per Month: 3.4

Traffic Operation Impacts

- Average Daily Vehicle Volume
  - 420
  - 320

- Average Vehicle to Capacity Ratio of Adjacent Streets
  - Weekday
  - Weekend

Perception Survey Findings

- Number of Responses: 1,074

- Overall, are you in support of the Slow Streets Program?
  - Yes, 45%
  - Somewhat, 18%
  - Neutral/I’m not sure, 9%
  - No, 37%

- How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation?
  - Daily, 19%
  - A few times a week, 29%
  - Less than once a month, 8%
  - Never, 33%

- How would you rate your experience using the Slow Street?
  - Very Positive, 38%
  - Neutral/I’m not sure, 9%
  - Very Negative, 36%
  - Somewhat Positive, 17%
  - Disagree, 42%

- How would you rate the slow street compared to before?
  - In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street. 7%
  - I’ve noticed less traffic and fewer speeding cars since the street was designated as a Slow Street. 45%

- Would you be interested in the Slow Street becoming permanent?
  - Yes, 43%
  - Strongly Agree, 30%
  - Disagree, 30%
  - No, 50%

- % Respondents Living in Neighborhood: 88%

Number of Responses: 1,074

- Overall, are you in support of the Slow Streets Program?
  - Yes, 45%
  - Somewhat, 18%
  - Neutral/I’m not sure, 9%
  - No, 37%

- How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation?
  - Daily, 19%
  - A few times a week, 29%
  - Less than once a month, 8%
  - Never, 33%

- How would you rate your experience using the Slow Street?
  - Very Positive, 38%
  - Neutral/I’m not sure, 9%
  - Very Negative, 36%
  - Somewhat Positive, 17%
  - Disagree, 42%

- How would you rate the slow street compared to before?
  - In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street. 7%
  - I’ve noticed less traffic and fewer speeding cars since the street was designated as a Slow Street. 45%

- Would you be interested in the Slow Street becoming permanent?
  - Yes, 43%
  - Strongly Agree, 30%
  - Disagree, 30%
  - No, 50%
**FINDINGS**

**CHENERY STREET**
between Burnside and Lippard avenues

**Quick Facts**
- **District(s):** 8
- **Length (mi):** 0.6
- **Implemented:** May 2020
- **Status:** Active

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>0</th>
<th>500</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>2500</th>
<th>3000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ideal Daily Vehicle Volume (&gt;1,500 ADT)</td>
<td>960</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max Allowable Daily Vehicle Volume for Low-Stress Facility</td>
<td>800</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Miles per Hour (mph)</th>
<th>0</th>
<th>5</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ideal Daily Vehicle Speed (&lt;20 mph)</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max Allowable Vehicle Speed for Low-Stress Facility</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Average Collisions per month**

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 / 0.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Bike and Pedestrian Volume**

<table>
<thead>
<tr>
<th>Total Daily Volume</th>
<th>80</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-hr Volume</td>
<td>60</td>
</tr>
<tr>
<td>Average Daily Vehicle Volume</td>
<td>520</td>
</tr>
</tbody>
</table>

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- **Weekday:** N/A
- **Weekend:** N/A

**Max V/C Observed:** N/A

- Moderate Congestion (0.5 - 0.75)
- Heavy Congestion (0.75-1)
- Severe Congestion (>1)

**Maintenance**

**TOTAL MAINTENANCE JOB(S):** 7

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

**Perception Survey Findings**

**Number of Responses:** 572

- **Yes, 93%**
- **Somewhat**, n = 503
- **Neutral/I'm not sure, 12%**
- **Very Positive, 47%**
- **Very Negative, 21%**
- **Strongly Agree, 27%**
- **Strongly Agree, 44%**
- **Strongly Agree, 46%**
- **Strongly Agree, 33%**
- **Strongly Agree, 45%**
- **Disagree, 21%**
- **No, 30%**
- **Yes, 58%**
- **I'm not sure, 12%**

**% Respondents Living in Neighborhood:** 80%

- Less than once a week, 18%
- Less than once a month, 11%
- A few times a week, 27%
- Daily, 16%
- Never, 28%

**How often do you typically use the Slow Street for the following:**
- **essential travel by walk/bike, exercise, or recreation**
- **street traffic, the Slow Street is currently safer than before it became a Slow Street.**

**Would you be interested in the Slow Street becoming permanent?**

- **Yes, 58%**
- **No, 30%**

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

- **Yes, 93%**
- **No, 1%**

**How would you rate your experience using the Slow Street?**

- **Somewhat Positive, 20%**
- **Neutral/I'm not sure, 12%**
- **Very Positive, 47%**
- **Very Negative, 21%**
- **Strongly Agree, 27%**
- **Strongly Agree, 44%**
- **Strongly Agree, 46%**
- **Strongly Agree, 33%**
- **Strongly Agree, 45%**
- **Disagree, 21%**

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

**Would you be interested in the Slow Street becoming permanent?**

- **Yes, 58%**
- **No, 30%**

**Most used activity:** Recreation

**Total, 100%**

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

- **Yes, 93%**
- **No, 1%**

**How would you rate your experience using the Slow Street?**

- **Somewhat Positive, 20%**
- **Neutral/I'm not sure, 12%**
- **Very Positive, 47%**
- **Very Negative, 21%**
- **Strongly Agree, 27%**
- **Strongly Agree, 44%**
- **Strongly Agree, 46%**
- **Strongly Agree, 33%**
- **Strongly Agree, 45%**
- **Disagree, 21%**

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

**Would you be interested in the Slow Street becoming permanent?**

- **Yes, 58%**
- **No, 30%**

**Most used activity:** Recreation

**Total, 100%**
**CLAY STREET**

between Arguello Boulevard and Steiner Street

### Quick Facts
- **District(s):** 2
- **Length (mi):** 2.6
- **Implemented:** October 2020
- **Status:** Active

### Traffic Safety and Mobility

**Average Daily Vehicle Volume**

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>Ideal Daily Vehicle Volume (&gt;1,500 ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>550</td>
<td>360</td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Miles per Hour (mph)</th>
<th>Ideal Daily Vehicle Speed for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&lt;20 mph</td>
</tr>
<tr>
<td></td>
<td>Max Allowable Vehicle Speed for Low-Stress Facility</td>
</tr>
<tr>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>15</td>
<td>20</td>
</tr>
<tr>
<td>20</td>
<td>25</td>
</tr>
<tr>
<td>25</td>
<td>30</td>
</tr>
<tr>
<td>30</td>
<td>35</td>
</tr>
</tbody>
</table>

**Average Collisions per month**

<table>
<thead>
<tr>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.17</td>
<td>0.40</td>
</tr>
</tbody>
</table>

**Avg. Bike and Pedestrian Volume**

<table>
<thead>
<tr>
<th>Total Daily Volume</th>
<th>220</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-hr Volume</td>
<td>290</td>
</tr>
<tr>
<td>12-hr Volume</td>
<td>890</td>
</tr>
</tbody>
</table>

### Traffic Operation Impacts

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

<table>
<thead>
<tr>
<th>Vehicle to Capacity Ratio</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.32</td>
<td>0.27</td>
</tr>
</tbody>
</table>

**Max V/C Observed**

- **Weekday:** 0.62
- **Weekend:** 0.60

### Maintenance

**TOTAL MAINTENANCE JOB(S)**

27 completed on the Slow Street since its installation.

**JOB(S) PER MONTH**

2.7 is the average maintenance required on this Slow Street.

### Perception Survey Findings

**Number of Responses:** 1,079

% Respondents Living in Neighborhood: 86%

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

- **Strongly Agree:** 67%
- **Somewhat Agree:** 26%
- **Disagree:** 6%

**How would you rate your experience using the Slow Street?**

- **Very Positive:** 57%
- **Somewhat Positive:** 17%
- **Neutral/I'm not sure:** 9%
- **Very Negative:** 16%

**How often do you typically use the Slow Street for the following:**

- **essential travel by walk/bike, exercise, or recreation**
  - **Yes:** 67%
  - **Somewhat:** 13%
  - **No:** 20%

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

**Would you be interested in the Slow Street becoming permanent?**

- **Yes:** 62%
- **Strongly Agree:** 58%
- **Somewhat Agree:** 26%
- **Disagree:** 15%
- **I'm not sure:** 7%

**Number of Responses:** 1,079

**% Respondents Living in Neighborhood:** 86%

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

- **Strongly Agree:** 58%
- **Somewhat Agree:** 26%
- **Disagree:** 16%

**How would you rate your experience using the Slow Street?**

- **Very Positive:** 57%
- **Somewhat Positive:** 17%
- **Neutral/I'm not sure:** 9%
- **Very Negative:** 16%

**How often do you typically use the Slow Street for the following:**

- **essential travel by walk/bike, exercise, or recreation**
  - **Yes:** 67%
  - **Somewhat:** 13%
  - **No:** 20%

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

**Would you be interested in the Slow Street becoming permanent?**

- **Yes:** 62%
- **Strongly Agree:** 58%
- **Somewhat Agree:** 26%
- **Disagree:** 15%
- **I'm not sure:** 7%
**DUNCAN STREET**
between Sanchez and Guerrero streets

**Quick Facts**
- **District(s):** 8
- **Length (mi):** 1
- **Implemented:** October 2020
- **Status:** Removed

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**
- Max Allowable Daily Vehicle Volume for Low-Stress Facility: 1,500 ADT
- Average Daily Traffic (ADT): 540
- Max Allowable Daily Vehicle Volume: 710

**Median Daily Vehicle Speed**
- Max Allowable Vehicle Speed for Low-Stress Facility: 18 mph
- Average Daily Vehicle Speed: 17

**Average Collisions per month**
- Before: 0.11
- After: 0.00

**Avg. Bike and Pedestrian Volume**
- Total Daily Volume: 50
- 6-hr Volume: 40
- 340

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**
- **Weekday:** 0.12
- **Weekend:** 0.12

**Perception Survey Findings**

**Number of Responses:** 413

- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 70% (n = 381)
  - Somewhat, 17% (n = 381)
  - Neutral/I'm not sure, 19% (n = 381)

- **How would you rate your experience using the Slow Street?**
  - Very Positive, 39% (n = 340)
  - Somewhat Positive, 18% (n = 340)
  - Neutral/I'm not sure, 19% (n = 340)
  - Somewhat Negative, 17% (n = 340)
  - Very Negative, 24% (n = 340)

- **How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation?**
  - Daily, 16% (n = 363)
  - A few times a week, 26% (n = 363)
  - Less than once a week, 26% (n = 363)
  - Less than once a month, 9% (n = 363)
  - Never, 34% (n = 363)

- **Would you be interested in the Slow Street becoming permanent?**
  - Yes, 70% (n = 364)
  - Somewhat, 17% (n = 364)
  - Neutral/I'm not sure, 19% (n = 364)
  - Strongly Agree, 36% (n = 363)
  - Disagree, 24% (n = 363)

- **Most used activity:** Essential Travel & Recreation

**Maintenance**
- **TOTAL MAINTENANCE JOB(S):** 6
- **JOB(S) PER MONTH:** 0.6

*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.*
EXCELSIOR AVENUE between London and Prague streets

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

Traffic Safety and Mobility

**Average Daily Vehicle Volume**
- Ideal Daily Vehicle Volume (+1,500 ADT)
- Max Allowable Daily Vehicle Volume for Low-Stress Facility

**Median Daily Vehicle Speed**
- Ideal Daily Vehicle Speed (+20 mph)
- Max Allowable Vehicle Speed for Low-Stress Facility

**Average Collisions per month**
- Before: 0.08
- After: 0.00

**Avg. Bike and Pedestrian Volume**
- Total Daily Volume: 5
- 6-hr Volume: 5

**Average Daily Vehicle Volume**
- 720
- 820

**Median Daily Vehicle Speed**
- 14
- 16

Traffic Operation Impacts

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**
- Weekday: 0.25
- Weekend: 0.23

**Max V/C Observed**
- Weekday: 0.35
- Weekend: 0.27

- Moderate Congestion (0.5 - 0.75)
- Heavy Congestion (0.75-1)
- Severe Congestion (>1)

**Maintenance**
- 10 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

**Number of Responses:** 344

- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 58%
  - Somewhat, 23%
  - Neutral/I’m not sure, 20%

- **How would you rate your experience using the Slow Street?**
  - Very Positive, 28%
  - Somewhat Positive, 25%
  - Neutral/I’m not sure, 20%
  - Somewhat Negative, 23%
  - Very Negative, 27%

- **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 & Recreation

- **“In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street.”**
  - Strongly Agree, 39%
  - Somewhat Agree, 30%
  - Neutral/I’m not sure, 20%
  - Somewhat Agree, 10%
  - Strongly Agree, 7%

- **Would you be interested in the Slow Street becoming permanent?**
  - Yes, 49%
  - No, 34%
  - I’m not sure, 17%

- **% Respondents Living in Neighborhood:** 80%
  - Less than once a week, 14%
  - A few times a week, 25%
  - Daily, 12%
  - Never, 38%

- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 49%

- **Would you be interested in the Slow Street becoming permanent?**
  - Yes, 49%

- **I’m not sure, 17%**
**Golden Gate Avenue**

between Masonic Avenue and Broderick Street

**Quick Facts**
- **District(s):** 5
- **Length (mi):** 0.7
- **Implemented:** June 2020
- **Status:** Active

**Traffic Safety and Mobility**

- **Average Daily Vehicle Volume**
  - Ideal Daily Vehicle Volume (>1,500 ADT)
  - Mean Daily Vehicle Volume (380)
  - Max Allowable Daily Vehicle Volume for Low-Stress Facility (320)

- **Median Daily Vehicle Speed**
  - Ideal Daily Vehicle Speed (<20 mph)
  - Mean Daily Vehicle Speed (12)
  - Max Allowable Vehicle Speed for Low-Stress Facility (12)

- **Max V/C Observed**:
  - Weekday: 0.42
  - Weekend: 0.45

**Perception Survey Findings**
- **Number of Responses:** 693
- **% Respondents Living in Neighborhood:** 83%

**Overall, are you in support of the Slow Streets Program?**
- Yes, 77%
- Somewhat, 13%
- No, 11%

**How often do you typically use the Slow Street for the following:**
- Essential travel by walk/bike, exercise, or recreation
- Weekday: 72%
- Weekend: 77%

**In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street.**
- Strongly Agree, 65%
- Somewhat Agree, 24%
- Neutral/Not Sure, 8%
- Somewhat Disagree, 11%
- Very Disagree, 11%

**Would you be interested in the Slow Street becoming permanent?**
- Yes, 72%
- Somewhat, 13%
- No, 11%

**Traffic Operation Impacts**

- **Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**
  - **Weekday:** 0.26
  - **Weekend:** 0.24

  - Max V/C Observed:
    - Weekday: 0.42
    - Weekend: 0.45

  - **Moderate Congestion (0.5 - 0.75)**
  - **Heavy Congestion (0.75-1)**
  - **Severe Congestion (1)**

**Maintenance**

- 3 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.
- 0.2 JOB(S) PER MONTH is the average maintenance required on this Slow Street.
**FINDINGS**

**KIRKHAM STREET**
between 7th Avenue and Great Highway

---

**Quick Facts**

- **District(s):** 4, 7
- **Length (mi):** 5
- **Implemented:** May 2020
- **Status:** Active

**Perception Survey Findings**

The Kirkham Slow Street will be surveyed in the future.

---

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**

- Ideal Daily Vehicle Volume (<1,500 ADT) vs. Max Allowable Daily Vehicle Volume for Low-Stress Facility

<table>
<thead>
<tr>
<th>ADT</th>
<th>0</th>
<th>500</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>2500</th>
<th>3000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>490</td>
<td>610</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

- Ideal Daily Vehicle Speed (<20 mph) vs. Max Allowable Vehicle Speed for Low-Stress Facility

<table>
<thead>
<tr>
<th>MPH</th>
<th>0</th>
<th>5</th>
<th>10</th>
<th>15</th>
<th>20</th>
<th>25</th>
<th>30</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>21</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Average Collisions**

- per month

<table>
<thead>
<tr>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.69</td>
<td>0.23</td>
</tr>
</tbody>
</table>

**Avg. Bike and Pedestrian Volume**

<table>
<thead>
<tr>
<th>Total Daily Volume</th>
<th>30</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-hr Volume</td>
<td>130</td>
</tr>
</tbody>
</table>
- Avg. Bike Volume | 320|

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- **Weekday**

<table>
<thead>
<tr>
<th>V/C Ratio</th>
<th>0.24</th>
</tr>
</thead>
</table>
- **Max V/C Observed:** 0.41

- **Weekend**

<table>
<thead>
<tr>
<th>V/C Ratio</th>
<th>0.29</th>
</tr>
</thead>
</table>
- **Max V/C Observed:** 0.47

**Maintenance**

- **47** TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.
- **3.6** JOB(S) PER MONTH is the average maintenance 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

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**

<table>
<thead>
<tr>
<th>Daily Vehicle Volume (ADT)</th>
<th>Max Allowable Daily Vehicle Volume for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>610</td>
<td>0.3</td>
</tr>
<tr>
<td>530</td>
<td>0.5</td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Daily Vehicle Speed (mph)</th>
<th>Max Allowable Vehicle Speed for Low Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>20</td>
</tr>
</tbody>
</table>

**Average Collisions per month**

<table>
<thead>
<tr>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.44</td>
<td>0.20</td>
</tr>
</tbody>
</table>

**Avg. Bike and Pedestrian Volume**

<table>
<thead>
<tr>
<th>Total Daily Volume</th>
<th>Daily Volume</th>
<th>6-hr Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>480</td>
<td>610</td>
<td>570</td>
</tr>
</tbody>
</table>

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- **Weekday:**
  - Max V/C Observed: 0.61
  - Vehicle to Capacity Ratio:
    - Moderate Congestion (0.5 - 0.75)
    - Heavy Congestion (0.75-1)
    - Severe Congestion (>1)

- **Weekend:**
  - Max V/C Observed: 0.57
  - Vehicle to Capacity Ratio:
    - Moderate Congestion (0.5 - 0.75)
    - Heavy Congestion (0.75-1)
    - Severe Congestion (>1)

**Maintenance**

- **TOTAL MAINTENANCE JOB(S):** 5
- **JOB(S) PER MONTH:** 0.3

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**

- **Number of Responses:** 1,348

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

- Strongly Agree, 83%
- Somewhat Agree, 8%
- Disagree, 7%
- I'm not sure, 2%

- **Most used activity:** Exercise & Recreation

- **Strongly Agree, 89%**
- **Disagree, 3%**

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

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

- **Strongly Agree, 84%**
- **Disagree, 7%**

“`I'm not sure, 7%`”

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

**Would you be interested in the Slow Street becoming permanent?**

- **Yes, 84%**
- **No, 9%**

% Respondents Living in Neighborhood: 92%

- Less than once a week, 8%
- A few times a week, 4%
- Never, 12%

Data Not Available

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

How would you rate your experience using the Slow Street?

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

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

Would you be interested in the Slow Street becoming permanent?
FINDINGS

Lombard Street
Between Mason and Powell Streets

Quick Facts:
- District(s): 3
- Length (mi): 0.2
- Implemented: July 2020
- Status: Active

Traffic Safety and Mobility

- Average Daily Vehicle Volume:
  - Median Daily Vehicle Volume: 840
  - Max Allowable Daily Vehicle Volume for Low-Stress Facility: 950
- Median Daily Vehicle Speed:
  - Max Allowable Vehicle Speed for Low-Stress Facility: 18
- Max Allowable Daily Vehicle Volume for Low-Stress Facility: 3000

Traffic Operation Impacts

- Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets:
  - Weekday: N/A
  - Weekend: N/A
- Max V/C Observed: N/A

- Average Collisions per month:
  - Before: 0.03
  - After: 0.08

Maintenance

- Total Maintenance Job(s): 6
- Job(s) Per Month: 0.5

Perception Survey Findings

- Number of Responses: 350
- % Respondents Living in Neighborhood: 79%

- Overall, are you in support of the Slow Streets Program?
  - Yes, 76%
  - Somewhat, 20%

- 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 & Recreation

- How would you rate your experience using the Slow Street?
  - Very Positive, 35%
  - Somewhat Positive, 25%

- How would you rate your experience using the Slow Street?
  - Strongly Agree, 36%
  - Somewhat Agree, 37%

- I'm not sure, 20%

- Would you be interested in the Slow Street becoming permanent?
  - Yes, 54%
  - No, 26%

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

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

- Less than once a week, 17%
- A few times a week, 25%
- Daily, 15%
- Never, 31%
MARIPOSA STREET
between Kansas and Mississippi streets

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

Traffic Safety and Mobility
- **Average Daily Vehicle Volume**
  - Ideal Daily Vehicle Volume (>1,500 ADT)
  - Max Allowable Daily Vehicle Volume for Low-Stress Facility
  - Actual Daily Vehicle Volume
  - Max Allowable Daily Vehicle Volume for Low-Stress Facility

- **Median Daily Vehicle Speed**
  - Ideal Daily Vehicle Speed (<20 mph)
  - Max Allowable Vehicle Speed for Low-Stress Facility
  - Actual Daily Vehicle Speed
  - Max Allowable Vehicle Speed for Low-Stress Facility

Traffic Operation Impacts
- **Average Collisions per month**
  - Before: 0.08
  - After: 0.00

- **Avg. Bike and Pedestrian Volume**
  - Total Daily Volume
  - 6-hr Volume

Maintenance
- **TOTAL MAINTENANCE JOB(S)**: 16
- **JOB(S) PER MONTH**: 1.1

Perception Survey Findings
- **Number of Responses**: 532
- Overall, are you in support of the Slow Streets Program?
  - Somewhat, 27%
  - Neutral/I'm not sure, 12%
  - Strongly Agree, 28%
  - Disagree, 42%

- **How would you rate your experience using the Slow Street?**
  - Very Positive, 25%
  - Somewhat Positive, 26%
  - Neutral/I'm not sure, 12%
  - Very Negative, 37%

- **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
  - Daily, 16%
  - A few times a week, 27%
  - Less than once a week, 27%
  - Never, 36%

- **Overall, how often do you typically use the Slow Street?**
  - Yes, 54%
  - No, 19%

- **In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street.**
  - Yes, 54%
  - No, 19%

- **Would you be interested in the Slow Street becoming permanent?**
  - Yes, 41%
  - No, 47%

- **Number of Responses**: 532

- **% Respondents Living in Neighborhood**: 82%

- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 54%
  - No, 19%

- **How would you rate your experience using the Slow Street?**
  - Very Positive, 25%
  - Somewhat Positive, 26%
  - Neutral/I'm not sure, 12%
  - Very Negative, 37%

- **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
  - Daily, 16%
  - A few times a week, 27%
  - Less than once a week, 27%
  - Never, 36%

- **Overall, how often do you typically use the Slow Street?**
  - Yes, 54%
  - No, 19%

- **In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street.**
  - Yes, 54%
  - No, 19%

- **Would you be interested in the Slow Street becoming permanent?**
  - Yes, 41%
  - No, 47%

- **Number of Responses**: 532

- **% Respondents Living in Neighborhood**: 82%
**MINNESOTA STREET**
between Mariposa and 22nd streets

**Quick Facts**
- **District(s):** 10
- **Length (mi):** 0.9
- **Implemented:** October 2020
- **Status:** Active

**Traffic Safety and Mobility**

<table>
<thead>
<tr>
<th>Traffic Safety and Mobility</th>
<th>Average Daily Vehicle Volume</th>
<th>Median Daily Vehicle Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max Allowable Daily Vehicle Volume for Low-Stress Facility</td>
<td>Max Allowable Daily Vehicle Speed for Low-Stress Facility</td>
</tr>
<tr>
<td></td>
<td>980</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>740</td>
<td>18</td>
</tr>
</tbody>
</table>

**Average Collisions per month**

0.17 / 0.10

Before After

**Traffic Operation Impacts**

**Average Daily Vehicle Volume**

0 500 1000 1500 2000 2500 3000

**Median Daily Vehicle Speed**

0 5 10 15 20 25 30 35

**Avg. Bike and Pedestrian Volume**

Total Daily Volume 60

6-hr Volume 70

380

**Perception Survey Findings**

**Number of Responses:** 444

- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 82%
  - Somewhat, 12%
  - No, 6%

**How often do you typically use the Slow Street for the following:**

- **essential travel by walk/bike, exercise, or recreation**
  - Yes, 80%
  - Somewhat, 12%
  - No, 6%

**How would you rate your experience using the Slow Street?**

- **Strongly Agree,** 59%
- **Somewhat Agree,** 30%
- **Disagree,** 11%

**How would you rate the street traffic on adjacent streets?**

- **Strongly Agree,** 59%
- **Somewhat Agree,** 30%
- **Disagree,** 15%
- **I'm not sure,** 6%

**Would you be interested in the Slow Street becoming permanent?**

- **Yes,** 84%
- **No,** 16%

**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**

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

- **Yes,** 82%
- **Somewhat,** 12%
- **No,** 6%

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

**Weekday**

- Maximum V/C ratio observed: 0.20

**Weekend**

- Maximum V/C ratio observed: 0.15

**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.
NOE STREET
between 17th and 18th streets
Duboce Avenue and Beaver Street

Quick Facts

<table>
<thead>
<tr>
<th>District(s):</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (mi):</td>
<td>0.8</td>
</tr>
<tr>
<td>Implemented:</td>
<td>September 2020</td>
</tr>
<tr>
<td>Status:</td>
<td>Active</td>
</tr>
</tbody>
</table>

Perception Survey Findings

Number of Responses: 1,588

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

- Yes, 63%
- No, 21%
- Somewhat, 16%

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

- Daily, 19%
- A few times a week, 30%
- Less than once a month, 9%
- Never, 27%

How would you rate your experience using the Slow Street?

- Very Positive, 44%
- Somewhat Positive, 19%
- Neutral/I’m not sure, 9%
- Somewhat Negative, 16%
- Very Negative, 28%

Would you be interested in the Slow Street becoming permanent?

- Yes, 56%
- No, 37%
- I’m not sure, 7%

Average Collisions per month:

- Before: 0.19
- After: 0.10

Average Daily Vehicle Volume

- Ideal Daily Vehicle Volume (<1,500 ADT):
  - Before: 2140
  - After: 2700

Average Daily Vehicle Volume

- Max Allowable Daily Vehicle Volume for Low-Stress Facility:
  - Before: 18
  - After: 17

Median Daily Vehicle Speed

- Ideal Daily Vehicle Speed (<20 mph):
  - Before: 40
  - After: 40

Median Daily Vehicle Speed

- Max Allowable Vehicle Speed for Low-Stress Facility:
  - Before: 870
  - After: 980

Avg. Bike and Pedestrian Volume

- Total Daily Volume:
  - Before: 40
  - After: 40

- 6-hr Volume:
  - Before: 980
  - After: 870

Maintenance

- Total Maintenance Job(s) completed: 15
- Average maintenance required per month: 1.5
**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**

The Ortega Slow Street will be surveyed in the future.

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**

**Median Daily Vehicle Speed**

**Average Collisions per month**

Before: **0.17**  
After: **0.31**

**Avg. Bike and Pedestrian Volume**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

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

**0.9** JOB(S) PER MONTH is the average maintenance required on this Slow Street.
Traffic Safety and Mobility

**Average Daily Vehicle Volume**

<table>
<thead>
<tr>
<th>Daily Traffic (ADT)</th>
<th>Ideal Daily Vehicle Volume (&gt;1,500 ADT)</th>
<th>Max Allowable Daily Vehicle Volume for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>1</td>
<td>1,040</td>
<td>1,400</td>
</tr>
<tr>
<td>2</td>
<td>2,080</td>
<td>2,800</td>
</tr>
<tr>
<td>3</td>
<td>3,120</td>
<td>4,200</td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Miles per Hour (mph)</th>
<th>Ideal Daily Vehicle Speed (&gt;20 mph)</th>
<th>Max Allowable Vehicle Speed for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5</td>
<td>21</td>
<td>22</td>
</tr>
<tr>
<td>10</td>
<td>41</td>
<td>60</td>
</tr>
<tr>
<td>15</td>
<td>61</td>
<td>90</td>
</tr>
<tr>
<td>20</td>
<td>81</td>
<td>120</td>
</tr>
<tr>
<td>25</td>
<td>101</td>
<td>160</td>
</tr>
<tr>
<td>30</td>
<td>121</td>
<td>220</td>
</tr>
<tr>
<td>35</td>
<td>141</td>
<td>300</td>
</tr>
</tbody>
</table>

**Average Collisions per month**

- **Before**: 0.06
- **After**: 0.20

Traffic Operation Impacts

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

<table>
<thead>
<tr>
<th>Vehicle to Capacity Ratio</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.39</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.1</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>0.2</td>
<td>0.2</td>
<td>0.2</td>
</tr>
<tr>
<td>0.3</td>
<td>0.3</td>
<td>0.3</td>
</tr>
<tr>
<td>0.4</td>
<td>0.4</td>
<td>0.4</td>
</tr>
<tr>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>0.6</td>
<td>0.6</td>
<td>0.6</td>
</tr>
<tr>
<td>0.7</td>
<td>0.7</td>
<td>0.7</td>
</tr>
<tr>
<td>0.8</td>
<td>0.8</td>
<td>0.8</td>
</tr>
<tr>
<td>0.9</td>
<td>0.9</td>
<td>0.9</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Max V/C Observed: 0.56

Moderate Congestion (0.5 - 0.75)

**Avg. Bike and Pedestrian Volume**

<table>
<thead>
<tr>
<th>Total Daily Volume</th>
<th>90</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-hr Volume</td>
<td>760</td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Miles per Hour (mph)</th>
<th>Ideal Daily Vehicle Speed (&gt;20 mph)</th>
<th>Max Allowable Vehicle Speed for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5</td>
<td>21</td>
<td>22</td>
</tr>
<tr>
<td>10</td>
<td>41</td>
<td>60</td>
</tr>
<tr>
<td>15</td>
<td>61</td>
<td>90</td>
</tr>
<tr>
<td>20</td>
<td>81</td>
<td>120</td>
</tr>
<tr>
<td>25</td>
<td>101</td>
<td>160</td>
</tr>
<tr>
<td>30</td>
<td>121</td>
<td>220</td>
</tr>
<tr>
<td>35</td>
<td>141</td>
<td>300</td>
</tr>
</tbody>
</table>

**Maintenance**

- TOTAL MAINTENANCE JOB(S): 10
- JOB(S) PER MONTH: 1

- were completed on the Slow Street since its installation.
- is the average maintenance required on this Slow Street

**Perception Survey Findings**

- **Number of Responses**: 685

- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 59%
  - No, 26%
  - Somewhat, 16%

- **How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation**
  - Daily, 25%
  - A few times a week, 28%
  - Less than once a month, 7%
  - Less than once a week, 15%
  - Never, 26%

- **How would you rate your experience using the Slow Street?**
  - Very Positive, 19%
  - Somewhat Positive, 38%
  - I'm not sure, 11%
  - Very Negative, 32%
  - Somewhat Negative, 19%
  - Strongly Agree, 33%
  - Disagree, 38%
  - Somewhat Agree, 29%
  - Strongly Agree, 33%
  - Disagree, 38%
  - Strongly Disagree, 38%

- **Would you be interested in the Slow Street becoming permanent?**
  - Yes, 53%
  - No, 39%
  - I'm not sure, 9%

- **“I’ve noticed less traffic and fewer speeding cars since the street was designated as a Slow Street.”**
  - Yes, 59%
  - No, 26%
  - Somewhat, 16%

- **“In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street.”**
  - Yes, 53%
  - No, 39%
  - I'm not sure, 9%

% Respondents Living in Neighborhood: 83%

Overall, are you in support of the Slow Streets Program?
**PAGE STREET**
between Stanyan and Gough streets

**Quick Facts**
- **District(s):** 5
- **Length (mi):** 3.5
- **Implemented:** May 2020
- **Status:** Active

**Traffic Safety and Mobility**

**Average Daily Vehicle Volume**

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>Ideal Daily Vehicle Volume (&gt;1,500 ADT)</th>
<th>Max Allowable Daily Vehicle Volume for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>670</td>
<td>570</td>
<td>5</td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Miles per Hour (mph)</th>
<th>Ideal Daily Vehicle Speed (&lt;20 mph)</th>
<th>Max Allowable Vehicle Speed for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>12</td>
<td>13</td>
</tr>
</tbody>
</table>

**Average Collisions**

- Before: 0.75
- After: 0.20

**Avg. Bike and Pedestrian Volume**

- Total Daily Volume: 740
- 6-hr Volume: 630
- 0 600 1200 1800 2400 3000

**Traffic Operation Impacts**

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- **Weekday:**
  - Max V/C Observed: 0.57
  - Vehicle to Capacity Ratio:
    - 0 0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1
- **Weekend:**
  - Max V/C Observed: 0.57
  - Vehicle to Capacity Ratio:
    - 0 0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1

**Maintenance**

- **TOTAL MAINTENANCE JOB(S):** 48
- **3.2 JOB(S) PER MONTH**

- 55
- 56
SANchez STReet
between 23rd and 30th streets

Quick Facts

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

Traffic Safety and Mobility

**Average Daily Vehicle Volume**

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>Max Allowable Daily Vehicle Volume for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0  500  1000  1500  2000  2500  3000</td>
<td>2210</td>
</tr>
<tr>
<td></td>
<td>2060</td>
</tr>
</tbody>
</table>

**Median Daily Vehicle Speed**

<table>
<thead>
<tr>
<th>Average Daily Vehicle Speed (mph)</th>
<th>Max Allowable Vehicle Speed for Low-Stress Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0  5  10  15  20  25  30  35</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>16</td>
</tr>
</tbody>
</table>

**Average Collisions per month**

- Before: 0.19
- After: 0.07

Traffic Operation Impacts

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- Weekday: 0.22
- Weekend: 0.17

- Max V/C Observed: 0.42

- Max V/C Observed: 0.32

<table>
<thead>
<tr>
<th>Vehicle to Capacity Ratio</th>
<th>Moderate Congestion (0.5 - 0.75)</th>
<th>Heavy Congestion (0.75-1)</th>
<th>Severe Congestion (&gt;1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.22</td>
<td>Moderate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.17</td>
<td>Moderate</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Maintenance

- **5 TOTAL MAINTENANCE JOB(S)**
- **0.4 JOB(S) PER MONTH** is the average maintenance required on this Slow Street

Perception Survey Findings

- **Number of Responses:** 1,501

- **% Respondents Living in Neighborhood:** 94%}

- **Overall, are you in support of the Slow Streets Program?**
  - Somewhat Positive, 8%
  - Neutral/I’m not sure, 3%
  - Very Negative, 10%

- **How would you rate your experience using the Slow Street?**
  - Very Positive, 79%
  - Neutral/I’m not sure, 3%
  - Very Negative, 10%

- **How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation?**
  - Strongly Agree, 72%

- **How would you rate your experience using the Slow Street?**
  - Strongly Agree, 72%

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

- **Would you be interested in the Slow Street becoming permanent?**
  - Yes, 82%

- **I’ve noticed less traffic and fewer speeding cars since the street was designated as a Slow Street.**

- **I’m not sure, 5%**

- **% 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

Traffic Safety and Mobility

Average Daily Vehicle Volume

Median Daily Vehicle Speed

Average Collisions per month

0.36/0.00
Before After

Avg. Bike and Pedestrian Volume

Total Daily Volume

120

Flow Volume

140

Avg. Bike and Pedestrian Volume

1060

880

Traffic Operation Impacts

Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets

Weekday

Weekend

Max V/C Observed: 0.40

Max V/C Observed: 0.36

Moderate Congestion (0.5 - 0.75) Heavy Congestion (0.75-1) Severe Congestion (>1)

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

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

Data Not Available

n = N/A

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

Very Positive, 57%

Somewhat Positive, 31%

Neutral/I'm not sure, 3%

Very Negative, 9%

Strongly Agree, 62%

Somewhat Agree, 30%

Disagree, 12%

Strongly Agree, 61%

Somewhat Agree, 27%

Disagree, 12%

Yes, 95%

I'm not sure, 3%

No, 2%
### SOMERSET STREET between Silver Avenue and Woolsey Street

**Quick Facts**
- **District(s):** 9
- **Length (mi):** 1
- **Implemented:** June 2020
- **Status:** Active

**Perception Survey Findings**
- **Number of Responses:** 148

**Overall, are you in support of the Slow Streets Program?**
- Yes, 57%
- No, 21%
- Somewhat, 22%

**How often do you typically use the Slow Street for the following:**
- Essential travel by walk/bike, exercise, or recreation
- How would you rate your experience using the Slow Street?
- Somewhat, 19%
- Neutral/I’m not sure, 18%
- Disagree, 32%
- Strongly Agree, 33%
- Strongly Disagree, 36%

**Average Collisions per month**
- Before: 0.03
- After: 0.00

**Avg. Bike and Pedestrian Volume**
- Total Daily Volume: 20
- 6-hr Volume: 230

**Maintenance**
- **TOTAL MAINTENANCE JOB(S):** 4
- **JOB(S) PER MONTH:** 0.3

**Traffic Safety and Mobility**
- **Average Daily Vehicle Volume**
  - Max Allowable Daily Vehicle Volume for Low-Stress Facility
  - Ideal Daily Vehicle Volume (>1,500 ADT)
  - Average Weekly Vehicle Volume (0-500)
- **Median Daily Vehicle Speed**
  - Max Allowable Vehicle Speed for Low-Stress Facility
  - Ideal Daily Vehicle Speed (>20 mph)
  - Average Weekly Vehicle Speed (0-5)

**Traffic Operation Impacts**
- **Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**
  - Weekday: 0.08
  - Weekend: 0.09

**Perception Survey Findings**
- **% Respondents Living in Neighborhood:** 73%
- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 57%
  - No, 21%
  - Somewhat, 22%
- **How would you rate your experience using the Slow Street?**
  - Somewhat Positive, 19%
  - Neutral/I’m not sure, 18%
  - Disagree, 32%
  - Strongly Agree, 33%
  - Strongly Disagree, 36%

**Maintenance**
- **TOTAL MAINTENANCE JOB(S):** 4
- **JOB(S) PER MONTH:** 0.3

“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?
- Yes, 55%
- No, 31%

**Most used activity:** Essential Travel

**Number of Responses:** 148

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

**Average Daily Vehicle Volume**
- 0 500 1000 1500 2000 2500 3000
- Average Daily Traffic (ADT)

**Median Daily Vehicle Speed**
- 0 5 10 15 20 25 30 35
- Miles per Hour (mph)

**Average Collisions per month**
- 0.03
- 0.00

**Avg. Bike and Pedestrian Volume**
- Total Daily Volume: 20
- 6-hr Volume: 230

**Traffic Operation Impacts**
- **Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**
  - Weekday: 0.08
  - Weekend: 0.09

**Perception Survey Findings**
- **% Respondents Living in Neighborhood:** 73%
- **Overall, are you in support of the Slow Streets Program?**
  - Yes, 57%
  - No, 21%
  - Somewhat, 22%
- **How would you rate your experience using the Slow Street?**
  - Somewhat Positive, 19%
  - Neutral/I’m not sure, 18%
  - Disagree, 32%
  - Strongly Agree, 33%
  - Strongly Disagree, 36%

**Maintenance**
- **TOTAL MAINTENANCE JOB(S):** 4
- **JOB(S) PER MONTH:** 0.3

“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?
- Yes, 55%
- No, 31%
TOMPKINS AVENUE
between Andover and Putnam streets

Quick Facts

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

Traffic Safety and Mobility

**Average Daily Vehicle Volume**

- Max Allowable Daily Vehicle Volume for Low-Stress Facility: 250
- Ideal Daily Vehicle Volume (>1,500 ADT): 150

**Median Daily Vehicle Speed**

- Max Allowable Vehicle Speed for Low-Stress Facility: 9
- Ideal Daily Vehicle Speed (<20 mph): 10

**Average Collisions**

- per month: **0.08 / 0.00**

**Avg. Bike and Pedestrian Volume**

- Total Daily Volume: 20
- 6-hr Volume: 20
- 9 hr Vol: 310

Traffic Operation Impacts

**Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets**

- Max V/C Observed: 0.07

**Maintenance**

- TOTAL MAINTENANCE JOB(S): 6
- JOB(S) PER MONTH: 0.6

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

<table>
<thead>
<tr>
<th>Option</th>
<th>%</th>
<th>n</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>61%</td>
<td>338</td>
</tr>
<tr>
<td>Somewhat</td>
<td>22%</td>
<td></td>
</tr>
<tr>
<td>Neutral/I’m not sure</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>17%</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Activity</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Essential Travel &amp; Recreation</td>
<td>48%</td>
</tr>
<tr>
<td>Exercise</td>
<td>43%</td>
</tr>
<tr>
<td>Recreation</td>
<td>51%</td>
</tr>
</tbody>
</table>

How would you rate your experience using the Slow Street?

<table>
<thead>
<tr>
<th>Rating</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Positive</td>
<td>35%</td>
</tr>
<tr>
<td>Somewhat Positive</td>
<td>22%</td>
</tr>
<tr>
<td>Neutral/I’m not sure</td>
<td>15%</td>
</tr>
<tr>
<td>Very Negative</td>
<td>28%</td>
</tr>
</tbody>
</table>

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

How would you rate your experience using the Slow Street?

<table>
<thead>
<tr>
<th>Rating</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Somewhat Agree</td>
<td>39%</td>
</tr>
<tr>
<td>Strongly Agree</td>
<td>36%</td>
</tr>
<tr>
<td>Disagree</td>
<td>37%</td>
</tr>
</tbody>
</table>

“**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?

<table>
<thead>
<tr>
<th>Option</th>
<th>%</th>
<th>n</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>48%</td>
<td>320</td>
</tr>
<tr>
<td>No</td>
<td>43%</td>
<td></td>
</tr>
</tbody>
</table>

**Number of Responses: 381**

% Respondents Living in Neighborhood: **87%**

Perception Survey Findings

- **Yes, 61%**
- **Somewhat, 22%**
- **Neutral/I’m not sure, 15%**
- **No, 17%**

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

- **Yes, 48%**
- **Strongly Agree, 33%**
- **I’m not sure, 9%**
- **Disagree, 28%**

For all graphs below:

**Weekday**

**Weekend**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>%</th>
<th>n</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>17%</td>
<td>320</td>
</tr>
<tr>
<td>A few times a week</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td>Less than once a week</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Never</td>
<td>32%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scenario</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>27%</td>
</tr>
<tr>
<td>Somewhat Agree</td>
<td>33%</td>
</tr>
<tr>
<td>Disagree</td>
<td>43%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scenario</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>35%</td>
</tr>
<tr>
<td>Somewhat Positive</td>
<td>33%</td>
</tr>
<tr>
<td>Neutral/I’m not sure</td>
<td>15%</td>
</tr>
<tr>
<td>Very Negative</td>
<td>22%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scenario</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Negative</td>
<td>35%</td>
</tr>
<tr>
<td>Somewhat Positive</td>
<td>33%</td>
</tr>
<tr>
<td>Neutral/I’m not sure</td>
<td>15%</td>
</tr>
<tr>
<td>Very Positive</td>
<td>33%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scenario</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Positive</td>
<td>35%</td>
</tr>
<tr>
<td>Somewhat Positive</td>
<td>33%</td>
</tr>
<tr>
<td>Neutral/I’m not sure</td>
<td>15%</td>
</tr>
<tr>
<td>Very Negative</td>
<td>22%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scenario</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Negative</td>
<td>35%</td>
</tr>
<tr>
<td>Somewhat Positive</td>
<td>33%</td>
</tr>
<tr>
<td>Neutral/I’m not sure</td>
<td>15%</td>
</tr>
<tr>
<td>Very Positive</td>
<td>33%</td>
</tr>
</tbody>
</table>

**Max Allowable Daily Vehicle Volume for Low-Stress Facility: 250**

**Ideal Daily Vehicle Volume (>1,500 ADT): 150**

**Max Allowable Vehicle Speed for Low-Stress Facility: 9**

**Ideal Daily Vehicle Speed (<20 mph): 10**

**Perception Survey Findings**

- **Maximum Vehicle to Capacity Ratio on Adjacent Streets**: Weekday: 0.04, Weekend: 0.04
- **Maximum V/C Observed**: Weekday: 0.07, Weekend: 0.06

**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.

For information on corridors advancing to post-pandemic Slow Street status, please visit 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

Slow Streets Evaluation Report Team:
Shannon Hake, Slow Streets Program Manager, San Francisco Municipal Transportation Agency
Brian Liang, Transportation Planner, San Francisco Municipal Transportation Agency
Jordan Hoy, Slow Streets Team Member, San Francisco Municipal Transportation Agency