SLOW STREETS
EVALUATION
2023

SFMTA

Introduction

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

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

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

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

On December 6, 2022, the SFMTA Board approved an ongoing Slow Streets Program. The Slow Streets Program will maintain the same core principles as the COVID-response Slow Streets, but with new Program targets for vehicle volumes and speeds, a more durable, diverse design toolkit that includes features like speed humps, traffic diversion, roadway narrowing and wayfinding signs, and an expanded network of streets.

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

Slow Streets Program Quick Facts
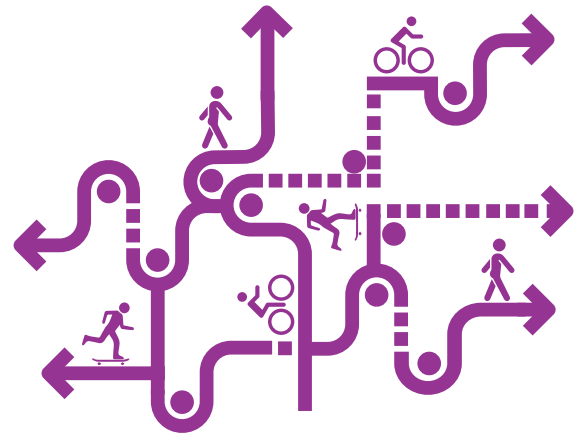
32
MILES
of Slow Streets implemented as of May 2023

0
FATALITIES
on Slow Streets since the program began
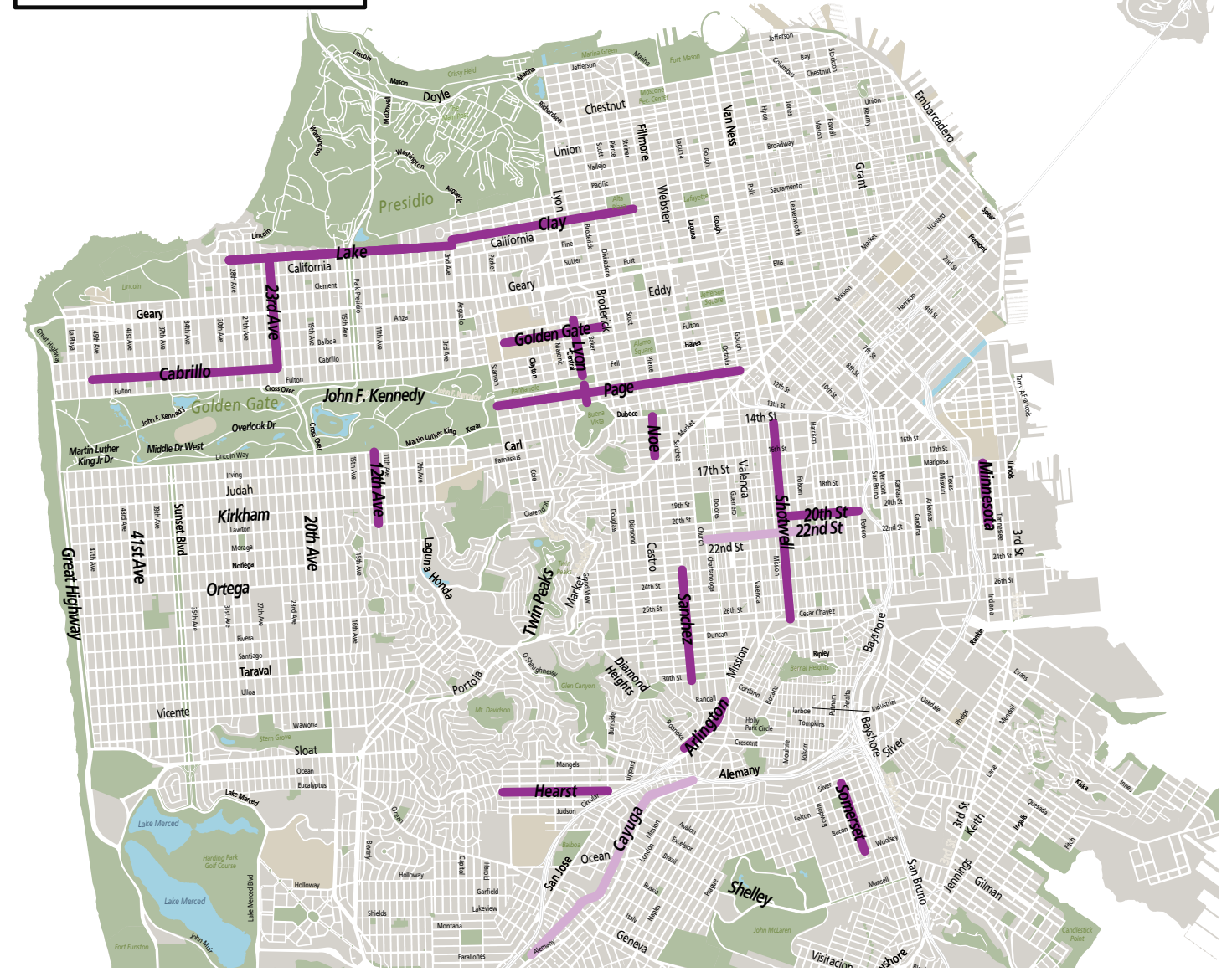
18
STREETS APPROVED
as part of the city's permanent Slow Streets network

Slow Streets Network Map

Map Legend

Slow Streets
━━ Implemented Slow Street
━━ Planned Slow Street

Map of Adopted Slow Streets as of May 2023

Vehicle Volumes and Speeds

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

Traffic volumes decreased on Slow Street corridors following their Slow Street designation. Despite an increase in volumes between 2021 and 2023, traffic volumes remained low on the 16 Slow Streets, and all but four are meeting the SFMTA-Board established volume target of 1,000 or fewer vehicles per day.

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

Vehicle volumes are are at or below the Program target on all but four, or 75% of Slow Streets. On two of these four streets, vehicle volumes are just over the volume target, within a range of 120 cars per day.

Program-wide, a 17% increase in vehicle volumes was observed between 2021 and 2023.

Vehicle speeds decreased following the Slow Streets designation, and continued to fall. However, only four of 16 Slow Streets are meeting the SFMTA Board-established median speed target of 15 miles per hour or less.

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

Typical median speeds on each of the individual Slow Streets are below the posted speed limit of 25 MPH, and are at or under 20 MPH. However, only 25% (4 out of 16) of corridors meet the SFMTA Board-established average speed target of 15 MPH or less.

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

Of all vehicles traveling on Slow Streets, fewer than 1% were engaged in egregious speeding (traveling at over 30 MPH).

Collisions

Streets became measurably safer and fewer collisions took place following implementation of the Slow Street designation.

Program-wide, a 48% decrease in collisions was observed on Slow Streets following designation.

Slow Streets saw a larger reduction in collisions than the average street in San Francisco over the same time period. Citywide, collisions went down by 14%, compared with a 48% reduction in collisions throughout the Slow Streets network.

Next Steps

Of the 16 permanent Slow Streets that are evaluated in this report, only three meet the Board-adopted volume and speed targets for Slow Streets.

Four of the Slow Streets evaluated (20th Street, Minnesota Street, Noe Street, and Page Street) will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. The Slow Streets team will develop proposed design changes for these four high-volume streets by Summer 2023.

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

Program Goals and Criteria

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

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

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

- **Vehicle volumes of 1,000 per day or less**
- **Vehicle speeds of 15 mph or less**

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

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

This year's evaluation focuses on the Program's newly established low-stress targets for vehicle volumes and speeds, and will inform future adjustments to existing Slow Streets designs as needed to meet these targets.

The 2023 Slow Streets Evaluation looks at 16 of the 18 streets that are part of the Slow Streets Program: 12th Avenue, 20th Street, 23rd Avenue, Arlington Street, Cabrillo Street, Clay Street, Golden Gate Avenue, Hearst Avenue, Lake Street, Lyon Street, Minnesota Street, Noe Street, Page Street Sanchez Street, Shotwell Street, and Somerset Street. Cayuga Avenue and 22nd Street were not included in the analysis given that they have not yet been implemented. Data for Cayuga Avenue and 22nd Street will be collected, analyzed and published three to six months post-implementation.

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

Evaluation Metrics

The following metrics were used to evaluate each Slow Street:

- **Average Daily Traffic Volume**
- **Typical Median Daily Vehicle Speed**
- **Collision History**

Characteristically, Slow Streets are similar to other residential street facilities like Bicycle Boulevards (streets with low vehicle traffic volumes and speeds, designated and designed to give bicycle travel priority). Per NACTO guidelines, these facilities typically have two major traffic operation conditions that need to be met in order to be considered low-stress:

- Typical Bicycle Boulevard: Vehicle volumes of 1,500 per day or less
- Typical Bicycle Boulevard: Vehicle speeds of 25 mph or less

A street meeting these baseline conditions constitutes a street that is lower-stress, calmer and appropriate to serve as a major pedestrian or bicycle route.

Low vehicle volumes mean the street does not have many vehicles driving through and is quieter. Put differently, this means that people who walk, roll or or bicycle in the street do not encounter or interact with as many moving vehicles.

It's also important for people to drive vehicles slowly; driving at lower speeds provides more time for vehicles to see or be seen by other road users and to stop or yield to those users. Speed is a key predictor of crash survival. When a person is hit by a vehicle traveling 20 MPH there is a 90% chance of survival; at 40 MPH the survival rate drops to 40%.

The SFMTA, with direction from the Board of Directors, has adopted more stringent targets for ensuring that Slow Streets function as true, low-stress streets:

- **Slow Streets Program: Vehicle volumes of 1,000 per day or less**
- **Slow Streets Program: Vehicle speeds of 15 mph or less**

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

Traffic volumes and speeds

Traffic volumes and speeds

Traffic volume and speed data was collected for 48-hour periods on weekdays between January and April 2023. Vehicle volumes are reported for each data collection location and also as corridor-length averages. Similarly, vehicle speeds are provided for each location along a corridor, and a typical median speed for the entire corridor is also shown.

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

Collisions

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

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

Program-wide Results

Vehicle Volumes and Speeds

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

Slow Street	Average Daily Traffic (ADT)	Typical Median Vehicle Speeds	% of Vehicles Traveling >30mph
12th Ave	700	17 MPH	3.0%
20th Street	2240	18 MPH	0.5%
23rd Ave	600	15 MPH	0.7%
Arlington	900	19 MPH	0.5%
Cabrillo	370	18 MPH	0.4%
Clay	550	16 MPH	0.7%
Golden Gate	790	17 MPH	2.9%
Hearst	460	20 MPH	3.0%
Lake	820	17 MPH	0.3%
Lyon	480	16 MPH	0.3%
Minnesota	1090	15 MPH	0.5%
Noe	1690	16 MPH	0.1%
Page	1120	16 MPH	0.8%
Sanchez	320	13 MPH	0.0%
Shotwell	600	14 MPH	0.5%
Somerset	490	17 MPH	0.5%

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

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

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

Slow Street	Pre-Implementation	2021	2023
12th Ave	970	-	700
20th Street	-	2270	2240
22nd Street*	1250	-	-
23rd Ave	1150	490	600
Arlington	-	720	900
Cabrillo	1730	420	370
Cayuga*	1260	-	-
Clay	-	550	550
Golden Gate	1770	380	790
Hearst	560	430	460
Lake	5310	610	820
Lyon	970	470	480
Minnesota	1600	980	1090
Noe	3370	1100	1690
Page	3360	670	1120
Sanchez	1750	320	320
Shotwell	-	870	600
Somerset	-	580	490

Notes:
1 - Cells with a (-) denote instances in which data was not collected
2 - Cells with a (*) denote a street that has been newly added to the Slow Streets Program and has not yet been implemented.

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

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

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

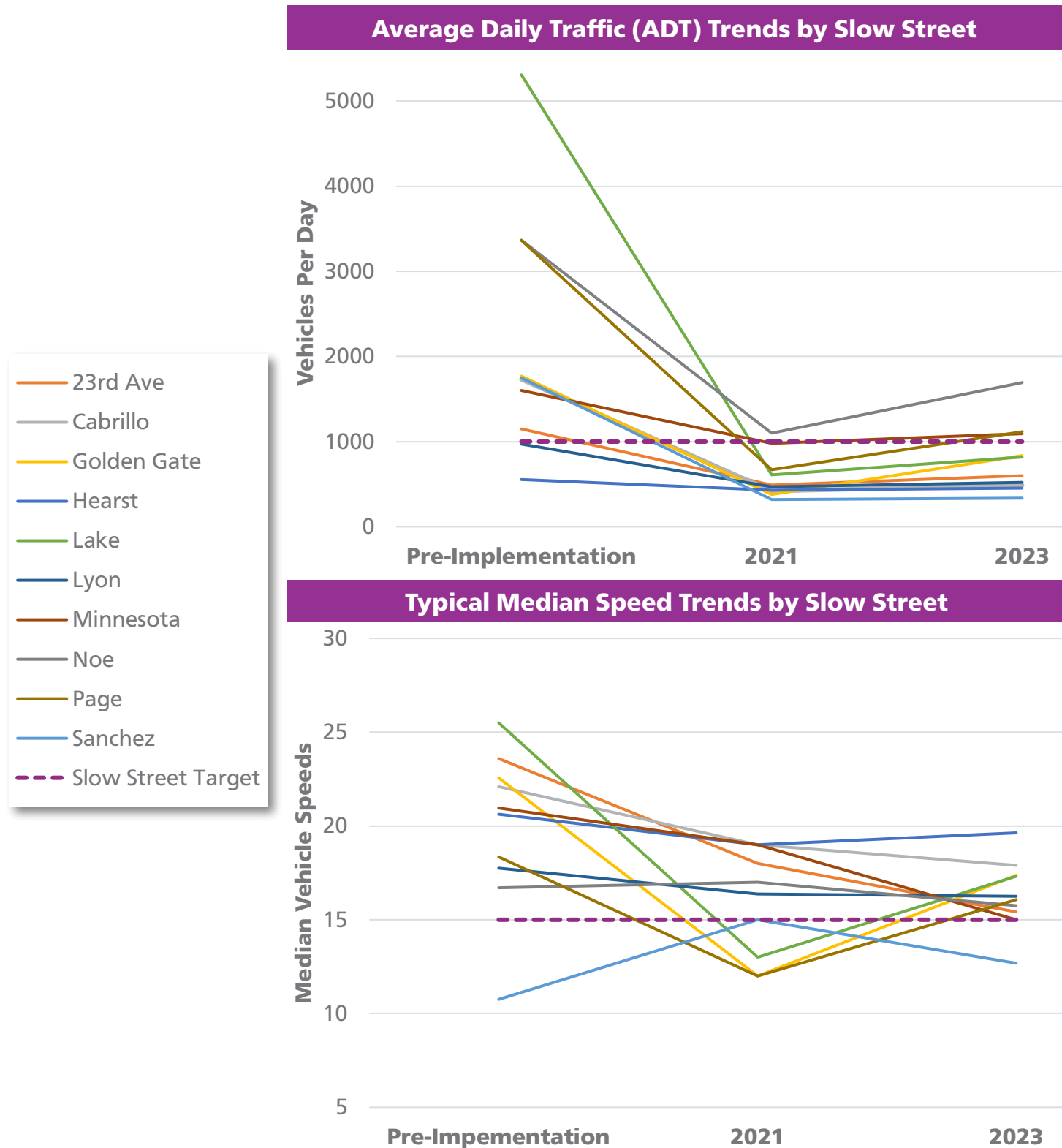| Slow Street	Pre-Implementation	2021	2023
12th Ave	22 MPH	-	17 MPH
20th Street		17 MPH	17 MPH
22nd Street*	19 MPH	-	-
23rd Ave	24 MPH	18 MPH	15 MPH
Arlington	-	20 MPH	19 MPH
Cabrillo	22 MPH	19 MPH	18 MPH
Cayuga*	20 MPH	-	-
Clay	-	16 MPH	16 MPH
Golden Gate	23 MPH	12 MPH	17 MPH
Hearst	21 MPH	-	20 MPH
Lake	26 MPH	13 MPH	17 MPH
Lyon	18 MPH	-	16 MPH
Minnesota	21 MPH	19 MPH	15 MPH
Noe	17 MPH	17 MPH	16 MPH
Page	18 MPH	12 MPH	16 MPH
Sanchez	11 MPH	15 MPH	13 MPH
Shotwell	-	12 MPH	14 MPH
Somerset	-	21 MPH	17 MPH

Notes:
1 - Cells with a (-) denote instances in which data was not collected
2 - Cells with a (*) denote a street that has been newly added to the Slow Streets Program and has not yet been implemented.

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

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

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


Average Daily Traffic (ADT) Trends by Slow Street

Legend:
- 23rd Ave
- Cabrillo
- Golden Gate
- Hearst
- Lake
- Lyon
- Minnesota
- Noe
- Page
- Sanchez
- Slow Street Target

Typical Median Speed Trends by Slow Street

Notes:
1 - These figures display data for the 10 Slow Streets for which data is available for all three time periods.

The figure below shows the distribution of vehicle speeds collected in January 2023 on each Slow Street.

The boxes displayed in the chart below represent half of, or the 50th percentile of vehicles observed on each Slow Street. Median speeds are represented by the horizontal lines within each box.

The remaining half of vehicles are spread equally above and below the boxes, shown here using vertical lines. Outliers are represented by points above and below the vertical lines.

Vehicle Speed Distribution by Slow Street
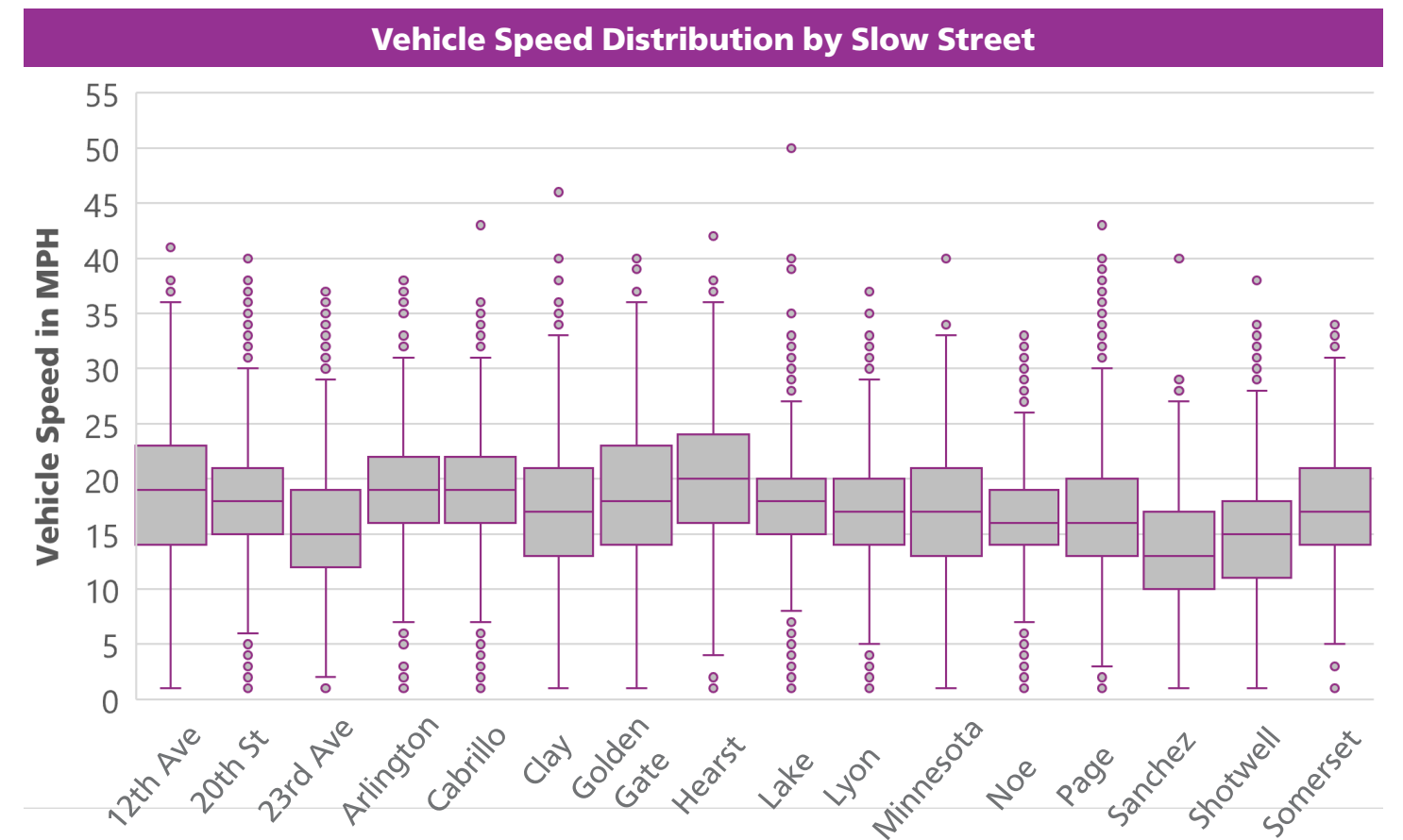
Generally, there are few egregious speeding outliers on Slow Streets, as shown by the number of points above the vertical lines.

Vehicles engaged in egregious speeding (vehicles traveling at over 30 MPH) represented less than 1% of all vehicles observed on Slow Streets in 2023.
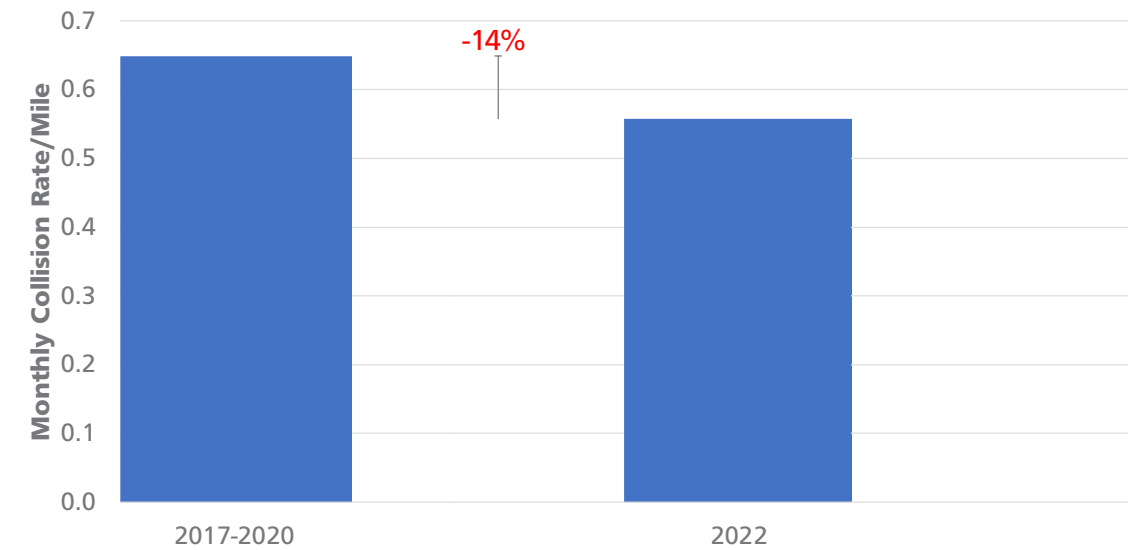
Collisions

The figures below illustrate reductions in collision rates before and after implementation of Slow Streets for the entire city and for the the Slow Streets Program. Collision rates are normalized per month and per mile, accounting for the different implementation dates of Slow Streets, and the length of streets in relation to the frequency of collisions.

Slow Streets Program-Wide Monthly Collision Rate/Mile
(Before/After Slow Streets Implementation)

-48%

Before (2017-2020)　　　　After (2022)
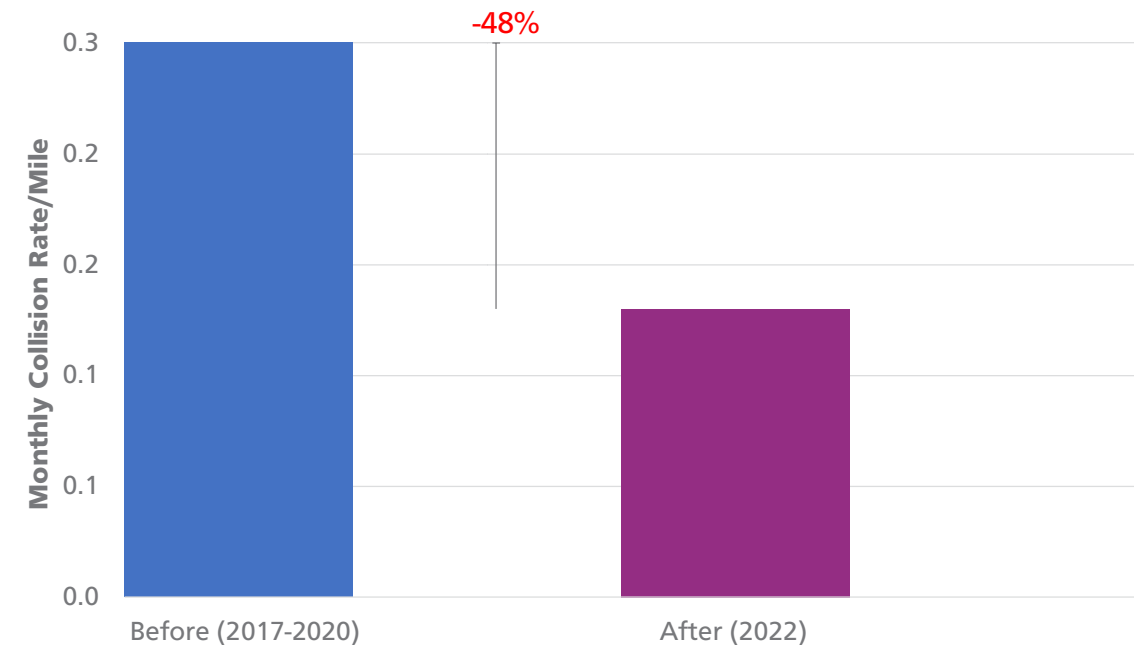
Citywide Monthly Collision Rate/Mile
(2017-2020 - 2022)

-14%

2017-2020　　　　2022

A greater reduction in collisions occurred on Slow Streets than on the average street in San Francisco over the same time period (48% con Slow Streets compared with 14% citywide).

The figure below charts monthly collision rates per mile before and after Slow Streets implementation (2017-2022) on each Slow Street. Collisions decreased on all but three of the Slow Streets in the network. See the inidividual corridor pages for the total number of collisions per Slow Street, per year.

Slow Streets Network Monthly Collision Rate/Mile
(Before & After Slow Streets Implementation)

■ Before (2017 - 2020) ■ After (2022)
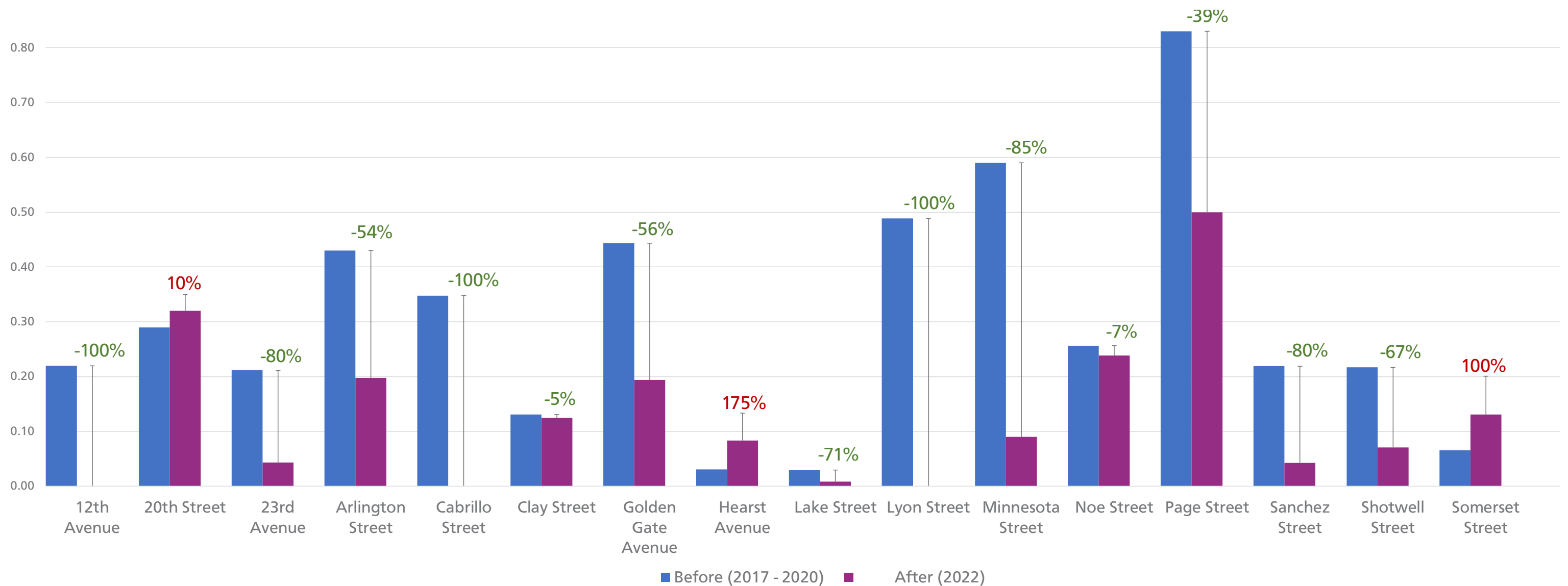
Next Steps

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

Four of the Slow Streets measured (20th Street, Minnesota Street, Noe Street, and Page Street) will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. These tools, like traffic diverters, turn restrictions, and median diverters, make the street less accessible to cut-through traffic and thus reduce vehicle volumes. The Slow Streets team will develop proposed design changes for these four high-volume streets by Summer 2023.

Most Slow Streets (12 of 16, or 75%) will require speed management tools to slow down vehicles on the street to the Board-adopted target of 15 MPH median speeds. Traffic calming treatments like speed cushions, and roadway narrowing treatments like painted safety zones and neckdowns, can slow down vehicles on Slow Streets. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, beginning with the three streets (Arlington Street, Cabrillo Street, and Hearst Avenue) that most exceed the 15 MPH typical median speeds.

Moving forward, the project team will also work to expand the Slow Streets Program to include additional streets in the network. New Slow Streets will be identified through a variety of community outreach efforts, including through the development of the Active Communities Plan (SFMTA.com/ActiveCommunities).

Early 2023
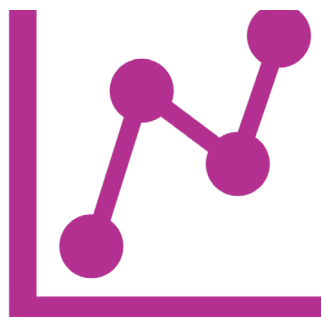
Collect updated vehicle volume and speed data for each Slow Street corridor.

Summer 2023

Develop revised designs for Slow Streets corridors; advance designs through Public Hearing process; implement.

Late 2023 - onwards

Expand program: Identify new opportunities for Slow Streets via Active Communities Plan outreach.

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

12TH AVENUE

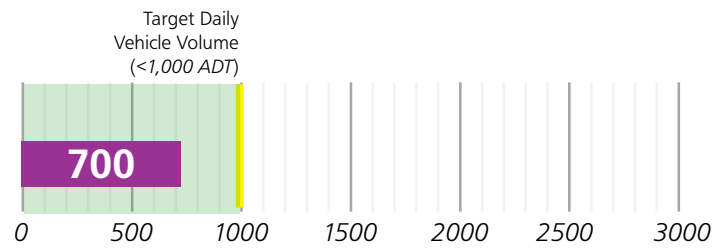## between Lincoln Way and Lawton Street

District: 7
Length: 1.46 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

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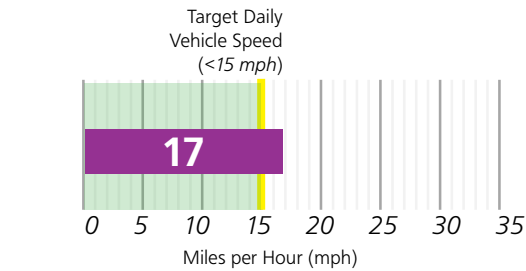
Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily
Vehicle Volume
(*<1,000 ADT*)

700

0   500   1000   1500   2000   2500   3000

Median Daily Vehicle Speed

Target Daily
Vehicle Speed
(*<15 mph*)

17

0   5   10   15   20   25   30   35
Miles per Hour (mph)

844 ADT between Irving & Judah
486 ADT between Kirkham & Lawton

20 MPH between Irving & Judah
15 MPH between Kirkham & Lawton

Collision History

Implemented: 7/20/2021
0 collisions as a Slow Street

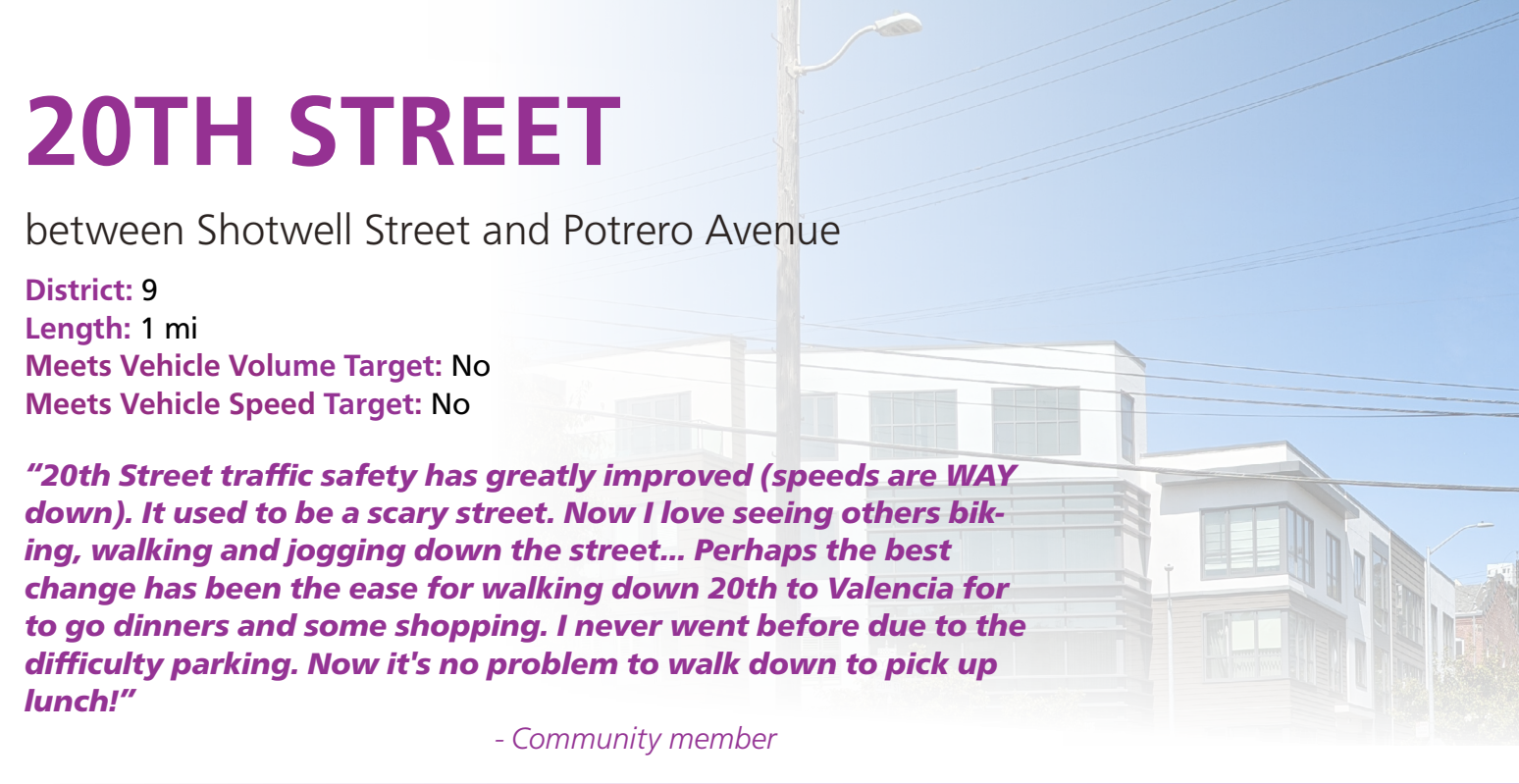2017: 1
2018: 3
2019: 1
2020: 1
2021: 1
2022: 0

20TH STREET

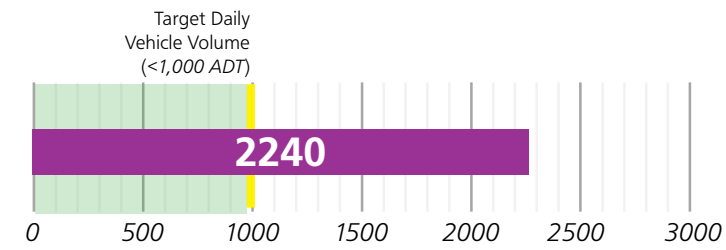## between Shotwell Street and Potrero Avenue

District: 9
Length: 1 mi
Meets Vehicle Volume Target: No
Meets Vehicle Speed Target: No

"20th Street traffic safety has greatly improved (speeds are WAY down). It used to be a scary street. Now I love seeing others biking, walking and jogging down the street... Perhaps the best change has been the ease for walking down 20th to Valencia for to go dinners and some shopping. I never went before due to the difficulty parking. Now it's no problem to walk down to pick up lunch!"
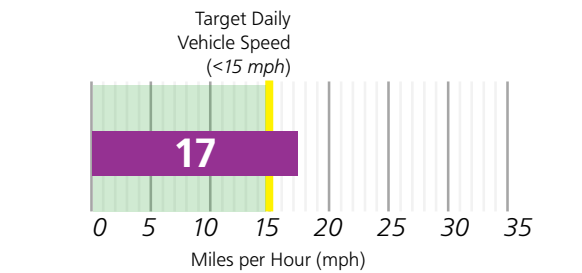
- Community member

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily
Vehicle Volume
(*<1,000 ADT*)

2240

0   500   1000   1500   2000   2500   3000

Median Daily Vehicle Speed

Target Daily
Vehicle Speed
(*<15 mph*)

17

0   5   10   15   20   25   30   35
Miles per Hour (mph)

2581 ADT between Folsom & Treat
1903 ADT between Florida & Bryant

18 MPH between Folsom & Treat
17 MPH between Florida & Bryant

Collision History

Implemented: 6/2/2020
10 collisions as a Slow Street

2017: 3
2018: 3
2019: 2
2020: 5
2021: 3
2022: 6
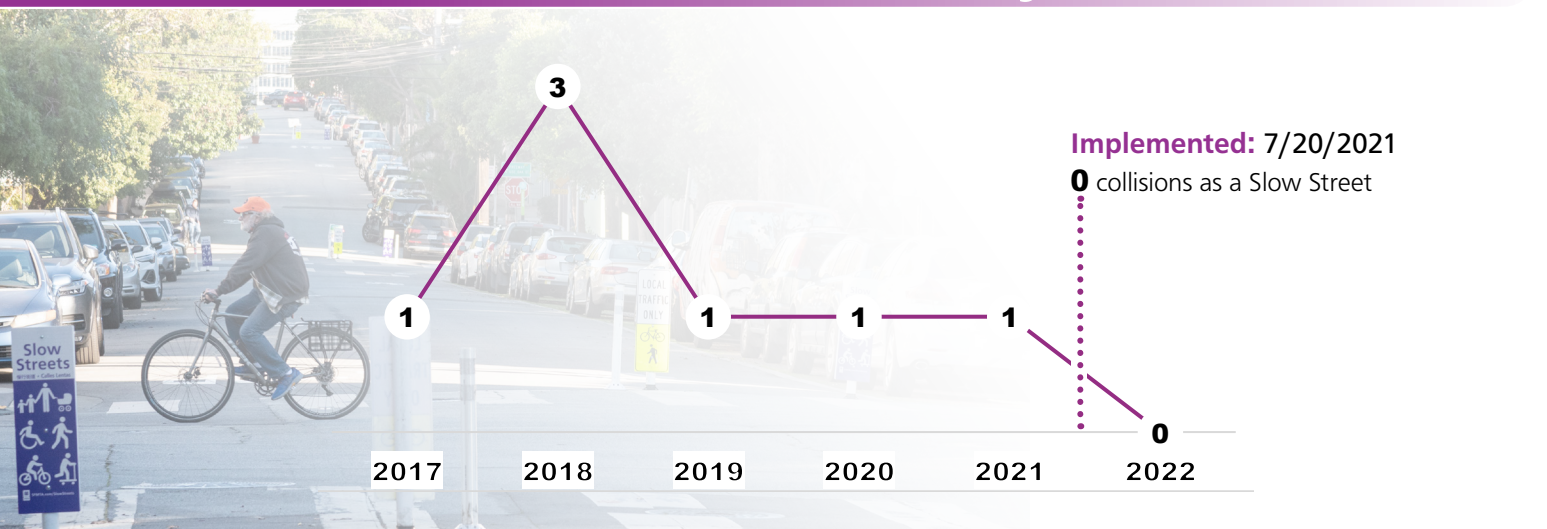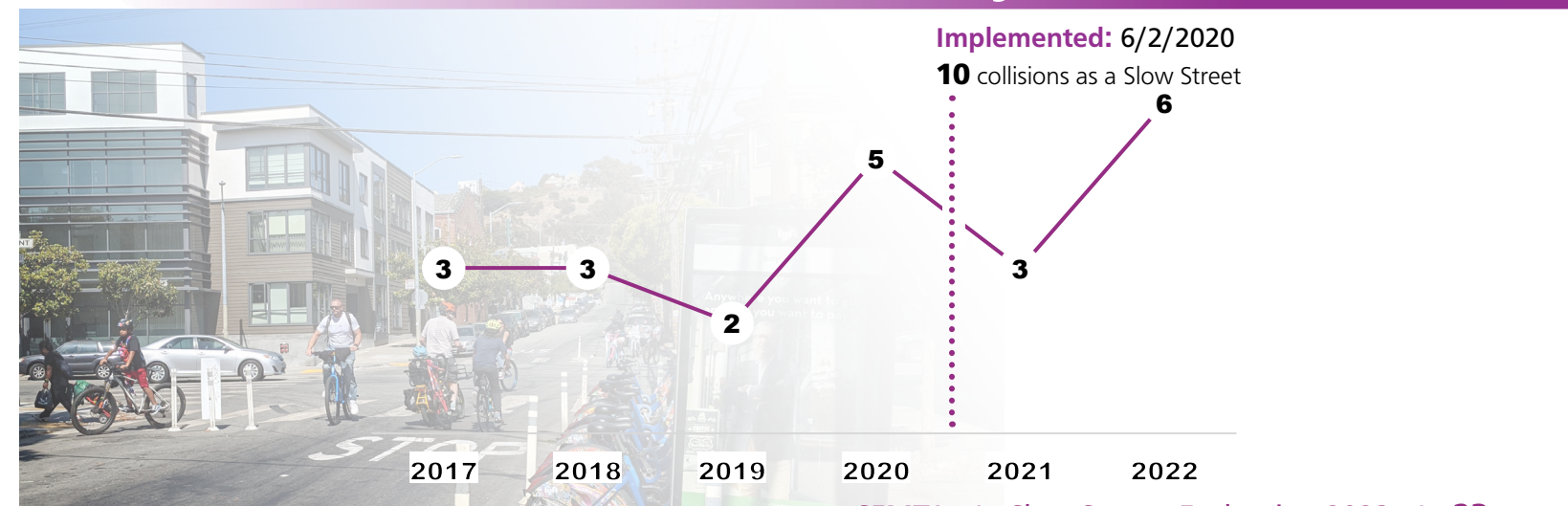
23RD AVENUE

between Lake Street and Cabrillo Street

District: 2
Length: 1.56 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: Yes

"The space is much more safe and valuable to the community as a Slow Street."

- Community member

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily
Vehicle Volume
(<1,000 ADT)

600

0   500   1000   1500   2000   2500   3000

Median Daily Vehicle Speed

Target Daily
Vehicle Speed
(<15 mph)

15

0   5   10   15   20   25   30   35
Miles per Hour (mph)

328 ADT between California & Lake
862 ADT between Geary & Clement
610 ADT between Anza & Balboa

15 MPH between California & Lake
12 MPH between Geary & Clement
19 MPH between Anza & Balboa

Collision History

4
1
0   0
1

2017   2018   2019   2020   2021   2022

Implemented: 6/20/2020
1 collision as a Slow Street

ARLINGTON STREET

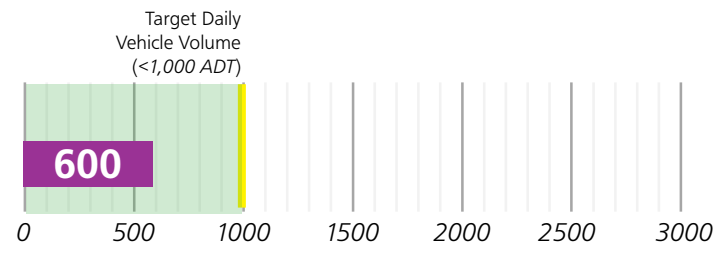between Roanoke Street and Randall Street

District: 8
Length: 0.88 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

"Many neighbors and community garden members have said they feel safer from speeding cars when crossing Arlington Street."
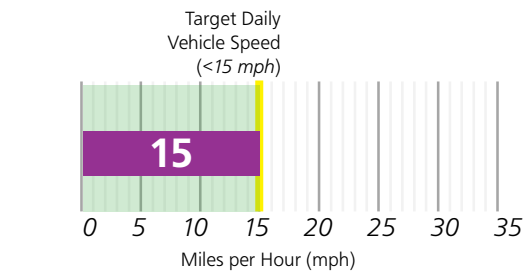
- Neighbor on Arlington Street

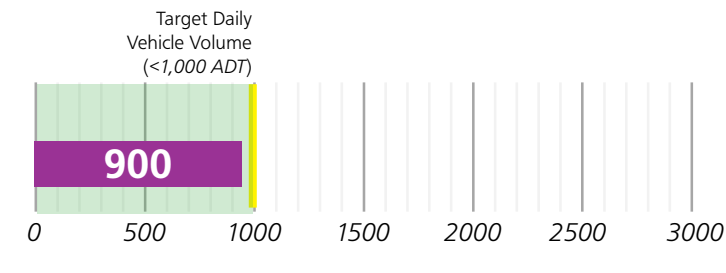## Traffic Safety

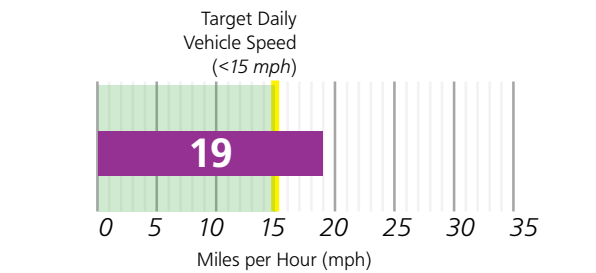### Average Daily Vehicle Volume (ADT)

Target Daily
Vehicle Volume
(<1,000 ADT)

900

0   500   1000   1500   2000   2500   3000

Median Daily Vehicle Speed

Target Daily
Vehicle Speed
(<15 mph)

19

0   5   10   15   20   25   30   35
Miles per Hour (mph)

851 ADT between Randall & Fairmount
950 ADT between Mateo & Richland

17 MPH between Randall & Fairmount
20 MPH between Mateo & Richland

Collision History

5
1   1   1   1
0

2017   2018   2019   2020   2021   2022

Implemented: 11/30/2020
2 collisions as a Slow Street
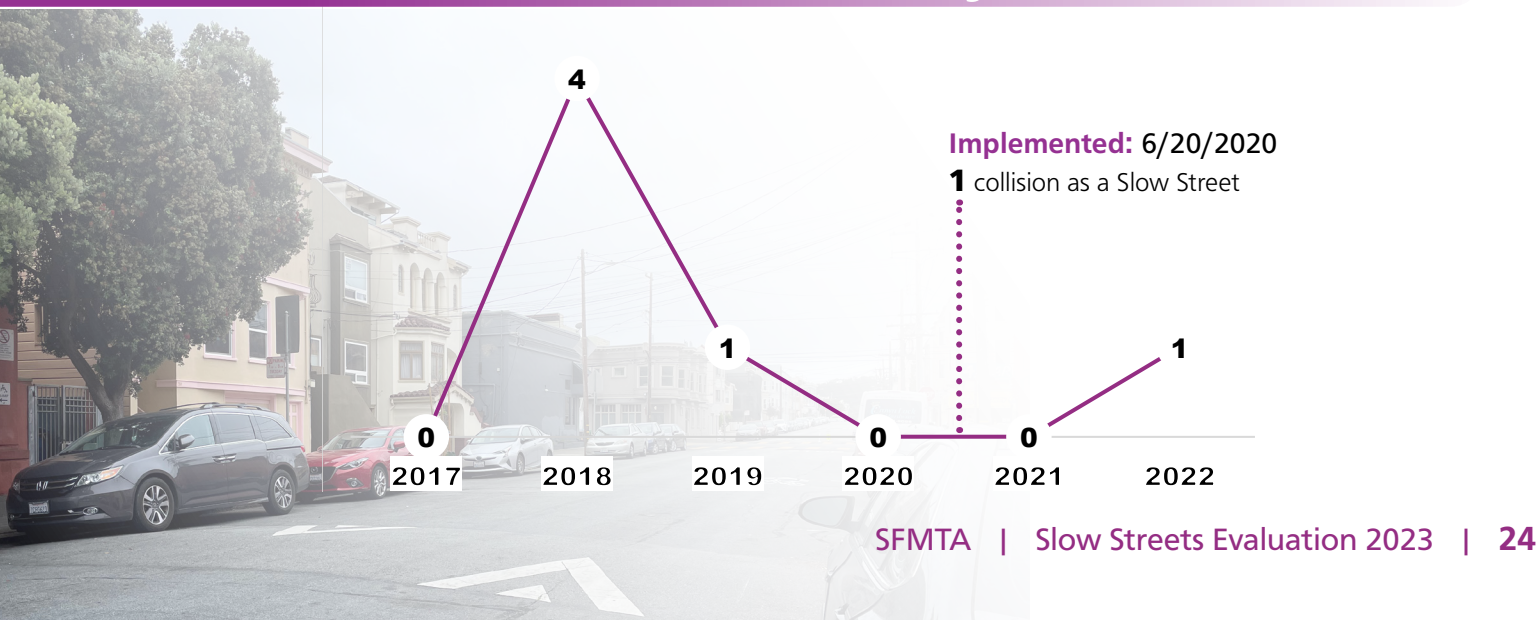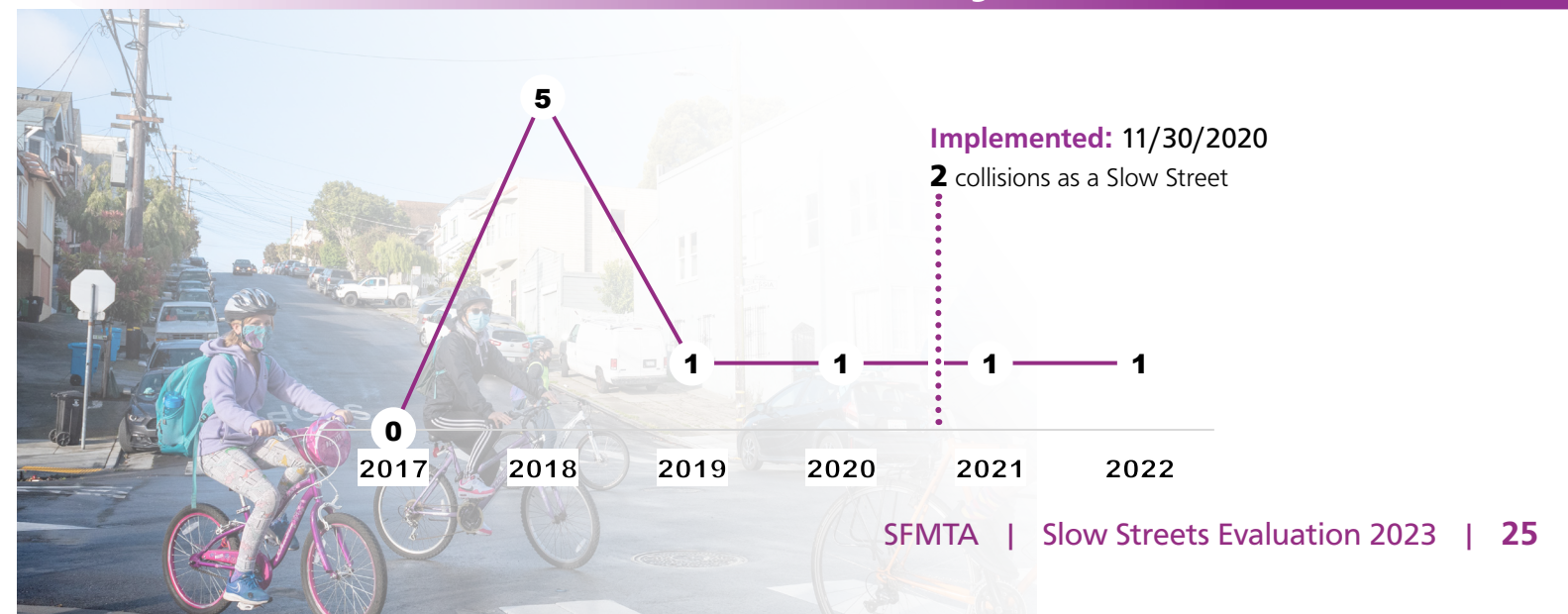
CABRILLO STREET

between 45th Avenue and 25th Avenue

Distric: 2
Length: 2.58 mi
Meets Vehicle Volume Target: Yes
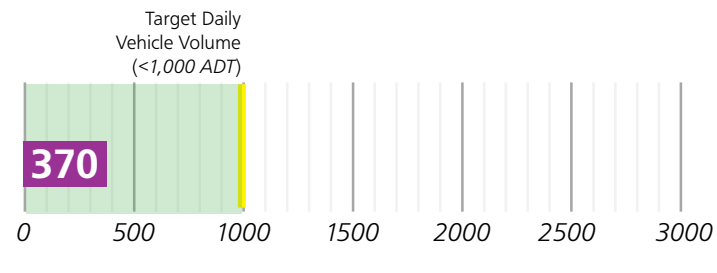**Meets Vehicle Speed Target:** No

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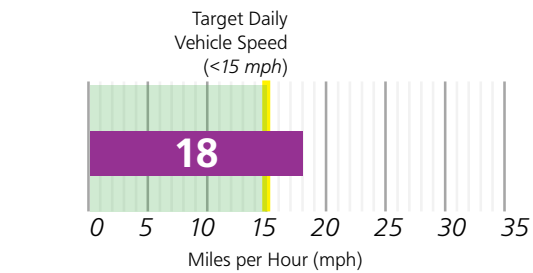*- Community member in the Richmond neighborhood*

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

370

0   500   1000   1500   2000   2500   3000

380 ADT	182 ADT	207 ADT	405 ADT	438 ADT	745 ADT

between 43rd & 44th | between 38th & 39th | between 35th and 36th | between 30th and 31st | between 27th & 28th | between 25th & 26th

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

18

0   5   10   15   20   25   30   35
Miles per Hour (mph)

16 MPH	17 MPH	17 MPH	19 MPH	19 MPH	20 MPH

between 43rd & 44th | between 38th & 39th | between 35th and 36th | between 30th and 31st | between 27th & 28th | between 25th & 26th

Collision History

5 (2017)
3 (2018)
6 (2019)
2 (2020)
0 (2021)
0 (2022)

Implemented: 10/21/2020
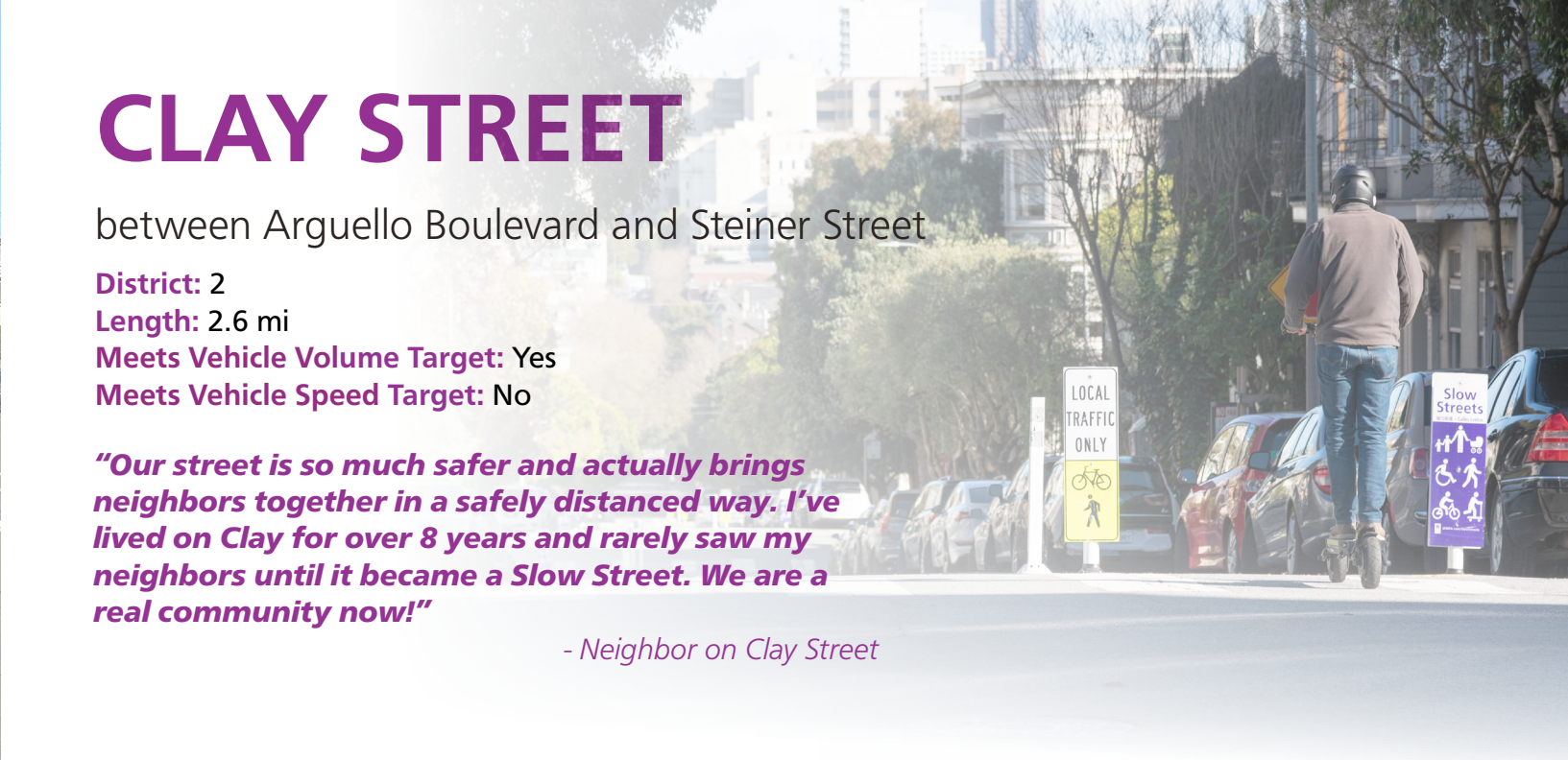**0** collisions as a Slow Street

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CLAY STREET

between Arguello Boulevard and Steiner Street

District: 2
Length: 2.6 mi
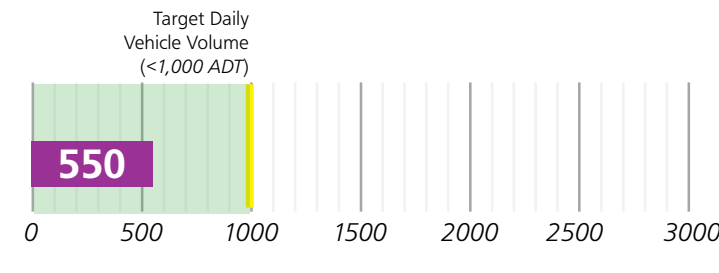**Meets Vehicle Volume Target:** Yes
Meets Vehicle Speed Target: No

"Our street is so much safer and actually brings neighbors together in a safely distanced way. I've lived on Clay for over 8 years and rarely saw my neighbors until it became a Slow Street. We are a real community now!"
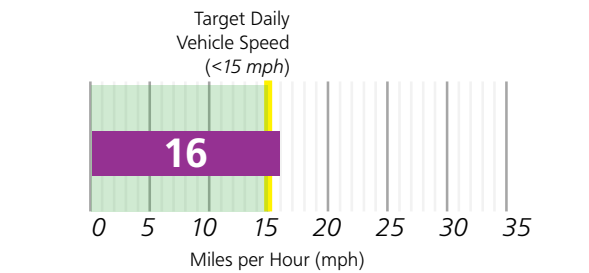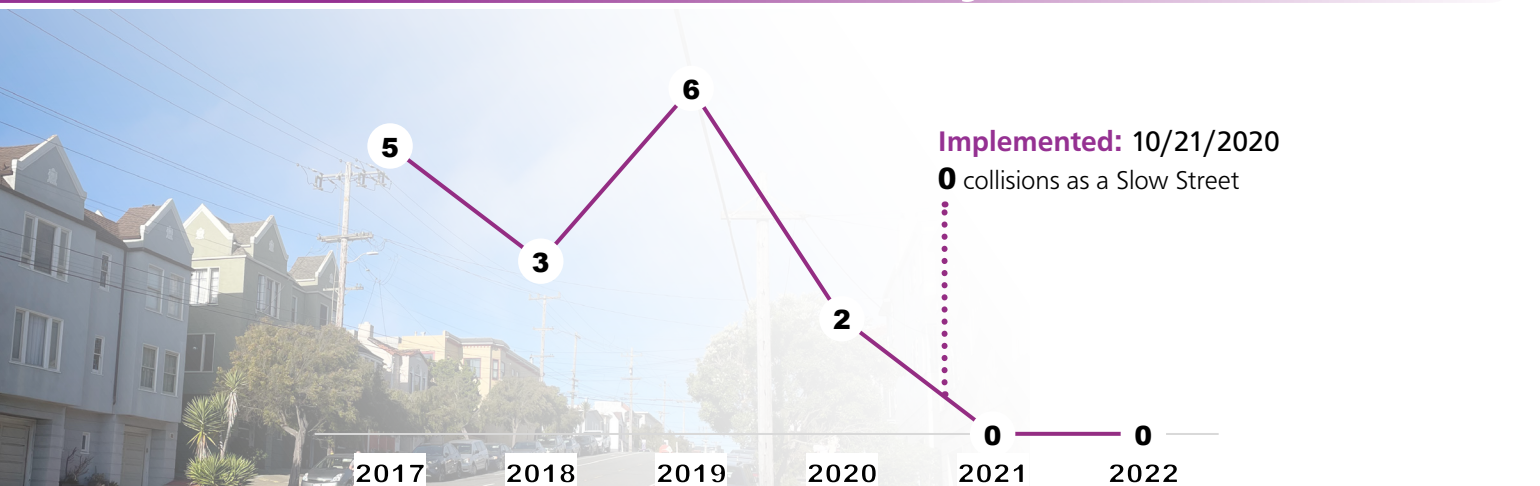*- Neighbor on Clay Street*
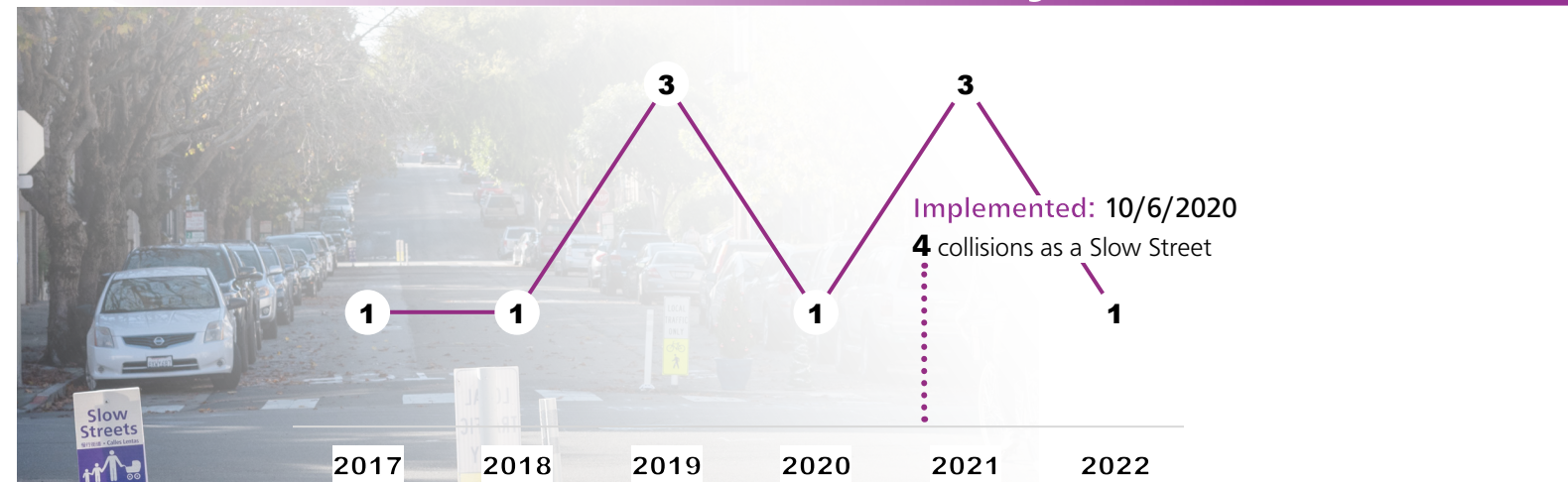
Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

550

0   500   1000   1500   2000   2500   3000

461 ADT	427 ADT	631 ADT	576 ADT	512 ADT	601 ADT

between Arguello & Cherry | between Spruce & Maple | between Laurel & Walnut | between Lyon & Presidio | between Divisadero & Broderick | between Scott & Pierce

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

16

0   5   10   15   20   25   30   35
Miles per Hour (mph)

16 MPH	17 MPH	16 MPH	16 MPH	16 MPH	17 MPH

between Arguello & Cherry | between Spruce & Maple | between Laurel & Walnut | between Lyon & Presidio | between Divisadero & Broderick | between Scott & Pierce

Collision History

1 (2017)
1 (2018)
3 (2019)
1 (2020)
3 (2021)
1 (2022)

Implemented: 10/6/2020
4 collisions as a Slow Street

GOLDEN GATE AVENUE

between Parker Street and Broderick Street

Districts: 1, 2, 5
Length: 0.72 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

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

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

790

0   500   1000   1500   2000   2500   3000

1358 ADT	531 ADT	409 ADT
between Roselyn & Kittredge	between Central & Lyon	between Broderick & Baker

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

17

0   5   10   15   20   25   30   35
Miles per Hour (mph)

21 MPH	13 MPH	18 MPH
between Roselyn & Kittredge	between Central & Lyon	between Broderick & Baker

Collision History

Implemented: 6/20/2020
2 collisions as a Slow Street

0 (2017) — 2 (2018) — 1 (2019) — 2 (2020) — 0 (2021) — 1 (2022)

HEARST AVENUE

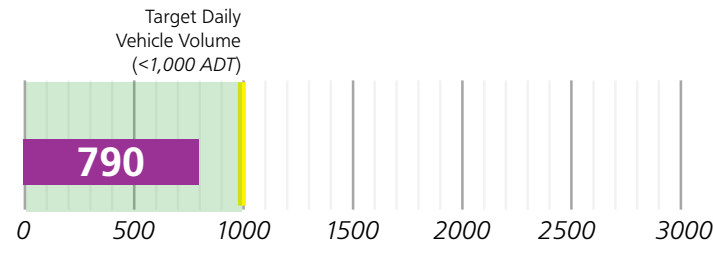between Ridgewood Avenue and Baden Street

District: 7
Length: 1.5 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

Slow Hearst is an east-west corridor that provides a safe and slow bike-friendly roadway through the Sunnyside neighborhood. The Slow Street provides space for neighbors and school children to gather outdoors, on a street tucked away from the busier roadways around it.
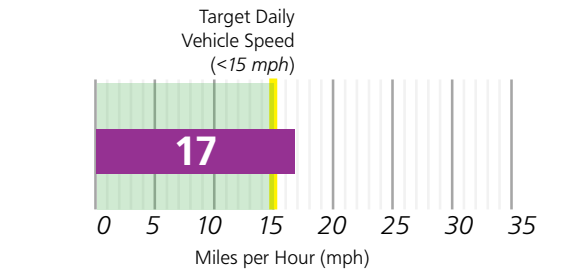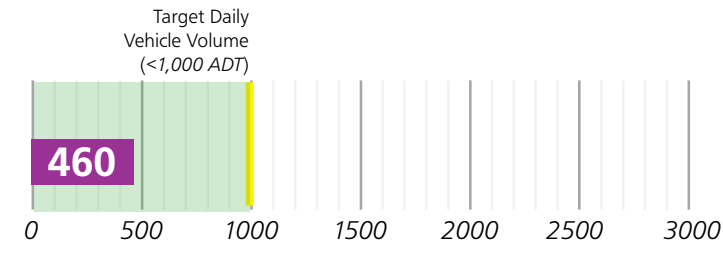
Traffic Safety

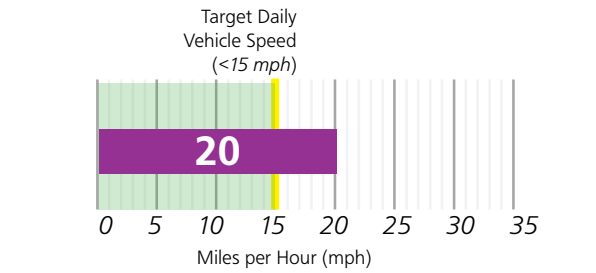### Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

460

0   500   1000   1500   2000   2500   3000

397 ADT	514 ADT
between Gennessee & Foerster	between Baden & Congo

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

20

0   5   10   15   20   25   30   35
Miles per Hour (mph)

18 MPH	20 MPH
between Gennessee & Foerster	between Baden & Congo

Collision History

Implemented: 7/27/2021
1 collision as a Slow Street

0 (2017) — 0 (2018) — 0 (2019) — 0 (2020) — 1 (2021) — 1 (2022)
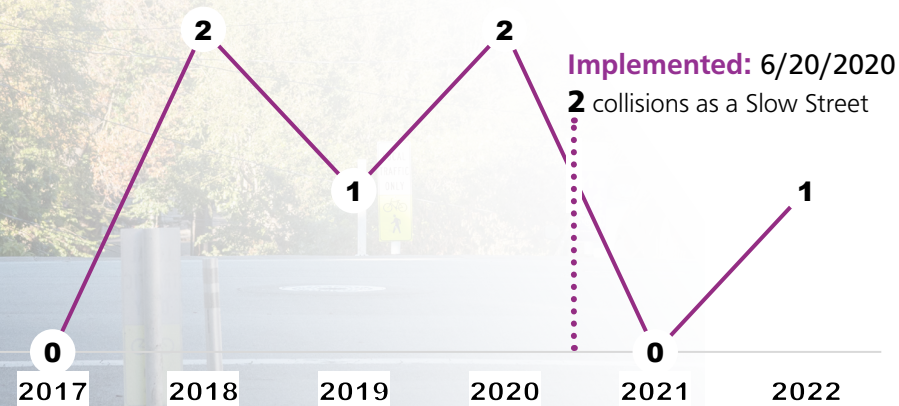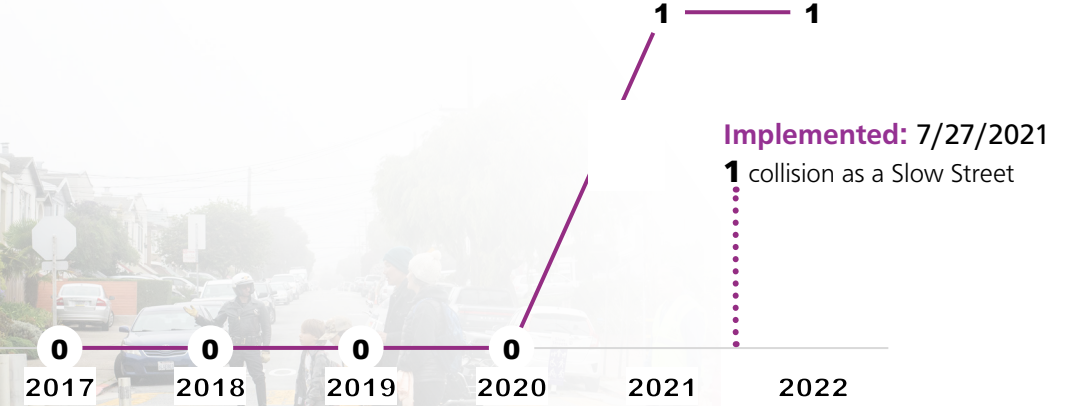
LAKE STREET

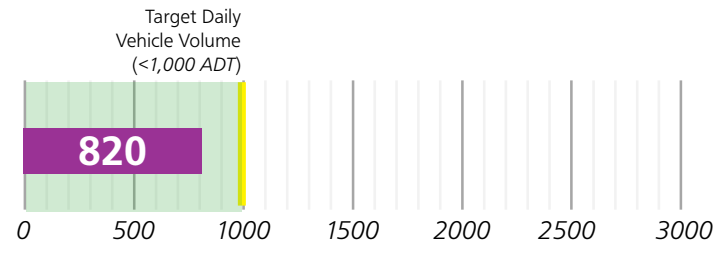between Arguello Boulevard and 28th Avenue

District: 1
Length: 3.04 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

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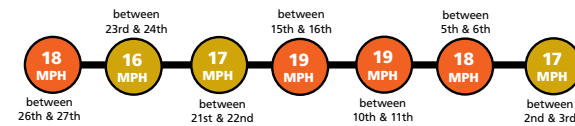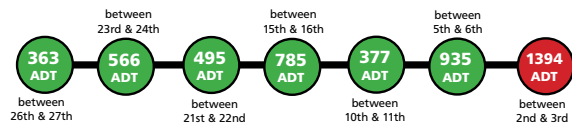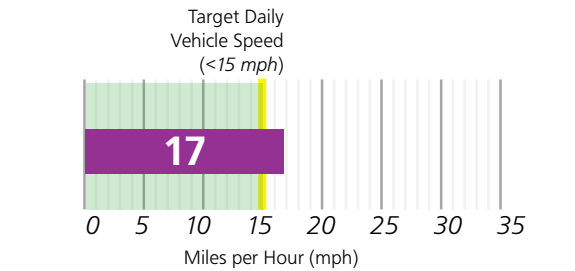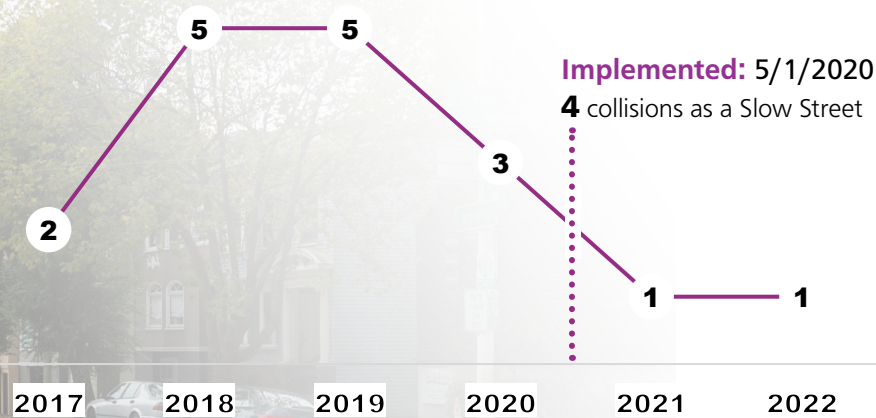
Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

820

0 500 1000 1500 2000 2500 3000

| 363 ADT between 26th & 27th | 566 ADT | 495 ADT between 21st & 22nd | 785 ADT | between 23rd & 24th | between 15th & 16th | 377 ADT between 10th & 11th | 935 ADT | between 5th & 6th | 1394 ADT between 2nd & 3rd |

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

17

0 5 10 15 20 25 30 35
Miles per Hour (mph)

| 18 MPH between 26th & 27th | 16 MPH | 17 MPH between 21st & 22nd | 19 MPH | between 23rd & 24th | between 15th & 16th | 19 MPH between 10th & 11th | 18 MPH | between 5th & 6th | 17 MPH between 2nd & 3rd |

Collision History

Implemented: 5/1/2020
4 collisions as a Slow Street

2017: 2
2018: 5
2019: 5
2020: 3
2021: 1
2022: 1

LYON STREET

between Turk Street and Haight Street
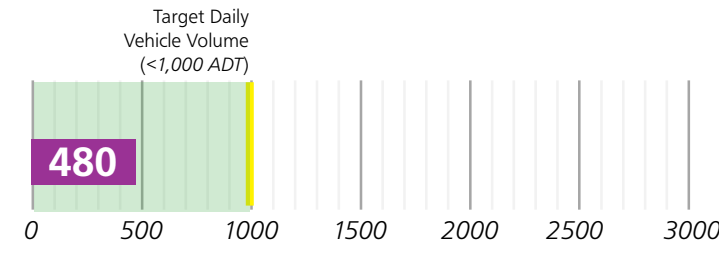
Districts: 5, 2
Length: 1.04 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: No

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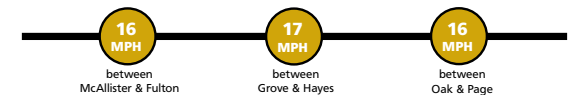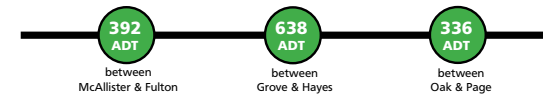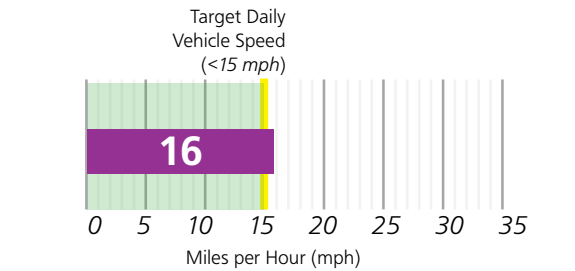
Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

480

0 500 1000 1500 2000 2500 3000

| 392 ADT between McAllister & Fulton | 638 ADT between Grove & Hayes | 336 ADT between Oak & Page |

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

16

0 5 10 15 20 25 30 35
Miles per Hour (mph)

| 16 MPH between McAllister & Fulton | 17 MPH between Grove & Hayes | 16 MPH between Oak & Page |

Collision History

Implemented: 7/7/2021
0 collisions as a Slow Street

2017: 1
2018: 2
2019: 4
2020: 3
2021: 1
2022: 0
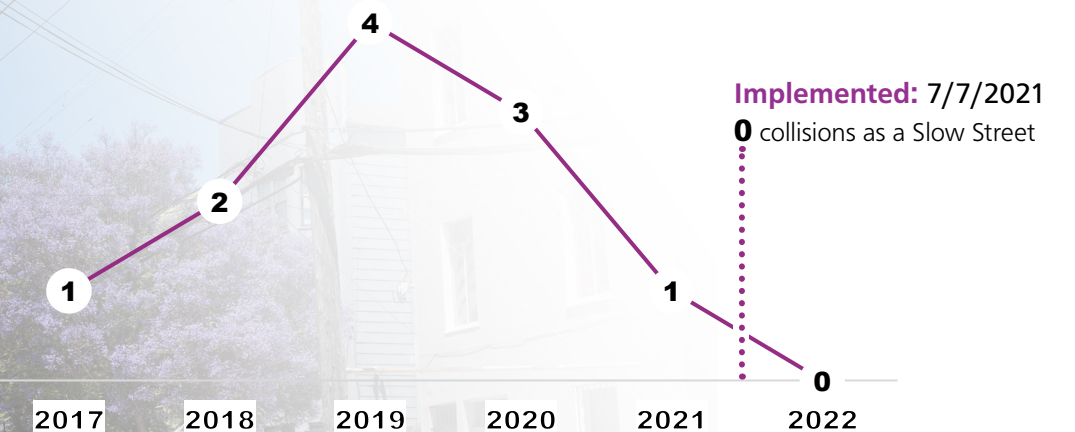
MINNESOTA STREET

between Mariposa Street and 22nd Street

District: 10
Length: 0.88 mi
Meets Vehicle Volume Target: No
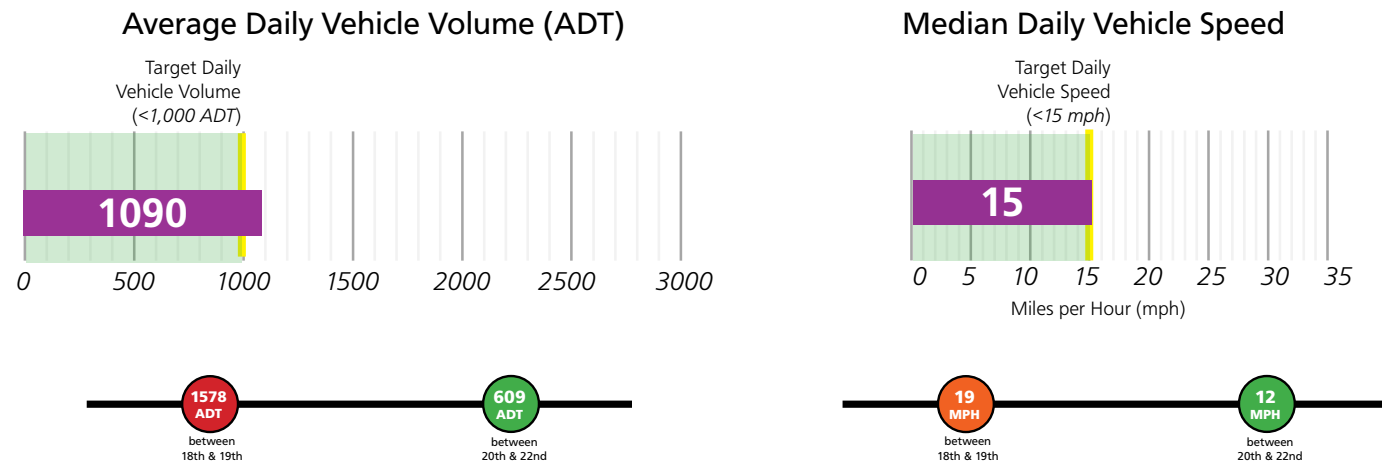**Meets Vehicle Speed Target:** Yes

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

NOE STREET

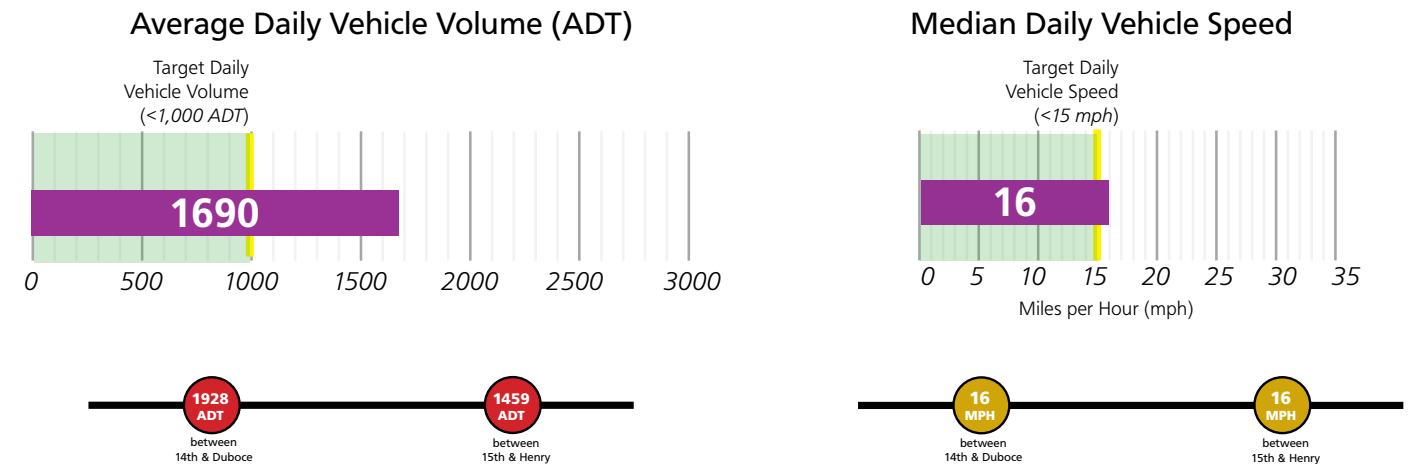between Duboce Avenue and Beaver Street

District: 8
Length: 0.8 mi
Meets Vehicle Volume Target: No
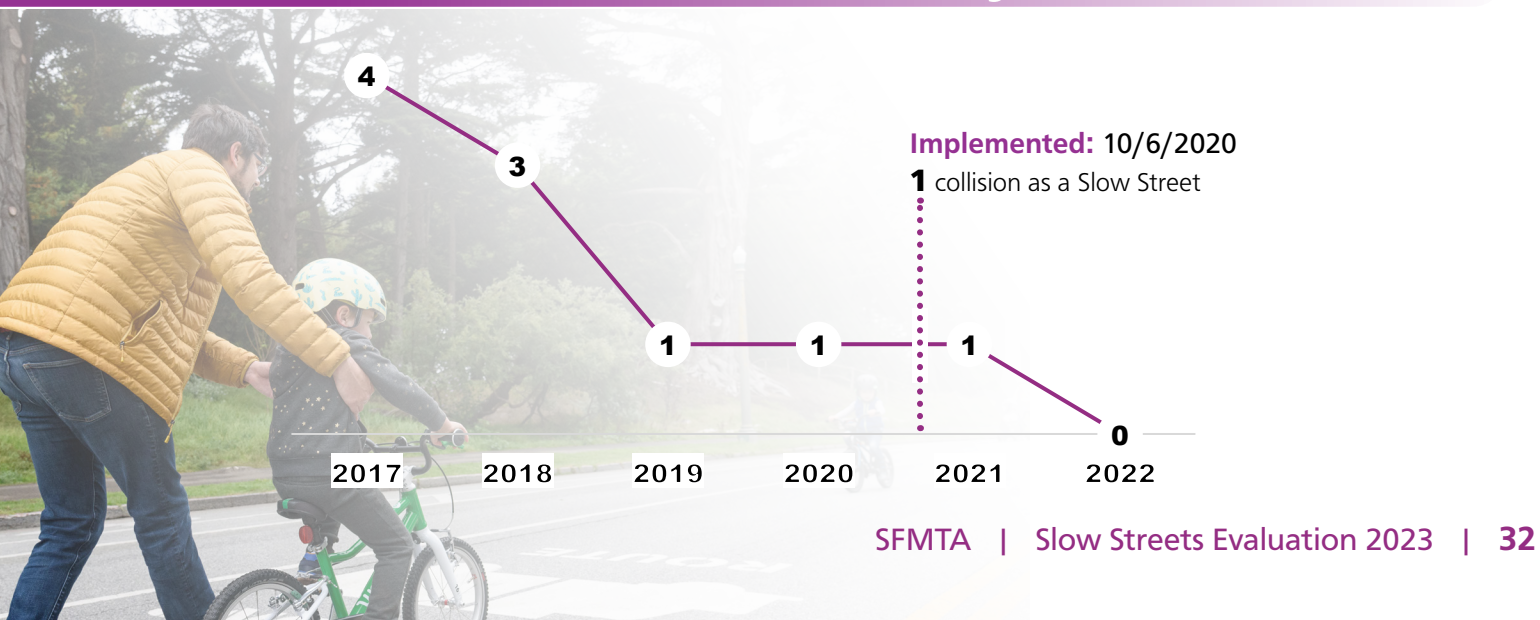**Meets Vehicle Speed Target:** No

"I love the Slow Street! It makes the neighborhood feel like an oasis from the city. It's a lovely place to walk and I often find myself going out of my way to walk home on Noe Street because it is a Slow Street."
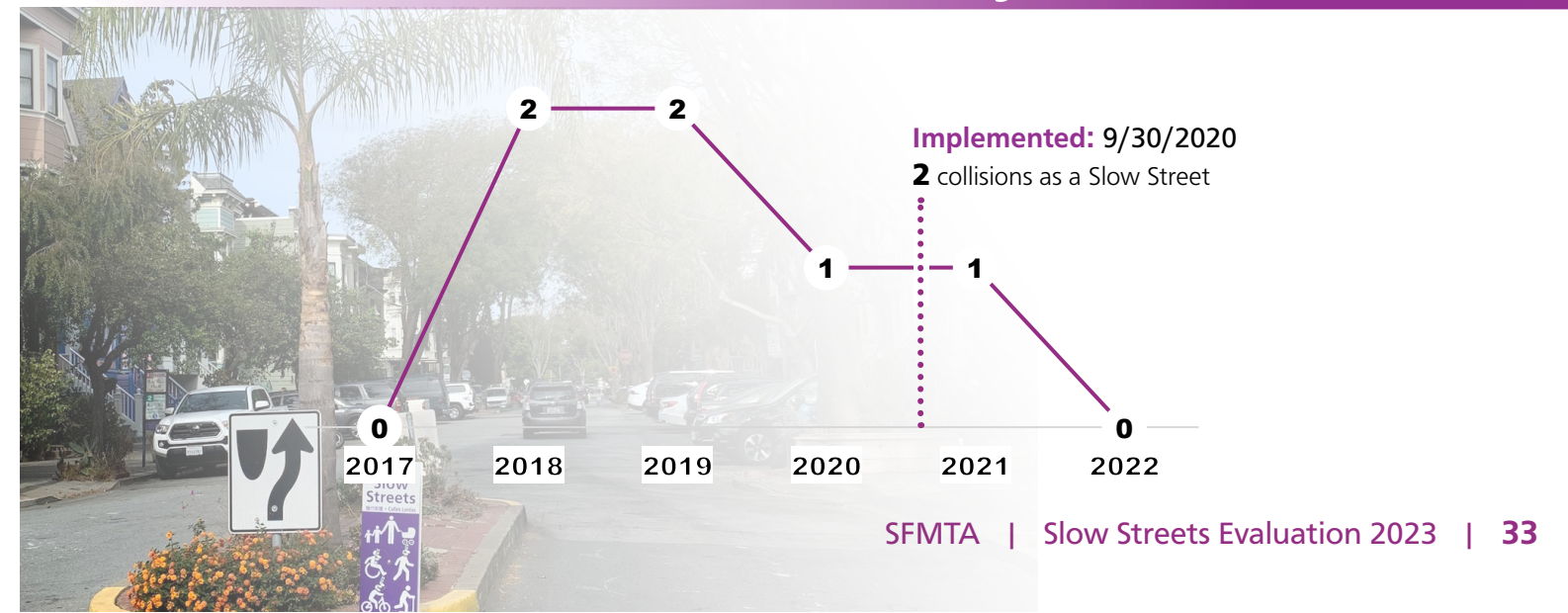*- Community Member*

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily
Vehicle Volume
(<1,000 ADT)

1090

0   500   1000   1500   2000   2500   3000

1578 ADT — between 18th & 19th
609 ADT — between 20th & 22nd

Median Daily Vehicle Speed

Target Daily
Vehicle Speed
(<15 mph)

15

0 5 10 15 20 25 30 35
Miles per Hour (mph)

19 MPH — between 18th & 19th
12 MPH — between 20th & 22nd

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily
Vehicle Volume
(<1,000 ADT)

1690

0   500   1000   1500   2000   2500   3000

1928 ADT — between 14th & Duboce
1459 ADT — between 15th & Henry

Median Daily Vehicle Speed

Target Daily
Vehicle Speed
(<15 mph)

16

0 5 10 15 20 25 30 35
Miles per Hour (mph)

16 MPH — between 14th & Duboce
16 MPH — between 15th & Henry

Collision History

Implemented: 10/6/2020
1 collision as a Slow Street

4 (2017)
3 (2018)
1 (2019)
1 (2020)
1 (2021)
0 (2022)

2017 2018 2019 2020 2021 2022

Collision History

Implemented: 9/30/2020
2 collisions as a Slow Street

2 (2018)
2 (2019)
0 (2017)
1 (2020)
1 (2021)
0 (2022)

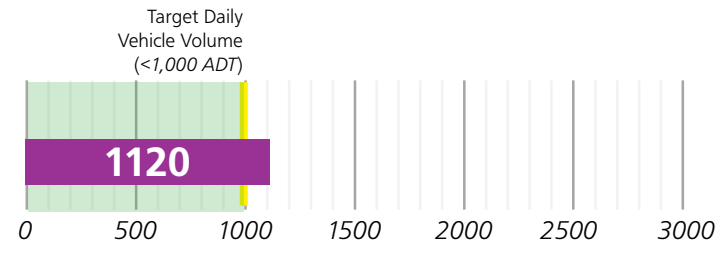2017 2018 2019 2020 2021 2022

PAGE STREET

between Stanyan Street and Octavia Street

District: 5
Length: 3.26 mi
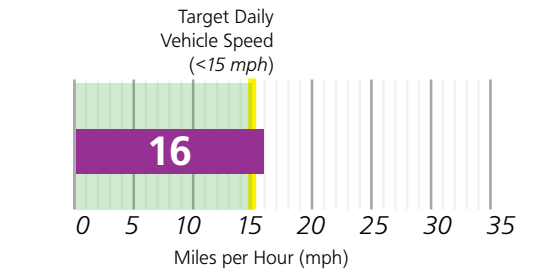**Meets Vehicle Volume Target:** No
Meets Vehicle Speed Target: No

The Page Slow Street Project extends on Page Street between Stanyan Street to Octavia Boulevard. Page Street is an important corridor for the Haight-Ashbury, Lower Haight, Hayes Valley, and surrounding neighborhoods. It is is one of the City's most important and popular east-west active-transportation corridors.

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

1120

0 500 1000 1500 2000 2500 3000

1015 ADT	1396 ADT	1275 ADT	783 ADT
between Clayton & Ashbury	between Broderick & Divisadero	between Pierce & Steiner	between Webster & Buchanan

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

16

0 5 10 15 20 25 30 35
Miles per Hour (mph)

16 MPH	18 MPH	14 MPH	17 MPH
between Clayton & Ashbury	between Broderick & Divisadero	between Pierce & Steiner	between Webster & Buchanan

Collision History

Implemented: 5/1/2020
16 collisions as a Slow Street

9 — 8 — 14 — 4 — 7 — 7

2017 2018 2019 2020 2021 2022
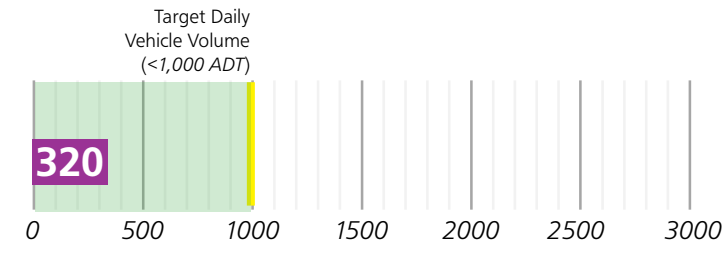
SANCHEZ STREET

between 23rd Street and 30th Street

District: 8
Length: 1.54 mi
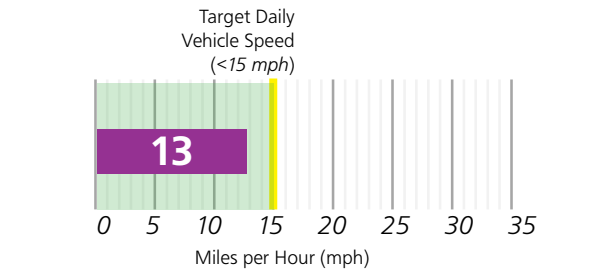**Meets Vehicle Volume Target:** Yes
Meets Vehicle Speed Target: Yes

Noe Valley's Sanchez Street is one of the city's most used Slow Streets, with more than 1,000 pedestrians walking on it on a typical weekend day. Slow Sanchez hosts community gatherings and arts events throughout the year, and the sound of children's laughter can often be heard on the street on evenings after school.
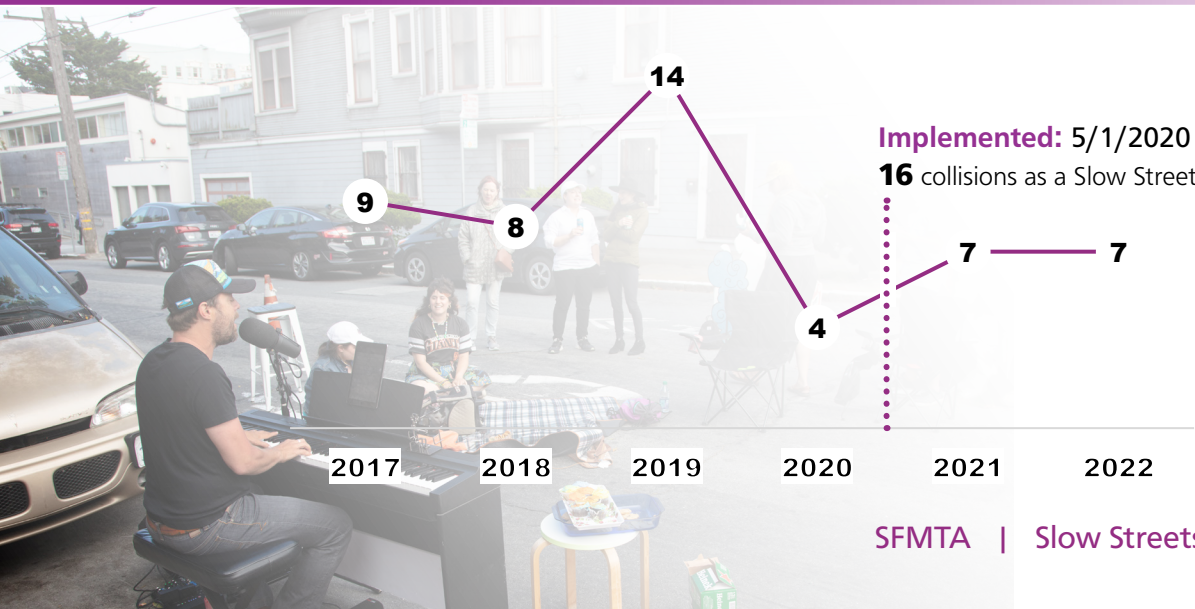
Traffic Safety
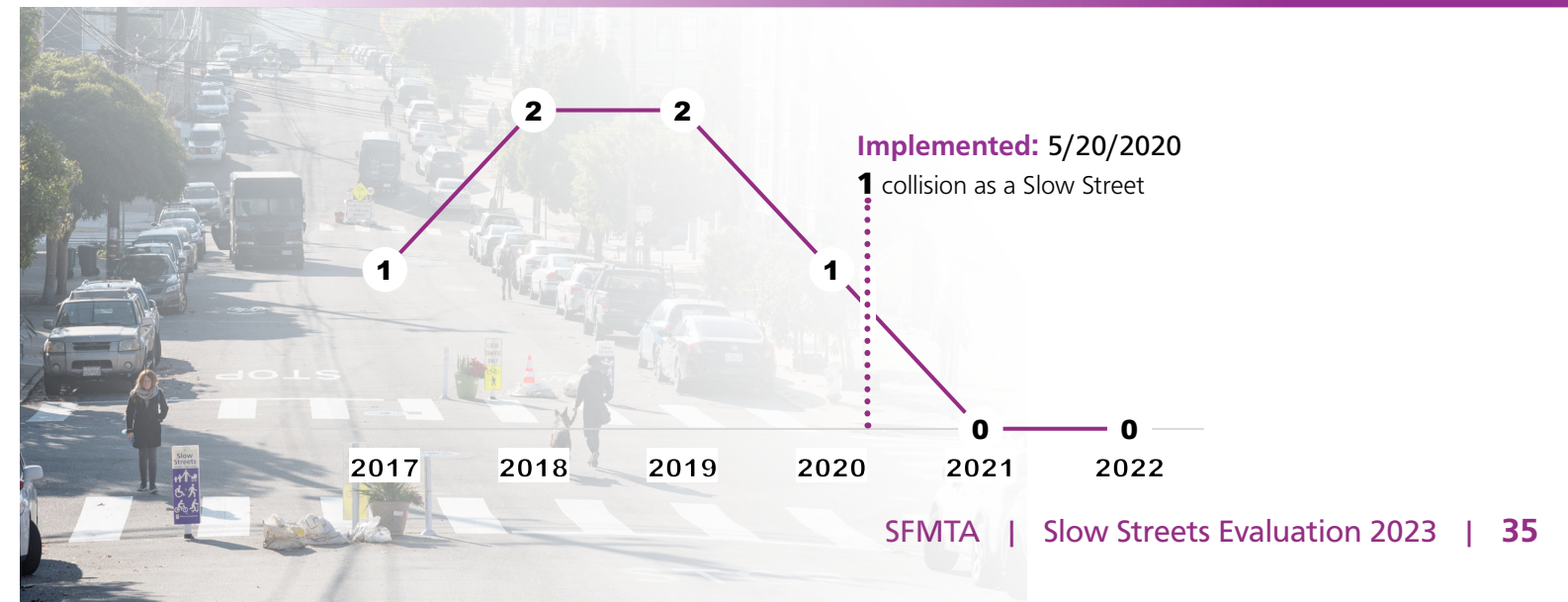
Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

320

0 500 1000 1500 2000 2500 3000

565 ADT	227 ADT	174 ADT	289 ADT
between 24th & Elizabeth	between 26th & Clipper	between 28th & Duncan	between Day & 29th

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

13

0 5 10 15 20 25 30 35
Miles per Hour (mph)

14 MPH	12 MPH	12 MPH	13 MPH
between 24th & Elizabeth	between 26th & Clipper	between 28th & Duncan	between Day & 29th

Collision History

Implemented: 5/20/2020
1 collision as a Slow Street

1 — 2 — 2 — 1 — 0 — 0

2017 2018 2019 2020 2021 2022

SHOTWELL STREET

between 14th Street and Cesar Chavez Street

District: 9
Length: 2.8 mi
Meets Vehicle Volume Target: Yes
Meets Vehicle Speed Target: Yes

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

SOMERSET STREET

between Silver Avenue and Woolsey Street

District: 9
Length: 1.02 mi
Meets Vehicle Volume Target: Yes
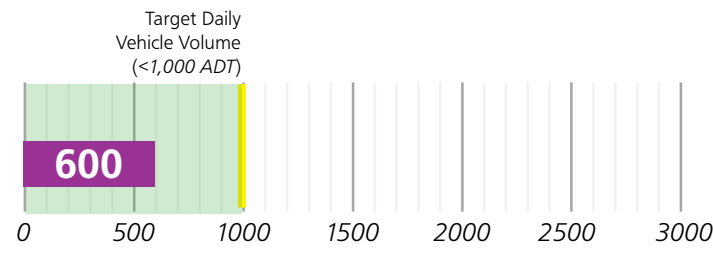**Meets Vehicle Speed Target:** No

"I love the idea of Somerset becoming a permanent slow street, because it is in front of a park and school. People speed in this neighborhood because of its proximity to a freeway exit."
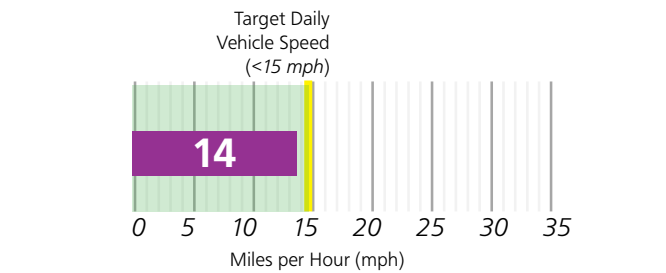*-Community member in the Portola neighborhood*
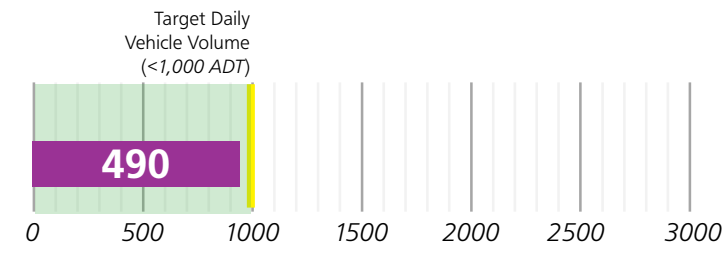
Traffic Safety

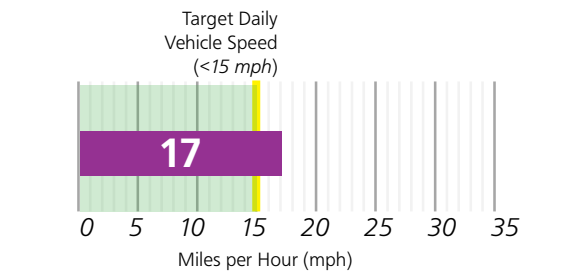### Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

600

0 500 1000 1500 2000 2500 3000

| 526 ADT | 834 ADT | 515 ADT | 673 ADT | 445 ADT |
| between 14th & 15th | between 17th & 18th | between 20th & 21st | between 23rd & 24th | between 25th & 26th |

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

14

0 5 10 15 20 25 30 35
Miles per Hour (mph)

| 15 MPH | 13 MPH | 14 MPH | 15 MPH | 15 MPH |
| between 14th & 15th | between 17th & 18th | between 20th & 21st | between 23rd & 24th | between 25th & 26th |

Traffic Safety

Average Daily Vehicle Volume (ADT)

Target Daily Vehicle Volume (<1,000 ADT)

490

0 500 1000 1500 2000 2500 3000

| 457 ADT | 526 ADT |
| between Silliman & Silver | between Bacon & Wayland |

Median Daily Vehicle Speed

Target Daily Vehicle Speed (<15 mph)

17

0 5 10 15 20 25 30 35
Miles per Hour (mph)

| 19 MPH | 16 MPH |
| between Silliman & Silver | between Bacon & Wayland |

Collision History

Implemented: 5/20/2020
3 collisions as a Slow Street

2017: 1
2018: 2
2019: 4
2020: 2
2021: 1
2022: 2

Collision History

Implemented: 6/2/2020
2 collisions as a Slow Street

2017: 0
2018: 0
2019: 0
2020: 1
2021: 0
2022: 2

Conclusion

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

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

The good news is that all but four of the existing Slow Streets corridors are meeting or exceeding the goal of fewer than 1,000 vehicles per day. This indicates that the Slow Streets Program is mostly working well to discourage cut-through traffic on these streets. 20th Street, Minnesota Street, Noe Street, and Page Street will require volume management tools to reduce the number of vehicles on the street to below 1,000 vehicles per day. The Slow Streets team will develop proposed design changes for these four streets by Summer 2023.

On 12 of 16, or 75% of Slow Streets, typical median vehicle speeds are still higher than 15 MPH. This data indicates that it will be essential to focus on traffic calming elements like speed cushions and roadway narrowing to bring speeds down to the established target levels on Slow Streets. The Slow Streets team will develop traffic calming designs for all streets not meeting Program targets, beginning with the three streets (Arlington Street, Cabrillo Street, and Hearst Avenue) that most exceed the 15 MPH typical median speeds.

Moving forward, the project team will work to expand the Slow Streets Program to include additional streets in the network. New Slow Streets will be identified through a variety of community outreach efforts, including through the development of the Active Communities Plan (SFMTA.com/ActiveCommunities).

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

SFMTA.com/SlowStreets