



Slow Streets

慢行街道 • Calles Lentas

SUMMARY OF FINDINGS FOR EVALUATION OF PHASE 1 AND 2

About Slow Streets and the Evaluation

Corridors from Phase 1 and Phase 2 of the Slow Streets program were implemented between May and June 2020. The program was a response from the SFMTA to the COVID-19 pandemic and served to provide more space for socially distant walking and biking in the city. By restricting through traffic on certain residential streets with the use of temporary signs and barricades, a designated Slow Streets corridor becomes a calmer shared roadway that is more conducive to supporting safe walking and biking.

The program team evaluated about 1/3 of the corridors from Phase 1 and Phase 2 to better understand the effectiveness of the treatments implemented by the program to improve traffic safety and mobility. To ensure a representative sample because the program is citywide, the evaluation selected corridors from different parts of the city for traffic data collection.

Additionally, the program team deployed a resident and visitor (user) survey on three of the Slow Streets corridors (Lake, Page, and Shotwell streets).

Traffic Data Evaluation Findings

Five metrics were analyzed to study change in traffic safety and mobility: vehicle volumes, vehicle speeds, traffic diversion, pedestrian volume, and bike volume. **On average and when compared to conditions before Slow Streets were implemented:**

VEHICLE VOLUMES

The temporary barricades and non-local access restrictions are working. **Slow Streets saw a 50% or more decrease in vehicle volumes.** Specifically, weekday volumes decreased by 52% and weekend volumes decreased by 54%.

PEDESTRIAN VOLUMES

Overall, the number of people walking (sidewalk and in the roadway) varied by the day of the week. **Weekday volumes saw an increase of 17%, whereas weekend volumes saw a decrease of 31%.**

Volume of pedestrians traveling in the roadway increased by 130% on weekdays, but decreased by 10% on weekends.

BICYCLE VOLUMES

Volumes increased by 65% on weekdays and 80% on weekends. 71% of the Slow Streets evaluated saw bike volumes increase on weekdays.

VEHICLE SPEED

There was not a significant change or reduction in vehicle speeds (avg: -2 mph). However, when analyzing the median vehicle speeds on the observed Slow Streets corridors, most vehicle speeds ranged between 18 to 24 miles per hour, which meets one of the thresholds to classify a street as a Neighborway¹. Therefore, speeding may not be a major issue on Slow Streets, because vehicles were already or are now driving at safer speeds.

¹Neighborways are residential streets with low vehicle traffic and speeds, making them calmer and safer for local walking and biking. At a minimum, a street designated as Neighborway must meet the following thresholds:

1. Average Vehicle Speeds: less than 25 miles per hour
2. Maximum Average Daily Traffic Volume: 3,000 vehicles per day

TRAFFIC DIVERSION

Streets adjacent to Slow Streets saw slight increases in the number of cars for both weekdays and weekends. However, the measured change in the number of cars on adjacent streets observed was not proportional to the decrease seen on Slow Streets. **Although Slow Streets may be diverting traffic to neighboring streets, the increase in the number of cars on those streets is not significantly affecting traffic.**



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

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Resident Survey General Findings

	Lake Street	Page Street	Shotwell Street
<i>Number of Responses:</i>	319	338	114
<i>Overall, are you in support of the Slow Streets Program?</i>	Yes 73%	Yes 90%	Yes 92%
<i>*For respondents who only somewhat or do not support, their primary reason was:</i>	Vehicle Access Concerns	Vehicle Access Concerns	Tie: Vehicle Access Concerns, Parking Impacts, Other
<i>Slow Street usage frequency - most respondents reported:</i>	Daily	Daily	Daily
<i>Do you agree: "In terms of street traffic, [Slow Street Name] is currently safer than before it became a Slow Street"</i>	Strongly Agree 67%	Strongly Agree 80%	Strongly Agree 56%
<i>Would you be interested in [Slow Street Name] Street becoming a permanent Slow Street?</i>	Yes 67%	Yes 88%	Yes 94%

Visitor Survey General Findings

	Lake Street	Page Street	Shotwell Street
<i>Number of Responses:</i>	1,285	672	162
<i>How would you rate your experience using [Slow Street Name] Street?</i>	Positive 93%	Positive 96%	Positive 88%
<i>When using [Slow Street Name] today, have you observed people physically distancing themselves from others?</i>	Often 85%	Often 92%	Often 87%
<i>Regarding traffic safety, do you feel safe using [Slow Street Name] as a Slow Street?</i>	Very Safe 70%	Very Safe 58%	Very Safe 32%
<i>*For respondents who only felt somewhat safe or unsafe, their primary reason was because of:</i>	Vehicles disobeying non-local access restrictions	Vehicles disobeying non-local access restrictions	Vehicles disobeying non-local access restrictions
<i>What best describes you (where the visitor is visting from)?</i>	73% - In the neighborhood or street adjacent to the Slow Street	63% - In the neighborhood or street adjacent to the Slow Street	57% - In the neighborhood or street adjacent to the Slow Street

In summary, when reviewing the feedback received from both residents and visitors (users), and all three streets, most people enjoy using Slow Streets, believe it has improved traffic safety, and improved the vibrancy of the neighborhood.

Slow Streets Evaluation Next Steps

A more robust data collection and surveying effort is being developed and the program team is aiming to evaluate all of the Slow Streets.

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