

CITY OF SAN DIEGO

SAFE STREETS & ROADS FOR ALL ACTION PLAN

WORKING PAPER: Peer City Review

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FINAL



INTRODUCTION

Report Purpose

The City of San Diego is working to develop a Slow Streets program to create a more livable environment for people by limiting vehicle access and reducing traffic speeds to create safer spaces for walking, biking, and community activities. The California Vehicle Code § 21101 (f) allows cities to implement Slow Streets programs which close streets to vehicular traffic or aim to limit vehicle speeds and volumes by using roadway design features. Slow Streets are a part of San Diego’s growing, connected network of streets that are safe and welcoming places to walk, bike and roll for people of all ages and abilities. Slow Streets projects have been implemented successfully throughout the United States and abroad. The following review of peer cities explores lessons learned and best practices regarding Slow Streets implementation in ten cities within the United States and Canada.

Review Framework

The peer city review is structured around key questions regarding how Slow Streets can be implemented in San Diego, including:

- How are potential Slow Streets identified, prioritized, selected, and implemented?
 - Are costs and benefits weighed in the process?
 - How are competing demands addressed?
- How are projects initiated and by who?
- How are Slow Streets projects funded?
- What policies, processes, plans, tools, or requirements have been developed to aid or guide the projects?
- How is community engagement integrated into the phases of the project life cycle: identification, planning, design, implementation, post implementation, and what lessons can be learned?
- How is equity tied into the selection and implementation process?
- How are projects monitored, modified, or transitioned to full infrastructure investments post implementation?

For organization purposes, the peer cities findings are organized into the following categories:

- Project Identification
- Prioritization and Selection
- Implementation
- Additional Resources

Peer City Selection

A long list of potential cities for review was developed based on an assessment of cities throughout the United States and Canada which are successfully implementing Slow Streets. The list of cities identified as potential peer cities included seven California cities and 24 additional US cities.

The potential peer cities reviewed were then scored and filtered based on six characteristics (**Figure 1**), and a total of ten cities were selected for in-depth review based on coordination with City of San Diego staff. The goal of this peer selection is to highlight the similarities these cities have with San Diego, as well as the state of their current Slow Streets and neighborhood routes networks.

Table 1 shows selected contextual statistics for the ten selected cities for the review. The full long list of cities and reasoning for their inclusion or exclusion can be found in Appendix A.

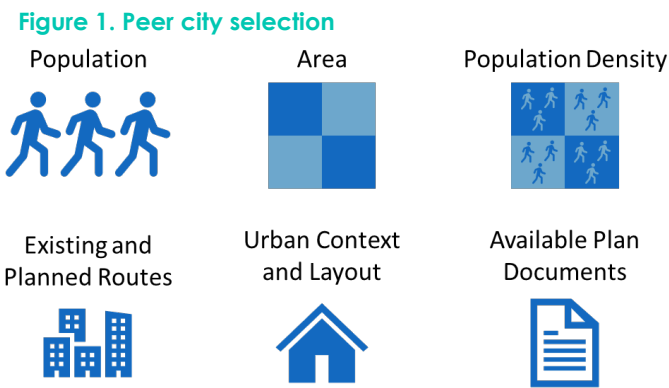


Table 1: Representative Statistics for Selected Peer Cities

City	Population	Program Name	Date Established	Equity Focus	Community-Driven
San Francisco, CA	873,000	Slow Streets	2022		
Los Angeles, CA	3,900,000	Slow Streets LA	2020	✓	✓
Oakland, CA	440,000	Slow Streets & Essential Places	2020 / 2022	✓	
San José, CA	1,000,000	Walk Safe San Jose	2022	✓	
Philadelphia, PA	1,600,000	Neighborhood Slow Zone	2019	✓	✓
Denver, CO	715,000	Shared Streets	2020	✓	✓
Boston, MA	675,000	Neighborhood Slow Streets / Safety Surge	2016	✓	✓*
Minneapolis, MN	430,000	Neighborhood Traffic Calming	2022	✓	✓
Atlanta, GA	498,000	Action Plan for Safer Streets / Tactical Urbanism	2019		✓
Vancouver, BC	662,000	Slow Streets	2020		

*Original program was community driven; the new one is not

SAN FRANCISCO, CA

Population	Program Name	Date Established	Equity Focus	Community-Driven
873,000	Slow Streets	2022		

The City of San Francisco's Slow Streets program aims to create safe, comfortable, low-vehicle-traffic routes that prioritize active transportation and community-building. They are open to all forms of transportation, including vehicle traffic, but include treatments to slow drivers or encourage people driving to take other routes. They were first introduced as an emergency response to COVID-19, consisting of temporary signs and barricades. Over time, they became places for communities to gather and organize events and activities. In 2022, the SFMTA Board of Directors approved a permanent Slow Streets program which includes two initiatives:

- **Street Design:** the SFMTA Board approved program included blanket approval for a toolbox of treatments to be implemented on streets that meet the Program's eligibility criteria to create low-stress, shared corridors that prioritize active transportation.
- **Community Building:** SFMTA launched a Slow Streets Mural Pilot Program to enhance placemaking on Slow Streets. The murals will be designed, implemented, and maintained by community members and be painted directly onto the street pavement.

As of May 2023, 32 miles of Slow Streets have been implemented, with more already approved and on the way.

Project Identification

The SFMTA adopted a set of slow street projects in the 2022 program approval which can be added to over time. While Slow Streets often connect to one or more other Slow Streets, the City does not intend for them to create an independent network. Rather, they tie into the larger active transportation network to create a city-wide low stress network.

A potential project must meet these minimum criteria:

- On a residential street within the jurisdiction of the SFMTA
- The proposed street segment has no conflicts with:
 - MUNI (transit) routes (including non-revenue routes)
 - Emergency response corridors
 - Commercial loading zones

Other desirable characteristics include:

- Connections to bikeways
- Relatively flat streets
- Streets with mostly stop-controlled intersections instead of traffic signals
- Streets with two-way operations
- Connections to essential services and commercial corridors
- A continuous and linear route
- A route that is at least 4-6 blocks long

The initial set of projects was developed through extensive engagement based on the temporary streets installed during the Covid-19 Pandemic. These efforts include user perception surveys, community meetings, and other efforts. Moving forward, SFMTA will identify potential corridors for expansion through community outreach, parallel SFMTA efforts like the Biking and Rolling Plan, and resident input.

Prioritization and Selection

Once the City lifted the COVID-19 State of Emergency order, SFMTA identified specific corridors as ideal candidates for permanent Slow Streets treatments. The criteria to determine this included:

- **Neighborhood Residential Street:** At a minimum, the street should be classified as a neighborhood residential street with low traffic volumes.

- **Support for Permanence:** Residents on the Slow Street and within the neighborhood strongly support permanent changes. SFMTA measures this through community outreach efforts and evaluation tools like Slow Street perception surveys.
- **Local Community Partner:** Ideally, the designated street has an identified local community group or organization that supports the Slow Street.
- **Consistency with Plans:** The designation of a Slow Street on a corridor is consistent with city planning efforts (e.g., the corridor is in the Bike Network or the Green Connections Plan or is a pedestrian- or bike-priority street in the General Plan or another community planning effort).
- **Traffic Data Evaluation:** Traffic volume data shows that a street's designation as a Slow Street has not negatively impacted the surrounding transportation network.

So long as an existing Slow Street corridor meets all criteria, it can advance to the reauthorization and design approvals, the two separate actions required by the SFMTA for permanent Slow Streets approval.

Implementation

SFMTA evaluates each Slow Street individually for its potential to become a permanent Slow Street. Once assessed and approved, the process consists of the traditional project timeline listed below.

- Evaluation: identifying street conditions and needs
- Outreach/Design: community engagement to develop a design that meets intended speed, volume, and community vision
- Authorization: approval of treatments (see below)
- Design Approval: City Traffic Engineer approval
- Implementation: installation of treatments
- Evaluation: evaluation of project to determine how it is working

The Board approval for the program included a toolbox of treatments, formal approval for the Transportation Director to develop design criteria for the treatments, and stipulations regarding how design elements can be implemented, including:

At Discretion of City Traffic Engineer	Requires a Public Hearing	Requires Board Approval
<ul style="list-style-type: none"> • Wayfinding signs • Pavement markings • Slow Streets signs on delineators • Continental crosswalks 	<ul style="list-style-type: none"> • Traffic calming elements: speed humps, raised crosswalks and speed cushions • Turn restrictions • Stop signs • Daylighting • Roadway narrowing and chicanes 	<ul style="list-style-type: none"> • Traffic diverters

Post-Implementation

SFMTA created a Safe Streets Evaluation Handbook which guides project evaluation for all projects. The City collects data on both traffic volumes and speeds and adjusts corridor designs as necessary to achieve actual low-stress corridors and produces an annual report. The program defines a successful Slow Street as one with low traffic volumes and vehicle speeds. The SFMTA takes a data-driven approach to ensuring Slow Streets meets the following low-stress criteria, taking guidance from National Association of City Transportation Officials standards:

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

As of the 2023 project evaluation report, all but three of the corridors meet or exceed the volume goal with a typical volume reduction from approximately 2,000 to around 800 vehicles per day. On average, Slow Streets have seen a 48% decrease in collisions, compared with a 14% decrease citywide in the same period. However, while most Slow Streets have seen speed reductions from an average of 20 MPH to approximately 16 MPH, they have not met the 15 MPH speed target. Because of this, the City is updating designs to include volume management and/or traffic calming treatments on the original streets before selecting new ones to add to the network.

Lessons for San Diego

- Consider allowing all traffic modes to utilize Slow Streets and implement speed and volume control measures to make them feel safe and comfortable.
- Set realistic speed and volume targets for slow streets and evaluate projects to ensure they are meeting the targets.
- Develop a toolbox of treatments and designs and pre-approve them for use on projects. The toolbox should consider when and where treatments are appropriate and the type of engagement needed.
- Consider Slow Streets as a subset of the larger active transportation network as opposed to its own network or independent projects. Identified projects should connect to other low-stress facilities.
- Work with established community groups to build support for projects.

Additional Resources

- [SFMTA Slow Streets](#)
- [Slow Streets Map](#)
- [2023 Evaluation Results](#)
- [Slow Streets Projects](#)
- [Slow Streets Program Board Approval](#)
- [Safe Streets Evaluation Handbook](#)

LOS ANGELES, CA

Population	Program Name	Date Established	Equity Focus	Community-Driven
3,900,000	Slow Streets LA	2020	✓	✓

The City of Los Angeles established the LADOT Slow Streets program as a pilot during the COVID-19 pandemic in response to the closure of public recreation spaces like parks and trails. The pilot aimed to create opportunities for people to stay physically active while socially distant by reducing speeding on neighborhood streets.

Between May and October 2020, LADOT installed over 50 miles of Slow Streets in 30 neighborhoods. In November 2020, the City Council directed LADOT to stop the installation of new Slow Streets and focus on supporting existing streets with more durable materials. LADOT began installing comprehensive Slow Street treatments in the 30 pre-identified neighborhoods using this new directive.

In November 2021, the LA City Council approved the development of a permanent Slow Streets program whose framework would include the following elements:

- An application process open to all interested and eligible community sponsors.
- Criteria for identifying priority neighborhoods.
- A tool kit of available Slow Streets treatments, including signage, gateway elements, mini traffic circles, turn restrictions, and traffic diverters.
- An approval process consistent with AB773.
- A process for coordinating community-requested Slow Streets locations with existing city plans and programs that aim to increase neighborhood connections.
- Staff and budget need to implement a permanent program.
- A transition plan for existing program participants.

Slow Streets in Los Angeles were originally intended as community spaces, and did not allow through vehicle traffic. They were open to local vehicle traffic, emergency vehicles, and deliveries. In “Slow Streets Phase 2”, the program uses traffic calming and signage to discourage speeding and cut through traffic, but does not prohibit through traffic.

Project Identification

Local community members initiated Slow Streets projects by applying to LADOT through their website. The applications required an eligible sponsor such as a business improvement district, homeowners association, neighborhood council, school or parent-teacher association, church, council district, or community-based organization. LADOT distributed equipment and signage. Sponsors were responsible for monitoring the street and notifying neighbors about the closure; only residential zones were eligible. Slow Streets exclusively facilitated safe “active use” for local community members, such as jogging, walking, and biking. No group activities like block parties or sports were permitted under this effort. LADOT provided guidance that Slow Streets should cover between 10 and 25 intersections or street segments, but no more than 2 miles of streets. Closures of less than 10 blocks were not recommended, as these closures are often too small to facilitate active use. Ultimately, 30 neighborhoods received temporary safety treatments, creating the list for future permanent safety improvement projects.

Prioritization and Selection

The pilot program established over 50 miles of Slow Streets in 30 neighborhoods throughout Los Angeles. The City did not publicly release the location of Slow Streets to deter non-local gatherings, as their stated goal was to maintain safe recreational space for residents only. The subsequent program assessed the original 30 temporary Slow Streets areas and developed an equity framework to prioritize and phase implementation across the City. The equity framework considered the following six social equity and safety metrics:

- Whether the network is within a Slow Street Target Neighborhood defined under Phase 1 (communities most impacted by the lack of open space during the pandemic)

- Population density
- Income
- Los Angeles Countywide Parks and Recreation Needs Assessment score
- Proximity to a High Injury Network (HIN) street
- Total collisions within a quarter mile of the network area

While the program includes social equity metrics, the City recognizes that the request based nature of the program inherently creates equity challenges.

Implementation

Today, Slow Streets is a request-based program that is driven by local neighborhood applicants. District staff review the network of streets proposed by the sponsor and identify appropriate treatments to create slower and calmer neighborhood streets. LADOT then shares back the program goals and proposed treatments for sponsor organization review and approval. Once the sponsor organization confirmed the network and proposed treatments, LADOT prepares the final design plan. LADOT requires a letter of support from the community sponsor organization to move forward with implementation.

Once approved LADOT coordinates installation with field crews. Each of the six District Engineering offices manage a portfolio of Slow Streets within their coverage areas. Community engagement staff support external communications and coordinate with sponsor organizations during each step of the process.

Within the initial program, treatments consisted of "Gateway Signage," which identified the street as a Slow Street. Gateway signage included temporary barricades and signage identifying the program and new temporary rules of the road. Now, treatments include gateway splitter islands, mini traffic circles, mid-block painted medians, intersection tightening, signs, pavement markings for 15-MPH speed limit, and edgelines to visually narrow the road. Treatments are selected based on geometric and safety criteria.

Through 2022, LADOT invested approximately \$595,000 in City Measure M Open Streets funding for Slow Streets treatments, including design, materials, and labor. Additional funding is still required to complete improvements in all identified neighborhoods. Implementing Phase 2 of the program has posed numerous challenges due to limited staffing and funding, and design challenges resulting from the need for individually-tailored solutions rather than a one-size-fits-all toolkit. Ongoing maintenance also poses a funding and staffing challenge for expanding a permanent program.

Post-Implementation

LADOT provides intermittent monitoring at Slow Streets locations; however, sponsor organizations are responsible for monitoring risky behavior and ensuring equipment and signage in the street remain in place. Residents are encouraged to report violations and dangerous behavior to their sponsor organization or online to LADOT. News articles on the program indicate the projects have been more or less successful in different areas; those with mostly signage provide less encouragement for drivers to slow down than those with more traffic calming.

The program does not accept new applications and focuses on improving existing installations. However, LADOT is looking forward to the future. They have suggested conducting a city-wide analysis to identify priority areas to offset some of the equity challenges created by the original community led approach. Additionally, community members have suggested tying the Slow Streets network better into the larger active transportation network.

Lessons for San Diego

- Consider more than just signage to better slow traffic and prioritize people walking and biking.
- Consider equity in the analysis and prioritization efforts to create a balanced program.
- Consider minimum lengths of projects or connect into existing low stress active transportation networks.
- Partner with community sponsors to review projects and approve treatments.
- Ensure design toolbox has flexible designs to allow for modifications as needed.
- Consider a flexible installation process which allows design changes in the field to reduce design costs.

Additional Resources

- [Slow Streets LA Application](#)
- [Slow Streets LA FAQ](#)

- [Permanent Slow Streets Resolution](#)
- [Slow Streets Program Update 2022](#)

OAKLAND, CA

Population	Program Name	Date Established	Equity Focus	Community-Driven
440,000	Slow Streets & Essential Places	2020 / 2022	✓	

First initiated in 2020 during the COVID-19 Pandemic, Oakland Slow Streets & Essential Places was a temporary program that designated 21 miles of Oakland streets closed to through traffic to create neighborhood space for physical and social activity. The temporary program lasted until 2022. After this, the City announced a successor to the program, Oakland's Slow Streets & Essential Places, taking on the same idea but installing permanent safety improvements instead of temporary ones and using lessons learned from the program's previous iteration.

The original program consisted of three phases, the first of which closed neighborhood streets for outdoor physical activity and made pedestrian safety improvements at 15 essential services including health clinics, food distribution hubs, testing sites, and grocery stores. Phase 2 consisted of an evaluation period and location-specific adjustments based on feedback and need. Phase 3 removed temporary materials and the street closures in response to the reopening of the economy and the end of shelter-in-place.

The new program maintains the original program's mission of connecting essential places with Slow Streets while integrating the City's preexisting Neighborhood Bike Route (NBR) program and Five-Year Paving Plan. The program will use treatment solution tools outlined in the City of Oakland Neighborhood Bike Route Implementation Guide and additional guidance on designated Slow Streets to enhance traffic calming.

Project Identification

In 2019, the City of Oakland's Bicycle Plan proposed 75 miles of neighborhood bike routes (NBRs). Also known as "bicycle boulevards," NBRs are calm, local streets where cyclists have priority but share roadway space with automobiles. As noted, the City of Oakland's Slow Streets program generally will be built on NBRs and will provide access for local traffic while discouraging through traffic through speed and volume calming treatments. The following additional considerations have been highlighted to be addressed:

- Truck routes, bus routes, and emergency routes or routes which provide a through connection in an area with limited street connectivity may not be appropriate for Slow Streets. The program considers if these functions can be served by a nearby parallel route.
- Slow Streets are generally only appropriate on local streets. However, some NBRs are identified on collectors. The City is evaluating reclassifying these collectors to Slow Streets.
- NBRs are disconnected in some areas. Streets may be added to connect neighborhoods.

The City also regularly performs a citywide pavement condition survey and creates a draft list within each planning area to prioritize pavement rehabilitation based on pavement condition, proximity to parks, and adjacent segments in poor condition. The last survey, conducted in 2021, resulted in the 2022 5-year Paving Plan, 50 miles of which overlap with the City's NBRs. OakDOT staff will use these 50 miles to identify locations for new speed humps and traffic circles, determine how to minimize intersections where cross traffic does not stop, and identify major intersecting streets that would benefit from crossing improvements.

Before adopting the Paving Plan, staff shared information in community meetings across Oakland. These presentations also included official City committees and commissions, and all meetings received the same information with presentation materials available online.

Essential Places will continue to factor into where the City will implement the new program. Essential Places have been redefined to include schools, health clinics, early childhood development centers, senior centers, libraries, recreation centers, public transportation, and grocery stores.

Prioritization and Selection

The Paving Plan creates a draft list of local streets within each planning area to prioritize pavement rehabilitation based on pavement condition, proximity to parks, and adjacent segments in poor condition. Slow Streets & Essential Places uses the paving plan schedule but integrates its priority, such as connecting to Essential Places. While the City welcomes feedback given this project's long-term horizon, it does not take specific location requests. Instead, it focuses on the locations and schedules outlined in the Paving and Bike Plan.

Implementation

The Pavement Plan budget analysis assumes current funding levels (approximately \$60M annually) continue for the duration of the 5YP. If resurfacing would benefit Slow Street's creation but is cost-prohibitive, spot pavement repairs or paving only the travel lanes, not the parking lanes, are considered.

Establishing NBRs consists of demarcating NBRs with pavement marking and signage, installing traffic calming measures, and improving traffic guidance on signalized and un-signalized intercessions. The Slow Streets program will build on this and further enhance safety on identified streets by:

- Setting target volumes and speeds for motor vehicles
- Installing speed humps on all blocks (as feasible)
- Installing traffic circles at key locations
- Minimizing locations where cross traffic does not stop
- Improving the crossings of major streets
- Applying more robust measures (e.g., diverters, closures) if target volumes and speeds are unmet

Target traffic speeds and volumes for these routes are set by OakDOT based on guidance from the National Association of City Transportation Officials (NACTO):

- Option 1: Speeds less than or equal to 20 mph, less than or equal to 2,000 average vehicles per day, and less than 50 vehicles per hour per direction at peak hour.
- Option 2: Speeds less than or equal to 25 mph, less than or equal to 1,500 average vehicles per day, and less than 50 vehicles per hour per direction at peak hour.

The City will notify residents on and near proposed NBRs in the project development process and address public comments. Traffic diverters and closures proceed through the Capital Improvement Program and require street-specific community involvement.

Post-Implementation

In 2020, the original iteration of the program concluded a report where the City evaluated where and how safety improvements were or were not working. The report gave special attention to Oakland's inequitable distribution of resources and opportunities and the disproportionate effects of the COVID-19 pandemic on Oakland's Latine and Black communities. The report found that Oakland Slow Streets:

- Created space for physical activity without impeding essential street functions
- Generally received a lot of support, but support and use varied by demographics and geography
- Needed better communications to reach more Oaklanders at the time of the report
- Needed better materials, as cones and barricades were not sustainable materials for implementing partial street closures for the duration of the pandemic due to maintenance and replacement materials costs

The report also found that traffic safety was a more critical transportation issue than creating space for physical activity, especially those in high-priority neighborhoods where telecommuting wasn't as prevalent.

Lessons for San Diego

- Tie Slow Streets to the active transportation network and use a similar toolbox for both.
- Implement Slow Streets through pavement resurfacing.
- Utilize feedback from concurrent planning efforts to identify projects that already have support & conduct targeted engagement for more impactful features.
- Consider multiple options for target speed and volume thresholds to make them easier to meet.

Additional Resources

- [Original Slow Streets - Essential Places Program \(2020-2022\)](#)
- [Oakland Slow Streets Interim Findings Report, September 2020](#)
- [OakDOT Developing a Network of Slow Streets Presentation](#)
- [Oakland Neighborhood Bike Route Implementation Guide](#)

SAN JOSÉ, CA

Population	Program Name	Date Established	Equity Focus	Community-Driven
1,000,000	Walk Safe San José	2022	✓	

Walk Safe San José is a pedestrian safety plan that makes walking, taking transit, and being mobile within identified priority areas safer and more convenient. The City of San José's 2020 Vision Zero Action Plan identified four Council Districts as experiencing the most traffic fatalities and severe injuries for people walking. Walk Safe San José complements the work the City is already doing to redesign Priority Safety Corridors.

The plan uses "big data" and extensive engagement with vulnerable road users to identify locations where community members walk and would benefit from pedestrian safety improvements. An Equity Steering Committee provides input for all aspects of the plan, including where to focus in-person engagement. The Equity Steering Committee centers equity and social justice in making San José a safer place to walk and roll. The committee worked with community-based organizations, partners, stakeholders, and community leaders to help develop the Walk Safe San José plan. A Caltrans Sustainable Transportation Planning Grant funded this study and made it possible to pay this committee for their expert input.

The conceptual plan identified eight locations within four priority districts to perform quick-build demonstration projects. Once evaluated, these projects could become permanent safety improvements.

Project Identification

The City identifies potential projects to improve walking conditions from the research, analysis, and engagement conducted for Walk Safe San José. The City identified potential project locations based on the following:

- The potential that quick build installations would improve safety at the location until more major investments can be implemented
- Existing conditions, needs assessment, and community survey results about safety needs
- The Equity Steering Committee (ESC) and Technical Advisory Committee (TAC) input

Prioritization and Selection

The City conducts a needs assessment to identify places where people feel unsafe. Input includes a technical evaluation of areas with long distances between crosswalks, crossings without significant enhancements on high-speed streets, and the dependence on walking to meet daily needs. The needs assessment also included information from people representing people walking who are very young, very old, or vulnerable community members exposed to potentially unsafe conditions.

An equity-based framework was co-created through the ESC and engagement to limit the number of locations to study further for quick build designs. The framework started with factors identified through engagement. These factors are weighted based on the level of importance expressed for each.

The top three factors for the equity-based prioritization framework include:

- Difficult to cross segments or intersections
- Places that feel unsafe for both personal safety and traffic reasons
- Places to buy food and groceries

In addition to infrastructure treatments, the City is also considering traffic signal changes using their existing equipment. Specific changes being considered include protected left turns, extending crossing times, implementing pedestrian recall during the day and evening, and other strategies to shorten wait times for people walking.

Implementation

The City implements active transportation and safety projects using quick-build strategies. Depending on the context, one of three teams conducts the work: the Pedestrian Safety Enhancement and Quick Build team, the Neighborhood Traffic Management team, or the Geometric and Active Transportation team. Integrating a project into a team's work program depends upon availability, level of effort, location, and the primary design features.

The Pedestrian Safety Enhancement and Quick Build team plans, designs, and builds minor infrastructure projects citywide and quick build projects on Priority Safety Corridors. The Neighborhood Traffic Management team has worked historically on neighborhood speeding and cut-through traffic issues. The Geometric and Active transportation team supports the City's Pavement Maintenance program by leading the design and implementation of signing and striping for streets undergoing repaving.

Post-Implementation

The City conducted several demonstration events and invited the community to test out treatments like curb extensions, slip lane closures, and pedestrian refuge islands. These projects were part of the engagement and education effort of the project. The City collected data on user experience, traffic counts, travel speeds, turning speeds, and yielding behavior during these events and typical conditions. Initial findings included lower through- and turning speeds for drivers and changes in yielding behavior.

They will compare these data to determine the program's effectiveness as it advances. This program began as a conceptual plan. Therefore, the City will conduct further analyses and coordination during detailed planning and design of individual projects.

Lessons for San Diego

- Develop and utilize equity metrics to prioritize focus areas and projects. These metrics may be coordinated with an equity steering committee or similar group.
- Consider access to essential destinations when identifying improvements.
- Simple demonstration projects using traffic cones can be powerful engagement and education tools.
- Consider complimentary changes to signal timing to improve the crossing experience for people on foot.

Additional Resources

- [Walk Safe San Jose](#)

PHILADELPHIA, PA

Population	Program Name	Date Established	Equity Focus	Community-Driven
1,600,000	Neighborhood Slow Zone	2019	✓	✓

Philadelphia’s Neighborhood Slow Zone Program is a community-led partnership between residents and the City. The City works with successful applicants to bring traffic calming to an entire “Slow Zone” in residential neighborhoods. Within selected Slow Zones, the Neighborhood Slow Zone Program:

- Works with the neighbors to develop a plan for traffic calming that responds to critical safety issues
- Lowers speed limits to 20MPH
- Installs traffic calming (speed cushions and more)

The Neighborhood Slow Zone program supports the City’s Vision Zero goal of eliminating traffic fatalities and serious injuries on Philadelphia city streets and growing the demand for traffic calming on neighborhood streets. Vision Zero Philadelphia is a task force that produces plans and reports, offers technical guidance, and evaluates safety projects like the Neighborhood Slow Zones to gauge effectiveness.

The City completed six Neighborhood Slow Zones projects by 2023. In 2023, a new application cycle resulted in 33 applicants and the next period opens in Fall/Winter 2024-2025. Applicants who are not selected are referred to the Streets Department Traffic Unit for further study under the City’s traffic calming program.

Project Identification

The Neighborhood Slow Zone program supports the City’s Vision Zero goal of eliminating traffic fatalities and serious injuries on Philadelphia city streets and growing the demand for traffic calming on neighborhood streets.

Organizations or neighborhood champions representing the people living within the proposed Slow Zone submit applications. Materials required with each application include:

- Applicant Contact Information
- Traffic Safety Concerns
- Proposed Location Map
- Applicant Letter of Support
- City Council Letter of Support
- (Optional) Additional Community Support

Applicants are required to acknowledge and agree to the installation of 20 MPH signs and traffic calming for at least 5 years. Applicants are also required to acknowledge and agree to the potential loss of parking for daylighting.

Prioritization and Selection

The program scores all Neighborhood Slow Zone applications based on the same criteria. The City selects the highest-scoring applications based on the metrics below and begins designing its Neighborhood Slow Zone.

As part of the prioritization process, the applications must demonstrate the need for traffic safety improvements on their neighborhood’s streets; this is by the area’s crash history, which makes up 50% of an application’s total score. Equity accounts for the next most significant application metric—connections to community resources and overall community support only make up 10%.

Neighborhood Slow Zone Application Scoring	
Criteria (% of total Score)	Metrics

Crash History (50%)	<ul style="list-style-type: none"> • People killed or seriously injured in traffic crashes within the Proposed Slow Zone (weighted 3x) • People injured in traffic crashes within the proposed Slow Zone.
Equity (40%)	<ul style="list-style-type: none"> • Households with children under 18 • Population over the age of 60 years • Households with annual income below poverty line • BIPOC population (Black Indigenous or People of Color)
Community Places (5%)	<ul style="list-style-type: none"> • Free Library locations • Schools (district, charter, and other) • City health centers • PHA communities
Community Support (5%)	<ul style="list-style-type: none"> • (Optional) Additional letters of support (e.g. from school, faith, or business organization) • (Optional) Community signatures petition of support • (Optional) Evidence of support at community meetings (e.g. meeting minutes)

The program integrates equity into the project prioritization and selection phase. The City aims to create Slow Zones within neighborhoods with a higher proportion of vulnerable users, like children under 18 and adults older than 60. The program also considers households living below the poverty line, who are more likely to be transit-dependent and need to walk to transportation options, and people of color.

The program integrates community engagement through its community-led approach and in the prioritization and selection phase. Applications that show strong community support for the proposed Neighborhood Slow Zone receive a higher score. Also, applicants are encouraged to collaborate with local community groups, neighbors, and other stakeholders to obtain this evidenced community support.

Implementation

Once a neighborhood is selected, the City works with the community to design the project and install it. The Neighborhood Slow Zone Program is funded by federal grants, Automated Red Light Enforcement (ARLE) funding distributed by the Pennsylvania Department of Transportation, and dedicated City capital funds. Each Neighborhood Slow Zone has a budget of up to \$1,500,000. The program includes a toolbox of traffic calming treatments including gateway signage, 20 MPH signs, high visibility crosswalks, curb extensions using flex posts or concrete, speed cushions / humps, chicanes using quick-build materials, raised crosswalks, one-way to two-way conversions, neighborhood traffic circles, and traffic diverters.

Post-Implementation

The City's Vision Zero program evaluates and monitors the effectiveness of each project through the City's Vision Zero Annual Reports. The report measures the percentage of crashes compared to the previous year; between 2022 and 2023, there will be a rise in the number of Crashes in neighborhood slow zones by 75%.

Lessons for San Diego

- If an application process is developed, consider equity in the scoring.
- The slow zone program considers areas instead of individual streets, providing more access and benefit to more people.
- Identify and publicize a process and requirements for the program, including requiring commitment to lower speed limits and installation of traffic calming even if it is at the expense of parking.

Additional Resources

- [Neighborhood Slow Zone Program](#)
- [Vision Zero Annual Report 2023](#)

DENVER, CO

Population	Program Name	Date Established	Equity Focus	Community-Driven
715,000	Shared Streets	2020	✓	✓

In 2020, Denver conducted a citywide survey to determine interest and support for a comprehensive Slow Street program. Over 87% stated they supported designating specific streets as car-free and adding temporary bike lanes to reallocation street space for people. The city restricted 11 corridors, amounting to more than seven miles of streets, and designated them "Shared Streets."

The City assessed the 16th Avenue Shared Street to determine the difference in walking and biking compared to normal conditions. They found that, on average, the amount of people walking and biking on this one shared street tripled. By 2022, the success of this program led to the City's decision to begin a program to make shared streets permanent after lifting COVID-19 restrictions.

Denver's shared and open streets can serve residential or commercial functions. The shared streets would be one to three blocks in length and those chosen for the program would receive treatments to aggressively divert and slow vehicle travel in order to create an environment more conducive to walking and gathering. The shared streets are intended to fit into and support a larger citywide network of bicycle, transit and pedestrian infrastructure.

Project Identification

The initial program took on suggestions for shared streets using an online map where community members could vote on roads they wanted to close to through traffic.

The new program will determine locations of Shared Streets using a multi-step process. The City determined the top ten priority commercial and community Shared Streets by first ensuring the project met basic design, feasibility, and safety considerations. Criteria is as follows:

Community Shared Street	Commercial Shared Street
<ul style="list-style-type: none"> • 1-3 blocks in length • Local or neighborhood streets • Not on a street with existing RTD public transit (to maintain safety and avoid creating route delays) • Not adjacent to industrial land uses • Not connecting to a signalized intersection or arterial street 	<ul style="list-style-type: none"> • 1-3 blocks in length • Local, neighborhood or collector streets • Not on a street with existing RTD public transit (to maintain safety and avoid creating route delays) • Not adjacent to industrial land uses • Not adjacent to low-density residential land uses • Not adjacent to areas with over 50% high-density residential land uses.

Second, using an online map-based engagement tool, the City asked the community to weigh in on desirable shared street locations. Finally, the program applied other locational criteria, such as surrounding land uses and equity considerations, along with the community feedback to rank locations and determine the top ten places to consider for shared streets in the future.

Prioritization and Selection

Crash rates factor into the prioritization of the Shared Streets projects. However, the City intends to implement Shared Streets in locations with low crash rates, low vehicle volumes, and slow speeds to protect pedestrians from conflict with vehicles.

The Shared Streets prioritization process incorporates existing networks and considers connections and gaps for travel and recreation by all modes. This analysis informs the placement of Shared Streets to help increase connectivity throughout the City. The project team also reviews recent plans that have already recommended Shared Streets.

There is no public application to request a Shared Street to maintain an equitable distribution of projects during the selection process. Members of the public have opportunities to recommend locations during each phase of outreach for this project. Additionally, Shared Streets can be discussed and recommended in future neighborhood plans if the community desires them.

Implementation

Funding sources are still being identified but will likely be a mix of funding from the City budget and grants. Equity is at the core of the goals and development of this program. Therefore, equity considerations will be a significant prioritization factor as the City considers which locations to convert to Shared Streets.

The City has adopted an updated Complete Streets design guide includes considerations for shared and open streets. On the Shared Streets Website, the City has design templates for commercial shared streets using quick build or permanent materials. The treatments include chicanes created by bollards to provide gathering space, gateway treatments with curb extensions, planters, and raised crossings. The City also has a template for curbless shared streets.

The program also works concurrently with the Neighborhood Bikeways program, which includes a network of heavily traffic calmed treatments listed publicly online on the City's website. These treatments are used on the residential shared streets.

Post-Implementation

The original project conducted a survey report on the 16th Avenue Shared Street. They found that the number of people walking and biking on the street had increased compared to previous years. On warmer weather days, the total number of people walking and biking ranged from about 1,000 to nearly 1,800, compared to an average of about 360 biking per day in 2015.

Lessons for San Diego

- If an application process is developed, consider equity in the scoring.
- Consider different criteria for residential and commercial shared streets.
- Clear, public facing materials and websites targeted at building support can help create excitement around projects.
- Consider multiple design types representing different levels of investment.

Additional Resources

- [Denver Shared & Open Streets](#)
- [Denver Walking and Biking Report](#)
- [16th Ave Report](#)
- [Denver Shared Streets](#)
- [Denver Neighborhood Bikeways](#)

BOSTON, MA

Population	Program Name	Date Established	Equity Focus	Community-Driven
675,000	Neighborhood Slow Streets / Safety Surge	2016	✓	✓*

**Original program was community driven; the new one is not*

The Boston Neighborhood Slow Streets program is the City's comprehensive traffic calming program. This initiative focuses on improving safety on residential streets by slowing traffic speeds and establishing speed limits of 20 MPH within each determined neighborhood zone.

The City initiated the original program in 2018 by designing and implementing traffic calming measures in fifteen neighborhoods across Boston. The program was primarily funded through budget surplus and state funding and sought to create safer neighborhood streets by applying Vision Zero principles of Slow Streets design. The program was complementary to the City's Vision Zero Program, whose Vision Zero Action Plan proposed the original pilot neighborhoods for the Slow Streets program. Furthermore, the Go Boston Vision 2030 Action Plan also listed the program as a top policy.

In 2023, Boston's Mayor announced the program would transition to a new safety program titled Safety Surge that focuses on the rapid implementation and construction of speed humps, safer intersections, and safer signals across the City. This program continues much of the work conducted by Boston's Neighborhood Slow Streets program but no longer waits on individual neighborhoods to apply for safety features. Instead, Safety Surge takes a broader approach by installing safety countermeasures based on demographics, crash history, and appropriateness. The program also maintains project number targets by committing to installing at least 500 speed humps and improving 25-30 intersections through improved geometry and signals annually.

Project Identification

The original process of selecting neighborhoods for safety improvements was community-led. Interested residents completed an application for consideration to the Neighborhood Slow Streets program. Applications must include:

- At least twenty-four signatures from neighborhood residents
- Three letters from community leaders.

The current process no longer has a robust community engagement piece. Instead, the City evaluated all smaller neighborhood streets in Boston and neighborhoods where safety improvements are still needed. The City also evaluates the distance between speed humps on residential streets, aiming to construct a pattern where a driver comes across a speed hump every 150 to 250 feet. The only exclusions are arterials, collectors, and MBTA Routes.

Prioritization and Selection

Initially, the city gathered a list of neighborhoods from these applications and included the previous year's neighborhoods that went unselected. The city maintained an evaluation criterion and used an objective methodology to score and prioritize project selection. The program prioritized neighborhoods most in need by considering neighborhoods that:

- Housed higher percentages of youth, older adults, and people with disabilities
- Experienced higher numbers of traffic crashes per mile that result in an EMS response
- Included or bordered community places such as public libraries, schools, parks, and transit
- Supported existing and planned opportunities for walking, bicycling, and access to transit
- Were feasible for the City of Boston to implement improvements in

Boston's Safety Surge program prioritizes projects with similar performance metrics but emphasizes equity more. The new prioritization metric includes lower-income populations, zero-car households, and people of color. The weighted criteria are as follows:

- Crash frequency: 20%
- Percent of population aged 65 and older: 20%
- Percent of households with children: 20%
- Percent of households with people with disabilities: 20%
- Percent of population that do not identify as white: 10%
- Percent of population at or below the poverty level: 5%
- Percent of households without access to a vehicle: 5%

The City also adjusted the calculation for Crash Frequency. Now, the program evaluates all crashes over the previous five years that resulted in a call to Boston EMS and divides this by the miles of eligible streets in each neighborhood.

Finally, the City chooses the top-scoring neighborhoods in each of Boston's nine city council districts and makes this the list of communities next for safety improvements.

Implementation

City and state funding provided the original program's budget and relied on budget surpluses and funding for Vision Zero projects. The local and state capital budget, as well as federal financing, fund the current program. Specific aspects of Safety Surge, like intersection safety improvements, are also supported through a Safe Street for All federal grant.

The original program considered community involvement throughout the planning process. Once the City selected a neighborhood, they invited the community to a "neighborhood walk" where City leadership assessed issues and listened to community concerns. The City developed a plan and concept design and presented this to the community. The public provided feedback before construction, and regular meetings offered updates on the implementation and construction process.

The current program does not participate in direct public engagement since designs are now standardized and leadership has now committed to improving all eligible streets within the City. An online portal is available for the community members to view which streets are eligible for projects and when improvements will occur.

The City considers equity during the selection and prioritization phase by prioritizing communities with a higher percentage of vulnerable road users (youths under 18, people with disabilities, and elderly populations), lower-income residents, people of color, and non-car households.

Post-Implementation

Following the initial round of street improvements, Boston saw decreases in both pedestrian/cyclist crashes and injuries from 2016 to 2017 and a drop in the overall number of fatal crashes, from 20 in 2015 to 14 in 2017. The success of this original program led Boston to commit to implementing safety improvements citywide. In doing so, they standardized the process and allocated a portion of the City's budget to this program.

Lessons for San Diego

- Operating on an annual schedule for implementing traffic calming yielded regular progress and visible results.
- Inviting the community to request traffic calming features and then scoring applications based on transparent metrics helped build support from the community and equitably distribute improvements.
- Publishing an online map helps residents understand where traffic calming is feasible and where projects have been implemented or are planned in the future.
- Integrating land use to identify context appropriate traffic calming features in residential neighborhoods resulted in slower traffic, reduced crashes, and comfortable walking and biking routes on local streets.

Additional Resources

- [Vision Zero Boston Action Plan](#)
- [Go Boston 2030 Vision, Project and Policies](#)
- [2018 Application Packet](#)
- [2018 Neighborhood Slow Streets Scoring Methodology and Zone Evaluation](#)
- [City of Boston Safety Surge](#)
- [2018 Neighborhood Slow Streets Program Presentation](#)

MINNEAPOLIS, MN

Population	Program Name	Date Established	Equity Focus	Community-Driven
430,000	Neighborhood Traffic Calming	2022	✓	✓

The Neighborhood Traffic Calming program in Minneapolis is a community-initiated program that seeks to make street changes that support slower, safer traffic speeds and discourage cut-through traffic on urban neighborhood streets. Minneapolis Public Works leads the program to support the City's updated speed limits and Vision Zero traffic safety goals. To standardize all projects, traffic calming and improvements are aligned with and informed by other city policies and plans such as the Transportation Action Plan, Street Design Guide, Complete Streets Policy, and Vision Zero Action Plan.

The City's preferred strategies for achieving Slow Streets are speed humps, bollards to reduce crossing distances for vulnerable road users, and traffic circles. Other initiatives taken to achieve their goal are through their Complete Streets and Vision Zero plans. The Complete Streets plan aims for city streets and sidewalks to foster "livable, walkable, bicycle-friending, green neighborhoods," with safety initiatives complemented by the Vision Zero plan.

The goal of these treatments is to reduce dangerous vehicle speeds. The strategy is to pilot speed control measures on busier streets and evaluate the results of implementing the speed control measures to determine the possibility of expanding their implementation at additional locations. In addition to these efforts, the City reduced residential speeds to 20 mph, using signs along the city border to alert drivers of the new limit.

Project Identification

The City's Transportation Action Plan commits Minneapolis to becoming a 15-minute City, where three of every five trips are walking, biking, or transit trips by 2030. To do this, the City relies on its Traffic Calming Toolbox and list of safety treatments from its Vision Zero Action Plan.

Most urban neighborhoods or local residential streets are eligible for traffic calming mind. More specifically, streets that are not eligible include:

- Identified High Injury Streets, which are eligible for improvements through the city's Vision Zero program
- Municipal State Aid streets, which have more resources available to them than other city streets
- Streets not owned by the City but by other agencies (MnDOT, County, University of Minnesota, Private)
- Streets under active construction

Any community member can request traffic calming improvements through this program and must apply by August 1st for consideration in the following year's implementation cycle. Outlined below is the process.

Minneapolis Annual Traffic Calming Process			
Step	Description	Phase	Timeline
1	Community member or neighborhood organization submits application to Public Works.	Application	Due August 1st
2	Public Works completes initial screening of all applications received citywide.	Screening & Preliminary Scoring	August
3	Public Works conducts preliminary scoring for remaining applications.		
4	Public Works holds community meeting to get more input and support from the neighborhood on their traffic safety concerns.		September - January

5	Public Works completes technical evaluation and identifies recommended traffic calming treatments.	Data Collection & Design Recommendation	
6	Public Works will use the data collected in the previous phase to establish a final score, priority, and tentative implementation timeline for each application.	Final Scoring & Final Design	February - May
7	Public Works holds community meeting to share data, recommended traffic calming treatment, and implementation timeline and steps.		
8	Public Works implements recommended traffic calming treatment.	Implementation	June - October

Community members can apply through the City's website, by sending an email, or by posting the application in the mail.

An important note is that the application only allows community members to request traffic calming, not a particular treatment; Public Works determines this. However, the city has a separate program for installing stop signs, alley speed bumps, and speed display trailers. So, community members can request these directly from Public Works.

Prioritization and Selection

The Initial Screening and Preliminary Scoring phase uses transportation- and community-based criteria such as traffic volumes, safety, equity, and destinations to score traffic calming applications. Other factors may be considered, such as recent and future street improvements. The Initial Screening and Preliminary Scoring phases consider:

Transportation Conditions:

- Traffic Volume
- Crashes over the past five years

Community Conditions:

- Non-White Majority
 - The percentage of residents that identify as a minority
- Low-income population
- Vehicle Availability
 - Number of household vehicles per resident over age 16
- Population Density
- Proximity to "People Generators"
 - How close the street is to people generators such as schools, parks, libraries, and light rail or bus rapid transit stations.
- Cultural Districts
 - How close the street is to city-designated cultural districts.

Applications that receive high preliminary scores move to the Data Collection & Design Recommendation phase and are considered for implementation the following year.

In the Data Collection & Design Recommendation phase, meetings are held with top-scoring communities to identify traffic safety concerns. The City will ask neighborhoods to provide five or more signatures from other households or businesses supporting the application. Public Works will collect necessary data, finalize the location evaluation, and develop recommended traffic calming improvements. Recommended improvements will generally come from the Traffic Calming Toolkit. Public Works will select treatments based on the needs and context of a particular street, and when possible, proven low-cost/ high-impact treatments will be applied first.

In the Final Scoring and Final design phase, the City hosts a second round of community meetings to collect feedback on the recommended traffic calming improvements and implementation timelines. Where more than one treatment may be appropriate, Public Works invites community members to identify their preferred treatment.

Implementation

The Minneapolis Department of Public Works funds projects annually, and funding availability determines how many applications become projects.

During the Implementation phase, the City turns to its "Traffic Calming Toolbox" and list of safety treatments. Before installation, Public Works will communicate with the applicant and people who participated in community meetings on the timeline and details for traffic calming implementation. Public Works may implement some treatments (for example, bollard bump outs) with low-cost materials. The life of treatments implemented with low-cost materials is about five years – at which time Public Works may determine whether to reinstall the traffic calming treatment with low-cost materials, install the treatment with permanent materials (for example, concrete), or re-evaluate the treatment.

Post-Implementation

After installation, the City monitors the impact and either adjusts the treatment, reinstalls the treatment with permanent materials, or re-evaluates the treatment.

The City has an established process for implementation and evaluation for a variety of street retrofits which has built trust between departments, reduced project implementation timelines, and resulted in better outcomes. The project can generally be defined as follows:

- The transportation action plan identifies networks and the street design guide dictates facilities
- Every project is assigned a project core team of one representative from for each key group including stormwater, transportation, maintenance, and others. The group meets for reviews at 30/60/90 percent design.
- Every project is assigned a transportation planner and engineer from 0% to ensure consistency in design.
- The City has a formalized process for collecting internal feedback, including review responsibilities.
- Projects are evaluated 1-2 years post construction by the same team as core project team. The team generates a report, and determines which elements or treatments they will continue using or which should change. This process informs updates to street design guide.

Lessons for San Diego

- Operating on a strict annual schedule for implementing traffic calming services has served the City well.
- Using public requests as an integral part of that process has kept Minneapolis honest in effectively serving its residents where there is the highest public demand as well as the highest objective need.
- Releasing an online map of eligible streets helps residents understand where traffic calming requests may be considered.
- Integrating quick build treatments and monitoring the results allows city staff to make adjustments to treatments before permanent installation.
- Like Boston, Minneapolis has adopted a slow streets speed of 20 mph.
- The integrated planning, implementation, and evaluation process has resulted in increased trust between departments, more accountability for project results, and a better ability to track results and modify standards to best meet needs.

Additional Resources

- [Minneapolis Traffic Calming](#)
- [Neighborhood Traffic Calming Guide](#)
- [2024 Traffic Calming Application](#)
- [Minneapolis Vision Zero](#)

ATLANTA, GA

Population	Program Name	Date Established	Equity Focus	Community-Driven
498,000	Action Plan for Safer Streets / Tactical Urbanism	2019		✓

In 2019, Atlanta's Mayor announced a two-year, \$5 million plan to bring accelerated safety redesigns to Atlanta's streets, identifying more than 20 city corridors for rapid implementation changes to improve safety for people who walk, drive, take transit, or ride a bike or e-scooter.

The plan started with Atlanta's first-ever temporary "pop up" bike lane as part of Biketober. This temporary lane allowed City transportation officials to track impacts in real time while engaging the public and following robust community engagement on potential designs.

In 2022, the City used this pop-up as an example to update its community-led Tactical Urbanism guide. The City uses this program to implement low-cost, short-term projects to change the overall use and feel of streets and public spaces while demonstrating the feasibility and potential of long-term safety changes.

Project Identification

The Action Plan for Safer Streets selected routes by matching the cycling connections needed among city neighborhoods to streets with bike or e-scooter travel capacity. Some are high-priority routes with infrastructure improvements planned and are high-injury corridors. Other selected routes connect neighborhood destinations like MARTA stations, parks, and schools.

The Action Plan for Safer Streets aimed to:

- Connect multimodal transportation facilities
- Provide north-south connections between neighborhoods
- Expand access to transit stations, city parks, and schools by providing first/last mile connections
- Reduce risk as 100% of routes are on the city's high-injury network or near schools

Community members initiate the process through a local community group like a local business association, neighborhood Planning unit, or Community Improvement District. They then submit improvement ideas to the City to gain approval.

The projects can be demonstration projects, which last 30 days or less, or pilot projects which last more than 1 month but less than 1 year.

Prioritization and Selection

The Tactical Urbanism guide builds a process for the community to design and implement impactful projects within their neighborhood.

The process begins with a community led identification of a project and design process. Design standards for eligible treatments are available in the City's Tactical Urbanism Guide. The City then reviews the design and may approve the project or send it back for revisions. The community group then applies for a right-of-way permit and installation may occur. The Tactical Urbanism Guide offers step by step instructions, design standards, materials to be used, and other elements for each treatment. Example applications are also provided.

Given the community-led nature of this project, applicants must address the following considerations before gaining project approval:

- Emergency Access
- Community Engagement and Involvement
- Maintenance
- Compliance with Traffic Control Plans
- Tactical Urbanism best practices

- Insurance and Bonding
- Potential modifications and removal

Implementation

Funding to complete the program will come from redesigning existing projects, departmental budgets, and community partners.

The City has an established equity framework as a part of its Vision Zero efforts. This equity framework utilizes specific data indicators such as households without access to motor vehicles, percentages of school-age children, seniors, and persons with disabilities, as well as race, income, and lack of health insurance, among several other indicators, to determine vulnerability and to establish a base of prioritization for communities of concern.

Applications for projects located within equity priority areas may be considered for loaned materials by ATLDOT, such as traffic cones, barricades, and signs from the City free of charge.

Post-Implementation

Following the installation of Atlanta's first Safer Streets Pop-up Infrastructure, the City surveyed and assessed users and produced a report highlighting the results of its temporary pop-up bike lane. The findings include increased safety, increase multimodal users, fewer people biking or riding scooters on the sidewalk, limited impacts to vehicle travel times, increased access to destinations, and improvements in the perception of safety.

Lessons for San Diego

- Providing free materials or increase support in equity priority areas can help alleviate barriers in disadvantaged communities.
- Developing a full design toolbox helps to standardize designs and makes it more realistic for community members to implement projects.
- Allowing for multiple types of projects and durations can increase opportunities for implementation.
- Atlanta's process puts the full costs of design and permitting on the applicant; this may be cost prohibitive for some communities.

Additional Resources

- [Safer Streets Pop-up Report](#)
- [Action Plan for Safer Streets](#)
- [Action Plan for Safer Streets Official Site](#)
- [Tactical Urbanism](#)

VANCOUVER, BC

Population	Program Name	Date Established	Equity Focus	Community-Driven
662,000	Slow Streets	2020		

In response to the COVID-19 pandemic, Vancouver initiated their Slow Streets program to make it easier for people to exercise and access businesses in their neighborhoods. The initiative has since helped to reshape how the community views and uses local streets, providing a safe and comfortable street environment for different users.

Slow Streets were first designated using signage and temporary barriers. In 2023, the City refreshed the network with more permanent gateways to reduce maintenance costs and encourage drivers to slow down when entering local streets. To do so, Vancouver conducted a three-step implementation and engagement process for Slow Streets.

- Step One: Designate Slow Streets with simple traffic barriers and signage.
- Step Two: Monitor and Gather Feedback; Add temporary traffic calming measures on select streets and Adjust/ Relocate/ Remove if needed.
- Step Three: Review the Slow Streets initiative within the City's COVID-19 response to inform future greenway, bikeway, and traffic calming projects.

The program is currently in the Monitor and Gather Feedback Step.

Project Identification

In the program's first step, the City designated 40 kilometers of road as Slow Streets. They did so by identifying routes:

- Along existing greenways and local streets with no impact on emergency vehicle access, transit, and minimal parking changes
- Based on several criteria, including traffic volumes, existing traffic signals to cross busier streets, equity, and access to green spaces like parks
- To provide segments that can be part of a healthy walk, connect with other segments for a longer run or bike ride, and link to other public life recovery projects like pop-up plazas and open spaces like parks

Prioritization and Selection

Based on feedback collected in the first step, the City implemented temporary traffic calming measures at six locations on the Slow Streets network between fall 2020 and summer 2021 to make those locations safer and more comfortable for people walking, biking, and rolling. The City chose the six locations based on alignment with approved community area plans, future greenway or bikeway upgrades, or where staff had previously heard of traffic concerns.

The City developed a communications outreach plan to support implementation by ensuring public awareness of the initiative, timeline, and opportunities for input. The plan included news releases, posters, road signs, and media campaigns. City officials also met with advisory comments for vulnerable road users like people with disability and seniors to gain their input before the implementation process.

Implementation

The program spans a three-step process. The first Step installed simple signage and traffic barriers. The second Step evaluated the first Step's effectiveness through community feedback and analysis. This Step also identified specific locations to include additional traffic calming measures.

Following the installation of Step Two's temporary measures, the City invited community members to provide location-specific feedback through the 'Step 2 Traffic Calming Survey', which received 451 responses. This feedback informed how the network could evolve, including appearance, compliance, and materiality. The third Step installs permanent measures and continues to monitor effectiveness through community feedback and analysis.

Vancouver's city council approved funding for the program through the City's budget.

Post-Implementation

Through ongoing engagements, the first two Steps helped to foster detailed feedback from residents and businesses on the overall network and specific measures while testing the influence that Slow Streets had on vehicle speeds and volumes. City staff received requests to improve the aesthetic and functionality of Slow Streets after its installation with temporary barriers. By May 2022, the first ‘wave’ of Slow Streets had been in place for two years. Requests increased as more barriers were removed or damaged, independently of the engagement process, increasing maintenance and operational costs.

In 2023, the City began using permanent safety improvements as part of this program. Vancouver installed Slow Street gateways using concrete barriers where local streets intersect major streets. These gateways encouraged drivers to slow down as they entered the neighborhood. The City will continue to monitor the effects of the Slow Street gateways through speed data collection and use this information to determine long-term traffic calming treatments that reduce vehicle speeds and improve neighborhood safety. City staff also received feedback regarding concerns to traffic impacts to adjacent streets. The City did not find major impacts, but is considering how to integrate this into the engagement project.

The City also found, based on the evaluation, some of the Slow Streets needed to be realigned to better address desire lines as noted by the community. The City is implementing these changes now.

Lessons for San Diego

- Installing quick-build treatments and evaluating them before installing permanent treatments allows for testing to ensure projects meet community needs.
- Consider visual impacts of treatments; if community members do not find treatments attractive they may ask for removal.
- Closing a street to through traffic can push traffic onto adjacent streets, so network level traffic calming may be considered.
- Be open to realigning streets based on evaluation as needed.

Additional Resources

- [Vancouver Slow Streets](#)
- [Engagement Strategy](#)
- [Slow Streets Review and Refresh](#)

SUMMARY

Conclusion

The Slow Streets programs reviewed may provide a framework for San Diego to develop its own program. By exploring diverse approaches to program implementation, this review highlights factors that contribute to the success of these programs, enabling San Diego to tailor its program to the City's unique context. Below is a summary of the common elements and differences in approach among the ten cities. This summary functions as a list of recommendations for the City of San Diego.

Key Findings

Program Structure and Phases

- **Multi-Phase Approach:** Many cities, such as Vancouver and San Francisco, structure their programs in phases. Typically, this starts with temporary installations (e.g., signage, cones, or barriers) to test feasibility and gather feedback, followed by modifications and permanent installations if successful.
- **City-Led or Community-Driven Process:** Some programs, like those in Boston and Philadelphia, are centralized with oversight from a city department, while others, such as Minneapolis and Atlanta, use a more community-driven approach where local organizations or residents can apply for Slow Streets in their neighborhoods.
- **Annual or Continuous Application Cycles:** Many programs, including those in Minneapolis and Philadelphia, have annual application cycles that review and select new projects each year based on predefined criteria, while others (like Denver's) operate on an ongoing basis with city-led selection of project locations.
- **Prioritization on Safety and Equity:** Programs often include prioritization frameworks based on safety data (e.g., crash history) and equity (e.g., targeting underserved communities), which guide which neighborhoods or corridors receive priority in project selection.

Types of Projects Allowed

- **Traffic Calming and Safety Measures:** Many Slow Streets programs allow a wide variety of traffic calming treatments, including speed humps, traffic diverters, and mini traffic circles. Minneapolis and Los Angeles provide extensive "toolkits" of traffic calming measures to help neighborhoods select options suited to local conditions.
- **Quick-Build and Temporary Installations:** Cities like Los Angeles and Atlanta allow for temporary projects, such as pop-up bike lanes or pedestrian-only street closures. These quick-build installations help test feasibility, assess community response, and refine designs before committing to permanent infrastructure.
- **Balancing user needs:** Most cities found a balance between vehicle access and prioritizing active transportation, making them adaptable spaces for community use and events. Most cities also only used full traffic diversion when absolutely necessary as demonstrated through post installation of evaluation.
- **Project Size and Scale:** Most programs limit the length of Slow Streets projects or the number of blocks affected. For example, Los Angeles caps project lengths at 2 miles and limits the scope of installations to ensure they have substantial community benefit without overwhelming resources.

Equity- and Community-Focused Project Requirements

- **Requirements for Community Support and Engagement:** Programs in cities like Philadelphia and Boston require community support letters and hold engagement sessions to tailor designs to community needs. Some programs also include specific requirements, such as commitment letters agreeing to speed limits or installation of traffic calming features, especially if it impacts parking.
- **Equity-Based Criteria and Tools:** Several programs, such as those in Oakland and Minneapolis, use equity metrics (e.g., income levels, car ownership, access to public transit) to prioritize neighborhoods most likely to benefit. This structure ensures that Slow Streets are deployed where they can have the greatest positive impact, often in historically underserved communities.

Permitting and Design Flexibility

- **Streamlined Permitting Processes:** Programs such as Atlanta's Tactical Urbanism initiative streamline the process for community-driven projects by providing clear guidelines on design, permitting, and required materials, which helps community groups implement projects more quickly and affordably.

- **Design Flexibility:** Many cities, including San Francisco and Oakland, allow flexibility in design by offering a pre-approved set of treatments that can be tailored to fit the unique needs of each neighborhood, such as traffic diverters for high-traffic areas or speed humps for quieter residential streets.
- **Evaluate and Monitor Projects:** Effective monitoring, as practiced by San Francisco and Boston, includes collecting traffic volumes, speed data, and community feedback, followed by annual reports or updates. A formalized evaluation process helps ensure that the program meets objectives, such as reducing traffic speeds and crashes.

Summary of Recommendations for San Diego

To structure an effective program, San Diego might consider:

- **Adopting a phased approach** to test temporary installations and scale up successful projects based on evaluation and monitoring results.
- **Offering a toolkit** of pre-approved traffic calming and pedestrian/bike-friendly treatments that includes both quick build and permanent applications.
- **Developing an application process** with a strong equity framework, allowing community-driven proposals while prioritizing underserved neighborhoods. This process should also identify levels of agency support, which may vary by area and project type.
- **Streamlining permitting and design options** to encourage community involvement and ensure projects are feasible.
- **Define project size, scale, and criteria early**, such as proximity to a traffic signal to maximize project utility.
- **Integrate Slow Streets into the Low Stress Network** so that slow streets projects can expand access to as many people as possible without being required to serve as a stand alone network.
- **Prioritize access to everyday destinations** to increase the utility of Slow Streets.
- **Use traffic calming instead of street closures** on Slow Streets to discourage fast driving and cut through traffic while still maintaining the integrity of the transportation network and encouraging usage by all modes.
- **Define flexible targets** for speed and volumes on Slow Streets that are realistic for the community but still meet the needs of people of all ages and abilities.

These findings offer a structured, adaptable, and community-responsive model that can be customized to fit San Diego's unique urban context.

APPENDIX A: LONG LIST OF PEER CITIES CONSIDERED

Include?	City Name	Population	Equity Component	Community-Driven	Notes
California Cities					
✓	San Jose	1,000,000			Trying to develop faster processes
✓	San Francisco	873,000			SFMTA, through Vision Zero Safe Streets Evaluation Program, will analyze projects pre- and post-implementation to review outcomes and effectiveness
✓	Los Angeles	3,900,000		Yes	Limited resources available online; has a safe routes to schools and safe routes for seniors program which could be relevant but relies mostly on speed humps through a community application process
✓	Oakland	440,000	Yes		Very equity focused; context is different from San Diego
X	Sacramento	524,000			Still building Slow Streets program; has a mature quick build program but not frequently transitioning to permanent yet
X	Santa Monica	89,947		Yes	Significant traffic calming and quick build program; experimenting with commercial Slow Streets; small population but part of metro LA
X	Long Beach	466,000			Not enough resources
Cities Outside California					
✓	Philadelphia, PA	1,600,000			Significant work has been done on Slow Streets and quick build; include a top zoned approach & the minimum requirement for installation
✓	Denver, CO	715,000	Yes	Yes	Robust public facing neighborhood Slow Streets program, commercial Slow Streets program, and in progress of making 2 corridors permanent (5 by 2030); design elements and community surveys posted online.
✓	Boston, MA	675,000		Yes	Well established program.

Include?	City Name	Population	Equity Component	Community-Driven	Notes
✓	Atlanta, GA	498,000			Mature implementation program focused on quick build, tactical urbanism, open streets events, and redefining streets as public places.
✓	Minneapolis, MN	430,000	Yes	Yes	Program is well documented in Neighborhood Traffic Calming report with equity criteria.
X	Austin, TX	960,000		Yes	Variety of different types of Slow Streets residents can apply to implement. It also includes very straight forward text on what streets qualify for Slow Streets, a map, and traffic calming treatments for Slow Streets.
X	Houston, TX	2,300,000			Has a traffic calming program and has been implementing quick build projects but does not include elements that can't be found in other recommended cities.
X	Seattle, WA	737,000		Yes	Limited information; Healthy Streets focused more on limited vehicular access
X	Orlando, FL	307,000			Newer program; RAPID implementation may be relevant
X	Jersey City, NJ	287,000			Very different context, moving from QB to permanent
✓	Vancouver, BC	662,000			Currently collecting data for Slow Streets to determine if projects should be made permanent
X	Portland, OR	650,000	Yes	Yes	Little public information on conversion of COVID Slow Streets projects to permanent installations. Evaluation guide is not complete (or not posted).
X	Miami, FL	450,000			Not enough resources.
X	Tampa, FL				Not enough resources.
X	San Antonio, TX	1,430,000			Not enough resources.
X	Houston, TX	2,300,000			Not enough resources.
X	Chicago, IL	2,750,000			Has "quick build network for bike and ped infrastructure" but missing documentation about program.

Include?	City Name	Population	Equity Component	Community-Driven	Notes
X	New York City, NY	8,800,000			Unique context; no explicit traffic calming QB program that has outsized relevance
X	Tampa, FL	408,000			Not enough resources.
X	Charlotte, NC	874,000			Not enough resources.
X	Columbus, OH	905,000			Not enough resources.
X	Honolulu, HI	350,000			Not enough resources.
X	Nashville, TN	680,000			Not enough resources.
X	Phoenix, AZ	1,610,000			Not enough resources.