Streets for All

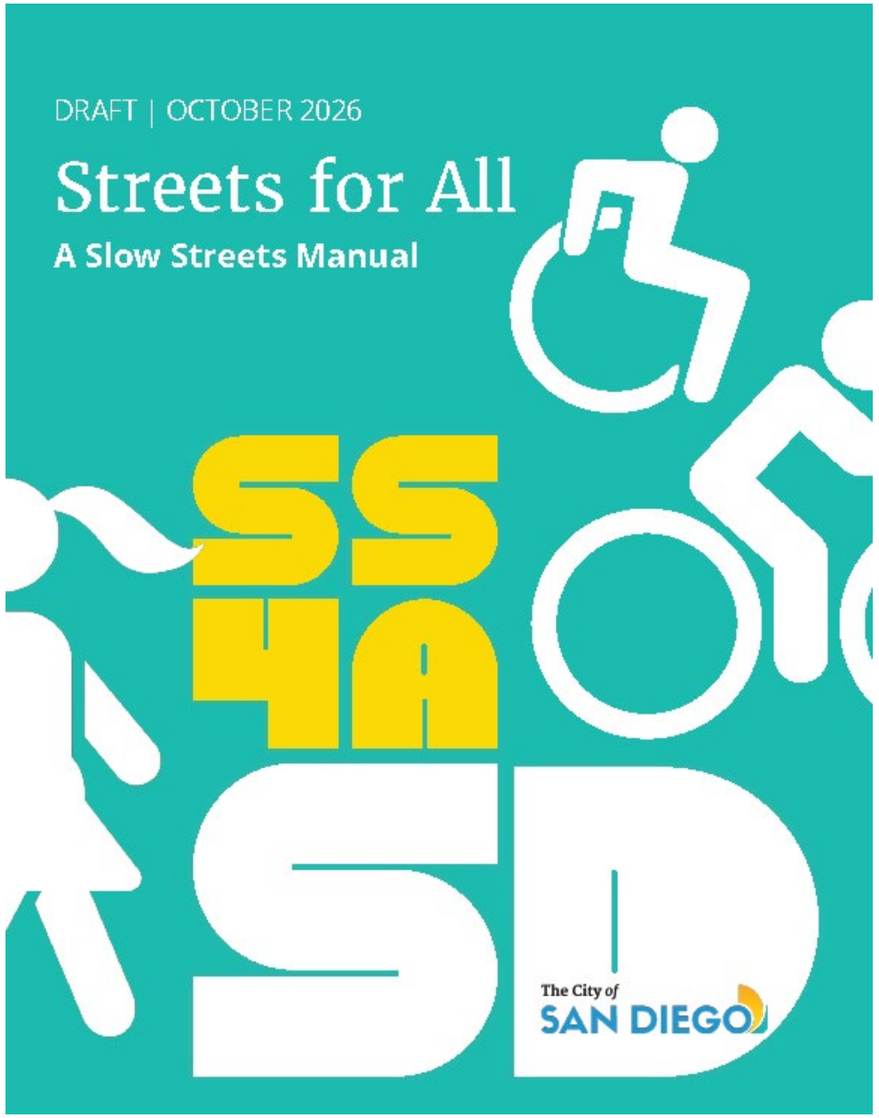
A Slow Streets Manual

October 21, 2026

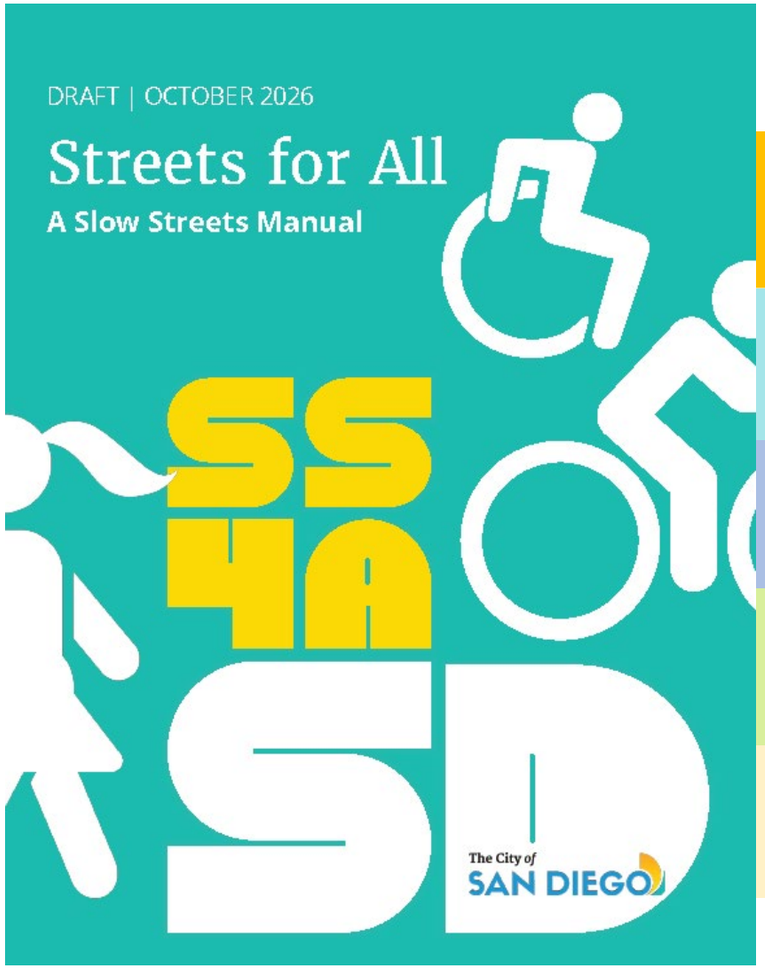
City of San Diego Mobility Board

SD City Planning

The City of SAN DIEGO



San Diego's Streets for All Manual is **a guide to help identify, design, and implement projects that make streets safer and more connected.**



Chapters:

1 | Understand the Program

2 | Streets for All Treatments

3 | Materials

4 | Design Guidance

5 | Implementation

The program identifies three eligible project types.

Residential Healthy & Connected Streets

Residential Calm Streets

Business Healthy & Connected Streets

Get to know the three project types.

Residential Healthy & Connected Streets

- Prioritizes through movement for biking, walking, & rolling
- Allows slow, through access for drivers

- Select Qualifying Criteria:
  - 75% + of fronting uses are residential
  - 30 MPH or less
  - 3 lanes or less
  - Connects to an existing or future bicycle facility or an everyday destination

Get to know the three project types.

Residential Calm Streets

- Prioritizes space to gather and play
- Provides through movement for biking, walking, & rolling
- Allows vehicle access to fronting homes

- Select Qualifying Criteria:
  - 75% + of fronting uses are residential
  - 25 MPH or less
  - 2 lanes or less
  - Between 1 block and 0.25 miles long

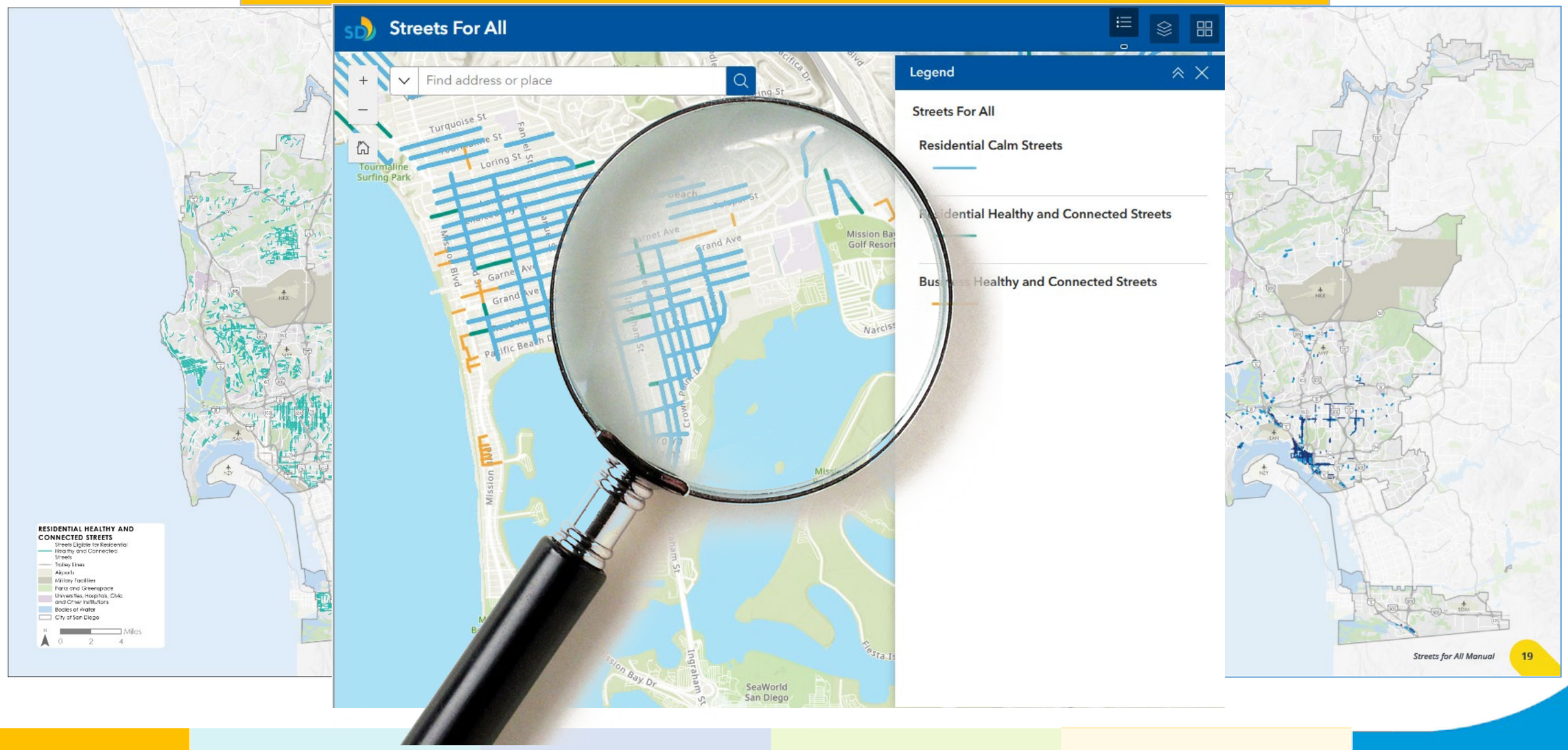
Get to know the three project types.

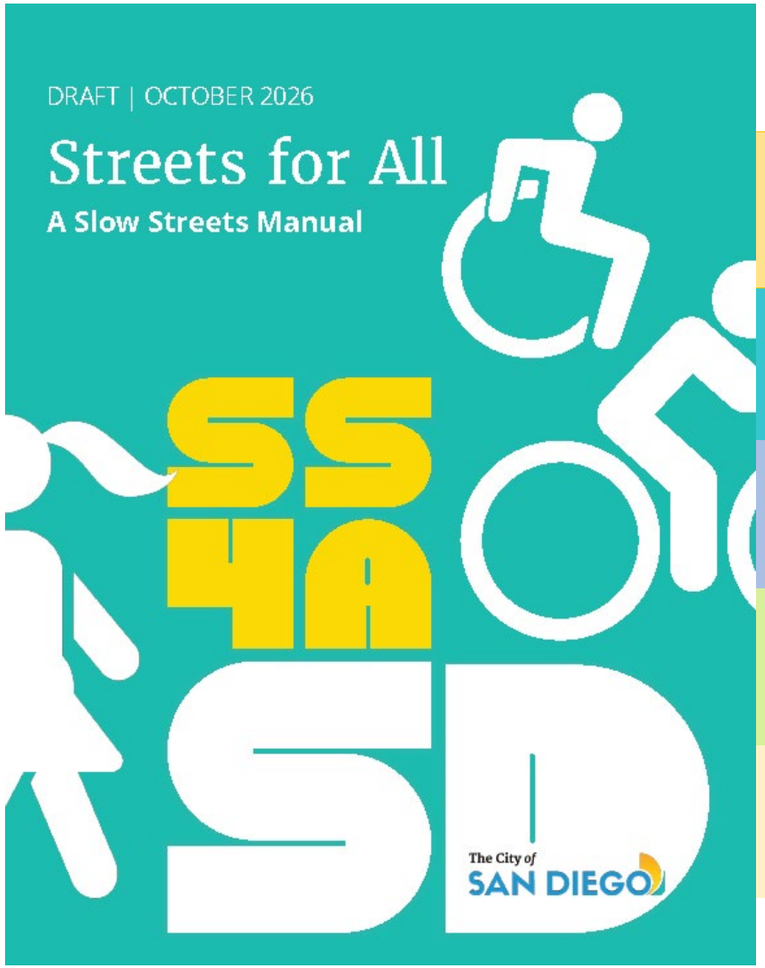
Business Healthy & Connected Streets

- Prioritizes space for business activity and gathering
- Prioritizes through movement for biking, walking, & rolling
- Allows slow, through access for drivers

- Select Qualifying Criteria:
  - 75% + of fronting uses are commercial
  - 30 MPH or less
  - 4 lanes or less
  - Less than 1 mile long

Network Maps





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Understand the types of treatments

GROUP A
LOW COMPLEXITY

Treatments that can be deployed with minimal review to achieve quick wins.

First steps for low-speed streets, or when layering treatments

GROUP B
MODERATE COMPLEXITY

Treatments requiring minor review to address safety or connectivity needs.

Effective for corridors or intersections with defined design needs

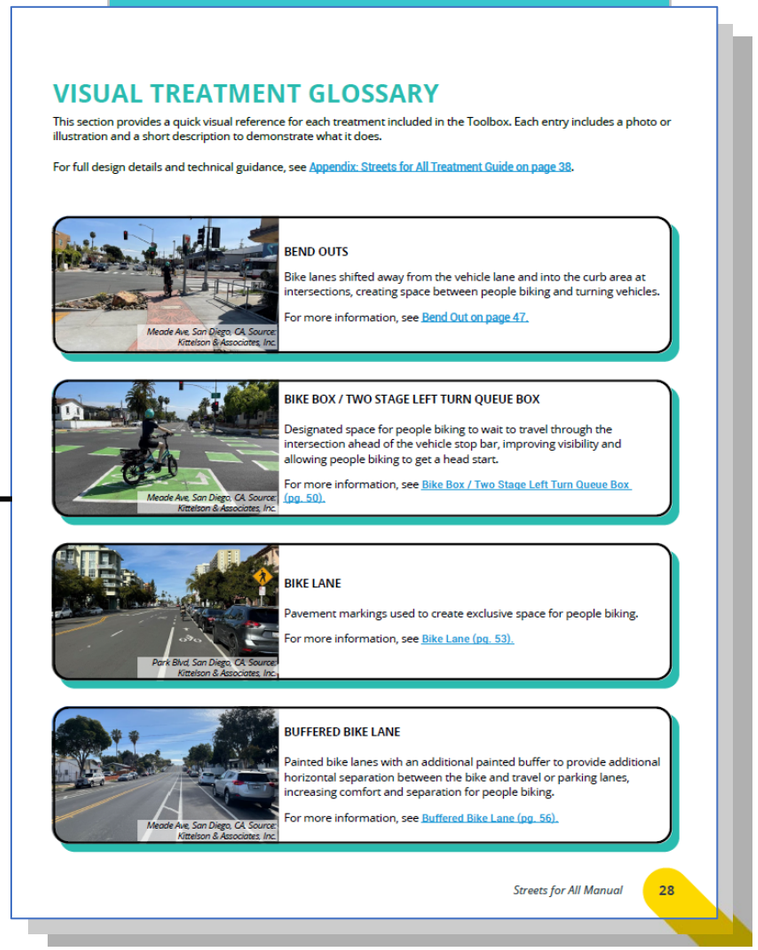
GROUP C
HIGH COMPLEXITY

Treatments often requiring signals, reconstruction, or geometric changes.

Best for priority locations, high-injury streets, or placemaking

Flip through visual glossary

Each treatment has a quick visual reference and short description



VISUAL TREATMENT GLOSSARY

This section provides a quick visual reference for each treatment included in the Toolbox. Each entry includes a photo or illustration and a short description to demonstrate what it does.

For full design details and technical guidance, see Appendix: Streets for All Treatment Guide on page 38.

BEND OUTS

Bike lanes shifted away from the vehicle lane and into the curb area at intersections, creating space between people biking and turning vehicles.

For more information, see Bend Out on page 47.

Meade Ave, San Diego, CA. Source: Kittelson & Associates, Inc.

BIKE BOX / TWO STAGE LEFT TURN QUEUE BOX

Designated space for people biking to wait to travel through the intersection ahead of the vehicle stop bar, improving visibility and allowing people biking to get a head start.

For more information, see Bike Box / Two Stage Left Turn Queue Box (pg. 50).

Meade Ave, San Diego, CA. Source: Kittelson & Associates, Inc.

BIKE LANE

Pavement markings used to create exclusive space for people biking.

For more information, see Bike Lane (pg. 53).

Park Blvd, San Diego, CA. Source: Kittelson & Associates, Inc.

BUFFERED BIKE LANE

Painted bike lanes with an additional painted buffer to provide additional horizontal separation between the bike and travel or parking lanes, increasing comfort and separation for people biking.

For more information, see Buffered Bike Lane (pg. 56).

Meade Ave, San Diego, CA. Source: Kittelson & Associates, Inc.

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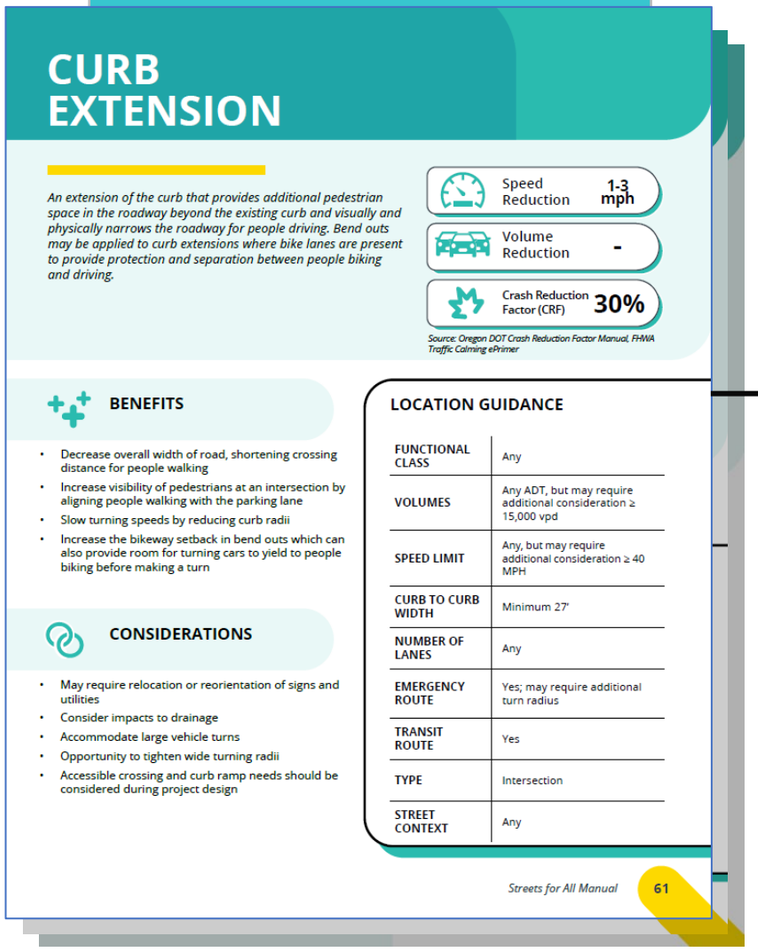
Dive into the details



CURB EXTENSION

An extension of the curb that provides additional pedestrian space in the roadway beyond the existing curb and visually and physically narrows the roadway for people driving. Bend outs may be applied to curb extensions where bike lanes are present to provide protection and separation between people biking and driving.

Speed Reduction 1-3 mph

Volume Reduction -

Crash Reduction Factor (CRF) 30%

Source: Oregon DOT Crash Reduction Factor Manual, FHWA Traffic Calming ePrimer

BENEFITS

- Decrease overall width of road, shortening crossing distance for people walking
- Increase visibility of pedestrians at an intersection by aligning people walking with the parking lane
- Slow turning speeds by reducing curb radii
- Increase the bikeway setback in bend outs which can also provide room for turning cars to yield to people biking before making a turn

CONSIDERATIONS

- May require relocation or reorientation of signs and utilities
- Consider impacts to drainage
- Accommodate large vehicle turns
- Opportunity to tighten wide turning radii
- Accessible crossing and curb ramp needs should be considered during project design

LOCATION GUIDANCE

FUNCTIONAL CLASS	Any
VOLUMES	Any ADT, but may require additional consideration ≥ 15,000 vpd
SPEED LIMIT	Any, but may require additional consideration ≥ 40 MPH
CURB TO CURB WIDTH	Minimum 27'
NUMBER OF LANES	Any
EMERGENCY ROUTE	Yes; may require additional turn radius
TRANSIT ROUTE	Yes
TYPE	Intersection
STREET CONTEXT	Any

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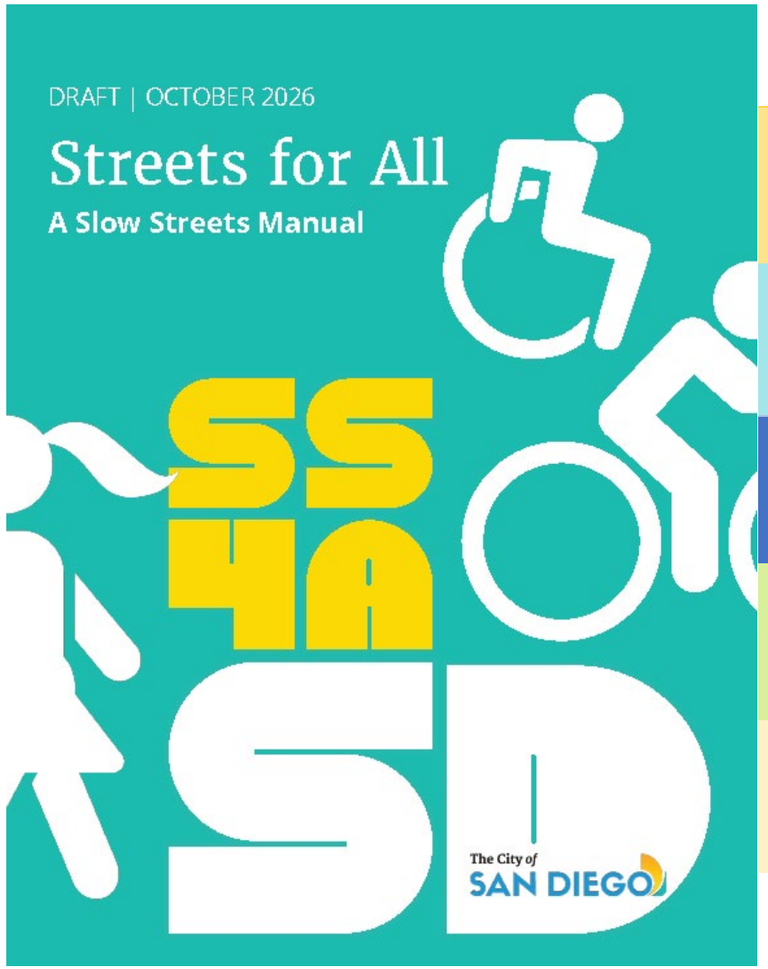
Each treatment has a 3-page overview, outlining feasibility based on street context



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QUICK-BUILD MATERIALS

- Low-cost, modular materials
- Try new things, make adjustment, and create visible change quickly

Plastic Board

Del Sol Blvd, San Diego, CA. Source: City of San Diego

Flex Posts

30th St, San Diego, CA. Source: Kittelson & Associates, Inc.

Planters

7th St, Washington, DC. Source: Kittelson & Associates, Inc.

Examples Application of **MATERIALS**

Demonstration Materials

- Sidewalk chalk
- Cornstarch paint
- Traffic tape
- Tempera paint
- Spray chalk
- Spray paint
- Traffic cones

Permanent Materials

- Traffic barrels
- K71 flex posts
- Wave delineators
- Plastic jersey barriers
- Parking stops
- Temporary speed lumps/cushions
- Bus boarding platforms

The manual contains in-depth descriptions of many possible materials for slow streets treatments.

Del Sol Blvd, San Diego, CA. Source: City of San Diego

PLASTIC BOARD

3D printed modular curbs that can be attached to asphalt with adhesive pads for quick build projects and drilled into asphalt for longer-lasting Quick Build projects.

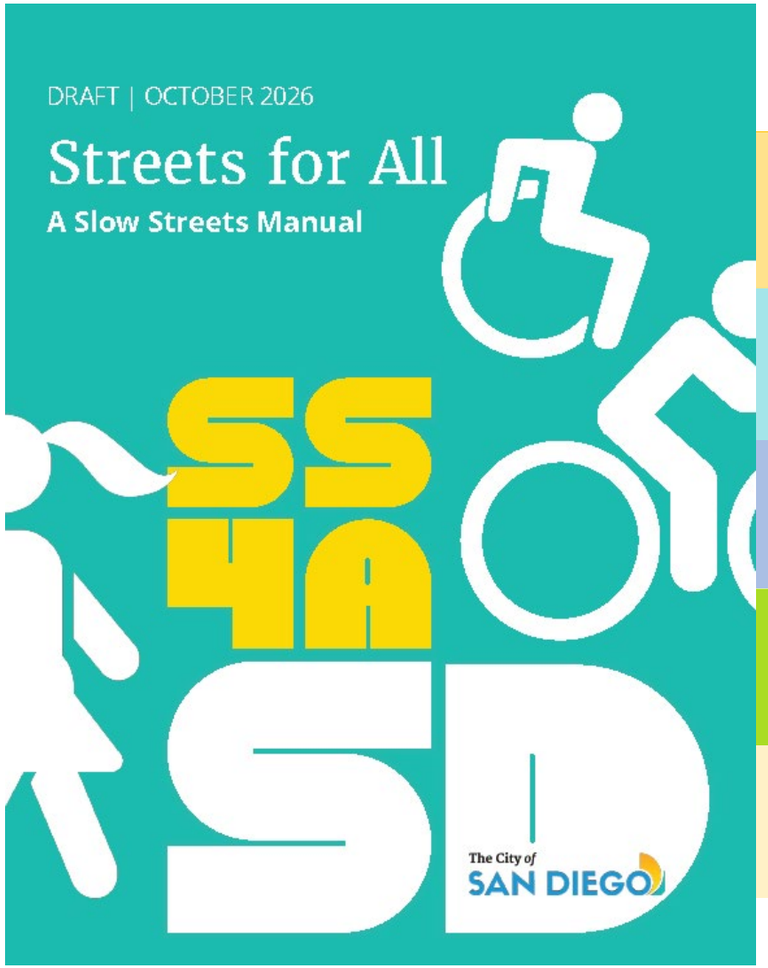
TYPICAL DIMENSIONS: 16" W, 50" L, Radius = 8"

APPLICATIONS

Roundabouts, median refuges, centerline hardening, slow turn wedges, curb extensions, neighborhood traffic circles, raised medians, bend outs, chicanes, chokers/pinch points, protected intersections

COST

$$$$



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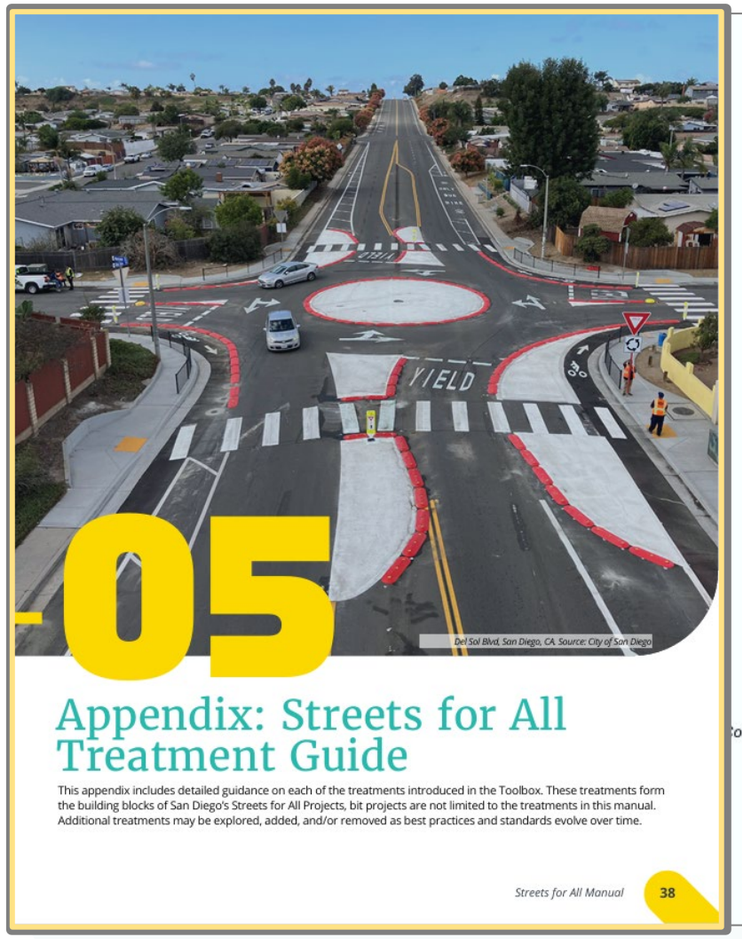
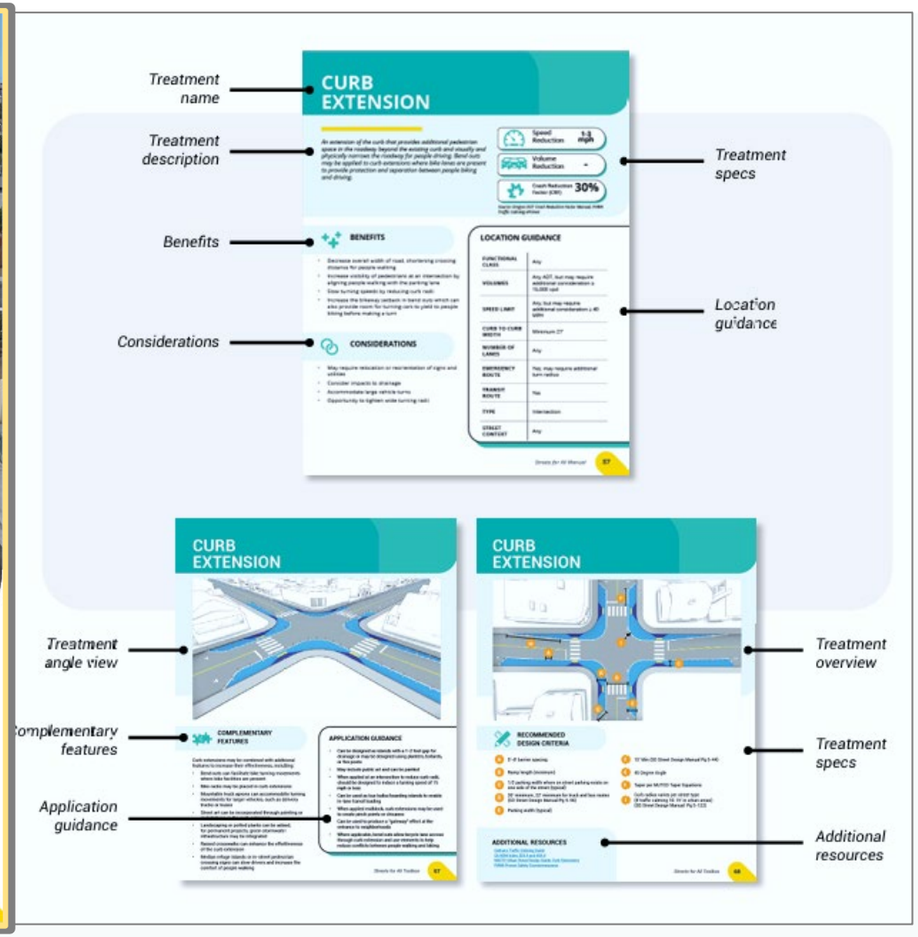
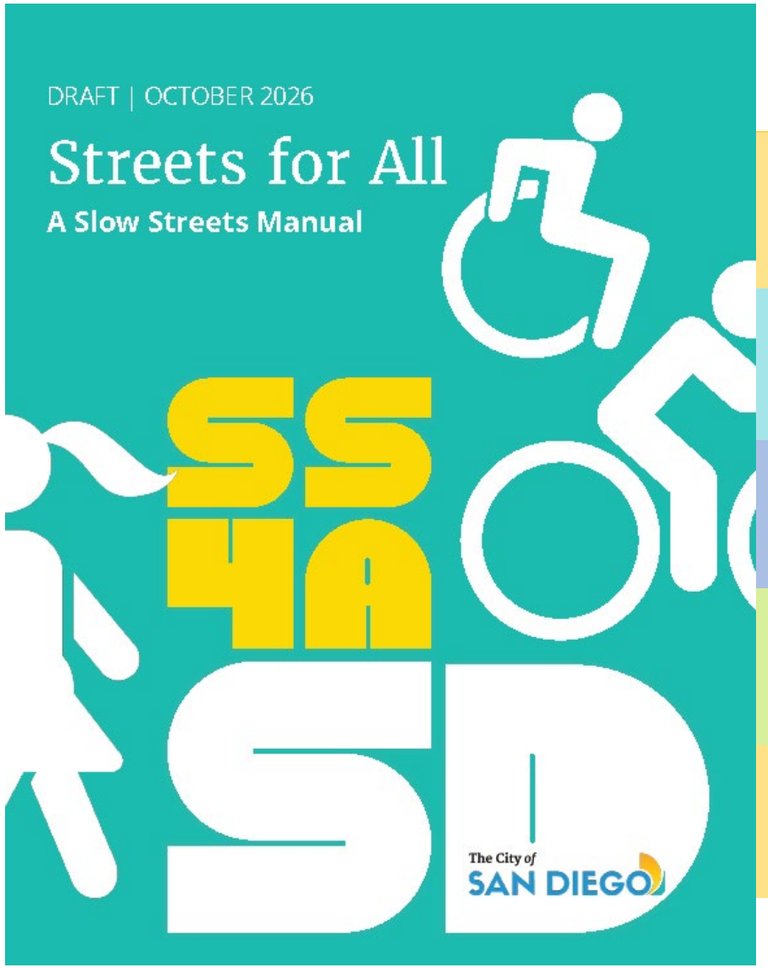
Design Guidance





The Streets for All Manual provides additional information on treatment effectiveness, benefits, and considerations.



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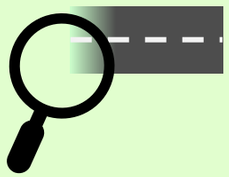
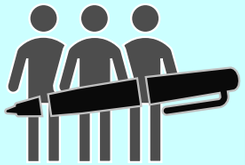
Implementation Steps

Determine eligibility of street and choose potential treatments & materials



Prepare a project description and gather community consensus

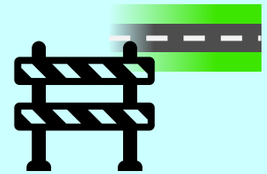


Submit the required permits and fees

Submit the requested insurance documents.

Obtain permits

Install the treatments



Webpage: https://www.sandiego.gov/planning/work/streets-for-all

- Draft Manual
- Interactive Webmap
- Recorded Presentation
- Online Survey (open until November 13)
- Constant Contact Sign-Up Form

Thank you!

The City of SAN DIEGO