



**How advocates  
helped make San  
Francisco's Slow  
Streets permanent**



**KID SAFE  
SF**

# In less than 4 years we fought for and won generational transformation on key San Francisco streets

**JFK Promenade**



**Slow Streets**

**Sunset Dunes (Great Highway)**



**KID SAFE  
SF**





Sanchez St



1287 Sanchez St



San Francisco, California



Google Street View

Mar 2019

[See latest date](#)

2020-2021

# How Slow Sanchez neighbors started a movement



# The Slow Sanchez model



**MAKE  
FREE  
ART**



**Organize neighbors IRL**

**Build community with events**

**Listen to concerns and take action on real ones**

**Neutralize the opposition early**

**Brand with joy and community – not transportation**



### Map Legend

- Slow Streets
- Implemented Slow Street
- Planned Slow Streets

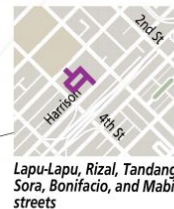
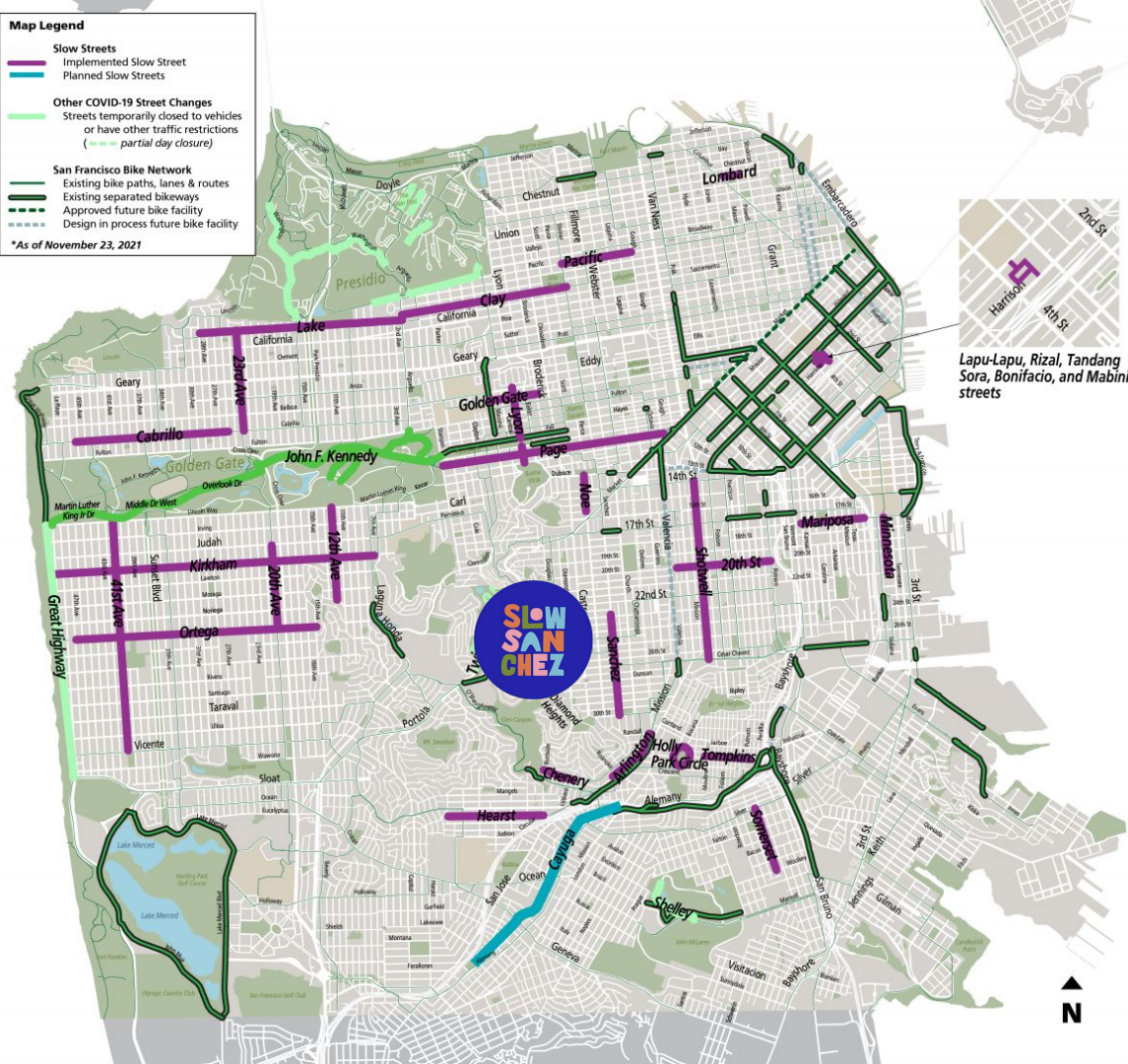
### Other COVID-19 Street Changes

- Streets temporarily closed to vehicles or have other traffic restrictions
- (---) partial day closure

### San Francisco Bike Network

- Existing bike paths, lanes & routes
- Existing separated bikeways
- Approved future bike facility
- Design in process future bike facility

\*As of November 23, 2021



Lapu-Lapu, Rizal, Tandang Sora, Bonifacio, and Mabini streets



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**SLOW  
LAKE  
STREET**

**KEEP 23rd SLOW**

**PAGE SLOW STREET**

**WE ♥ SLOW  
NOE STREET**  
 slowynoe.com

**SLOW  
SAN  
CHEZ**

**SLOW  
HEARST**

**WE  
♥  
MINNE  
SLOW  
TA**

**SLOWUGA**

Lapu-Lapu, Rizal, Tangang Sora, Bonifacio, and Mabini streets







# Park Stewardship

In partnership with California State Parks, we generate high-quality workday service projects to attend to unmet needs and engage Californians with their local parks.

**Volunteers are essential, contributing their time, skills, and dedication to keep California state parks thriving for future generations.**





# Streets Stewardship



# Organize the organizers

Invite to **Slow Streets** organizer **meeting** this Thurs 4/29

Robin Pam

Sat, Apr 24, 2021, 7:43 PM

Hi Sara,

I'm reaching out because I live in Sunnyside, and have seen you advocating for the Hearst Street at the neighborhood association meetings and on Jon Winston's Sunnyside Streets email list.

First off, I'd love to meet sometime in the neighborhood (I have two kids, a 5 year old and 1 year old, and we're often at the playground...). Second, I've been working with Matt Brezina, from People Protected and KidSafe JFK, and Chris Keen started the Slow Sanchez

## Monthly Slow Street Mayors Meeting

Tuesday, April 9 · 8:00 – 9:00pm  
Monthly on the second Tuesday



Join Zoom Meeting



<https://us06web.zoom.us/j/89240555782?pwd=SDZ...>



82 guests

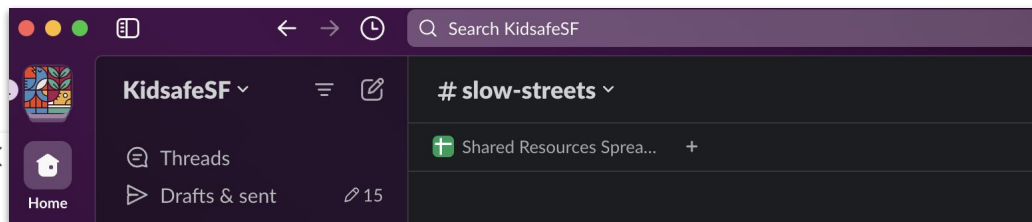
22 yes, 10 no, 2 maybe, 48 awaiting



Standing [Agenda](#)

Started on 04/17/21

moderators.



## Slow Streets Mayors' Playbook

*Your guide to organizing a Slow Street and creating great public spaces in your neighborhood*

Published: February 1st, 2022

Slow streets are residential streets that restrict through traffic to create more neighborhood space for people on foot and bike. The concept started in April 2020, with some slow streets potentially

This playbook is a guide for neighborhood residents to build support for their local slow street. It outlines what communities to promote slow streets.









PAGE  
SLOW STREET



# 3RD ANNUAL MINNESLOWTA SPOOKY SLOW STREET STROLL

**MINNESOTA ST (AKA MINNESLOWTA)**

**BETWEEN 20TH & 22ND ST.**

**COME JOIN YOUR NEIGHBORS FOR A FAMILY  
FRIENDLY SPOOKY STROLL!**

**DECORATE YOUR HOMES, SHOW OFF YOUR  
HALLOWEEN COSTUMES AND TRICK OR TREAT WITH  
YOUR NEIGHBORS AND FRIENDS!**



**SATURDAY  
OCTOBER**

**29**

**4PM TO 6ISH (DUSK)**



**EMAIL [VP@DOGPATCHNA.ORG](mailto:VP@DOGPATCHNA.ORG) FOR  
MORE INFO**

**PREFUND**





# This model isn't perfect!

## It works best in high resource neighborhoods

## It works best where streets are already pretty safe

**And there are also ways to use it to complement the work of traditional advocacy orgs and SFMTA**



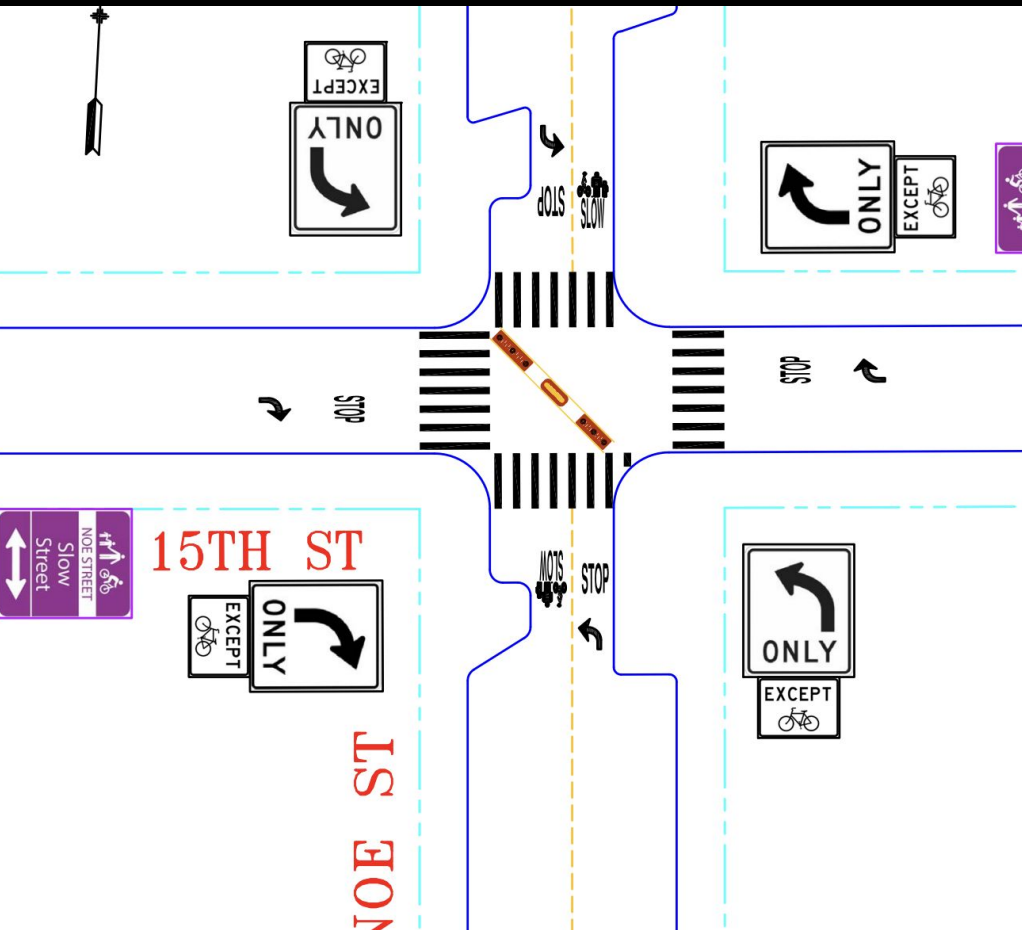
## Turning community support into political power



*Your ability to get things done in SF depends on how many people in your group can text your supervisor.*



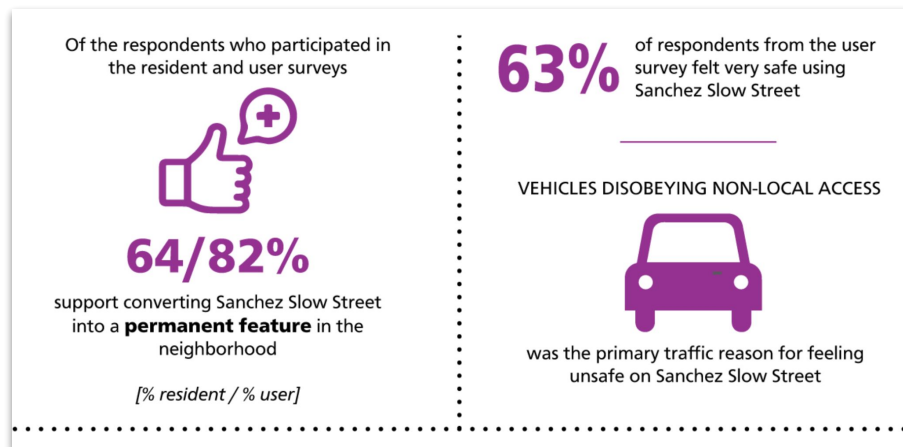
# How the Slow Streets Program became permanent



## 2021: A few streets became “permanent”

*Sanchez, Lake, Golden Gate, and Shotwell all were designated to move forward toward “permanent” designs based on SFMTA criteria and individualized outreach*

- ✓ Residential street
- ✓ High levels of neighborhood support
- ✓ **Community group to steward the street**
- ✓ Consistent with city plans
- ✓ Traffic evaluation shows no negative impacts





The world was opening up again

AP



Trump hush money trial

USA Basketball Olympics roster

NFL mock draft

Dubai floods

Israel-Iran

EVEN WHEN  
SUPPORT

# Car-free San Francisco streets: Residents debate reopening



Then, politics happened

Lake Street

CORONAVIRUS, STREETS AND TRANSIT, TRAFFIC

## SF Could See a Permanent Slow Street Given Back to Cars For the First Time

In the city's northwest corner, some neighbors are tired of sharing Lake Street with bikes and pedestrians, and are making specious claims.



by Max Harrison-Caldwell December 20, 2021

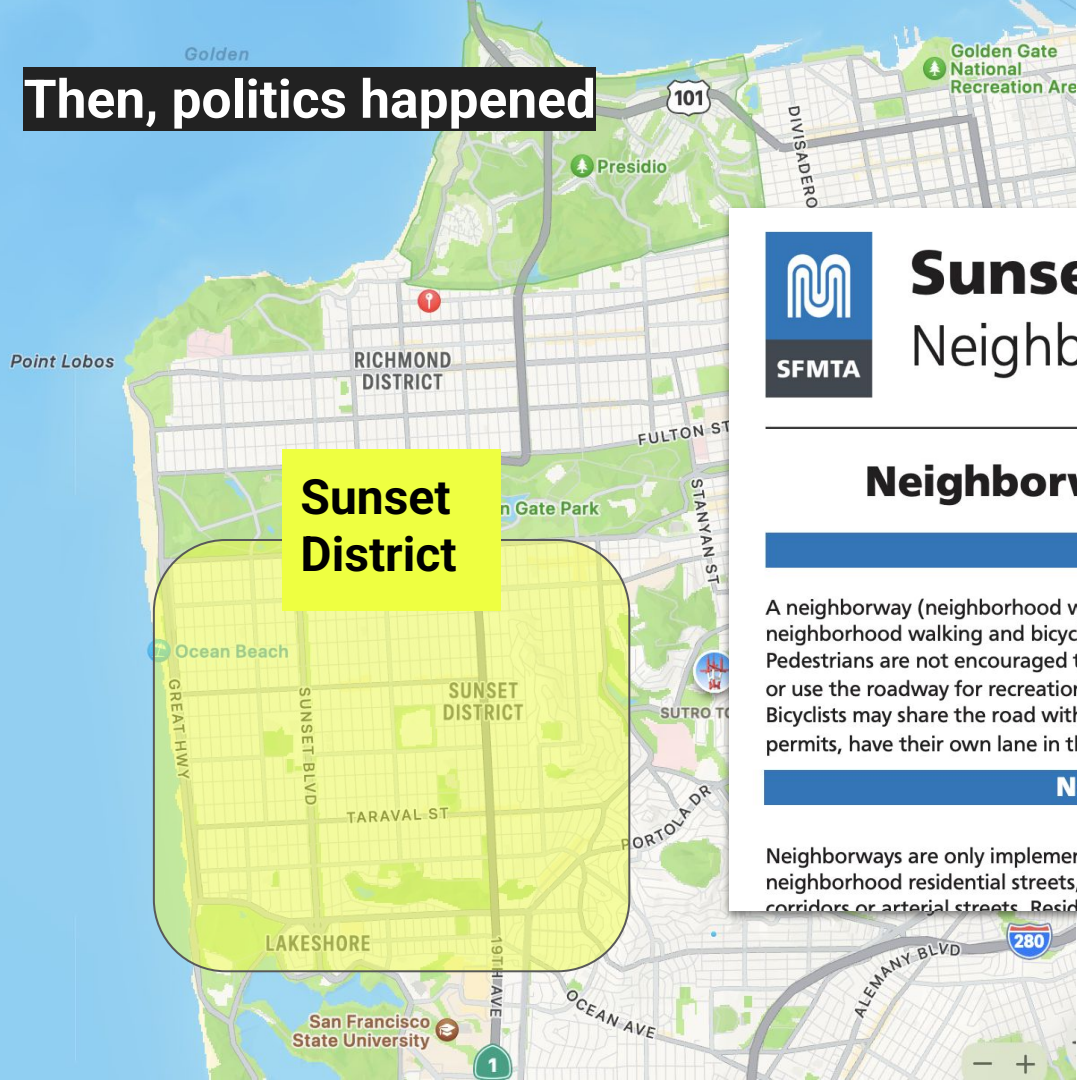


Search ...





Then, politics happened



# Sunset Neighborways Project

## Neighborways vs. Slow Streets

### Neighborways

### Slow Streets

#### Description

A neighborway (neighborhood way) is a neighborhood walking and bicycling priority street. Pedestrians are not encouraged to travel in the road or use the roadway for recreational activities. Bicyclists may share the road with vehicles, or if space permits, have their own lane in the road.

Slow Streets are shared streets and a priority walking and bicycling route. Slow Streets are car-lite streets that repurposes the use of the street to create a shared roadway with vehicles for people to walk, bike, recreate, and exercise in the street.

#### Neighborway Design and Attributes

Neighborways are only implemented on neighborhood residential streets, and not on major corridors or arterial streets. Residential streets

Slow Streets are implemented on neighborhood residential streets, and not on major corridors or arterial streets. Residential streets typically already



*And may the odds  
be ever in your favor.*



# Step 1: Develop policy focused on OUTCOMES, not DESIGN

Outcome	Policy & Design Requirements	Metrics and Targets to ensure success & accountability
Slow Streets that are <b>safe</b> for kids – and therefore safe for everyone	<ul style="list-style-type: none"> <li>- Eliminate through traffic with <b>full diverters</b> at signalized intersections and/or every 4 blocks</li> <li>- Additional design interventions to limit high speeds if diverters are not adequate</li> <li>- Commit to “Level of Traffic Stress 1” standard which means safe for kids</li> </ul>	<ul style="list-style-type: none"> <li>- Avg. daily vehicle volume: 1,000</li> <li>- Peak hour vehicle volume: 75</li> <li>- Average vehicle speed: 13mph</li> <li>- 95th percentile vehicle speed: 20mph</li> <li>- Feedback loop: if targets are not being met, add more infrastructure</li> </ul>
Slow Streets that are always <b>welcoming</b> for walkers, bikers, scooters, etc.	<ul style="list-style-type: none"> <li>- <b>Signage</b> at every intersection in both directions and legible to drivers</li> <li>- Stencils of pedestrians, bicyclist and "SLOW" on every block of a neighborhood in both directions</li> </ul>	<ul style="list-style-type: none"> <li>- Growth in pedestrian and bicyclist volume</li> <li>- Vulnerable road user surveys</li> </ul>
Slow Streets that build <b>community</b>	<ul style="list-style-type: none"> <li>- New “Play Streets” program with more funding for activation and less red tape</li> </ul>	<ul style="list-style-type: none"> <li>- Play Street permits issued</li> <li>- Informal community events held</li> <li>- Local resident surveys</li> </ul>
Slow Streets that support the Active Transportation Network and <b>sustainable</b> mode shift	<ul style="list-style-type: none"> <li>- Permanent Slow Streets, distributed equitably across neighborhoods</li> <li>- Easy way for neighbors to get a new Slow Street</li> </ul>	<ul style="list-style-type: none"> <li>- 50 miles of KidSafe streets by 2027</li> </ul>

Principles for policy design:

1. Measurable targets
2. Standards based on NACTO

## Step 2: Partner with traditional advocacy groups to build a bigger coalition



# THE PEOPLE'S SLOW STREETS FACT SHEET



THIS IS A VISION FOR CREATING A SAFE, SEAMLESS, AND CITY-WIDE NETWORK OF SLOW STREETS BY 2024.

We interact with our streets every day. They take up more space than all of our parks combined. Yet despite how often we use them, many people feel unsafe and unwelcome on our streets. By centering the needs of



# Step 3: Grassroots campaign to help pass the policy

## Support the Permanent Slow Streets Program



Credit: Emily Huston

### Support the permanent Slow Streets program

Write a letter to the SFMTA board before the December 6 meeting to support a permanent citywide Slow Streets program



On December 6, 2022, the SFMTA Board will decide whether to approve a permanent Slow Streets Program.

7,947 Letters Sent

Only 4,853 more until our g

ENTER YOUR RETURN



We've got your :  
Not Robin? [Click her](#)

START WRITING

You may receive email updates from  
People, and Urban Environmentalists, the  
campaign.

[Edit Subscription Preferences](#)

## Support Slow Streets on Tues Dec 6th

Talking Points: [Comment script and talking points](#)

\*\*\*

**Participate in the December 6, 2022 SFMTA Board of Directors Meeting**

**Date:** December 6, 2022

**Time:** ~3:00 PM (The meeting starts at 1pm, but SFMTA has advised us that the Slow Streets item will begin at 3pm.)

**Location:** [City Hall](#), 1 Dr. Carlton B. Goodlett Place, San Francisco, CA, Room 400, Floor 4

Or [online at www.sfgovtv.org/sfmtaLIVE](http://www.sfgovtv.org/sfmtaLIVE).

**Agenda:** Posted on the SFMTA Board meeting calendar event on Tuesday, November 29, 2022: <https://www.sfmta.com/calendar/board-directors-meeting-december-6-2022>

**Public Comment Call-In:** +14156550001,,24981106321##



A letter writing campaign and call to action to public comment help to engage supporters with productive actions

## Step 4: WIN




BAY AREA

### S.F. Slow Streets are here to stay after transportation board approves plan



Jordan Parker

Dec. 6, 2022 | Updated: Dec. 7, 2022 9:35 a.m.

 Gift this article

DECEMBER 2022

## SFMTA Board makes slow streets program permanent

16 permanent slow streets, including controversial Lake St

1,000 cars/day target vehicle volume

15mph target speed

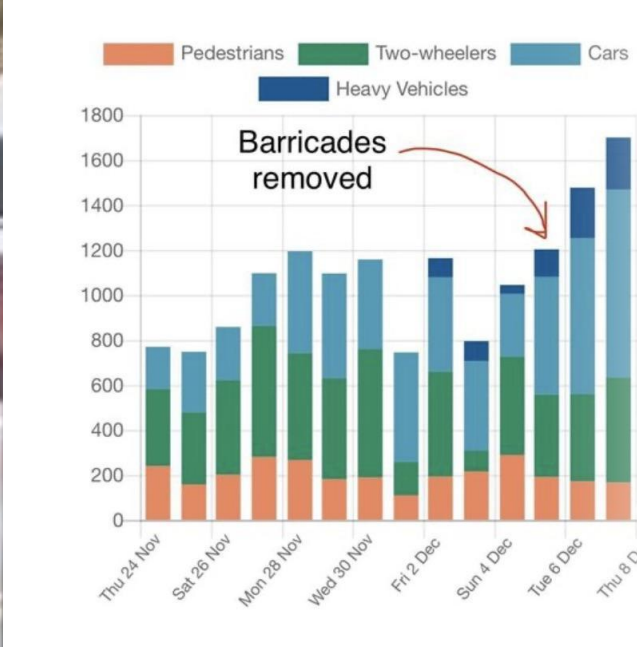


2023-present

# Improving Slow Streets into the future



# Holding SFMTA accountable to implementation and outcomes



BICYCLING

## Advocates Used AI to Help Win Slow Lake Fight

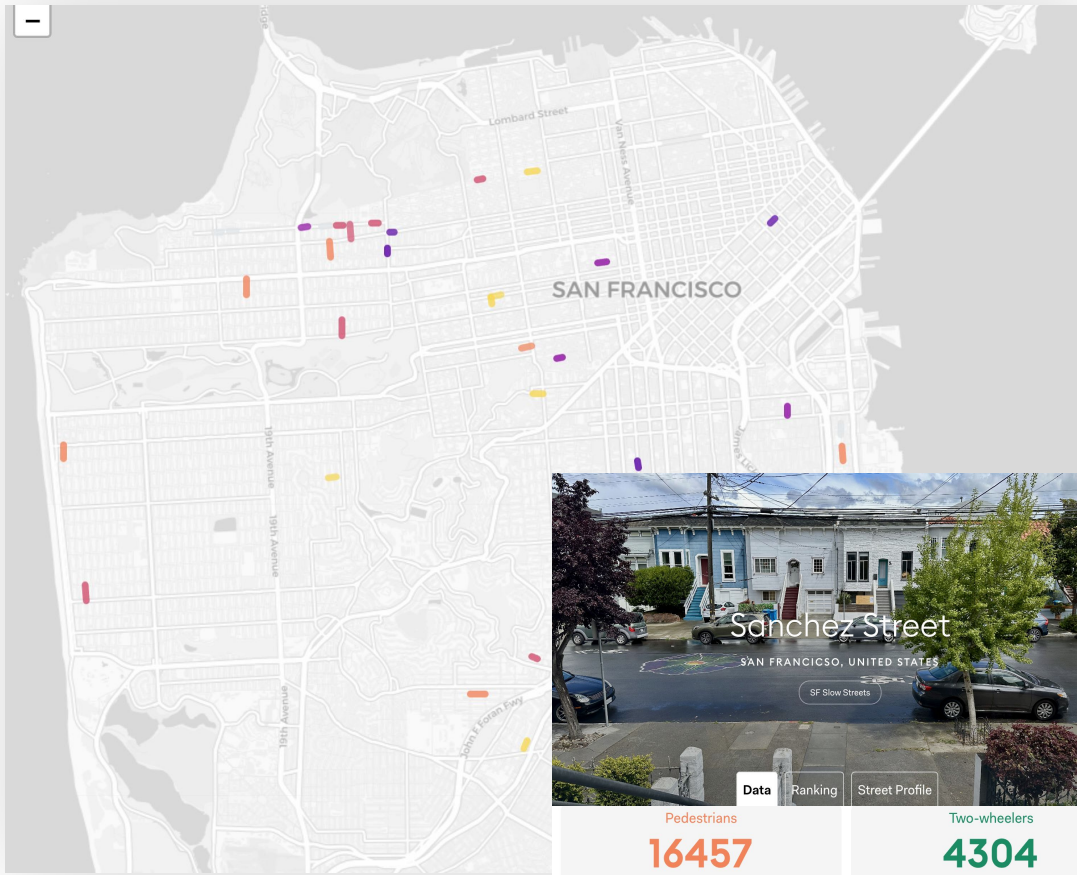
By Roger Rudick

4:17 PM PST on December 19, 2022



Slow Lake in 2022, before "no through traffic" signs were removed by SFMTA. Photo: [Emily Huston](#)

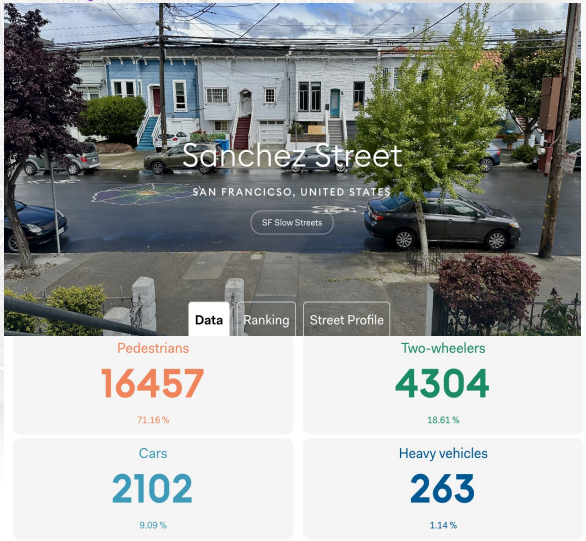




# Telraam network

We have a permanent Slow Streets Program with metrics, but the SFMTA has limited resources to regularly and quickly measure performance.

Through our Slow Streets stewards network, we deployed a network of the Telraam traffic counting sensors on SF's Slow Streets and beyond to hold SFMTA accountable to speed & vehicle volume targets on the entire network.



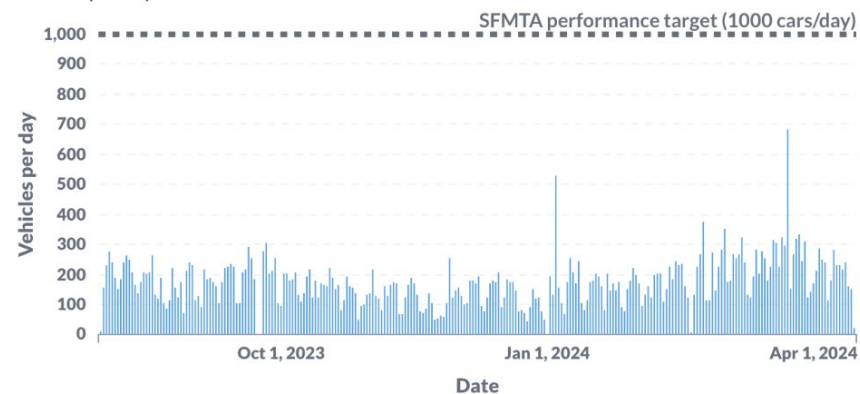
# Performance dashboard provides insights into street conditions

[Dashboard](#) shows performance of streets against targets, giving SFMTA guidance on where to intervene with new infrastructure

## Slow Streets traffic volume and speed

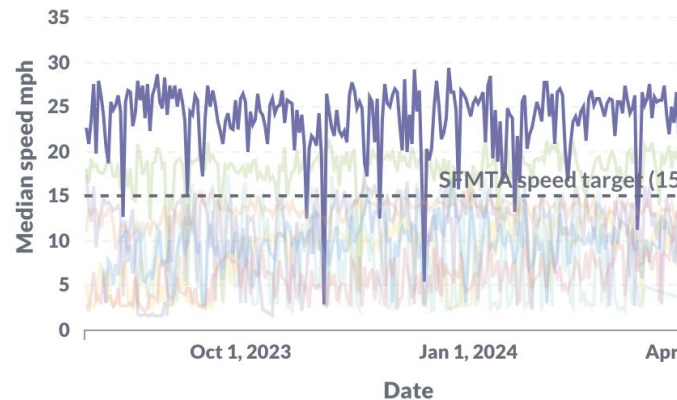
Slow street  
Sanchez Street

Vehicles per day



Median car speed



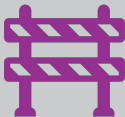
- Cayuga Street
- Golden Gate Avenue
- Hearst Avenue
- Lake Street
- Lyon Street
- Minnesota Street
- Page Street
- Sanchez Street







# Reflections From the Agency Perspective

	The Big Idea	What It Meant for SFMTA	What We Learned
	City agencies are set up to <b>deliver projects</b> , not to run ongoing programs.	Implementing Slow Streets was easy, but keeping up with dozens of evolving corridors was hard.	Slow Streets stewards stepped in to help with maintenance, programming, advocacy, and coordination.
	Sometimes a project might end up <b>failing at its original goal</b> , but succeeding in ways you can't imagine.	Our Slow Streets didn't work as intended (for social distancing) but they instead became a low-stress bike network linking active neighborhoods.	Agencies need to let go and listen more, trust in stakeholders to care for infrastructure, and allow streets to change over time.
	<b>Temporary, adjustable pilot projects</b> can turn into real permanent street changes— just don't take them out!	Our program changed a lot over time (in materials, process, locations, even the intention of the program), but we kept Slow Streets going.	Iterate, adjust, evaluate, and learn. Problem-solve and accept that a street is never truly “done”.



## 5 Takeaways for organizers

1. Organize the community in real life
2. Brand it with Joy, Family and Community—not Transportation
3. Neutralize the opposition
4. Stewardship model of organizing: Grow political power by working together
5. Use data to drive outcomes and accountability

**Thank you!**

**Robin Pam**

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**Shannon Hake**

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