

CITY OF SAN DIEGO

Shared Streets Pilot Program Summary

Pilot Summary

The Slow Streets initiative is intended to create safe shared spaces allowing residents to get around their neighborhoods for essential travel while maintaining physical distance from others. Slow Streets San Diego supports the City's Vision Zero Program, which aims to make our streets and sidewalks safer for all road users.

The first set of Slow Streets were deployed on April 30, 2020, in the communities of Pacific Beach, North Park, and Normal Heights. The program has expanded to Emerald Hills and the College Area. The City is continuing engagement with the community, advocates, stakeholders, and council offices to identify potential sites for similar pilots in the future.

Challenges

A challenge with the program was the great geographical size of the City and the desire and demand for traffic-calmed streets from the City's residents and communities. The City has nearly 3,000 miles of streets, and while almost 10 miles of Slow Streets were deployed through the pilot program, there is a continued interest for similar applications elsewhere in the City.

Additional challenges included maintenance of the materials that identify the slow streets. Deployed materials were observed, and noted when missing, damaged, or misplaced. This proved to require more time and effort to maintain the signs and materials.

Successes

The project can be seen as a success in the series of following visuals from pre-installation on Adams Avenue, where people would have to jog in the street to avoid the narrow sidewalk. In this case, there are no cars parked, but parked cars typically filled the street space adjacent to the narrow sidewalk.

People were seen using the parking spaces to ride and skate while leaving room for people to use the sidewalk and safely step off if needed to pass from the narrow sidewalk. Bike riders used lanes to ride where parked cars would have been. This project supported multiple alternate modes of transportation including walking, biking, skateboarding, and scooting. These were all done while adhering to social distance protocols.



Saranac Street was one of the roads that was designated as a new "Slow Street" during the pilot project.



Howard Avenue was one of the streets that was repurposed as a "Slow Street" during the pilot project. Source: City of San Diego



One challenge was the damaged signs on designated streets. Source: City of San Diego

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Source: City of San Diego

Impact

Counts were conducted by the community group, Beautiful Pacific Beach. The following data was documented:

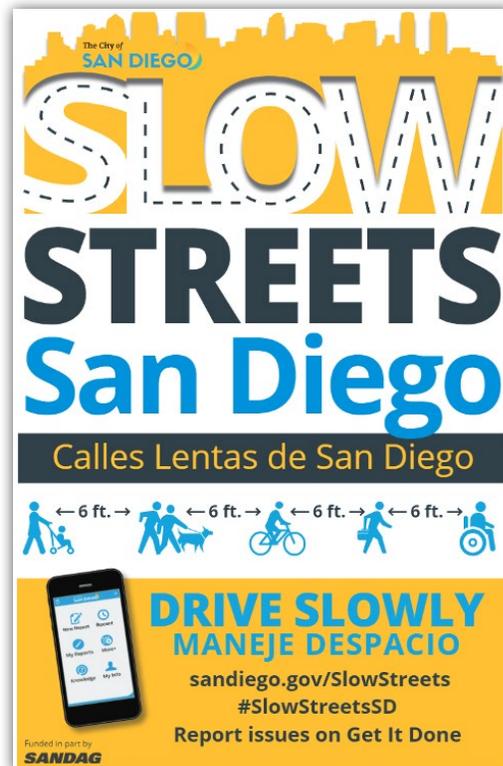
- Bike usage
 - Before Pilot: 11%
 - After Pilot: 42%
- Vehicle Count
 - Before Pilot: 44%
 - After Pilot: 12%

Marketing

The public was made aware of these street changes in several ways. Formal press releases were issued on the City of San Diego website and Instagram, Facebook, and Twitter posts were published to highlight new street conditions. Several local leaders including councilmembers and the Mayor also announced the changes on their widely-followed Twitter accounts.



Active transportation was encouraged on Diamond Street, designated a "Slow Street" through the pilot project. Source: City of San Diego



Resources

SANDAG

sandag.org/sharedstreets

City of San Diego

sandiego.gov/tsw/programs/slow-streets-program