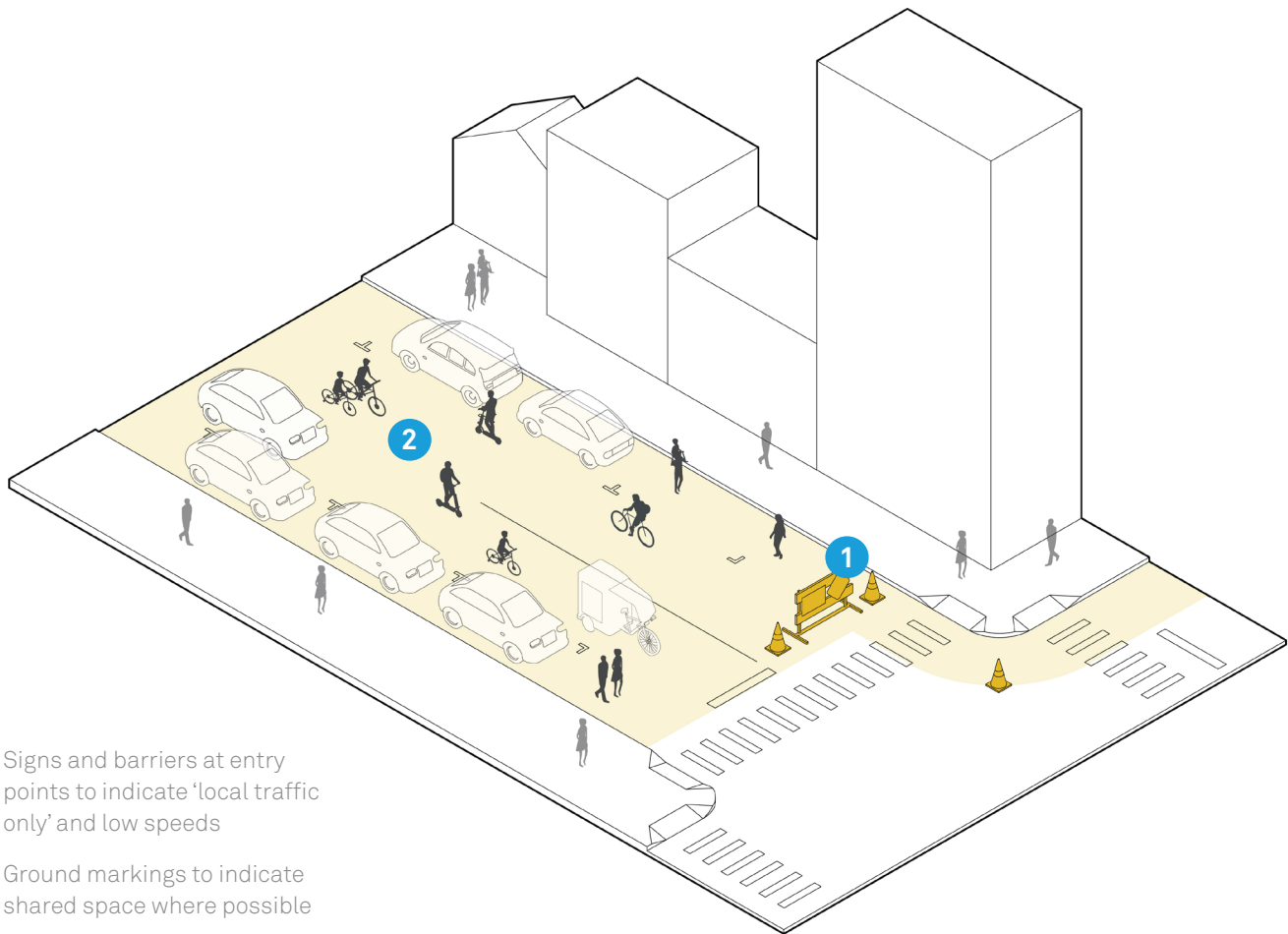


SLOW STREETS



- 1 Signs and barriers at entry points to indicate 'local traffic only' and low speeds
- 2 Ground markings to indicate shared space where possible

Reduce traffic volume and speed to a minimum so that people can walk, bike, and run safely.

CONTEXT

- Streets with low vehicle volume and low to moderate speeds, where vehicle volumes have dropped, or serve redundant through-traffic role during COVID disruptions.

KEY STEPS

- Install temporary traffic barriers and “Local Traffic Only”, Slow/Shared, or branded signs (e.g. “Stay Healthy Streets”) at main vehicle entry points
- For neighborhoods, establish a grid of entry points into the local street network where barricades should be installed
- Identify stewards to take care of and monitor barricades
- Allow local access, deliveries, and emergency vehicles

TIMELINE: One week

DURATION: Days to months



Credit: European Cyclist's Federation

Brussels, Belgium

Brussels created a 20 km/h (12 mph) zone in the downtown core, allowing pedestrians to walk more safely in the roadbed.

Planning

- Identify a network of streets that can be closed at key entry points, where interior intersections remain unobstructed.
- Examine proposed neighborhood greenways, bike boulevards, or routes that await implementation.
- Consider including other low-volume streets or those with low to moderate speeds.

Engagement

- Reach out to homeowners associations or other residential district organizations.
- Partner with bike/walk and health coalitions and bike shops; reach workers through advocates and employers.
- Partner with stakeholders and advocates to place flyers or safely contact local residents.
- Tap community groups to identify key obstacles or issues affecting design or segment length.

Design + Implementation

- Identify which intersections to close fully and which to partially close, preserving local access but preventing most through-movements.
- Place light separation to partially block streets and indicate restricted use and lower speeds (typically 5-10 mph / 10-15 km/h).
- Use temporary “Local Traffic Only” signs, which can be attached to barricades or A-frames if necessary.

Monitoring

- Key criteria: number and percent change in demand; use an automated device, such as a tube counter, to gather bike volume counts and short (15-minute to 1-hour) sample pedestrian counts if practical.
- Use counts or conduct surveys to determine whether and where segments should be expanded.



Credit: @jonobate



Credit: NACTO-GDCI

Oakland, CA, USA

Oakland used signs mounted on A-frames to designate streets as local access only, creating a 74-mile “slow streets” network.

Dunedin, New Zealand

Dunedin approved a plan that reduced speeds to 10 km/hr and allowed city center businesses to extend into the streets, creating shared spaces for multiple modes.