

Oakland Slow Streets Interim Findings Report

September 2020



City of
Oakland

Department of
Transportation

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01

overview and what's next

summary and recommendations



Executive Summary

So Far, We've

Implemented the Slow Streets Program to create more space for physically-distant walking, biking, and other physical activity and alleviate crowding on sidewalks

Engaged with the community through partnerships and surveys and other methods to get feedback and gain insights on the program

Adapted the program based on feedback, including adding the **Slow Streets Essential Places** component and **implementing new Slow Streets Corridors in collaboration with neighborhood partners**

Next, We'll

Evaluate existing Slow Street Corridors and **make context-specific changes** depending on feedback from the neighborhood

Continue the Slow Streets Corridors and Essential Places Program through the end of the Shelter-In-Place order

Channel the enthusiasm for Slow Streets into **equitable and sustainable programs like pop-up Slow Streets and neighborhood level traffic calming**

What Are Slow Streets Corridors and Essential Places



Slow Streets Corridor Barricades at Wisconsin St and 35th Ave

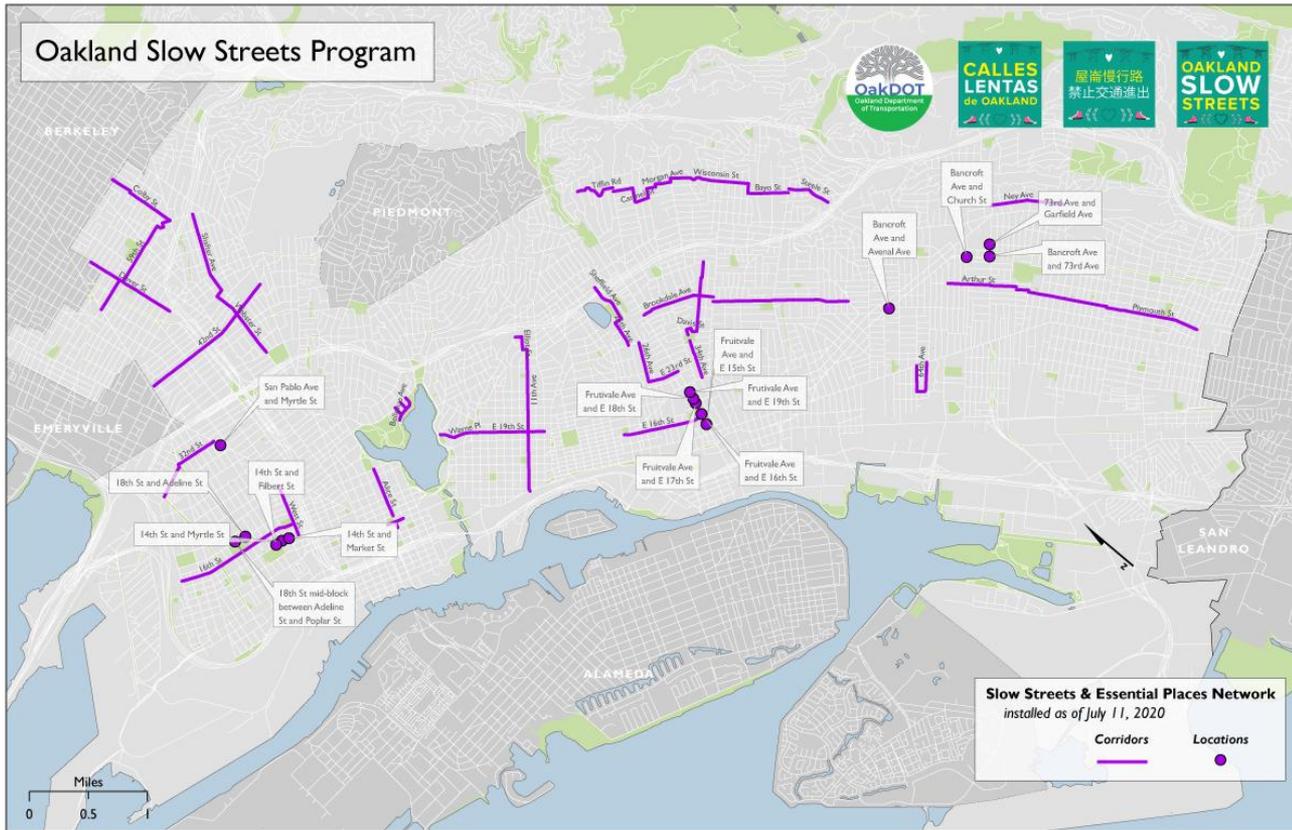
Slow Streets Corridors are **soft street closures to repurpose local streets for more space for physically-distant walking, biking, and other physical activity and alleviate crowding on sidewalks.** The Department of Transportation implemented the Slow Streets program to create space for physical activity for physical and mental health benefits for residents during the pandemic.



Slow Streets Essential Places Location at San Pablo Ave and Myrtle Ave

Slow Streets Essential Places are **temporary traffic safety improvements** at pedestrian crossings to enable safer access for residents to the essential services including **grocery stores, food distribution sites in public facilities, and COVID-19 test sites that overlay with the City's High Injury Network and the highest-priority neighborhoods according to equity indicators such as race and income.** The Slow Streets: Essential Places program was implemented after hearing feedback from East Oakland community leaders to meet the needs of more communities.

Slow Streets Corridors and Essential Places Map



Program Purpose and Interim Findings

The Oakland Department of Transportation (OakDOT) **launched the Slow Streets Program to support the needs of Oaklanders during the Covid-19 pandemic** by creatively using the City's streets.



With a few months of Slow Streets in the ground, OakDOT is taking a step back to critically evaluate how the program is and isn't working across the City, with special attention given to the realities of Oakland's inequitable distribution of resources and opportunities, and the disproportionate effects of Covid-19 on Oakland's Latinx and Black communities. This Interim Findings Report shares OakDOT's successes and challenges with the two goals of:

- **evaluating and stabilizing the Slow Streets Program for the duration of the pandemic (Phase 2)**; and
- gleaning insights to **inform post-pandemic planning** that advances safe and more livable streets that support a healthy, thriving communities and a more equitable Oakland.

How Slow Streets Has Adapted

Why	What
To address issues of crowding on sidewalks...	...the first Slow Streets Corridors were installed.
In response to criticism that there was insufficient community engagement done before the Slow Streets program was implemented...	...OakDOT staff created a feedback survey which collected demographic and geographic information and partnered with neighborhood groups and community based organizations to better serve residents. Staff met weekly with community partners in East Oakland and transportation advocates and checked in regularly with Chinatown stakeholders, and senior walk groups.
In response to concerns from community leaders in Deep East Oakland that Slow Streets were not meeting the needs of many residents in that area...	...OakDOT staff stopped choosing the locations of the corridors and new Slow Streets corridors arose only from community partnerships.
After hearing that for many Oaklanders, especially those in Deep East Oakland and essential workers, traffic safety at essential services is more important than space for physically distant activity...	... the Essential Places aspect of the program was added which added quick-build, traffic safety infrastructure at grocery stores, health clinics, and food distribution sites.
After hearing that the cones and barriers were confusing and unsightly...	...staff secured a grant for an artist to design improved barriers and culturally responsive artwork.
To address comments that City resources should be prioritized to address direct impacts of COVID-19...	...Slow Streets barriers became used to communicate public health information about COVID-19 resources.
After learning that communications were not reaching many Oaklanders in priority neighborhoods...	...OakDOT staff are working with local active transportation organizations to plan programming like group rides on Slow Streets.
To critically examine the program's successes and shortcomings...	... new installations were put on pause after July 10, 2020.

Timeline



External Factors

March 16, 2020
Shelter-in-Place orders begin

Restrictions adjust to allow new activities

Restrictions lift*

April 2020

Fall 2020

2021

Slow Streets

Phase 1

April 11 to July 10
Slow Streets Soft Closures and Slow Streets: Essential Places roll out

Phase 2

Slow Streets from now through the next ~1-2 years until Shelter in Place ends using interim treatments

Long Term

Permanent capital improvements to corridors and intersections

*Date TBD

Slow Streets Rollout: April - July 2020



April - May focused on **Slow Streets Corridor** roll out

June - July focused on **Essential Places** and Slow Streets Corridors in priority equity areas.

Brookdale Ave

Date	Slow Streets Corridors Added	Slow Streets Mileage Added	Essential Places Locations Added
4/11/2020	4	4.5	0
4/17/2020	4	4.6	0
5/01/2020	6	5.1	0
5/08/2020	3	5.3	0
5/22/2020	1	0.4	1
5/29/2020	1	0.6	0
6/05/2020	0	0	4
6/26/2020	1	0.4	5
7/10/2020	1	0.5	5
TOTAL	21	21.4	15

Slow Streets Implementation

538

Barricades,
638 Cones
for Slow
Streets
Corridors

1,496

Slow Streets
Posters
Printed

480

COVID-19
Resource
Posters
Posted

238 Cones,
48

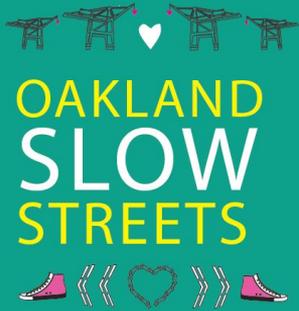
Barricades,
20 Signs for
Essential
Places

128

Push Button
Stickers
Installed

116

Pedestrian
Push Buttons
Deactivated



**OAKLAND
SLOW
STREETS**

NO THROUGH TRAFFIC

#OaklandSlowStreets

City of Oakland
tinyurl.com/oaklandslowstreets
Oak 311 to report issues

RESOURCES ARE AVAILABLE

Visit oaklandca.gov/covid-19

FREE COVID-19 TESTING
Free walk-up testing sites for COVID-19. Get a COVID-19 test and receive your results through text messaging.
oaklandca.gov/testing
Or call 311

FOOD PICK-UP & DELIVERY
Get help picking food on the table. Local food banks are offering free food pick-up and delivery services.
oaklandca.gov/food
Or call (510) 238-FOOD (3663)

TALK TO A HOUSING COUNSELOR
Housing issues? Get help navigating the housing process. Call a housing counselor for free.
oaklandca.gov/housing
Or call (510) 238-3722

WORKER RESOURCES
Local and state agencies offer help with unemployment insurance, job training, and more.
Call any of the City's neighborhood resource centers.
The City's Community Care Center: (510) 52-6667
oaklandca.gov/humanresources
Or call 311

BUSINESS RESOURCES
Discover how a small business can qualify for a grant or loan. Get help with business development.
oaklandca.gov/business
Or call (510) 238-7538

HEALTH AND WELLNESS RESOURCES
Get help with mental health, substance use, and more.
oaklandca.gov/wellness
Or call 311

TAKE THE CENSUS

my2020census.gov
Or call (866) 330-2020

Ensure our community gets access to more resources by completing the 2020 Census. We can't respond online to 311 phone.



Oakland:
**GO
SLOW**



It's Essential

Slow Streets—Essential Places
www.oaklandca.gov/projects/oakland-slow-streets



City of Oakland
Department of Transportation



Slow Street in Action - Streets for People



[Click to play timelapse video](#)

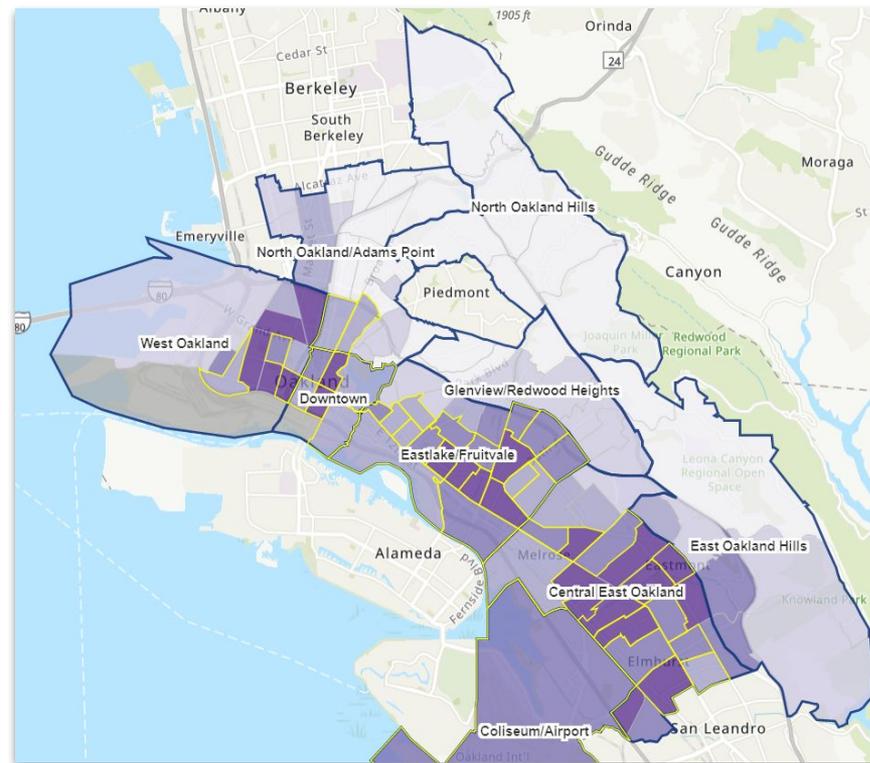
Shafter Ave

Report Information

This report covers findings for the program overall and determines a need for more corridor level review. The **recommendations made apply until physical distancing orders are lifted** at which time next steps will need to be determined.

Priority Neighborhoods, as referenced in this report, are those that have previously been most underserved, as prioritized using OakDOT's Geographic Equity Toolbox, which weighs demographic factors including race, income, disability, age, educational attainment, rent burden, and family structure. To learn more about Priority Neighborhoods and the Geographic Equity toolbox, go to:

<https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>



Priority Neighborhoods Map



Observations

- Maintenance Reports / Interviews with Maintenance Staff
- Quantities of Materials Used
- Crash Data from Oakland Police Department
- User Volumes and Traffic Counts

Community Engagement and Feedback

- Online Surveys
- Online Feedback Map
- 311 Service Requests
- Twitter Posts
- Intercept Surveys
- Meetings with Community Partners
- Meetings with Emergency Operations Center

What We've Heard

Finding

Oakland Slow Streets created **space for physical activity without impeding essential street functions.**

Oakland Slow Streets received a lot of **positive support.**

Support and use of Oakland Slow Streets varied by demographic and geographic group with the highest levels of support from higher income, White, and North Oakland residents. Essential workers and Deep East Oakland residents shared the program was not meeting their needs and felt the program conflicted with public health messaging.

Oakland Slow Streets **communications are not reaching enough Oaklanders.**

Traffic safety is a more important transportation issue during COVID-19 than creating space for physical activity for many Oaklanders, especially those in High Priority neighborhoods where telecommuting isn't as prevalent.

Cones and barricades are not sustainable materials for implementing partial street closures for the duration of the pandemic due to maintenance and replacement materials costs.



Dover Street

Community Initiated Slow Streets Corridor Partnerships

OakDOT staff installed the 62nd Ave, Fenham Ave, and 64th Ave Slow Street corridor in collaboration with **Walkable Neighbors for Seniors and the Palos Verdes Senior Living Center Walk Club.**

OakDOT staff installed the Slow Street corridor in Downtown /Chinatown in close collaboration with the Chinatown **Lincoln Recreation Center** to make **more space for their physically distant recreation.**

OakDOT staff installed the Ney Ave Slow Street in collaboration with the **Councilmember's office, the Department of Violence Prevention, and the neighborhood group** to address long standing issues of traffic safety and interpersonal violence.



Recommendations

1

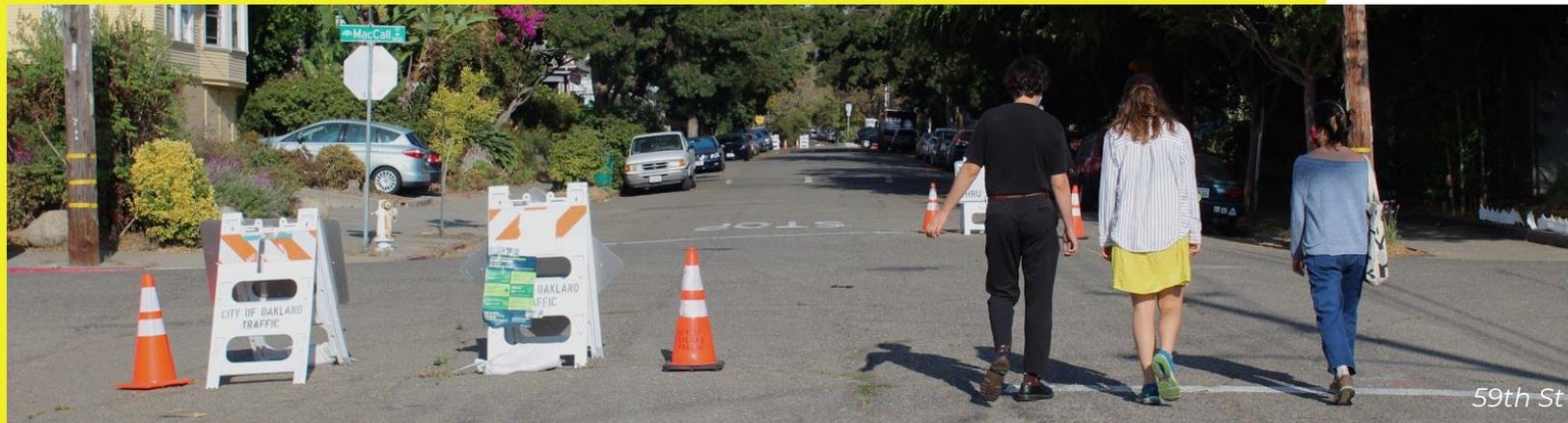
Evaluate existing Slow Street Corridors and **make context-specific changes** depending on feedback from the neighborhood

2

Continue the Slow Streets Corridors and Essential Places Program through the end of the Shelter-In-Place order

3

Channel the enthusiasm for Slow Streets into **equitable and sustainable programs like pop-up Slow Streets and neighborhood level traffic calming**



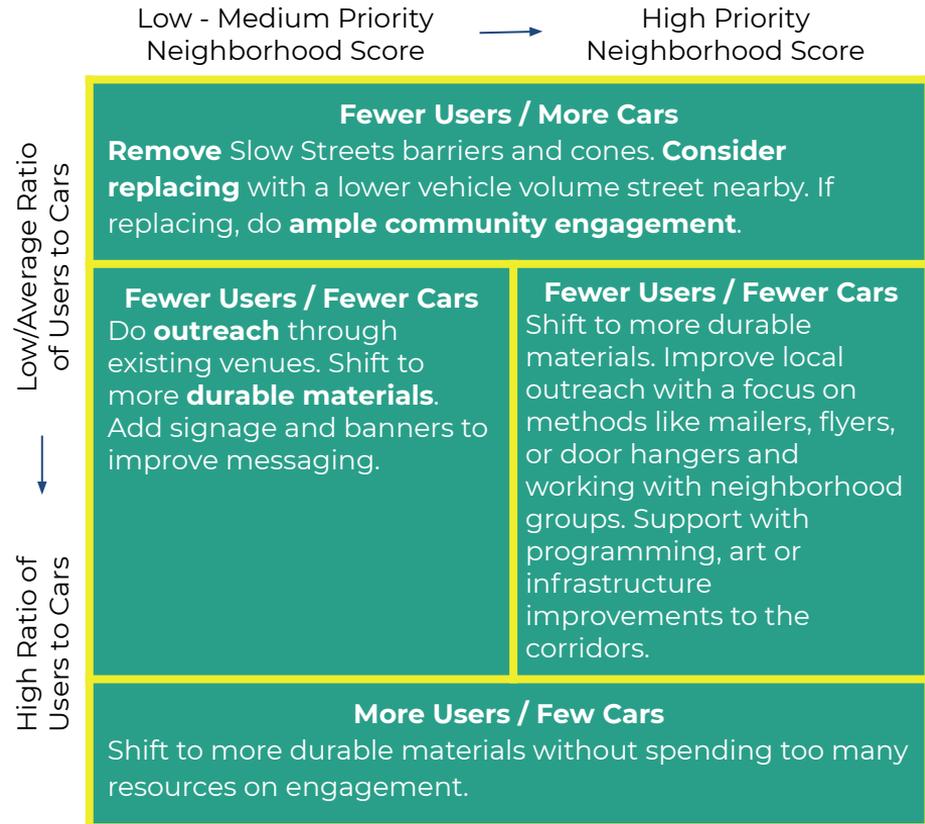
1

Evaluate Existing Slow Street Corridors and Make Context-Specific Changes

Collect traffic counts for all Slow Streets corridors to identify for each the relative use by pedestrians and bicyclists versus motor vehicles. Assess spillover traffic effects on adjacent streets.

Analyze each of the Slow Streets at the corridor level, using the counts of people and cars, priority neighborhood scores, and community feedback. Using the findings, develop context-specific improvements based on the matrix to the right.

Invest in **community engagement and programming along Slow Streets in Priority Neighborhoods,** emphasizing paper or in-person rather than virtual methods.

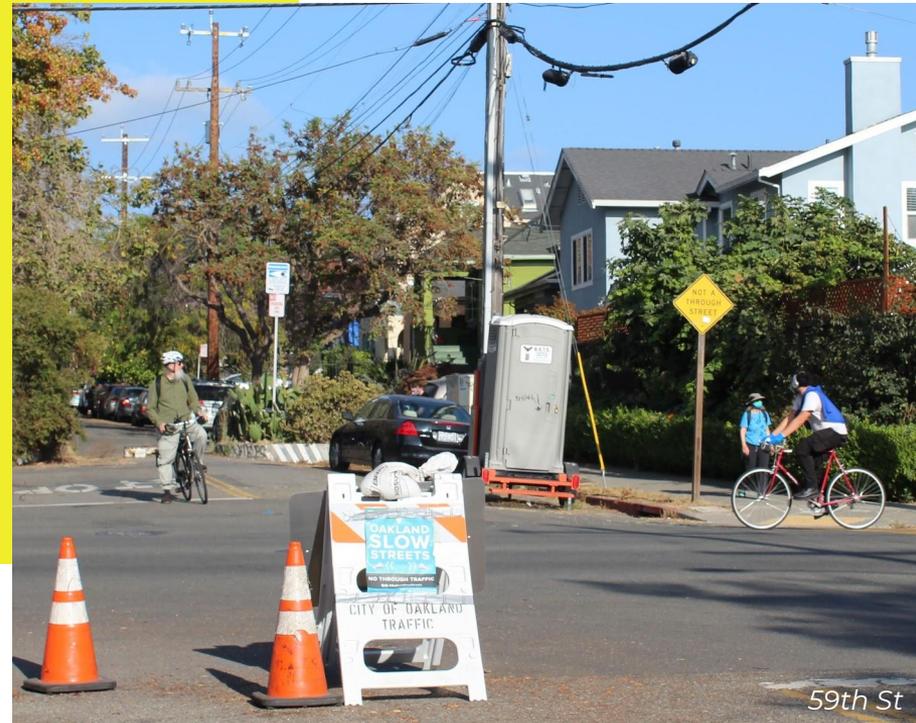


2 Sustain the Slow Streets Program Through the End of the Shelter-In-Place Order

Transition to **more durable materials** at all continuing Slow Streets Corridors and all Slow Streets: Essential Places locations.

Improve community understanding and ownership of Slow Streets by partnering with a local Black artist to develop program materials with **culturally relevant artwork and messaging**.

Engage people with disabilities to better understand and meet their needs during shelter-in-place and in creating safe streets.



3

Channel the Enthusiasm for Slow Streets into Equitable and Sustainable Programs

Pilot a pop-up Slow Streets Program.

- Facilitate a community-led, by-request program.
- Partner with other City departments, public agencies, and local community and civic organizations to implement Pop-up Slow Streets and provide programming in Priority Neighborhoods with a focus on programming for children.
- Commit to approve one application in a high priority neighborhood for every one approved in a low priority neighborhood.

Continue to implement **Essential Places** treatments through Shelter-In-Place, and institutionalize prioritizing Essential Places to address traffic safety and community needs in OakDOT's work

Strengthen OakDOT's neighborhood traffic calming program with lessons learned from the Slow Streets program.

- Evaluate the feasibility of **adding durable Slow Streets diverters to the neighborhood traffic calming program.**



data sources

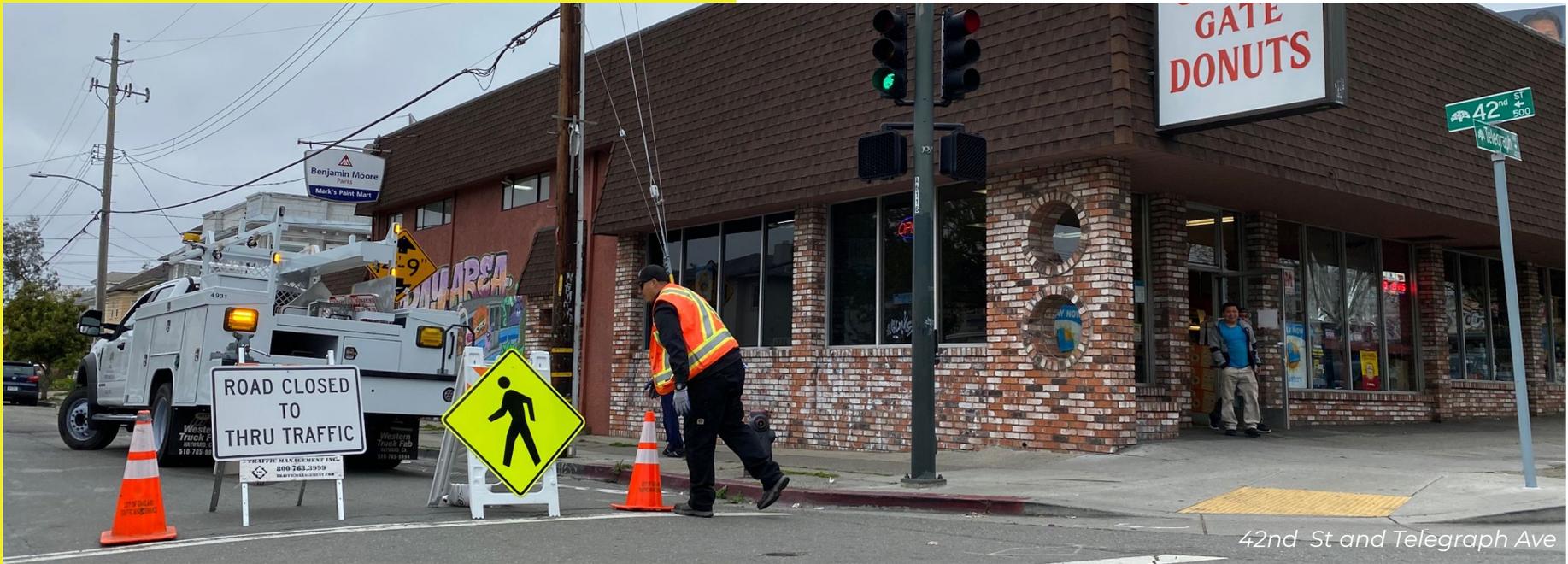
how we know what we know

02



Maintenance Reports, Materials Costs, and Interviews with Maintenance Staff

Maintenance staff filled out reports on their work on Slow Streets program. Those reports, materials costs, and interviews with maintenance staff were analyzed to assess the cost of materials and maintenance of the program.



42nd St and Telegraph Ave

Crash Data, Vehicle Volume Estimates, Manual User Counts and Traffic Volumes, and Intercept Surveys

The Oakland Police Department provided information on all **fatal or severe pedestrian or bicyclist related crashes** on Slow Streets.

Vehicle volume estimates for Slow Street 42nd Street and control street 45th Street were collected.

User counts and traffic volume counts were conducted at six geographically representative Oakland Slow Streets locations on Saturday, June 27th, 2020 over a two hour period.

Intercept surveys were conducted alongside the manual counts at six Oakland Slow Streets locations on Saturday, June 27th, 2020 over a two hour period.



Slow Streets Users Taking the Intercept Survey on Alice St

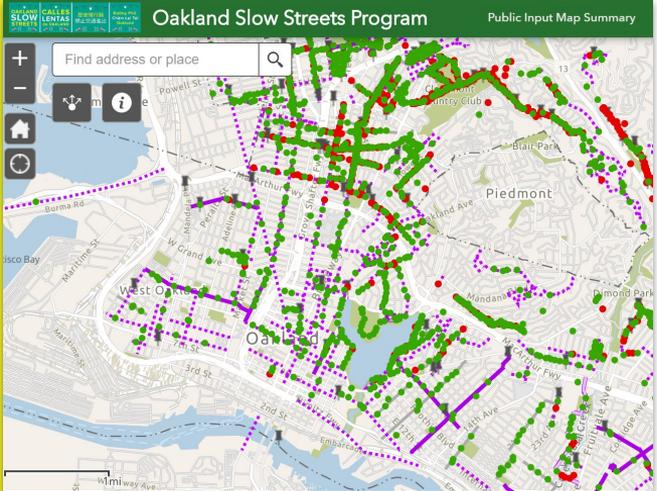
Online Surveys and Online Feedback Map

Four online surveys were conducted. On April 14, 2020, the General Community Feedback Survey was launched. It is available in English, Spanish, Chinese, and Vietnamese. Surveys were released on April 17, May 1, and May 8 each requesting input on the next batch of Slow Streets corridors proposed for implementation. This analysis focuses on the General Community Feedback Survey.

As of June 29, 2020, the City received **939 responses to the General Community Feedback Survey**. In the following analysis, the percent of respondents refers to the percent of respondents out of the total number of respondents who answered that question. All questions were optional so each question received a different number of responses.

To see more results from the General Community Feedback Survey, see the dashboard at <https://tinyurl.com/oaklandslowstreetssurveyresult>.

The City received 2,497 responses through the Feedback Map: 1,529 upvotes, 622 downvotes, 111 comments, and 235 suggestions for new Slow Streets (n=2262). The votes indicated support for or opposition to existing Slow Streets corridors and the suggestions made by other respondents.



Twitter and Oakland 311 / SeeClickFix

Tropical Depression Maggie @maggielaush · Apr 26
 The people are returning to the streets. Nature is healing. Cars are the virus. [#oaklandslowstreets](#)



1

Benjamin Grant @bgranturbanist · Apr 20
 That's what I'm talking about - Dover street. We have normalized the fear of letting children out into a world made for cars. In a crisis, the impossible becomes possible. [#OaklandSlowStreets](#)



15 48

From April 9 to June 8, 2020, **630 tweets were found using the Oakland Slow Streets hashtag or phrase**: 543 were from the general public and 87 were from governmental sources.

Tweets from the public came from **279 individuals or organizations.**

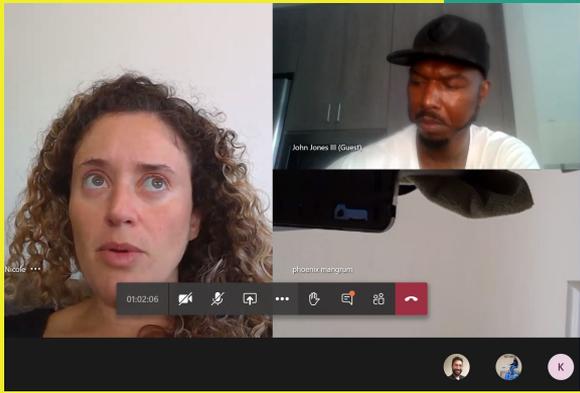
280 maintenance request related to Slow Streets were submitted through Oakland 311/SeeClickFix. 311/SeeClickFix is Oakland's portal for residents to report maintenance and infrastructure issues.

Meetings with Community Partners & Oakland's Emergency Operations Center

Staff **met weekly with the Emergency Operations Center** which included representatives from the Police, Fire, and Public Works Departments.

As of June 20th, the Slow Streets team had facilitated:

- **10 weekly meetings with East Oakland Community Based Organizations:** East Oakland Collective, Just Cities, Cycles of Change, and Outdoor Afro.
- **9 weekly meetings with Chinatown Community Based Organizations:** Asian Health Services, Chinatown Chamber of Commerce, Lincoln Recreation Center, EBALDC, and Chinatown Coalition.
- **14 weekly meetings with citywide transportation advocate organizations:** Walk Oakland Bike Oakland, TransForm, Bike East Bay, and Transport Oakland.



The Slow Streets team has been in **direct contact with about 40 community leaders** in Priority Neighborhoods and transportation advocates. They receive regular information and learn about opportunities for public engagement on the future of Slow Streets. Staff collaborated with community leaders in Priority Neighborhoods so they could provide insights on the program since there was less feedback coming from those neighborhoods and act as liaisons to their communities.

findings

analysis of observations and feedback

03



Brookdale Ave

1

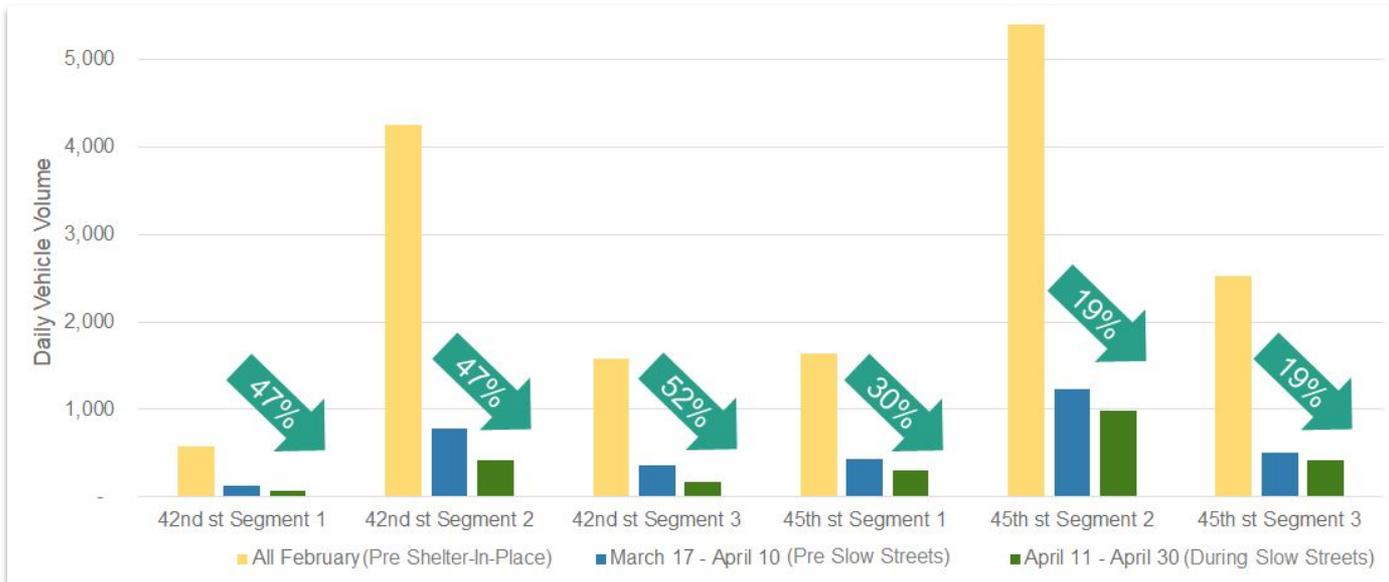
Oakland Slow Streets Lowered Vehicle Volumes Without Impeding Essential Street Functions



1. **Vehicle volumes dropped during Shelter in Place and dropped more so on some Slow Streets.**
2. Through weekly meetings with the Emergency Operations Center, the **Fire, Public Works, and Police Departments** communicated that they found **no issues to delivering their services on Slow Streets.**
3. There were **no fatal or severe pedestrian or bicyclist involved crashes** related to any of the Slow Streets.
4. Complaints were made about **increased vehicular traffic on adjacent streets.**

Limitations: Data on traffic impacts on adjacent streets and all crashes on Slow Streets is not currently available

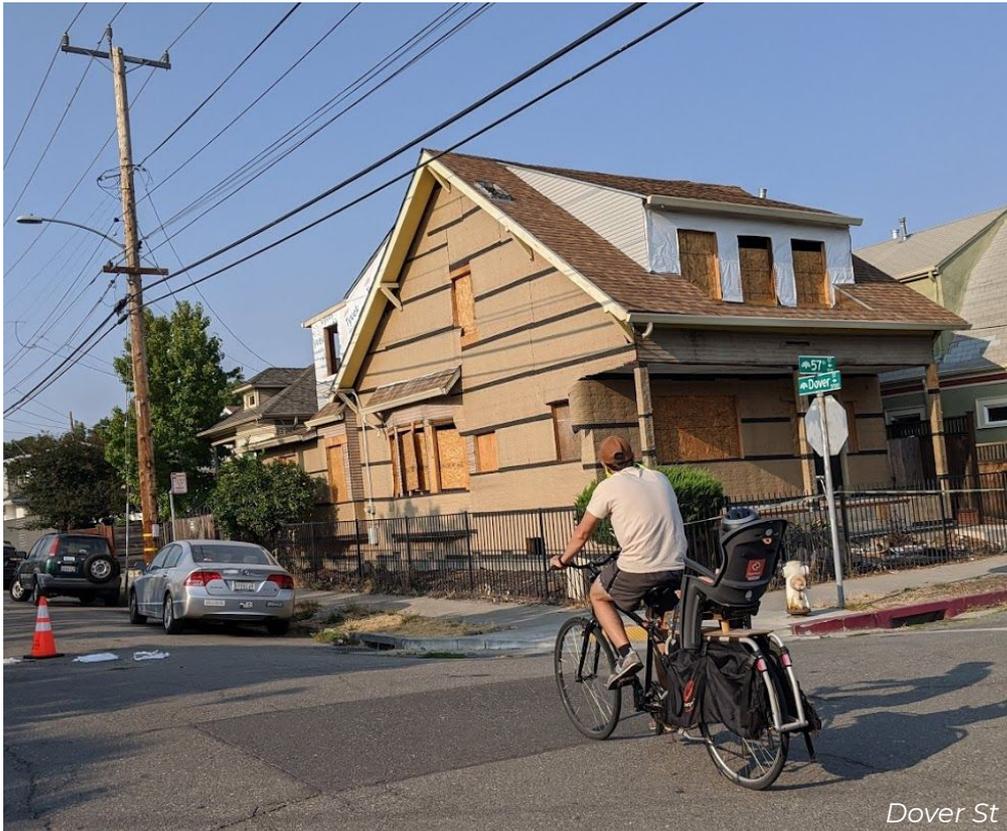
Vehicle Volumes Down on 42nd St, Complaints of More Car Traffic on Adjacent Streets



- **Segment 1:**
Adeline St -
Martin Luther
King Jr. Wy
- **Segment 2:**
Martin Luther
King Jr. Wy -
Telegraph
- **Segment 3:**
Telegraph Ave -
Broadway

Vehicle volumes decreased due to Shelter in Place. **Vehicle volumes decreased more on Slow Street 42nd St than adjacent non-Slow Street 45th St** (Source: Streetlight). However, some respondents reported negative traffic impacts on adjacent streets on the General Programmatic Feedback Form.

No Fatal or Severe Injuries, No Issues Delivering Essential City Street Services



There were **no fatal or severe pedestrian or bicyclist related crashes on any Oakland Slow Streets** as of 8/4/2020. However, there was one fatal pedestrian involved crash on 35th Avenue at Brookdale Avenue, an existing High Injury Corridor currently under construction, the day after Brookdale Avenue was established as a Slow Street. Based on the police report, the crash seems to be unrelated to the installation of the Slow Street.

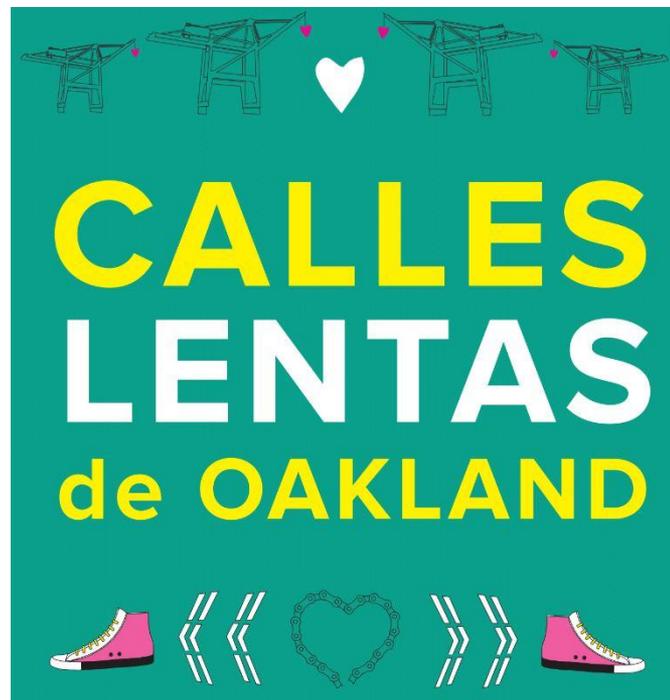
Source: Oakland Police Department

Staff participated in weekly meetings with Emergency Operations Center where the **Police, Fire, and Public Works Departments** all signed off on Slow Streets implementation. They **found no issues related to Slow Streets with emergency responses, waste collection, and street sweeping.**

2

Public Reception for Oakland Slow Streets Largely Positive

1. Most responses to the **Online General Programmatic Feedback Survey showed support** for Oakland Slow Streets (n=797).
2. Most people surveyed during the **in-person intercept surveys responded favorably** to the program.
3. **Over half of Twitter posts were positive** (n=472).
4. There were an exceptionally **high number of positive 311 service requests** (n=280).
5. The three most **common themes** of free form response to the General Programmatic Feedback Survey were **general program support (18%), suggesting a street for the Slow Streets program (13%), and support for a continued or permanent program (12%)** (n=177).
6. The **most common 311 theme** (24% of requests) was **expanding the program** (n=280).
7. Oakland's Slow Streets program received **local, nationwide, and global media coverage.**



Most General Programmatic Survey and Intercept Survey Responses Supportive

77% of Online General Programmatic Survey respondents responded “Yes” to the question, “Are you in support of the Oakland Slow Streets Program” (n=936).

From the Online General Programmatic Survey, the top three themes from the question, “Any other comments not addressed in the questions above?” were: **positive program feedback (18%), suggesting a street for the Slow Streets program (13%), and support for a continued or permanent program (12%)** (n=249).

Findings from the Intercept Surveys showed that the average comfort rating for Slow Streets was 4.1 out of 5 and **95% of survey respondents said they would continue to use Slow Streets after Shelter in Place restrictions ease.**



Twitter Posts Largely Positive

Over half of public tweets were explicitly positive with only 5 percent explicitly negative. Of note, a certain proportion of the neutral responses, the second highest category, are potentially positive as they relate to pictures or videos of using the slow streets that were considered a positive experience by the tweet authors.

Support	Number of tweets	percent (%)
Positive	248	52.5
Neutral	180	38.1
Negative	24	5.1
Questioning/Inquisitive	20	4.2
TOTAL	472	100.0

Julie Kim @onejuliekim · Apr 12

First real exercise in a month did wonders for the body and mind, thank you [#OaklandSlowStreets](#) 🚶🚲🚸



1 3 15

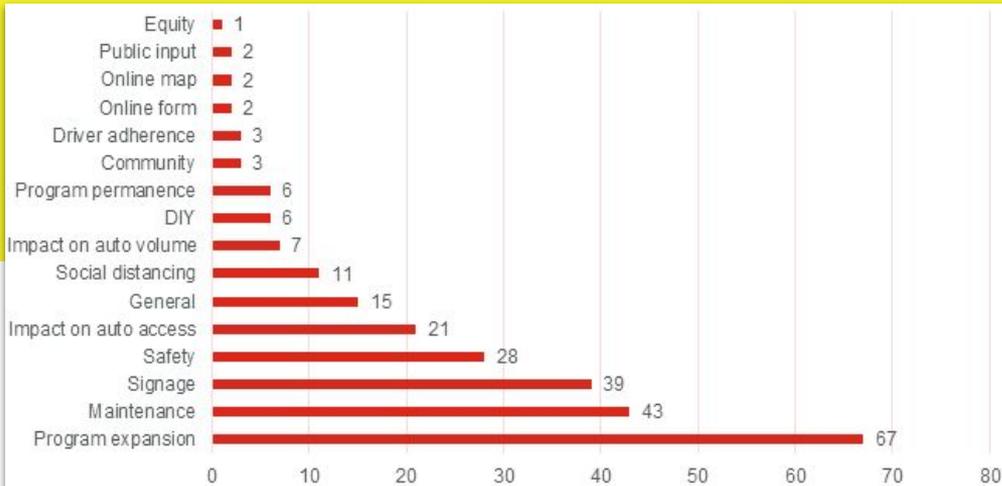
Joshua Davis @byJoshuaDavis · Apr 18

Accidentally biked through some [#OaklandSlowStreets](#) while heading to the Bay Bridge. There was plenty of space for local & 911 traffic. The people hanging out in the streets seemed to reflect the neighborhood from when I've done canvassing. Oh, and I felt totally safe on my bike.

1 9 118

311 Service Requests Positive and for Program Expansion

Of all of the 311 Service Requests related to Slow Streets, **the most commonly coded topic was about expanding the program (24%)** (n=256).



Comments and Topic Areas (n=256)

311 service requests were found to be about equal percentages positive and negative in tone at, 38% each (n=256). Note that because this platform is made for maintenance requests, maintenance requests make up a high percentage of requests.

Support	Number of comments	percent (%) *
Positive	97	38
Neutral	61	24
Negative	98	38
TOTAL	256	100

Support for Slow Streets (n=256) *Percentage is based on number of comments excluding non-Slow Streets and information quest comments.

Oakland Slow Streets Received Local, Nationwide, and Global Press



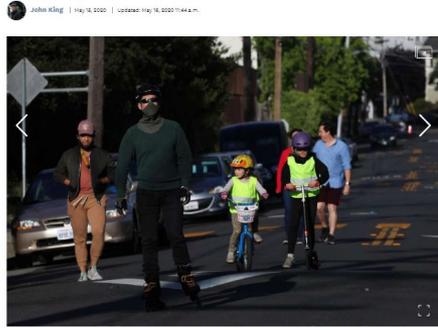
Slow streets are the path to a better city

OPINION

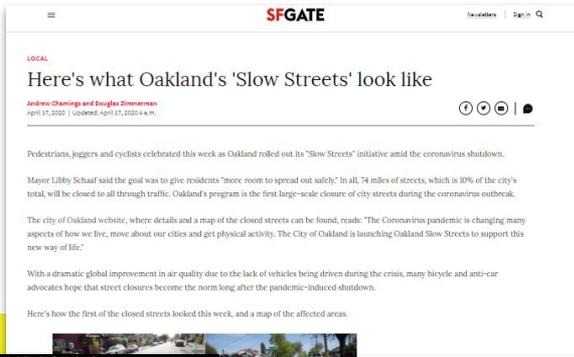


neighborhood. Everyone should opportunity.

Oakland and SF's 'slow streets' aren't going away — that's a good thing



People exercise on 42nd St., between Shafter and Webster, in Oakland, Calif., on Tuesday, May 19, 2020. Oakland has closed a number of streets to through traffic, the idea being that this will provide options for outdoor space to people with plenty of room for social distance and less need to be worried about cars honking their horns.



Here's what Oakland's 'Slow Streets' look like

Pedestrians, joggers and cyclists celebrated this week as Oakland rolled out its "Slow Streets" initiative amid the coronavirus shutdown. Mayor Libby Schaaf said the goal was to give residents "more room to spread out safely." In all, 74 miles of streets, which is 10% of the city's total, will be closed to all through traffic. Oakland's program is the first large-scale closure of city streets during the coronavirus outbreak.

The city of Oakland website, where details and a map of the closed streets can be found, reads: "The Coronavirus pandemic is changing many aspects of how we live, move about our cities and get physical activity. The City of Oakland is launching Oakland Slow Streets to support this new way of life."

With a dramatic global improvement in air quality due to the lack of vehicles being driven during the crisis, many bicycle and anti-car advocates hope that street closures become the norm long after the pandemic-induced shutdown.

Here's how the first of the closed streets looked this week, and a map of the affected areas.



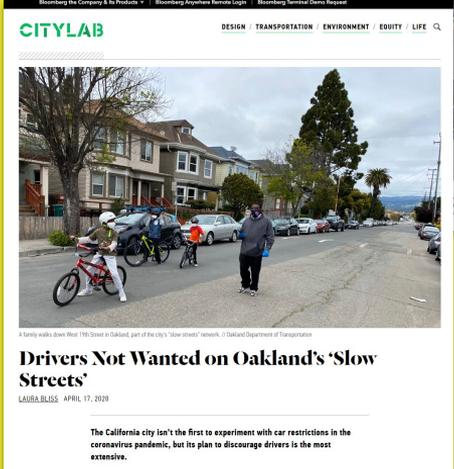
EAST BAY TIMES

Oakland: City shares latest 'Slow Street' closures

Staffers seek broader demographic input for new round next weekend



It was closed to traffic, in Oakland, Calif., Saturday April 11, 2020. Amid all the 74 miles (11.4 kilometers) of streets to vehicles to create more space for people to get exercise — Oakland Slow Streets — will banish traffic in many places starting Saturday.



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A family walks down New 19th Street in Oakland, part of the city's "slow streets" network. © Oakland Department of Transportation

Drivers Not Wanted on Oakland's 'Slow Streets'

LAURA BLISS / APRIL 17, 2020

The California city isn't the first to experiment with car restrictions in the coronavirus pandemic, but its plan to discourage drivers is the most extensive.



STREETSBLOG SF

Pedestrian Safety / Bicycling / Muni / Parking / Peninsula / California

Oakland Paves Way for Open Streets Everywhere

The need to create space for exercise while safely social distancing has never been greater. More Bay Area cities are following Oakland's lead.

By Roger Rudick / Apr 20, 2020 / 7 COMMENTS



Brookdale's "slow street" markings got a little extra pizzazz. Photo: Dave Campbell's via twitter

3 Support for and Use of Oakland Slow Streets Varies by Demographic and Geographic Group

1. Manual counts at six geographically representative locations showed **locations had varying levels of vehicular traffic versus bicyclist and pedestrian use.**
2. The online General Community Feedback Survey showed respondents living in North Oakland, White respondents, respondents without disabilities and respondents with higher incomes are more likely to **support** the Oakland Slow Streets program than respondents in West or Deep East Oakland, respondents of color, respondents with disabilities and respondents with low incomes.
3. The online General Community Feedback Survey showed White and Asian respondents, respondents with higher incomes, and respondents in North Oakland, are more likely to **use** the Oakland Slow Streets program than Black/African-American or Hispanic respondents, respondents with lower incomes, or respondents in West or East Oakland.
4. Our **East Oakland Community Partners had concerns** about the lack of community engagement to design the program and explained why it wasn't as successful in East Oakland.
5. Many survey respondents said they wished the City was focused on **more pressing COVID-19 related concerns.**



Shafter Ave

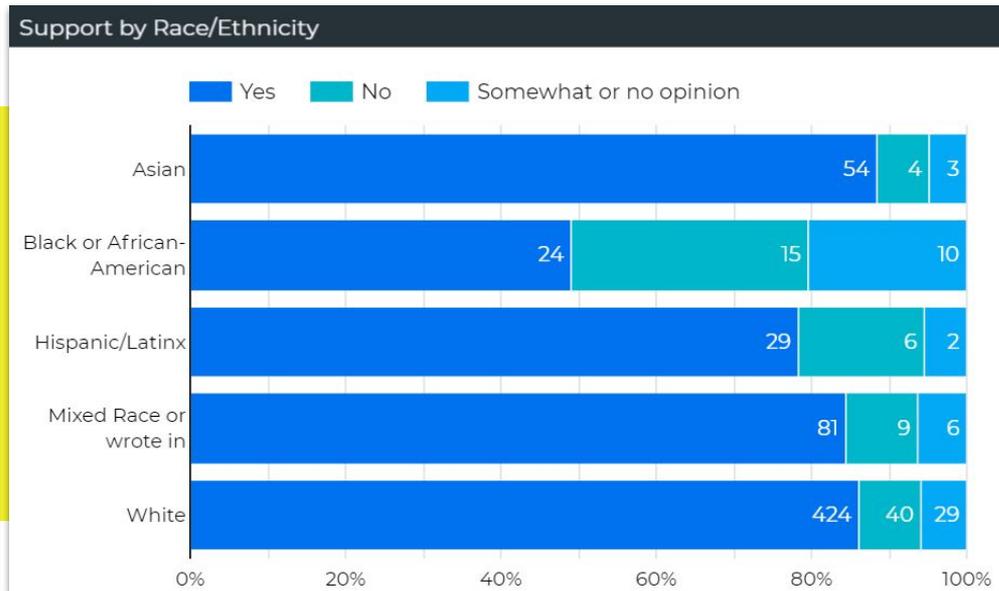
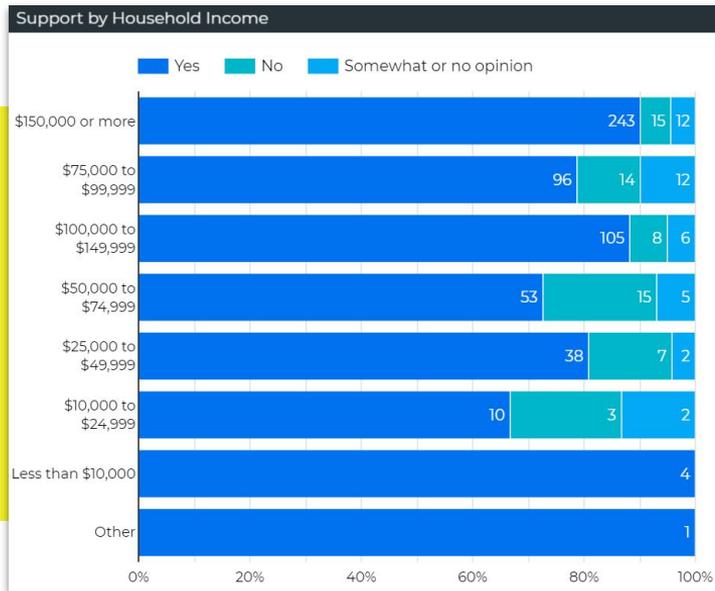
Volumes Vary by Location

	# of Pedestrians or Bicyclist on Street	# of Vehicles	% Walkers or Rollers / All Modes on Street
Shafter Avenue between 51st Street and Cavour Street	197	45	81%
E. 16th Street between 28th Avenue and 29th Avenue	8	323	2%
16th Street between Adeline Street and Chestnut Street	10	87	10%
Arthur Street between 73rd Avenue and 78th Avenue	11	304	3%
Plymouth Street between 89th Avenue and 90th Avenue	11	151	7%
Alice Street between 11th Street and 12th Street	13	37	26%

The percentage of people walking, biking, or using another non-motorized mode of travel (roller skates, skateboards) versus those driving varied by location. During the two hour count period, **81% of those counted on Shafter Ave in North Oakland were using a non-motorized mode. In West and Deep East Oakland (16th St, Arthur St, and Plymouth St), less than 10% of total roadway users counted were using a non-motorized mode.**

The number of vehicles during two-hour manual counts varied by location. **The highest number of vehicles was 323 (E 16th St)**, followed by 304 (Arthur St), and 151 (Plymouth St).

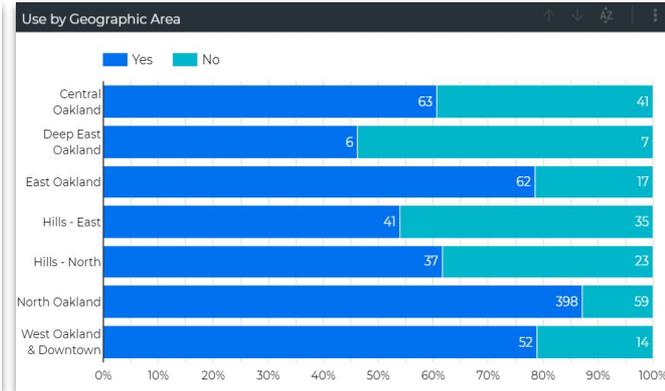
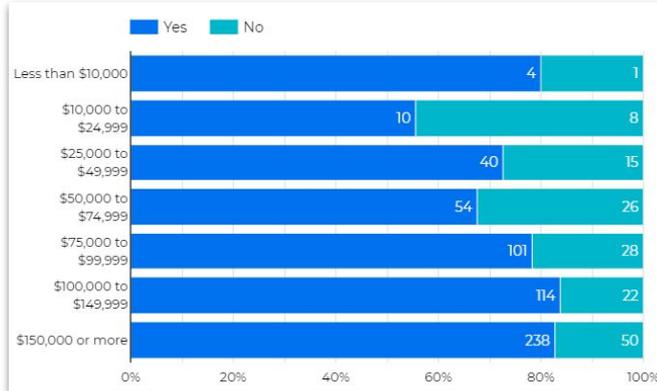
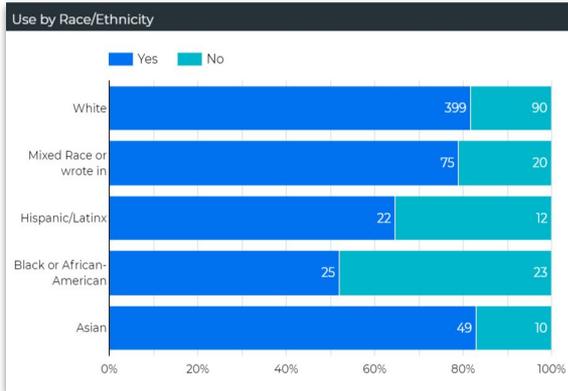
Support for Slow Streets Varies by Race/Ethnicity, Geographic Area and Household Income



Support for the program was highest from West Oakland/Downtown and North Oakland respondents (n=790). **The percentage of survey respondents who support Oakland Slow Streets varied depending on household income bracket, tending toward less support for lower income brackets** (n=655).

Of all racial/ethnic groups, the percentage of survey respondents who use Oakland Slow Streets was **lowest for survey respondents who identified as Black or African-American (49%)** (n=744).

Use of Slow Streets Varies by Race/Ethnicity, Geographic Area and Household Income



While 75% of survey respondents responded “Yes” to the question, “Do you use Oakland Slow Streets for walking, wheelchair rolling, jogging, and/or biking?” (n=922), the percentage of survey respondents was **lower for survey respondents who identified as Hispanic/Latinx (65%) and Black or African-American (52%)** (n=739).

For most household income groups, **higher household income of survey respondents corresponds to higher percentages of use of Oakland Slow Streets** (n=721). 84% of survey respondents whose household income is \$100,000 to \$149,999 marked that they use Slow Streets compared to 56% of survey respondents whose household income is \$10,000 to \$24,999 (n=721).

General Programmatic Survey respondents from **North Oakland and West Oakland & Downtown were more likely to use Slow Streets** at 87% and 79% respectively than Deep East Oakland or Hills- East respondents at 46% and 54% respectively.

East Oakland Community Shared Concerns and Opportunities For Slow Streets

East Oakland Community Partners had concerns about the program in East Oakland including that the A-frame barricades used for “Soft Closures” along Slow Streets corridors may not be strong enough or decipherable from construction materials to discourage dangerous driving behavior. In turn, resident distrust in traffic calming measures is discouraging outdoor activities along the Slow Streets.

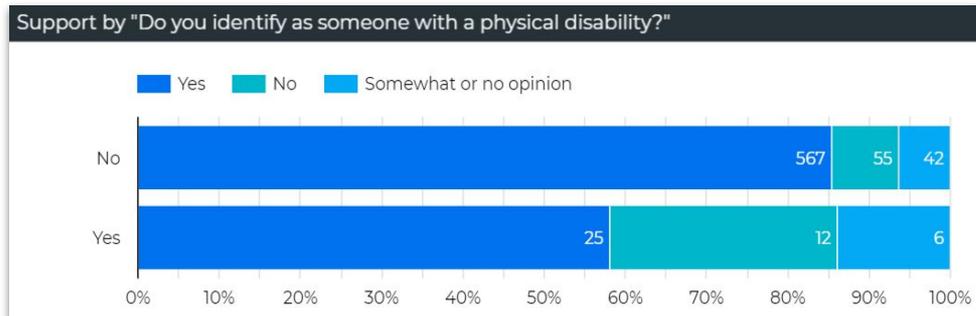
East Oakland Partners and many survey respondents said they wished the City was focused on **more pressing COVID-19 related concerns.**

East Oakland Partners **suggested opportunities for Slow Streets** including programming and art/infrastructure improvements.

East Oakland residents who may also be essential workers during Shelter in Place expressed that they **may not have time during the week for recreational activities.** Alternatively, they suggest full street closures at select times for community activities may be more suitable (e.g. farmers markets, youth recreation programs, opportunities for small outdoor gatherings, etc.). **Residents may not have resources – whether time or finances – to implement neighborhood programs along Slow Streets.** Additionally, the Slow Streets program description is not explicit in its encouragement of alternative activities and programming along Slow Streets.



Program Support Lower from People With Disabilities



Support for the program was 27% lower (58% supportive) for survey respondents who identified as having a physical disability than those who did not (85% supportive) (n=715).



Survey respondents with physical disabilities shared concerns about safety, increased traffic on adjacent streets, a lack of physical distancing on Slow Streets, restricted access to businesses, lack of communication of the program, confusion of right of way between modes.

Some survey respondents with physical disabilities felt safer with additional space for physically distant activity.

42nd St

4 Oakland Slow Streets Communications Not Reaching All Oaklanders



1. Respondents to the Online General Programmatic Feedback Survey and East Oakland partners shared concerns about the **lack of community engagement** done before the program was rolled out.
2. Most inputs to the **Online Feedback Map were in North Oakland** and from North Oaklanders.
3. Most intercept survey respondents on Plymouth Street in a Priority Neighborhood in East Oakland were **unaware of the program** when asked about it.
4. Online General Programmatic Feedback **Survey respondents were more likely to be White, higher income, and located in North Oakland than the general Oakland population.**

Most Feedback Map Inputs from North Oakland, Lack of Community Engagement, Awareness of Program Varies



During the Intercept Survey on Plymouth St in Deep East Oakland, a Priority Neighborhood, the City found that **most respondents were unaware of the program.**

On the feedback map, **the North Oakland area received over 45 times more responses than the Deep East Oakland area (n=2497).**

76% (1,724) of responses to the feedback map were directed at locations in North Oakland, Hills – North, and Central Oakland (n=2497).

24% (538) of responses to the feedback map were directed at locations in West Oakland & Downtown, East Oakland, Deep East Oakland, and Hills – East (n=2497).

Survey repondants and community partners were concerned about the **lack of community engagement before the program was rolled out.**

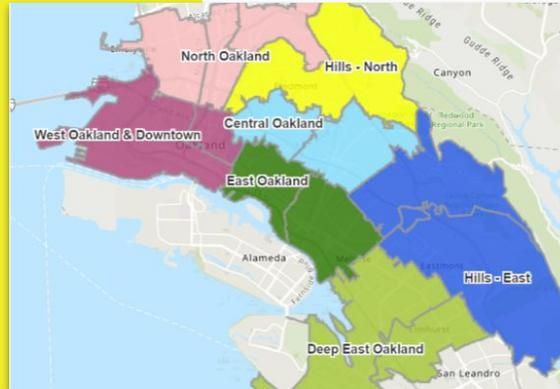
Survey Respondents Not Representative by Race, Income, or Geography

66% of respondents identified as White alone compared to 36% of Oakland's population. **7% of respondents identified as Black or African American** alone compared to 36% of Oakland's population (n=885).

40% of respondents marked their household income as \$150,000 or higher compared to approximately 20% of Oakland's population. Conversely, **11% of respondents marked their household income as under \$50,000** compared to 39% of Oakland's population (n=772).

43% of respondents came from the three North Oakland Zip Codes (94609, 94608, and 94618) where approximately 16% of the Oakland population resides. 12% of respondents reside in East Oakland (East Oakland and Deep East Oakland) where approximately 47% of the Oakland population resides and **1% of respondents reside in Deep East Oakland where approximately 24% of the Oakland population resides** (n=733).

Geographic Area ^	# of Respondents
Central Oakland	101
Deep East Oakland	10
East Oakland	78
Hills - East	73
Hills - North	52
North Oakland	398
West Oakland & Downtown	61
Grand total	773



Race/Ethnicity ^	% of Oaklanders	% of Respondents	# of Respondents
American Indian and Alaska Native or Native Hawaiian and Other Pacific Islander	1%	0%	0
Asian	13%	8%	73
Black or African American	20%	7%	62
Hispanic/Latinx	23%	5%	48
Mixed Race/Other or Wrote In	19%	13%	114
White	24%	66%	588
Grand total	100%	100%	885

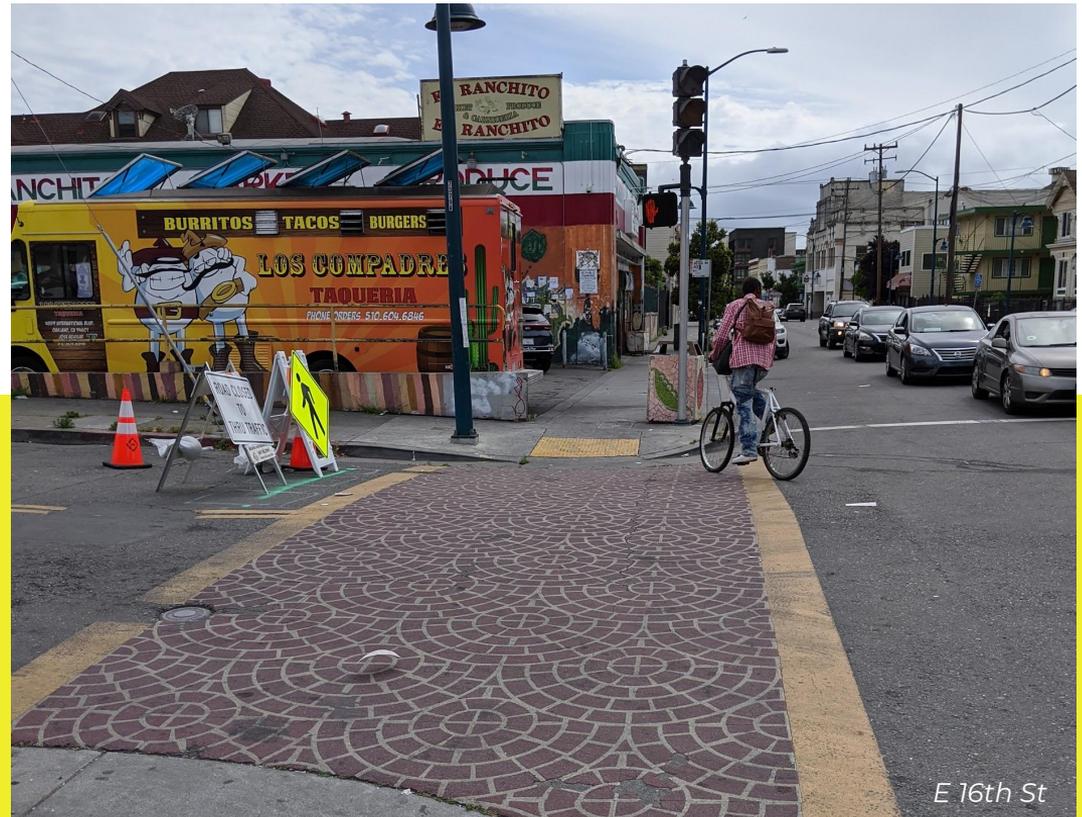
Household Income	% of Oaklanders	% of Respondents	# of Respondents ^
Less than \$10,000	6%	1%	5
\$10,000 to \$24,999	15%	2%	18
\$25,000 to \$49,999	18%	8%	60
\$50,000 to \$74,999	15%	11%	87
\$75,000 to \$99,999	11%	18%	140
\$100,000 to \$149,999	15%	20%	154
\$150,000 or more	20%	40%	308
Grand total	100%	100%	772

Source of citywide comparisons: 2018 5 year ACS.

5

Traffic Calming / Traffic Safety Most Important Transportation Issue for Many Oaklanders

1. Our **East Oakland Community Partners** shared that their top transportation concerns are with **traffic safety on major streets.**
2. Respondents to the Online Programmatic Feedback Survey **requested Slow Streets to address neighborhood traffic safety issues.**



East Oakland Community Partners and Survey Respondents Expressed Traffic Safety as Top Transportation Priority

East Oakland leaders shared that their **top transportation concerns are with traffic safety on major streets.**

"We need slow streets on 24th street between adeline and market street. Or even mandela to market on 24th. People speed, do donuts and dont stop at stop signs (for example people roll throuh the stop at 24h and linden and its not a 4 way stop). As a biker with child i wish i could bike outside my house to reach mandela but 24th is too umsafe with people speeding and stil loitering at chestnut/24th parking and blocking most of the street" -Survey Respondent

Many respondents to the Online Programmatic Feedback Survey **requested Slow Streets to address traffic safety Issues.**



6

Cones and Barricades Are Not Sustainable Materials to Maintain

1. **Over half of barricades and almost 100% of cones have been replaced** as of July 10, 2020.
2. Materials as of 7/10/2020 have cost around **\$150,000** for cones, barricades, signs, and printing.
3. Volunteers replaced Slow Street signage on a weekly basis.
4. Some corridors require much more maintenance than others.



Materials and Replacement Costs



San Pablo Ave and Myrtle St

Materials as of 7/10/2020 have **cost around \$150,000 for cones, barricades, signs, and printing.**

Barricades and signs have been replaced at a rate of approximately 60%. **Over 100% of cones have been replaced.**

Materials replacement as of 7/10/2020 is conservatively estimated at **1/3 of materials costs to date.**

Some Corridors Require More Maintenance than Others

Low Maintenance Needs Some graffiti, signs may be moved	Average Maintenance Needs Some graffiti, less than 5 barricades need replacement, cones moved around	High Maintenance Needs Many barricades moved, more than 5 barricades destroyed, sandbags gone, many cones missing
42nd St	11th Ave	Arthur St / Plymouth St
West St	32nd St	E 16th St
Dover St	16th St	Brookdale Ave
59th St / Howell St / Ayala Ave / Forest St	34th Ave / Davis St / Humboldt Ave	Wayne Ave / Athol Ave / Wayne Pl / E 19th St
Tiffin Rd / Potomac St / Laguna Ave / Carmel St / Coolidge Ave / Morgan Ave / Maple Ave / Wisconsin St / Patterson Ave / Bayo St / Steele St	E 23rd St / 26th Ave / 25th Ave / E 29th St / Sheffield Ave	62nd Ave / Fenham St / 64th Ave
Shafter Ave / 48th St / Webster St	Bellevue Ave / Ellita Ave / Staten Ave	10th St
Colby St		Alice St
		Ney Ave

Traffic Maintenance staff ranked each corridor based on their maintenance needs. They emphasized that **some corridors require little maintenance while others need constant maintenance** while not being used for physical activity and recommended those be removed.

They noted that all the essential places locations had high maintenance needs until the cones were replaced with **delineators which have been much more sustainable.**

Volunteers & Staff Hours Necessary for Upkeep



Volunteers organized by Walk Oakland Bike Oakland (WOBO) were instrumental in designing and producing signage and regularly going out to the Slow Street corridors to pick up the cones and barricades and post or replace signage. **WOBO volunteers spent around 430 hours over 6 volunteer days doing on the ground Slow Street Corridor maintenance.**

The Slow Streets program took a significant amount of time for Oakland Department of Transportation staff. **OakDOT staff spent a total of 3,379 hours on Slow Streets planning and implementation over 23 weeks, averaging about 5 hours per week for all 33 staff.**

04 credits

We couldn't have done it without any of you!



credit: Dave Campbell

Alice St

City of Oakland staff including OakDOT, the Mayor's Office, Oakland Fire Department, Oakland Police Department, Oakland's Department of Parks and Recreation

Local organization members and volunteers from Bike East Bay, Cycles of Change, East Bay Asian Local Development Corporation, East Oakland Collective, Just Cities, Oakland Bicyclist and Pedestrian Advisory Commission, Oakland Chinatown Chamber of Commerce, Outdoor Afro, Reginald "RB" Burnette Jr., TransForm, UC Berkeley's Department of City and Regional Planning, and Walk Oakland Bike Oakland,

Over 1,100 survey respondents,

Metropolitan Transportation Commission staff including Nicola Szibbo, Toshi Shepard-Ohta, Vicente Romero de Avila Serrano, **PlaceWorks staff** including Michael Nilsson, **Toole Design staff** including Kerry Aszklar Jessica Zdeb, and

so many others. Thank you!

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