

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

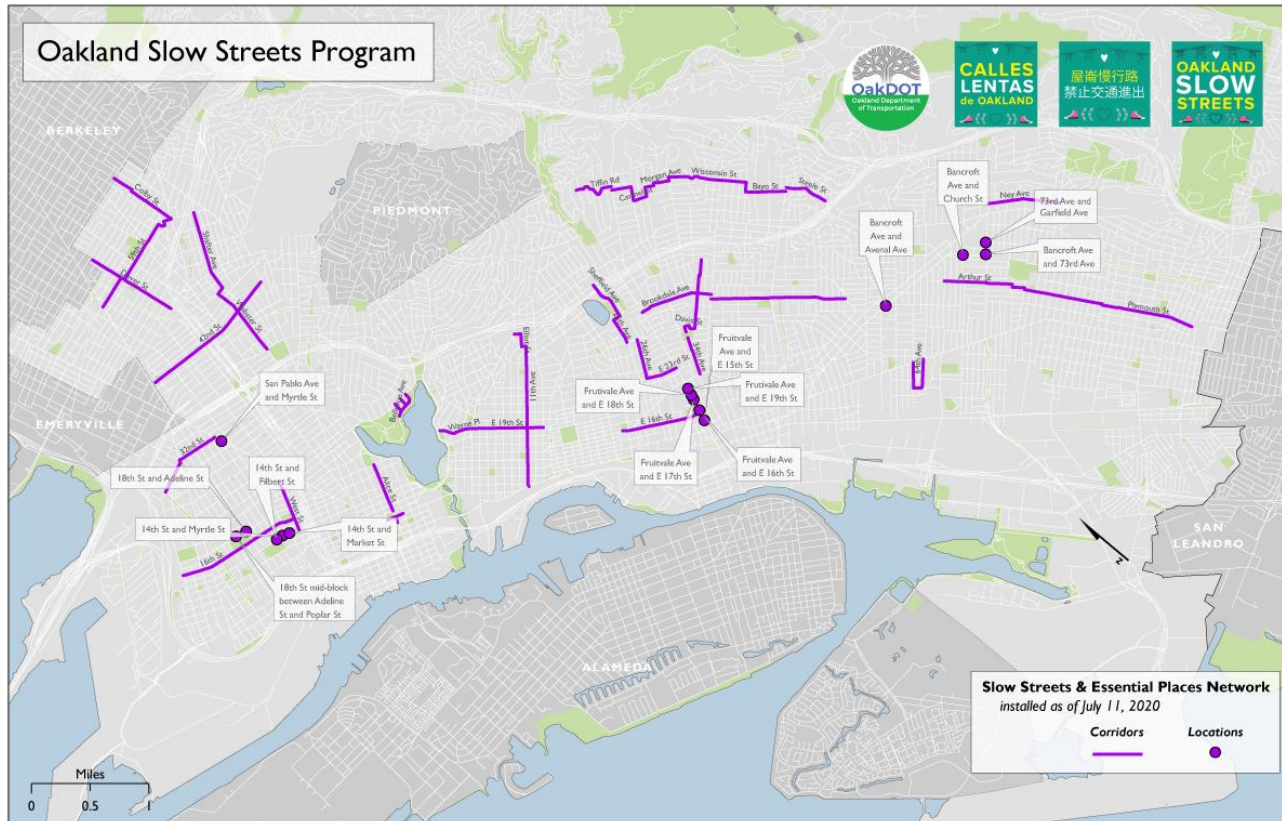
Slow Streets Corridors are **soft street closures to repurpose local streets for more space for physically-distant walking, biking, and other physical activity and alleviate crowding on sidewalks.** The Department of Transportation implemented the Slow Streets program to create space for physical activity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



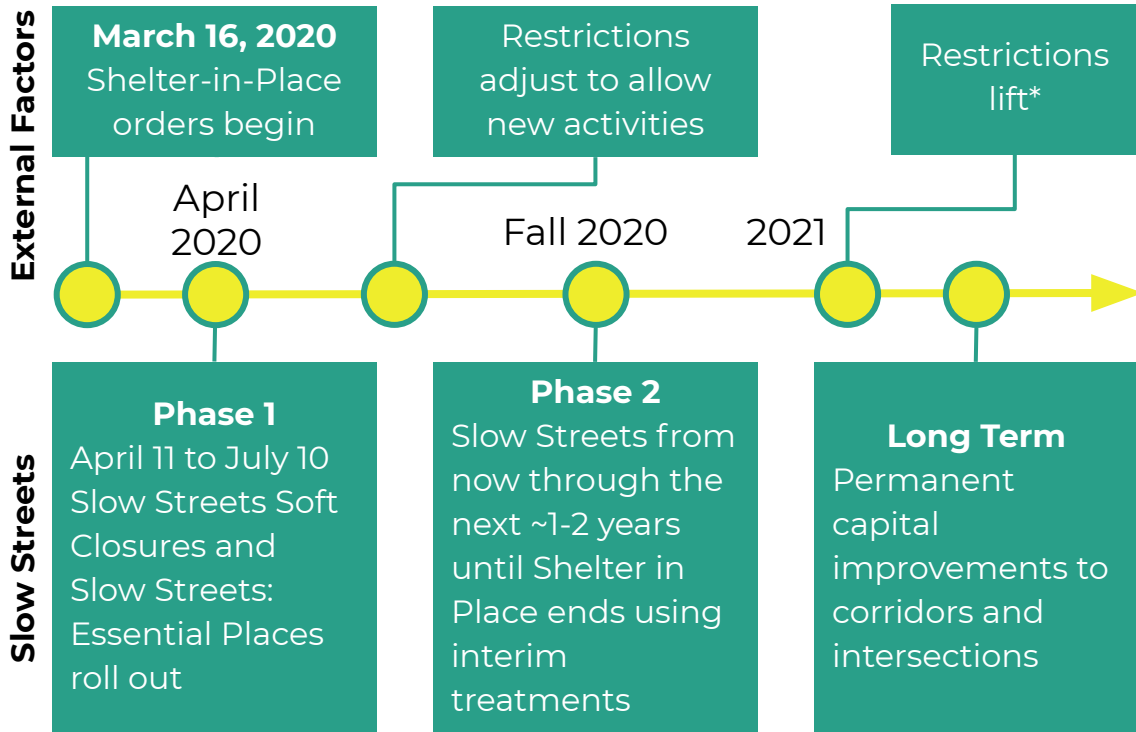
With a few months of Slow Streets in the ground, OakDOT is taking a step back to critically evaluate how the program is and isn't working across the City, with special attention given to the realities of Oakland's inequitable distribution of resources and opportunities, and the disproportionate effects 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



*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

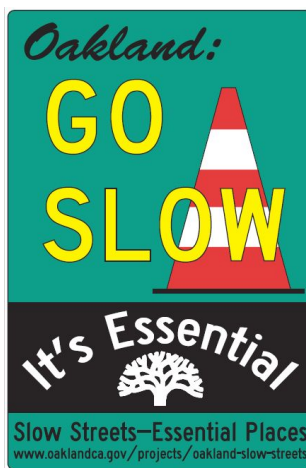
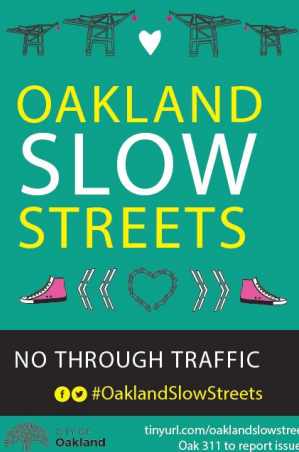
Barricades,
20 Signs for
Essential
Places

128

Push Button
Stickers
Installed

116

Pedestrian
Push Buttons
Deactivated



Slow Street in Action - Streets for People

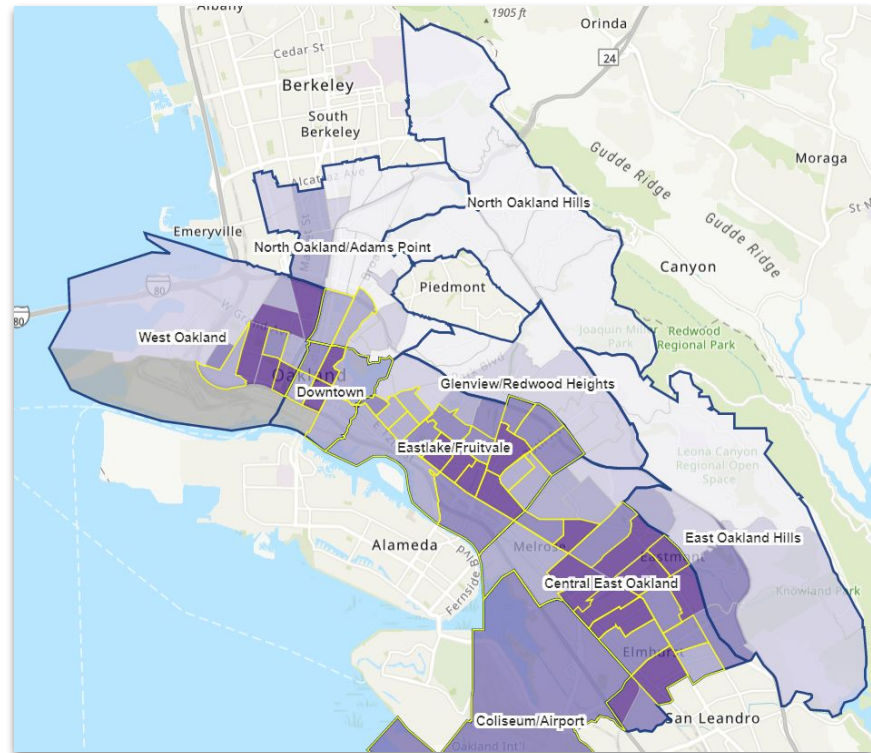


Report Information

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

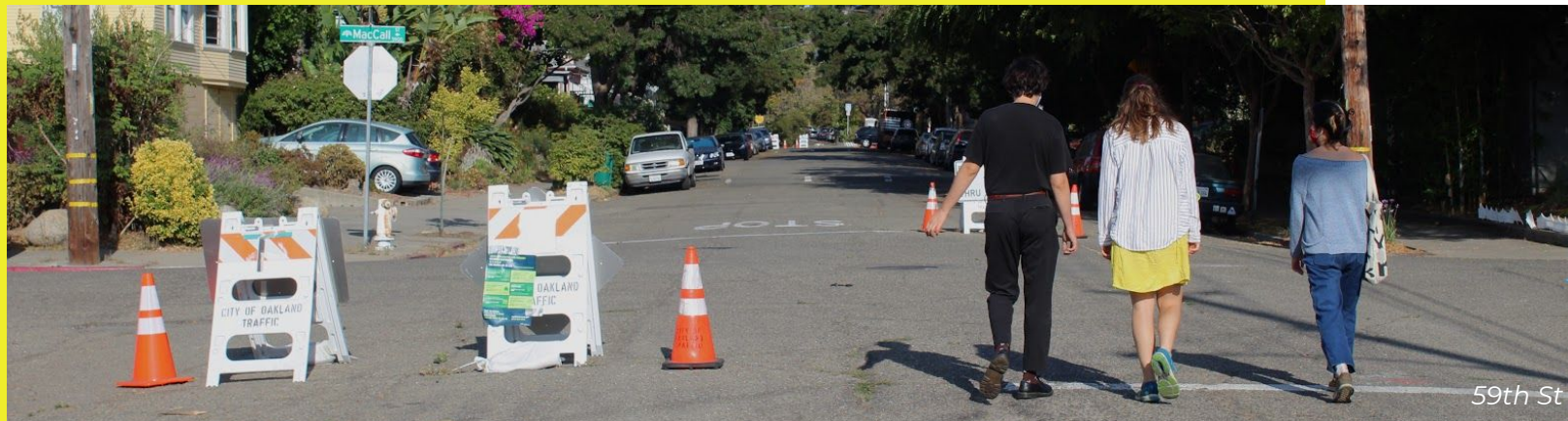
Evaluate existing Slow Street Corridors and **make context-specific changes** depending on feedback from the neighborhood

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**

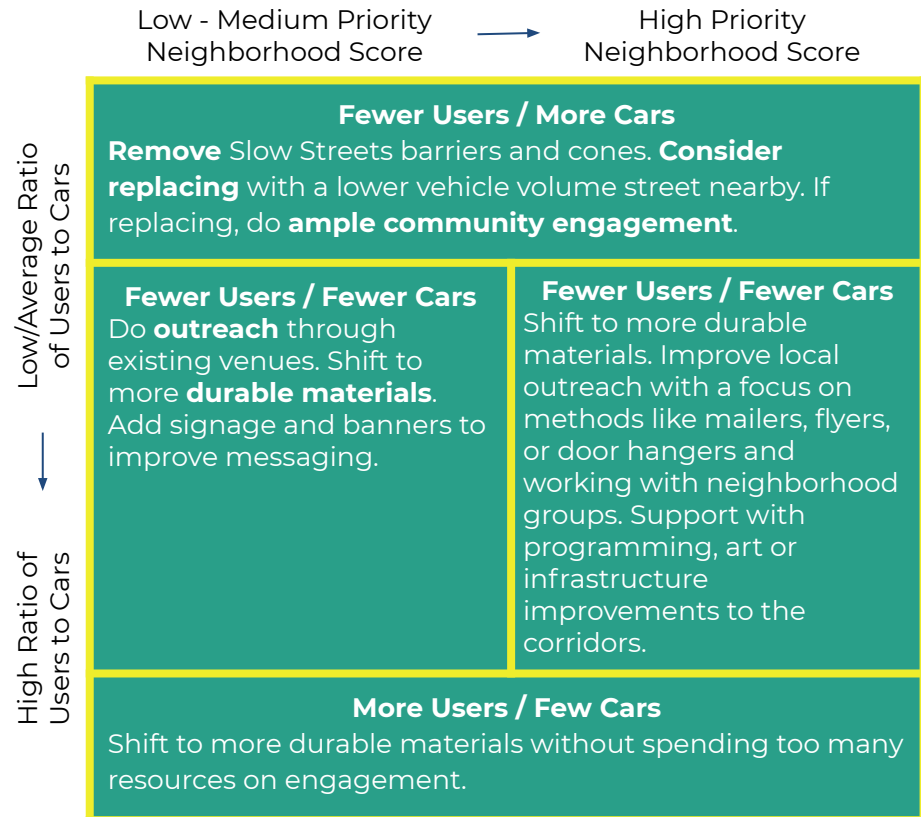


Evaluate Existing Slow Street Corridors and Make Context-Specific Changes

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.



59th St

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.**



42nd St

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

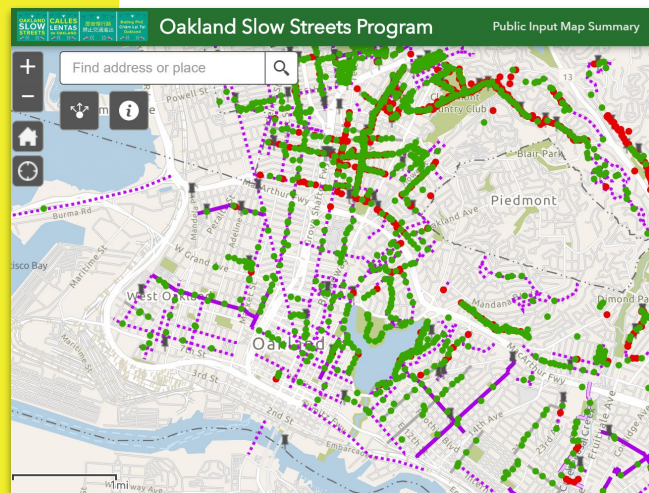
Online Surveys and Online Feedback Map

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.**

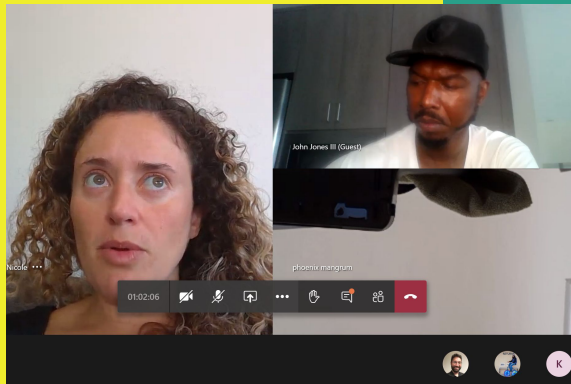
280 maintenance request related to **Slow Streets** were submitted through **Oakland 311/SeeClickFix**. 311/SeeClickFix is Oakland's portal for residents to report maintenance and infrastructure issues.

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

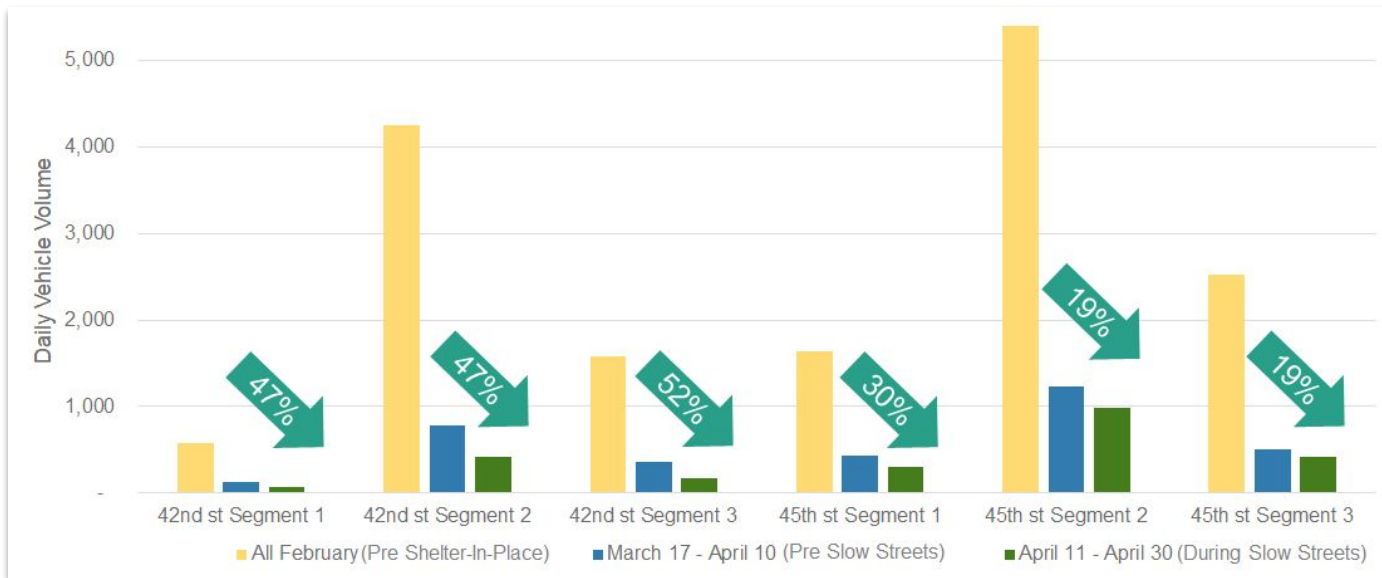
Oakland Slow Streets Lowered Vehicle Volumes Without Impeding Essential Street Functions



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



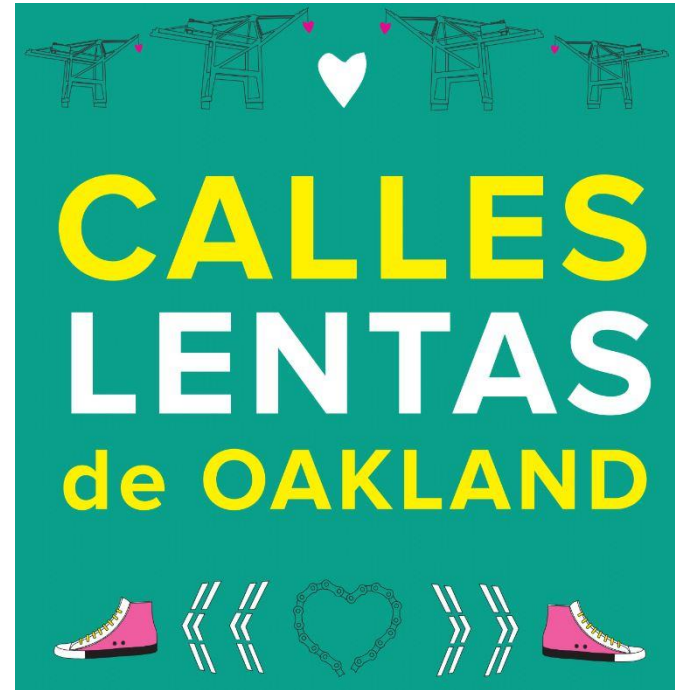
There were **no fatal or severe pedestrian or bicyclist related crashes on any Oakland Slow Streets** as of 8/4/2020. However, there was one fatal pedestrian involved crash on 35th Avenue at Brookdale Avenue, an existing High Injury Corridor currently under construction, the day after Brookdale Avenue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



Shafter Ave

Twitter Posts Largely Positive

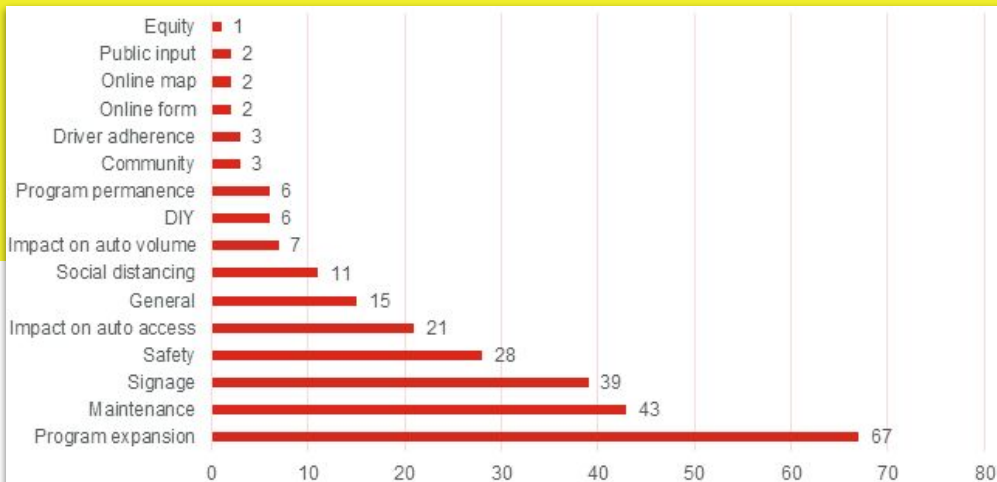
Over half of public tweets were explicitly positive with only 5 percent explicitly negative. Of note, a certain proportion of the neutral responses, the second highest category, are potentially positive as they relate to pictures or videos of using the slow streets that were considered a positive experience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



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).



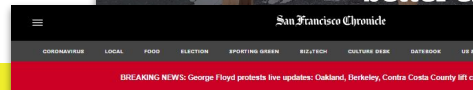
Comments and Topic Areas (n=256)

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.

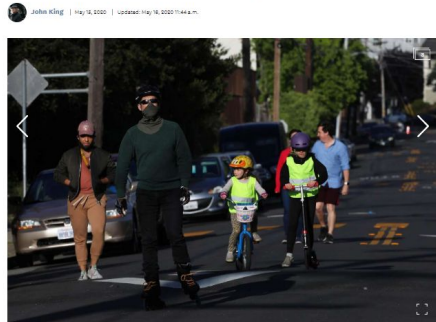
Support	Number of comments	percent (%) *
Positive	97	38
Neutral	61	24
Negative	98	38
TOTAL	256	100

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

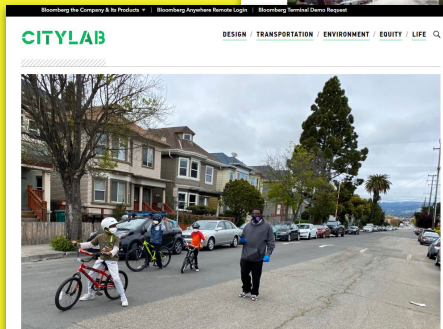
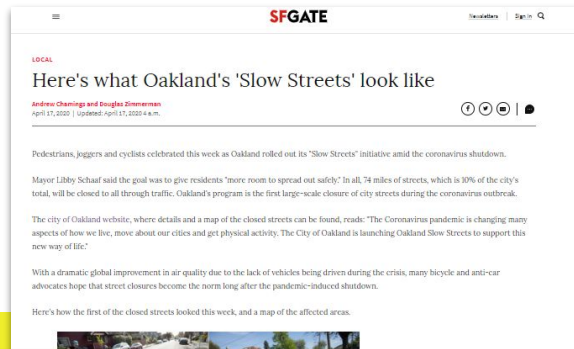


Oakland and SF's 'slow streets' aren't going away — that's a good thing



People exercise on 48th St., between Shafter and Webster, in Oakland, Calif., on Tuesday, May 10, 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.

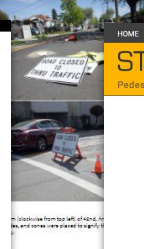
Photo: Nicholas H. James / The Chronicle



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.



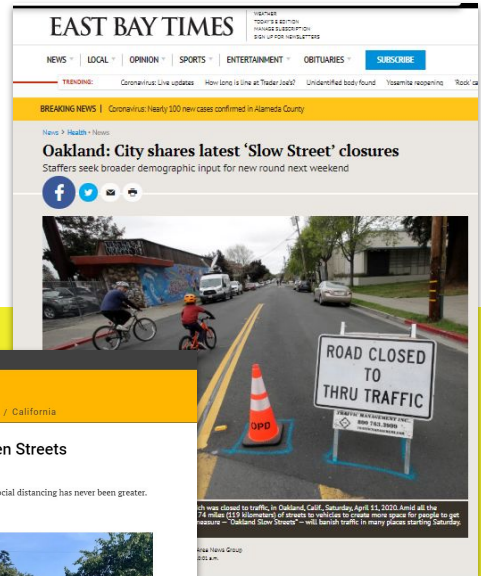
Oakland Paves Way for Open Streets Everywhere

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



Oakland: City shares latest 'Slow Street' closures

Staffers seek broader demographic input for new round next weekend



St. was closed to traffic in Oakland, Calif., Saturday, April 11, 2020. Amid all the 74 miles (119 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.

Kia Harris Group
2020

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

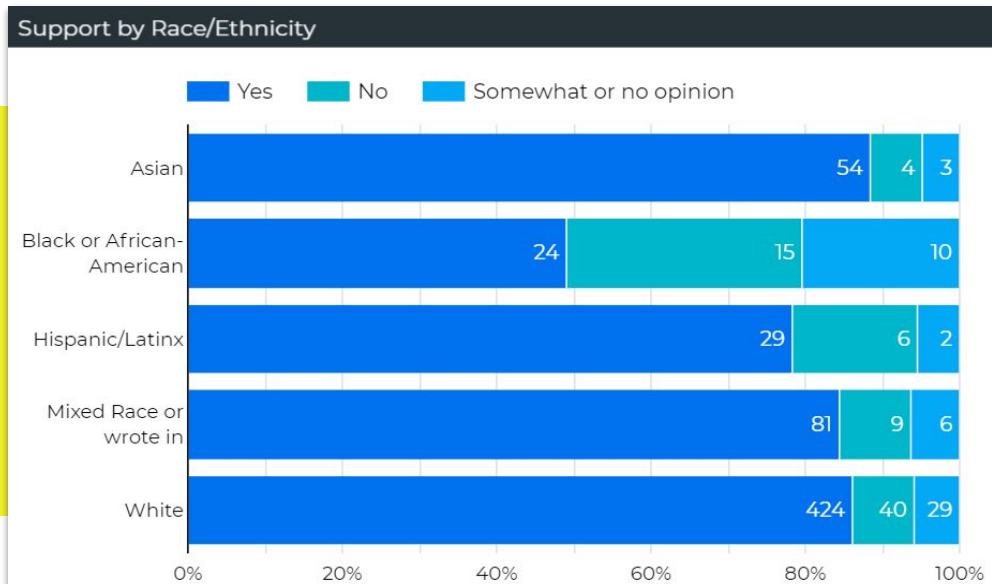
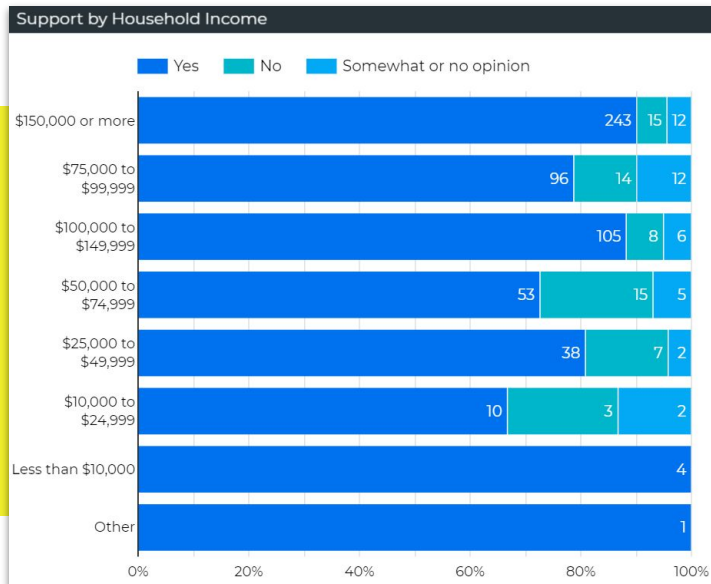
Volumes Vary by Location

	# 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).

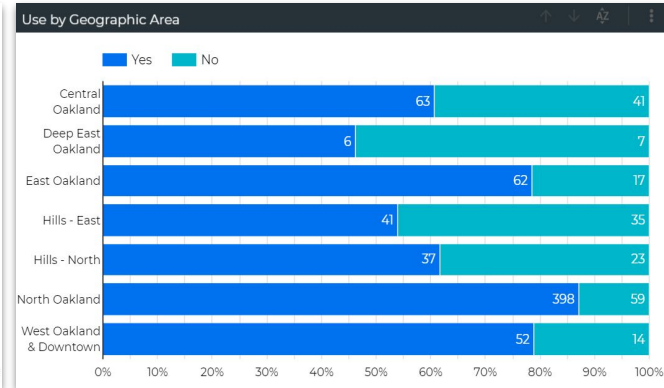
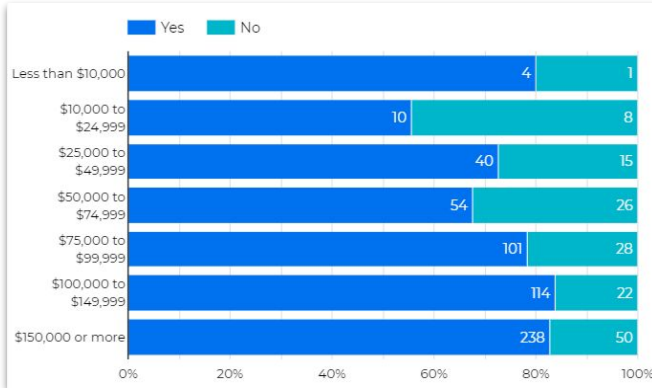
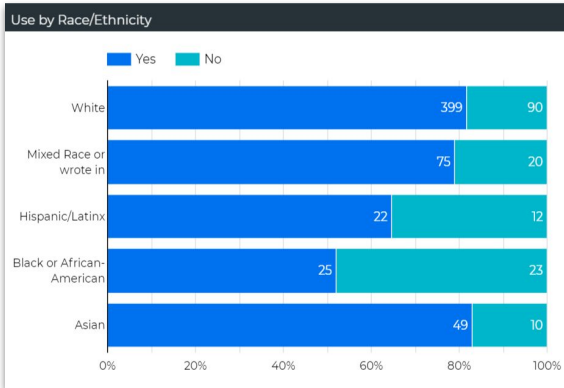
Support for Slow Streets Varies by Race/Ethnicity, Geographic Area and Household Income



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.**

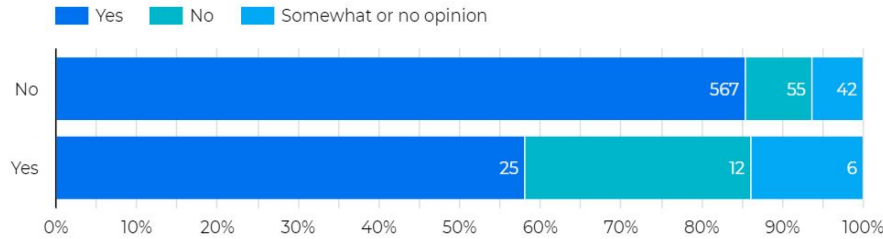
East Oakland Partners **suggested opportunities for Slow Streets** including programming and art/infrastructure improvements.

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.

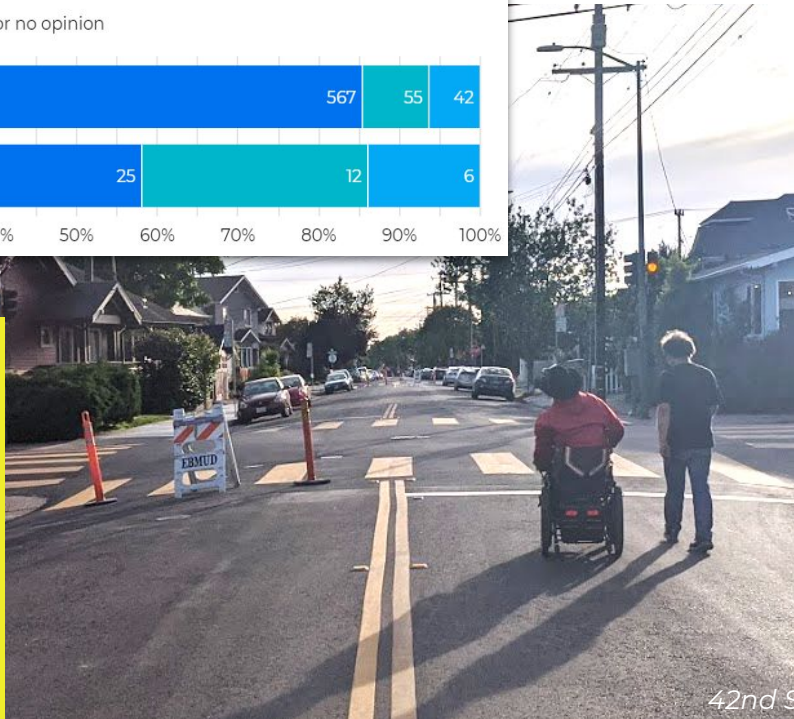


Program Support Lower from People With Disabilities

Support by "Do you identify as someone with a physical disability?"



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.

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



Plymouth St and 90th Ave

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

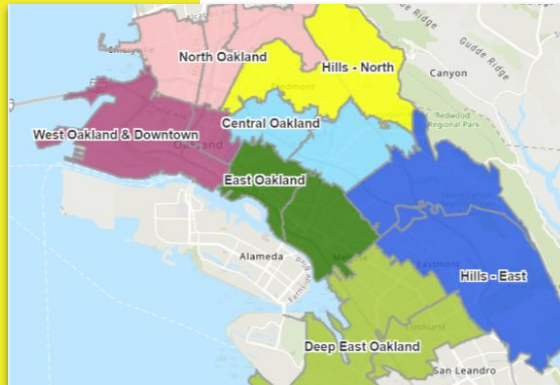
Survey Respondents Not Representative by Race, Income, or Geography

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.**

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

"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



Plymouth St

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

This report was written by OakDOT Transportation Planner Noel Pond-Danchik with contributions from

City of Oakland staff including Jason Patton, Juan Rubio, Megan Wier, Nicole Ferrara, Sam Roberson, Sean Maher, Warren Logan, 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!

appendices

want to dive deeper?

05



1. Slow Streets Programmatic Feedback Survey Results Dashboard
2. Slow Streets Programmatic Feedback Survey Open Ended Results Analysis Memorandum
3. 311 and SeeClickFix Data Coding and Analysis Memorandum
4. Twitter Data Coding and Analysis Memorandum
5. Slow Streets Feedback Map Analysis
6. Manual Counts Results

Oakland Slow Streets General Feedback Survey Results

Total Responses
1,141



Survey at <https://tinyurl.com/oaklandslowstreets>

To learn more about the program, go to

<https://www.oaklandca.gov/projects/oakland-slow-streets>

This dashboard updates automatically as new responses are submitted.

If you have any questions or notice any errors, please contact npond-danchik@oaklandca.gov. Please note survey questions are optional and thus the total number of respondents varies by question.

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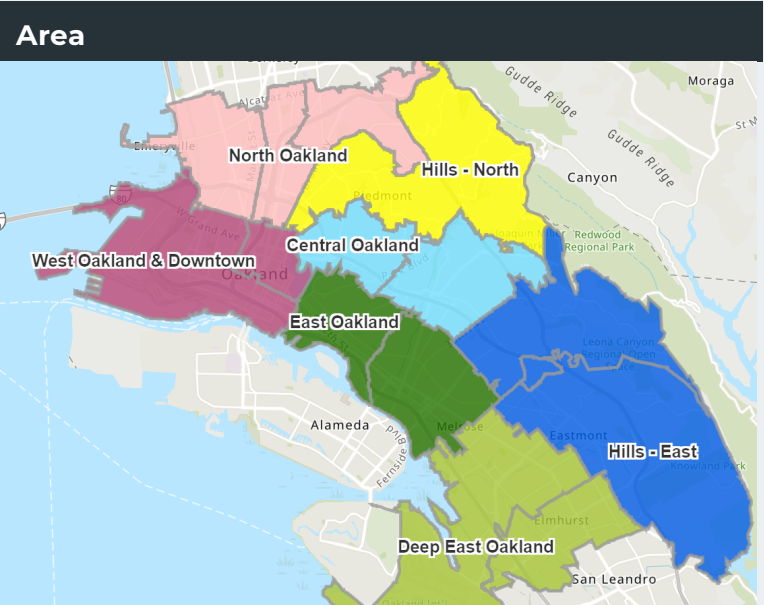
[Program Support](#)

[Program Support by Income, by Gender & by Physical Disability Status](#)

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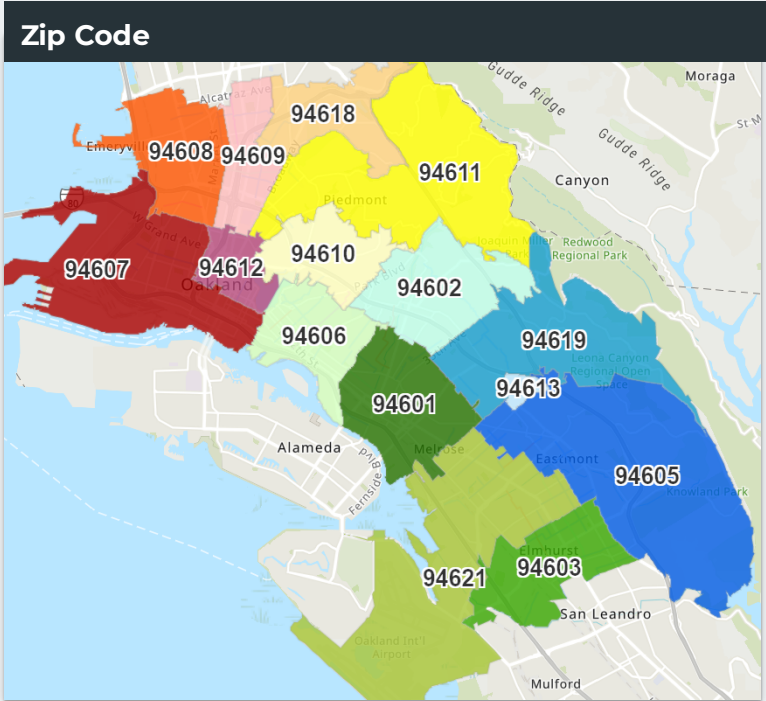
Geography



Geographic Area	# of Respondents
Central Oakland	105
Deep East Oakland	13
East Oakland	80
Hills - East	74
Hills - North	59
North Oakland	429
West Oakland & Downtown	66
Grand total	826

Geographic Area	Zip Codes	# of Respondents
Central Oakland	94602	70
Central Oakland	94610	35
Deep East Oakland	94621	6
Deep East Oakland	94603	7
East Oakland	94606	41
East Oakland	94601	39
Hills - East	94605	31
Hills - East	94619	43
Hills - North	94611	59
North Oakland	94608	82
North Oakland	94609	223
North Oakland	94618	124
West Oakland & Downtown	94612	32
West Oakland & Downtown	94607	34
Grand total		826

For the purpose of analysis, zip codes were combined to create larger geographic areas across the city. (Zip codes not in Oakland were included in overall survey results but excluded from geographic analyses.)



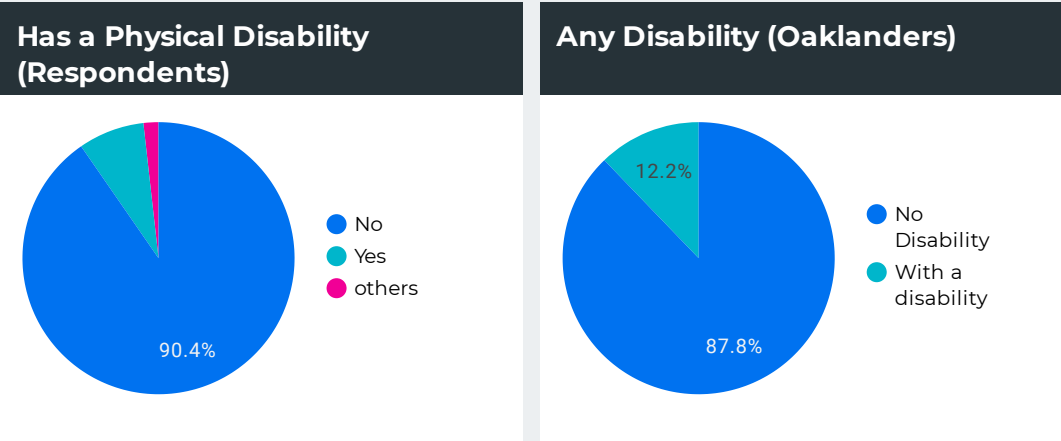
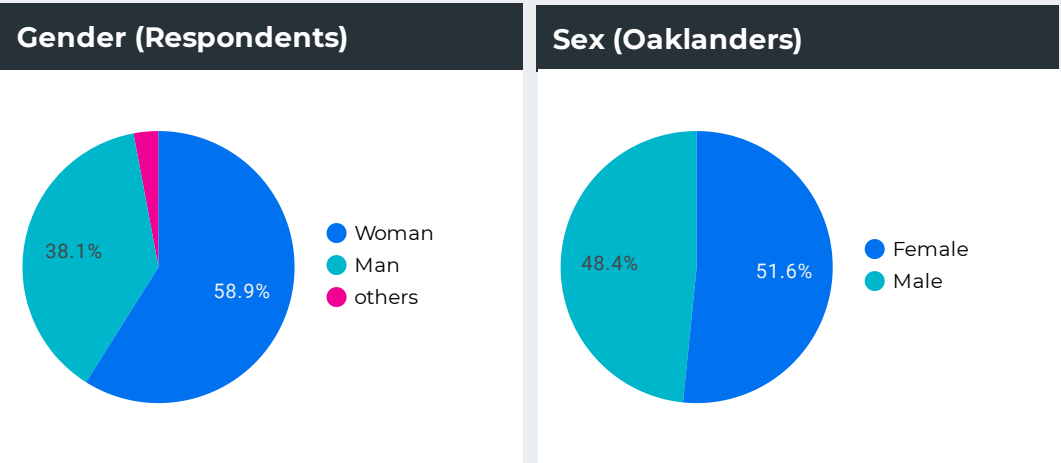
West Oakland & Downtown : 94607, 94612
North Oakland : 94608, 94609, 94618
Hills - North : 94611
Central Oakland : 94610, 94602
East Oakland : 94606, 94601
Deep East Oakland : 94621, 94603
Hills - East : 94605, 94613, 94619

Who's answering the survey?

Source of citywide comparisons: 2018 5 year ACS. Note that percent of respondents refers to the percent of respondents out of the total number of respondents *who answered that question*.

Race/Ethnicity [▲]	% of Oaklanders	% of Respondents	# of Respondents
American Indian and Alaska Native or Native Hawaiian and Other Pacific Islander	1% <div><div></div></div>	0% <div><div></div></div>	0
Asian	13% <div><div></div></div>	8% <div><div></div></div>	74
Black or African American	20% <div><div></div></div>	7% <div><div></div></div>	63
Hispanic/Latinx	23% <div><div></div></div>	5% <div><div></div></div>	49
Mixed Race/Other or Wrote In	19% <div><div></div></div>	13% <div><div></div></div>	118
White	24% <div><div></div></div>	66% <div><div></div></div>	594
Grand total	100%	100%	898

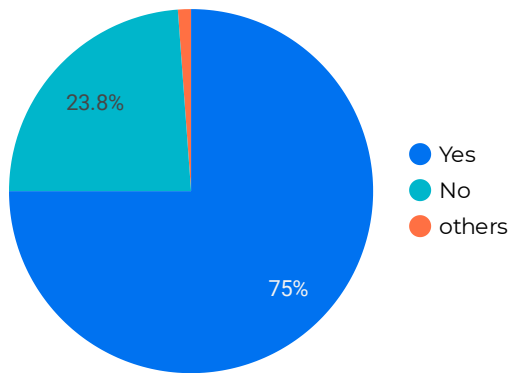
Household Income	% of Oaklanders	% of Respondents	# of Respondents [▲]
Less than \$10,000	6% <div><div></div></div>	1% <div><div></div></div>	5
\$10,000 to \$24,999	15% <div><div></div></div>	2% <div><div></div></div>	18
\$25,000 to \$49,999	18% <div><div></div></div>	8% <div><div></div></div>	63
\$50,000 to \$74,999	15% <div><div></div></div>	12% <div><div></div></div>	92
\$75,000 to \$99,999	11% <div><div></div></div>	18% <div><div></div></div>	140
\$100,000 to \$149,999	15% <div><div></div></div>	20% <div><div></div></div>	156
\$150,000 or more	20% <div><div></div></div>	40% <div><div></div></div>	310
Grand total	100%	100%	784



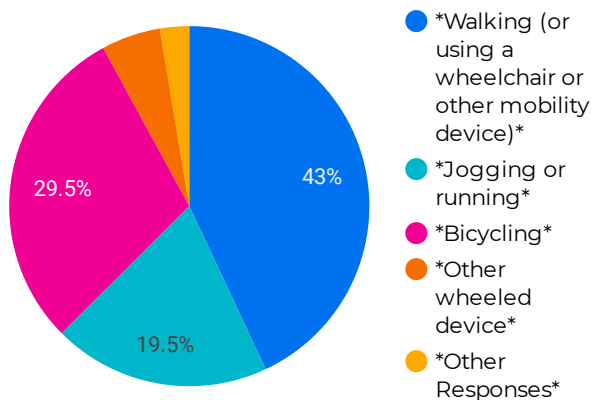
Age [▲]	% of Oaklanders	% of Respondents	# of Respondents
18 to 24	8% <div><div></div></div>	1% <div><div></div></div>	12
25 to 44	35% <div><div></div></div>	51% <div><div></div></div>	512
45 to 64	24% <div><div></div></div>	32% <div><div></div></div>	322
65 or over	13% <div><div></div></div>	15% <div><div></div></div>	149
Under 18	20% <div><div></div></div>	+0% <div><div></div></div>	2
Grand total	100%	100%	997

Program Overview

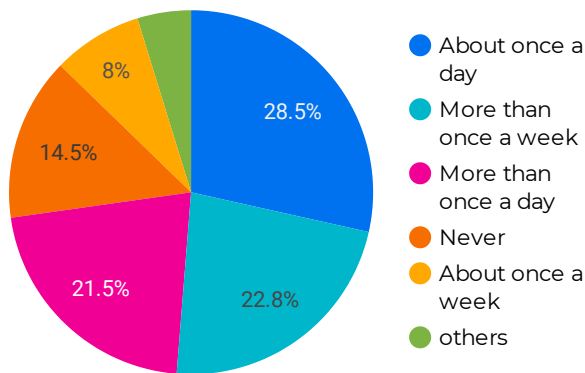
Do you use Oakland Slow Streets for walking, wheelchair rolling, jogging, and/or biking?



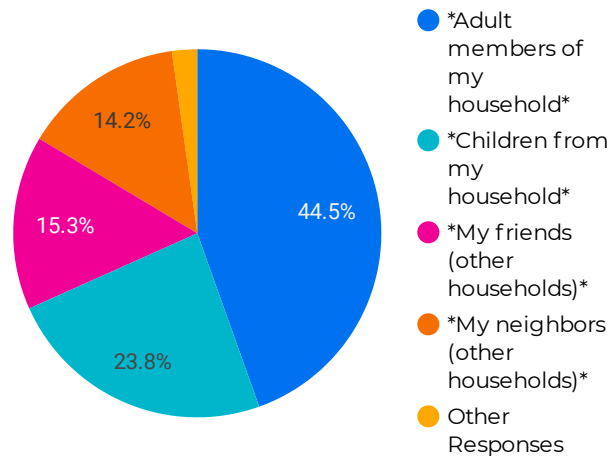
If you are using Oakland Slow Streets, how are you using them?



How often have you used Oakland Slow Streets for walking, wheelchair rolling, jogging, and/or biking?

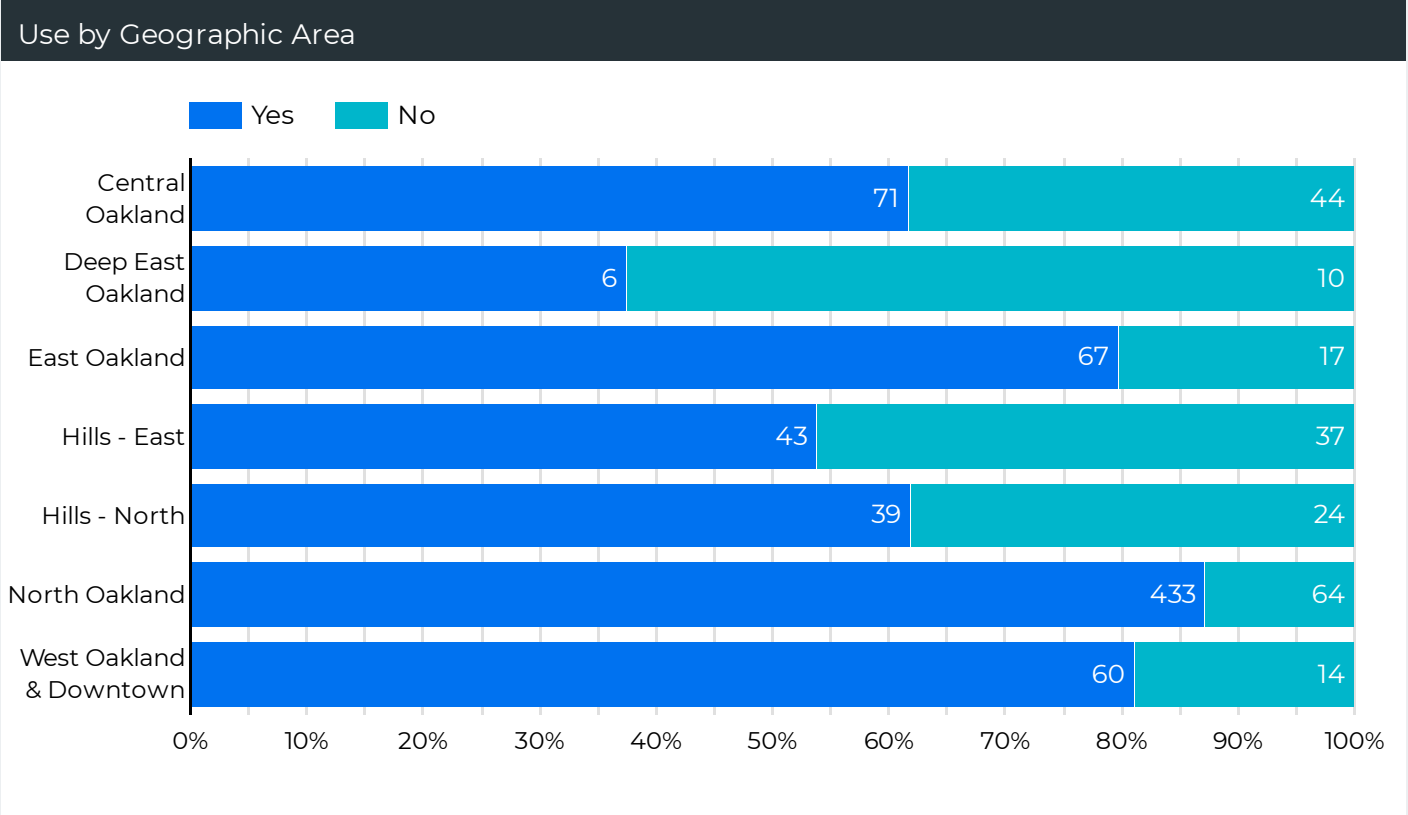
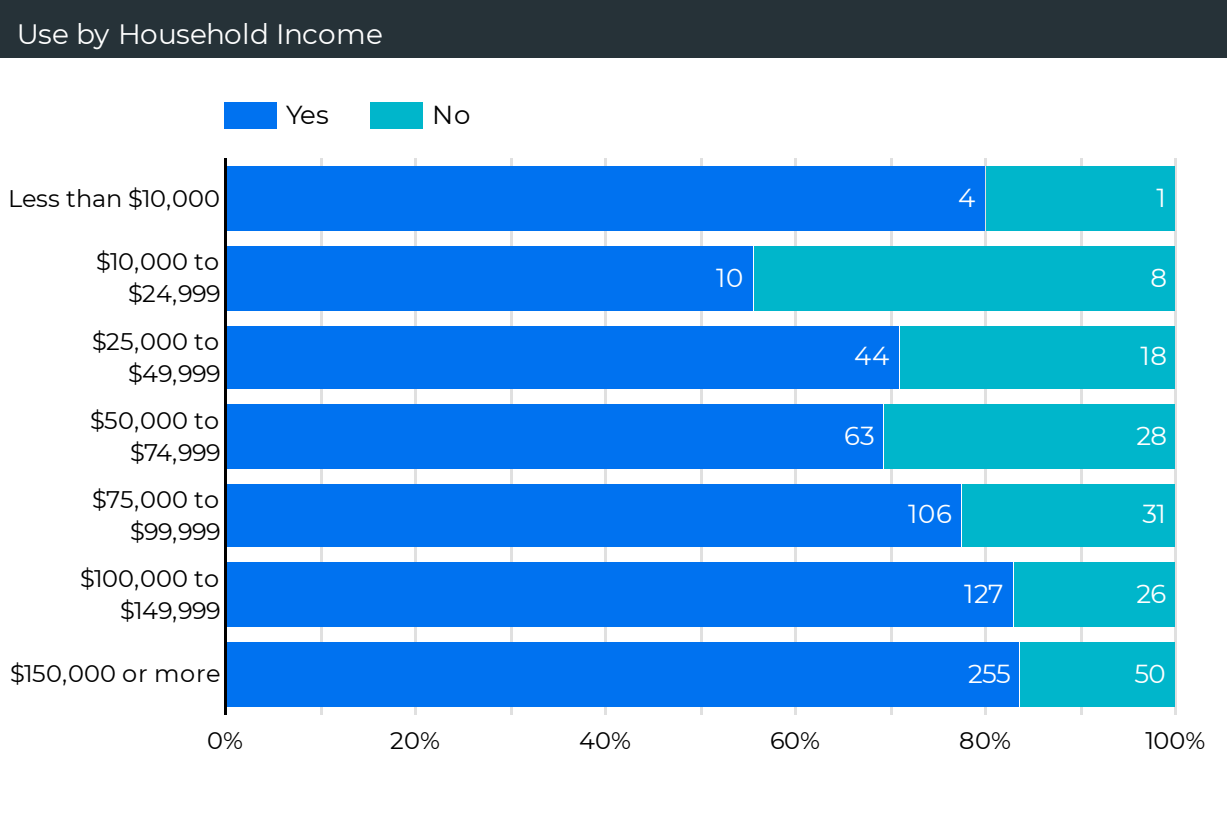
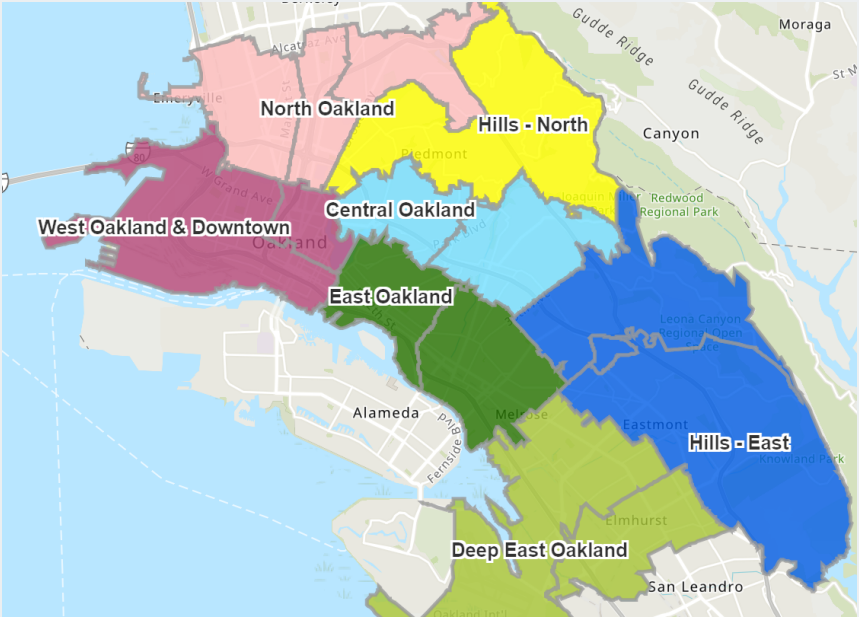
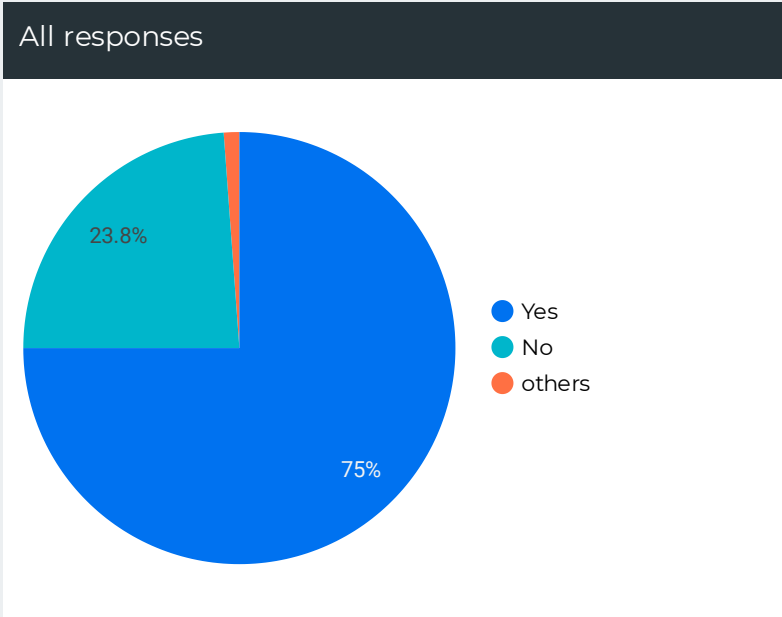


If you are using Oakland's Slow Streets with others, who are you using them with?

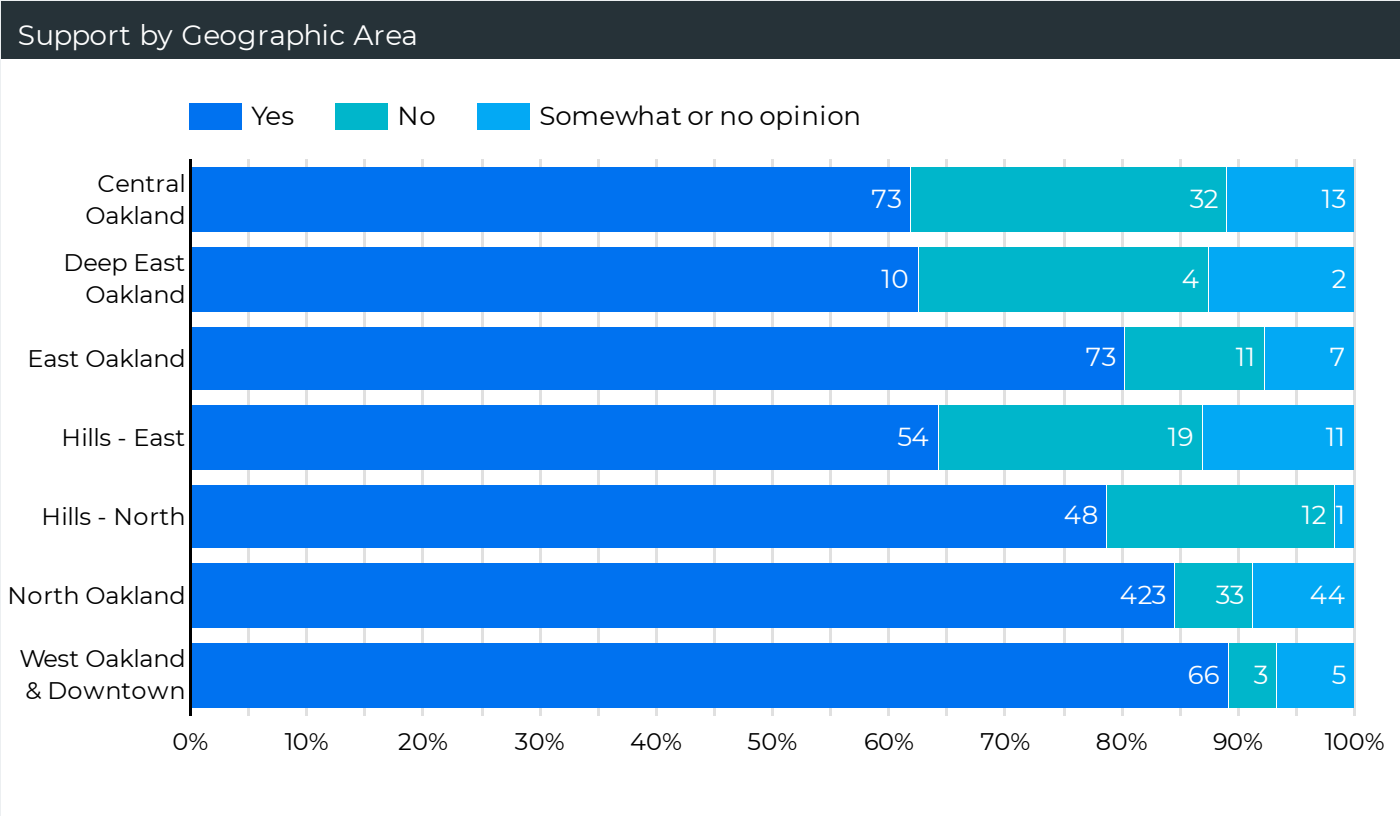
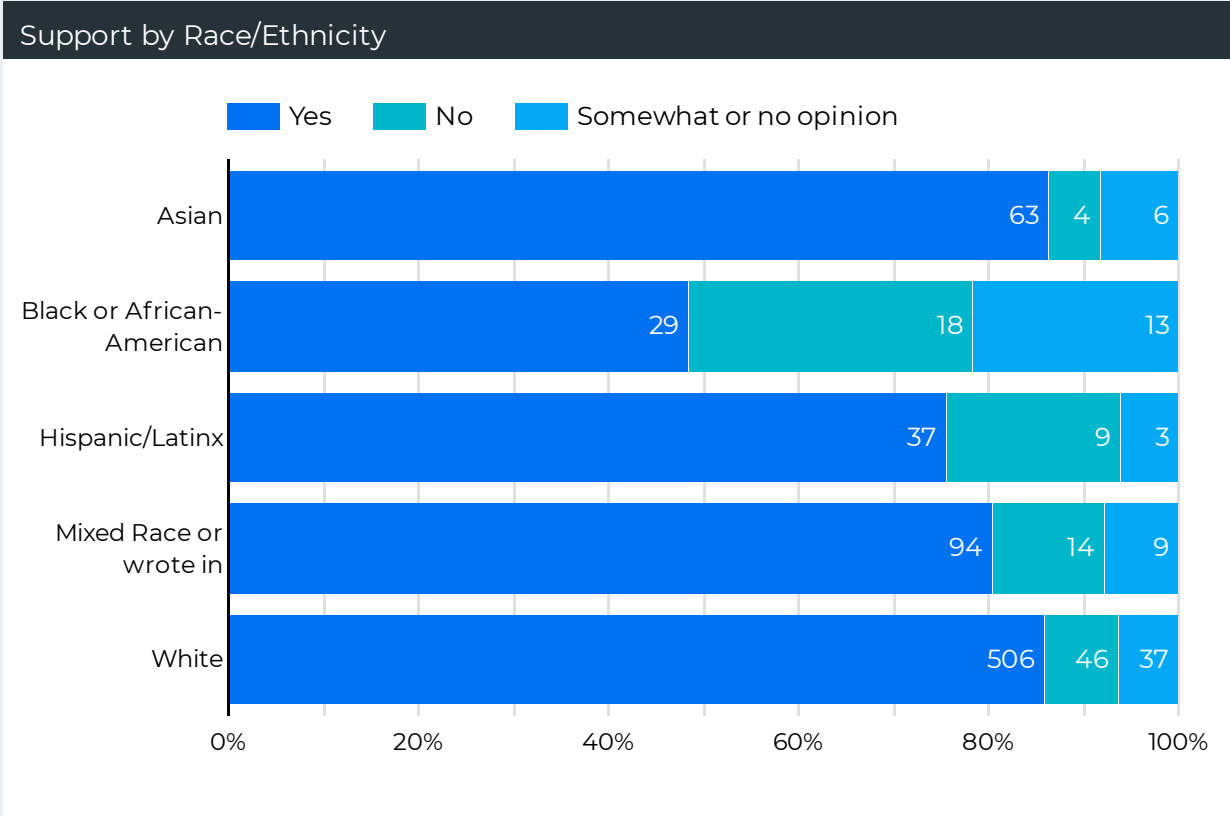
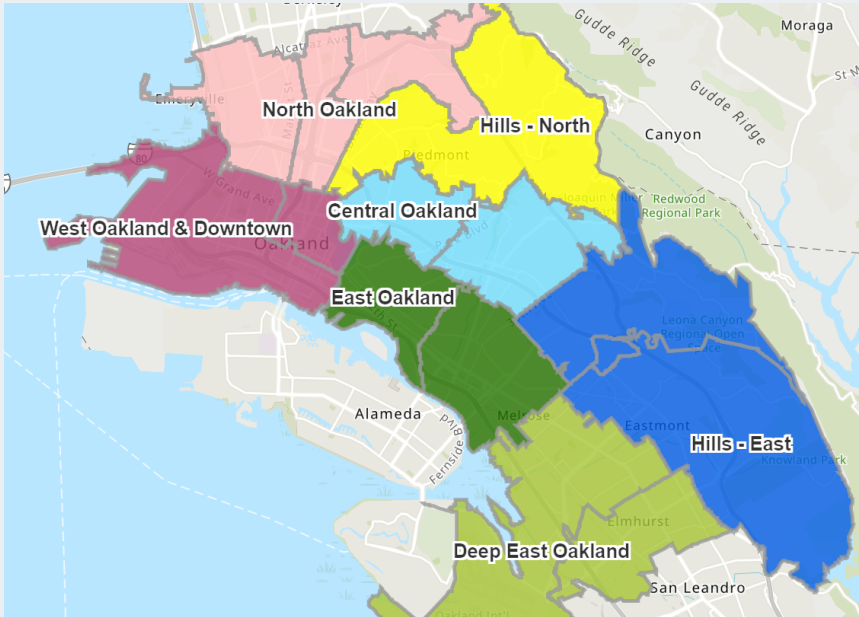
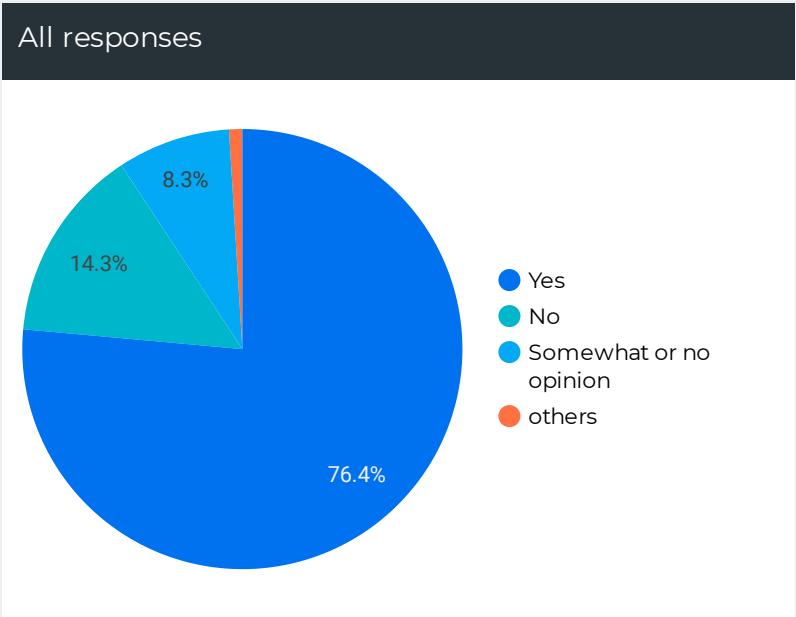


Opened	Which Corridors Are You Using?	Responses
Apr 11, 2020	*42nd St: Adeline St - Broadway*	328
Apr 11, 2020	*West St: West Grand Ave – 14th St*	73
Apr 11, 2020	*E 16th St: 23rd Ave/Foothill Blvd – Fruitvale Ave*	44
Apr 11, 2020	*Arthur St/Plymouth St: Havenscourt Blvd - 78th Ave - 104th Ave*	23
Apr 17, 2020	*Dover St: Alcatraz Ave - 52nd St*	224
Apr 17, 2020	*Brookdale Ave: Fruitvale Ave - Kingsland Ave*	78
Apr 17, 2020	*32nd St: Mandela Pkwy - San Pablo Ave*	70
Apr 17, 2020	*11th Ave/Bayview Ave/Elliot St/E 43th: E 8th St - Park Blvd*	56
May 1, 2020	*Colby St (Woolsey St to Claremont Ave)*	206
May 1, 2020	*59th St / Howell St / Ayala Ave / Forest St (Adeline St to Claremont Ave)*	131
May 1, 2020	*Alice St (11th St to 19th St)*	38
May 1, 2020	*16th St (Wood St to West St)*	33
May 1, 2020	*Wayne Ave / Athol Ave / Wayne Pl / E 19th St (Hanover Ave to 13th Ave)*	32
May 1, 2020	*34th Ave / Davis St / Humboldt Ave (Foothill Blvd to School St)*	16
May 8, 2020	*Shafter Ave / 48th St / Webster St (Forest St to W MacArthur Blvd)*	255
May 8, 2020	*Tiffin Rd / Potomac St / Laguna Ave / Carmel St / Coolidge Ave / Morgan Ave / Maple Ave / Wisconsin St / Patterson Ave / Bayo St / Steele St (Lyman Rd to Buell St)*	72
May 8, 2020	*E 23rd St /26th Ave / 25th Ave / E 29th St / Sheffield Ave (Fruitvale Ave to MacArthur Blvd)*	16
May 22, 2020	*Grand Ave*	100
Jun 1, 2020	*Alice St (9th St - 10th St)*	8
Jun 1, 2020	*10th St (Harrison St - Jackson St)*	7
Jun 1, 2020	*Ney Ave (73rd Ave - 82nd Ave)*	2

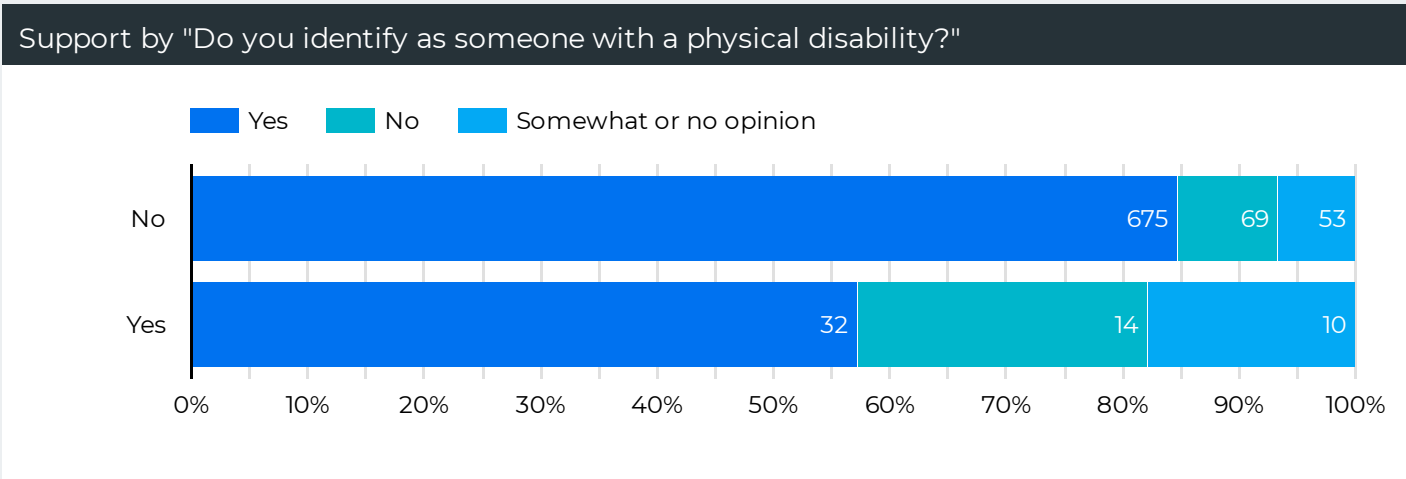
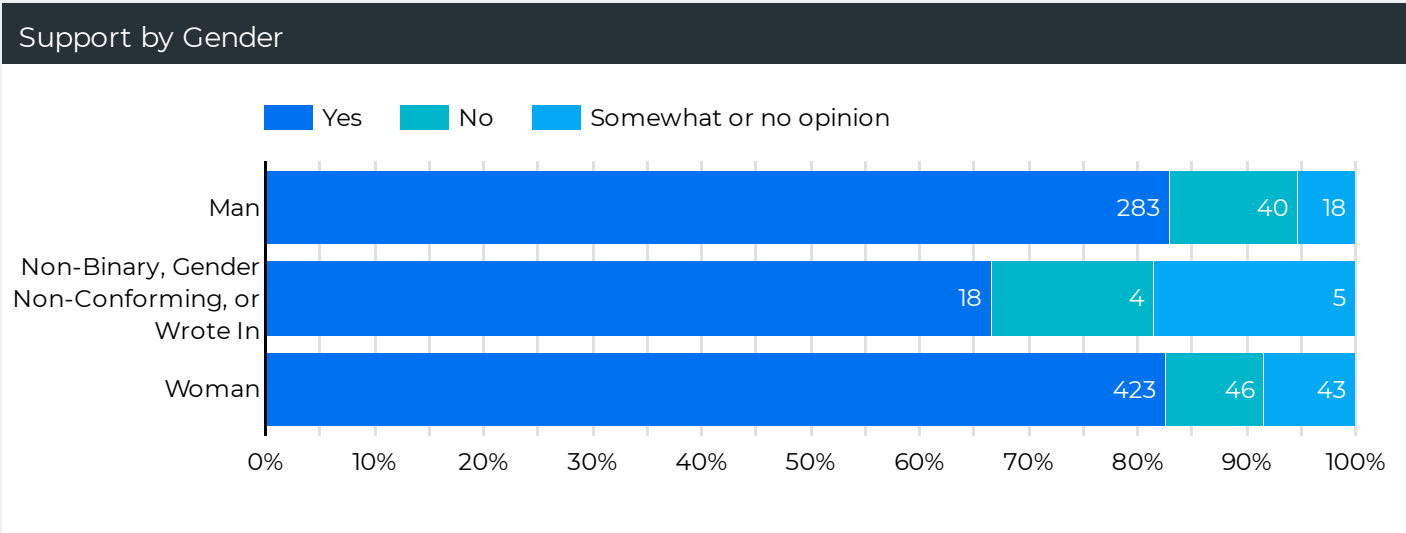
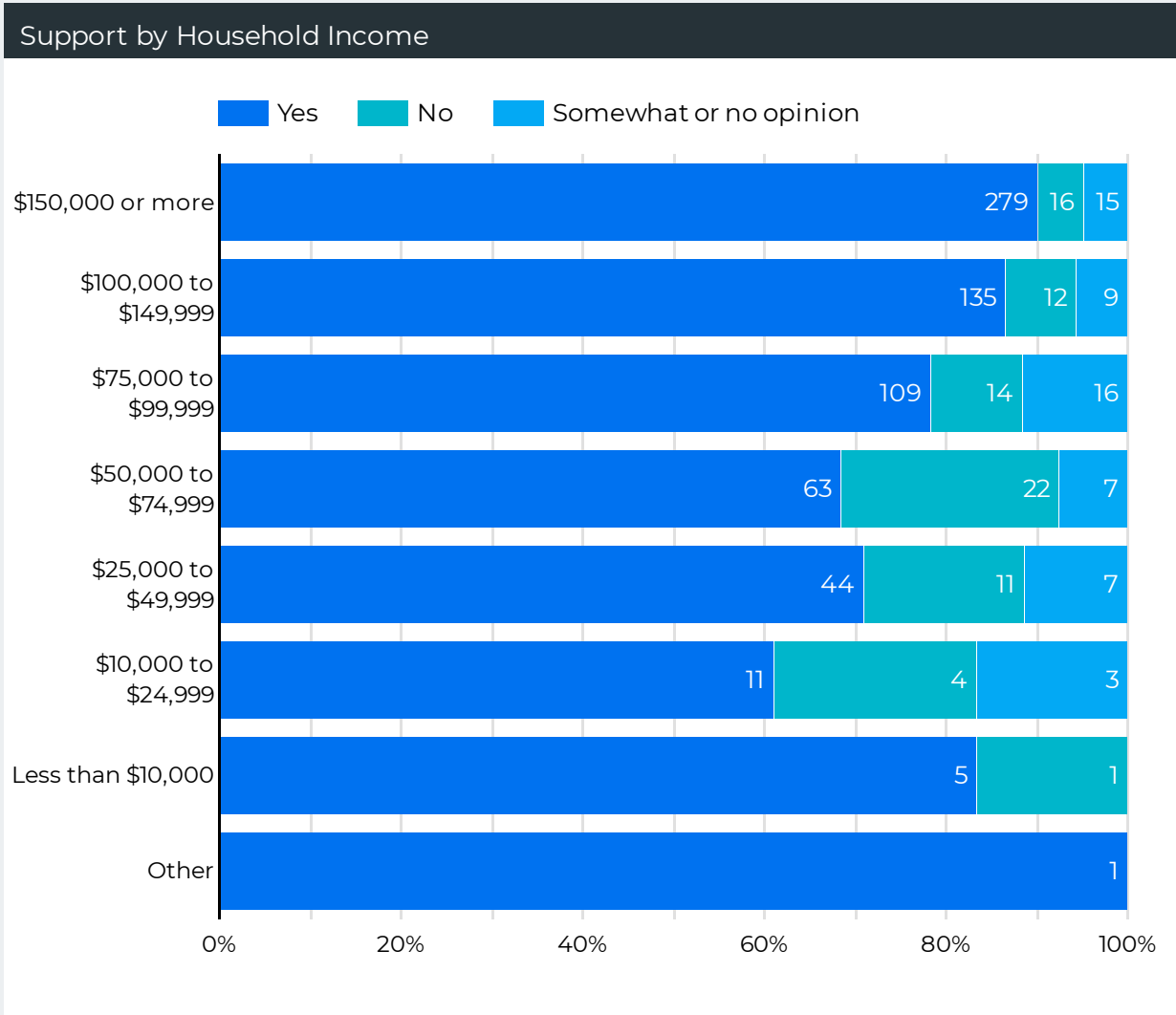
Do you use Oakland Slow Streets for walking, wheelchair rolling, jogging, and/or biking?



Are you in support of the Oakland Slow Streets Program?

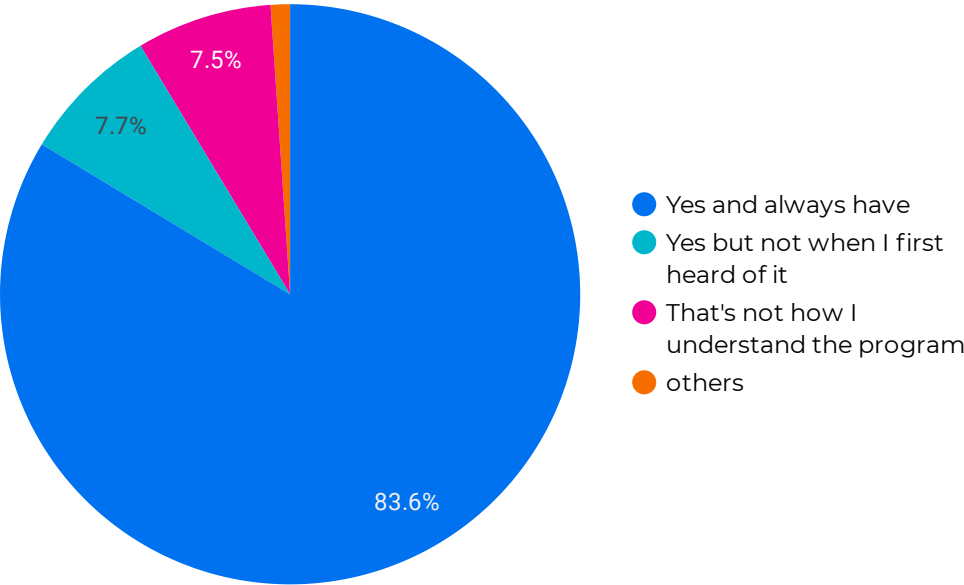


Are you in support of the Oakland Slow Streets Program?



Slow Streets Messaging & Issues

Please read the following statement: "The Oakland Slow Streets program is supporting safe physical activity by creating more space for physical distancing for all Oaklanders by declaring some streets Closed to Through Traffic so that people can more comfortably use these low-traffic streets for physically distant walking, wheelchair rolling, jogging, and biking all across the City. Residents of these streets, emergency vehicles, waste collection, and delivery vehicles can still access these streets." Is that how you understand the program?



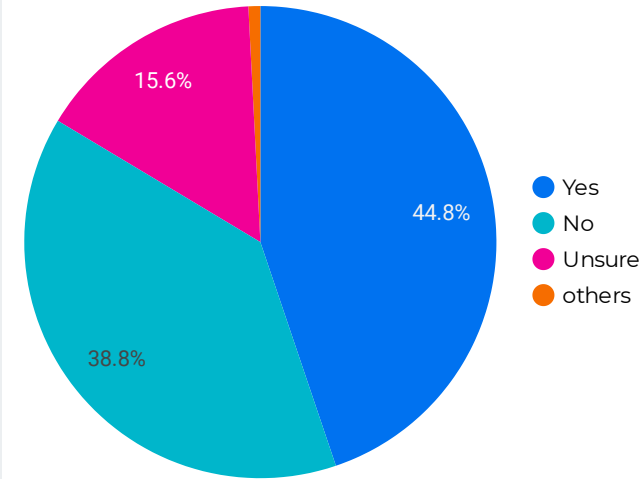
How did you learn about Oakland Slow Streets? ^	%	#
Email from another organization	2%	42
Email from someone in the City of Oakland	4%	80
I saw it in the news	25%	481
I saw the street was closed	21%	403
Nextdoor post from someone in the City of Oakland	11%	203
Oakland Facebook	2%	30
Oakland Instagram	1%	13
Oakland Mayor's Virtual Town Hall	3%	50
Social media post from someone other than City of Oakland staff	6%	124
Twitter post from someone in the City of Oakland	4%	81
Word of mouth	15%	282
Other responses	6%	119

Have you observed issues while using an Oakland Slow Street? ^	%	#
Drivers disobeying road closure	22%	399
Speeding cars	17%	297
People not wearing masks	16%	285
Driver confusion	15%	277
Missing road closure barriers or signage	14%	242
People not observing physical distancing guidelines	9%	163
People crowding or inappropriately using my street	4%	80
Other Responses	3%	47

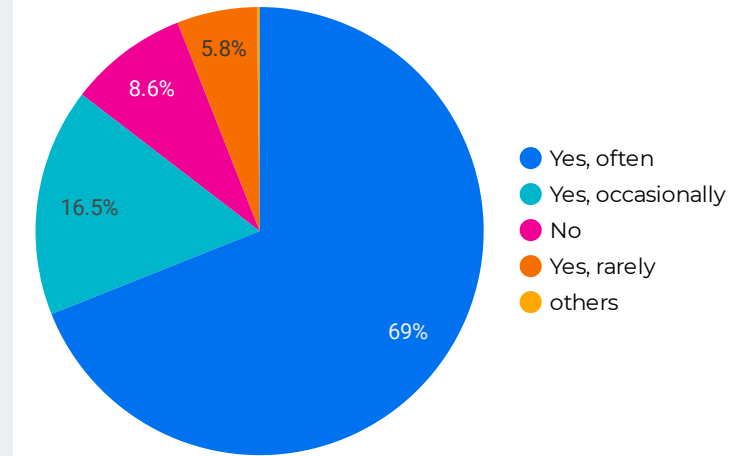
Transportation During Covid-19

What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic?	# ▾
Creating safe spaces to walk, jog, wheel, cycle, etc	862
Slowing speeding traffic	687
transportation for me to get to essential locations	285

Have you observed more drivers speeding on Oakland's streets during Shelter-in-Place?



Have you observed people using the roadway to maintain physical distancing?



What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic? (By geographic area)

Geographic Area ▲	*Creating safe spaces to walk, jog, wheel, cycle, etc*	%	*Slowing speeding traffic*	%	*transportation for me to get to essential locations*	%
Central Oakland	74	43%	70	41%	27	16%
Deep East Oakland	12	44%	10	37%	5	19%
East Oakland	69	44%	64	41%	24	15%
Hills - East	51	37%	62	45%	25	18%
Hills - North	49	54%	29	32%	13	14%
North Oakland	431	50%	315	36%	119	14%
West Oakland & Downtown	68	47%	52	36%	26	18%

What mode(s) of transportation are you using during Covid-19? ▲

	#	%
AC Transit	32	2%
BART	49	3%
Bicycle	490	26%
Bikeshare	18	1%
Paratransit	1	+0%
Private car	832	44%
Rideshare like Uber or Lyft	30	2%
Scooter share	15	1%
Walking or using a wheelchair or other mobility device	428	23%
Grand total	1,895	100%

MEMORANDUM

September 18, 2020

To: Noel Pond-Danchik and Jason Patton
Organization: Oakland Department of Transportation
From: Kerry Aszklar and Jessica Zdeb
Project: MTC Slow Streets Assistance

Re: General Survey Responses Analysis Revised, Including Non-English responses

Summary

This report summarizes responses from the online survey regarding the Oakland Slow Streets program from April 16th (the date it opened) to June 9th at 9:30AM, a total of 810 survey responses. The survey remains open to collection additional feedback.

Questions from the survey were analyzed based on response rate, race, ability, income, and neighborhood. The primary questions included in the analysis are:

- (Are you in support of Oakland Slow Streets?) Why or why not?
- Have you observed issues while using an Oakland Slow Street?
- What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic?
- How could we improve the Oakland Slow Streets Program?
- Any other comments not addressed in the questions above?
- Do you feel like your transportation needs are being met during Covid-19?
- If not, what would you like to see be done to improve your transportation options?
- How did you learn about the Oakland Slow Streets program?

Findings from this report can be summarized as follows:

- Most respondents support the program, and a large number support expanding it to different areas or expanding it after the pandemic ends.
- Response about why or why not respondents support the program ranged by race and ability.
- Survey respondents overrepresented the following categories: white respondents and high-income respondents.

Data and Coding

The survey is available in four languages: English, Spanish, Vietnamese, and Mandarin. Non-English responses as of June 9th are eight Spanish, one Mandarin, and zero Vietnamese. These responses have been translated and taken into account for certain analyses. Non-English responses were not included in every analysis due to time constraints. Of the 819 responses, nine were non-English (<1.1%). The following analyses include non-English responses:

- “Are you in support of Slow Streets?”
- “Why or why not?” [Are you in support of Slow Streets?]
- “Have you observed issues while using Oakland Slow Streets?”
- “What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic?”

Zip codes were grouped by neighborhoods or labeled as outside of the City of Oakland. The following illustrates how zip codes were grouped.

Figure 1: City of Oakland neighborhoods by zip code

Neighborhood	Zip Code
West Oakland & Downtown	94607, 94612
North Oakland	94608, 94609, 94618
Hills - North	94611
Central Oakland	94610, 94602
East Oakland	94606, 94601
Deep East Oakland	94621, 94603
Hills - East	94605, 94613, 94619
Outside City of Oakland	24609, 94102, 94110, 94545, 94629, 94703, 94705, 94708, 94804

Short-answer responses were coded by themes to feasibly and efficiently analyze responses. A complete list of questions and corresponding codes may be found as an attached Excel document. Written-in short answers occasionally touched upon multiple ideas and themes. Responses were coded according to the strongest/most prominent theme expressed by the respondent. That theme was the primary theme analyzed. Ancillary themes were not included due to time constraints.

Respondents were not required to answer every question in the survey. Therefore, many questions had different response rates.

Response Rate

Over 800 respondents took the survey. Overall, 77 percent of respondents indicated their race in the survey. Of those respondents, 68 percent were white, nine percent Asian, nine percent multiple races, seven percent Black or African American, five percent Hispanic/Latinx, one percent Other, and less than one percent each Middle Eastern and Native Hawaiian or Pacific Islander.

Regarding disability, 91 percent of responses respondents indicated they were able-bodied, and nine percent indicated they had a disability.

Over 40 percent of respondents indicated their income was \$150,000 and more, followed by 20 percent marking \$75,000 to \$99,999, and 18 percent as \$100,000 to \$149,999. Respondents earning \$10,000 to \$24,999 were three percent, \$25,000 to \$50,000 were 11 percent, and less than \$10,000 were less than

one percent of respondents. It should be noted that the median income as of 2018 in Oakland is slightly above \$75,000 at \$76,469.¹ Nearly 80 percent of responses were from incomes \$75,000 and more.

Respondents by neighborhood were not evenly representative. The North Oakland neighborhood represented 47 percent of all responses, followed by Central Oakland (14 percent) and East Oakland (11 percent).

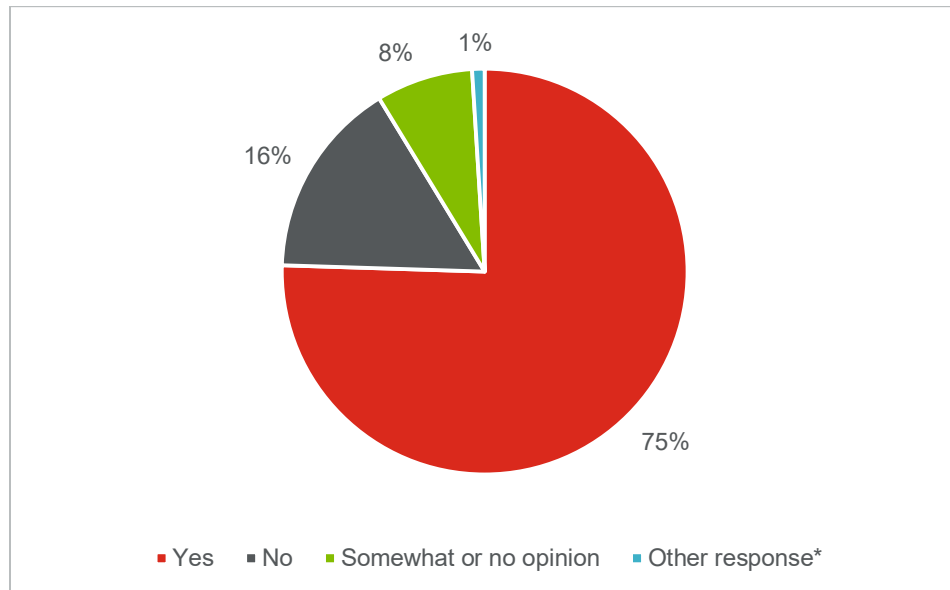
Throughout this memo, different demographic groups are referenced as “overrepresented” for certain survey questions. This statement refers to that population group’s representation in responses versus their representation in the Oakland population at large.

¹ <https://datausa.io/profile/geo/oakland-ca/#:~:text=In%202018%2C%20Oakland%2C%20CA%20had.%2476%2C469%2C%20a%208.35%25%20increase>. Accessed June 10, 2020.

Are you in support of Slow Streets?

The overwhelming response to support for Oakland's Slow Streets program is Yes (75 percent), with 16 percent of respondents not in support.

Figure 2: Support for Slow Streets Program (n=804)**



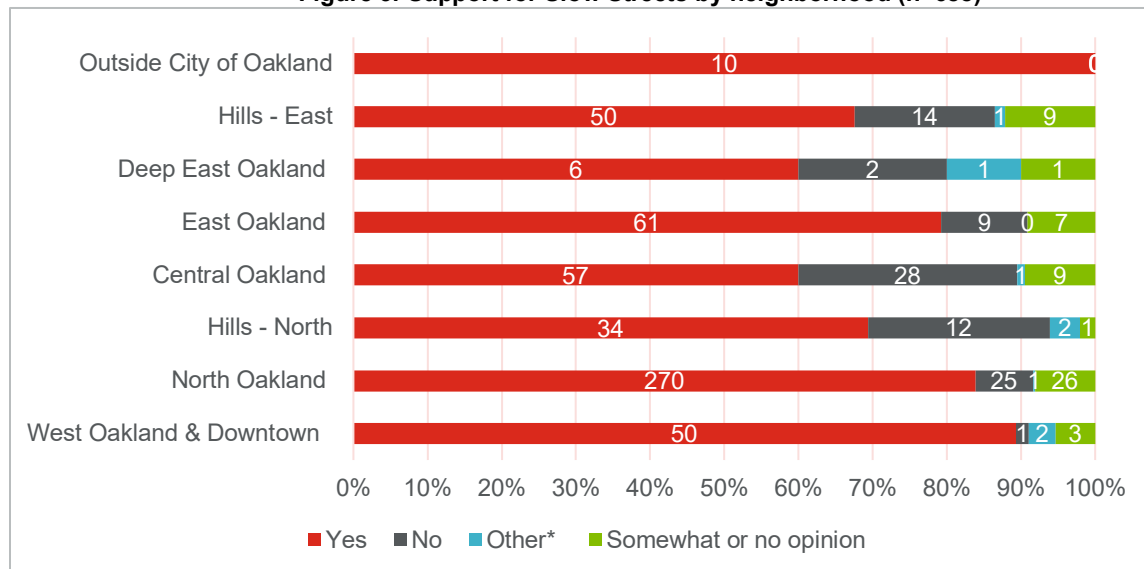
*Indicates a coded short-answer response

** Includes non-English responses

Neighborhoods

Support for the Slow Streets program was expressed across neighborhoods. Notably, some neighborhoods are overrepresented in the survey than others.

Figure 3: Support for Slow Streets by neighborhood (n=688) *



*Includes non-English respondents

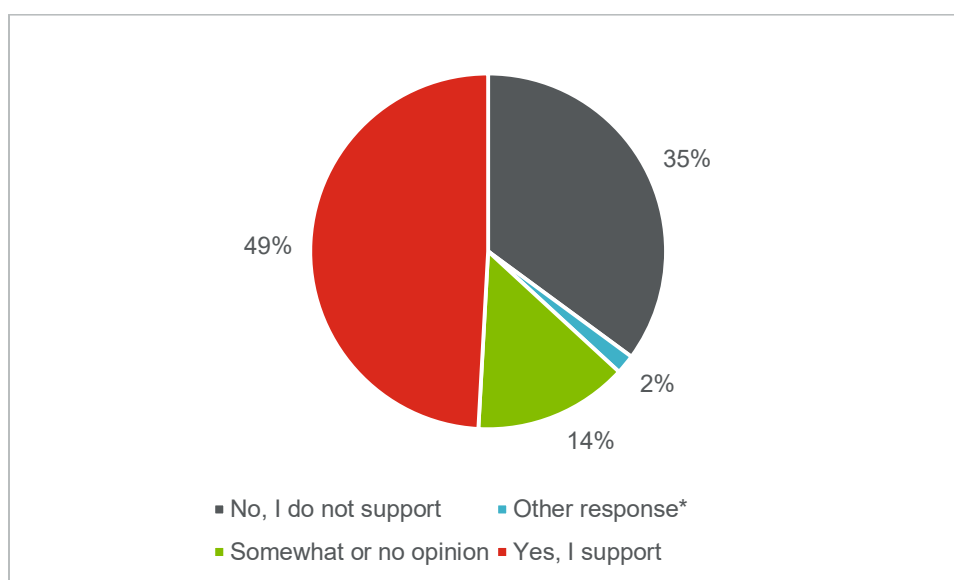
Disability

Disabled individuals are underrepresented in responses. Overall, nine percent of respondents indicated they had a disability (n=57). Of that percentage, half indicated they supported Oakland Slow Streets, and 35 percent answered that they do not. Two percent wrote in short answers and have been labeled as “Other.” According to data reported by the City from the 2018 ACS, about 12 percent of Oakland residents report having a physical disability.²

Response to “Other”:

Only with serious consideration as to how disable people who need a van or car are going to be included. The program as is doesn't address us well.

Figure 4: Support for Slow Streets from Disabled Individuals (n=57)*



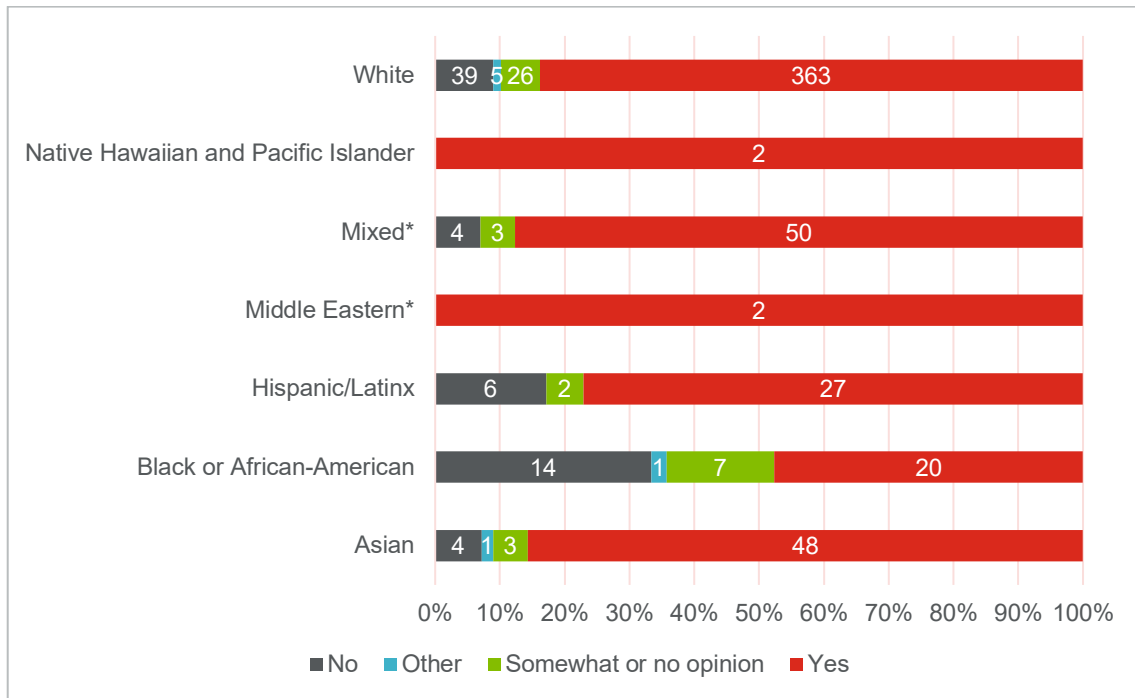
***Includes non-English Responses**

Race

Responses to this question indicate that most white respondents support the program, with very few not in support. Black or African American respondents indicated a more even divide between supportive and non-supportive.

² OakDOT online Slow Streets survey summary dashboard. Accessed June 15, 2020.
<https://datastudio.google.com/u/0/reporting/aaab6353-c52e-4cc5-872e-a4e7362dd721/page/HQ5OB>

Figure 5: Support for Slow Streets by Race (n=627) **



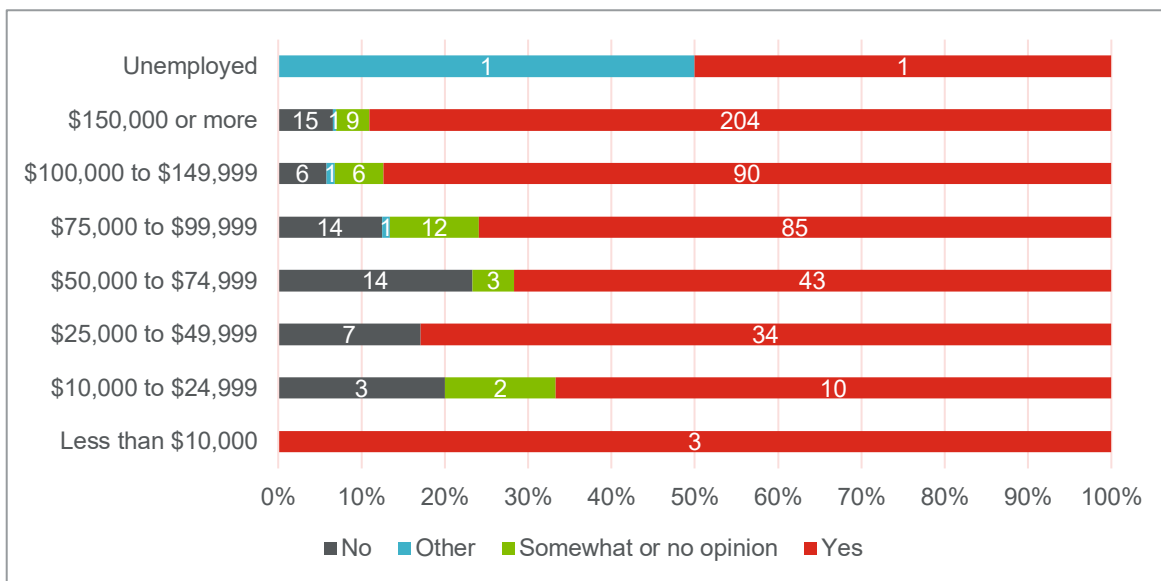
*Indicates a coded, short-answer response

**Includes non-English responses

Income

Support for the program by individual income shows that for most income brackets, respondents support the program. It should be noted that income groups had widely varying sample sizes.

Figure 6: Support for Slow Streets by Income (n=565)*



*Includes non-English responses

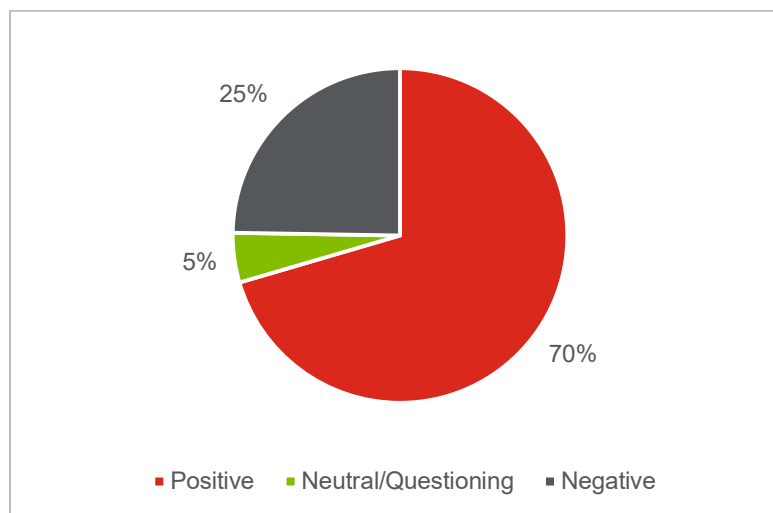
Why or Why Not? (Are you in support of Oakland Slow Streets?)

Overview

Overall, respondents gave many positive and negative reasons to support Oakland Slow Streets. Seventy percent of short-answer responses were coded as positive responses (n=470), while 25 percent were negative responses (n=165). Five percent (n=32) were either questioning or neutral responses.

These percentages are slightly different from the previous question of “Are you in support of Oakland Slow Streets.” This is due to a handful of responses that express support for the program but respond with negative comments. Many of these negative comments include the following themes: lack of social distancing, desiring changes to the program, adverse impacts of increased traffic speeds due to decreased traffic volumes, the creation of modal conflicts, and equity concerns.

Figure 7: Reasons Behind Support or Non-Support (n=670)*



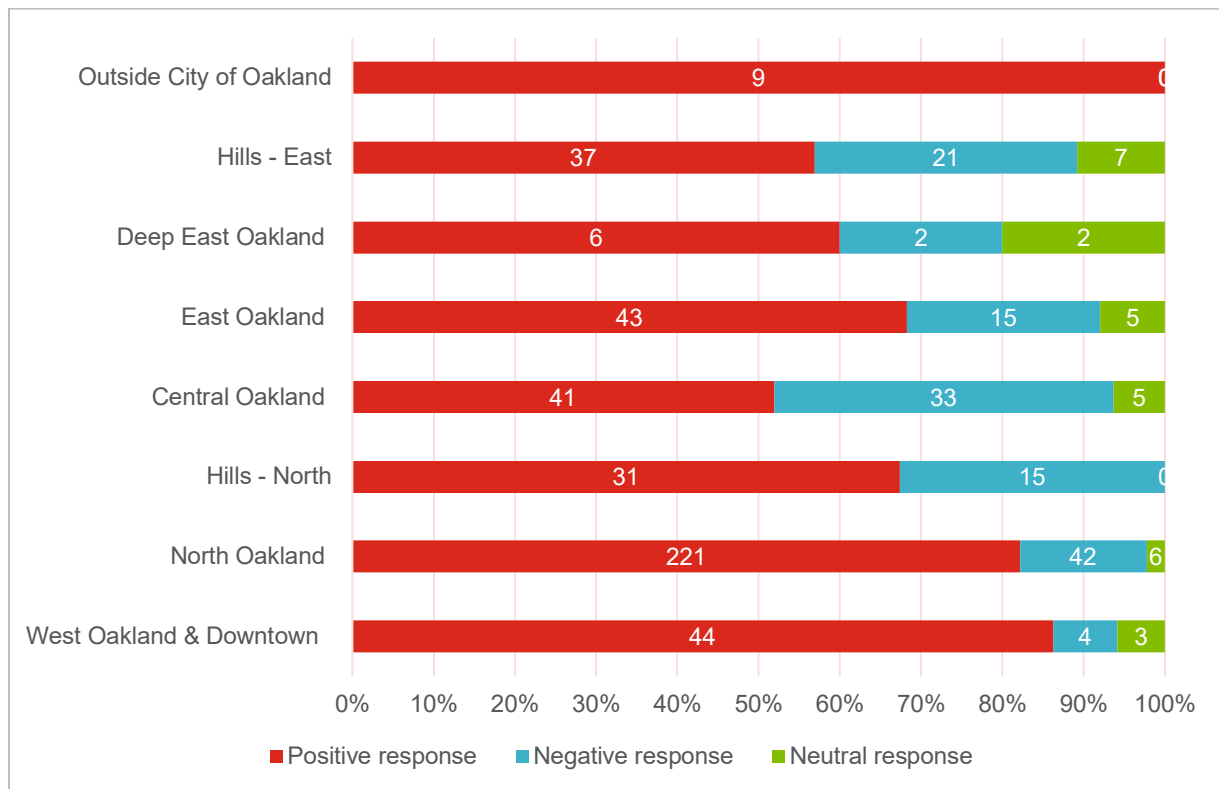
***Includes non-English responses**

Neighborhood

Response rates by neighborhood ranged drastically. The topmost responsive neighborhood was North Oakland (46 percent, n=269), followed by Central Oakland (13 percent, n=79). Of favorability, over 50 percent (51 percent, n=221) of positive responses originated from North Oakland, while West Oakland/Downtown, and East Oakland, each expressed 10 percent of positive responses (n=44 and 43, respectively). To compare, Deep East Oakland had the lowest positive response rate (two percent, n=10).

Negative responses were concentrated in North Oakland (32 percent, n=42) and in Central Oakland (25 percent, n=33). For North Oakland to have the most positive responses and the most negative responses is supported by its high response rate. Additionally, Deep East Oakland and West Oakland/Downtown had the lowest rate of negative responses due to the low response rate from those neighborhoods. The total number of responses that also indicated ZIP code is 592.

Figure 8: Favorability towards Slow Streets by neighborhood (n=592)*



*Includes non-English responses

Disability

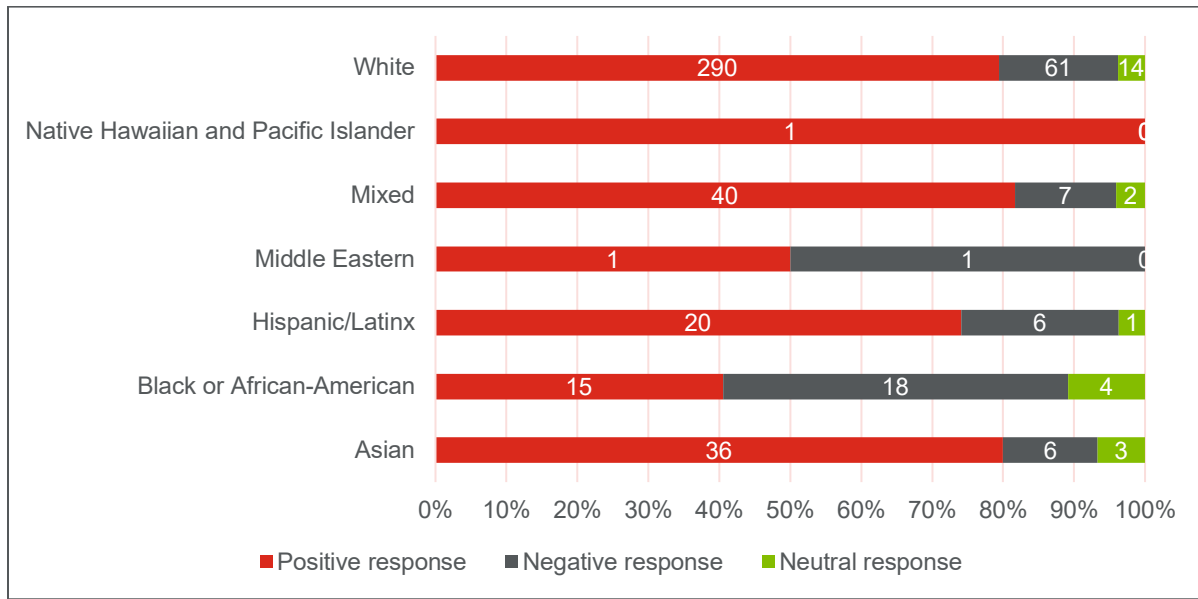
Seven percent (n=42) of respondents to this question indicated disability status. Of that seven percent, half (52 percent) reported negative responses (n=22), while 38 percent (n=16) reported positive reasons. The top three negative responses focused on impacts on traffic/travel times/travel habits, equity/consideration for disabled individuals, and modal conflicts.

Life is hard [sic] you are proposing [sic] roadway Terrace and Clarewood which would ruin access to shopping at a locally run market. I am a senior [sic] this area is hilly. Ot [sic] good for walking or biking. Stop messing up my life

Race

A breakdown of positive, negative, and neutral responses given by race is displayed below. Responses are mixed, and conclusions drawn should keep in mind sample sizes. Overall, white respondents had the most favorable view of the program, followed by Asian respondents. Black or African American respondents had the least favorable view of the program.

Figure 9: Program Favorability by Race (n=527)**



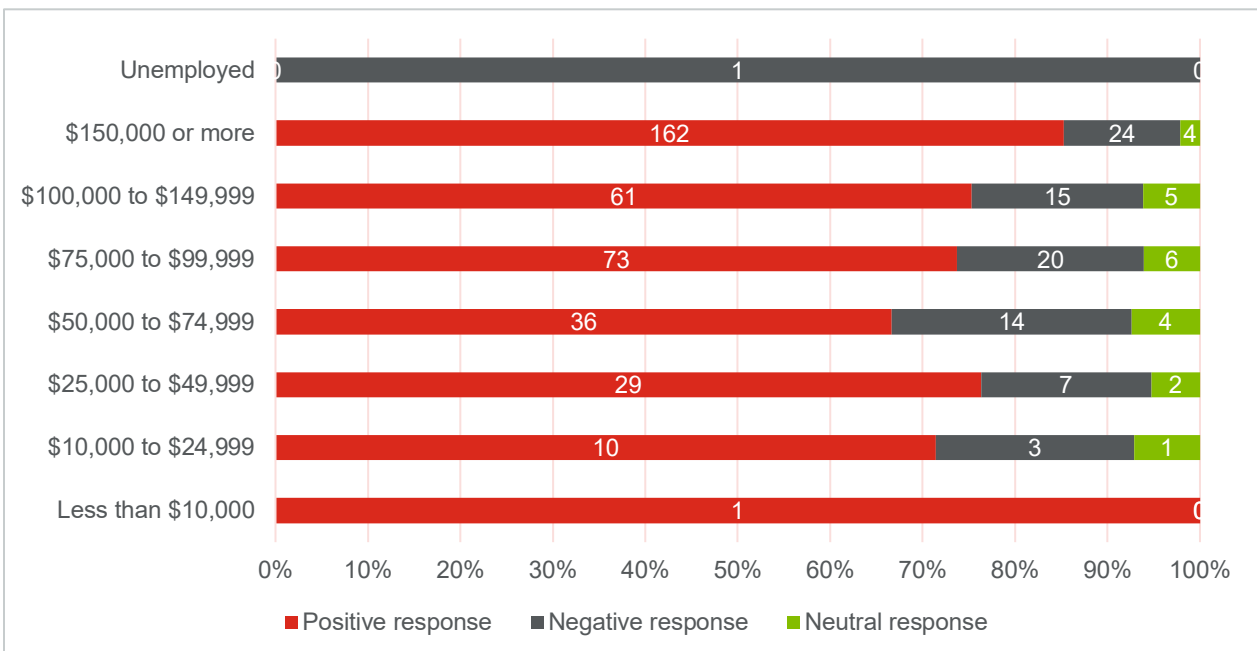
*Indicates a coded, short-answer response

**Includes non-English responses

Income

Responses by income mirror similar responses to “Are you in support of the Oakland Slow Streets program?” responses by income. Small sample sizes for the “Unemployed” and the “Less than \$10,000” categories should be considered when drawing conclusions.

Figure 10: Program Favorability by Income (n=590)

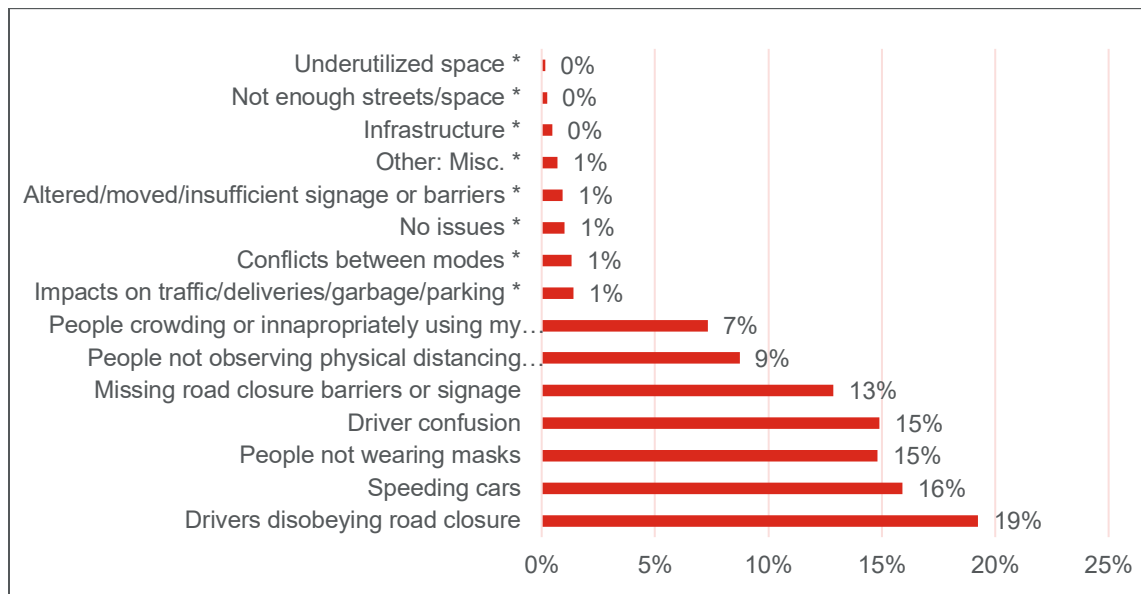


Have You Observed Issues While Using an Oakland Slow Street?

Most respondents identified issues from the given answers with few providing additional write-in answers. Overall, respondents cited drivers disobeying road closure as the most common observed issue (20 percent, n=244), followed by speeding cars (17 percent, n=200).

However, themes emerged from write-in responses. The issue of impact on traffic, deliveries, garbage pick-up, and parking was the most frequent identified issue (20 percent of write-ins), and conflicts between modes (19 percent of write-ins) was also a frequently cited issue.

Figure 11: Observed Issues (n=1283) *****



*Indicates coded group of short-answer responses

**Respondents were able to select more than one response

***Includes non-English responses

Neighborhood

Observed issues were found in every neighborhood, with North Oakland having the highest response rate for this question (40 percent, n=299). Other neighborhoods with high response rates were East Oakland (15 percent, n=116) and East Hills (15 percent, n=116). The number of responses that included ZIP code data is 754.

The most common observed issue was drivers disobeying the road closure (21 percent, n=161), followed by missing road closure barriers or signage (19 percent, n=143) and people not wearing masks (17 percent, n=126). A notable written-in short answer issue seen was impacts on traffic, deliveries, garbage, and parking (two percent, n=17), most commonly found in North Oakland. Figure 12 illustrates the top three observed issues in each neighborhood.

Figure 12: Top three observed issues by neighborhood (n=754*) **

Neighborhood	Responses	First	Second	Third
West Oakland & Downtown	56	Drivers disobeying road closure	Missing road closure barriers or signage	People not wearing masks
North Oakland	299	People not wearing masks	Drivers disobeying road closure	Missing road closure barriers or signage
Hills - North	39	Missing road closure barriers or signage	Drivers disobeying road closure	Driver Confusion
Central Oakland	104	People not wearing masks	Driver Confusion	Missing road closure barriers or signage
East Oakland	116	Drivers disobeying road closure	Missing road closure barriers or signage	Speeding cars
Deep East Oakland	14	Drivers disobeying road closure	Tie: Speeding cars; Missing road closure barriers or signage	
Hills - East	116	Drivers disobeying road closure	Missing road closure barriers or signage	Driver Confusion
Outside City of Oakland	10	Not enough data		

****Respondents were able to select more than one response**

****Includes non-English responses**

Disability

Eight percent (n=35) of all responses regarding observed issues were from individuals who identified as disabled, and 92 percent (n=413) of responses were from able-bodied respondents. The most cited issues from respondents who identified as disabled were behavioral based: driver confusion, people not wearing masks, and people not observing physical distancing guidelines. The most cited observed issue from written-in short answers was impacts on traffic, deliveries, garbage, and parking.

Race

Observed issues from respondents varied by race. However, common themes emerged across race, such as driver confusion and missing road closure barriers or signs. Other common issues were driver confusion and speeding cars.

Common themes from written-in short answers include the impact of Slow Streets on traffic, deliveries, garbage pick-up, and parking and street infrastructure.

Figure 13: Top Three Observed Issues by Race (n=987*) ***

	Responses	First	Second	Third
Asian	135	Drivers disobeying road closure	Speeding cars	People not wearing masks
Black or African American	79	Tie: Altered/moved/insufficient signage or barriers; Driver confusion; Missing road closure barriers or signs		
Hispanic/Latinx	49	Drivers disobeying road closure	Speeding cars	People not wearing masks
Middle Eastern**	1	Not enough data		
Mixed**	132	Drivers disobeying road closure	People not wearing masks	Driver confusion
Native Hawaiian and Pacific Islander	1	Not enough data		
Other**	4	Not enough data		
White	586	Drivers disobeying road closure	Altered/moved/insufficient signage or barriers	Driver confusion

*Respondents were able to select multiple responses

**Indicates coded grouping of short-answer responses

*** Includes non-English responses

Income

Observed issues varied by income levels; however, themes of driver confusion, drivers disobeying road closures, missing road closure barriers or signage, and speeding cars were consistently cited across income levels.

Other observed issues written in as short answers found across income groups includes conflicts between modes and impacts on traffic, deliveries, garbage, and parking.

Figure 14: Observed Transportation Issues by Income (n=559)

Income	First	Second	Third
Less than \$10,000	Not enough data	Not enough data	Not enough data
\$10,000 to \$24,999	Not enough data	Not enough data	Not enough data

Income	First	Second	Third
\$25,000 to \$49,999	Speeding cars	People not wearing masks	Missing road closure barriers or signage
\$50,000 to \$74,999	Missing road closure barriers or signage	Driver confusion	Speeding cars
\$75,000 to \$99,999	Missing road closure barriers or signage	Speeding cars	Drivers disobeying road closure
\$100,000 to \$149,999	Missing road closure barriers or signage	Speeding cars	Drivers disobeying road closure
\$150,000 or more	Missing road closure barriers or signage	Speeding cars	Drivers disobeying road closure
Unemployed	<i>Not enough data</i>	<i>Not enough data</i>	<i>Not enough data</i>

What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic?

The top transportation issues to respondents overall were slowing speeding traffic (38 percent, n=490), followed by creating safe spaces to walk, jog, wheel, cycle, etc. (33 percent, n=420), and then supportive transportation, whether low-cost (12 percent, n=157) or regardless of cost (9 percent, n=112). Additional important issues that respondents cited were continued transportation habits/choices (n=18), enforcement (n=18), and non-program related issues (n=12). Note that respondents could select multiple answers for this question.

Figure 15: Important Transportation Issues (n=1289) ***

<i>What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic?</i>	Responses	Percent
Slowing speeding traffic	490	38%
Creating safe spaces to walk, jog, wheel, cycle, etc.	420	33%
Supporting low-cost transportation for me to get to essential locations	157	12%
Supporting transportation for me to get to essential locations	112	9%
Continued transportation habits/choices *	18	1%
Enforcement *	18	1%
Non-program related *	12	1%
Addressing conflict between modes *	11	1%
Ability/accessibility (general mobility) *	8	1%
Infrastructure *	8	1%
Social distancing *	8	1%
Program: expansion *	4	0%
Safety: traffic *	4	0%
Equity *	4	0%
Transit *	4	0%
Access to natural areas/parks *	3	0%
Program: General comment *	3	0%
Safety: health/exercise *	3	0%
Public input *	1	0%
Ability/accessibility (disability) *	1	0%

Total

1289**

100%

*Indicates a coded, short-answer response

**Respondents were able to select more than one response

***Includes non-English responses

Neighborhood

Responses varied by neighborhood, with some neighborhoods overrepresented in responses as well. The most widely reported response was the selection of “supporting transportation for me to get to essential locations” (including “low cost transportation” responses) (n=35% combined, n=486 combined) and slowing speeding traffic (31 percent, n=432).

Forty-eight percent of responses came from the North Oakland neighborhood (n=656), followed by East Oakland (13 percent, n=173). The top three responses by neighborhood can be seen in Figure 16 below.

Figure 16: Top three responses of important transportation issues by neighborhood (n=1379) *****

Neighborhood	Responses	First	Second	Third
West Oakland & Downtown	107	Tied: Creating safe spaces to walk jog wheel cycle etc.; Slowing speeding traffic		Supporting (low cost) transportation for me to get to essential locations
North Oakland	656	Supporting (low cost) transportation for me to get to essential locations	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.
Hills - North	69	Supporting (low cost) transportation for me to get to essential locations	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.
Central Oakland	166	Supporting (low cost) transportation for me to get to essential locations	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.
East Oakland	173	Supporting (low cost) transportation for me to get to essential locations	Tie: Slowing speeding traffic; Creating safe spaces to walk jog wheel cycle etc.	
Deep East Oakland	23	Supporting (low cost) transportation for me to get to essential locations	Tied: Creating safe spaces to walk jog wheel cycle etc.; Slowing speeding traffic	
Hills - East	161	Slowing speeding traffic	Supporting (low cost) transportation for me to get to essential locations	Creating safe spaces to walk jog wheel cycle etc.
Outside City of Oakland	25	Supporting (low cost) transportation for me to get to essential locations	Tied: Creating safe spaces to walk jog wheel cycle etc.; Slowing speeding traffic	

Note: The response “Supporting transportation for me to get to essential locations” was combined with “Supporting low cost transportation for me to get to essential locations”.

**Respondents were able to select more than one response

***Includes non-English responses

Disability

Respondents who identified as disabled cited slowing speeding traffic most often as an important transportation issue (n=31), followed by supporting transportation for me to get to essential locations (n=10), and lastly, creating safe spaces to walk, jog, wheel, cycle, etc. (n=4).

Race

In line with the overall survey response, white responses to important transportation issues were overrepresented (n=432) in the 629 responses. Consistent concerns across race were slowing speeding traffic (n=402), creating safe spaces to walk, go, wheel, cycle, etc. (n=145), and supporting transportation for me to get to essential locations (n=31).

Figure 17: Important Transportation Issues, by Race (n=629) **

	Responses	First	Second	Third
Asian	56	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Supporting transportation for me to get to essential locations
Black or African American	43	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Safety (crime)
Hispanic/Latinx	35	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	<i>Not enough data</i>
Middle Eastern*	2	Slowing speeding traffic	<i>Not enough data</i>	<i>Not enough data</i>
Mixed*	57	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	<i>Not enough data</i>
Native Hawaiian and Pacific Islander	2	<i>Not enough data</i>	<i>Not enough data</i>	<i>Not enough data</i>
White	434	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Supporting transportation for me to get to essential locations

*Indicates coded grouping of short-answer responses

Income

Responses by income largely were similar across income levels, with “Slowing speeding traffic” consistently rated as a top transportation issue. This is followed by “Creating safe spaces to walk, jog, wheel, cycle, etc.” and “Supporting transportation for me to get to essential locations.”

Notably, there were not enough responses from unemployed respondents or respondents making less than \$10,000 to indicate what issues are important to those groups. A low response rate in the \$10,000 to \$24,999 income group is also important to note.

Figure 18: Important Transportation Issues by Income (n=566) *

Income	Responses	First	Second	Third
Less than \$10,000	3	<i>Not enough data</i>	<i>Not enough data</i>	<i>Not enough data</i>
\$10,000 to \$24,999	15	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	<i>Not enough data</i>
\$25,000 to \$49,999	42	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Supporting transportation for me to get to essential locations
\$50,000 to \$74,999	60	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Supporting transportation for me to get to essential locations
\$75,000 to \$99,999	112	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Supporting transportation for me to get to essential locations
\$100,000 to \$149,999	103	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Supporting transportation for me to get to essential locations
\$150,000 or more	229	Slowing speeding traffic	Creating safe spaces to walk jog wheel cycle etc.	Supporting transportation for me to get to essential locations
Unemployed	2	<i>Not enough data</i>	<i>Not enough data</i>	<i>Not enough data</i>

***Includes non-English responses**

How Could We Improve Slow Streets?

Overall, respondents suggested changes most related to expanding the program, including comments on the route network and destinations (25 percent, n=133). Additionally, respondents asked for improvements to signage and barriers on the routes (12 percent, n=65). Other notable comments included specific area suggestions that were either a street or neighborhood (10 percent, n=53) and making the program permanent (10 percent, n=53).

For suggestions based on negative responses or decreasing certain elements of the program, the most frequent response was stopping the program altogether (six percent, n=31).

It would be great to link all of these together for one giant network of streets. I realize that might be difficult in some places, but it would be amazing.

Make the barriers more visually robust (i.e. more permanent-looking and/or physically bigger/stronger) specifically where a slow street intersects with an arterial or collector street. ... Planters with flowers/plants in impact-resistant containers with reflectors (or reflectorized tape) that could still be moved aside for emergency vehicles, for instance.

Make them permanent. There is an opportunity to make Oakland a city that makes the healthy [sic] and safety of residents the biggest priority.

Neighborhoods

Responses by neighborhood varied, but overall, respondents suggested changes that requested expansion or improvement to an aspect of the program (86 percent, n=402) rather than decreasing or stopping an aspect (12 percent, n=55). The three neighborhoods with the most responses were North Oakland (46 percent, n=216), Central Oakland (13 percent, n=63), and East Oakland (12 percent, n=58). Figure 19 illustrates the top three responses by neighborhood.

Some improvements were expressed repeatedly across geographic neighborhoods. Comments pertaining to program expansion, including route network, were expressed across six of Oakland's seven neighborhoods, and 14 of the 17 ZIP codes. Specific area suggestions were also found in all neighborhoods and also found widely in 14 ZIP codes. All Oakland neighborhoods and twelve ZIP codes commented on signage and barriers, and comments indicating support for program permanence or to continue after Shelter in Place is lifted was expressed in six of the seven neighborhoods, across thirteen zip codes.

Figure 139: Improvements to Slow Streets program by neighborhood (n=467)

Neighborhood	Responses	First	Second	Third
West Oakland & Downtown	36	More of/Improve - Program expansion/route ideas	More of/Improve - Area Suggestion; More of/Improve - Signage/barriers	Tied: More of/Improve - Signage/barriers
North Oakland	216	More of/Improve - Program expansion/route ideas	More of/Improve - Program permanence	More of/Improve - Signage/barriers

Neighborhood	Responses	First	Second	Third
Hills - North	30	More of/Improve - Program expansion/route ideas	More of/Improve - Signage/barriers	More of/Improve - Area Suggestion
Central Oakland	63	More of/Improve - Program expansion/route ideas	More of/Improve - Communications/public education	Tied: Less of/Fix/Stop - Program expansion/permanence; More of/Improve - Signage/barriers
East Oakland	58	More of/Improve - Program expansion/route ideas	Tied: More of/Improve - Area Suggestion; More of/Improve - Signage/barriers	
Deep East Oakland	6	More of/Improve - Area Suggestion	Tied: More of/Improve - Program rollout; More of/Improve - Public input and equity considerations; More of/Improve - Signage/barriers	
Hills - East	53	More of/Improve - Program expansion/route ideas	More of/Improve - Signage/barriers	Tied: More of/Improve - Monitoring/enforcement/adjustment; More of/Improve - Area Suggestion; Less of/Fix/Stop - Program rollout
Outside City of Oakland	5	Not enough data		

Disability

438 respondents to this question indicated whether they were able-bodied or disabled with 35 of those responses indicating a disability. A majority (n=24) gave suggestions to improve or increase an aspect of the program, with program expansion as the most common response (n=6). Other common responses were providing an area suggestion (street or neighborhood) and improving communications/public education (both n=4). Disabled individuals did not cite improvements to transit, despite transit and access to essential locations as important issues, despite those responses being most common to the earlier question, “What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic?”

Race

Respondents from across racial backgrounds suggested ways to improve the program. The most common theme across race was to expand the program (n=109), followed by increasing or improving the signage and barriers (n=55). Another common theme in all groups was to improve communications and public education (n=33).

Figure 20: Suggestions for Program Improvement by Race (n=406)

Race	Responses	First	Second	Third
Asian	29	More of/Improve - Signage/barriers	More of/Improve - Program expansion/route ideas	More of/Improve - Communications/public education
Black or African American	33	More of/Improve - Area Suggestion	Tie: More of/Improve - Program expansion/route ideas; Less of/Fix/Stop - Program expansion/permanence	
Hispanic/Latinx	23	More of/Improve - Program expansion/route ideas	More of/Improve - Area Suggestion	Three-way tie: More of/Improve - Communications/public education; More of/Improve - Infrastructure (Existing or additional); More of/Improve - Public input and equity considerations
Mixed*	41	Three-way tie: More of/Improve - Program expansion/route ideas; More of/Improve - Program permanence; More of/Improve - Signage/barriers		
Other	6	Not enough data	Not enough data	Not enough data
White	274	More of/Improve - Program expansion/route ideas	More of/Improve - Signage/barriers	More of/Improve - Program permanence

*Indicates coded grouping of short-answer responses

Income

Across all income groups from \$25,000 and over, the top response was to expand the Slow Streets program. Other commonly cited improvements were suggestions where to expand the program, improvements to signage and barriers, and to make the program permanent. Notably, there were not enough responses from the income groups making less than \$10,000, making \$10,000 to \$24,999, and making no income (unemployed) to indicate those groups' suggestions for program improvements.

Figure 21: Suggestions for Program Improvements by Income (n=369)

Income	Responses	First	Second	Third
Less than \$10,000	0	<i>Not enough data</i>	<i>Not enough data</i>	<i>Not enough data</i>

Income	Responses	First	Second	Third
\$10,000 to \$24,999	7	<i>Not enough data</i>	<i>Not enough data</i>	<i>Not enough data</i>
\$25,000 to \$49,999	33	More of/Improve - Program expansion/route ideas	Tie: More of/Improve - Area Suggestion; More of/Improve - Signage/barriers	
\$50,000 to \$74,999	46	More of/Improve - Program expansion/route ideas	More of/Improve - Area Suggestion	More of/Improve - Infrastructure (Existing or additional)
\$75,000 to \$99,999	71	More of/Improve - Program expansion/route ideas	More of/Improve - Program permanence	Tie: More of/Improve - Monitoring/enforcement/adjustment; More of/Improve - Area Suggestion
\$100,000 to \$149,999	70	More of/Improve - Program expansion/route ideas	More of/Improve - Signage/barriers	More of/Improve - Area Suggestion
\$150,000 or more	139	More of/Improve - Program expansion/route ideas	Tie: More of/Improve - Program permanence; More of/Improve - Signage/barriers	
Unemployed	0	<i>Not enough data</i>	<i>Not enough data</i>	<i>Not enough data</i>

Are Your Transportation Needs Met?

Overall, respondents indicated their transportation needs were met (88 percent, n=209). Often, respondents expressed that they had few transportation needs due to the ability to work from home and had a variety of travel choices. Those respondents expressed either a general response or expressed the use of multiple modes to travel as a means of meeting their transportation needs (n=193). Many also expressed that if they did not own a car, then they would reevaluate if their transportation needs were met.

I am privileged to not need to move for work, so as long as shelter-in-place is in effect, I have very limited transportation needs.

Mine are but I worry about people without cars. Is public transportation available? Are people able to maintain social distancing? If they have lost income can they afford it?

Nine percent (n=22) indicated their transportation needs were not met. Of all respondents, two percent indicated that their transit-based travel needs were not met.

Usually I am dependent on public transportation. I can't use this now, and as a senior I worry that I won't be Able to use Public Transportation for a long time. I hate driving and have a car only for necessities. What will be done to make Public Transportation safe and also viable for the future?

Disability and Transportation Needs

For respondents who indicated they had a disability, the majority (78 percent, n=10) expressed that their transportation needs were met. Those whose transportation needs were not met were transit-oriented. No respondent indicated that their car-oriented transportation needs were not met.

Race and Transportation Needs

Overall, 200 responses to this question indicated race. White respondents were overrepresented (71 percent, n=142), many of whom (89 percent) indicated that their transportation needs were met. Nine percent (n=17) of responses were from Black or African American respondents, of which 76 percent said their transportation needs were met. Black or African American and Hispanic/Latinx respondents were groups with the highest response rates indicating their transportation needs were not met, 24 percent and 25 percent, respectively. Low sample sizes should be considered when examining these responses.

Figure 22: Transportation Needs by Race

	Asian	Black or African American	Hispanic/ Latinx	Mixed*	White	<i>Grand Total</i>
Yes – car-oriented	2	4	-	3	4	13
Yes - general	10	9	5	15	126	165
Yes – walking/biking-oriented	-	-	-	-	2	2
Yes - Total	12	13	5	18	132	180
No – car-oriented	-	1	-	-	-	1
No – general	-	3	2	-	3	8
No – transit-oriented	-	-	-	1	4	5
No - Total	0	4	2	1	7	14
Grand Total	12	17	7	19	139	194

*Indicates a coded category.

(If Not,) What Would You Like to See be Done to Improve your Transportation Options?

Overall

Respondents replied with a variety of suggested actions to take to improve their transportation needs. Actions were analyzed separately from responses to if their transportation needs were met. Overall, a quarter (20 percent, n=25) of responses indicated a desire for more streets in the Slow Streets program. A close second (18 percent, n=23) response was concerns about using transit or about transit improvements. Many of these responses expressed social distancing concerns about using transit to travel or commute when Shelter in Place is lifted. The third most frequent response (14 percent, n=18) was regarding improving bicycle and pedestrian facilities, either as related to the program or in general. Overall, there were 127 responses.

Transit-related response:

I wish I could use BART or AC Transit, but realize it is just not safe for me as a 72 year old [sic] with a compromised immune system.

Bicycle and pedestrian facilities responses:

Please, please, please turn off beg buttons for crosswalks!

Reducing traffic lanes to create even more space for bicycles, scooters, alternatives to cars.

Disability and Improving Transportation Needs

Comments from disabled respondents were low, compared to comments from able-bodied respondents (13 percent, n=13 and 88 percent, n=91, respectively). Common themes from disabled respondents included equity concerns (n=2), ending the program (n=4), and changes to transit (n=2).

Shafter is our route to the hospitals and Webster is already a bicycle blvd why not close Webster instead? Also Shafter at 51st is the only Light protected way for cars to cross or enter 51st. ... With the VERY DISORGANIZED construction at Claremont and 51st it is very difficult to safely leave the neighborhood (Without car shaming glares from shafter walker/runner/ socializes) to get to my ESSENTIAL JOB IN A GROCERY STORE.

Race and Improving Transportation Needs

Overwhelmingly, white respondents were represented in responses to improving transportation needs (69 percent, n=68). For Black or African American respondents (eight percent, n=8), suggestions touched upon bicycle and pedestrian facilities, equity concerns, existing infrastructure changes, traffic enforcement/speeding, and transit. For Hispanic/Latinx respondents (six percent, n=6), suggestions ranged from bicycle and pedestrian facilities, more Slow Streets, support for a permanent Slow Streets program, program related infrastructure/signage/barricades, and traffic enforcement/speeding. Overall, 98 respondents to this question indicated their race.

Response from Black respondent: *Stop blocking and isolating Black areas.*

Response from Hispanic/Latinx respondent: *...increase the safety for pedestrians and bicyclists on non-Slow Streets: enforce speed limits, add stop signs at crosswalks, add*

illuminated crosswalk lighting, swap bike lanes with parked cars (see Telegraph Ave. and 29th St. - Thomas L. Berkley Way).

Improvements mentioned across races include changes to bicycle and pedestrian facilities (six of seven categories) and program-related infrastructure/signage/barricades (four of seven).

Income and Improving Transportation Needs

Common responses across income groups were to open more streets in the Slow Streets program, expressed in all but one income group, and changes to transit³, expressed in all but two income groups. The response to open more streets was most common in income groups of \$25,000 - \$49,999 and \$150,000 or more. Changes to transit was most commonly found in the income group of \$50,000 - \$74,999.

The income group of \$150,000 or more was overrepresented with 27 out of the 82 responses (33 percent). The top common response in the \$50,000-\$74,999 income group includes changes to transit (n=5). For respondents with incomes \$25,000 - \$49,999, the top comment was regarding more Slow Streets. The median income as of 2018 in Oakland is slightly above \$75,000 at \$76,469.⁴ Overall, 82 respondents who answered this question indicated their income.

Other Comments Not Addressed in Survey Questions

The top additional comments from the question, “Any other comments not addressed in the questions above?” from respondents included themes of positive program feedback (18 percent), suggesting a street for the Slow Streets program (13 percent), and support for a continued or permanent program (12 percent). Overall, there were 177 responses.

Positive program feedback:

Thank you for doing this, it helps us follow the rules of shelter in place better.

Support for a continued or permanent program:

I'd love for these changes to become permanent!

Race

Additional comments by race varied, but most were regarding positive program feedback and other, miscellaneous comments.

³ The coded theme, “changes to transit”, encompasses both social distancing changes and health concerns while riding transit, or improved transit service to an area or a bus/light rail line regardless of the covid-19 pandemic.

⁴ <https://datausa.io/profile/geo/oakland-ca/#:~:text=In%202018%2C%20Oakland%2C%20CA%20had.%2476%2C469%2C%20a%208.35%25%20increase.> Accessed June 10, 2020.

Figure 23: Additional Comments by Race (n=166)

Race	Responses	Top Response
Asian	2	Tie - Enforcement/monitoring/adjustment; Program permanence: supportive
Black or African American	4	Other
Hispanic/Latinx	3	Positive program feedback
Mixed*	4	Positive program feedback
White	22	Positive program feedback

***Indicates coded grouping of short-answer responses**

Disability

Amongst able-bodied and disabled respondents, disabled individuals emphasized enforcement, monitoring, or program adjustments the most (n=4) as an additional comment. Able-bodied respondents gave additional comments that emphasized positive program feedback (n=33). Total responses were 177, while responses from disabled individuals were 19 (11 percent) and able-bodied individuals were 158 (89 percent).

Outreach

How did you learn about the Oakland Slow Streets program?

Oaklanders learned about the program in many ways. The majority heard about it through the news (n=350), followed by seeing the street closed (n=220) and from word of mouth (n=204). The outlets that were least selected by respondents were through the phone (n=2), unknown platforms from another organization (n=3), and through personal or neighborhood emails (n=3).

Figure 24: Outreach about Program

How did you learn about the Oakland Slow Streets program?	Count	%
<i>I saw it in the news</i>	355	27%
<i>I saw the street was closed</i>	220	17%
<i>Word of mouth</i>	204	16%
<i>NextDoor post from someone in the City of Oakland</i>	160	12%
<i>Social media post from someone other than City of Oakland staff</i>	97	8%
<i>Twitter post from someone in the City of Oakland</i>	71	6%
<i>Email from someone in the City of Oakland</i>	60	5%
<i>Oakland Mayor's Virtual Town Hall</i>	42	3%
<i>Email from another organization</i>	36	3%
<i>Oakland Facebook</i>	22	2%
<i>Oakland Instagram</i>	9	1%
<i>Online platform (incl. personal social media accounts) *</i>	7	1%
<i>City staff*</i>	4	0%
<i>Email (personal and neighborhood groups) *</i>	3	0%
<i>Another organization*</i>	3	0%
<i>Via phone*</i>	2	0%
	1295**	

*Indicates a coded, short-answer response

**Respondents were able to select more than one response

Race and Outreach

Respondents' race indicated both an oversampling of white respondents and the range of diverse news outlets, both formal and informal. For instance, white respondents indicated 100 different combinations of information sources, while Hispanic/Latinx respondents indicated 21 different combinations of information source. For Asian respondents, that number was 18; for Black/African American respondents, it was 10. For Hispanic/Latinx respondents, the news and seeing the street closed were the most commonly cited sources of information. For Black/African American respondents, the news, seeing the street closed, and NextDoor posts from someone in the City of Oakland were commonly cited sources. For Asian respondents, the news and NextDoor (in general) were common sources. Diversifying outreach to increase communication across race is needed.

Income and Outreach

Respondents of different income levels cited different methods of communication. For instance, respondents with incomes \$150,000 and more cited the widest range of communications from a variety of sources. This is also reflective of the overrepresentation of this income group within this survey. Respondents making less than \$10,000 or earning between \$10,000 and \$24,999 cited far less diversity of information outlets. Diversifying outreach across income levels is needed.

Non-English Responses

Not all analyses included non-English responses due to time constraints. Of the non-English responses, four out of seven indicated they were not in support of Oakland Slow Streets, while one did not provide an answer, and two indicated they supported the program.

In all the respondents, sentiment varied between supporting the program, and not finding the program useful during Shelter in Place.

Spanish

Of the Spanish responses, only one respondent indicated that they lived on an Oakland Slow Street. In providing reason for their support or non-support, answers varied widely. Important transportation issues to Spanish respondents included slowing speeding traffic, eliminating the program to not encourage people to leave their home, slowing speeding traffic, supporting transportation to access essential services, and creating safe spaces for walking, running, rolling, cycling, etc.

Why or why not? (Are you in support of Slow Streets?) Responses

Porque cerrar unas calles trae mas trafico a las que estan cerca pero no cerradas, como la mia.

(English translation: "Because closing some streets brings more traffic to those that are close but not closed, like mine.")

Response given in English: It's great. There should always be streets largely closed off to cars. There aren't many parks in Oakland and many are highly impacted by encampments, which is hard to navigate with small kids. 42nd street has been a great place for kids to ride bikes.

Response given in English: StUPID waste of precious resources. We are SIP. No one should be in a car unless on official business. Streets are quiet. We are safer to walk than normal. This is SO stupid!!!

Mandarin

One respondent, an elderly man in the Central Oakland neighborhood, replied in Mandarin. He indicated support for the program for safety reasons due to the personally important issue of speeding cars. This respondent shared that they used the Slow Streets once a day by walking on them.

MEMORANDUM

September 18, 2020

To: Noel Pond-Danchik and Jason Patton
Organization: Oakland Department of Transportation
From: Jessica Zdeb and Kerry Aszklar
Project: MTC Slow Streets Assistance

Re: 311 and SeeClickFix Data Coding and Analysis

This memo reviews the coding framework used to parse comments received from the public regarding Oakland's Slow Streets program via 311, SeeClickFix, and email. Comments cover a time period from April 14, 2020 to June 3, 2020. Comments from these three sources were aggregated into a spreadsheet and delivered to the consultant team for analysis.

Coding

- Each individual record was coded for category and tone. Comments were coded by topic based on the primary idea expressed. Each comment was identified based on an indication of their tone. More information about the methodology can be found below under "Topic" and "Tone" subsections.
- For SeeClickFix, individual records included both a requestor's original post and follow-up comments made by other community members. In cases where the follow-up comments provided additional information or agreed/disagreed with the program feedback provided, those additional comments were also coded. Where an additional comment or comments were merely conversational, these were not coded for inclusion in the analysis.
- Cleaned data does not include staff responses to requests.

Topic

Each comment was coded for the primary category addressed. The following framework was used.

Category	Explanation
Community	Related to bringing people together, improving feeling of community
DIY	Identifying DIY street closures done by residents
Driver adherence	Specific safety concern related to drivers not obeying or understanding how to use Slow Streets
Equity	Considerations for disabled individuals and communities of concern
General	No specific attributable category
Impact on auto access	Slow Streets impacts on how drivers' and vehicles' movements are restricted by soft closures
Impact on auto volume	Slow Streets impacts on pushing traffic volume to adjacent or nearby streets that are not closed
Info request	Generic request for program information
Maintenance	Requests for maintenance to program signage
Not Slow Streets	Comments on items other than Slow Streets program
Online form	Questions regarding using the online feedback form

Category	Explanation
Online map	Comments regarding program information provided via the online map
Program expansion	Comments requesting additions to the Slow Streets program, often specific street or neighborhood requests
Program permanence	Comments referring to making the program permanent beyond Shelter in Place
Public input	Comments on the public input process for Slow Streets
Safety	Comments capturing any kind of safety topic other than driver adherence specifically
Signage	Requests for additional or different kinds of signage. Comments on the quality or type of signage not related to maintenance of existing signage
Social distancing	Comments regarding Slow Streets' impact on individuals' ability to social distance, or observations about user behavior related to social distancing

Tone

In addition to topic area, comments were tagged with an indication of their tone regarding the Slow Streets program, either positive, neutral, or negative. The assessment of tone included both the text of a commenter's request and their responses to the following standard questions posed to all SeeClickFix users commenting on the Slow Streets program:

- Have you seen slow streets signage or barriers in your neighborhood?
- How have slow streets impacted your neighborhood?
- Do you feel your street is a safe and appealing place to walk with enough room to socially distance?
- Are there any changes you'd like to request to a slow streets implementation?

Positive tags were used for comments that explicitly or implicitly express support for the program.

- Example: "Greetings people, I LOVE the concept of Oakland Slow Streets!!!!!!!!!!!!!!"
- Example: "It would be really great if you could also include the 5400 block Brookdale Avenue (between 55th and Brookdale) in this closure as well."

Neutral tags represent two main categories of comments:

- Informational reporting, e.g., maintenance needs expressed with neutral language
- Comments with both positive and negative tone, e.g., praise for the program but frustration with specific location, implementation aspect, etc.
 - » Example: "Love the slow streets! Could you please put up more signage so cars don't use them as through-ways?"
 - » Example: "I can not walk on Brookdale between kingsland and high street due to the cars still using it as a through street. Nice idea, though."

Negative tags were used where commenters expressed frustration or displeasure with the program or its implementation.

- Example: "this barricade has been broken for a few weeks. someone has taped it up with duct tape. It's pretty pathetic. please replace."

- Example: “Since you have closed down/slowed down Plymouth St, I have seen an approximate 50% increase in traffic on the parallel, residential Birch Street. This will be further exacerbated when you close down Olive Street. I also do not see an increase in foot traffic on Plymouth St due to the slowing down of traffic on Plymouth.”

Sample Characteristics

Given that these comments were made through the City’s SeeClickFix communication lines, there is no contextual data for the comments reviewed in this analysis. This means there is no demographic or geographic information about the commenters.

Of note is the likelihood of selection bias in the results because of the opt-in process of accessing SeeClickFix. However, this is something that the analysts are unable to confirm. While the analysts are unable to confirm any presence or type of bias in these responses, it is typical that respondents to this type of voluntary, opt-in platform to be whiter and wealthier on average than the community at large. This also aligns with the Slow Streets general survey analysis.

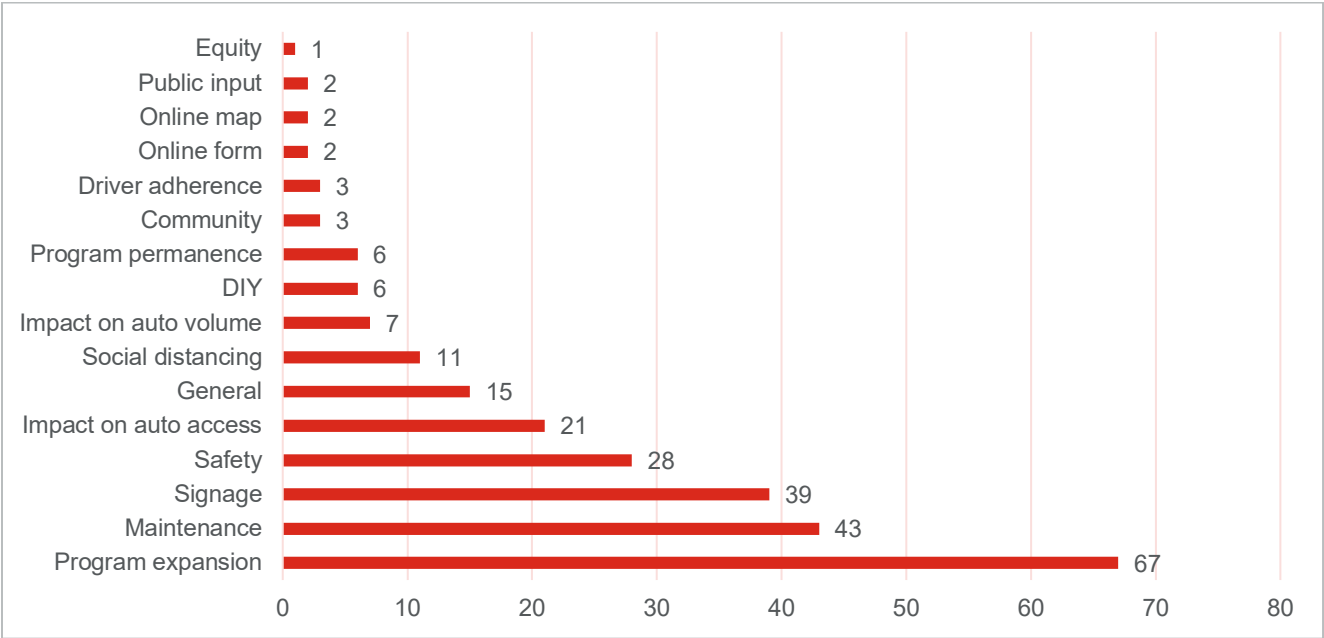
There are no user identification numbers associated with comments, so it is unclear how many unique respondents there were. Of note, there was a string of similar comments that were reviewed in the actual SeeClickFix application because of their similarity. This showed that one user provided 12 SeeClickFix requests in the course of approximately two weeks, all related to the 32nd Street route.

Findings

Overview

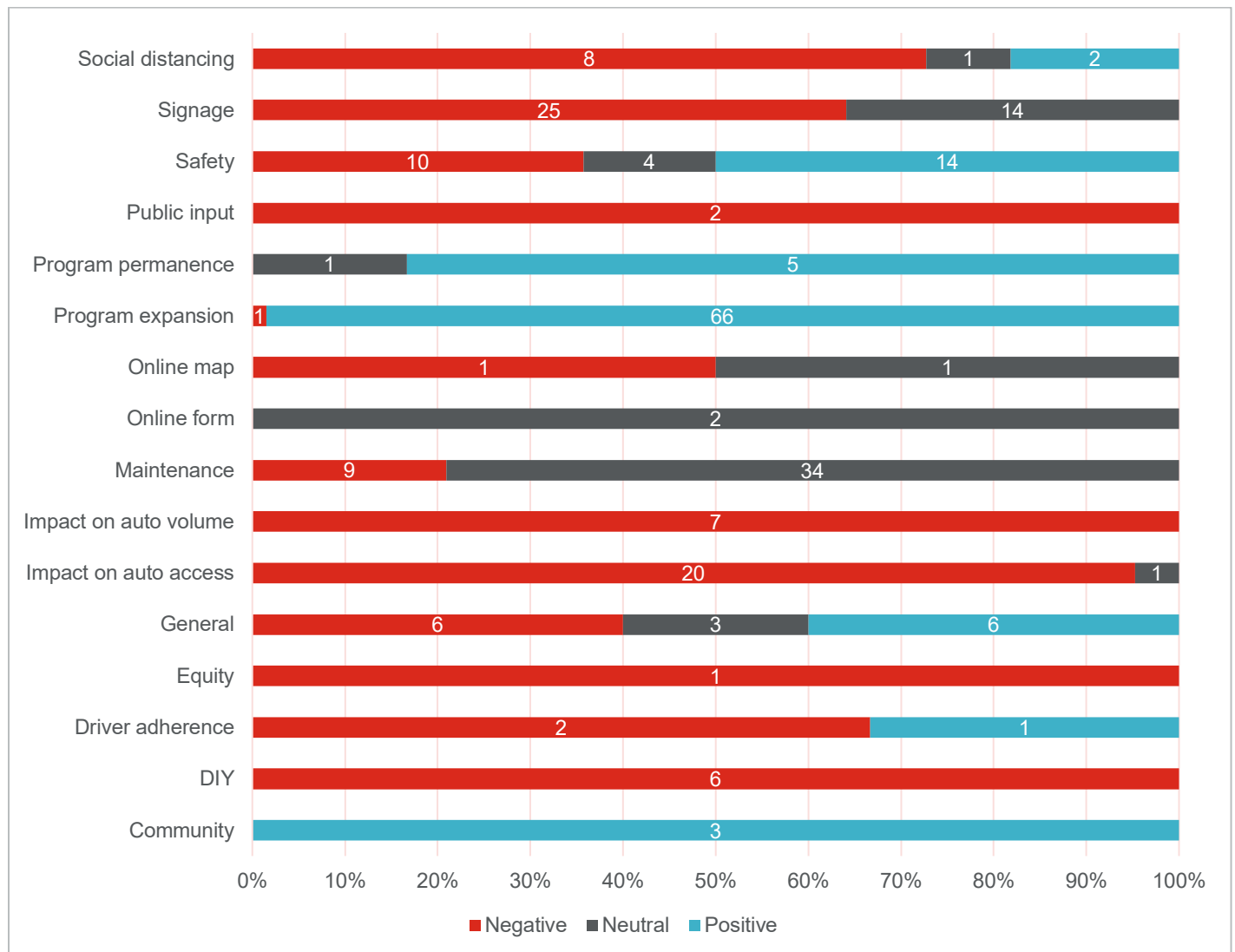
Overall, 280 comments were coded. Of those comments, 13 were not related to the Slow Streets program, and 11 were information requests. Of the pertinent program-related comments, the most commonly coded topic was about expanding the program (24 percent, n=67), followed by maintenance (15 percent, n=43) and signage (14 percent, n=39). The high number of maintenance requests is unsurprising given the medium used for feedback - many residents likely associate 311 and SeeClickFix with reporting potholes, streetlight outages, and other repair issues.

Table 1: Comments and Topic Areas (n=256)



The tone of comments about the program itself were mixed. Comments with positive and negative tones were found to be equal percentages of the total comments, 38 percent each (n=97, n=98, respectively). Neutral comments were 24 percent (n=61). Of the positive-tone comments, the majority (68 percent, n=66) were about expanding the program, followed by safety (14 percent, n=14). Of the topics with negative tones, 26 percent (n=25) regarded signage, and 20 percent (n=20) spoke to the impact on auto access.

Table 2: Tone by Comment (n=256)



Support Analysis

This section excludes comments not related to Slow Streets or information requests. As shown, positive and negative comments are nearly equal, with neutral comments comprising a quarter of all comments.

Table 3: Support for Slow Streets (n=256)

Support	Number of comments	Percent (%) *
Positive	97	38
Neutral	61	24
Negative	98	38
TOTAL	256	100.0

*Percentage is based on number of comments excluding non-Slow Streets and information quest comments.

Topic Analysis

This section excludes comments not related to Slow Streets or information requests. As indicated in the methodology, comments were classified by topic area. Overall, comments about expanding the Slow Streets program comprised nearly a quarter of all comments received. Program expansion, maintenance, and signage comprised of 43 percent of all comments. Of note, very few comments referenced public input, the online map, the online form, driver adherence, and community.

Support	Number of comments	Percent (%) *
Program expansion	67	24
Maintenance	43	15
Signage	39	14
Safety	28	10
Impact on auto access	21	8
General	15	5
Social distancing	11	4
Impact on auto volume	7	3
DIY	6	2
Program permanence	6	2
Community	3	1
Driver adherence	3	1
Online form	2	1
Online map	2	1
Public input	2	1
TOTAL	256	100.0

*Percentage is based on number of comments excluding non-Slow Streets and information request comments.

Combined Support and Topic Analysis

Each topic is examined in turn to understand if specific aspects of the program generate more positive or negative reactions. Topics with less than six comments were not individually examined due to the small sample size.

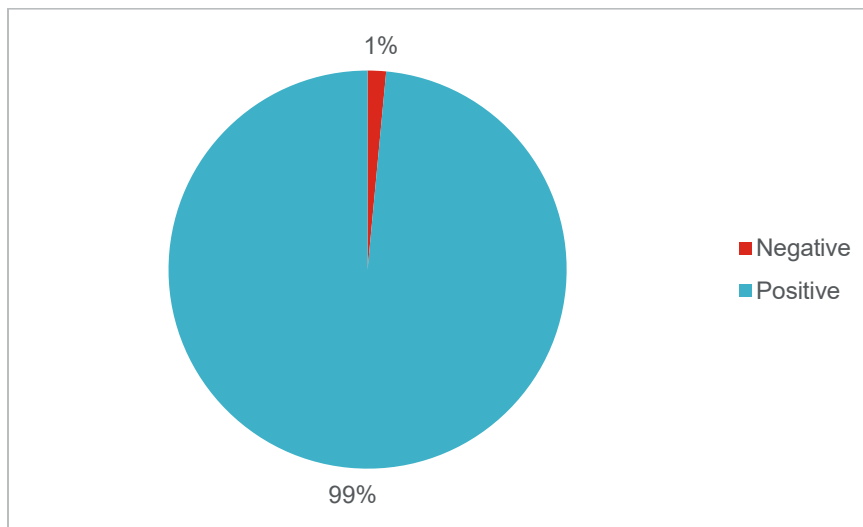
Program Expansion

Comments regarding program expansion (n=67) were the most commonly found and majority positive (99 percent, n=66). As to where to expand the program, common suggestions include Lake Merritt (n=5) and Lawton Ave (n=4). Many requests in this category have been addressed by streets added later in the program, e.g., Bellevue Ave and Wisconsin St. Several requests for program expansion hint at either a coordinated group of residents or a repeated effort by one individual regarding the same neighborhood or street.

Example comment:

- Please add Bellevue Ave between Perkins and Grand Ave to the Slow Streets program. The north side of Lake Merritt is currently too busy as people continue to congregate at all times of the day and night. Restricting vehicular traffic would calm the area.

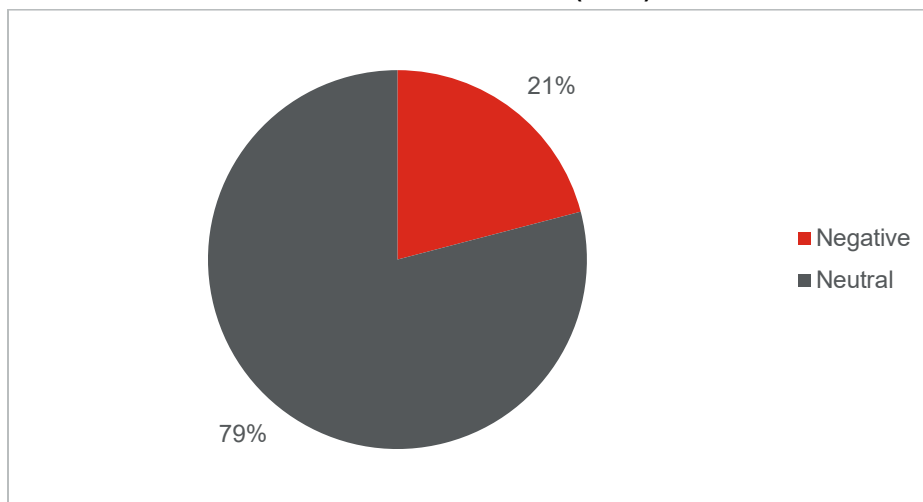
Table 4: Program Expansion (n=67)



Maintenance

Comments regarding maintenance were the second most commonly found (15 percent, n=43) and were majority neutral in tone (n=34). Responses here were default coded as neutral because people were reporting needed fixes, but those with explicitly negative tone or where lack of maintenance resulted in negative experiences were coded as negative. Common maintenance comments include broken, or missing signage, occasionally pertaining to people stealing or moving signage.

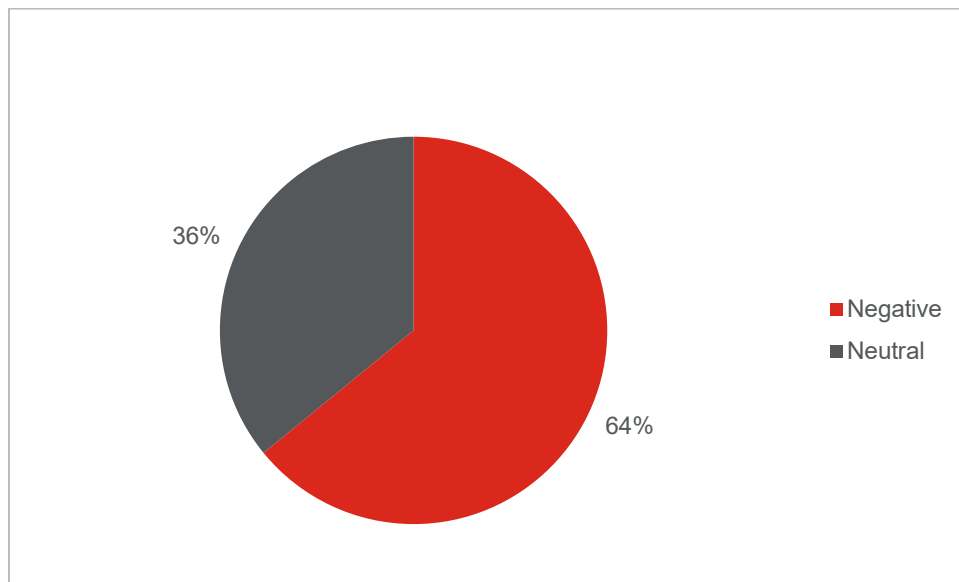
Table 5: Maintenance (n=43)



Signage

Signage-related comments were third most commonly found (14 percent, n=39). The tone of signage comments was either negative (64 percent, n=25) or neutral (36 percent, n=14). There were no comments regarding there being too much signage. Negative comments about signage express concern that there is not enough signage or signage of a type that will adequately communicate to drivers. Some comments reported that the signage was better in Rockridge than other parts of the city

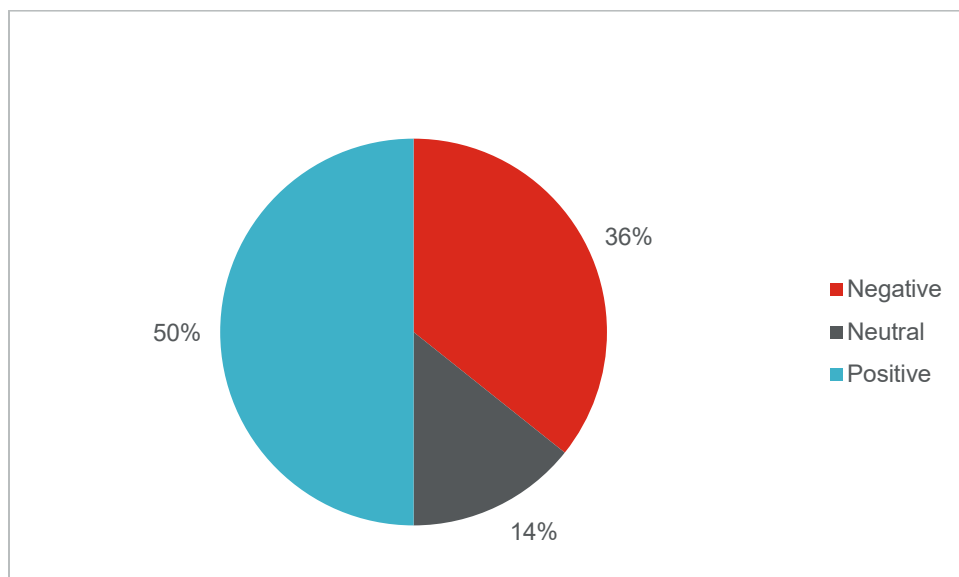
Table 6: Signage (n=39)



Safety

Comments regarding safety comprised 10 percent (n=28) of all comments, with mixed tones. Positive-tone comments were 50 percent (n=14), with negative-tone comments comprising 36 percent (n=10) and neutral-tone comments at 14 percent (n=4). Themes within these comments touched upon infrastructure changes, such as speed bumps and traffic signals for improving safety. Other comments. Comments also spoke to how Slow Streets improves neighborhood safety, and to the need or role of Slow Streets signage and barriers.

Table 7: Safety (n=28)



Example comments:

- Positive
 - » Thank you so much for implementing the Slow Streets program. It has greatly reduced our concerns about pedestrians, cyclists, people in wheelchairs and children being hit by traffic during this indefinite stay-at-home period.

- Negative
 - » The "Slow Streets" sign that sits at the top of the hill on Bayo as it connects to High has twice presented a hazard.
- Neutral
 - » Maple is the only street between Coolidge and 35th that goes under the freeway and connects our entire neighborhood to Macarthur Blvd. It would make more sense to add street bumps or put the sort of roundabouts in the intersections (which also slow down traffic) that have been appearing in North Oakland (example: Shafter St in Rockridge).

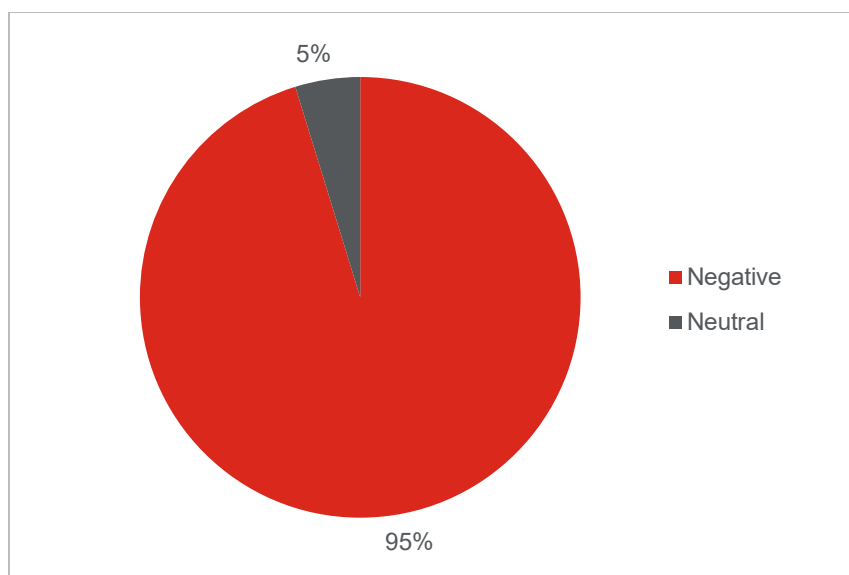
Impact on Auto Access

Comments regarding the impact on automobile access were overwhelmingly negative (95 percent, n=20). Commonly cited streets with comments include Schafer Street and Tiffin Road.

Example comment:

- Negative
 - » I like the idea about slow streets in theory but in reality I need to drive my groceries home. My husband and I are both in our sixties and would have no alternative to bring food home if you close our street.

Table 8: Impact on Auto Access (n=21)



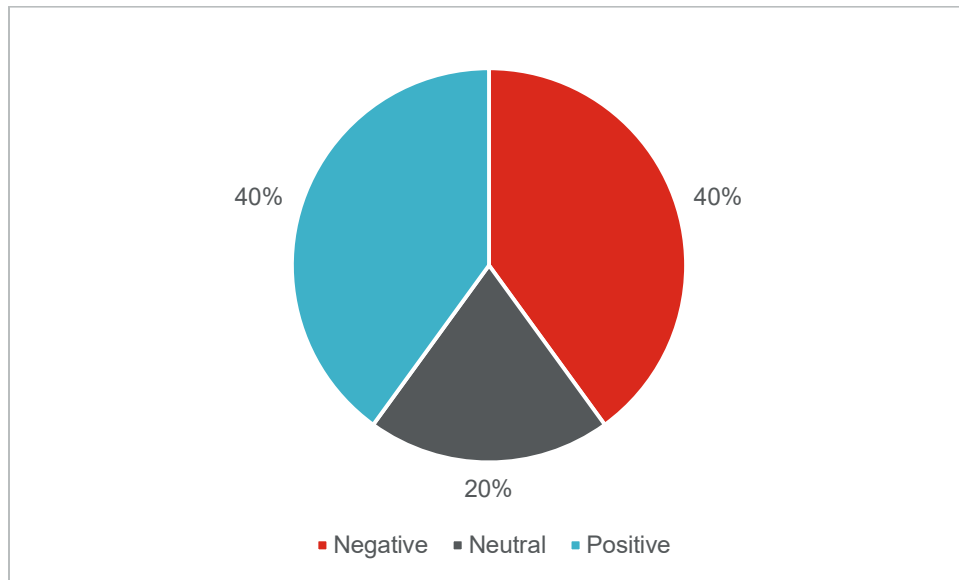
General

General comments (n=15) were generally mixed in tone. Comments overall either expressed positive commentary about the program or expressed opinions not directly associated with the Slow Streets program.

Example comments:

- Positive
 - » Great idea - thanks!
- Negative
 - » We do not need to close the streets as there is no traffic to start with and bicyclists should obey the traffic laws as they normally would.
- Neutral
 - » Traffic barrier changed by residents. Street should not be closed to all traffic. also [sic] at adjacent intersection.

Table 9: General comments (n=15)



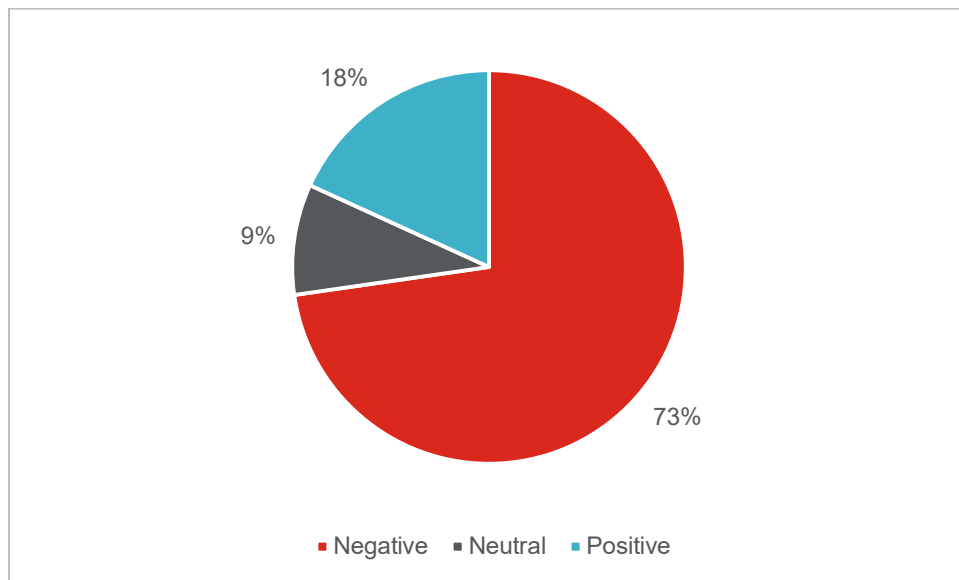
Social Distancing

Comments regarding social distancing were mixed between positive (n=2), negative (n=8), and neutral (n=1) ones. Comments included enforcement of social distancing measures, such as masks and ticketing large groups (5-10) of people.

Example comments:

- Positive
 - » We need more common sense [sic] planning to keep people safe from joggers, and other self centered [sic] people.
- Negative
 - » I feel like people are treating these "slow streets" the way they do "sunday [sic] streets"...a chance to party and be in the street without cars...rather than space to exercise [sic] and stretch while wearing masks. Cause there are a LOT of people thinking this is a chance for a block party.
- Neutral
 - » The space is appreciated however during my bike ride home from working at the hospital, it is problematic when people post themselves up with chairs in the middle of the streets, leaving less space to get around them and a lot of individuals are not wearing masks which makes it difficult when you have to attempt to squeeze through smaller spaces just to get through the crowd of people just standing in the middle of the street.

Table 10: Social Distancing (n=11)



Impact on Auto Volume

All comments related to the impacts on auto volumes were negative (n=7). Comments in general spoke to spillover traffic on streets adjacent to Slow Streets. Of note, many comments spoke to Hillgrass Ave., adjacent to Colby Street.

Example comment:

- Since you have closed down/slowed down Plymouth St, I have seen an approximate 50% increase in traffic on the parallel, residential Birch Street. This will be further exacerbated when you close down Olive Street.

DIY

All comments touching on DIY street closures by residents were negative (n=6). Of note, five of the six concerns raised about DIY blockades were about one block of Tiffin Rd. One was about the 5000 block of Brookdale Ave.

Example comment:

- Adjacent residents are completely blocking the street so residents of the block and essential vehicles are unable to access the street without extreme difficulty, if at all. This is done primarily for children to use the street exclusively as a play street.

Program Permanence

Comments regarding program permanence were all positive (n=5) except for one neutral comment (n=1). Comments ranged from a general support for making the program permanent, to citing other jurisdictions about car-free streets, whether it be all streets in a downtown area or a major arterial. Comments also touched on larger topics, such as climate change and community livability as reasons for making the program permanent.

Example positive comment:

- I sincerely hope you will continue the program after the shelter-in-place orders are lifted. It makes the neighborhood calmer, people friendly and people centered.

Other Topics

Additional topics included comments that totaled two percent or less. Those topic areas included:

- Community (n=3)
- Driver adherence (n=3)
- Online form (n=2)
- Online map (n=2)
- Public input (n=2)
- Equity (n=1)

MEMORANDUM

September 18, 2020

To: Noel Pond-Danchik and Jason Patton
Organization: Oakland Department of Transportation
From: Laura Cabral and Jessica Zdeb
Project: MTC Slow Streets Assistance

Re: Analysis of #OaklandSlowStreets Tweets

Objective

As part of a broader engagement campaign, reactions posted on Twitter were analyzed to understand support for the Oakland Slow Streets initiative. Tweets were evaluated to determine support for the initiative and what aspect or topic of the initiative is referred to. The Method section describes in more detail how the analysis was conducted, and the Findings section shows the results of the analysis.

Method

Tweets were scraped from Twitter from April 9 to June 8, 2020 using the hashtag “#oaklandslowstreets” and the phrase “Oakland Slow Streets”. Each tweet was then coded according to the framework described below.

Coding Framework

Governmental Affiliation

As a first step, the author of the tweet was analyzed to determine whether the author was a governmental agency or government official. The following authors were categorized as governmental:

- City of Oakland (@oakland)
- Oakland DOT (@oakdot)
- Oakland Parks and Recreation Foundation (@oaklandprf)
- Libby Schaaf (@libbyschaaf)
- Warren Logan (@warrenmobility)

In most cases, the findings exclude tweets by government officials to ensure the analysis reflects the reactions from the public, media, and other organizations.

Support

Each tweet was analyzed for its support based on the following categories:

- Positive
 - The tweet explicitly expresses the author's appreciation of the initiative or of an aspect of the initiative.
 - Example: "#oaklandslowstreets #oakland #thankyoufromparents #likethegoodoleddays libbyschaaf Oakland slow streets is a godsend for parents wanting time bike with their kids... Thank you Oakland!"
- Neutral
 - The tweet does not explicitly express the author's support (or lack thereof) for the initiative or of an aspect of the initiative. This support category typically includes tweets that simply broadcast the initiative, without commenting on it.
 - Example: "Colby St between Alcatraz & Woolsey is also closed to outside traffic as part of #OaklandSlowStreets #covid19 (@ Fairview Park in Oakland, Calif)"
 - In a very limited number of cases, the tweet contains both positive and negative aspects, or states an upgrade needed to make the program more effective.
 - Example: "We live on an #oaklandslowstreets. Kids out on bikes. But cars ignore all road signs and traffic cones. This is our DIY. Definitely need more blockages"
 - In several cases, the tweet itself does not indicate support, but includes a photo of a slow street. As it is sometimes difficult to assess if the picture is meant to express support or not, all tweets that include a picture from the author using a slow street without accompanying text indicating positive or negative support are categorized as neutral. In most cases, it can likely be assumed that sharing a picture showing the personal use of a slow street equates to support for the slow street initiative.
- Negative
 - The tweet explicitly expresses the author's disapproval of the initiative or of an aspect of the initiative
 - Example: "@LibbySchaaf Unenforced Oakland Slow Streets a failure! No-mask bicyclists, joggers, strolling groups. No social distancing. CARS. CARS, CARS! Your plan helping viral spread."
- Questioning/Inquisitive
 - The tweet contains a direct question regarding the program, its roll out, adequate behavior, etc. Questions that appear to be rhetorical in nature because of the context or phrasing are not included in this category and have rather been assigned to the positive or negative categories.
 - Example: "Hi there. Any idea why #OaklandSlowStreets signs are being removed on 42nd Street between Broadway and Linden this morning?"

Topic

Each tweet is classified using up to two categories, based on the framework shown below.

Table 1 – Aspect or Topic Categorization Framework

Category	Explanation
Broadcasting initiative/general	Tweets that broadcast the program or refer to it without highlighting a particular aspect.

COVID-19/physical distancing	Tweets that specifically highlight the positive or negative impact or the program on health as it relates to COVID-19 and physical distancing, beyond the general context of broadcasting the initiative.
Environment	References to air pollution, clear air, etc.
Equity	Considerations for disabled individuals and communities of concern and/or essential workers.
Health (other than COVID-19)	Mentions of the physical and mental health benefits, excluding COVID-19 and physical distancing.
Impacts on traffic/travel times/travel habits	Mentions of the way traffic moves and traffic counts.
Modal conflicts/modal choice	Tweets that concentrate on “banning cars” or “giving streets back to people”, beyond the general context of broadcasting the initiative.
Monitoring/enforcement	Mentions of the way slow streets are or should be monitored and enforced.
Other language	Tweets written in a language that does not use the Latin alphabet (four tweets total). These are excluded from the analysis.
Personal initiatives	Tweets that mention DIY slow streets or calls for/accounts of volunteering to put up signs.
Program communications/roll out	Remarks on the effectiveness of the materials, the timeliness of communications, etc. Also includes remarks on the choice of locations for roll out and the framework used (neighborhood bike routes).
Program cost/taxpayer money/use of city resources	Tweets regarding the allocation of resources, materials needed for implementation, budget, etc.
Program expansion	Suggestions for new locations, use of new materials, ways to expand the program other than new locations (e.g. ped recall).
Program permanence	Tweets referring to making the program permanent.
Public input	Tweets that reference ways to provide feedback, comments on previous feedback (e.g. survey), etc.
Recreation	Tweets that specifically reference recreation beyond the general context of broadcasting the initiative.
Responding to or sharing research/article/opinion piece	Tweets that refer to or broadcast articles or research related to the Oakland Slow Streets. This categorization is often used with other categories.
Safety	Tweets that specifically mention safety issues or benefits beyond the general context of broadcasting the initiative.
Tangential mention	Tweets that tag Oakland Slow Streets without speaking to the initiative directly. This categorization also includes mentions of the way Slow Streets are shown in Google Maps.
Transit	Considerations for transit use on Slow Streets.
Using slow streets example	Photos or mentions of Twitter user or other community members making use of the slow streets.

Findings

Overview

- A total of 630 tweets were found using the Oakland Slow Streets hashtag or phrase: 543 were from the general public and 87 from governmental sources.
- Tweets from the public came from 279 individuals or organizations.
- About 76% of those who tweeted only included the hashtag or phrase in a tweet once, and about 12%, twice. There are a few “super-tweeters” that were particularly active: two individuals tweeted 24 and 36 times respectively, and WOBO tweeted the hashtag 19 times.
- 31 tweets directly linked to a website on the www.oaklandca.gov domain.

Support Analysis

This section excludes government-posted tweets as well as non-English tweets (4) and those classified as “Tangential mention” (67). As shown in Table 2, over half of public tweets are explicitly positive. Of note, a certain proportion of the neutral responses, the second highest category, are potentially positive if they relate to pictures or videos of using the slow streets that were considered a positive experience by the tweet authors. Explicitly negative mentions are a small minority of the analyzed tweets, just above 5% of all tweets.

Table 2 – Overall Support

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

Topic Analysis

This section excludes government-posted tweets. As indicated in the methodology, tweets are classified under one or two categories. Seventy-two non-government tweets had two categories, for a total of 615 topic categorizations.

As shown in Table 3, simply broadcasting the initiative or making other general comments is the most common tweet topic, followed by examples of using the slow streets. Of note, very few tweets referenced traffic and impacts on travel patterns or the cost and use of resources necessary to implement the program.

Table 3 – Overall Topic Categorization

Topic	Number of tweets	Percent (%)*
Broadcasting initiative/general	155	28.5
Using slow streets example	101	18.6
Responding to or sharing research/article/opinion piece	73	13.4
Tangential mention	67	12.3
Program communications/roll out	47	8.7
Public input	30	5.5
Personal initiatives	29	5.3
COVID-19/physical distancing	21	3.9
Program expansion	17	3.1
Safety	17	3.1
Program permanence	12	2.2
Equity	11	2.0
Monitoring/enforcement	9	1.7
Health (other than COVID-19)	6	1.1
Impacts on traffic/travel times/travel habits	6	1.1
Other language	4	0.7
Program cost/taxpayer money/use of city resources	4	0.7
Environment	2	0.4
Modal conflicts/modal choice	2	0.4
Recreation	2	0.4

* Percentage is based on number of tweets (543), not the number of categorizations.

Combined Support and Topic Analysis

Each topic is examined in turn to understand if specific aspects of the program generate more positive or negative reactions. Only non-government-related tweets are considered and the tangential mentions and tweets in other languages are excluded.

Broadcasting initiative/general

Tweets that simply broadcast the initiative or comment on it in general terms are overwhelmingly positive or neutral. The high proportion of neutral tweets seems to be largely attributed to mentions from various media outlets in addition to individuals tweeting the website announcing the initiative.

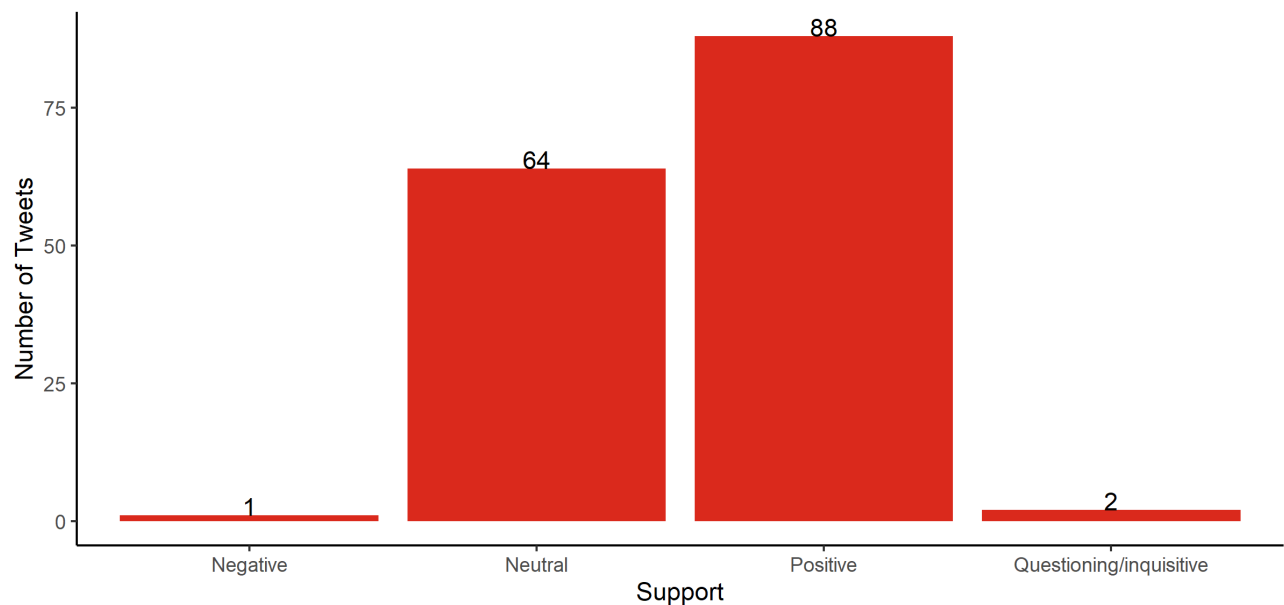


Figure 1 – Broadcasting initiative/general

Using slow streets example

Those tweeting pictures, videos, or other materials showing how they are using the slow streets are almost equally positive or neutral. As noted above, tweets that did not contain text that specifically indicated a positive view of the initiative were coded as neutral but are likely to mostly be positive in nature.

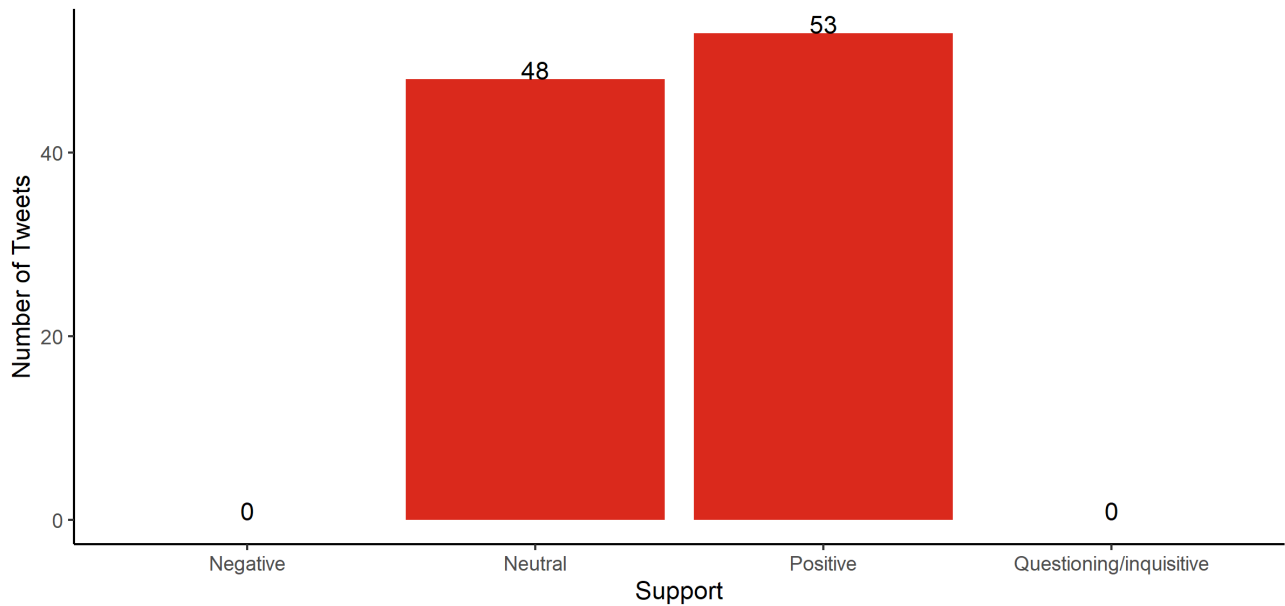


Figure 2 – Using slow streets example

Responding to or sharing research/article/opinion piece

Tweets that referenced an article or other types of media (excluding the announcement itself from OakDOT) were largely positive. Many of the neutral reactions can be attributed to simply relaying the news article without indicating a personal opinion of the program.

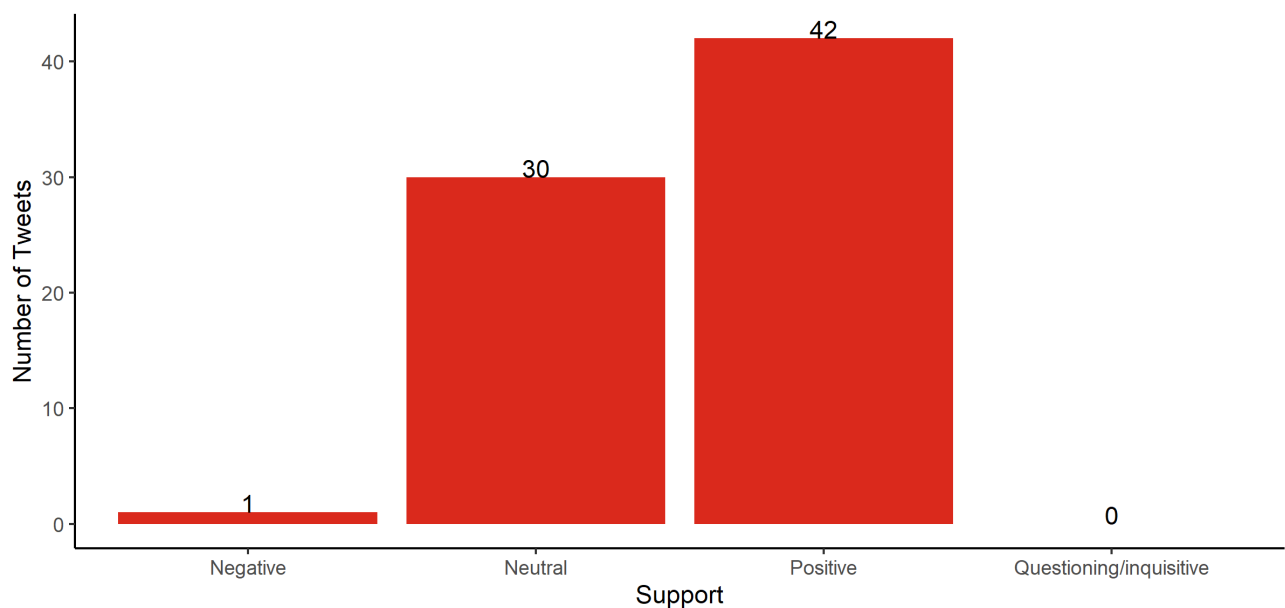


Figure 3 – Responding to or sharing research/article/opinion piece

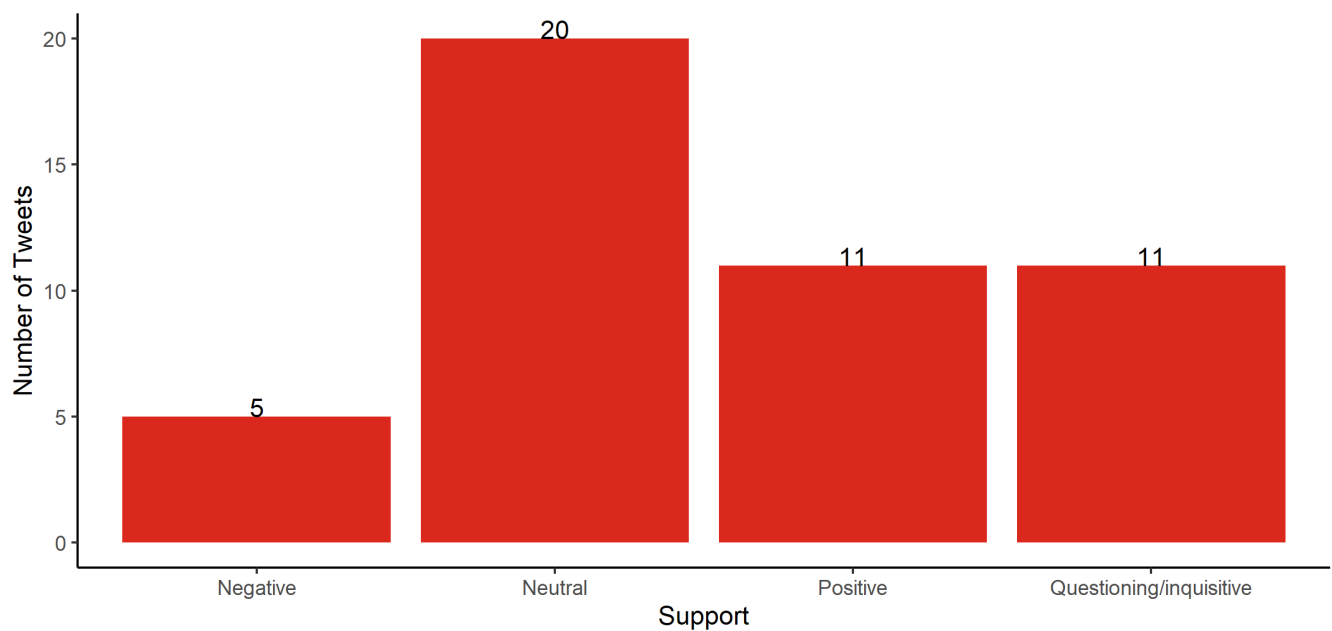
Program communications/roll out

Program communications and roll out generated more varied levels of support. Negative tweets reference slowness in providing information, lack of clarity regarding the phased roll out for signage, the choice of locations for the slow streets, and the KALW story on East Oakland residents who were not in favor of the program.

Neutral references are varied in nature, but generally touch on the technicalities of the roll out, including maps, choice of materials for barriers, locations, etc.

Positive tweets tend to reference the responsiveness of the City and the quality of maps and other communication tools.

Questioning/inquisitive tweets typically reference clarifications about where, why and how some streets are slowed.



Public input

Public input tweets are mostly neutral or positive and generally point to opportunities for public input such as the interactive map and survey. Negative mentions included lack of responsiveness or opportunities for public input and the lack of diversity (racial) in the input gathered.

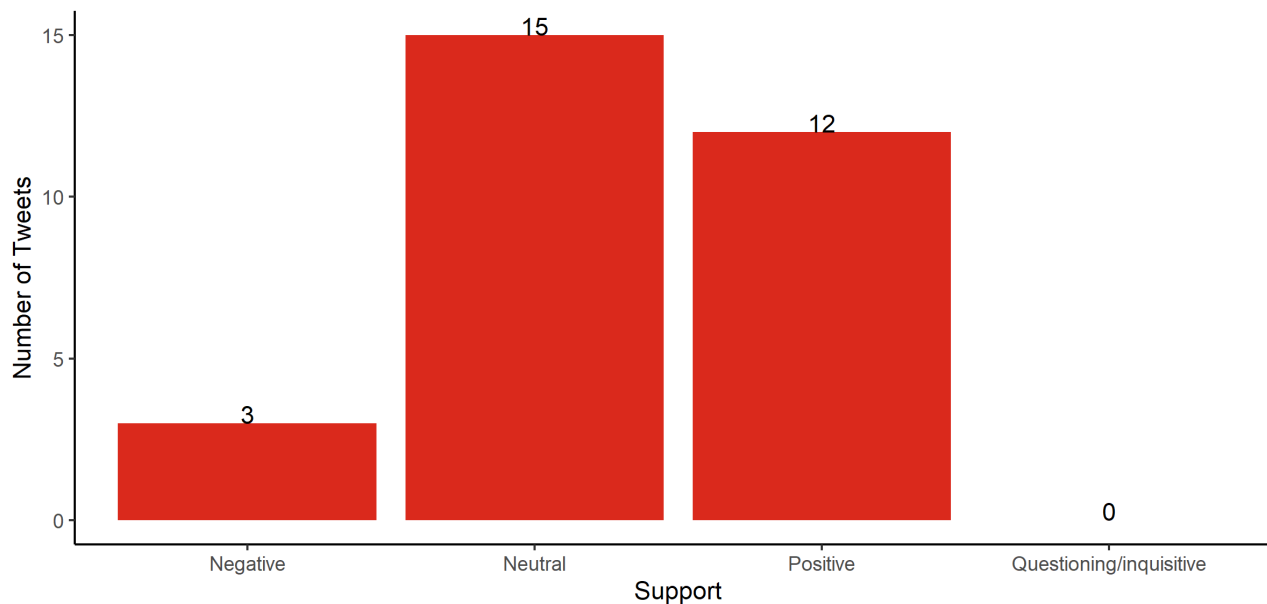


Figure 4 – Public input

Personal initiatives

Personal initiatives include tweets where a person or organization is actively building the slow streets with signage and other means and are therefore typically positive in nature. Neutral tweets are likely positive as well but were not explicitly stating so in the text.

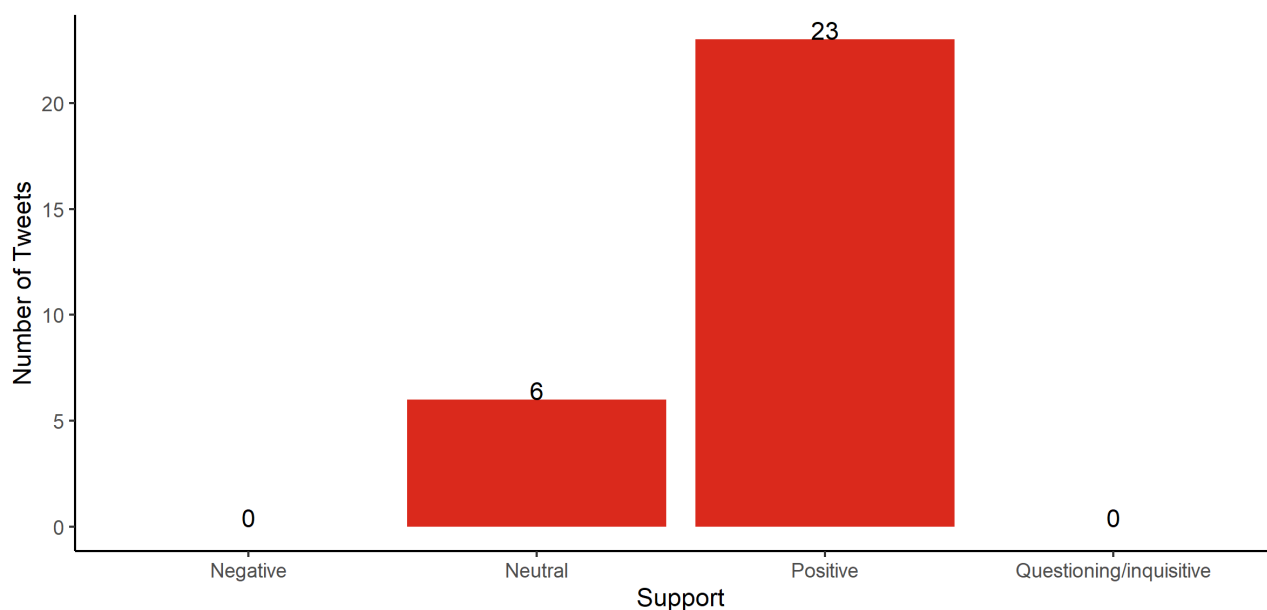


Figure 5 - Personal initiatives

COVID-19/physical distancing

Most tweets touching on this topic recognize the positive value of slow streets to allow more physical distancing. Negative tweets typically indicate there is little distancing happening on the slow streets and indicate they are helping viral spread.

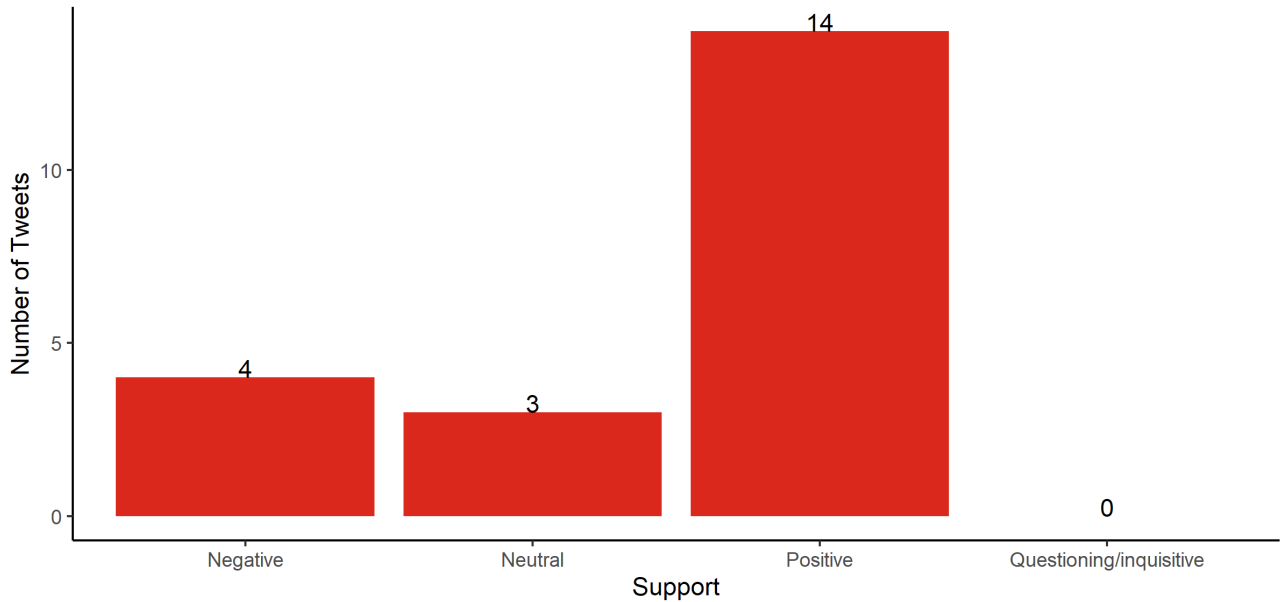


Figure 6 - COVID-19/physical distancing

Program expansion

Tweets are largely supporting of expanding the program, either to the 74 miles or beyond. Inquisitive tweets mention timelines and the feasibility of expanding the program to other streets or in other ways (e.g. materials used).

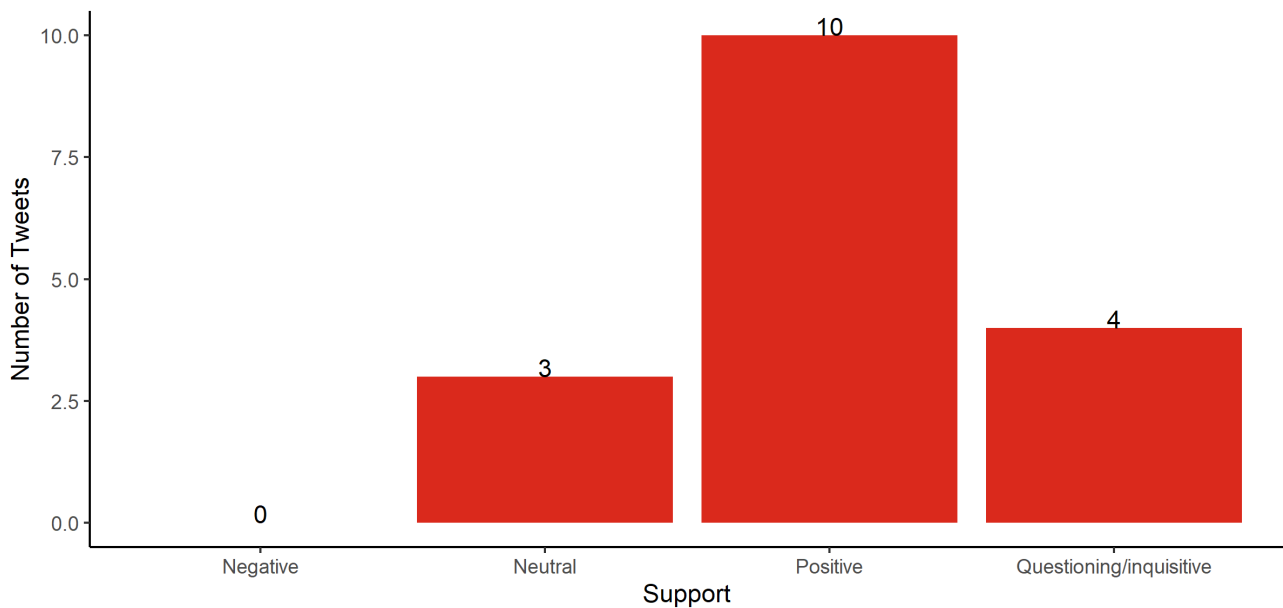


Figure 7 – Program expansion

Safety

Tweets referencing safety have a wider diversity of reactions. Positive tweets indicate the program increases safety on the slow streets while negative tweets indicate the program is not effective to increase safety, usually referencing the lack of more robust infrastructure.

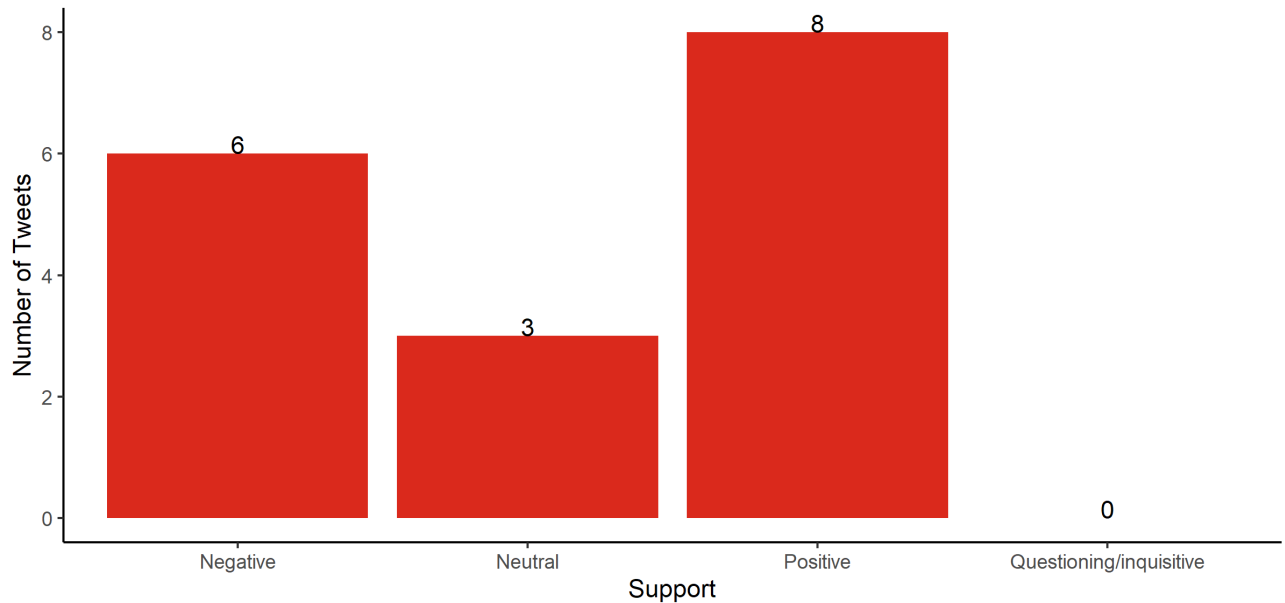


Figure 8 – Safety

Program permanence

Tweets that specifically reference permanence are unanimously positive. However, it should be noted that a few negative tweets categorized as general comments call for the cancellation of the program, thus indicating they do not want it made permanent without explicitly touching on permanence.

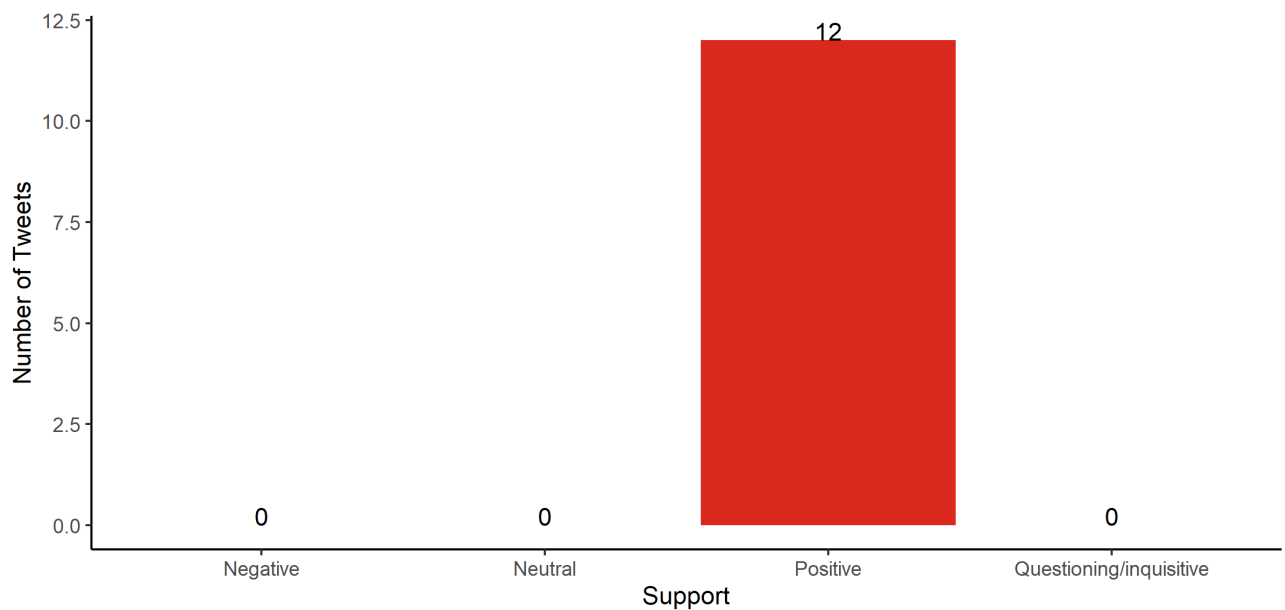


Figure 9 – Program permanence

Equity

Tweets specifically mentioning equity tend to be more negative or neutral. Equity issues noted as negative or needing investigation (neutral) include assertions that the program “panders to whites”, the low proportion of BIPOC residents reached in the survey engagement, mobility justice and accessibility for people who are physically disabled.

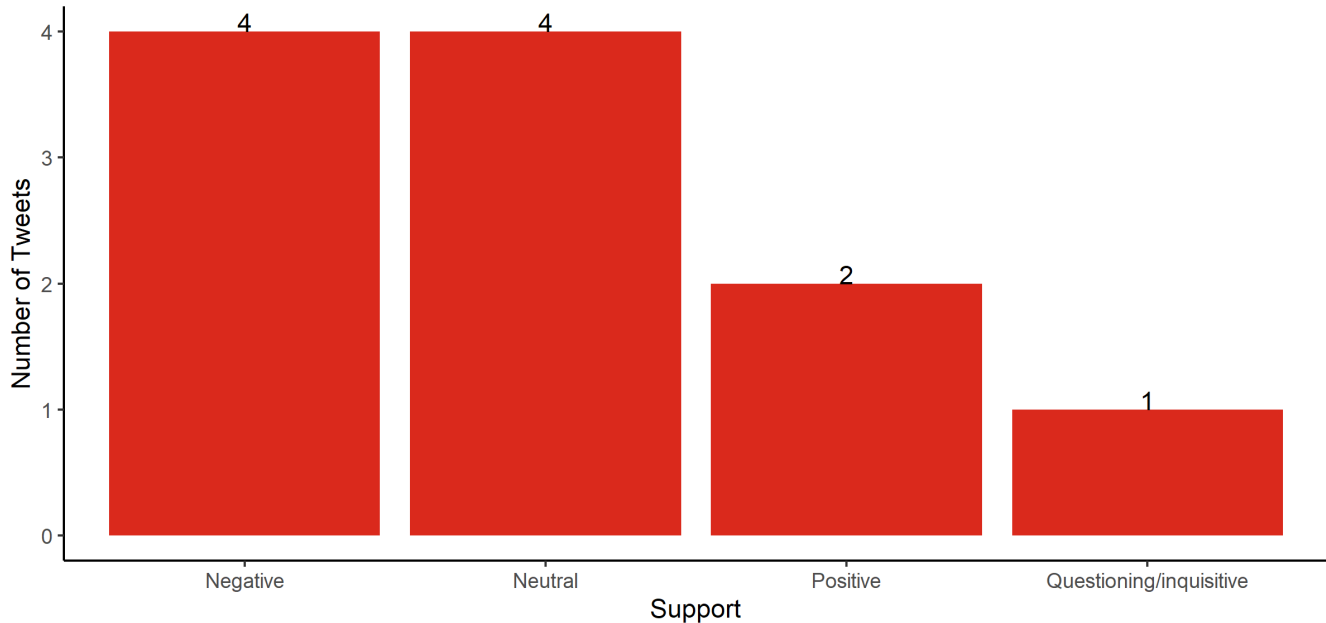


Figure 10 – Equity

All other categories (fewer than 10 tweets each)

Most of the less-tweeted topics generally generate positive support. An important exception is the monitoring and enforcement category, which has varied support and generated questions. Negative or inquisitive comments typically question the ability of slow streets to function without enforcement or worry about racial equity and enforcement. Positive comments, on the contrary, celebrate the lack of need for external enforcement.

Table 4 – Support for Topics with less than 10 tweets each

Topic	Negative	Neutral	Positive	Questioning/inquisitive
Monitoring/enforcement	2	1	3	3
Health (other than covid-19)	-	-	6	-
Impacts on traffic/travel times/travel habits	1	3	2	-
Program cost/taxpayer money/use of city resources	-	1	3	-
Environment	-	-	2	-
Modal conflicts/modal choice	-	1	1	-
Recreation	-	-	2	-

Sincerely,

Name | Title

TOOLE DESIGN

10160 103 Street NW | Edmonton, AB T5J 0X6

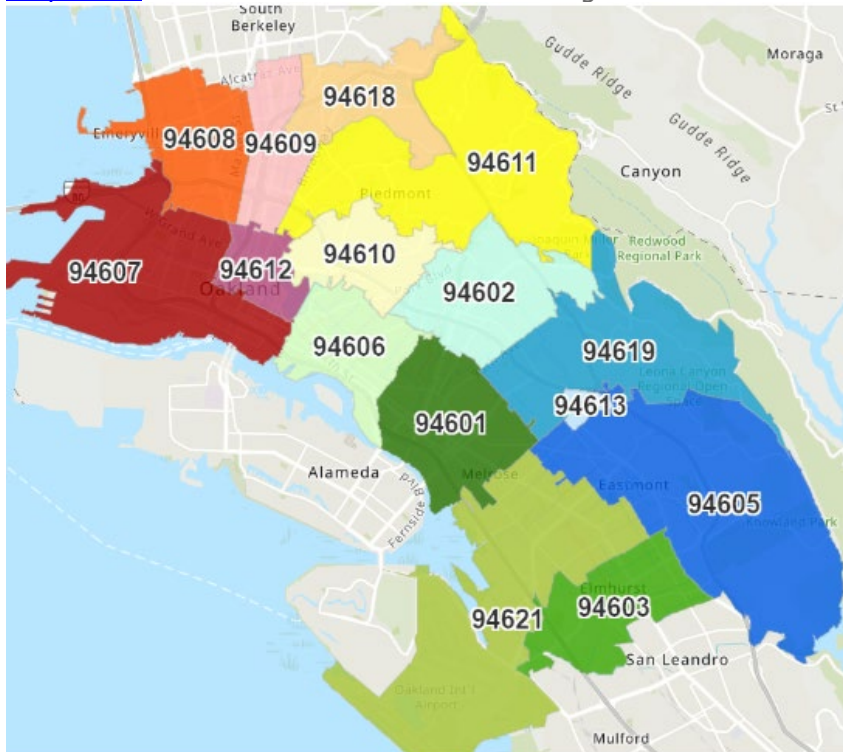
email@tooledesign.com | 780.655.2259 x###

Slow Streets Public Feedback Map Analysis

The City received 2,497 responses through the Feedback Map: 1,529 upvotes, 622 downvotes, 111 comments, and 235 suggestions for new Slow Streets. The votes and comments (2,262 responses) were analyzed by:

1. the residential zip code of the person submitting the input (**Responder Address**); and
2. the zip code of the response as placed on the map (**Input Location**).

For this analysis, zip codes were grouped into areas as was done for the [dashboard of responses](#) to the Oakland Slow Streets Program Feedback Form.



The charts below show that, of votes and comments received:

- 76% (1,724) was directed at locations in North Oakland, Hills – North, and Central Oakland (Figure 1).
- 24% (538) was directed at locations in West Oakland & Downtown, East Oakland, Deep East Oakland, and Hills – East (Figure 1).
- The North Oakland area received over 45 times more responses than the Deep East Oakland area (Figure 1).
- 49% (1,106) of the responses came from residents of North Oakland (Figure 2).
- 1% (17) of the responses came from residents of Deep East Oakland (Figure 2).

- Locations in North Oakland received twice as many upvotes than downvotes (Figures 3 and 5).
- Locations in all other areas received three times or more upvotes than downvotes (Figures 3 and 5).
- In all responder areas, more upvotes than downvotes were provided (Figure 4).
- The number of votes placed in each area was roughly equal to the number votes from respondents living in each area (Figures 5 and 6).

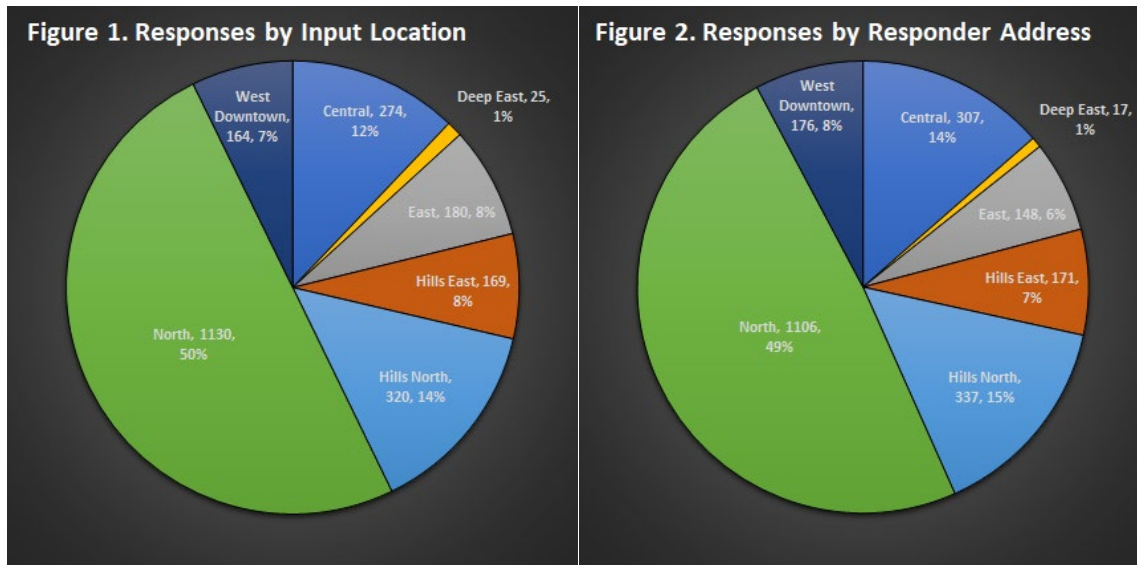


Figure 3: Percentage of Responses by Type and Input Location

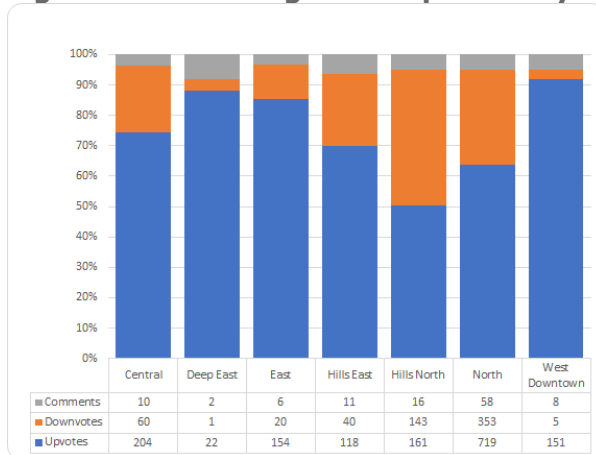


Figure 4: Percentage of Responses by Type and Responder Address

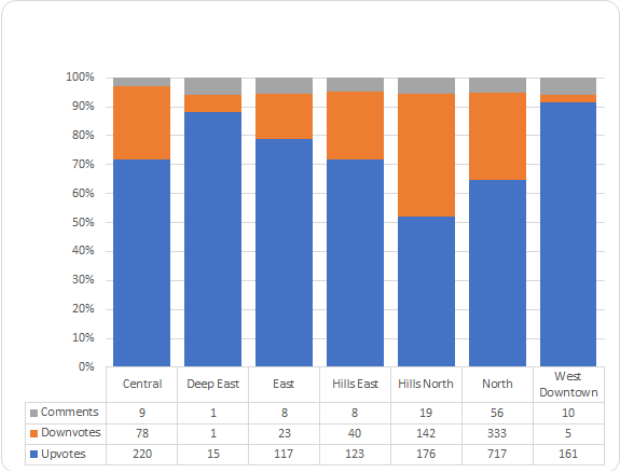


Figure 5: Number of Responses by Type and Input Location

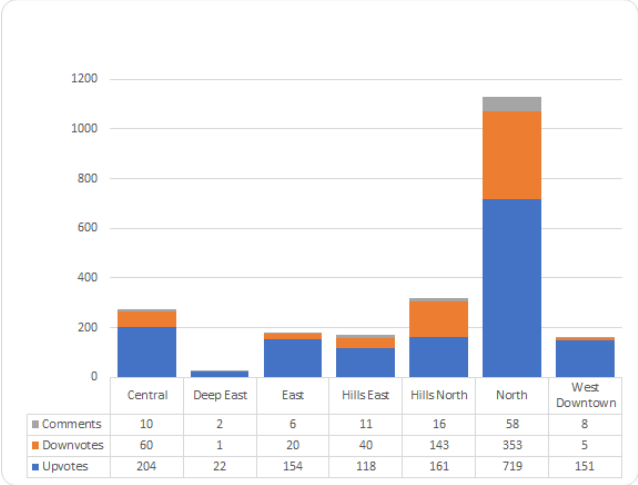
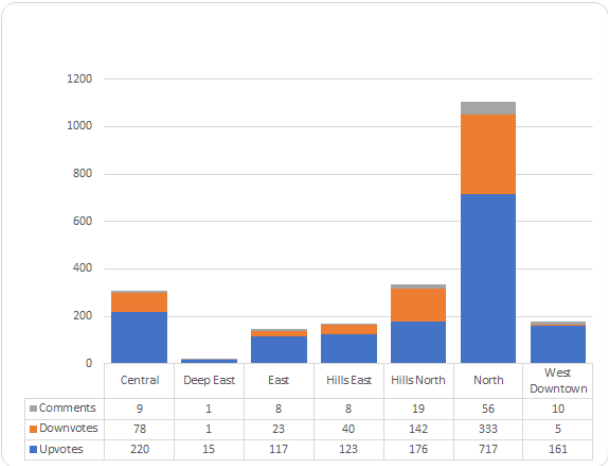


Figure 6: Number of Responses by Type and Responder Address



Notes

People self-selected to respond to the Feedback Map, and there was no limit on the amount of input an individual could submit. Thus the map should be interpreted as expressing respondent's views, but not necessarily representing the views of all Oaklanders.

The instructions for the Feedback Map required users to provide their residential zip code. However, it was technically possible for users to submit responses without including a zip code. Input submitted without a zip code was not included on the final map and was not included in this analysis.

The final Feedback Map only includes input within the Oakland city limits. Input provided in adjoining jurisdictions was deleted from the final map and not included in this analysis.

Count Results - Slow Streets Bicycle/Pedestrian Data Collection

📍 ALL COUNT LOCATIONS 🗓 Saturday, June 27th, 2020 🕒 2:00-4:00 pm



Count Summary

Total

TOTAL
ALL MODES

1560

% AGE 10
AND UNDER
(ALL MODES
EXCEPT VEHICLES)
12%

Per Mode (Number and Percent of Total)

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

408 • 26%

PEDESTRIANS
USING
ASSISTIVE DEVICES

1 • <1%

BICYCLISTS

191 • 12%

SELF-POWERED
DEVICES

6 • <1%

PERSONAL
MOTORIZED
DEVICES

6 • <1%

VEHICLES

947 • 61%

Count Details

PEDESTRIANS NOT USING ASSISTIVE DEVICES



TOTAL: 408

	NUMBER	PERCENT
On Street	48	12%
On Sidewalk	360	88%
Age 10 Yrs & Younger	54	13%
Over 10 Years	354	87%

BICYCLISTS



TOTAL: 191

	NUMBER	PERCENT
On Street	189	99%
On Sidewalk	2	1%
Age 10 Yrs & Younger	17	9%
Over 10 Years	174	91%

PEDESTRIANS USING ASSISTIVE DEVICES



TOTAL: 1

	NUMBER	PERCENT
On Street	0	0%
On Sidewalk	1	100%
Age 10 Yrs & Younger	0	0%
Over 10 Years	1	100%

SELF-POWERED DEVICES



TOTAL: 6

	NUMBER	PERCENT
On Street	6	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	2	33%
Over 10 Years	4	67%

PERSONAL MOTORIZED DEVICES



TOTAL: 7

	NUMBER	PERCENT
On Street	7	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	0	0%
Over 10 Years	7	100%

VEHICLES



TOTAL: 947 Ratio of vehicles to walkers/rollers: 4:1 Avg # of vehicles per hour: 78

% WEARING FACE COVERINGS (AVERAGE)

70%

TOTAL # OF GROUPS OF 10 PEOPLE OR LARGER

2

Survey Results - Slow Streets Bicycle/Pedestrian Data Collection

📍 ALL COUNT LOCATIONS



Saturday, June 27th, 2020



2:00-4:00 pm



Experience Survey Question Responses

1

How comfortable on a scale of 1-5 have you felt walking or biking on this Slow Street today?

1. Very Uncomfortable	2. Somewhat Uncomfortable	3. Neutral	4. Comfortable	5. Very Comfortable	AVERAGE
6 7%	5 6%	9 11%	16 20%	46 56%	4.1

2

Are you using the Slow Street today for recreation/exercise, or are you on your way to/from a destination?

Recreation/Exercise	To/From Destination
34 40%	51 60%

3

Would you continue to utilize this Slow Street after Shelter in Place?

Yes	No
73 95%	4 5%

Demographics Survey Question Responses

1

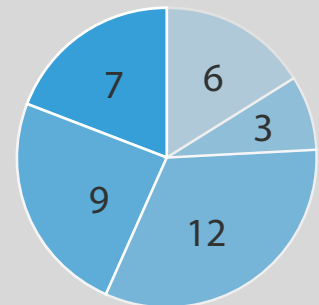
What zip code do you live in?

94601 - 6 (17%)	94609 - 3 (9%)
94605 - 3 (9%)	94612 - 1 (3%)
94606 - 1 (3%)	94618 - 8 (24%)
94607 - 6 (17%)	94621 - 4 (12%)
94608 - 2 (6%)	

3

What is your age?

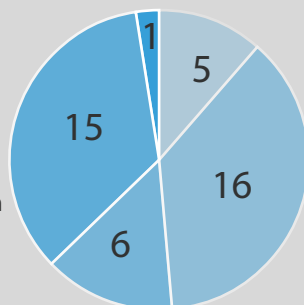
Under 18
18-24
25-44
45-64
65+



2

What is your ethnicity?

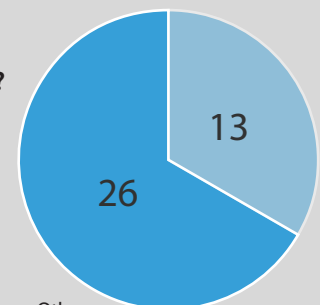
Asian
Black or African American
Hispanic/Latinx
White
Mixed Race/Other



4

What is your gender identity?

Woman/Girl
Man/Boy



Note: No responses for Non-Binary or Other

Note: No responses for American Indian/Alaska

Survey Results - Slow Streets Bicycle/Pedestrian Data Collection



Shafter Street between 51st Street and Cavour Street



Saturday, June 27th, 2020



2:00-4:00 pm



Experience Survey Question Responses

1

How comfortable on a scale of 1-5 have you felt walking or biking on this Slow Street today?

1. Very Uncomfortable	2. Somewhat Uncomfortable	3. Neutral	4. Comfortable	5. Very Comfortable	AVERAGE
0 0%	0 0%	1 3%	4 11%	31 86%	4.8

2

Are you using the Slow Street today for recreation/exercise, or are you on your way to/from a destination?

Recreation/Exercise	To/From Destination
18 50%	18 50%

3

Would you continue to utilize this Slow Street after Shelter in Place?

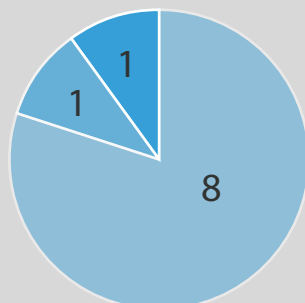
Yes	No
36 100%	0 0%

Demographics Survey Question Responses

1

What zip code do you live in? (10 responses)

- 94618
- 94612
- 94609

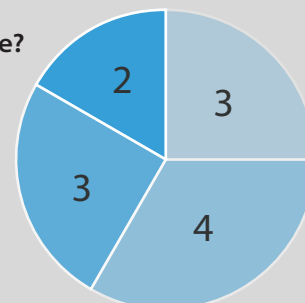


3

What is your age? (12 responses)

- Under 18
- 18-24*
- 25-44
- 45-64
- 65+

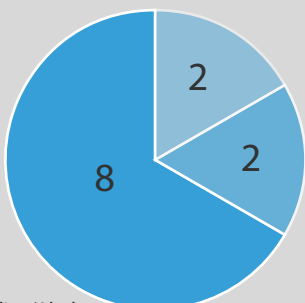
*No responses



2

What is your ethnicity? (12 responses)

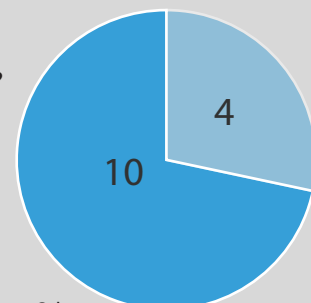
- Asian
- Black or African American
- White



4

What is your gender identity?

- Woman/Girl
- Man/Boy



Note: No responses for American Indian/Alaska, Hispanic/Latinx, or Mixed Race/Other

Note: No responses for Non-Binary or Other

Count Results - Slow Streets Bicycle/Pedestrian Data Collection

Shafter Street between 51st Street and Cavour Street



Saturday, June 27th, 2020



2:00-4:00 pm



Count Summary

Total

TOTAL
ALL MODES

329

% AGE 10
AND UNDER
(ALL MODES
EXCEPT VEHICLES)
10%

Per Mode (Number and Percent of Total)

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

114 • 35%

PEDESTRIANS
USING
ASSISTIVE DEVICES

1 • <1%

BICYCLISTS

161 • 49%

SELF-POWERED
DEVICES

4 • 1%

PERSONAL
MOTORIZED
DEVICES

4 • 1%

VEHICLES

45 • 14%

Count Details

PEDESTRIANS NOT USING ASSISTIVE DEVICES



TOTAL: 114

	NUMBER	PERCENT
On Street	28	25%
On Sidewalk	86	75%
Age 10 Yrs & Younger	10	9%
Over 10 Years	104	91%

BICYCLISTS



TOTAL: 161

	NUMBER	PERCENT
On Street	161	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	16	10%
Over 10 Years	145	90%

PEDESTRIANS USING ASSISTIVE DEVICES



TOTAL: 1

	NUMBER	PERCENT
On Street	0	0%
On Sidewalk	1	100%
Age 10 Yrs & Younger	0	0%
Over 10 Years	1	100%

SELF-POWERED DEVICES



TOTAL: 4

	NUMBER	PERCENT
On Street	4	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	2	50%
Over 10 Years	2	50%

PERSONAL MOTORIZED DEVICES



TOTAL: 4

	NUMBER	PERCENT
On Street	4	100%
On Sidewalk	0	100%
Age 10 Yrs & Younger	0	0%
Over 10 Years	4	100%

VEHICLES



TOTAL: 45 Ratio of vehicles to walkers/rollers in the street: 1:4 Avg # of vehicles per hour: 23

% WEARING FACE COVERINGS

75%

OF GROUPS OF 10 PEOPLE OR LARGER

0

Count Results - Slow Streets Bicycle/Pedestrian Data Collection



E. 16th Street between 28th Avenue and 29th Avenue



Saturday, June 27th, 2020



2:00-4:00 pm



Count Summary

Total

TOTAL
ALL MODES

451

% AGE 10
AND UNDER
(ALL MODES
EXCEPT VEHICLES)
21%

Per Mode (Number and Percent of Total)

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

121 • 27%

PEDESTRIANS
USING
ASSISTIVE DEVICES

0 • 0%

BICYCLISTS

7 • 2%

SELF-POWERED
DEVICES

0 • 0%

PERSONAL
MOTORIZED
DEVICES

0 • 0%

VEHICLES

323 • 72%

Count Details

PEDESTRIANS NOT USING ASSISTIVE DEVICES



TOTAL: 121

	NUMBER	PERCENT
On Street	1	1%
On Sidewalk	120	99%
Age 10 Yrs & Younger	27	22%
Over 10 Years	94	78%

BICYCLISTS



TOTAL: 7

	NUMBER	PERCENT
On Street	7	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	0	0%
Over 10 Years	7	100%

PEDESTRIANS USING ASSISTIVE DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

SELF-POWERED DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

PERSONAL MOTORIZED DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

VEHICLES



TOTAL: 323 *Ratio of vehicles to walkers/rollers in the street: 40:1* *Avg # of vehicles per hour: 162*

% WEARING FACE COVERINGS

50%

OF GROUPS OF 10 PEOPLE OR LARGER

1

Survey Results - Slow Streets Bicycle/Pedestrian Data Collection

📍 E. 16th Street between 28th Avenue and 29th Avenue



Saturday, June 27th, 2020



2:00-4:00 pm



Experience Survey Question Responses

1

How comfortable on a scale of 1-5 have you felt walking or biking on this Slow Street today?

1. Very Uncomfortable	2. Somewhat Uncomfortable	3. Neutral	4. Comfortable	5. Very Comfortable	AVERAGE
4 36%	1 9%	1 9%	3 27%	2 18%	2.8

2

Are you using the Slow Street today for recreation/exercise, or are you on your way to/from a destination?

Recreation/Exercise	To/From Destination
1 9%	10 91%

3

Would you continue to utilize this Slow Street after Shelter in Place?

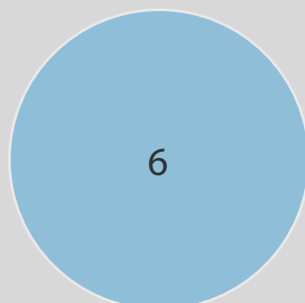
Yes	No
9 82%	2 18%

Demographics Survey Question Responses

1

What zip code do you live in?

94601

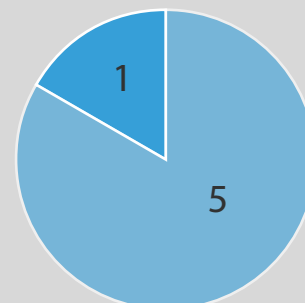


3

What is your age?

Under 18*
18-24*
25-44
45-64
65+*

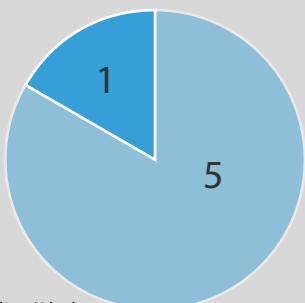
*No responses



2

What is your ethnicity?

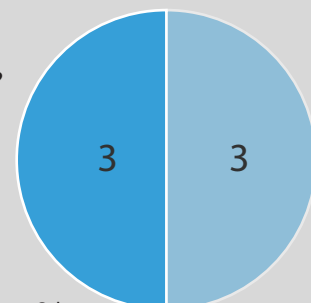
Hispanic/Latinx
Black or African American



4

What is your gender identity?

Woman/Girl
Man/Boy



Note: No responses for American Indian/Alaska, Asian, White, or Mixed Race/Other

Note: No responses for Non-Binary or Other

Count Results - Slow Streets Bicycle/Pedestrian Data Collection

16th Street between Adeline Street and Chestnut Street



Saturday, June 27th, 2020



2:00-4:00 pm



Count Summary

Total

TOTAL
ALL MODES

100

% AGE 10
AND UNDER
(ALL MODES
EXCEPT VEHICLES)
0%

Per Mode (Number and Percent of Total)

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

9 • 9%

PEDESTRIANS
USING
ASSISTIVE DEVICES

0 • 0%

BICYCLISTS

4 • 4%

SELF-POWERED
DEVICES

0 • 0%

PERSONAL
MOTORIZED
DEVICES

0 • 0%

VEHICLES

87 • 87%

Count Details

PEDESTRIANS NOT USING ASSISTIVE DEVICES



TOTAL: 9

	NUMBER	PERCENT
On Street	6	67%
On Sidewalk	3	33%
Age 10 Yrs & Younger	0	0%
Over 10 Years	9	100%

BICYCLISTS



TOTAL: 4

	NUMBER	PERCENT
On Street	4	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	0	0%
Over 10 Years	4	100%

PEDESTRIANS USING ASSISTIVE DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

SELF-POWERED DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

PERSONAL MOTORIZED DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

VEHICLES



TOTAL: 87

Ratio of vehicles to
walkers/rollers in
the street: 9:1

Avg # of vehicles
per hour: 44

% WEARING FACE COVERINGS

60%

OF GROUPS OF 10 PEOPLE OR LARGER

0

Survey Results - Slow Streets Bicycle/Pedestrian Data Collection

📍 16th Street between Adeline Street and Chestnut Street

📅 Saturday, June 27th, 2020

🕒 2:00-4:00 pm



Experience Survey Question Responses

1

How comfortable on a scale of 1-5 have you felt walking or biking on this Slow Street today?

1. Very Uncomfortable	2. Somewhat Uncomfortable	3. Neutral	4. Comfortable	5. Very Comfortable	AVERAGE
0 0%	1 14%	1 14%	3 43%	2 29%	3.9

2

Are you using the Slow Street today for recreation/exercise, or are you on your way to/from a destination?

Recreation/Exercise	To/From Destination
2 33%	4 67%

3

Would you continue to utilize this Slow Street after Shelter in Place?

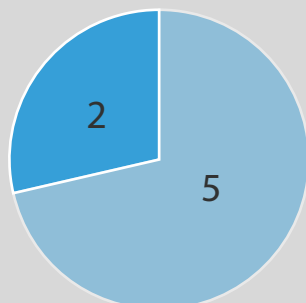
Yes	No
4 100%	0 0%

Demographics Survey Question Responses

1

What zip code do you live in?

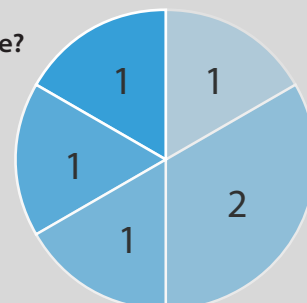
94607
94609



3

What is your age? (6 responses)

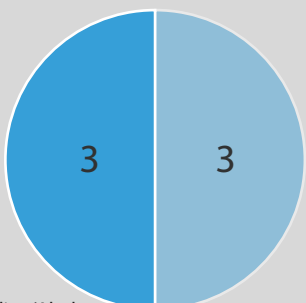
Under 18
18-24
25-44
45-64
65+



2

What is your ethnicity? (6 responses)

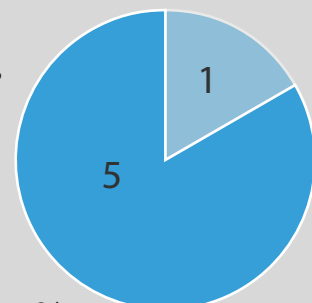
Black or African American
White



4

What is your gender identity? (6 responses)

Woman/Girl
Man/Boy



Note: No responses for American Indian/Alaska, Asian, Hispanic/Latinx, or Mixed Race/Other

Note: No responses for Non-Binary or Other

Count Results - Slow Streets Bicycle/Pedestrian Data Collection

Arthur Street between 73rd Avenue and 78th avenue



Saturday, June 27th, 2020



2:00-4:00 pm



Count Summary

Total

TOTAL
ALL MODES

327

% AGE 10
AND UNDER
(ALL MODES
EXCEPT VEHICLES)
4%

Per Mode (Number and Percent of Total)

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

13 • 4%

PEDESTRIANS
USING
ASSISTIVE DEVICES

0 • 0%

BICYCLISTS

9 • 3%

SELF-POWERED
DEVICES

1 • <1%

PERSONAL
MOTORIZED
DEVICES

0 • 0%

VEHICLES

304 • 93%

Count Details

PEDESTRIANS NOT USING ASSISTIVE DEVICES



TOTAL: 9

	NUMBER	PERCENT
On Street	1	8%
On Sidewalk	12	92%
Age 10 Yrs & Younger	0	0%
Over 10 Years	13	100%

BICYCLISTS



TOTAL: 9

	NUMBER	PERCENT
On Street	9	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	1	11%
Over 10 Years	8	89%

PEDESTRIANS USING ASSISTIVE DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

SELF-POWERED DEVICES



TOTAL: 1

	NUMBER	PERCENT
On Street	1	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	0	0%
Over 10 Years	1	100%

PERSONAL MOTORIZED DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

VEHICLES



TOTAL: 304 Ratio of vehicles to walkers/rollers: 28:1 Avg # of vehicles per hour: 152

% WEARING FACE COVERINGS

90%

OF GROUPS OF 10 PEOPLE OR LARGER

0

Survey Results - Slow Streets Bicycle/Pedestrian Data Collection

📍 Arthur Street between 73rd Avenue and 78th avenue

📅 Saturday, June 27th, 2020 ⌚ 2:00-4:00 pm



Experience Survey Question Responses

1

How comfortable on a scale of 1-5 have you felt walking or biking on this Slow Street today?

1. Very Uncomfortable	2. Somewhat Uncomfortable	3. Neutral	4. Comfortable	5. Very Comfortable	AVERAGE
0 0%	0 0%	1 14%	0 0%	3 75%	4.5

2

Are you using the Slow Street today for recreation/exercise, or are you on your way to/from a destination?

Recreation/Exercise	To/From Destination
3 60%	2 40%

3

Would you continue to utilize this Slow Street after Shelter in Place?

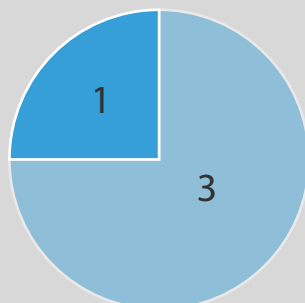
Yes	No
4 100%	0 0%

Demographics Survey Question Responses

1

What zip code do you live in?

94605
94621

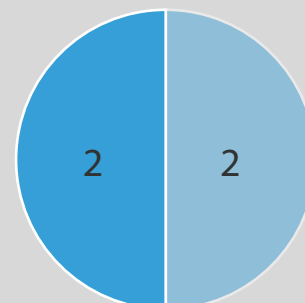


3

What is your age?

Under 18*
18-24*
25-44*
45-64
65+

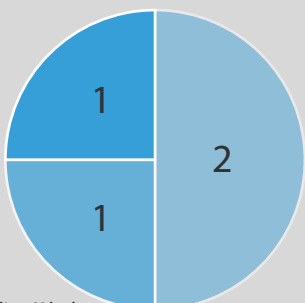
*No responses



2

What is your ethnicity?

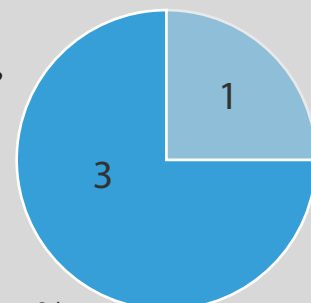
Black or African American
White
Mixed/Other



4

What is your gender identity?

Woman/Girl
Man/Boy



Note: No responses for American Indian/Alaska, Asian, or Hispanic/Latinx

Note: No responses for Non-Binary or Other

Count Results - Slow Streets Bicycle/Pedestrian Data Collection



Plymouth Street between
89th Avenue and 90th Avenue



Saturday, June 27th, 2020



2:00-4:00 pm



Count Summary

Total

TOTAL
ALL MODES

232

% AGE 10
AND UNDER
(ALL MODES
EXCEPT VEHICLES)
17%

Per Mode (Number and Percent of Total)

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

76 • 33%

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

0 • 0%

BICYCLISTS

3 • 1%

SELF-POWERED
DEVICES

1 • <1%

PERSONAL
MOTORIZED
DEVICES

1 • <1%

VEHICLES

151 • 65%

Count Details

PEDESTRIANS NOT USING ASSISTIVE DEVICES



TOTAL: 76

	NUMBER	PERCENT
On Street	6	8%
On Sidewalk	70	92%
Age 10 Yrs & Younger	14	18%
Over 10 Years	62	82%

BICYCLISTS



TOTAL: 3

	NUMBER	PERCENT
On Street	3	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	0	0%
Over 10 Years	3	100%

PEDESTRIANS USING ASSISTIVE DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

SELF-POWERED DEVICES



TOTAL: 1

	NUMBER	PERCENT
On Street	1	100%
On Sidewalk	-	-
Age 10 Yrs & Younger	0	0%
Over 10 Years	1	100%

PERSONAL MOTORIZED DEVICES



TOTAL: 1

	NUMBER	PERCENT
On Street	1	100%
On Sidewalk	-	-
Age 10 Yrs & Younger	0	0%
Over 10 Years	1	100%

VEHICLES



TOTAL: 151 Ratio of vehicles to
walkers/rollers: 14:1 Avg # of vehicles
per hour: 76

% WEARING FACE COVERINGS

50%

OF GROUPS OF 10 PEOPLE OR LARGER

1

Survey Results - Slow Streets Bicycle/Pedestrian Data Collection



Plymouth Street between
89th Avenue and 90th Avenue



Saturday, June 27th, 2020



2:00-4:00 pm



Experience Survey Question Responses

1

How comfortable on a scale of 1-5 have you felt walking or biking on this Slow Street today?

1. Very Uncomfortable	2. Somewhat Uncomfortable	3. Neutral	4. Comfortable	5. Very Comfortable	AVERAGE
1 10%	0 0%	4 40%	0 0%	5 50%	3.8

2

Are you using the Slow Street today for recreation/exercise, or are you on your way to/from a destination?

Recreation/Exercise	To/From Destination
1 10%	10 90%

3

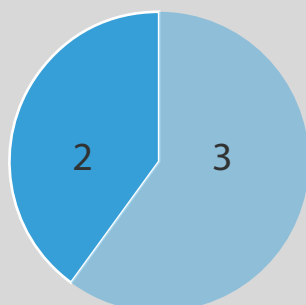
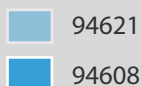
Would you continue to utilize this Slow Street after Shelter in Place?

Yes	No
6 75%	2 25%

Demographics Survey Question Responses

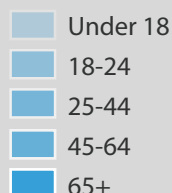
1

What zip code do you live in?
(5 responses)



3

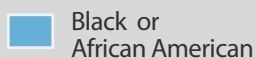
What is your age?



no responses

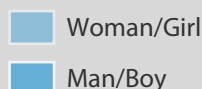
2

What is your ethnicity?



4


What is your gender identity?



no responses

Note: No responses for American Indian/Alaska, Asian, Hispanic/Latinx, White, or Mixed Race/Other

Count Results - Slow Streets Bicycle/Pedestrian Data Collection

 Alice Street between 11th Street and 12th Street



Saturday, June 27th, 2020



2:00-4:00 pm



Count Summary

Total

TOTAL
ALL MODES

121

% AGE 10
AND UNDER
(ALL MODES
EXCEPT VEHICLES)
4%

Per Mode (Number and Percent of Total)

PEDESTRIANS
NOT USING
ASSISTIVE DEVICES

75 • 62%

PEDESTRIANS
USING
ASSISTIVE DEVICES

0 • 0%

BICYCLISTS

7 • 6%

SELF-POWERED
DEVICES

0 • 0%

PERSONAL
MOTORIZED
DEVICES

2 • 2%

VEHICLES

37 • 31%

Count Details

PEDESTRIANS NOT USING ASSISTIVE DEVICES



TOTAL: 75

	NUMBER	PERCENT
On Street	6	8%
On Sidewalk	69	92%
Age 10 Yrs & Younger	3	4%
Over 10 Years	72	96%

BICYCLISTS



TOTAL: 7

	NUMBER	PERCENT
On Street	5	71%
On Sidewalk	2	29%
Age 10 Yrs & Younger	0	0%
Over 10 Years	7	100%

PEDESTRIANS USING ASSISTIVE DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

SELF-POWERED DEVICES



TOTAL: 0

	NUMBER	PERCENT
On Street	-	-
On Sidewalk	-	-
Age 10 Yrs & Younger	-	-
Over 10 Years	-	-

PERSONAL MOTORIZED DEVICES



TOTAL: 2

	NUMBER	PERCENT
On Street	2	100%
On Sidewalk	0	0%
Age 10 Yrs & Younger	0	0%
Over 10 Years	2	100%

VEHICLES



TOTAL: 37 Ratio of vehicles to walkers/rollers in the street: 3:1 Avg # of vehicles per hour: 19

% WEARING FACE COVERINGS

95%

OF GROUPS OF 10 PEOPLE OR LARGER

0

Survey Results - Slow Streets Bicycle/Pedestrian Data Collection

📍 Alice Street between 11th Street and 12th Street

📅 Saturday, June 27th, 2020 ⌚ 2:00-4:00 pm



Experience Survey Question Responses

1

How comfortable on a scale of 1-5 have you felt walking or biking on this Slow Street today?

1. Very Uncomfortable	2. Somewhat Uncomfortable	3. Neutral	4. Comfortable	5. Very Comfortable	AVERAGE
1 7%	3 21%	1 7%	6 43%	3 21%	3.5

2

Are you using the Slow Street today for recreation/exercise, or are you on your way to/from a destination?

Recreation/Exercise	To/From Destination
9 56%	7 44%

3

Would you continue to utilize this Slow Street after Shelter in Place?

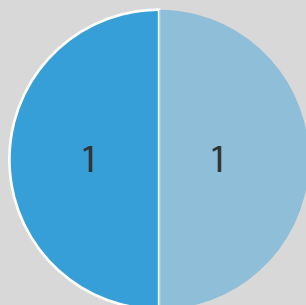
Yes	No
14 100%	0 0%

Demographics Survey Question Responses

1

What zip code do you live in? (2 responses)

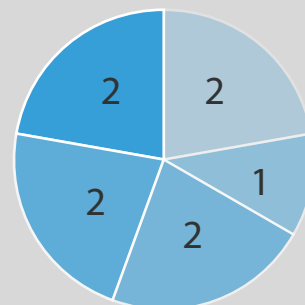
94606
94607



3

What is your age?

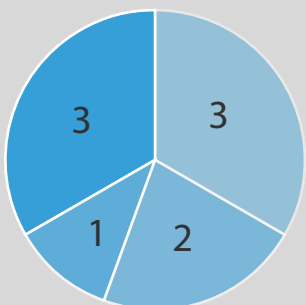
Under 18
18-24
25-44
45-64
65+



2

What is your ethnicity?

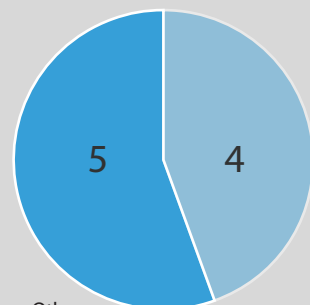
Asian
Black or African American
Hispanic/Latinx
White



4

What is your gender identity?

Woman/Girl
Man/Boy




Note: No responses for American Indian/Alaska or Mixed Race/Other

Note: No responses for Non-Binary or Other

Results - Slow Streets Bicycle/Pedestrian Data Collection

KEY OBSERVATIONS AND FEEDBACK

 Saturday, June 27th, 2020

 2:00-4:00 pm



Shafter Street between 51st Street and Cavour Street

- *A lot of confusion from cars, bicyclists and pedestrians alike on how to navigate the roundabout on Cavour Street
- *Most cars traveling during the count/survey period were using Shafter Street as a through-street in violation of Slow Street guidelines
- *Sunny day, little wind, perfect for hiking and exercise
- *The signs at Cavour Street and Shafter Street did not clearly indicate that Shafter Street is a Slow Street. There were just a few construction A-frame barriers on-street.

E. 16th Street between 28th Avenue and 29th Avenue


- *Most pedestrians using the street are locals traveling to/from buildings on the block between 28th and 29th
- *16th was not functioning as a slow street (there were many motor vehicles and the slow streets traffic signs were moved to the side of the street and/or tipped over so that drivers could easily navigate the street)


16th Street between Adeline Street and Chestnut Street

- *Soft closures did not appear to change motorist behavior
- *Many cars still use 16th Street, with many appearing to go over the speed limit
- *Those that were interviewed did mention while speeding has stayed the same, the overall volume of cars has gone down (replaced by more runners and dog walkers)
- *Witnessed several conflicts between outbound and inbound cars (especially those turning into 16th from Adeline)
- *Few people utilize the slow street as intended on 16th Street
- *Those interviewed were largely supportive of the Slow Street improvements
- *Comments received from those surveyed also mentioned that Slow Streets appeared to be implemented differently in different neighborhoods
- *Some people surveyed also mentioned that they weren't informed of the incoming Slow Street improvements
- *General support from those surveyed to make improvements more permanent to reduce cut-through traffic

Results - Slow Streets Bicycle/Pedestrian Data Collection

KEY OBSERVATIONS AND FEEDBACK

 Saturday, June 27th, 2020

 2:00-4:00 pm



Arthur Street between 73rd Avenue and 78th Avenue

- *Protests occurred during the day of the count at the Coliseum, 500+ protesters were marching nearby on 73rd Avenue
- *A lot of cars were using Arthur Street as a bypass to other streets
- *No slow street signage was observed during count period
- *No barricades were on 73rd Avenue or 78th Avenue
- *Most cars were driving fast
- *Out of 13 people approached for intercept surveys, 9 people refused.
- *Of those who refused to be surveyed, 5 were walking, 4 were biking, 5 were wearing masks while 4 were not.

Plymouth Street between 89th Avenue and 90th Avenue

- *Most people surveyed did not know why barricades were placed in the streets, were not notified about the improvements
- *No "Slow Streets" signage was present at the count/survey location
- *Asked to move out of the initial count/survey location mid-count/survey (moved up a block to 88th-89th Avenue)
- *Party was occurring near the count/survey location
- *A couple of comments overheard during the survey period were that people walking/rolling on Plymouth Street thought the barriers were around due to roadway construction
- *While those surveyed were largely supportive of Slow Street improvements, most people walking/rolling in the area did not understand the program and thus did not complete the survey. Therefore, the amount of people in the count location supportive of Slow Streets improvements were likely overstated in the survey results.

Alice Street between 11th Street and 12th Street

- *Most vehicles entered Alice Street from 11th Street
- *Vast majority of pedestrians (92%) walked along the sidewalk