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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**.
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 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 Corridors and Essential Places Map
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

<table>
<thead>
<tr>
<th>Why</th>
<th>What</th>
</tr>
</thead>
<tbody>
<tr>
<td>To address <strong>issues of crowding on sidewalks</strong>...</td>
<td>the first Slow Streets Corridors were installed.</td>
</tr>
<tr>
<td>In response to criticism that there was <strong>insufficient community engagement</strong> done before the Slow Streets program was implemented...</td>
<td>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.</td>
</tr>
<tr>
<td>In response to concerns from community leaders in Deep East Oakland that <strong>Slow Streets were not meeting the needs of many residents</strong> in that area...</td>
<td>OakDOT staff stopped choosing the locations of the corridors and new Slow Streets corridors arose only from community partnerships.</td>
</tr>
<tr>
<td>After hearing that for many Oaklanders, especially those in Deep East Oakland and essential workers, <strong>traffic safety at essential services is more important than space for physically distant activity</strong>...</td>
<td>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.</td>
</tr>
<tr>
<td>After hearing that the <strong>cones and barriers were confusing and unsightly</strong>...</td>
<td>staff secured a grant for an artist to design improved barriers and culturally responsive artwork.</td>
</tr>
<tr>
<td>To address comments that <strong>City resources should be prioritized to address direct impacts of COVID-19</strong>...</td>
<td>Slow Streets barriers became used to communicate public health information about COVID-19 resources.</td>
</tr>
<tr>
<td>After learning that <strong>communications were not reaching many Oaklanders in priority neighborhoods</strong>...</td>
<td>OakDOT staff are working with local active transportation organizations to plan programming like group rides on Slow Streets.</td>
</tr>
<tr>
<td>To critically <strong>examine the program's successes and shortcomings</strong>...</td>
<td><strong>new installations were put on pause</strong> after July 10, 2020.</td>
</tr>
</tbody>
</table>
March 16, 2020
Shelter-in-Place orders begin

April 2020

Phase 1
April 11 to July 10
Slow Streets Soft Closures and Slow Streets: Essential Places roll out

Fall 2020

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

2021

Long Term
Permanent capital improvements to corridors and intersections

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

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Slow Streets Corridors Added</th>
<th>Slow Streets Mileage Added</th>
<th>Essential Places Locations Added</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/11/2020</td>
<td>4</td>
<td>4.5</td>
<td>0</td>
</tr>
<tr>
<td>4/17/2020</td>
<td>4</td>
<td>4.6</td>
<td>0</td>
</tr>
<tr>
<td>5/01/2020</td>
<td>6</td>
<td>5.1</td>
<td>0</td>
</tr>
<tr>
<td>5/08/2020</td>
<td>3</td>
<td>5.3</td>
<td>0</td>
</tr>
<tr>
<td>5/22/2020</td>
<td>1</td>
<td>0.4</td>
<td>1</td>
</tr>
<tr>
<td>5/29/2020</td>
<td>1</td>
<td>0.6</td>
<td>0</td>
</tr>
<tr>
<td>6/05/2020</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>6/26/2020</td>
<td>1</td>
<td>0.4</td>
<td>5</td>
</tr>
<tr>
<td>7/10/2020</td>
<td>1</td>
<td>0.5</td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>21</strong></td>
<td><strong>21.4</strong></td>
<td><strong>15</strong></td>
</tr>
</tbody>
</table>
### Slow Streets Implementation

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barricades</td>
<td>538</td>
</tr>
<tr>
<td>Cones for Slow Streets Corridors</td>
<td>638</td>
</tr>
<tr>
<td>Slow Streets Posters Printed</td>
<td>1,496</td>
</tr>
<tr>
<td>COVID-19 Resource Posters Posted</td>
<td>480</td>
</tr>
<tr>
<td>Cones</td>
<td>238</td>
</tr>
<tr>
<td>Barricades</td>
<td>48</td>
</tr>
<tr>
<td>Signs for Essential Places</td>
<td>20</td>
</tr>
<tr>
<td>Push Button Stickers Installed</td>
<td>128</td>
</tr>
<tr>
<td>Pedestrian Push Buttons Deactivated</td>
<td>116</td>
</tr>
</tbody>
</table>
Slow Street in Action - Streets for People

Click to play timelapse video

Shafter Ave
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](https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox)
Data Sources

**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

<table>
<thead>
<tr>
<th>Finding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oakland Slow Streets created <strong>space for physical activity without impeding essential street functions.</strong></td>
</tr>
<tr>
<td>Oakland Slow Streets received a lot of <strong>positive support.</strong></td>
</tr>
<tr>
<td><strong>Support and use of Oakland Slow Streets varied</strong> 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.</td>
</tr>
<tr>
<td>Oakland Slow Streets <strong>communications are not reaching enough Oaklanders.</strong></td>
</tr>
<tr>
<td><strong>Traffic safety is a more important transportation issue</strong> during COVID-19 than creating space for physical activity for many Oaklanders, especially those in High Priority neighborhoods where telecommuting isn’t as prevalent.</td>
</tr>
<tr>
<td><strong>Cones and barricades are not sustainable materials</strong> for implementing partial street closures for the duration of the pandemic due to maintenance and replacement materials costs.</td>
</tr>
</tbody>
</table>
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.

what's next
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.

<table>
<thead>
<tr>
<th>Low - Medium Priority Neighborhood Score</th>
<th>High Priority Neighborhood Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low/Average Ratio of Users to Cars</td>
<td></td>
</tr>
<tr>
<td>High Ratio of Users to Cars</td>
<td></td>
</tr>
</tbody>
</table>

**Fewer Users / More Cars**

- **Remove** Slow Streets barriers and cones. **Consider replacing** with a lower vehicle volume street nearby. If replacing, do **ample community engagement**.

**Fewer Users / Fewer Cars**

- Do **outreach** through existing venues. Shift to more **durable materials**. Add signage and banners to improve messaging.

**Fewer Users / Fewer Cars**

- Shift to more durable materials. Improve local outreach with a focus on methods like mailers, flyers, or door hangers and working with neighborhood groups. Support with programming, art or infrastructure improvements to the corridors.

**More Users / Few Cars**

- Shift to more durable materials without spending too many resources on engagement.

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.
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.
Pilot a pop-up Slow Streets Program.

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

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

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

- Evaluate the feasibility of adding durable Slow Streets diverters to the neighborhood traffic calming program.
data sources
how we know what we know
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.

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.
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.
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

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
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

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.

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

<table>
<thead>
<tr>
<th>Support</th>
<th>Number of tweets</th>
<th>percent (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>248</td>
<td>52.5</td>
</tr>
<tr>
<td>Neutral</td>
<td>180</td>
<td>38.1</td>
</tr>
<tr>
<td>Negative</td>
<td>24</td>
<td>5.1</td>
</tr>
<tr>
<td>Questioning/Inquisitive</td>
<td>20</td>
<td>4.2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>472</td>
<td>100.0</td>
</tr>
</tbody>
</table>
Of all of the 311 Service Requests related to Slow Streets, the most commonly coded topic was about expanding the program (24%) 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.

<table>
<thead>
<tr>
<th>Support</th>
<th>Number of comments</th>
<th>percent (%) *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>97</td>
<td>38</td>
</tr>
<tr>
<td>Neutral</td>
<td>61</td>
<td>24</td>
</tr>
<tr>
<td>Negative</td>
<td>98</td>
<td>38</td>
</tr>
<tr>
<td>TOTAL</td>
<td>256</td>
<td>100</td>
</tr>
</tbody>
</table>

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

Drivers Not Wanted on Oakland’s ‘Slow Streets’

Oakland Paves Way for Open Streets Everywhere

Here’s what Oakland’s ‘Slow Streets’ look like

Oakland: City shares latest ‘Slow Street’ closures

STREETS BLOG SF

CITYLAB

SF Gate

East Bay Times
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.
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).**

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

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).

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.

Survey respondents and community partners were concerned about the lack of community engagement before the program was rolled out.
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).
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 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 don’t stop at stop signs (for example people roll through the stop at 24h and linden and it’s 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 unsafe with people speeding and still loitering at chestnut/24th parking and blocking most of the street” - Survey Respondent

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

Cones and Barricades Are Not Sustainable Materials to Maintain
Materials and Replacement Costs

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

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

Over 1,100 survey respondents,

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

so many others. Thank you!
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