Slow & Active Streets

Pilot Evaluation

Report to City Council
September 2021
Introduction

WHAT ARE SLOW & ACTIVE STREETS?

The Slow & Active Streets pilot in Sacramento was the prioritization of walking and biking on residential streets. Simple tools such as signs and cones are used to divert pass-through traffic from neighborhood streets and to reduce vehicle speeds.


At the December 8, 2020 City Council meeting, Council passed a motion directing staff to implement a Slow & Active Streets pilot. The pilot was in place from December through July 2021.

The pilot had a number of goals:

- Provide for physical and emotional relief of the stresses related to the pandemic;
- Calm or reduce traffic on local, residential streets; and
- Support the City’s Climate goals by encouraging more walking and bicycling.

This report summarizes the pilot and provides an evaluation.
Executive Summary

The Slow & Active Streets Pilot was an opportunity to reimagine how residential streets can be used to accommodate more modes of transportation. The Slow Streets concept began across the United State in early in 2020 in response to COVID-19 shelter-in-place orders, and the recognition of a need for more safe places for outdoor activities for physical and mental health benefits.

Sacramento’s pilot had a number of goals:

- Provide for physical and emotional relief of the stresses related to the pandemic;
- Calm or reduce traffic on local, residential streets; and
- Support the City’s Climate goals by encouraging more walking and bicycling.

The pilot was in place from December 2020 through the end of July 2021 with two pilots operating for the final 4-6 weeks. The five Sacramento neighborhoods with pilots included:

- Cabrillo Park
- Midtown and Newton Booth
- Oak Park
- Tahoe Park
- William Land Park

Each had its own unique style, context, and activations. In order to ensure ongoing community engagement, successful nominations needed to have the support of a sponsoring organization. In most cases, the sponsorship was from a neighborhood association or Sacramento Area Bicycle Advocates (SABA).

Staff received a lot of community feedback throughout the effort and as the pilot ended, city staff solicited feedback from the community using an online survey. The survey was open from July 28 to August 19, 2021. Over 1,200 people shared their thoughts.
The survey purpose was to gain understanding if the pilot met the City’s goals and evaluate community support for the pilot.

Pilot goal: Calm or reduce traffic on local, residential streets.

- 27% of survey respondents reported driving less on pilot Slow & Active Streets.

Pilot goal: Support the City’s Climate goals by encouraging more walking and bicycling.

- 30% of survey respondents reported walking, running, biking, and scooting more than before the pilot.

While the pilot was able to meet goals and the pilot was generally positively received. It was not universally supported.

The pilot was more expensive and utilized more staff time than anticipated.

Working with our communities took more time and funding than budgeted. Additionally, materials were moved, vandalized, or stolen daily. The costs to reposition, remove graffiti and replace missing or broken materials were significant.

Planning with communities cost $20,000 per pilot.

Staff time to replace moved, broken, or missing materials cost $1,300 per mile per month in addition to the $105,000 buy the materials at pilot start.

It did literally nothing to change driving speeds or divert traffic. No one went out in the street to walk, bike, scoot, run. The only thing that changed was there was large signs in the street that cars carelessly dodged.

This was by far the best citywide initiative that I have experienced, and I am a huge supporter. Please keep slow and active streets so that Sacramento locals can enjoy their own city and have something to be proud of.

The pilot was not universally supported.

![Pie chart showing survey responses: Positive 60%, Neutral 14%, Negative 26%]

Actual Costs and Resources

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<th>Planning &amp; Design</th>
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<td>Install, Monitor and Repair</td>
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<td>Planning &amp; Community Engagement per mile</td>
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<td><strong>Cost to monitor per mile per month</strong></td>
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The most important transportation issues of survey respondents are:

- Slowing drivers
- Creating comfortable places to walk, bicycle and scoot
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Slow & Active Streets Pilot Overview

FOUNDATION AND REQUIREMENTS

The City instituted requirements to ensure the pilot was safe, on appropriate streets, and was community supported. These requirements and process would provide structure to a community-driven process. Staff welcomed nominations via applications from community groups and evaluated the applications on the criteria below.

Technical Requirements

- Local or residential street
- No more than one travel lane in each direction
- Speed limit of 25mph or less
- Not a bus or light rail route
- No Police or Fire Station on street
- At least 1 mile in length to avoid gathering

Community Driven Process

- Nomination by the community
- If technical requirements were met, staff advertised and hosted a virtual informational meeting
- Survey of residents to determine public support
- Staff recommendation to approve or decline based on survey results and discussions with the community

Equitable Investment

- Staff prioritized requests using an equity framework, giving preference to requests in:
  - SACOG Environmental Justice areas;
  - Areas with multifamily housing and limited yards; and
  - Areas with limited access to parks.
COMMUNITY ENGAGEMENT AND NEIGHBORHOOD VOTING

The process was community driven and all pilots were the result of applications from the community. The decision about whether or not the pilot was to move forward was determined by a community vote that was reviewed by staff and Council offices.

Staff sought broad participation and engagement, and used several avenues to reach communities, including:

- City express blog posts
- City social media
- Distribution by Council Members through their distribution lists and social media
- Distribution by neighborhood associations and other community-based organizations in the area
- Postcards to those living on and immediately adjacent to the nominated corridors
- Virtual community meetings

Upon completion of the voting, staff made a recommendation and discussed with the appropriate Council office.

Activations in the Cabrillo Park Neighborhood.

Image source: Ron Brasel, Active Transportation Commissioner
Pilot Evaluation

PILOT EVALUATION SURVEY SUMMARY

The pilot was implemented from January 2021 through the end of July 2021. As the pilot ended and signs, barricades, and cones were taken down, staff sought feedback from the community using an online survey. The survey was open from July 28 to August 19, 2021. Over 1,200 people shared their thoughts.

Key findings for the pilot as a whole are described on the following pages. Evaluations by neighborhood are in the next section on page 12.

Survey respondents reported their top transportation issues in Sacramento as:
- Slowing drivers
- Creating comfortable places to walk, bicycle and scoot

Pilot goal:
Calm or reduce traffic on local, residential streets.
- 27% of survey respondents reported driving less on pilot Slow & Active Streets.

Pilot goal:
Support the City’s Climate goals by encouraging more walking and bicycling.
- 30% of survey respondents reported walking, running, biking, and scooting more than before the pilot.

The pilot was not universally supported.

Overall opinions of the pilot:
- 60% positive
- 14% neutral
- 26% negative

“I think better signage at the streets themselves would have really helped. It seemed very car-focused, telling them to slow and watch for pedestrians. But something else specifically targeted at pedestrians, briefly explaining the program and inviting them to walk in the street, would have really helped. I saw the signs first and didn't really understand what was happening, and then I happened to catch a city Instagram post. Seems like the most direct way to reach people would be on the streets themselves.”

“"It simply pushed traffic on to neighboring streets. With the implementation, increased speed and additional traffic is pushed to the neighboring streets. I have seen significant increase in speeding cars in my area."
### SURVEY SUMMARY

#### DEMOGRAPHIC DATA

**Gender Identity of Respondents**
- Female (including Trans Female) 50%
- Gender Diverse/Non-Binary 1%
- Male (including Trans Male) 37%
- Other 1%
- Prefer not to say 11%

**Race/Ethnicity of Respondents**
- Asian 4%
- Black/African American 2%
- Hispanic/Latinx 7%
- Native American 0%
- Other 5%
- Pacific Islander 0%
- Prefer not to say 17%
- White 64%

#### Age of Respondents

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<tr>
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#### How Often Do You...

**WALK**
- Nearly every day 67%
- 2-3 times a week 28%
- Once a week 3%
- Never 2%

**BICYCLE**
- Nearly every day 19%
- 2-3 times a week 27%
- Once a week 14%
- Once a month 16%
- Never 24%

**RIDE TRANSIT**
- Never 77%
- Once a month 15%
- Once a week 3%
- 2-3 times a week 3%

**DRIVE**
- Never 1%
- Once a month 2%
- Once a week 9%
- Nearly every day 52%
- 2-3 times a week 36%
- 1%
OPINION SURVEY

Most important transportation issues to your neighborhood

- Slowing drivers down
- Creating comfortable places to walk, bicycle, and scoot
- Improving street conditions like fixing potholes and curb ramps
- Reducing the number of trips made by car
- Improving connections to transit
- Other

Did the pilot change your daily travel routes?

- No change to my travel routes 43%
- Yes, I avoid driving on those streets 27%
- Yes, I used those streets for non-vehicle transportation more than before the pilot 30%

How have you traveled on a Slow & Active Street?

- Drove 21%
- Bicycle 21%
- Scoot 2%
- Walk using an assistive device such as a wheelchair 0%
- Run 10%
- Other: Write in 1%
- I have not traveled on a Slow & Active Street 4%
- Walk with a stroller/walk ed with children 7%

Overall opinion of the Slow & Active Streets pilot

- Positive 60%
- Neutral 14%
- Negative 26%
Evaluations by Neighborhood

Slow and Active Street pilots were installed in five Sacramento neighborhoods:

- Cabrillo Park
- Midtown and Newton Booth
- Oak Park
- Tahoe Park
- William Land Park

Each had its own unique style, context, and activations. In order to ensure ongoing community engagement, successful nominations needed to have the support of a sponsoring organization. In most cases, the sponsorship was from a neighborhood association or Sacramento Area Bicycle Advocates (SABA).

Midtown residents activating the pilot in their neighborhood.

Image source: Ali Doerr-Westbrook, 350 Sacramento
CABRILLO PARK SLOW & ACTIVE STREET

The Pilot
The Cabrillo Park Slow & Active Street was sponsored by the Cabrillo Park Neighborhood Association with support and engagement from Sacramento City Unified School Board Member Chinua Rhodes.

The pilot was 2.16 miles long and was on:

- 68th Ave between Amherst St and Balfour Way
- Tamoshanter Way between Kirk Way and 62nd Ave

The pilot was active from April 21 to July 31, 2021.

The sponsors partnered with Sacramento Area Bicycle Advocates (SABA) and WALKSacramento, and held several community activations including:

- Two Bicycle repair, helmet giveaways, and bicycle registration events
- Meditation and yoga
- Community bike ride
- Blender bike

There were 87 respondents for the Cabrillo Park pilot.
Cabrillo Park Survey Summary

CABRILLO PARK DEMOGRAPHIC DATA

Gender Identity of Respondents
- Female (including Trans Female): 56%
- Gender Diverse/Non-Binary: 1%
- Male (including Trans Male): 31%
- Other: 2%
- Prefer not to say: 9%

Race/Ethnicity of Respondents
- Asian: 3%
- Black/African American: 5%
- Hispanic/Latinx: 9%
- Native American: 1%
- Other: 3%
- Prefer not to say: 16%
- White: 63%

Age of Respondents

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<td>65+</td>
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Prefer not to say: 6%

How Often Do You…

WALK
- Nearly every day: 72%
- 2-3 times a week: 24%
- Never: 2%
- Once a month: 2%

BICYCLE
- Nearly every day: 67%
- 2-3 times a week: 17%
- Once a week: 4%
- Never: 23%
- Once a month: 26%

RIDE TRANSIT
- Nearly every day: 7%
- 2-3 times a week: 4%
- Once a week: 2%
- Once a month: 7%
- Never: 87%

Drive
- Nearly every day: 67%
- 2-3 times a week: 27%
- Once a week: 3%
- Never: 2%
- Once a month: 1%
Most important transportation issues to your neighborhood

- Slowing drivers down
- Creating comfortable places to walk, bicycle, and scoot
- Improving street conditions like fixing potholes and curb ramps
- Reducing the number of trips made by car
- Improving connections to transit
- Other

Did the pilot change your daily travel routes?

- No change to my travel routes (51%)
- Yes, I avoid driving on those streets (17%)
- Yes, I used those streets for non-vehicle transportation more than before the pilot (32%)

How have you traveled on a Slow & Active Street?

- Drove (16%)
- Bicycle (22%)
- Scoot (1%)
- Run (13%)
- Walk (37%)
- Other: Write in (1%)
- I have not traveled on a Slow & Active Street (2%)
- Walk with a stroller/walked with children (8%)

Overall opinion of the Slow & Active Streets pilot

- Positive (75%)
- Neutral (9%)
- Negative (16%)
MIDTOWN AND NEWTON BOOTH SLOW & ACTIVE STREET

The Pilot
The Midtown and Newton Booth Slow & Active Street was co-sponsored by the Midtown and Newton Booth Neighborhood Associations.

The pilot 1.65 miles long and was on:

- 26th Street: Between J and V Streets
- Street: Between 22nd and 26th Streets
- V Street: Between 21st and 26th Streets

The pilot was active from February 12 to April 30, 2021.

The sponsors partnered Council Member Valenzuela’s office and held one activation on February 14, 2021.

There were 235 respondents for the Midtown-Newton Booth pilot.

There were many residents who organized to end the pilot due to concerns about traffic impacts on adjacent streets and pilot use by those driving and those not. The initial community engagement to establish the pilot included an end date of April 30, 2021. While the overall pilot was extended to July 31, 2021, it was decided to honor the original end date of April 30th.
Midtown and Newton Booth Survey Summary

### MIDTOWN AND NEWTON BOOTH DEMOGRAPHIC DATA

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<td>Female (including Trans Female)</td>
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<td>Gender Diverse/Non-Binary</td>
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<td>Male (including Trans Male)</td>
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<td>Other</td>
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<td>Prefer not to say 15%</td>
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#### Age of Respondents

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<td>10%</td>
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#### How Often Do You...

**WALK**

- Nearly every day: 70%
- 2-3 times a week: 30%
- Never: 1%

**BICYCLE**

- Nearly every day: 27%
- 2-3 times a week: 30%
- Once a week: 17%
- Never: 16%
- Once a month: 10%

**RIDE TRANSIT**

- Nearly every day: 4%
- 2-3 times a week: 19%
- Once a week: 4%
- Once a month: 3%
- Never: 70%

**DRIVE**

- Nearly every day: 47%
- 2-3 times a week: 31%
- Once a week: 13%
- Once a month: 6%
- Never: 3%
Improving connections to transit

Creating comfortable places to walk, bicycle, and scoot

Slowing drivers down

Reducing the number of trips made by car

Improving street conditions like fixing potholes and curb ramps

Other

Most important transportation issues to your neighborhood

Did the pilot change your daily travel routines?

No change to my travel routes 35%

Yes, I avoid driving on those streets 29%

Yes, I used those streets for non-vehicle transportation more than before the pilot 36%

How have you traveled on a Slow & Active Street?

Drove 16%

Walk 34%

Bicycle 25%

Run 10%

Scoot 4%

Walk with a stroller/walked with children 5%

I have not traveled on a Slow & Active Street 5%

Other: Write in 1%

Overall opinion of the Slow & Active Streets pilot

Positive 62%

Negative 27%

Neutral 11%
The Oak Park Slow & Active Street was sponsored by the Oak Park Neighborhood Association with support and engagement from Sacramento Area Bicycle Advocates.

The pilot was 1.1 miles and was on:

- 32nd Street between 8th and 9th Avenues
- 9th Avenue between 32nd and Martin Luther King Junior Boulevard
- 8th Avenue between Martin Luther King Junior Boulevard and Stockton Boulevard

The pilot was active from June 25 to July 31, 2021.

The sponsors partnered with Sacramento Area Bicycle Advocates (SABA) and WALKSacramento held a social ride though neighboring Tahoe Park to Oak Park and onto Land Park on a tour of the Slow & Active Streets.

There were 77 respondents for the Oak Park pilot.
Oak Park Survey Summary

OAK PARK DEMOGRAPHIC DATA

Gender Identity of Respondents
- Female (including Trans Female) 27%
- Gender Diverse/Non-Binary 4%
- Male (including Trans Male) 42%
- Other 8%
- Prefer not to say 19%

Race/Ethnicity of Respondents
- Asian 3%
- Black/African American 5%
- Hispanic/Latinx 9%
- Native American 1%
- Other 3%
- Prefer not to say 16%
- White 63%

Age of Respondents

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<td>13%</td>
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</table>

How Often Do You...

**WALK**
- Nearly every day 63%
- 2-3 times a week 2%
- Once a month 4%
- Never 4%

**BICYCLE**
- Nearly every day 17%
- 2-3 times a week 12%
- Once a week 17%
- Once a month 15%
- Never 29%

**RIDE TRANSIT**
- Never 76%
- 2-3 times a week 4%
- Once a month 15%
- Nearly every day 2%

**DRIVE**
- Nearly every day 55%
- Never 1%
- Once a week 9%
- Once a month 2%
**OAK PARK OPINION SURVEY**

**Most important transportation issues to your neighborhood**

- Slowing drivers down
- Creating comfortable places to walk, bicycle, and…
- Improving street conditions like fixing potholes and…
- Reducing the number of trips made by car
- Improving connections to transit
- Other

**Did the pilot change your daily travel routines?**

- No change to my travel routes: 49%
- Yes, I avoid driving on those streets: 30%
- Yes, I used those streets for non-vehicle transportation more than before the pilot: 21%

**How have you traveled on a Slow & Active Street?**

- Walk: 36%
- Walk with a stroller/walk ed with…
- Drove: 16%
- Run: 11%
- Bicyc le: 23%
- Scoot: 2%
- Other: Write in 1%

**Overall opinion of the Slow & Active Streets pilot**

- Positive: 64%
- Negative: 18%
- Neutral: 18%
The Tahoe Park Slow & Active Street was sponsored by the Sacramento Area Bicycle Advocates with support from a number of residents and the Tahoe Park Neighborhood Association.

The pilot was 1.8 miles and was on:

- 58th St between Broadway and 20th Ave
- 14th Ave between 53rd St and Kroy Way

The pilot was active from June 25 to July 31, 2021.

The sponsors partnered with the Tahoe Park Neighborhood Association, Sacramento Area Bicycle Advocates (SABA), and WALKSacramento held a number of community activations including:

- Blender Bike event
- Neighborhood scavenger hunt
- Group walks and rides

There were 516 respondents for the Tahoe Park pilot.
Tahoe Park Survey Summary

**TAHOE PARK DEMOGRAPHIC DATA**

**Gender Identity of Respondents**
- Female (including Trans Female) 56%
- Gender Diverse/Non-Binary 0%
- Male (including Trans Male) 33%
- Other 0%
- Prefer not to say 11%

**Race/Ethnicity of Respondents**
- Asian 3%
- Black/African American 3%
- Hispanic/Latinx 8%
- Native American 0%
- Other 4%
- Prefer not to say 19%
- White 61%

**Age of Respondents**

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<td>9%</td>
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**How Often Do You...**

**WALK**
- Nearly every day: 59%
- Once a week: 2-3 times: 12%
- Once a month: 6%
- Never: 4%

**BICYCLE**
- Nearly every day: 17%
- Once a week: 12%
- Once a month: 17%
- Never: 29%
- 2-3 times a week: 2%

**RIDE TRANSIT**
- Nearly every day: 55%
- Once a week: 9%
- Once a month: 2%
- Never: 1%
- 2-3 times a week: 2%

**DRIVE**
- Nearly every day: 15%
- Once a week: 4%
- Once a month: 2%
- Never: 1%
- 2-3 times a week: 2%
**TAHOE PARK OPINION SURVEY**

**Most important transportation issues to your neighborhood**

- Slowing drivers down
- Creating comfortable places to walk, bicycle...
- Improving street conditions like fixing potholes...
- Reducing the number of trips made by car
- Improving connections to transit
- Other

**Did the pilot change your daily travel routines?**

- No change to my travel routes 44%
- Yes, I avoid driving on those streets 27%
- Yes, I used those streets for non-vehicle transport more than before the pilot 29%

**How have you traveled on a Slow & Active Street?**

- Walk 35%
- Bicycle 20%
- Scoot 3%
- Run 10%
- Other: Write in 1%
- I have not traveled on a Slow & Active Street 4%

**Overall opinion of the Slow & Active Streets pilot**

- Positive 44%
- Negative 34%
- Neutral 22%
WILLIAM LAND PARK SLOW & ACTIVE STREET

The Pilot
The Land Park Slow & Active Street was sponsored by the City as a pilot to test implementation of materials on streets that would not impact businesses or residents.

The pilot was on:

- The 18th Street- 14th Avenue – East Park Road loop in William Land Park

The pilot was active from December 18, 2020 to July 31, 2021.

There were no known activations however, there were a number of events in William Land Park that required the removal and reinstallation of the pilot 3 times over the course of the pilot.

There were 276 respondents for the William Land Park pilot.
### William Land Park Survey Summary

#### WILLIAM LAND PARK DEMOGRAPHIC DATA

<table>
<thead>
<tr>
<th>Gender Identity of Respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female (including Trans Female)</td>
<td>54%</td>
</tr>
<tr>
<td>Gender Diverse/Non-Binary</td>
<td>1%</td>
</tr>
<tr>
<td>Male (including Trans Male)</td>
<td>39%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
</tr>
<tr>
<td>Prefer not to say</td>
<td>6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Race/Ethnicity of Respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asian</td>
<td>4%</td>
</tr>
<tr>
<td>Black/African American</td>
<td>1%</td>
</tr>
<tr>
<td>Hispanic/Latinx</td>
<td>7%</td>
</tr>
<tr>
<td>Native American</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
</tr>
<tr>
<td>Prefer not to say</td>
<td>15%</td>
</tr>
<tr>
<td>White</td>
<td>68%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age of Respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>18-24</td>
<td>10%</td>
</tr>
<tr>
<td>25-34</td>
<td>25%</td>
</tr>
<tr>
<td>35-44</td>
<td>14%</td>
</tr>
<tr>
<td>45-54</td>
<td>19%</td>
</tr>
<tr>
<td>55-64</td>
<td>24%</td>
</tr>
<tr>
<td>65+</td>
<td>7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How Often Do You...</th>
<th>WALK</th>
<th>BICYCLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3 times a week...</td>
<td>2%</td>
<td>14%</td>
</tr>
<tr>
<td>Nearly every day</td>
<td>80%</td>
<td>21%</td>
</tr>
<tr>
<td>Never</td>
<td>1%</td>
<td>76%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RIDE TRANSIT</th>
<th>DRIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3 times a week</td>
<td>1%</td>
</tr>
<tr>
<td>Nearly every day</td>
<td>1%</td>
</tr>
<tr>
<td>Once a week</td>
<td>18%</td>
</tr>
<tr>
<td>Never</td>
<td>76%</td>
</tr>
<tr>
<td>2-3 times a week</td>
<td>47%</td>
</tr>
<tr>
<td>Never</td>
<td>1%</td>
</tr>
<tr>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>

| 18-24 | 1% |
| 25-34 | 10% |
| 35-44 | 25% |
| 45-54 | 14% |
| 55-64 | 19% |
| 65+ | 24% |
| Prefer not to say | 7% |
WILLIAM LAND PARK OPINION SURVEY

Most important transportation issues to your neighborhood

- Creating comfortable places to walk, bicycle...
- Slowing drivers down
- Reducing the number of trips made by car
- Improving street conditions like fixing potholes...
- Improving connections to transit
- Other

Did the pilot change your daily travel routes?

- No change to my travel routes: 32%
- Yes, I avoid driving on those streets: 22%
- Yes, I used those streets for non-vehicle transportation more than before the pilot: 46%

How have you traveled on a Slow & Active Street?

- Walk: 38%
- Bicycle: 24%
- Run: 14%
- Scoot: 2%
- Drove: 12%
- I have not traveled on a Slow & Active Street: 1%
- Other: Write in: 1%

Walk with a stroller/walked with children: 8%

Overall opinion of the Slow & Active Streets pilot

- Positive: 82%
- Neutral: 6%
- Negative: 12%
APPLICATIONS THAT DID NOT BECOME PILOTS

Two nominations were submitted to city staff from the East Sacramento neighborhood. Both nominations met the technical requirements. As with other applications, staff hosted a virtual public meeting followed by an online survey. Both applications received much interest from the community. Neither application had strong community support and were not implemented.

East Sacramento – M St

![East Sacramento – M St Map](image)

East Sacramento – North

![East Sacramento – North Map](image)
Summary and Findings

The Slow & Active Streets pilot was an opportunity for neighborhoods to work together with each other and the City to test lower cost traffic calming, temporary measures to not only provide relief from COVID but to also encourage more active forms of transportation to meet our climate goals.

PILOT GOALS AND OUTCOMES

The pilot had and met several goals:

- Provide for physical and emotional relief of the stresses related to the pandemic;
- Calm or reduce traffic on local, residential streets; and
- Support the City’s Climate goals by encouraging more walking and bicycling.

Pilot streets saw less vehicular traffic and more people walking, biking, scooting and being active.

While most survey respondents thought positively of the pilot, 26% were not supportive.

“

We have sidewalks and parks for activities. Streets are for driving. I do agree that people need to slow down, but I thought this was lame.

Loved it, but for our metro we are so far behind. We need a 10X increase in slow and active streets and soon. Mayors commission on climate changes targets a high increase in bike trips completed, and infrastructure like this is critical to meet those goals.

“

Pilot goal:
Support the City’s Climate goals by encouraging more walking and bicycling.

- 30% of survey respondents reported walking, running, biking, and scooting more than before the pilot.

Pilot goal:
Calm or reduce traffic on local, residential streets.

- 27% of survey respondents reported driving less on pilot Slow & Active Streets.

The pilot was not universally supported.

Overall opinions of the pilot:
- 60% positive
- 14% neutral
- 26% negative
RESOURCES AND FUNDING

Pilots and street closures like Slow & Active Streets require financial and staff resources.

Before the pilot was implemented, staff estimated costs. The estimated costs were developed based on assumptions and are presented below.

The estimated costs were expected to be $223,000 for six miles over a full six months of activity. The actual costs are presented to the right. While the total actual cost is $241,000 is similar to the estimate, there are some important considerations.

Working with our communities on the pilot took more time and funding than anticipated. Community consensus was not established in any of the applicant neighborhoods and many meetings and conversations were held, in addition to planned engagement that included City Express blog posts; City social media, communications with neighborhood associations and other community-based organizations in the area; postcards to those living on and immediately adjacent to the nominated corridors; and virtual community meetings.

After the pilots were implemented, staff continued to respond to calls and emails from residents frustrated and unhappy with the pilots.

The costs to plan with the community and respond to community concerns is $20,000 per mile.

Materials were moved, vandalized, or stolen daily and monitoring and materials costs were higher than estimated. While the summary monitoring costs are less than estimated, the estimate include costs for 6 miles of pilot for a full six months. The full six miles of pilot operated for only 6 weeks. The monitoring cost was $1,300 per mile per month in addition to the $2,000 to install or remove each pilot.

Lastly, the materials were temporary and did not withstand the weather and vandalism. Should a similar program be implemented in the future, more durable materials should be used, and staff should expect materials costs to be higher.
Staff conducted an analysis of cost scenarios should Council have interest in continuing the pilot. The assumptions in the cost analysis include community engagement and collaboration, improved materials and noticing, and regular monitoring.

<table>
<thead>
<tr>
<th>Costs Scenarios</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3 miles for 3 months</td>
<td>$180,700</td>
</tr>
<tr>
<td>3 miles for 6 months</td>
<td>$215,800</td>
</tr>
<tr>
<td>6 miles for 3 months</td>
<td>$345,700</td>
</tr>
<tr>
<td>6 miles for 6 months</td>
<td>$380,800</td>
</tr>
</tbody>
</table>

People bicycling on the William Land Park pilot.

Image source: Deb Banks, Executive Director Sacramento Area Bicycle Advocates
LESSONS LEARNED

Equitable Investment
One of staff’s key goals was to ensure an equitable process and that under-resourced neighborhoods were prioritized. One of the critiques shared with staff from a number of residents is that they did not appreciate the unattractive traffic signs and materials. Similarly, a number of residents asked if the unattractive and temporary materials were only being placed in communities of color and whether the pilot was also being placed in white communities.

Lesson learned
Temporary traffic control devices are regulated by the State and staff to not have leverage to deviate from the standards. Reaching more community members, engaging them on the design, and encouraging their participation in community meetings may have helped with this issue.

Establishing Community Awareness and Consensus
Staff strove to engage large numbers of community members during the vetting process but many did not learn about the pilots until they were implemented. In the Midtown-Newton Booth pilot, there was such lack of consensus, it was decided to end the pilot.

Lesson Learned
Unfortunately, 28% of respondents did not hear about the pilot until they saw a street was closed. The survey responses indicate that an email from the City of Sacramento is the best way to contact residents, followed by a few other suggested means of contact including: social media from the City; post cards from the City, local news, Nextdoor, and social media and contacts from other organizations. Nextdoor is also a popular was residents receive information.

Staff Time and Material Resources
As discussed under Resources and Funding, working with our communities on this pilot took more time and funding than anticipated; materials were moved, vandalized or stolen daily and materials costs were higher than estimated; and, materials were temporary and did not withstand the weather and vandalism.

Lesson Learned
Most projects and programs at the City are done with support of contract help through consultants, contractors, or non-profits. Contracting for support for planning would have ensured the pilot did not contribute to the delay of other efforts already underway. Staff estimate a cost of $20,000 per mile for planning with the communities.

Monitoring was also more expensive than anticipated. Staff time to replace moved, broken, or missing materials cost $1,300 per mile per month in addition to the $105,000 buy the materials at pilot start.