



# Slow & Active Streets

## Pilot Evaluation

Report to City Council  
September 2021

*City of*  
**SACRAMENTO**

Department of Public Works  
Transportation Division



# 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.

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.

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.

Child taking a turn on the smoothie bike in Tahoe Park provided by SABA.

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



Cabrillo Park activation of neighborhood pilot.

Image source: Ron Brasel,  
Active Transportation Commissioner



# 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.

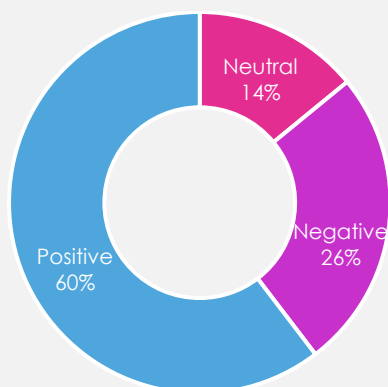
- **27% of survey respondents reported driving less on pilot Slow & Active Streets.**

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 not universally supported.**



“ 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 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.

## Actual Costs and Resources

Planning & Design	\$100,000	320 hours
Materials	\$105,000	
Install, Monitor and Repair	\$36,000	420 hours
<b>Total</b>	<b>\$241,000</b>	
<b>Planning &amp; Community Engagement per mile</b>	<b>\$20,000</b>	
<b>Cost to monitor per mile per month</b>	<b>\$1,300</b>	





The most important  
transportation issues  
of survey respondents  
are:

Slowing drivers

Creating comfortable  
places to walk, bicycle  
and scoot

## Table of Contents

.....	1
<b>Introduction .....</b>	<b>2</b>
What are Slow & Active Streets? .....	2
<b>Executive Summary .....</b>	<b>2</b>
<b>Slow &amp; Active Streets Pilot Overview .....</b>	<b>7</b>
Foundation and Requirements .....	7
Community Engagement and Neighborhood Voting .....	7
<b>Pilot Evaluation .....</b>	<b>9</b>
Pilot Evaluation Survey Summary .....	9
Survey Summary .....	10
<b>Evaluations by Neighborhood .....</b>	<b>12</b>
Cabrillo Park Slow & Active Street .....	13
Midtown and Newton Booth Slow & Active Street.....	16
Oak Park Slow & Active Street .....	19
Tahoe Park Slow & Active Street.....	22
William Land Park Slow & Active Street.....	25
Applications that Did Not Become Pilots.....	28
<b>Summary and Findings .....</b>	<b>29</b>
Pilot goals and outcomes .....	29
Resources and Funding .....	30
Lessons Learned.....	32

# 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.

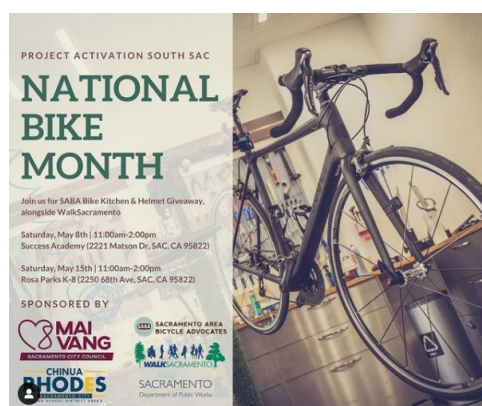


Image source: Ron Brasel, Active Transportation Commissioner





# 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%

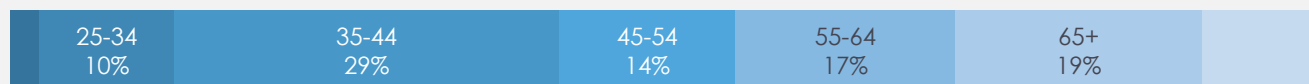
#### Race/Ethnicity of Respondents

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

18-24  
2%

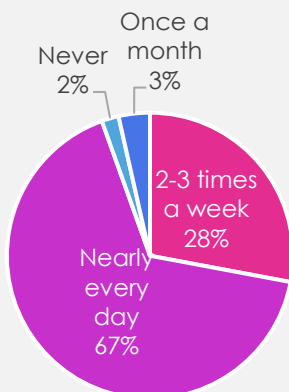
#### Age of Respondents

Prefer not to say  
9%

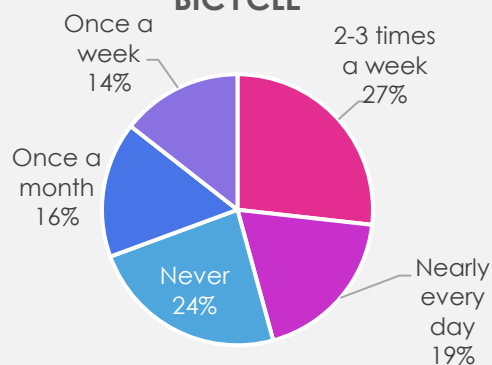


#### How Often Do You...

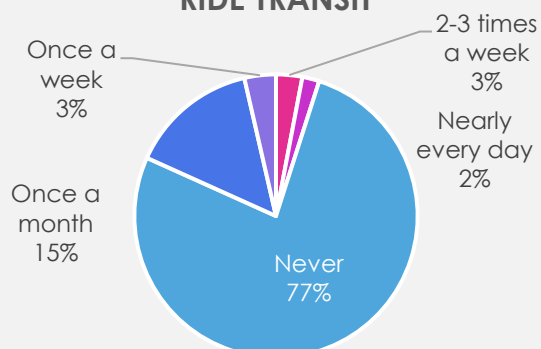
##### WALK



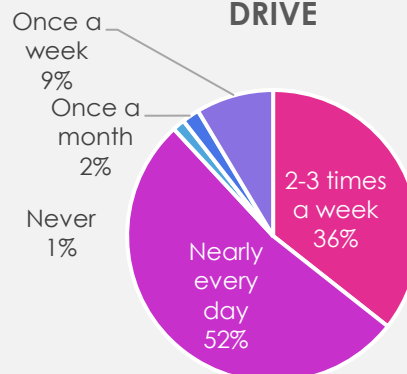
##### BICYCLE



##### RIDE TRANSIT



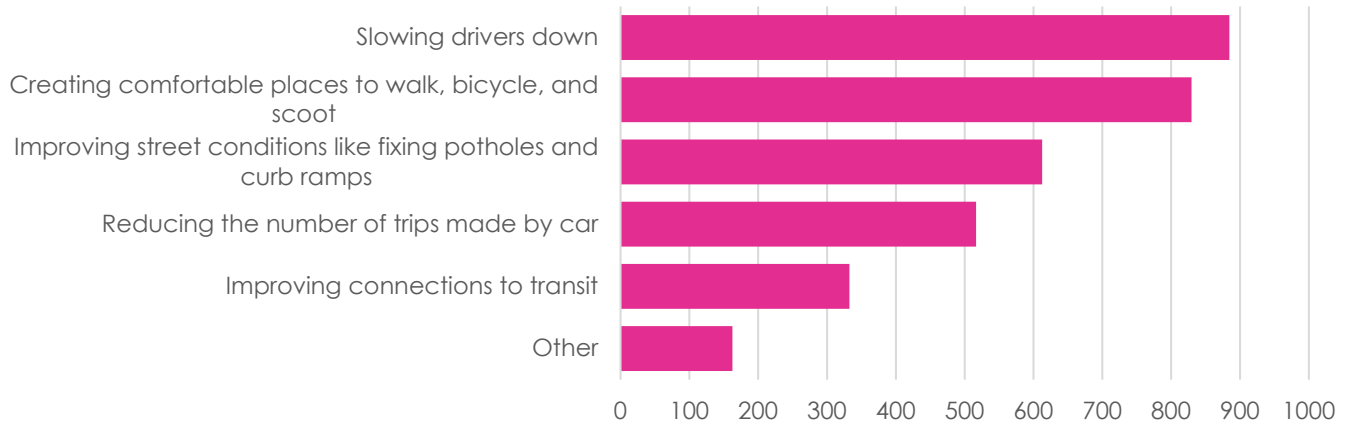
##### DRIVE



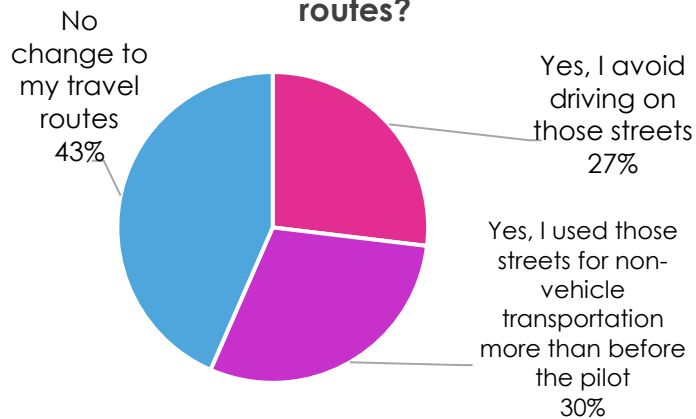


## OPINION SURVEY

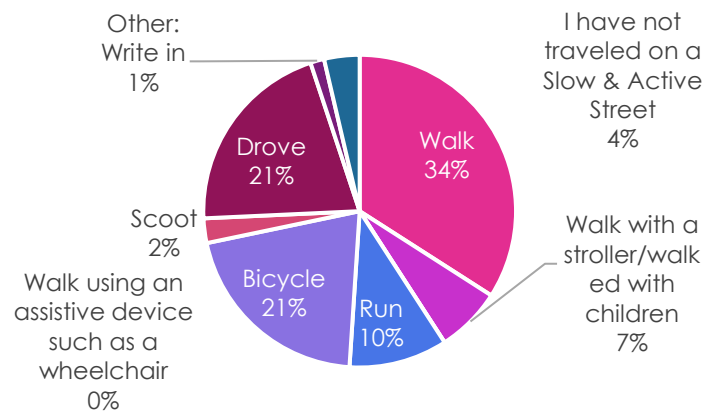
### Most important transportation issues to your neighborhood



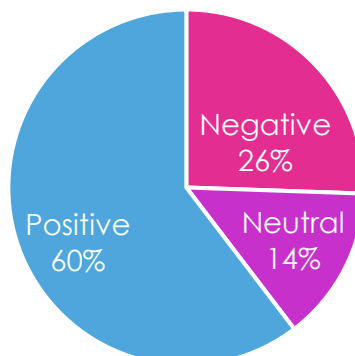
### Did the pilot change your daily travel routes?



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



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



# 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:

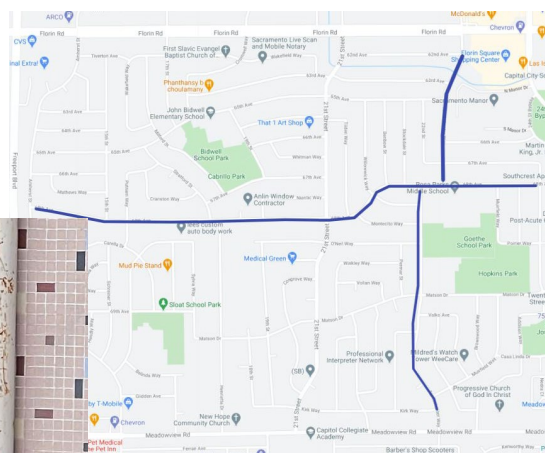
- 68th Ave between Amherst St and Balfour Way
- Tamoshanter Way between Kirk Way and 62nd Ave

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.



Pilot Route



Kiara Reed, Executive Director of WALKSacramento fits helmet at Cabrillo Park Slow & Active Streets activation

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

## Cabrillo Park Survey Summary

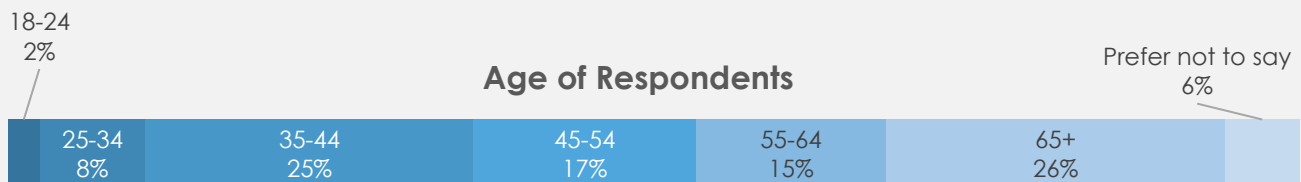
### CABRILLO PARK DEMOGRAPHIC DATA

#### Gender Identity of Respondents

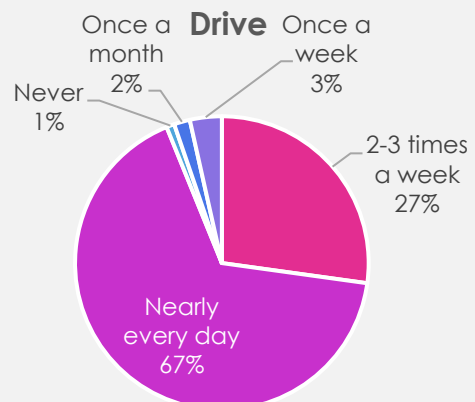
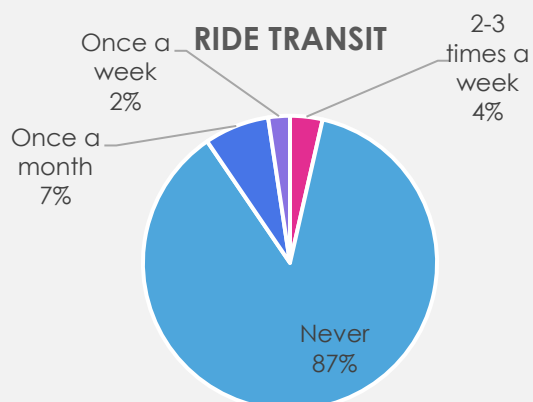
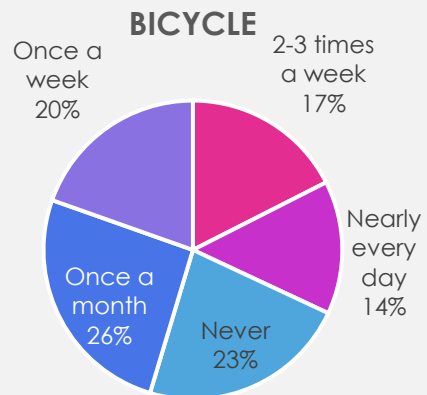
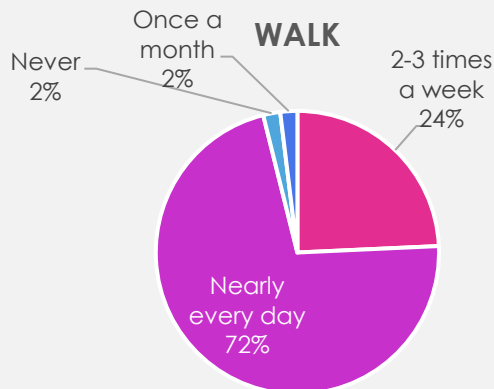
Female (including Trans Female)	56%
Gender Diverse/Non-Binary	1%
Male (including Trans Male)	31%
Other	2%
Prefer not to say	9%

#### 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%



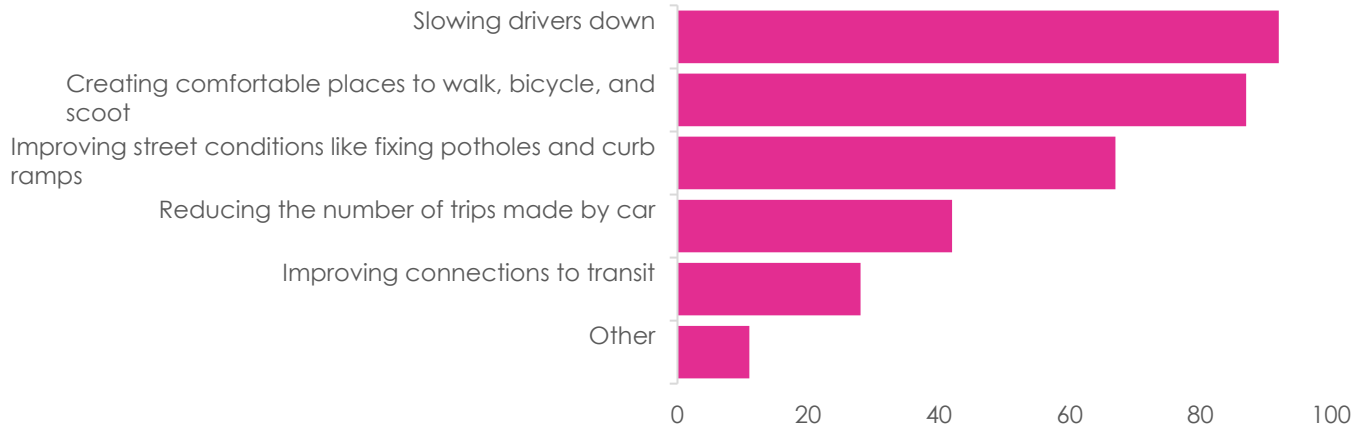
#### How Often Do You...



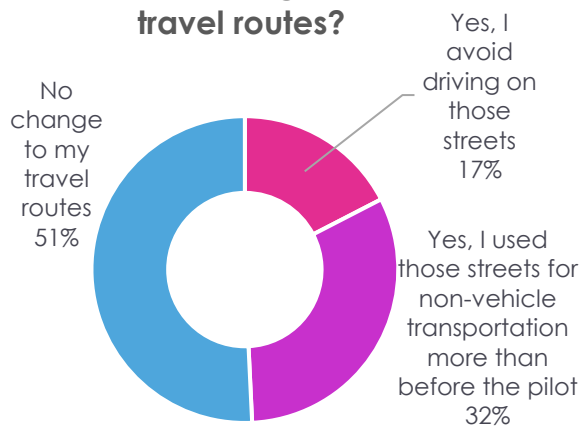


## CABRILLO PARK OPINION SURVEY

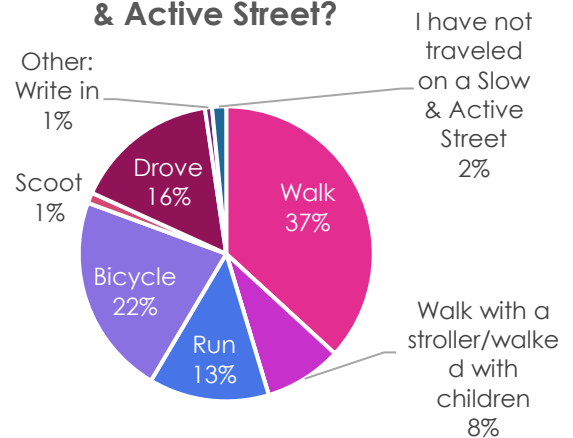
### Most important transportation issues to your neighborhood



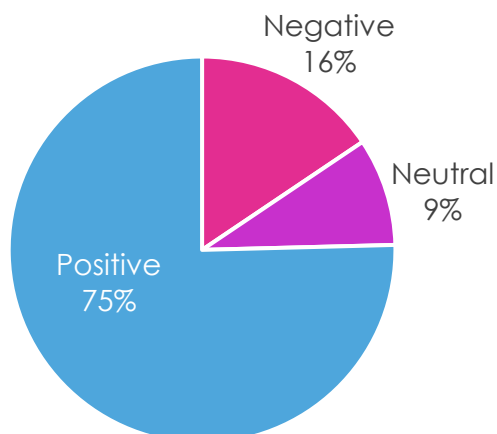
### Did the pilot change your daily travel routes?



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



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



## 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:

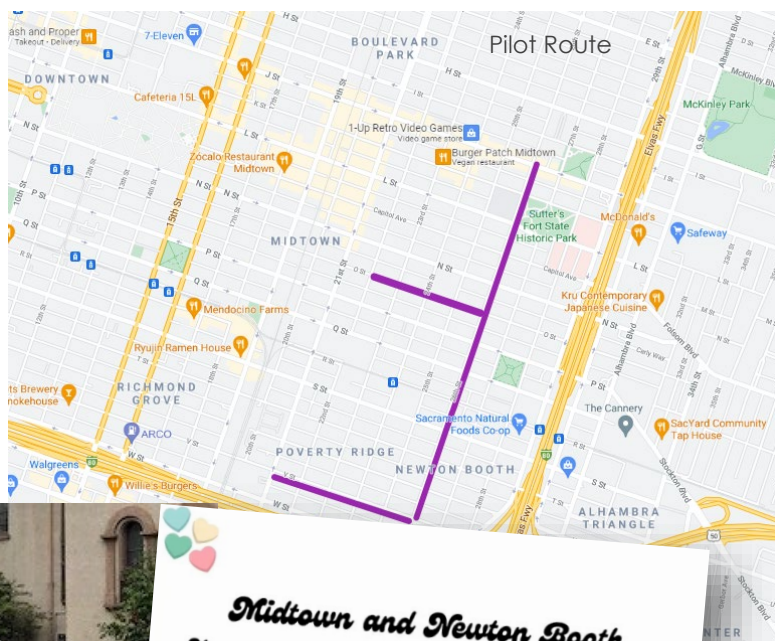
- 26th Street: Between J and V Streets
- Street: Between 22nd and 26th Streets
- V Street: Between 21st and 26th Streets

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 30<sup>th</sup>.



Midtown and Newton Booth Neighborhood Associations in partnership with Council Member Valenzuela host an activation.

Image and graphics source: Ali Doerr-Westbrook, 350 Sacramento



## Midtown and Newton Booth Survey Summary

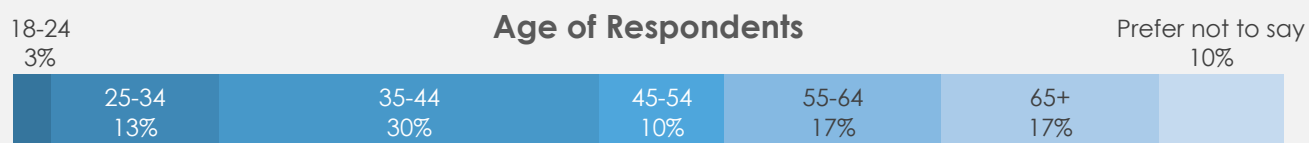
### MIDTOWN AND NEWTON BOOTH DEMOGRAPHIC DATA

#### Gender Identity of Respondents

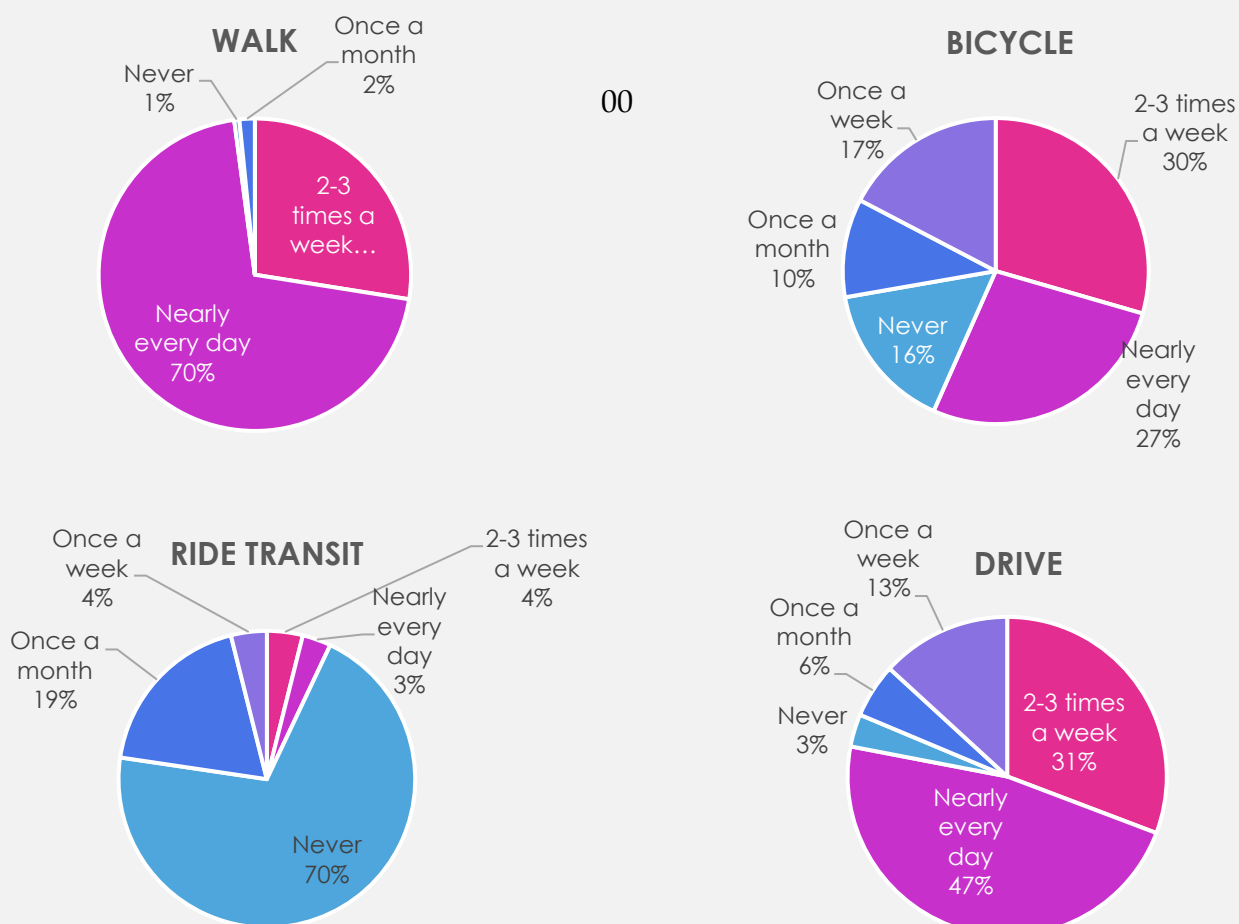
Female (including Trans Female)	43%
Gender Diverse/Non-Binary	2%
Male (including Trans Male)	41%
Other	1%
Prefer not to say	12%

#### Race/Ethnicity of Respondents

Asian	5%
Black/African American	2%
Hispanic/Latinx	6%
Native American	0%
Other	5%
Prefer not to say	15%
White	67%

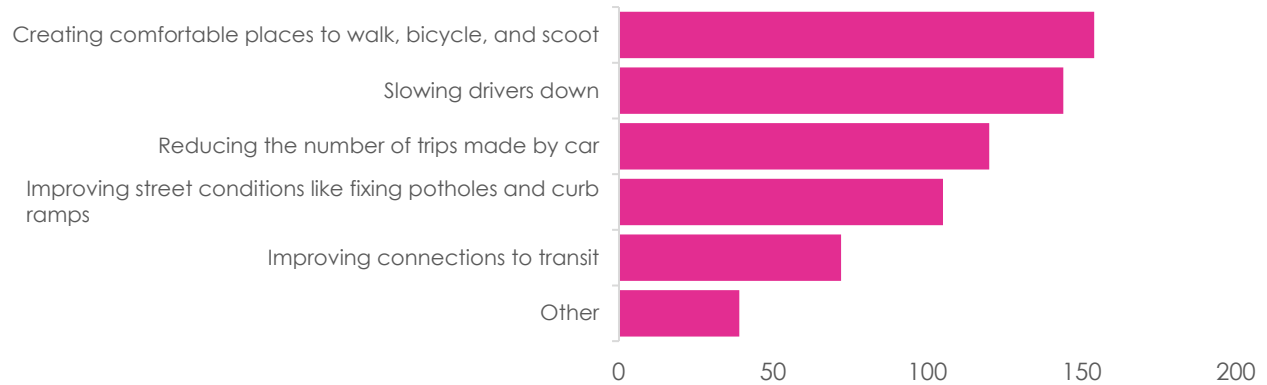


#### How Often Do You...

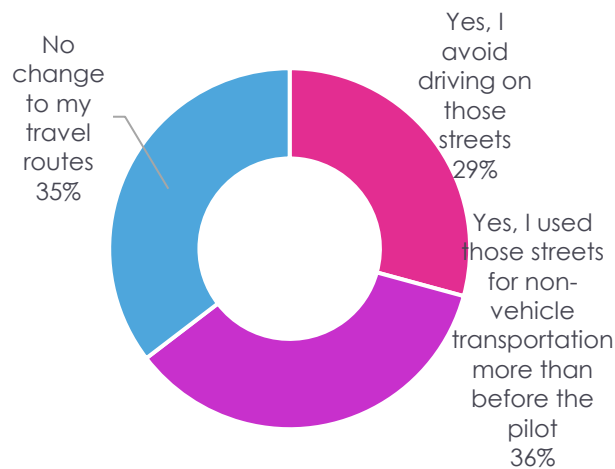


**MIDTOWN AND NEWTON BOOTH OPINION SURVEY**

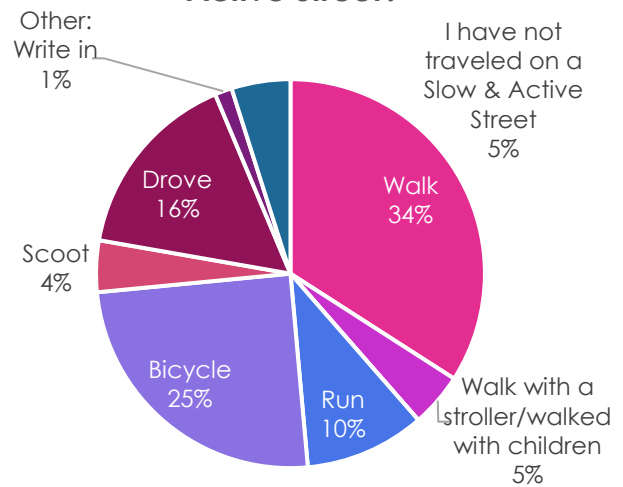
**Most important transportation issues to your neighborhood**



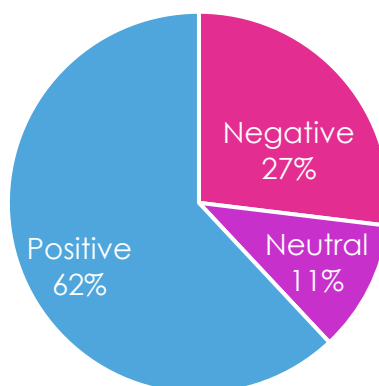
**Did the pilot change your daily travel routines?**



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



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



## OAK PARK SLOW & ACTIVE STREET

### The Pilot

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

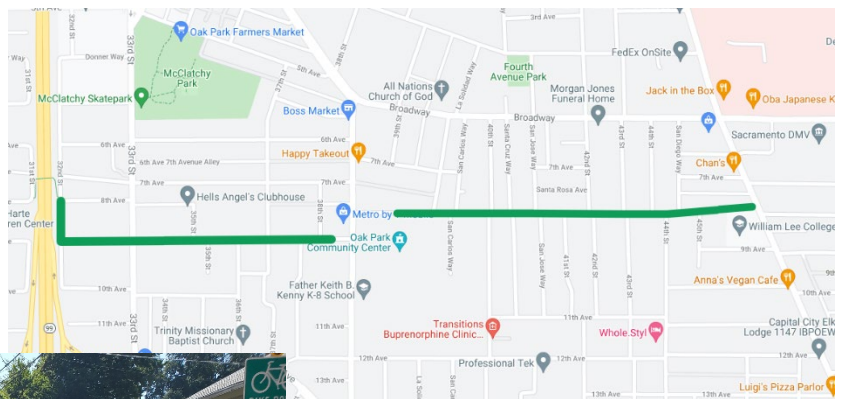
The pilot was 1.1 miles and was on:

- 32<sup>nd</sup> Street between 8<sup>th</sup> and 9<sup>th</sup> Avenues
- 9<sup>th</sup> Avenue between 32<sup>nd</sup> and Martin Luther King Junior Boulevard
- 8<sup>th</sup> 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 through 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.



Pilot Route



Oak Park Neighborhood Association with support of SABA and WALKSacramento sponsored the Slow & Active Streets pilot.

Image source: Adrian Rehn, Oak Park Neighborhood Association



## 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%

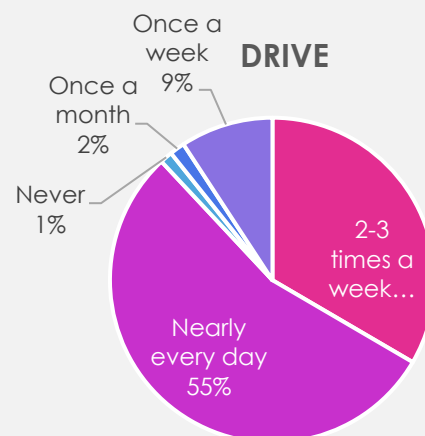
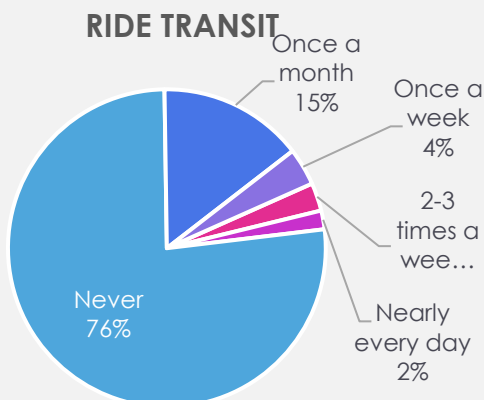
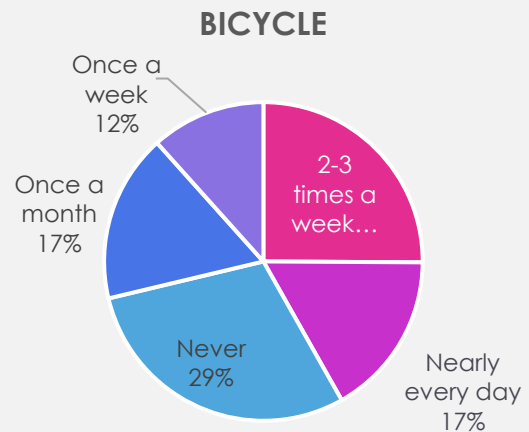
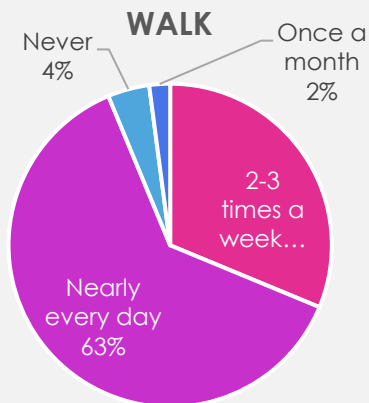
18-24  
4%

#### Age of Respondents

Prefer not to say  
13%

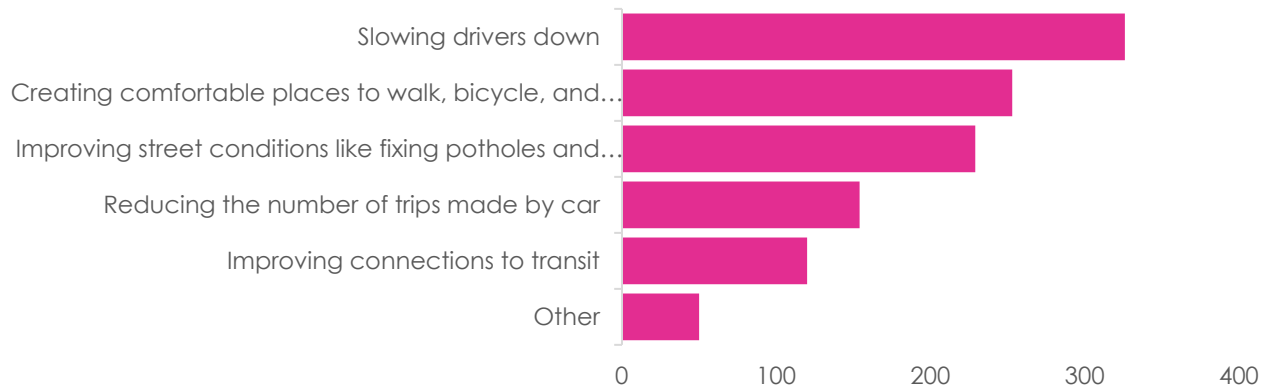


#### How Often Do You...

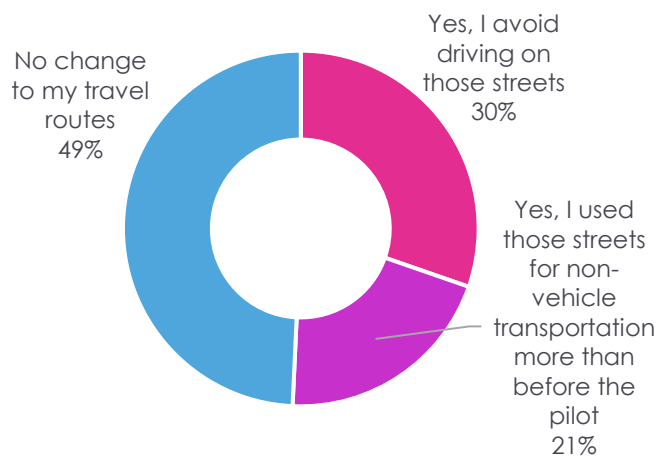


## OAK PARK OPINION SURVEY

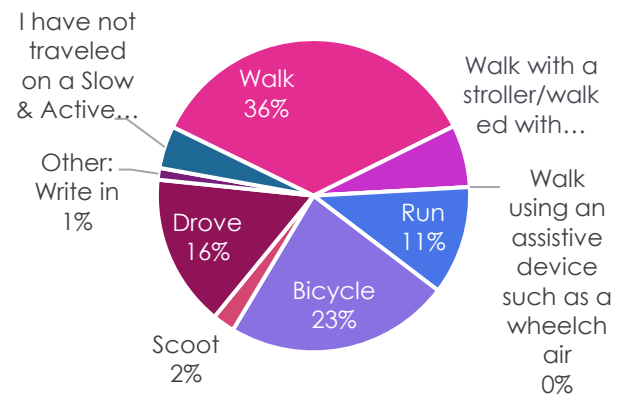
### Most important transportation issues to your neighborhood



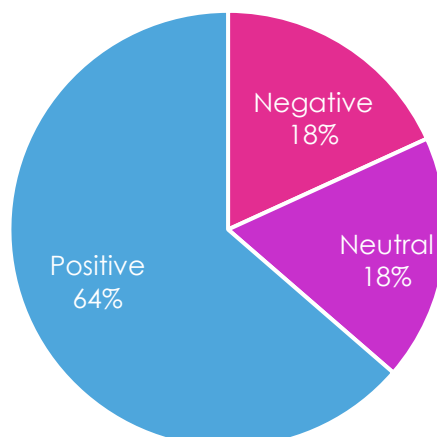
### Did the pilot change your daily travel routines?



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



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



## TAHOE PARK SLOW & ACTIVE STREET

### The Pilot

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:

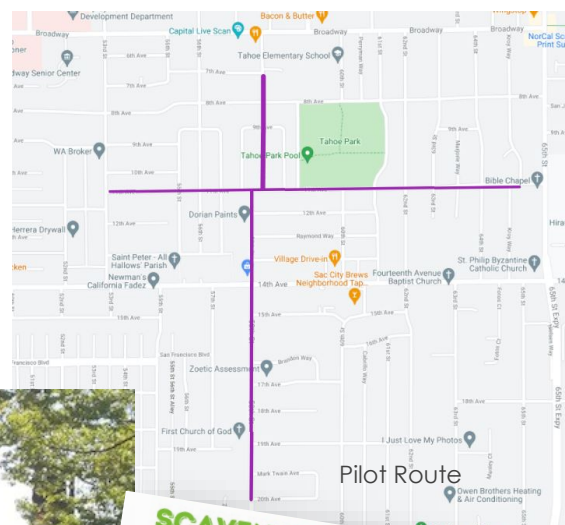
- 58<sup>th</sup> St between Broadway and 20<sup>th</sup> Ave
- 14<sup>th</sup> Ave between 53<sup>rd</sup> St and Kroy Way

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.



Councilmember Guerra, Parks and Community Enrichment Commissioner Victoria Vasquez, and friends lead a group ride at Tahoe Park Slow & Active Streets activation

Image source: Victoria Vasquez



## Tahoe Park Survey Summary

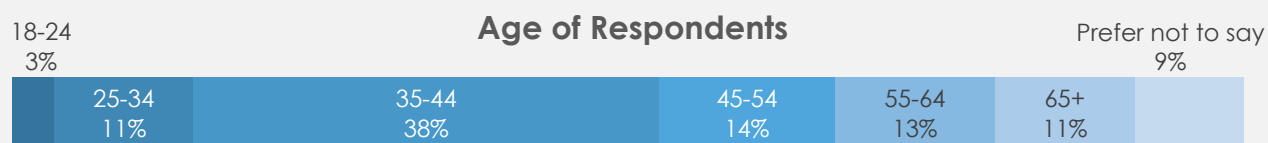
### TAHOE PARK DEMOGRAPHIC DATA

#### Gender Identity of Respondents

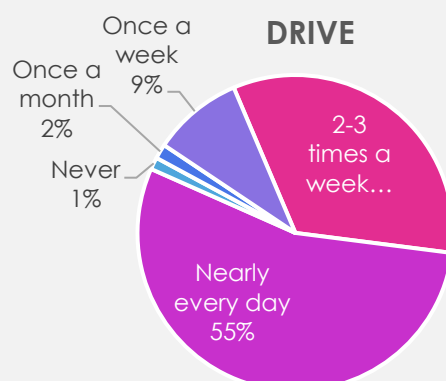
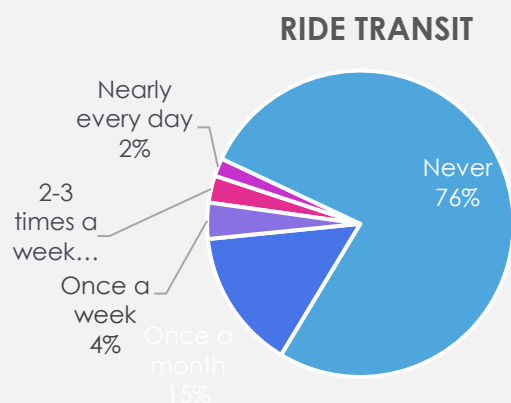
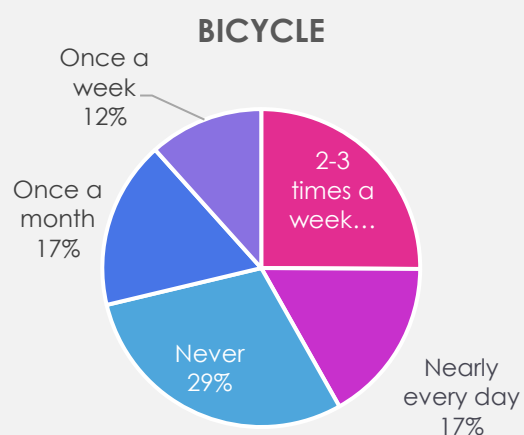
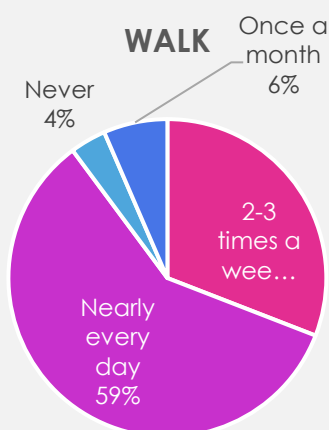
Female (including Trans Female)	56%
Gender Diverse/Non-Binary	0%
Male (including Trans Male)	33%
Other	0%
Prefer not to say	11%

#### 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%

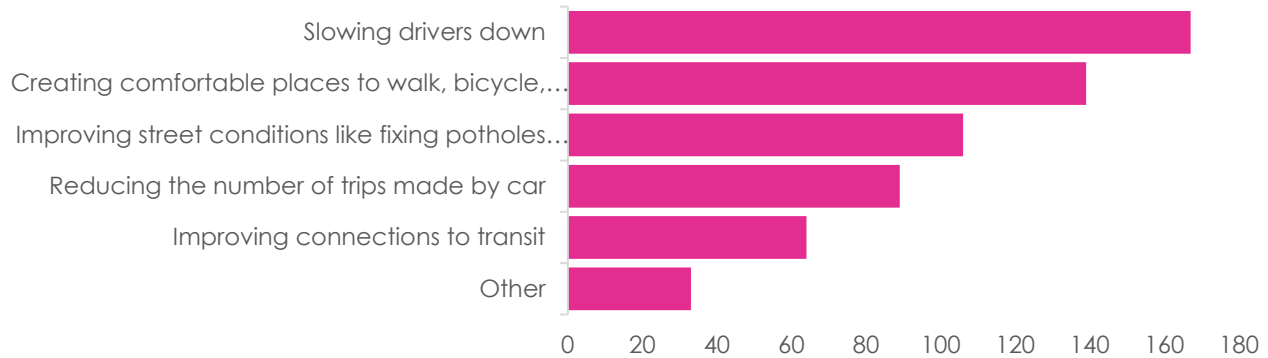


### How Often Do You...

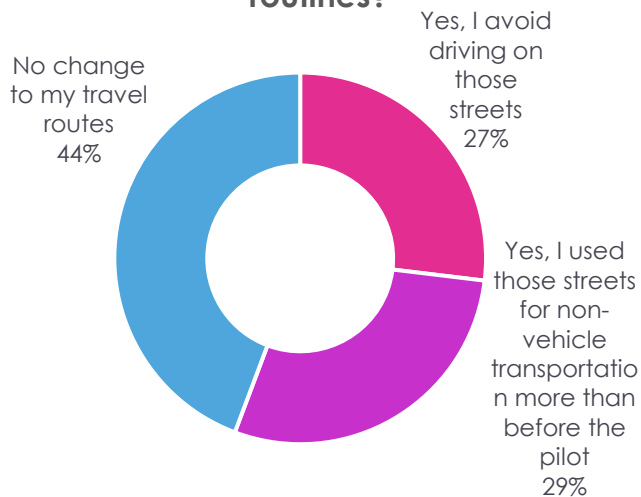


## TAHOE PARK OPINION SURVEY

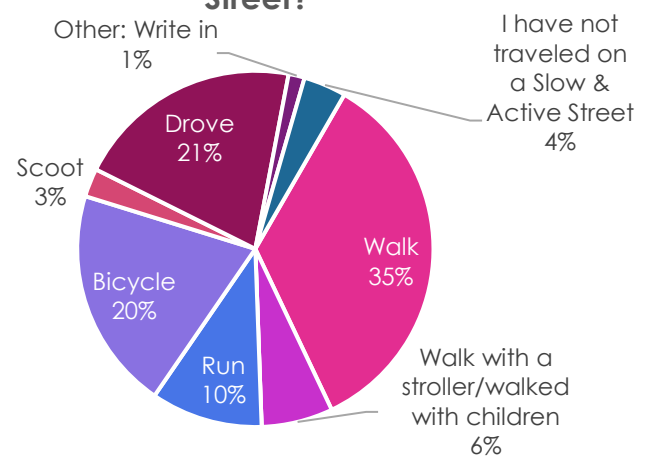
### Most important transportation issues to your neighborhood



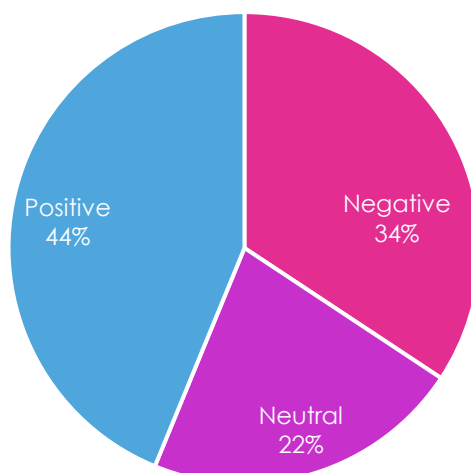
### Did the pilot change your daily travel routines?



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



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



## **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.

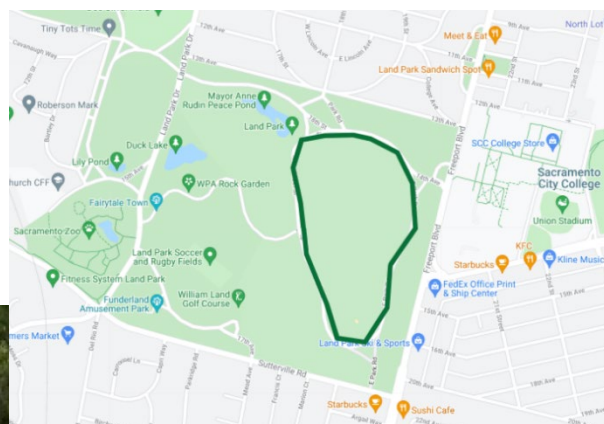
The pilot was on:

- The 18<sup>th</sup> Street- 14<sup>th</sup> Avenue – East Park Road loop in William Land Park

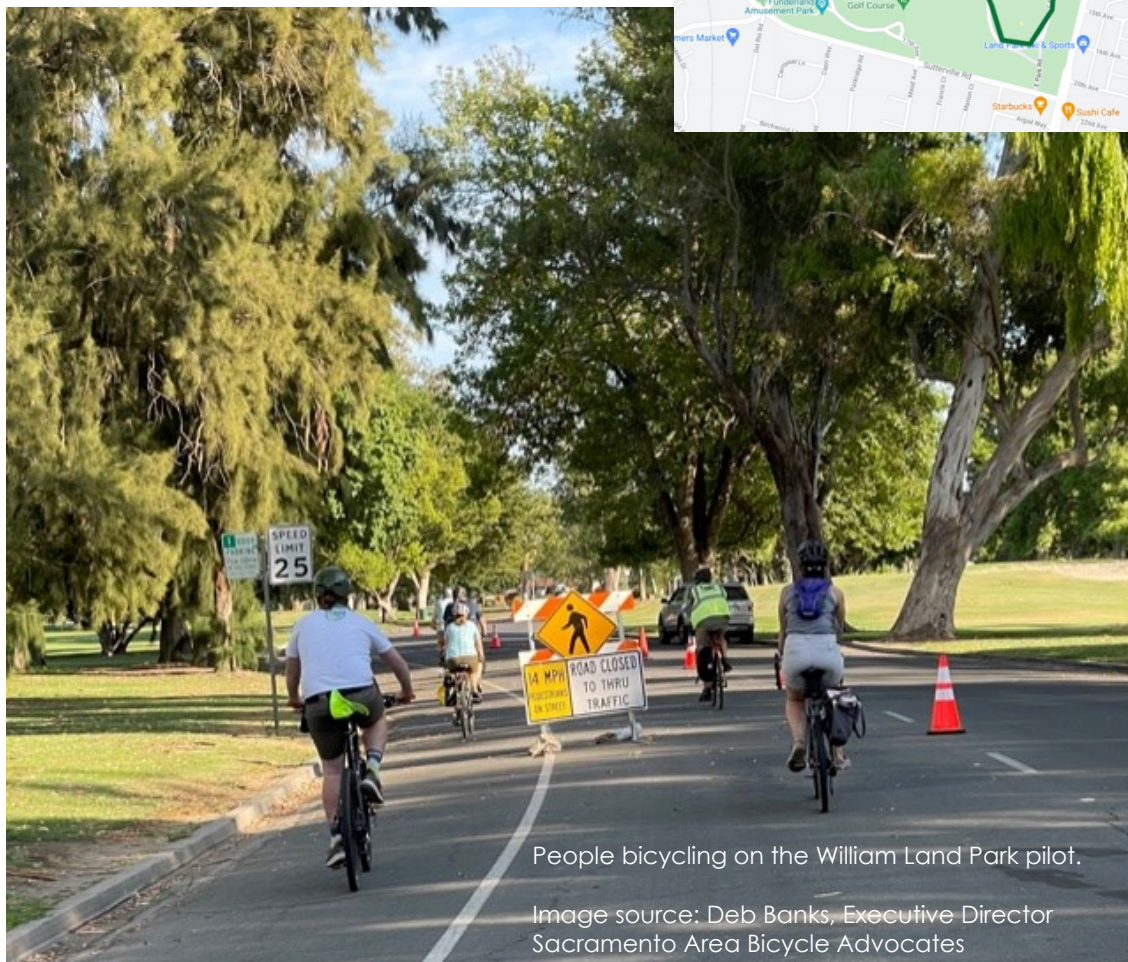
The pilot was active from December 18, 2020 to July 31, 2021.

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.



Pilot  
Route



People bicycling on the William Land Park pilot.

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



## William Land Park Survey Summary

### WILLIAM LAND PARK DEMOGRAPHIC DATA

#### Gender Identity of Respondents

Female (including Trans Female)	54%
Gender Diverse/Non-Binary	1%
Male (including Trans Male)	39%
Other	1%
Prefer not to say	6%

#### Race/Ethnicity of Respondents

Asian	4%
Black/African American	1%
Hispanic/Latinx	7%
Native American	0%
Other	5%
Prefer not to say	15%
White	68%

18-24  
1%

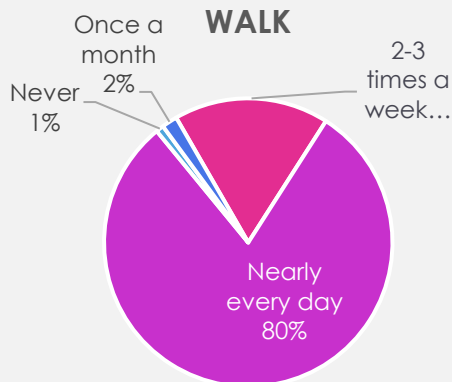
#### Age of Respondents

Prefer not to say  
7%

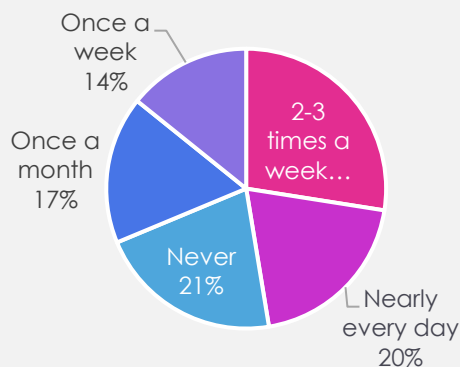
25-34 10%	35-44 25%	45-54 14%	55-64 19%	65+ 24%	
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#### How Often Do You...

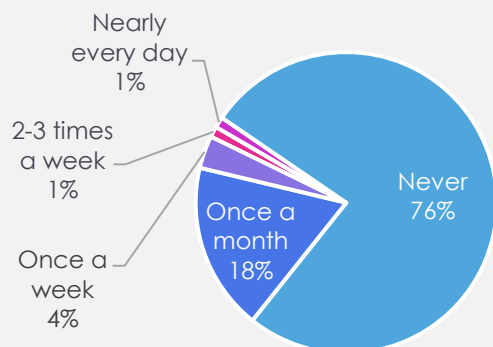
##### WALK



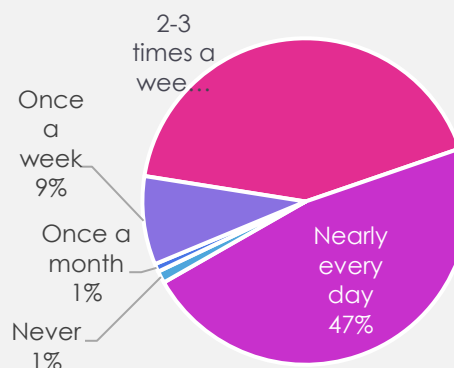
##### BICYCLE



##### RIDE TRANSIT

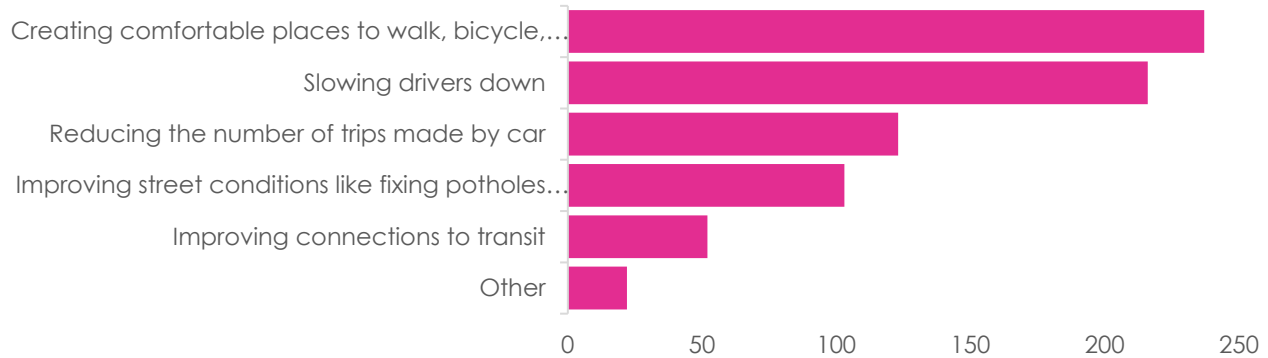


##### DRIVE

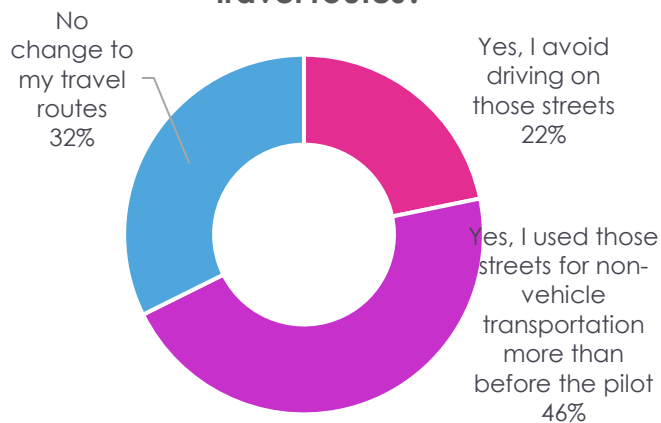


## WILLIAM LAND PARK OPINION SURVEY

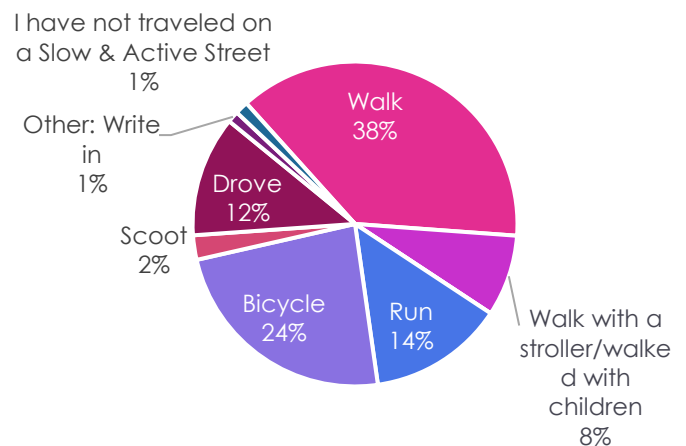
### Most important transportation issues to your neighborhood



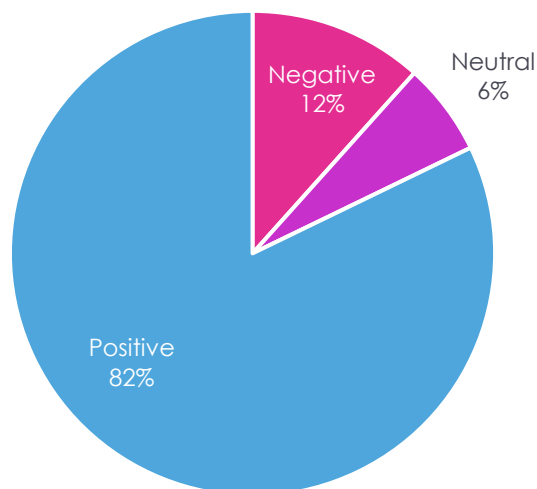
### Did the pilot change your daily travel routes?



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



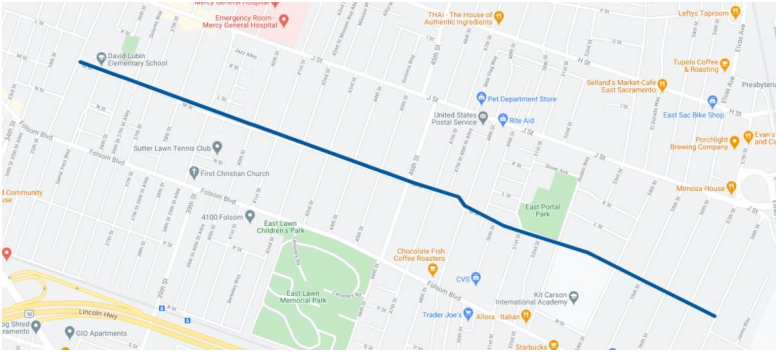
### Overall opinion of the Slow & Active Streets pilot



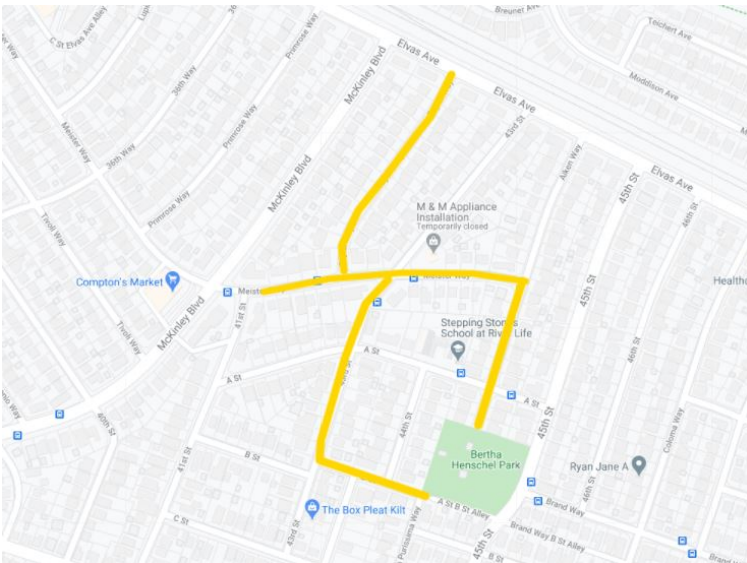
## APPLICATIONS THAT DID NOT BECOME PILOTS

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 – North





# 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. ”

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.**

“ 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:  
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.

### Estimated Costs and Resources

Planning & Design	\$13,000	70 hours
Materials	\$81,000	
Install, Monitor and Repair	\$18,000	90 hours
Monitor	\$111,000	550 hours
<b>Total</b>	<b>\$223,000</b>	

### Actual Costs and Resources

Planning & Design	\$100,000	320 hours
Materials	\$105,000	
Install, Monitor and Repair	\$36,000	420 hours
<b>Total</b>	<b>\$241,000</b>	
<b>Planning &amp; Community Engagement per mile</b>	<b>\$20,000</b>	
<b>Cost to monitor per mile per month</b>	<b>\$1,300</b>	

## Costs Scenarios

3 miles for 3 months	\$180,700
3 miles for 6 months	\$215,800
6 miles for 3 months	\$345,700
6 miles for 6 months	\$380,800

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.

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

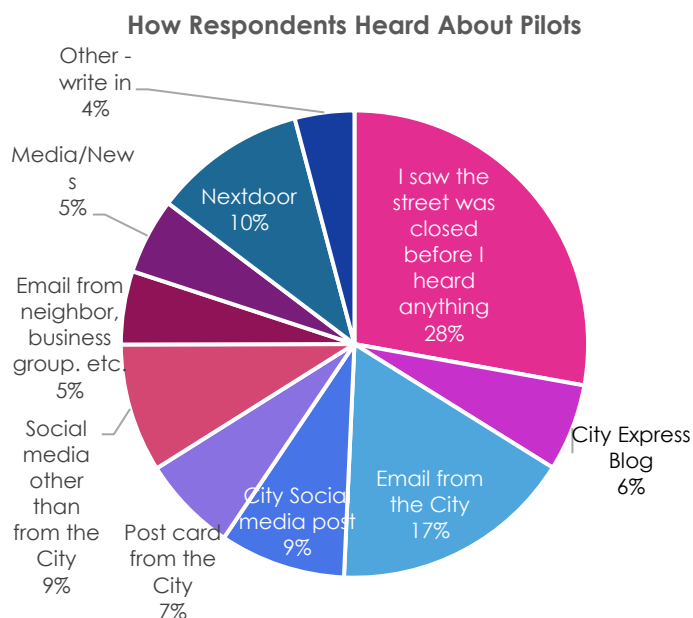
Temporary traffic control devices are regulated by the State and staff to not have leverage to deviate from the standards. Reaching more community members, engaging them on the design, and encouraging their participation in community meetings may have helped with this issue.

### 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 way 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.