



Slow Streets Recommendations Item 6B

Transportation Commission
October 27, 2021



Recommendation

Endorse the City Council's Adoption of the Slow Streets Recommendations:

1. Maintain existing 4.7 miles of Slow Streets for 1 year
2. Prioritize finishing the Active Transportation Plan in 2022
3. Leverage the 2022 repaving program to further improve the Slow Streets along scheduled street segments



Original program objectives



- *Exercise*: Create opportunities for people of all ages and abilities to safely be physically active: walk, run, scooter, roll
- *Essential Travel*: Provide safer, sustainable ways for everyone to get around



Slow Streets defined

- Streets closed to through auto traffic
- Local auto traffic allowed
- People walking and biking allowed



Slow Streets Alameda

(August 2021)

Orion St:
Pearl Harbor to
West Midway

Alameda Landing
Temporarily closed

In-N-Out Burger

College of Alameda

WOODSTOCK
Santa Clara Ave:
Pacific to Sixth

WEST ALAMEDA

WEST END

Crab Cove Visitor Center
Temporarily closed

Robert W. Crown
Memorial State Beach

Pacific Ave: Ninth to Oak

San Jose Ave: San Antonio/Morton to Oak

Versailles Ave: Farnside to Calhoun

— Pilot Phase (April 2020)

— Phase 2 (May 2020)

— Phase 3 (June 2020)

— Phase 4 (June 2021)

— Existing Major Multi-use Paths,
Separated Paths and Separated Bike Lanes

Selection criteria

- Existing bike routes and/or future “bike boulevards”
- Already well-used for walking and biking
- Lower traffic volume streets
- Build to a connected network
- Community input from first survey



Program evaluation

- July – September 2021
- Variety of community engagement tools
- Data analysis of traffic and collisions
- Key stakeholder discussions
- Reviewed current state of pandemic and how streets are used today



Recommendation

- Maintain existing 4.7 miles of Slow Streets for 1 year



Slow Streets are safer streets

- Auto volumes 8-24% lower
- Low volume streets (average 25 cars/hour)
- Auto speeds down from 14 to 11 mph (weekdays)
- Reduction in collisions, including injury collisions
- 2 Slow Streets are high injury corridors (Tiers 2 and 3)



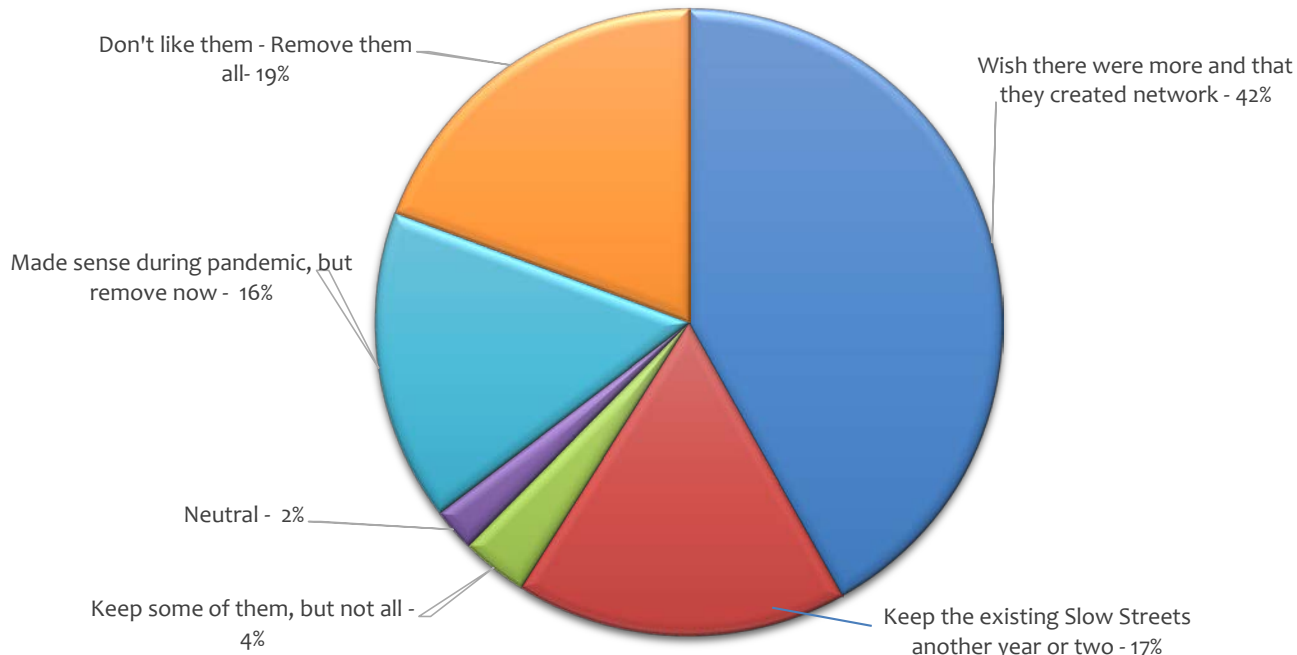
Slow Streets are actively used

- 55% of street users are walking and biking
- Slow Streets program “...*has gotten more neighbors out and about, fostering a larger sense of community...*”



Majority support Slow Streets

HOW DO YOU FEEL ABOUT THE FUTURE OF THE SLOW STREETS OVERALL?



Support varies by street

Opinions for each Slow Street by all respondents, those who live on that street, and those who live within one block of that street *

	All Respondents		Live on Street		Live w/in 1 block of Street	
	Keep+Keep with changes	Remove	Keep+Keep with changes	Remove	Keep+Keep with changes	Remove
Pacific	55%	28%	75%	23%	80%	16%
San Jose/Morton	52%	29%	76%	24%	54%	44%
Santa Clara	49%	31%	69%	30%	62%	36%
Versailles	49%	31%	75%	24%	49%	50%
Orion	32%	23%	67%	33%	-	-
	* Note: Remaining selected "no strong opinions" when asked about these streets individually					



Serving all ages and abilities

- 15% of bicyclists are children
- 33% of respondents “feel safer walking/biking *with my children* on them.”
- 46% of 60+ year old respondents want to maintain or expand program



Parallel Streets

- 33% of respondents don't like that Slow Streets divert traffic to other streets
- Traffic volumes less impacted
 - Overall, impact of pandemic is lower traffic volumes, especially on weekdays
- Traffic speeds increased, mostly on weekends
 - General trend of pandemic, and no barricades/devices to slow vehicles, as on Slow Streets



Recommended improvements

- Daylighting
- Add signage to barricades to educate people on how to use Slow Streets
- Selectively place turn restrictions at the intersections of collectors/arterials
- Selectively add additional barricades where higher speeds and volumes still exist.
- Replace traffic cones with flex posts
- Regularly maintain the barricade assemblies



Leverage repaving program

- Pacific Avenue
 - Install up to 2 simple traffic circles along Pacific Avenue
 - Add striping and signage
- Santa Clara Avenue
 - Add striping and signage



Next Step: Finish ATP

- Complete Active Transportation Plan in 2022



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