



Caltrans Division of Research,
Innovation and System Information

Research

Notes

Planning, Policy,
and
Programming

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Project Title:
Slow Streets and Dockless Travel:
Using a Natural Experiment for
Insight into the Role of Supportive
Infrastructure on Non-Motorized
Travel

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Slow Streets and Dockless Travel: Using a Natural Experiment for Insight into the Role of Supportive Infrastructure on Non-Motorized Travel

This research will examine the role that supportive non-motorized infrastructure can play in non-motorized travel.

WHAT IS THE NEED?

Several cities implemented slow street programs during the pandemic, closing streets to car traffic, opening traffic lanes to non-motorized uses, or slowing car travel. This research will take advantage of the opportunity to study the effect of large programs that turned over street space to non-motorized modes—exactly the kind of intervention that many urban planners have been advocating, but an intervention that has not been observed at the scale implemented during the early days of the pandemic.

WHAT ARE WE DOING?

This research project will implement a before/after, experimental-control group study of slow street infrastructure to examine the role that supportive non-motorized infrastructure can play in non-motorized travel. The researchers will study the programs in the cities of Los Angeles, San Francisco, Oakland, and Portland.

WHAT IS OUR GOAL?

The purpose will be to use the slow street programs in four major cities to study how planning programs that reduce auto traffic and speeds can encourage increases in nonmotorized travel.



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WHAT IS THE BENEFIT?

The case study results will contribute to slow streets and non-motorized travel data, providing transportation planners with insight on investments and implementation of slow streets for traveling within communities.

WHAT IS THE PROGRESS TO DATE?

The project panel met April 2022 for a kick-off meeting and preliminary data analyses began in the spring. Throughout the summer and fall of 2022, the research team continued the data and econometric analysis. They examined specifications for the Los Angeles data. The Portland data might not have sufficient information to allow analysis, but the team is continuing to explore the viability of the Portland data.

IMAGES



Image 1: Slow Streets network in San Francisco;
courtesy of the San Francisco Municipal
Transportation Agency (SFMTA).