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Dimension	Theoretical guidance to examine streets as transition experiments.	Items to assess through content analysis of public documentation	Examples from public documentation
Radical	Is there reference to achieving a future state which is fundamentally different than current? [a, b]	Is there reference to streets as valuable public space? Is there reference to people as the focus (rather than traffic)? Is there reference to slowing down movement? Is there reference to shifting from motorized to active mobility?	Nashville: "Nashville has mobility challenges, including a lack of sidewalks and bikeways on many neighborhood streets. Slow Streets are one tool to help address these challenges…(and) allow us to envision how our streets could be used in ways that prioritize pedestrians and cyclists." Pittsburgh: "Create a new norm. (Re)balancing vehicle space and people space; Reasserting slow speeds in neighborhood zones." Seattle: "We must ensure Seattle is rebuilding better than before…Over the long term, these streets will become treasured assets in our neighborhoods."
	Are streets viewed as valuable public space serving a range of uses other than moving cars? [a, b]	Is there acknowledgement that streets can serve a range of uses beyond being a channel for traffic (e.g. socializing, playing, exercising)?	Providence: "By reimaging our largest public asset—our streets—we will immediately provide our residents with space right outside their doors to stay active." New York: "By reimagining our physical streets to better serve New Yorkers on the frontlines of the pandemic, we are beginning the work of empathy and justice critical to our COVID recovery and to our climate change resistance." (Mark Chambers, NY Director of Sustainability) Seattle: "Stay Healthy Streets are an important tool for families in our neighborhoods to get outside, get some exercise and enjoy the nice weather."
	Do the scale and distribution of street changes demonstrate a focus on local, inclusive accessibility? [a]	Is there reference to scaling-up street changes to a city-wide scale (as opposed to only in one or a few streets)? Is there reference to how street changes would form a network, thereby connecting—through links and nodes—a new system? Do issues of equity appear to be considered for where street changes are occurring? (i.e., vulnerable populations or those with low access to green space)	Los Angeles: "Neighborhood councils and community organizations in all areas of the City of Los Angeles are strongly encouraged to apply for Slow Streets L.A." Portland: "PBOT will use an equity-focused approach to prioritize interventions in a way that will elevate the needs of our most impacted residents and workers while also considering areas of growing pedestrian, transit, and cycling activity." Pittsburgh: "Preference will be given to applications for contiguous blocks that form a connected network of Neighborhood Slow Streets." San Francisco: "We are very excited to be moving forward with the third phase Slow Streets, which will connect new and existing Slow Streets together into a network that allows most San Franciscans to be able to access essential services and employment without being reliant on either a car or Muni."
Challenge driven	Is there evidence of efforts to engage relevant partners, stakeholders and (new) collaborations? [b, c]	Is there evidence of a newly created, dedicated work group or task force charged with managing the planning and implementation? Is there evidence of efforts to engage within or between City departments? Is there evidence of efforts to engagewith partners external to the city?	Chicago: "This new pilot adds…represents unprecedented collaboration between City departments, local chambers of commerce, industry groups and restaurateurs." (Chicago Commissioner Rosa Escareno). San Francisco: "The Shared Spaces program is a bright spot emerging out of a dark time…I will continue to work with merchants and the community to make this experiment a success." (San Francisco Supervisor Rafael Mandelman)
	Are there references to other policies/actions that could achieve system-wide change when combined? [b]	Does the plan acknowledge benefits or synergies outside of preventing the spread of COVID? Is there evidence of connecting street changes to existing (longer term / broader plans) policies or programs within the same city?	Tucson: "Consider using existing bicycle boulevard routes identified in the City of Tucson Bicycle Boulevard Master Plan." Portland: "The strategies will align with PBOT's 2019-2022 Strategic Plan, led by a transportation justice framework."

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			Providence: “Both the reduction of traffic and increase of space will provide a safe environment for residents to maintain physical and mental health in their neighborhoods.”
Feasible	Are operations management conditions set up to achieve implementation? [b, c, d]	Is there evidence of an implementation schedule?	Oakland: “Signs will be phased in over time. These ‘soft closures’ started on Saturday, 4/11/2020 and continue to expand.” Austin: “Healthy Streets phase two segments: The second batch of Healthy Streets are currently available for review”
	Is there reference to and a drive to meet objectives? [c, d]	Is there reference or ambition to short-term objectives? Is there reference to barriers to implementation? Is there reference to how barriers are being dealt with?	Boston: “We aim to increase safety on Boston's streets by building protected bike lanes. Protected bike lanes will reduce crashes for everyone on our streets and help keep speeds in check.” San Francisco: “Resourcing and budgetary issues as we are called upon to move an increasingly larger number of people, despite health precautions requiring several times more space per person, while contending with reduced revenues caused by a depressed economy.” Providence: “A strict 10 MPH speed limit will be posted, with daily monitoring by community volunteers”
	Is there evidence of on-going political support for the street experiment? [a, c, d]	Is there evidence of support for the street experiment from elected/appointed officials?	Nashville: “[The Slow Streets Program] is an important step as we work to create a wider network of safe neighborways for walking and biking throughout Nashville.” (Metro Council District 34 Member Angie Henderson) Los Angeles: “Slow Streets will help transform neighborhoods into accessible spaces where people can enjoy healthy recreation.” (Los Angeles Mayor Garcetti) Chicago: “Chicago’s 4,000 miles of streets represent 4,000 miles of opportunity to help both our residents and businesses…Reimagining the use of our streets ensures that we can bring businesses and neighborhoods back stronger and more connected than ever before.” (Commissioner Gia Biagi)
	Is there evidence of on-going community support for the street experiment? [a, b, d]	Is there evidence of support to enact the street experiment from residents, community groups, advocates, etc.?	San Francisco: “Slow Streets have been wildly successful, and [resident] survey data indicates an 80 percent approval rating.” Austin: “As of June 5, 2020 more than 1,000 comments were received through the map tools and survey. Most survey respondents (77%) were supportive of the initiative and 20% were opposed.”
Strategic	Is there evidence of monitoring, evaluation, and reflection on outcomes of the street experiment? [a, b, c, d]	Is there evidence of an evaluation plan? Is there evidence that the evaluation is or will feed back into long-term policy development?	Nashville: “Metro Public Works right-of-way inspectors will monitor the closures to ensure they are maintained for the duration.” Oakland: "Measure Impact and Modify Overtime. Our cities are adapting faster than ever before due to COVID-19. The program plans to evaluate the efficacy of our efforts overtime and make any relevant adjustments."
	Is there evidence of data collection methods, especially aiming to broaden mainstream mobility data (i.e., well-being, equity, social capital, etc.)? [a, b]	Is there reference to data collection method(s)? Is there reference to specific outcome measures to be assessed?	Dallas: “This is your time to measure, document, and share. Work with volunteers to gather data. There are a few ways you can go about this.” Oakland: “[Streets included in the program are]…subject to observation/evaluations.”
	Is there articulation of drivers and barriers to long-term change? [a, b, d]	Are there aspirations to future scale-up of the street changes (i.e., in other locations, or in more locations)?	San Antonio: “Starting with a few pilot projects can help build public and partner support while staff develop a more detailed plan.”

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		Are there aspirations of making the street changes permanent? Is there reference to a pathway or next step for what is needed (e.g., approvals, assessment) to make the street changes permanent or scaled-up?	Portland: “Evaluate the potential of adapting or making quick-build, interim, and temporary projects and programs permanent” Seattle: “Stay Healthy Streets can only be an asset with input and support from the people who live along and use them. Over the next few weeks, we’ll launch outreach to gather input on making them permanent."
Communicative & mobilizing	Does the agency promote public acceptability of the street experiment through information sharing, awareness, promotion? [a]	Is there evidence that the benefits of the street experiments are being widely publicized? Is there reference or encouragement to engage in an awareness campaign(s) or use a specific hashtag? Can residents provide input or participate in a survey, volunteering, or attending meetings?	Dallas: “Be sure to follow @betterblock to share photos and videos of your project. Also, include #DallasSlowStreets.” Tucson: “We Want to Hear from You! Please fill out this quick survey and share your thoughts about Slow Streets.”
	At which scale does the story of the street experiment travel? [b]	Is there evidence that the street experiment is circulating at the local, national or international scales?	Boston: “In the next two weeks the Boston Transportation Department will make improvements that include street space allocated for expanded bus stops, new bike lanes, and outdoor restaurant seating.” (Boston Sun; May 28, 2020) Oakland: “Across the country in Oakland, Calif., the city has decided to close nearly 10 percent of its streets.” (New York Times, June 20, 2020) New York: “New York City is moving ahead with its plan to open up to 100 miles of streets to pedestrians and bicycle riders across the five boroughs…Mayor Bill de Blasio announced on Thursday that 12 more miles of roadways will be off limits to vehicular traffic.” (Daily Mail, UK; May 15, 2020)

Sources: (a) Banister (2008); (b) Bertolini (2020); (c) Loorbach (2010); (d) Marsden & Reardon (2017)