



City of
OAKLAND
California

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News from: **City of Oakland**

FOR IMMEDIATE RELEASE

April 10, 2020

City of Oakland Announces “Oakland Slow Streets” Program Starting Saturday to Enable Safer Walking, Cycling

Oakland, CA – Oakland Mayor Libby Schaaf, Council President Kaplan, Councilmember Dan Kalb and the Oakland Department of Transportation announced today a new effort to make it safer to walk and bicycle in Oakland, by designating 74 miles of neighborhood streets to bikes, pedestrians, wheelchair users, and local vehicles only, across the city starting Saturday, April 11. This program will start with a pilot effort launching Saturday, 4/11/2020 with signage along the following four street segments:

- West St: West Grand – 14th Street
- Arthur St from Havenscourt Blvd - 78th Ave, connecting to Plymouth St from 78th – 104th Avenue
- E 16th St: Foothill Blvd – Fruitvale Ave
- 42nd St: Adeline - Broadway

The Oakland Slow Streets plan is intended to make it safer to walk and bicycle throughout the city, with sufficient space for physical distancing, while reducing the clustering of foot traffic at parks and on outdoor trails, which have experienced extremely high usage since the Shelter-in-Place order began. This will also create wider spaces than our current sidewalks, to assist people in complying with distancing to protect public health while walking.

Roughly 74 miles of road will be closed to *through* motor vehicle traffic, representing nearly 10 percent of the city’s roads. Emergency vehicles and residents who live on those streets *will still be able to access the roads by motor vehicle*. The roads are aligned with Oakland’s existing and proposed Neighborhood Bicycle Routes, and are equitably distributed across the city (see map).

“In this unprecedented moment we must do everything we can to ensure the safety and well-being of all families across our city,” Oakland Mayor Libby Schaaf said. “Closing roads means opening up our city. It gives our residents the opportunity to get outside and walk, bicycle, or run through their neighborhoods and get around in a safer way.”

“I am pleased that we are working together to take action to help protect public health, while making it safer for people who are walking, and those using bicycles and wheelchairs, by expanding the spaces available for these uses,”

said Council President Rebecca Kaplan, who also serves as Oakland's representative on the Alameda Countywide Transportation Commission.

"Given the emergency physical distancing requirement, coupled with fewer cars on our roads, we need to acknowledge that people will be outdoors for a little personal exercise, and our responsibility is to make sure that it happens in as safe a manner as possible," said Councilmember Dan Kalb, chair of the City's Public Works Committee.

"In these challenging times, I want to especially appreciate the hard-working City staff, in our Department of Transportation and Oakland Public Works, who are taking action to help maintain and protect the health of our community, and provide essential public services," OakDOT Director Ryan Russo said.

"Oakland Slow Streets is mostly intended to remind the few drivers that are doing essential travel to expect pedestrian, joggers, parents and children on the road. We urge them to drive slower on every street but especially Slow Streets."

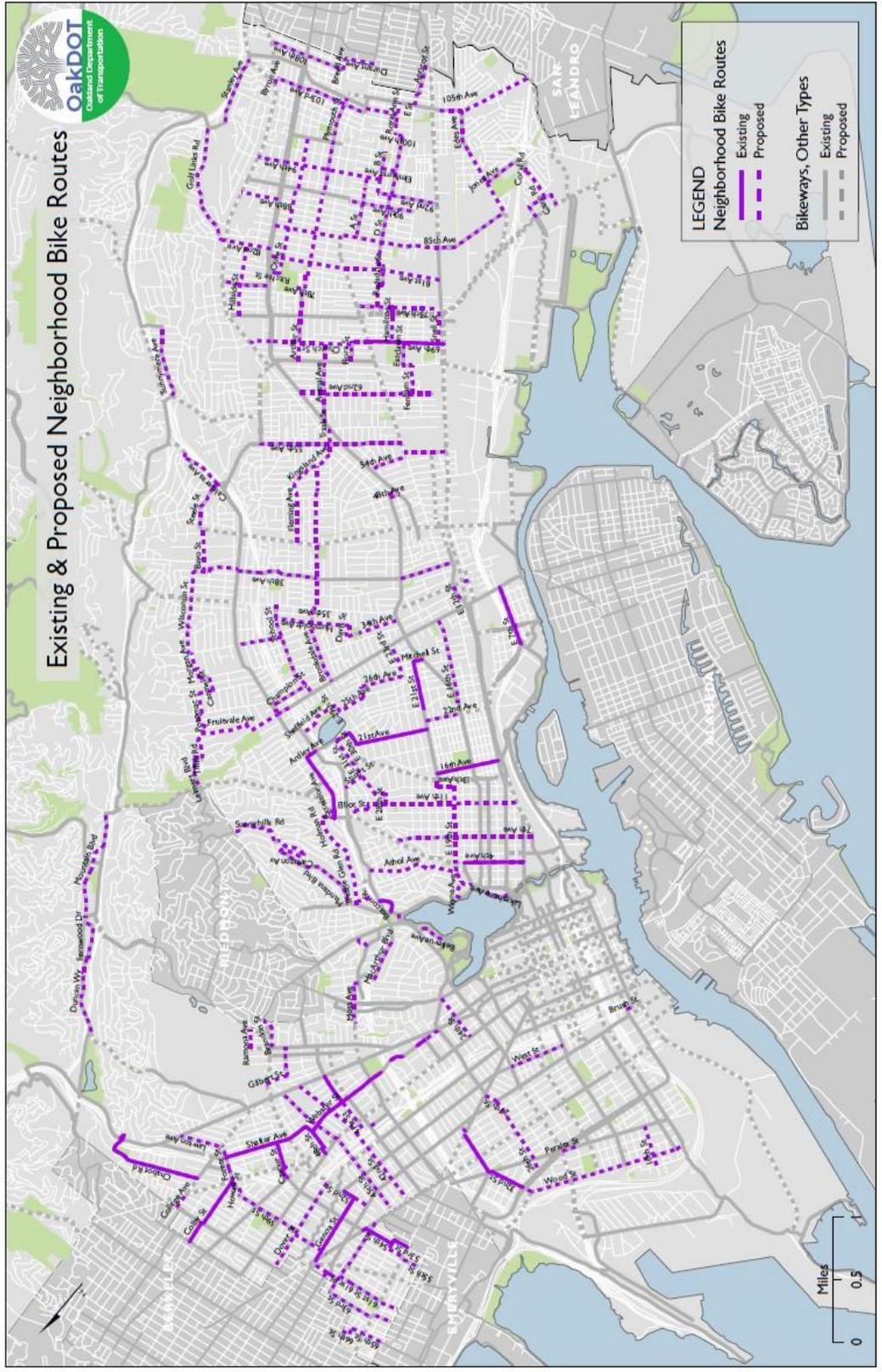
The City is underscoring the importance of safe transportation during the COVID-19 pandemic. Drivers are alerted to drive slowly and safely along these routes and all streets. While vehicle traffic may be lower, more people are out walking, jogging, and biking all throughout the City.

The City of Oakland will work closely with neighborhood residents and community organizations to install signs and temporary barricades along Oakland Slow Streets and at key intersections.

Residents will also be encouraged to print Oakland Slow Street signs and post them in their neighborhoods. These will be available on the City's project webpage in the coming days: www.oaklandca.gov/projects/oakland-slow-streets.

As a clear reminder, Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets to allow residents to safely pass one another, and creating a safer environment for people walking, wheelchair rolling and biking. The Alameda County Public Health Department recommends that residents wear cloth face masks while in public.

The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.



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News from: **City of Oakland**
FOR IMMEDIATE RELEASE

April 14, 2020

**City of Oakland Seeks Community Feedback on
Expansion of Slow Streets Program**

Oakland, CA –On April 10th, the City of Oakland launched Oakland Slow Streets, implementing “soft closures” to restrict neighborhood streets to local vehicle traffic including residents, emergency vehicles, and service and delivery vehicles. Our goal is to make neighborhood streets safer to walk and bicycle, creating wider spaces than our current sidewalks allow. On these streets residents can make essential outdoor trips using the roadway while reducing foot traffic at parks and on outdoor trails, which have experienced extremely high usage since the Alameda County Shelter-in-Place order began.

The program declares all existing and proposed Neighborhood Bike Routes as Closed to Through Traffic. These 74 miles account for nearly 10% of all Oakland streets. On April 11 the City piloted “soft closures” on 4.5 miles of that network, using signage, traffic cones and barriers on four street segments.

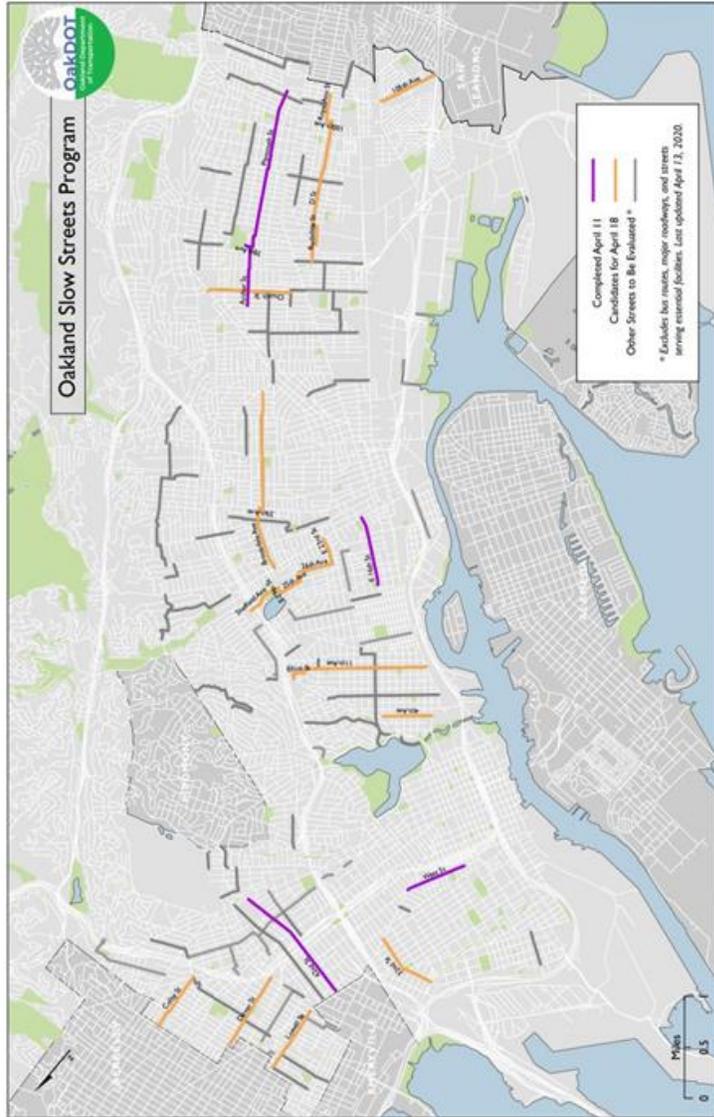
The City has identified 11 additional miles of Slow Streets from which we aim to select 4-5 miles for the second phase of streets to receive “soft closures” beginning this Friday, April 17th, and seeks community input about this proposal. Please look at the attached map and provide your feedback on this form (<https://forms.gle/tF2NiWubc9HiwQE9>) or by contacting OAK311.

This program is also intended to discourage drivers from using Slow Streets unless necessary to reach a final destination. **The City urges all people driving to drive slowly and safely, and reminds drivers to expect to see people walking and biking along ALL streets.** Our hospitals are facing unprecedented challenges and don't need any additional patients. This effort does not impact emergency vehicle access.

All Oakland Slow Streets are also displayed on the map on the following page. This map has been updated since our initial launch to remove transit routes, address conflicts with healthcare and emergency service facilities, and remove streets that don't have any alternative routes. The City is encouraging drivers to avoid these streets unless using them to reach a final destination.

As a clear reminder, Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets to allow residents to safely pass one another. Social gatherings on these streets are prohibited. The Alameda County Public Health Department recommends that residents wear cloth face masks while in public. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

For additional program information and a larger copy of the map below, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>



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News from: **City of Oakland**
FOR IMMEDIATE RELEASE

April 16, 2020

City of Oakland Announces Next Locations for Implementing Oakland Slow Streets Program, Community Survey for Additional Input

Oakland, CA – Following through on an announcement earlier this week, the City of Oakland announced today the next streets that will receive signage and barriers to implement “soft closures” as part of the Oakland Slow Streets program, and has launched an online survey for community members to provide feedback about the program.

On April 10, the City of Oakland launched Oakland Slow Streets, implementing “soft closures” to restrict neighborhood streets to local vehicle traffic, allowing only residents, emergency vehicles, and service and delivery vehicles. Our goal is to make neighborhood streets safer to walk and bicycle, creating wider spaces than our current sidewalks allow. On these streets residents can make essential outdoor trips using the roadway while reducing foot traffic at parks and on outdoor trails, which have experienced extremely high usage since the Alameda County Shelter-in-Place order began.

The program declares all existing and proposed Neighborhood Bike Routes as Closed to Through Traffic. These 74 miles we previously vetted with community groups as preferred locations for cycling, and account for nearly 10% of all Oakland streets. On April 11 the City piloted “soft closures” on 4.5 miles of that network, using signage, traffic cones and barriers on four corridors.

On Tuesday (April 14) the City announced it had identified 11 additional miles of Slow Streets from which to select 4-5 miles for the second phase of streets to receive “soft closures” beginning this Friday, April 17, and requested community input about this proposal.

After considering feedback from the community, the City has selected the following streets from the candidates identified in the April 14 announcement to receive signage and barriers as part of the Slow Streets Program expansion on April 17, representing an additional 4.6 miles:

- 11th Ave/ Bayview Ave/ Elliot St/ E 34th St – From E 8th St to Park Blvd
- 32nd St – From Mandela Pkwy to San Pablo Ave
- Brookdale Ave – From Fruitvale Ave to Kingsland Ave
- Dover St – From Alcatraz Ave to 52nd St

City staff have received requests for a more interactive map identifying the expanded streets, and to meet that request have produced this searchable, zoomable map: <https://arcg.is/0W54bD>

These street selections were determined in part by reviewing community feedback about a proposed list of streets to be considered. Of more than 300 total survey responses, the below table highlights those specific to the streets chosen for expansion:

Street	Positive	Negative
Dover St – From Alcatraz Ave to 52 nd St	29	
Brookdale Ave – From Fruitvale Ave to Kingsland Ave	8	4
11 th Ave/ Bayview Ave/ Elliot St/ E 43 rd St – From E 8 th St to Park Blvd	6	
32 nd St – From Mandela Pkwy to San Pablo Ave	6	

This program is also intended to discourage drivers from using Slow Streets unless necessary to reach a final destination. **The City urges all people driving to drive slowly and safely, and reminds drivers to expect to see people walking and biking along ALL streets.** Our hospitals are facing unprecedented challenges and don't need any additional patients. This effort does not impact emergency vehicle access.

All Oakland Slow Streets are also displayed on the map on the following page. This map has been updated since our initial launch to remove transit routes, address conflicts with healthcare and emergency service facilities, and remove streets that don't have any alternative routes. The City is encouraging drivers to avoid these streets unless using them to reach a final destination.

As a clear reminder, Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets to allow residents to safely pass one another. Social gatherings on these streets are prohibited. The Alameda County Public Health Department recommends that residents wear cloth face masks while in public. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

The Oakland Slow Streets program rolled out quickly in response to the unprecedented and ongoing COVID-19 emergency, and will require communication and partnership with the communities it seeks to serve. Solutions that work for Oaklanders need neighbors' feedback and participation. The City is seeking out and inviting *ongoing* community feedback, and will work to make responsive adjustments to the program implementation, as possible.

To take the survey, please go online to <https://tinyurl.com/oaklandslowstreets>.

To provide general feedback about how this program can best serve your neighborhood, please contact OAK311 by dialing 311 or 510-615-5566, e-mailing OAK311@oaklandca.gov, going online to 311.oaklandca.gov, or using the free OAK311 mobile app for Apple and Android devices. You can also post on social media using the #OaklandSlowStreets hashtag.

For additional program information and the interactive location map, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>



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News from: **City of Oakland**
FOR IMMEDIATE RELEASE

April 24, 2020

**City of Oakland Seeks Additional Community Input
on Oakland Slow Streets Program, Including
Candidate Streets for Next Signage Installation**

Since launching April 11 to swiftly respond to COVID-19 impacts, the program has installed soft closures on nine miles of Oakland streets. A majority of Oaklanders providing survey feedback support the program thus far, and the City is seeking broader survey participation as the program grows.

Oakland, CA – Today the City is responding to largely-positive community feedback on the Oakland Slow Streets program by sharing approximately 13 additional miles of Slow Streets for community review. Of the 13 miles released today, 4-5 miles will be selected for “soft closures” to be installed with signage, cones and barriers on Friday, May 1. Additional “soft closures” informed by community feedback will be installed on Friday, May 8.

Oaklanders are encouraged to participate in the process three ways:

- Completing the online survey to identify the next streets for signage, cone, and barrier installation, at <https://tinyurl.com/nextslowstreets>
- Completing the online survey to provide feedback on the program overall, at <https://tinyurl.com/oaklandslowstreets>
- Contacting OAK311 by dialing 311 or 510-615-5566, e-mailing OAK311@oaklandca.gov, reporting program feedback online at 311.oaklandca.gov, or using the free OAK311 mobile app for Apple and Android devices

The program declares a Slow Streets Network of 74 miles of city streets as Closed to Through Traffic. These 74 miles account for nearly 10% of all Oakland streets and are based on all existing and proposed Neighborhood Bike Routes. On April 11 the City piloted “soft closures” on 4.5 miles of that system, using signage, traffic cones and barriers on four street segments. On April 17 the City added an additional 4.6 miles of streets for a total of more than nine miles on eight corridors.

Since the Slow Streets launch, the City has been focusing on ways to make the program more reflective and responsive to the needs of Oaklanders, especially some of Oakland’s most vulnerable residents, including communities of color and seniors, who may be more at risk of health impacts related to COVID-19. Staff have been convening virtual meetings with community advocacy and neighborhood groups, focusing particularly on groups active in East Oakland.

Survey results received thus far, from approximately 200 residents, indicate that 74% of respondents across all Oakland ZIP codes support the program. Staff are now seeking to reach more residents to ensure the feedback is more fully representative of the Oakland community, including East Oakland. We encourage all Oaklanders to take the survey on proposed streets (<https://tinyurl.com/nextslowstreets>) and the survey to share feedback on the program overall (<https://tinyurl.com/oaklandslowstreets>). The City will share more detailed findings in the next week.

About the Slow Streets Program:

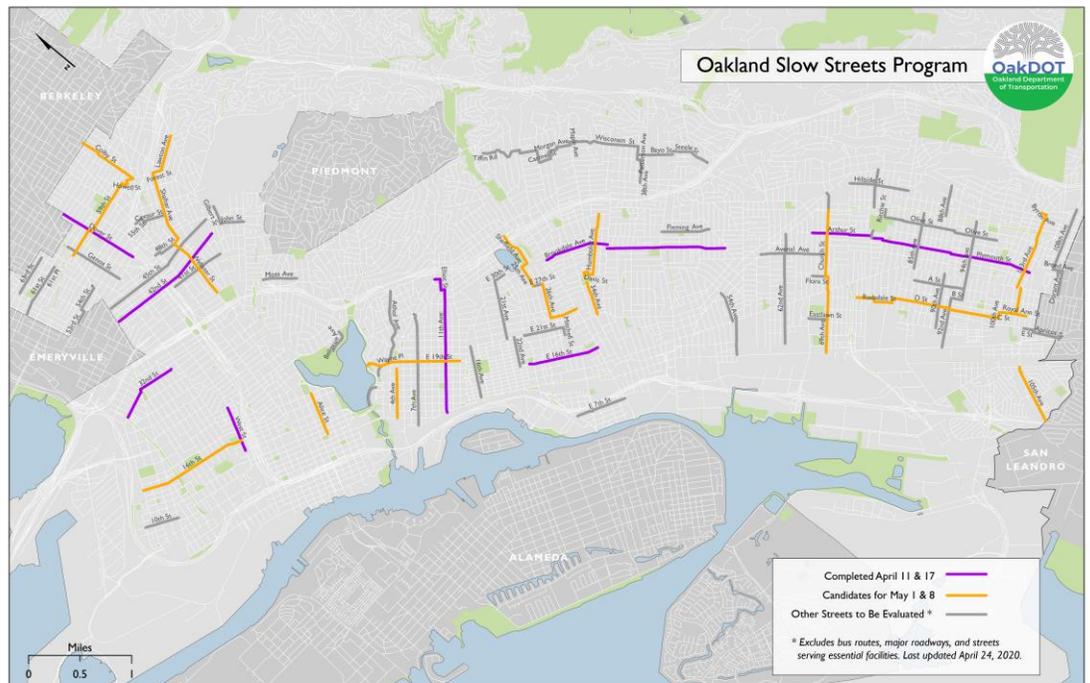
On April 10th, the City of Oakland launched Oakland Slow Streets, implementing “soft closures” to restrict neighborhood streets to local vehicle traffic including residents, emergency vehicles, and service and delivery vehicles. Our goal is to make neighborhood streets safer to walk and bicycle, creating wider spaces than our current sidewalks allow. On these streets residents can make essential outdoor trips using the roadway while reducing foot traffic at parks and on outdoor trails.

This program is also intended to discourage drivers from using Slow Streets unless necessary to reach a final destination. **The City urges all people driving to drive slowly and safely, and reminds drivers to expect to see people walking and biking along ALL streets.** Our hospitals are facing unprecedented challenges and don't need any additional patients. This effort does not impact emergency vehicle access.

All Oakland Slow Streets are also displayed on the map below. This map has been updated since our initial launch to remove transit routes, address conflicts with healthcare and emergency service facilities, and remove streets that don't have any alternative routes. The City is encouraging drivers to avoid these streets unless using them to reach a final destination.

As a clear reminder, Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets to allow residents to safely pass one another. Social gatherings on these streets are prohibited. The Alameda County Public Health Department requires that residents wear or bring face masks while engaged in outdoor essential trips. Face masks should be used when outdoors and within 6’ of someone who isn’t in your household. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

For additional program information and a larger copy of the map below, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>.





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News from: **City of Oakland**
FOR IMMEDIATE RELEASE

April 30, 2020

City of Oakland Announces Next Locations for Oakland Slow Streets Installations, Seeks Additional Community Input, and Releases Program Survey Results To Date

Community survey results indicate program is well received across the City, but more representative participation sought to inform next week's plans

Oakland, CA – The City of Oakland announced today an additional five miles of streets to receive soft closures under the Oakland Slow Streets program. On Friday, May 1 these streets will receive barriers, cones and signage indicating they are closed to through traffic to support additional room for physical distancing under the Alameda Counter shelter-in-place order

The City launched this program on April 10 to support physically distant essential travel on foot, wheelchair, and bicycle, and survey results continue to show strong support for the program and expansions -- more than 75% of survey respondents thus far expressed support of the program.

The Slow Streets program has installed about 9 miles of soft closures on eight routes throughout the City. The City is pleased to share five additional miles of soft closures on six routes (interactive map available on the program webpage, www.oaklandca.gov/projects/oakland-slow-streets):

- 16th St (Wood St to West St)
- 34th Ave / Davis St / Humboldt Ave (Foothill Blvd to School St)
- 59th St / Howell St / Ayala Ave / Forest St (Adeline St to Claremont Ave)
- Alice St (11th St to 19th St)
- Colby St (Woolsey St to Claremont Ave)
- Wayne Ave / Athol Ave / Wayne Pl / E 19th St (Hanover Ave to 13th Ave)

The City selected the streets based on technical studies, a community survey and input from community leaders. A comprehensive overview of survey results to-date is attached to this release and available on the program website.

While all of the potential future streets shared last week received overwhelming support for soft closures, responses haven't been representative of all Oaklanders. Those responding were more likely to be White, have high incomes and live in North Oakland. However, data from Alameda County Public Health Department's [COVID-19 dashboard](#) indicates that East Oaklanders and people of color are more likely to suffer harm from this pandemic. Over the last few weeks Oakland Slow Streets staff have been working to address this divide by engaging community-based organizations in East Oakland and other vulnerable neighborhoods, and working together to disseminate surveys and ensure that any COVID-19-related transportation solutions are meeting community members' needs during this pandemic.

We continue to encourage community members to share their feedback on Slow Streets and the desire for additional streets. These survey results will continue to inform the City's implementation of an additional 4-5 miles next Friday, May 8th.

- **To share feedback on potential next streets, please go online to take this survey by end-of-day on Monday, May 4:** <https://tinyurl.com/nextslowstreets> (or contact OAK311 via phone)
- **To share feedback on the program overall, please go online to take this survey:** <https://tinyurl.com/oaklandslowstreets> (or contact OAK311 via phone)

The survey results and continued engagement will assist the City in developing solutions that meet the needs of all our residents—especially our most vulnerable—during the COVID-19 pandemic. As needs continue to evolve rapidly, the City is working to keep pace and nimbly make adjustments, and will provide an update on future steps as soon as possible. Survey results received so far have been summarized and are posted on the Oakland Slow Streets program website.

Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets to allow residents to safely pass one another. Social gatherings on these streets are prohibited. The Alameda County Public Health Department recommends that residents wear face masks while in public. All users over 12 years old should wear or carry face masks and use them when within 6 feet of others, even when walking, jogging and bicycling. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

To provide general feedback about how this program can best serve your neighborhood, please contact OAK311 by dialing 311 or 510-615-5566, e-mailing OAK311@oaklandca.gov, going online to 311.oaklandca.gov, or using the free OAK311 mobile app for Apple and Android devices. You can also post on social media using the #OaklandSlowStreets hashtag.

For additional program information and the interactive location map, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>

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News from: City of Oakland
FOR IMMEDIATE RELEASE
May 7, 2020

City of Oakland Announces Next Locations for Slow Streets Installations, Continues to Address Oaklanders' COVID-19 Transportation Needs

An additional 5 miles of Slow Streets soft closures coming to Oakland streets Friday; City launches new interactive map to invite Oaklanders to shape the future of the program

Oakland, CA – The City of Oakland announced today an additional five miles of streets to receive soft closures under the Oakland Slow Streets program. On Friday, May 8 these streets will receive barriers, cones and signage indicating they are closed to through traffic to support additional room for physical distancing under the Alameda Counter shelter-in-place order, resulting in 20 miles of soft closures across the city in just five weeks. Upcoming streets include:

- E 23rd St / 26th Ave / 25th Ave / E 29th St / Sheffield Ave (Fruitvale Ave to MacArthur Blvd)
- Shafter Ave / 48th St / Webster St (Forest St to W MacArthur Blvd)
- Tiffin Rd / Potomac St / Laguna Ave / Carmel St / Coolidge Ave / Morgan Ave / Maple Ave / Wisconsin St / Patterson Ave / Bayo St / Steele St (Lyman Rd to Buell St)

A map of all Oakland Slow Streets installations is available on the program webpage, www.oaklandca.gov/projects/oakland-slow-streets.

The City launched this program on April 10 to support physically distant essential travel on foot, wheelchair, and bicycle. With 20 miles of soft closures on 18 routes throughout the City, we're continuing to invite the public to inform the future of this program and additional transportation programs and have launched a new easy-to-use interactive method:

- An interactive map to participate in suggesting new streets and inviting the public to share preferences regarding existing and proposed routes: <http://arcg.is/184a99>
- Survey on Slow Streets Program: <https://tinyurl.com/oaklandslowstreets> (or contact OAK311 via phone)
- Dashboard of Survey Responses: <https://tinyurl.com/oaklandslowstreetsurveyresult>

As noted previously, while the program overall continues to receive overwhelming support among survey respondents, those responding to surveys are more likely to be White, have high incomes and live in North Oakland. Data from Alameda County Public Health Department's [COVID-19 dashboard](#) indicates that East Oaklanders and people of color are more likely to suffer harm from this pandemic.

City staff have been hearing concerns focused on traffic safety and speeding, particularly in East Oakland, and are working on developing new strategies that address these pressing concerns to meet the transportation needs of our most vulnerable residents. The City is committed to iterating COVID-19-related transportation solutions quickly and nimbly to ensure we're supporting residents during these challenging times -- the City will be providing additional updates regarding next steps.

Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets to allow residents to safely pass one another. Social gatherings on these streets are prohibited. The Alameda County Public Health Department recommends that residents wear face masks while in public. All users over 12 years old should wear or carry face masks and use them when within 6 feet of others, even when walking, jogging and bicycling. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

To provide general feedback about how this program can best serve your neighborhood, please contact OAK311 by dialing 311 or 510-615-5566, e-mailing OAK311@oaklandca.gov, going online to 311.oaklandca.gov, or using the free OAK311 mobile app for Apple and Android devices. You can also post on social media using the #OaklandSlowStreets hashtag.

For additional program information and the interactive location map, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>

A copy of this press release is available online at <https://www.oaklandca.gov/news/2020/city-of-oakland-announces-next-locations-for-slow-streets-installations-continues-to-address-oaklanders-covid-19-transportation-needs>.

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News from: **City of Oakland**

FOR IMMEDIATE RELEASE

May 21, 2020

Photo/Video Opportunity

**Oakland Slow Streets To Announce
“Essential Places” Installation in East
Oakland Responsive to Community Priorities**

Media Contact:

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Program is evolving to respond to community advocates’ requests that Slow Streets support residents’ safe access to essential services such as grocery stores, food distribution sites and COVID-19 test sites

Oakland, CA – The City of Oakland and community partners will announce Friday a new tool in the Oakland Slow Streets toolbox: Essential Places, where Slow Streets’ temporary traffic safety improvements will be installed to enable safer access for residents to the essential services in their neighborhood – including grocery stores, food distribution sites in public facilities, and COVID-19 test sites. This new iteration of Slow Streets installations is responsive to community feedback, especially from groups organized in East Oakland, highlighting the need for safer access to essential services in each neighborhood.

At a press conference Friday, Oakland Mayor Libby Schaaf and other City and community leaders will share the details at the first installation of this new approach.

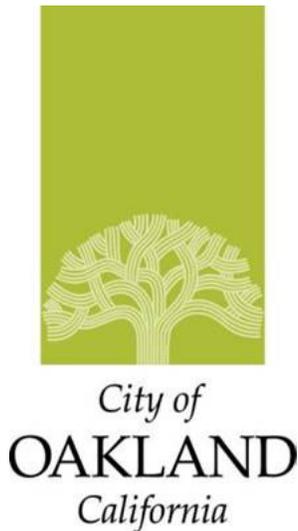
Who: Mayor Libby Schaaf, Office of Councilmember Loren Taylor, OakDOT Director Ryan Russo, John Jones III of Just Cities

Where: The first Oakland Slow Streets: Essential Places installation, at the intersection of Bancroft Avenue and Avenal Avenue

When: Friday, May 22, at 9:00am

For additional program information and the interactive location map, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>

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News from: **City of Oakland**

FOR IMMEDIATE RELEASE

May 22, 2020

Oakland Slow Streets Continues Adapting to Residents' Needs, Launches First "Essential Places" Installation in East Oakland

Program is evolving to respond to community-identified transportation needs during COVID-19

Media Contact:

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Oakland, CA – The City of Oakland announced today a new tool in the Oakland Slow Streets toolbox: Essential Places, where Slow Streets' temporary traffic safety improvements will be installed to enable safer access for residents to the essential services in their neighborhood – including grocery stores, food distribution sites in public facilities, and COVID-19 test sites.

The first installation was unveiled Friday morning at the intersection of Bancroft and Avenal avenues, near a neighborhood grocery store. This intersection is along the City's High Injury Network, just 6% of city streets that account for over 60% of severe and fatal traffic crashes. The improvements are intended to immediately reduce the risk of traffic crashes by installing traffic cones and signage to create a new median, and upgrading crosswalks and signage. In addition, the program signs also double as COVID-19 service signs, with messages about testing and other services.

"This adaptation to our Slow Streets program shows that we're not only acting swiftly to meet urgent COVID-19 transportation and health needs of our highest risk communities, but we're also listening and adjusting," said Mayor Schaaf. "We're not afraid to try new things and learn from both the positive feedback and the critiques."

This new iteration of Slow Streets is driven by community feedback and advocacy, especially from East Oaklanders. While the Oakland Slow Streets program overall continues to receive overwhelming support among community survey respondents, those responding to surveys are more likely to be white, have high incomes and live in North Oakland. Data from Alameda County Public Health Department's [COVID-19 dashboard](#) indicates that East Oaklanders and people of color are more likely to suffer harm from this pandemic. The City of Oakland Department of Transportation (OakDOT) has prioritized collaborative meetings and discussions with community groups, especially those representing residents in East Oakland.

In these conversations, staff heard concerns focused on traffic safety and speeding, particularly in East Oakland, and set out to work on developing new strategies that address these pressing concerns to meet the transportation needs of our most vulnerable residents. The City is committed to iterating COVID-19-related transportation solutions quickly and nimbly to ensure we're supporting residents during these challenging times.

"The voice of our East Oakland Community has been heard and is clearly reflected in the new approach," said Councilmember Loren Taylor, who represents District 6, where Friday's installation occurred. "I am appreciative of our city staff who listened to the specific needs of District 6 residents and created a thoughtful Slow Streets program that will help protect our residents and give them safer spaces to walk, bike, and enjoy their neighborhoods while sheltering in place and social distancing."

"Safety is foundational to equity and our new Essential Places treatment is focused on slowing traffic on our larger streets, making sure those at most risk to COVID-19 and other negative health outcomes will feel less stress and be less at risk of being injured in a traffic collision while accessing essential services," said OakDOT Director Ryan Russo.

"The pandemic is revealing the vast inequities and divides in our country, including in Oakland," said John Jones III, Just Cities' Director of Community and Political Engagement. "The City's Slow Streets program, while well-intended, was having negative impacts in East Oakland neighborhoods. To OakDOT's credit, they authentically listened to East Oakland leaders like myself, and most of all, pivoted and changed their approach in East Oakland. We look forward to the potential of working with OakDOT to ensure that the Slow Streets program works for all of Oakland."

In addition to the unveiling of the new Slow Streets: Essential Places program, the City announced the following program updates intended to keep Oaklanders safe and healthy this holiday weekend:

- Increasing the frequency of signage along existing Slow Streets corridors in East Oakland, including the Plymouth/Arthur and Brookdale corridors (this is also in response to feedback we heard from East Oaklanders)
- A community meeting to be hosted on Tuesday night 5/26 to discuss opportunities for a comprehensive Slow Streets Corridor on Ney Avenue, addressing both traffic safety and personal safety in partnership with the City Councilmember's Office.
- A new Slow Street installation to support physical distancing near Lake Merritt on Bellevue Ave (Perkins St to Grand Ave), Ellita Ave (Bellevue Ave to Grand Ave), and Staten Ave (Bellevue Ave to Grand Ave)
- Interactive map to participate in suggesting new streets and inviting the public to share preferences regarding existing and proposed routes: <http://arcg.is/184a99>

- Survey on Slow Streets Program:
<https://tinyurl.com/oaklandslowstreets>(or contact OAK311 via phone)
- Dashboard of Survey Responses:
<https://tinyurl.com/oaklandslowstreetsurveyresult>

Next steps for the Slow Streets: Essential Places program

The City looks forward to hearing feedback on the first Slow Streets: Essential Places prototype to determine whether and how to expand this effort. Staff are evaluating future locations by identifying essential services (grocery stores, food distribution sites, and COVID-19 testing sites) that overlay with the City's High Injury Network and the highest-priority neighborhoods according to equity indicators such as race and income. Staff will continue evaluating additional locations using these criteria and community feedback. In addition, the City is exploring other opportunities to share COVID-19 resources for these same communities that are in the greatest need for services.

The City launched the Oakland Slow Streets program on April 10 to support physically distant essential travel on foot, wheelchair, and bicycle. With over 20 miles of soft closures on 18 routes throughout the City, we're encouraging using Slow Streets as a way of moving outside as we enter the three day Memorial Day weekend. We are also continuing to invite the public to inform the future of this program and transparently report back what we're hearing:

Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets and intersections to allow residents to safely pass one another and access essential services. Social gatherings on these streets are prohibited. The Alameda County Public Health Department recommends that residents wear face masks while in public. All users over 12 years old should wear or carry face masks and use them when within 6 feet of others, even when walking, jogging and bicycling. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

To provide general feedback about how this program can best serve your neighborhood, please contact OAK311 by dialing 311 or 510-615-5566, e-mailing OAK311@oaklandca.gov, going online to 311.oaklandca.gov, or using the free OAK311 mobile app for Apple and Android devices. You can also post on social media using the #OaklandSlowStreets hashtag.

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News from: **City of Oakland**
FOR IMMEDIATE RELEASE

June 4, 2020

Slow Streets: Essential Places Expands to New East Oakland, West Oakland Locations
Four additional intersections in East and West Oakland will receive installations to create safer access to COVID-19 essential services, including grocery stores and food distribution sites

Oakland, CA – The City of Oakland announced today an additional four intersections to receive Slow Streets: Essential Places installations on Friday, June 5. The Essential Places effort was launched on May 22 and installs a mix of permanent and temporary traffic safety improvements to enable safer access for residents to the essential services in their neighborhood – including grocery stores, food distribution sites in public facilities, and COVID-19 test sites – intended to immediately reduce the risk of traffic crashes. In addition to traffic safety improvements, the program creates COVID-19 services public information hub using multi-lingual signs containing information about testing and health resources, housing and other services.

The four new Slow Streets: Essential Places treatments include:

- **San Pablo Ave & Myrtle St:** Intersection safety improvements at a crossing to Community Foods. Safety improvements will include cones for a bulb-out (for wider turns at corners), permanent two-sided pedestrian crossing signage in the median, and coning off a lane on San Pablo Avenue at the crosswalk using cones and signage. Closing a lane in this way has proven safety benefits to reducing collision threads; provides a visual signal to drivers to slow down; and addresses the excessive street capacity that encourages speeding.
- **Three Eastmont Mall Area Intersections (73rd Ave & Garfield Ave; Bancroft & Church St; Bancroft & 73rd Ave):** Improvements include deactivation of the pedestrian push buttons to reduce exposure to high touch surfaces, and ensure pedestrians who don't push the button have sufficient time to cross intersections. The Eastmont Mall provides critical essential services including food distribution at the Library and a grocery store.

The Essential Places initiative is an evolution of Slow Streets driven by community feedback and advocacy, especially from East Oakland residents and community groups. While the Oakland Slow Streets program overall continues to receive overwhelming support among community survey respondents, those responding to surveys are more likely to be white, have

high incomes and live in North Oakland. City staff are continuing dedicated efforts to engage directly with East Oakland community groups to adapt the program in response to the input those groups have provided.

Since the Oakland Slow Streets launch in early April, more than 20 miles of “soft closures” were installed to support physical activity, physical distancing, and traffic safety in response to COVID-19. The City is expanding the program and shifting its emphasis to the Safe Streets: Essential Places program, which promotes traffic safety and community awareness at COVID-19 testing sites, food distribution sites, and grocery stores located on major streets.

To provide additional input, community members may still complete the Oakland Slow Streets Program Feedback Form at <https://tinyurl.com/oaklandslowstreets>

Real-time results from this survey are at: <https://tinyurl.com/oaklandslowstreetssurveyresult>

What about Future Slow Streets Installations?

The City of Oakland may implement additional Slow Streets soft closures during Summer 2020, but those plans are limited as OakDOT shifts focus to traffic safety at Essential Places and planning for the future of existing Slow Streets. Reflecting this shift in focus, the interactive map on the Slow Streets web page will be locked to additional input at 5pm on Monday, June 8. Any potential installation of new Slow Streets would be the result of extensive community engagement in low income communities and communities of color. This equity-driven approach will focus on the gaps in the existing Slow Streets network in communities with limited access to parks and open space – including East Oakland, Chinatown, and other vulnerable neighborhoods and communities.

Oakland Slow Streets is intended to promote physical distancing of at least 6 feet by creating new low-traffic, low speed streets to allow residents to safely pass one another. Social gatherings on these streets are prohibited. The Alameda County Public Health Department recommends that residents wear face masks while in public. All users over 12 years old should wear or carry face masks and use them when within 6 feet of others, even when walking, jogging and bicycling. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

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News from: City of Oakland
FOR IMMEDIATE RELEASE
June 25, 2020

Oakland Slow Streets Expands with Safer Streets in
High Priority Communities

*City adds new intersection safety measures to safely
connect neighbors to essential services in Fruitvale*

*More space for physical distancing and outdoor
recreation comes to Chinatown*

Oakland, CA – The City of Oakland announced today that beginning June 26, five intersections along Fruitvale Ave will receive Slow Streets: Essential Places crossing improvements and three blocks in the heart of Chinatown will have Slow Streets installations.

The Slow Streets: Essential Places effort will make intersection safety improvements in the heart of the Fruitvale district, where there's a hub of essential services along Fruitvale Avenue, including the Unity Council Senior Center, La Clinica de la Raza's Clínica Alta Vista (which also serves as a COVID-19 testing site), Los Hermanos Produce Market, and El Charro Super Mercado. The City is prioritizing this area for improvements due to the combination of essential services, high pedestrian and vehicle volumes along a "High Injury Corridor" (where severe and fatal traffic crashes concentrate) and high COVID-19 rates. The improvements include:

- **Fruitvale Ave and E 15th St** - push button deactivation and signage alerting people that they no longer need to push the button to get a walk signal (to be implemented next week)
- **Fruitvale Ave and E 16th St (south & north), and Fruitvale and E 17th (north)** - we will use traffic cones to reduce the travel lane to one lane in each direction to improve visibility of pedestrians in the intersection. This also creates a safe place ("pedestrian refuge") for people crossing the street to more easily navigate across the street. A few of the intersections will have curb extensions also using traffic cones to help shorten the crossing distance and increase visibility of pedestrians in the crosswalk

- **Fruitvale Ave and E 18th St** - push button deactivation and signage alerting people that they no longer need to push the button to get a walk signal (to be implemented next week)
- **Fruitvale Ave and E 19th St** - signage

The Slow Streets coming to Chinatown are intended to provide more space for physically distant transportation and recreation adjacent to the Lincoln Recreation Center and a nearby Slow Street that connects Chinatown to Downtown and Lake Merritt (Alice St from 11th to 19th Street). This initiative is the result of ongoing discussions with community leaders in Chinatown to envision streets that can better serve the neighborhood. The Slow Streets that will be implemented with soft closures include:

- 10th Street from Jackson to Harrison
- Alice St from 9th St to 10th St

In addition to traffic safety improvements, the program signs also double as COVID-19 service signs, with messages about testing and health resources, housing and other services to create a hub of information for the public. Copies of the signage are available on the Slow Streets webpage: <https://www.oaklandca.gov/projects/oakland-slow-streets>.

To provide additional input, community members may still complete the Oakland Slow Streets Program Feedback Form at <https://tinyurl.com/oaklandslowstreets>

Real-time results from this survey are at: <https://tinyurl.com/oaklandslowstreetssurveyresult>

Oakland Slow Streets began on April 11 in response to the COVID-19 pandemic. Since the Oakland Slow Streets launch in early April, more than 20 miles of “soft closures” were installed to support physical activity, physical distancing, and traffic safety in response to COVID-19.

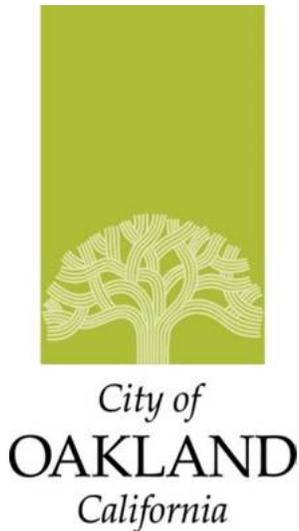
The Slow Streets: Essential Places effort was launched on May 22 and installs temporary traffic safety improvements to enable safer access for residents to the essential services in their neighborhood – including grocery stores, food distribution sites in public facilities, and COVID-19 test sites – intended to immediately reduce the risk of traffic crashes.

The Alameda County Public Health Department recommends that residents wear face masks while in public. All users over 12 years old should wear or carry face masks and use them when within 6 feet of others, even when walking, jogging and bicycling. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

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News from: **City of Oakland**
FOR IMMEDIATE RELEASE
July 10, 2020

Slow Streets Delivers a Final Expansion Before Focusing on Planning for the Future

City adds new Slow Streets: Essential Places installations at West Oakland Food Distribution Sites and a new Slow Streets Corridor to support East Oakland Seniors

Oakland, CA – The City of Oakland announced today that it will install a final Slow Streets corridor and Slow Streets: Essential Places safety improvements on Friday, July 10 in East and West Oakland. Following this, the City will focus on engaging the community in the future of Slow Streets, given changing transportation needs during the long-standing pandemic conditions, and the community needs identified since the program’s launch.

Slow Streets: Essential Places installations provide improved access to food distribution sites in West Oakland, including the following:

- Along 14th Street at the West Oakland Middle School where OUSD is providing Summer Meals for Kids. Improvements include:
 - Reducing lanes from two to one in each direction between Linden and Filbert
 - Installing Slow Streets: Essential Places signage along with COVID-related community resources.
- Along 18th Street at the West Oakland Senior Center where the City is providing food distribution for older adults, and at the West Oakland Library, one of five Oakland Public Libraries open for curbside services. Improvements include:
 - Reducing lanes from two to one in each direction between Adeline and Poplar
 - Installing Slow Streets: Essential Places signage along with COVID-related community resources.
 - Removing the need for pedestrians to press the push button at the traffic signal at 18th and Adeline

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The Slow Street installation, which includes soft closures that restrict vehicle access to local traffic only, will be installed based on engagement with the Palo Verdes Walking Club, a walking club with the United Seniors of Oakland and Alameda County. To support this installation, the City completed pothole repair along the corridor earlier this week. The route includes:

- 62nd Ave (International Blvd to Fenham St)
- Fenham St (62nd Ave to 64th Ave)
- 64th Ave (Fenham St to International Blvd)

The City also announces that it will be shifting focus from new Slow Streets and Slow Streets: Essential Places installations to “Phase 2” Slow Streets planning. Phase 2 refers to the period starting now through the time when pandemic-related conditions sunset (e.g. when a vaccine becomes widely available). The City is making this shift for a few key reasons. The City has gleaned valuable insights from Oaklanders on the Slow Streets program. In some cases, the program doesn’t appear to meet communities’ needs, and in others, there is a desire for a more permanent program. The City intends to work to identify ways to best meet our community’s needs, especially in high priority neighborhoods where underlying conditions such as race and income combined with disproportionately higher rates of COVID-19 have led to multiple threats to community health and wellbeing.

In addition to traffic safety improvements, the program signs also double as COVID-19 service signs, with messages about testing and health resources, housing and other services to create a hub of information for the public. Copies of the signage are available on the Slow Streets webpage: <https://www.oaklandca.gov/projects/oakland-slow-streets>.

To provide additional input, community members may still complete the Oakland Slow Streets Program Feedback Form at <https://tinyurl.com/oaklandslowstreets>

Real-time results from this survey are at: <https://tinyurl.com/oaklandslowstreetssurveyresult>

As noted previously, while the program overall continues to receive overwhelming support among the 950+ survey respondents thus far, those responding to these surveys are more likely to be White, have high incomes and live in North Oakland. Data from Alameda County Public Health Department’s [COVID-19 dashboard](#) indicates that East Oaklanders and people of color are more likely to suffer harm from this pandemic. Oakland Slow Streets staff developed the Survey Results Dashboard to provide transparency and accountability, and to support the ongoing work by the City and its community partners to seek participation and input from underrepresented Oaklanders.

Oakland Slow Streets began on April 11 in response to the COVID-19 pandemic. Since the Oakland Slow Streets launch in early April, 21.2 miles of “soft closures” have been installed on 21 routes to support physical activity, physical distancing, and traffic safety in response to COVID-19.

The Slow Streets: Essential Places effort was launched on May 22 and installs temporary traffic safety improvements to enable safer access for residents to the essential services in their neighborhood – including grocery stores, food distribution sites in public facilities, and COVID-19 test sites – intended to immediately reduce the risk of traffic crashes. To date, 15 locations across the City have received installations, and the materials are being upgraded from cones to posts to further enhance safety.

The Alameda County Public Health Department recommends that residents wear face masks while in public. All users over 12 years old should wear or carry face masks and use them when within 30 feet of others, even when walking, jogging and bicycling. The City of Oakland will continue to monitor CDC guidance on outdoor recreation, transportation, and physical distancing, and will adjust this program as needed.

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For additional program information and the interactive location map, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>

A copy of this press release is online at <https://www.oaklandca.gov/news/2020/oakland-slow-streets-delivers-a-final-expansion-before-focusing-on-planning-for-the-future>

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News from: City of Oakland
FOR IMMEDIATE RELEASE
September 25, 2020

Oakland Slow Streets Enters Phase 2: Expanding Safe Travel Access to Needed COVID-19 Services, Strengthening Engagement in Less-Used Corridors, Maintaining Program Throughout Shelter-in-Place

Interim Findings Report finds the popular program needed to evolve to support City residents by addressing traffic safety concerns near essential services and through adaptations informed by partnerships and engagement with neighborhoods disproportionately impacted by COVID-19.

Oakland, CA – The City of Oakland Department of Transportation (OakDOT) announced today the release of an Interim Findings Report that takes a deep dive into the program’s successes and challenges with the two goals of: 1) evaluating and stabilizing the Slow Streets Program for the duration of the pandemic; and 2) gleaning insights to inform post-pandemic planning that advances safe and more livable streets that support healthy, thriving communities and a more equitable Oakland.

With a few months of Oakland Slow Streets in the ground, the City of Oakland Department of Transportation (OakDOT) has taken a step back to critically evaluate how the program is working. To date Oakland Slow Streets has installed 21.4 miles of Slow Streets Corridors and 15 Slow Streets Essential Places safety improvements, with priority given to addressing Oakland's inequitable distribution of resources and the disproportionate effects of COVID-19 on Oakland's Latinx and Black communities.

“I am so proud of the hard work of OakDOT staff and community leaders, particularly in East Oakland, have provided to re-purpose our roadways to create Oakland’s Slow Streets,” Oakland Mayor Libby Schaaf said. “I’m grateful that these innovative and tireless public servants and community leaders have expanded Slow Streets, to Flex Streets for businesses, and Essential Places helping ensure safer access to the services our residents need most during this pandemic. Oakland is being recognized as a national model for how to partner with community to bring joy to our streets and build community - even during times of unprecedented challenges.”

“COVID-19 has presented challenges for Oakland communities across the board, and part of government’s job is to adapt to these challenges and prioritize serving those who are disproportionately affected,” OakDOT Director Ryan Russo said. “I am proud of the City staff who have been pushing the envelope with innovative new approaches to creating safer streets that support residents’ physical and mental health during COVID-19, and working to ensure these changes are designed in dialogue with communities government has long underserved. By bringing staff expertise and neighbors’ perspectives into ongoing collaboration, we can continue honing our work to meet our communities’ needs and live up to our values of equity, safety, sustainability and trust.”

The [report](#) includes a summary of how Slow Streets Corridors and Essential Places Program has adapted since it was launched in April to meet the needs of communities disproportionately impacted by COVID-19, particularly Deep East Oakland, and to address issues including deeper and more inclusive engagement, design and maintenance issues, and communications.

Among the key findings of the report:

- Oakland Slow Streets created space for physical activity without impeding essential street functions.
- Oakland Slow Streets received significant levels of positive support.
- Support and use of Oakland Slow Streets varied by demographic and geographic group, with the highest levels of support from higher income, White, and North Oakland residents. Essential workers and Deep East Oakland residents shared that the program was not meeting their needs and felt the program conflicted with public health messaging. Oakland Slow Streets communications are not reaching enough Oaklanders.
- Traffic safety is a more important transportation issue during COVID-19 than creating space for physical activity for many Oaklanders, especially those in -priority neighborhoods where telecommuting isn’t as prevalent.
- Cones and barricades are not sustainable materials for implementing partial street closures for the duration of the pandemic due to maintenance and replacement materials costs.

The report also makes recommendations for continuing the program through Shelter-In-Place and beyond:

- Evaluate existing Slow Street Corridors and make context-specific changes depending on feedback from the neighborhood
- Continue the Slow Streets Corridors and Essential Places Program through the end of the Shelter-In-Place order
- Channel the enthusiasm for Slow Streets into equitable and sustainable programs like pop-up Slow Streets and neighborhood-level traffic calming

OakDOT will refine and begin to advance these recommendations this Fall.

As noted previously, while the program overall continues to receive overwhelming support among the 950+ survey respondents thus far, those responding to these surveys are more likely to be White, have high incomes and live in North Oakland. Data from Alameda County Public Health Department's [COVID-19 dashboard](#) indicates that East Oaklanders and people of color are more likely to suffer harm from this pandemic. Oakland Slow Streets staff developed the Survey Results Dashboard to provide transparency and accountability, and to support the ongoing work by the City and its community partners to seek participation and input from underrepresented Oaklanders.

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For additional program information and to read the Interim Findings Report, please visit: <https://www.oaklandca.gov/projects/oakland-slow-streets>

A copy of this press release is online at <https://www.oaklandca.gov/news/2020/oakland-slow-streets-enters-phase-2-expanding-safe-travel-access-to-needed-covid-19-services-strengthening-engagement-in-less-used-corridors-maintaining-program-throughout-shelter-in-place>

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