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Photo credit: Mark Fiore, KQED
Demands for safe space to walk, jog and bike creating public health risks

Considerations:

- Attractive nuisance vs. public health centered solution
- Supporting behaviors people are already doing (healthy essential travel)
- Ensuring the health and safety of our crews
- Extremely swift rollout
- 74 miles of streets vetted by engineers and public through 2019 Bike Plan
- Mostly residential, avoids bus routes
- Allows for physical distancing across city
“Soft Closures” Began within 32 hrs of Announcement on 4 streets/4.5 miles

Street selection:
- Equity indicators: communities of concern, access to parks, all are proposed neighborhood bike routes
- No major challenges (transit, high traffic volumes, emergency services, etc.)

Other 70 miles: discourage driving
Phase 1: Details, Outcomes

- **Barriers & signs:** rented, target highest traffic intersections, marked w/ spray chalk
- **Volunteer support:** flyering, evaluation, replacing & reporting barrier issues
- **Outcomes:** very positive overall, compliance w/ distancing & speeding, demand for more, concerns about process & engagement esp. from E. Oak.
“Soft Closures” Expand 6 Days Later with Additional 4 Streets/4.5 miles
Phase 2: Adjustments to Process

- Established Emergency Operations Center protocol and plan
- More proactive coordination w/ partner agencies, county public health dept. and internally
Phase 2: Adjustments to Engagement

- Added round of community input and direct outreach to CBOs
- Established ways for formal input: 311 and online survey
- New flyers for branding
More to Come: Iterative Approach

- Maintenance
- Virtual Strategy
- Tactical urbanism
- Additional streets off Neighborhood Bike Routes w/ CBO and broader community engagement
- Evaluation: photo documentation, survey and 311 results, weekly crash reports from OPD
Silver Lining
Next 74 Miles

www.oaklandca.gov/projects/oakland-slow-streets