

Slow Streets Draft Network – Public Review Summer 2025

Response to Comments Received, 8/28/26

City of Oakland, Department of Transportation
Safe Streets Division, Bicycle & Pedestrian Program

In summer 2025 OakDOT released a draft slow streets network for public review. The draft network built upon the neighborhood bike route (NBR) proposals in the City of Oakland’s 2019 Bicycle Plan and it was informed by the City’s experience with temporary slow streets during the Covid-19 pandemic. The intent is to create a network of neighborhood streets designed for travel at human-powered speeds and encourage the use of these streets as neighborhood spaces. Streets were selected to connect neighborhoods and community destinations while avoiding streets used by motor vehicles as through routes, including buses, trucks, and emergency vehicles.

The public review period began on 7/3/2025 and concluded on 9/12/2025. It was publicized through the City’s website, the contact list for the Slow Streets Program, and the Summer 2025 edition of the “We [bike] Oakland” newsletter. Staff made presentations and received input from the following City commissions:

- Infrastructure Committee, Bicyclist & Pedestrian Advisory Commission (7/3/2025)
- Mayor’s Commission on Persons with Disabilities (8/18/2025)
- Bicyclist & Pedestrian Advisory Commission (8/21/2025)
- Parks & Recreation Advisory Commission (9/10/2025)

OakDOT received 67 written responses that were parsed into 80 distinct comments. Many comments addressed the general nature of the Slow Streets Program. These comments are summarized and accompanied by OakDOT responses in the following section titled “Thematic Comments”. The comments included 53 suggestions for additions or modifications to the draft slow streets network in specific locations. These comments are summarized with OakDOT responses in the subsequent section titled “Location-specific Suggestions” below.

Overall, 44 comments expressed some form of support for slow streets while six comments expressed some form of opposition. An additional 16 comments did not explicitly state support or opposition for the program. The remaining 14 comments offered qualified support for slow streets in the context of a neighborhood-specific challenge with cut-through traffic on Colby St and Hillegass Ave. (This matter is explained under “Thematic Comments”.)

Thematic Comments

General Support for or Opposition to Slow Streets (7 comments)

The six comments expressing general support noted benefits including slower traffic and neighborhood quality of life. Commenters expressed positive experiences from the Covid-19 pandemic with slow streets creating space for kids to play and for neighbors to interact with each other. One North Oakland resident wrote, “If there were to be a silver lining to the Covid pandemic, Slow Streets was surely it.” The comment expressing general opposition to slow streets noted the program should not be receiving City resources due to greater unmet needs like traffic enforcement and street maintenance. This person wrote, “Oakland is not currently demonstrating the ability to coordinate or deliver projects well, so as a resident I do not see how Slow Streets is a warranted priority for city attention and resources; or how this is being integrated relative to broader city priorities.”

Traffic Calming Treatments (11 comments)

Commenters expressed support for traffic calming improvements like speed humps and traffic circles. A person also noted the importance of crossing improvements where slow streets intersect major streets. Three commenters expressed strong opposition to diverters or street closures, all in the context of Colby St. Another commenter expressed deep disappointment that the proposed slow streets would not be closed to vehicular traffic, writing that “a few speed bumps and half-hearted signs do not make streets safe for families.” The proposed approach to permanent slow streets is informed by an important lesson learned from the temporary slow streets during the Covid-19 pandemic. While residents generally appreciate less traffic on their street, residents on parallel streets may not appreciate traffic being diverted to their streets. During the pandemic this dynamic played out on Colby St with traffic diverted to Hillegass Ave; on Shafter Ave with traffic diverted to Lawton St; and on 42nd St with traffic diverted to 41st St.

The permanent slow streets program addresses this issue in the following ways. Streets are being selected that already have the lowest possible traffic volumes while still providing practical connections within and between neighborhoods. The intent is to make program implementation easier and have fewer trade-offs by selecting streets that are more suitable. Additionally, the program emphasizes speed humps, traffic circles, and crossing improvements at major intersections as the primary traffic calming improvements. These treatments avoid the trade-offs that can be associated with diverters and streets closures. This approach means that the streets most conducive to be slow streets are likely to

become slow streets first. In other words, the program puts a lower priority on streets with higher traffic volumes that would need stronger treatments that are more likely to create diversion. This approach allows OakDOT to make more efficient use of available resources; build public understanding of the program through projects with fewer trade-offs; and allow time for learning before working on more challenging streets with higher traffic volumes.

Slow Streets Network Methodology (3 comments)

While being supportive of the slow streets concept, some commenters expressed concerns about the overall approach to developing the slow streets network. One commenter noted that some slow streets are proposed on “collector” streets, roadways intended to carry motor vehicles between residential “local” streets and major “arterial” streets. Instead, this person suggested that slow streets be implemented on local streets that parallel collector streets and arterial streets. With transportation networks, this is an effective way to separate drivers, transit, pedestrians, and bicyclists by prioritizing different modes on different streets.

This is in fact the approach that’s being used to develop the slow streets network. The preferred slow street is a local street with low traffic volumes that provides connections between neighborhoods and intersects with nearby slow streets. Unfortunately, many Oakland neighborhoods have irregular street grids, leaving a small number of streets that actually connect adjacent neighborhoods. Some of the streets that do provide through connections are designated as “collector” streets. Where there are not alternatives and where the traffic volumes are low, the draft slow street network proposes reclassifying these collector streets to be local streets. Such changes need to be made thoughtfully as achieving low traffic volumes on one street means having other streets that are practical for drivers and transit. To avoid the downsides of traffic diversion, these other streets should be intended for through motor vehicle trips and not nearby local streets. Part of having a street network that works well for pedestrians and bicyclists is having a street network that works well for transit and drivers, while simultaneously encouraging people to choose more sustainable modes.

Another commenter was discouraged by the absence of slow streets in the Oakland Hills and more generally the lack of transportation investment in hills neighborhoods. The proposed slow streets network is located in Oakland’s flatlands, entirely below Highway 13 and below Interstate 580 east of Mills College. The focus on the flatlands is intentional where there is greater residential density, more mixing of services in proximity to each other, more walking and biking, and more transit availability. In contrast, the hills

neighborhoods are largely residential and consist mostly of single family homes. The hills themselves result in steep and curvy streets, largely without sidewalks, that are less conducive to bicycling and walking. These conditions do not diminish the fact that everyone should be able to walk and bike safely and comfortably in their neighborhoods. However, the hills pose significant challenges while the flatlands have many locational advantages for developing slow streets.

Colby St, Hillegass Ave, and Cut-through Traffic (14 comments)

Fourteen commenters expressed concerns about the proposed slow street on Colby St (Alcatraz Ave to Claremont Ave) unless cut-through traffic on Hillegass Ave is also addressed. The commenters largely expressed strong support for the slow streets concept, but emphasized that additional traffic calming on Colby St would likely compound an existing issue with cut-through traffic on Hillegass Ave. In other words, these commenters' support for a slow street on Colby St is contingent on resolving the issue with cut-through traffic on Hillegass Ave.

During the Covid-19 pandemic, Colby St between Alcatraz Ave and Claremont Ave was part of OakDOT's emergency response that used temporary barricades to close 21 miles of neighborhood streets. This was done to help Oakland residents cope with shelter-in-place by repurposing these streets for physical activity and social interactions with reduced risk of contagion. An unintended consequence was drivers diverting from Colby St to Hillegass Ave, a parallel neighborhood street one block over. This compounded a pre-existing issue with drivers avoiding congestion on College Ave by using Hillegass Ave (or Colby St) as a cut-through route. (Note that Martin St also has a significant challenge with cut-through traffic.) During the Colby St street closure, many Colby St residents expressed support and appreciation while many Hillegass Ave residents voiced concerns about the negative effects of the additional traffic on their safety and quality of life.

While the Colby St/Hillegass Ave debate was the most vocal, this dynamic also played out on Shafter Ave (which was closed) and Lawton St (where residents expressed concerns) as well as on 42nd St (which was closed) and 41st St (where residents expressed concerns). This dynamic could play out on any street where barricades, diverters, and closures are added and where there is an adjacent parallel local street that provides a similar connection. This is not always the case. For example, Dover St in North Oakland is a proposed slow street where the adjacent parallel streets are major streets for through traffic: Martin Luther King Jr Wy and Shattuck Ave. Similarly, 16th St in West Oakland has adjacent parallel streets that are major streets: 14th St and 18th St. In the Fruitvale, E 16th St

is between International Blvd and Foothill Blvd and there are no local streets parallel to E 16th St that provide a through connection. In the Allendale, 38th Ave has a similar context between 35th Ave and High St. With these last two examples of E 16th St and 38th Ave, traffic diverters may be needed to get the traffic volumes to a level appropriate for slow streets. However, these proposals may be feasible because traffic would be diverted to parallel major streets as there are not parallel local streets that provide through connections.

The proposed permanent slow streets program includes strategies to minimize the tradeoffs associated with traffic diversion. First and foremost, the program is selecting streets with low traffic volumes so there is less potential for vehicles to divert to other streets. Second, the program is de-emphasizing barricades, diverters, and street closures. Instead, the goal is to accomplish as much of the vision as possible with speed humps, traffic circles, careful use of stop signs, and crossing improvements where slow streets meet major streets. Barricades and diverters are a tool in the slow streets toolkit, but one to be used on a limited basis and with extra care. This would include consideration of how much traffic would be diverted, where it would go, whether those routes are appropriate for the diverted traffic, and if not what additional traffic calming would be needed to prevent or manage the diverted traffic. This extra care is resource intensive and potentially divisive if not done well. Acknowledging the City's resource challenges, the permanent slow streets program is prioritizing streets and treatments that are not controversial. This is to be efficient with available resources and to help bring residents together in working towards shared goals.

For Colby St and Hillegass Ave, OakDOT's Bicycle & Pedestrian Program agrees with the commenters that implementing a slow street on Colby St is contingent on addressing the cut-through traffic on both Hillegass Ave and Colby St. With this acknowledgement, Colby St remains included as part of the draft slow streets network. Colby St provides an important connection for which there isn't an alternate route on residential streets. This connection between North Oakland and Berkeley was first established 1988 when the City of Oakland designated a bike route on Webster St, Shafter Ave, Forest St, and Colby St. In fact, this was the very first bike route in Oakland intended for commuter cycling. Interestingly, it was implemented on small residential streets between major streets like Telegraph Ave, Broadway, and College Ave. In some respects, the City of Oakland's current vision for slow streets has an origin in 1988 with this bike route. Making changes to Colby St has become contingent on seeking solutions to cut-through traffic in the neighborhood bounded by Telegraph Ave, Claremont Ave, College Ave, and Alcatraz Ave. In this neighborhood, making changes to Colby St is now connected to changes on Hillegass Ave and the intersecting streets that connect them.

Opposed to a Slow Street recommendation (5 comments)

Five commenters expressed opposition to specific streets becoming slow streets. A response on each street is provided below.

- 16th St: This commenter explained that 16th St between Mandela Pkwy and Poplar St was unsuitable to be a slow street due to the prevalence of homeless encampments along it. These two blocks have industrial land uses along a street that is residential for an additional 14 blocks. We are sympathetic to the concern that personal safety and hygiene along the street should be addressed before it would be appropriate to implement the slow street. That said, 16th St provides a very useful connection across West Oakland for the slow streets network. The proposal for 16th St will be retained and this concern considered when there is an opportunity to advance this proposal. If personal safety and hygiene issues cannot be resolved, it may be practical to phase the implementation by initially only including the sections of 16th St that are suitable.
- Colby St: Unlike the commenters making their support of Colby St contingent on Hillegass Ave, this person suggested that Colby St not become a slow street to help cope with the vehicular traffic on College Ave, Hillegass Ave, and Colby St. See also the discussion above titled “Colby St, Hillegass Ave, and Cut-Through Traffic”.
- Forest St: This person wrote, “It makes no sense to close this street when there is a 5-way intersection with a Stop Light at Forest, Claremont, and Colby... Forest Street is a major street for cars, bicycles, and pedestrians to all get to the Rockridge BART station, Market Hall, and College Avenue...” We agree, and there is no proposal to close Forest St. AC Transit needs it to turn around buses at Rockridge BART. It is used for deliveries to Market Hall. And there is a steady stream of traffic from westbound Highway 24 using Miles Ave to connect to Claremont Ave. It is also the only good option to connect the longstanding bike route on Webster St/Shafter Ave in North Oakland to the bike boulevard on Hillegass Ave in Berkeley. Instead of closing Forest St, the intent is to implement traffic calming that relieves some of the current stress on bicyclists and pedestrians while still allowing the vehicular connections.
- Shafter Ave: This person wrote, “Slow streets make it more difficult for me as a regular bike commuter, because then a bunch of yahoos are roller-blading all over the road. Just leave it as regular open roads. Roads are for cars. Bike riders learn to ride on particular routes just fine. The pandemic is over, why go back to pandemic urban planning?!?” We respectfully disagree. Prioritizing different modes on different streets is an effective way to develop a transportation network that gives

people transportation choices and promotes sustainability. While cars will always have access to slow streets to reach the parcels along them, the purpose of slow streets is to develop a network for travel at human-powered speeds and encourage the use of these streets as neighborhood spaces. The reality is we are unlikely to see as many people in the streets as during the pandemic. People's use of the street was catalyzed by public health orders to shelter-in-place that shut down much of the local economy. Permanent slow streets are not a return to pandemic urban planning. Rather, it is an effort to learn from that singular experience about how to make Oakland's transportation more sustainable and Oakland's neighborhoods more livable.

Support for Slow Street recommendation(s) (24 comments)

Commenters wrote in support of the proposed slow streets on 32nd St, 42nd St, 65th St west of San Pablo Ave, 96th Ave, Chabot Rd west of College Ave, Colby St, Forest St, and Shafter Ave. (In regard to 65th St, see additional information below under "Location-specific Suggestions".) One commenter voiced support for Shafter Ave while taking issue with the three existing traffic circles that "are too large for their intersections and are unnecessary and confusing".

With these comments, note the concentration of streets in North Oakland, with one street in East Oakland (96th Ave) and one street in West Oakland (32nd St). This geographical pattern is indicative of the overall feedback received. (However, see below for a number of location-specific comments from residents in the neighborhoods between Lake Merritt and High St.) This geographical distribution plus the relatively modest number of comments received indicates the importance of proceeding carefully and providing more opportunities for public input. Seeking input may be more effective when focused on particular streets, thereby being more immediate and understandable to neighbors than this citywide network planning.

The most common themes in these supportive comments were the ability of slow streets to address bad driving behaviors by calming traffic and to create street conditions that are better for kids, seniors, and neighbors getting to know each other. Writing about their experience with 42nd St, a pandemic slow street, one commenter explained, "The neighborhood in general and street in particular became more lively and sociable/livable as people felt safe to use the street to walk and bike for exercise, to socialize and meet their neighbors and to explore and get around to other parts of neighborhood. This led to an overall feeling of connectedness and well-being in the neighborhood. During this time we

regularly heard children laughing and giggling, had nice chats with people from around other streets and walked and biked more often to run errands or to explore the Town. Now, as the street has been open to cars, we hear less laughter and have less conversations with our neighbors and hear more cars racing through the street. The dominant sounds we hear are cars now. We need to prioritize the well-being of the people of Oakland rather than have another street oriented to cars.”

Location-specific Suggestions

The following summarizes the location-specific suggestions that were received on the draft slow streets network. Each suggestion has an accompanying response explaining how the comment was addressed. The suggestions and responses are grouped by neighborhood with the neighborhoods listed below from east to west across Oakland.

Columbian Gardens

Add Coral Rd (Lindheim Overcrossing to Empire Rd South) and Empire Rd (Coral Rd South to San Leandro Creek Trail at Columbian Gardens Park). This would connect the San Leandro Creek Greenway through the Columbian Gardens neighborhood and to Brookfield Village and Sobrante Park.

- Response: Agree. Note one block of overlap with AC Transit on Empire Rd (Coral Rd to 98th Ave), and that this one block is wide enough (56') for separated bike lanes that could help create a nice crossing of 98th Ave.

Sobrante Park/Stonehurst

Keep 105th Ave from Edes Ave to Pippin St. This is one of the few streets that crosses the multiple railroad tracks parallel to San Leandro St and it provides one of the few ways to the Sobrante Park neighborhood.

- Response: Retain current proposal. This street is not suitable for a slow street or a neighborhood bike route given its designation as a minor arterial with over 8,000 vehicles per day. The roadway width is also extremely constrained. In the next update to the bikeway network, consider a proposed path that would eliminate parking on the south side of street and convert the existing sidewalk into a widened mixed-use path. Note the utility poles on the north side of the street and thus the preliminary suggestion for a path on the south side.

Durant Square

Durant Ave (Breed Ave to International Blvd) and Breed Ave (108th Ave to Durant Ave): Delete these segments of Durant Ave and Breed Ave due the high traffic volumes on Durant Ave (4,976 average daily traffic in 2015).

- Response: Agree. These segments will be removed from the slow streets network. These segments will be replaced by Sunnyside St (108th Ave to Durant Ave) to include the full length of Sunnyside St and provide a connection into San Leandro.

Foothill Square

Keep Stanley Ave from 98th Ave to Foothill Blvd.

- Response: Retain current proposal. Keep Stanley Ave as bike route but not as a slow street. This freeway frontage road and collector is not conducive to being a slow street and it does not connect to other slow streets.

Elmhurst

Add Holly St from 90th Ave to 98th Ave.

- Response: No changes proposed. Holly St could be a good route as it parallels International Blvd from 70th Ave to 100th Ave. However, it is duplicative of Plymouth St where significant improvements have been made to establish this route. Additionally, it is close to A St on the other side of International Blvd. While the slow streets network seeks to cover all of the Oakland flatlands, it is also trying to do so with roughly 75 miles of designated routes.

Melrose

E 12th St (44th Ave to 54th Ave): Consider adding this segment to the slow streets network.

- Response: The industrial land uses are not conducive to a slow street. Instead, consider changing the 2019 Bike Plan recommendations for separated bike lanes and basic bike lanes to a traffic-calmed bike route as part of the East Bay Greenway and Oakland's future "all ages and abilities" network.

Millsmont

Monadnock Wy (Seminary Ave to 64th Ave) and 64th Ave (Monadnock Wy to MacArthur Blvd): Add to slow streets network to connect 64th Ave at MacArthur Blvd to the LAMMPS path at Seminary Ave/Monadnock Wy via 64th Ave and Monadnock Wy.

- Response. Agree. This segment is added to the draft network. Note Monadnock Wy is one-way from 62nd Ave to Seminary Ave which may mean additional planning and coordination for implementation.

Jingletown

Add Peterson St from E 7th St to Regatta Dr to connect the on-street San Francisco Bay Trail on E 7th St to the waterfront path in a manner that avoids the traffic in the Park St Triangle.

- Response: Agree. Peterson St will be added to the draft slow streets network. This work is being planned with two-way cycle tracks on Embarcadero/E 7th St from Union Point Park to 23rd Ave and on Kennedy St from E 7th St to the Park St Bridge. These connections could replace the proposed bike lane on the one-way portion of 29th Ave (Park St bridge to E 7th St). The bike lanes on the 29th Ave bridge could instead be accessed via Ford St.

Fruitvale

Keep 38th Ave from E 12th St to Foothill Blvd. The 2019 Bicycle Plan proposes a bike boulevard but this segment is not included in the draft slow streets network.

- Response: This portion of 38th Ave is not viable as a bike boulevard or a slow street due to it having roughly 7,000 vehicles per day. This was the motivation for proposing a new slow street on 37th Ave. Note a portion of 38th Ave is proposed as a slow streets connector to join the two parts of Cesar Chavez Park that are on opposite sides of 38th Ave and about 200 feet from each other. In the next update to the bikeway network, consider removing the rest of 38th Ave (E 12th St to Foothill Blvd) and having 37th Ave as a replacement.

34th Ave (E 18th St to Foothill Blvd): Add to the slow streets network to extend the route on 34th Ave/Humboldt Ave and connect it to the route on E 16th St/E 18th St that parallels Foothill Blvd.

- Response: Agree. This segment is added to the draft network.

34th Ave (E 16th St to International Blvd): Add to the draft slow streets network to create a continuous slow street on 34th Ave from Peralta Hacienda Park to Avenida de la Fuente and Fruitvale BART.

- Response: Agree. The portion of 34th Ave will be added to the draft slow streets network. Note this lower portion of 34th Ave likely has more traffic due to the school and church on the St Elizabeth campus.

E 23rd St (27th Ave to Fruitvale Ave): Remove this segment from the slow streets network as it does not make a through connection.

- Response: Agree. This segment is removed from the draft network in favor of the nearby through connection on Logan St.

Add E 22nd St from 23rd Ave to Fruitvale Ave due to lack of stop signs and unsafe driving behavior.

- Response: No change proposed. Please consider pursuing location-specific traffic calming through an OAK 311 traffic safety service request, the Speed Bump Program, or the Community-Led Traffic Safety Pilot Program. The intent of slow streets is to provide walking and biking connections in and between neighborhoods. In this spirit, E 22nd St was considered as a possible replacement to E 21st St. However, it compared unfavorably due to being hilly and not connecting across 14th Ave or Fruitvale Ave. Additionally, due to a gap in the street network, E 22nd St wouldn't connect to the proposed slow street on 26th Ave.

E 16th St (23rd Ave to 26th Ave): Add to the slow streets network.

- Response: No change proposed to current recommendations. E 16th St will be retained as a traffic-calmed bike route that provides an important connection to Foothill Blvd at 23rd Ave. The slow street will follow E 16th St from Fruitvale Ave to 26th Ave where it will shift to E 15th St. E 15th St has more potential for lower traffic volumes and it provides a connection to 16th Ave, eight blocks to the west.

Upper Fruitvale

School St (Capp St to Maple Ave): Why is part of School St excluded from the slow streets network while other segments are included as connectors?

- Response: The AC Transit Line 14 runs on the length of School St from Fruitvale Ave to 35th Ave. The bus route is incompatible with a slow street. However, there are not other options to connect Maple Ave to Humboldt Ave and Brookdale Ave. Thus the current proposal minimizes the overlap on School St and proposes slow streets connectors where the overlap cannot be eliminated. All of School St will be retained as a bike route per the 2019 Bike Plan.

Upper Fruitvale/Dimond

Keep Champion St from MacArthur Blvd to School St. Or add Champion St (MacArthur Blvd to Palmetto St), Palmetto St (Champion St to Boston Ave), and Boston Ave (Palmetto St to

School St). Both options would create a route across I-580 that avoids the traffic on Fruitvale Ave.

- Response: While the goal is good, there are significant challenges. Champion St has 6,700 vehicles per day (with most of that volume likely between Harold St and Lincoln Ave). Palmetto St has a 13% hill for a 40' climb. Due to these barriers, neither route is desirable. Instead, consider the following recommendation that would retain Champion St as a bikeway (but not as a slow street). Propose a traffic calmed bike route from School St to Harold St, bike lanes from Harold St to Montana St (taking advantage of the existing parking prohibition and the 32' curb-to-curb street width), and bike lanes from Montana St to MacArthur Blvd (by prohibiting parking on one side of the street, 40' curb-to-curb).

Dimond/Oakmore/Laurel

Keep the route on Tiffin Rd/Lincoln Ave/Potomac St. Do not reroute to Wilbur St.

- Response: Agree. The route via Wilbur St is steeper than the route via Potomac St. (Both routes are quite steep.) Keep the route to Potomac St on Whittle Ave. Keep Tiffin Rd (Harding Wy to Lincoln Ave). Keep the re-routing to Harding Wy (replacing Fruitvale Ave from Harding Wy to Tiffin Rd).

Keep route on Coolidge Ave/Morgan Ave. Don't reroute to Carmel St.

- Response: The revised recommendations maintain the rerouting from Coolidge Ave/Morgan Ave to Carmel St and replace part of Maple Ave and Wisconsin St with Sylvan Ave and Laurel Ave. In response to this suggestion, three-day traffic counts were collected on Carmel St between Coolidge Ave and Maple Ave. The counts found 1,060 ADT (average daily traffic volume) and a 95th percentile speed of 28 MPH, compared to 722 ADT and 32 MPH 95th percentile speed on Coolidge Ave (collected in 2021) and 341 ADT and 25 MPH 95th percentile speed on Morgan Ave (collected in 2022). Note the counts on Coolidge Ave and Morgan Ave were collected during the pandemic and may be lower than current volumes. Coolidge Ave is a collector street with an AC Transit school bus route (#658), limiting opportunities for traffic calming. The recent count on Carmel St found traffic volumes within the target range for slow streets and, with no bus service, there are more opportunities for traffic calming than on Coolidge Ave. Keeping the route on Carmel St to Maple Ave allows for an additional routing refinement that is now shown in the revised recommendations. This refinement uses Sylvan Ave and Laurel Ave from Maple Ave to Wisconsin St, rather than using Wisconsin St from Maple Ave to Laurel Ave. Overall, the route via Carmel St and Sylvan Ave is recommended for the following reasons. Carmel St has more potential for traffic calming than does Coolidge Ave. There are fewer turns (four versus six). The hills are less steep (a maximum slope of 8% versus 11%). The revised route is somewhat shorter and the

overall elevation gain is comparable for both routes. Due to intersection-specific considerations, it may be feasible to have more stop signs on the side streets along the revised route (i.e., fewer intersection where cross traffic does not stop).

San Antonio

Add slow streets in the San Antonio neighborhood in the area bounded by E 21st St, E 15th St, 16th Ave, and 23rd Ave.

- Response: We added a route using existing paths in San Antonio Park from 16th Ave/E 19th St to 18th Ave/E 17th St. The route continues on E 17th St from 18th Ave to 21st Ave, connecting to a route on 21st Ave (E 12th St to E 21st). The blocks of E 17th St would be a slow street. The connection through the park would be a connector, as would the route on 21st Ave. Due to the roadway width, we are proposing buffered bike lanes on 21st Ave.

Glenview

Add an extension from E 38th St to connect to Glenview elementary via Ardley Ave (E 38th St to Hampel St), Hampel St (Ardley Ave to Woodruff Ave), and Woodruff Ave (Hampel St to near Benton St). There is a rear entrance to Glenview Elementary on the south side of Woodruff Ave.

- Response: No changes proposed. This is an interesting route but it is at a level of granularity that is beyond current planning capacity for the slow streets network. Somewhat related, note the possible bike route being considered on Glen Park Rd connecting to Hampel St on the north side of Park Blvd. Potentially this connection could be made via Ardley Ave instead of Glen Park Rd. However, Glen Park Rd likely has less traffic than Hampel St between Glen Park Rd and Ardley Ave.

Bella Vista

Replace 11th Ave uphill from E 21st St with 12th Ave (E 21st St to E 28th St), E 28th St (12th Ave to 13th Ave), and 13th Ave (E 28th St to Excelsior Ave). The intent is to avoid the steeper blocks of 11th Ave and make a connection across I-580.

- Response: The suggested route would avoid the steepest portion of 11th Ave, near E 28th St, where 11th Ave has an 11% slope climbing 50' over a distance of 445'. However, 13th Ave is incompatible with being a slow street for operational reasons. The traffic volumes are too high, with 3,375 vehicles per day and peak hour volumes of 178 vehicles on 13th Ave (E 27th St to E 28th St). On 13th Ave (E 34th St to MacArthur Blvd, traffic counts found 5,384 ADT and a peak hour volume of 289. These counts

were collected to help evaluate this comment. 13th Ave is designated as a collector street which is consistent with these traffic volumes. The AC Transit Line 62 uses 13th Ave for one block in this area and Fire Station No. 16 is located on 13th Ave just uphill of I-580. Thus 13th Ave has a role in the street network as a through route for vehicles that is incompatible with it being designated as a slow street. The width of 13th Ave (36' below E 28th St and 30' above E 28th St) limits design possibilities for separating slow streets users from vehicular traffic. To make the connection across I-580, Park Blvd (E 34th St to Excelsior Ave) will be added as a slow streets connector.

Add MacArthur Blvd (13th Ave to Beaumont Ave), E 33rd St (Beaumont Ave to Ave 14th Ave), 14th Ave (E 33rd St to MacArthur Blvd), and MacArthur Blvd (14th Ave to Ardley Ave). This addition would close a gap in the slow streets network as currently there is no route across 14th Ave/Beaumont Ave on the south side of I-580 (in the vicinity of Highland Hospital).

- Response: These are major roadways that could be slow streets connectors, but not slow streets. Adding two-way cycle tracks on this one-way portion of MacArthur Blvd would be challenging. A complex paving project will consider how to improve the bikeway connections in this area. The insights from this project can be considered further in the next update to Oakland's Bicycle Plan. Currently there is not a good route – existing or proposed – on the south side of I-580 across 14th Ave. The comment is a good one, and improving upon current plans will be challenging.

Eastlake

4th Ave (International Blvd to E 17th St): Do not install speed humps on these blocks.

- Response: Agree. OakDOT's Bicycle & Pedestrian Program received this comment from the Oakland Fire Department (OFD) as part of the routine review of a current project that will install speed humps on multiple streets proposed to become slow streets. We understand OFD uses 4th Ave as an emergency response route, and we are seeking additional information to understand this overlap. 4th Ave has an average daily traffic of 3,484 vehicles (2022 data) and is currently classified as a principal arterial from E 12th St to E 18th St. While these traffic volumes are too high for a slow street, they are also unusually low for a principal arterial. For 4th Ave to function as a slow street, traffic volumes preferably would be under 1,500 vehicles per day. This level of traffic calming may be incompatible with its use as an emergency response route. For these reasons, 4th Ave (E 10th St to E 18th St) is being removed from the draft slow streets network. It will be retained as part of the bikeway network as a bike route. OakDOT will continue to seek information from OFD on the use of 4th Ave for emergency response to help determine the practicality of adding traffic calming.

Lake Merritt BART

Connect Lake Merritt Blvd at the Kaiser Auditorium via streets and paths to Lake Merritt BART, Oakland Museum of California, Laney College, and Channel Park.

- Response: Agree. These connections are already in the 2019 Bicycle Plan with proposals for separated bike lanes and bike paths. Near-term progress is being made by the East Bay Greenway with work on 10th St, Fallon St, and 9th St that will connect the Kaiser Auditorium to Lake Merritt BART. This comment foreshadows the intent to connect paths, separated bike lanes, and slow streets into an “all ages and abilities” network for walking and biking.

Old Oakland/Jack London Square

Add Washington St from Embarcadero to 10th St.

- Response: No change proposed. Due to the roadway width and commercial frontages, a slow street is unlikely to be successful. The current buffered bike lanes (along most of the street) are a better facility for these conditions. In the future, potentially speed humps could be added to have Washington St be an “all ages and abilities” route similar to West St in the Hoover-Foster and Longfellow neighborhoods.

Trestle Glen

Trestle Glen Rd (Lakeshore Ave to Holman Rd), Holman Rd (Trestle Glen Rd to Grosvenor Pl), and Grosvenor Pl (Holman Rd to Park Blvd): Add this route currently proposed in the 2019 Bike Plan as a slow streets connector.

- Response: Retain in the bikeway network but do not include in the slow streets network as a connector. Connections in Trestle Glen are complicated due to the topography, limited street connectivity, and Trestle Glen Rd functioning as a collector for people driving in and out of the neighborhood.

Trestle Glen Rd (at Holman St) to Park Blvd (at Hampel St) via Trestle Glen Rd, Creed Rd, Fleet Rd, Greenwood Ave, and Hampel Rd: Add this route to provide a new bikeway connection between Trestle Glen and Glenview.

- Response: Consider adding to the Bike Plan as a new traffic calmed bike route. Also consider adding Glen Park Rd (Park Blvd to E 38th St) to make the connection to the bikeway on E 38th St.

Grand Lake to Piedmont Ave

Linda Ave plus Moss Ave-Vernon St-Santa Clara Ave: Add these streets to improve connections between the Grand Lake and Piedmont Ave neighborhoods.

- Response: No changes are proposed to the current recommendations. The traffic volumes and bus routes on Linda Ave and Santa Clara Ave are not conducive to a slow street. The topography notwithstanding, these routes do provide important bikeway connections between these two neighborhoods. Consider the following additions to the bikeway network: connect Moss Ave to Piedmont Ave via Fairmount Ave (MacArthur Blvd to Yosemite Ave) and Yosemite Ave (Fairmount Ave to Piedmont Ave). Additionally, consider a new proposal for separated bike lanes on MacArthur Blvd/Santa Clara Ave from Fairmount Ave to Santa Clara Ave at Fire Station No. 10.

Keep Moss Ave and Vernon St, connecting MacArthur Blvd to Santa Clara Ave).

- Response: Retain current slow streets proposal. Note Moss Ave will remain part of the bikeway network. Future changes to the overall bikeway network will consider the following two additions. First, add Fairmount Ave/Yosemite Ave to connect Moss Ave at Fairmount Ave to Piedmont Ave at Yosemite Ave. This would provide a near-term route to make the connection between Grand Lake and Piedmont Ave. Second, and in the longer term, consider a more ambitious project that would add MacArthur Blvd from Fairmount Ave to Santa Clara Ave to the bikeway network. Moss Ave and Vernon St are not included in the draft slow streets network because there are no practical ways to connect them to other slow streets. These streets will remain part of the bikeway network and as a bike route with traffic calming.

Richmond Blvd and Pill Hill

Add Richmond Blvd from W MacArthur Blvd to 30th St and 30th St from Richmond Blvd to Webster St. This would create a slow streets connection from Pill Hill to the lower Piedmont Ave neighborhood.

- Response: No changes proposed at this time. The proposed slow street on Webster St is a speculative long-range proposal due to the I-580 freeway off-ramp and the entrance to the Summit Hospital emergency room off Webster St at 34th St. Additionally, there is no near-term means of having Richmond Blvd at W MacArthur Blvd provide a through connection to an all ages and abilities route. If circumstances change on Webster St and MacArthur Blvd, it would be worth pursuing Richmond Blvd as a new route.

Pill Hill

Add 28th St from Telegraph Ave to Webster St to connect the routes on Telegraph Ave and Webster St while avoiding the hill on 29th St.

- Response. No changes proposed at this time. When updating the bikeway network, consider the merits of 28th St versus 29th St. Consider the possibility of 29th St providing a connection across I-980 (which could also be made via 30th St or 34th St). Also consider which street would best compliment the bikeway on 27th St.

Broadway Valdez

23rd St or 24th St: Add one of these streets connecting east-west through the Broadway Valdez district).

- Response: No change proposed to current recommendations. Retain 24th St as a traffic-calmed bike route per the 2019 Bike Plan. The street would not connect to other slow streets. A goal of the slow streets network is to provide a connected network of slow streets.

West Oakland

Are there opportunities to add slow streets in South Prescott south of 7th St?

- Response: The West Oakland BART transit-oriented development will support a connection from Center St/7th St to Center St/5th St. This is added as a connector, and Center St (5th St to 3rd St) is added as a slow street providing a connection along Center St to the entrance of South Prescott Park.

Halleck St, Beach St, and Wood St from the Emeryville border to 32nd St in Oakland: This route is an opportunity to connect the two cities and avoid the heavier vehicular traffic along the current route via Mandela Pkwy and Horton St.

- Response: Beach St and Wood St west of 32nd St are mainly unimproved roadways in an industrial area that would require significant investment to be suitable for walking and biking. Rather than proposing them as slow streets, the next revision to the bikeway network will consider proposing a path for this connection. This proposal could be synergistic with future efforts to build curbs, gutters, and sidewalks along these streets.

Add 34th St from West St to Telegraph Ave to add a connection across Highway 24 in what is currently a large gap in the network.

- Response: In response to this comment, traffic counts were collected on 34th St between Martin Luther King Jr Wy and the Highway 24 overcrossing. The three-day

count found 2,832 ADT and a maximum peak hour volume of 134 (westbound in the PM). Due to Fire Station No. 5 and the emergency room entrance to Summit Hospital both being located on 34th St, the street is not conducive to adding traffic calming. Thus this segment is not recommended for addition to the slow streets network. Instead, staff will consider 34th St as well as 29th St and 30th St for adding a bike route connection across I-980/Highway 24 between W MacArthur Blvd and 27th St.

Add Filbert St (32nd St to 28th St), 28th St (Filbert St to Myrtle St), Myrtle St (28th St to 26th St) to connect the slow streets on 32nd St and Filbert St by wrapping around the McClymonds High School campus.

- Response: No change proposed. Having a slow street along the main entrance of the high school would be challenging due to school-related traffic. Instead, 27th St (San Pablo Ave to West St) will be added as a connector.

Golden Gate

65th St (Vallejo S to San Pablo Ave): Instead of a slow street, consider two-way separated bike lanes on the north side of the street.

- Response: Agree. This change will be considered in the next Bike Plan update. The proposal anticipates the Ashby Ave interchange project's bike/ped bridge having an access point at 65th St/La Coste St and AC Transit's financially unconstrained bus route proposal for 65th St. Emeryville's General Plan designates 65th St as a "Connector Street" for vehicular traffic. (The City of Oakland designates 65th St as a local street.) The average daily traffic (ADT) volumes of 2,662 (collected in 2022) are higher than appropriate for a slow street.

Add 53rd St (San Pablo Ave to Boyer St).

- Response: Agree. This suggestion creates consistency with Emeryville's Bicycle Plan which has a bicycle boulevard on this block of 53rd St (where the city limit runs down the center of the block). Note that implementation will be complicated by this block providing the pick-up/drop-off zone for Emeryville High School.

North Oakland

41st St/Linden St (from 41st St/Adeline St to Linden St/42nd St): Add to connect to 41st St in Emeryville.

- Response: Retain current proposal. Emeryville has a nice facility on 41st St (Adeline St to San Pablo Ave) but it ends at San Pablo Ave. Connecting to Park Ave is not

great, but best done via 43rd St. This is a level of network refinement that would be helpful to make after Emeryville's 40th St project and ACTC's San Pablo Ave project.

Add 41st St (Broadway to Montgomery) and Gilbert St (41st St to John St).

- Response: Retain current proposal. In evaluating this comment, traffic counts were collected on 41st St between Terrace St and Gilbert St. The counts found 3,428 ADT and a peak hour volume of 177 (eastbound in the PM). These traffic volumes along with the street width and diagonal parking are complicating for a slow street proposal, as are the post office and the 7-Eleven. The other vehicular route is 40th St, but it would be challenging to redirect drivers to 40th St as 40th St does not provide a direct connection from Broadway to Piedmont Ave. Without 41st St, Gilbert St would not provide a through connection. Additionally, the bikeway density in this area – with Broadway, Howe St, and Piedmont Ave – suggest that focusing on other neighborhoods with fewer bikeways will provide greater benefit to the overall bikeway network. Keep this portion of 41st St as part of the bikeway network and seek opportunities to improve the bikeway, but do not have it be a slow street. (Without the angle parking, 41st St is wide enough for buffered bike lanes and parallel parking in both directions. Alternately, a climbing bike lane could be added if the front-in angle parking was changed to back-in angle parking.)

45th St (Broadway to Emeryville border): Keep this proposed neighborhood bike route as part of the slow streets network. Extend it from Broadway via Whitmore St to Gilbert St.

- Response: Retain the current proposal. 42nd St and 45th St are both proposed as neighborhood bike routes in the 2019 Bicycle Plan. But these are the only two streets that cross Highway 24 between 40th St and 52nd St. The proposal is thus to have 42nd St be a slow street and have 45th St continue to be a collector. With the freeway on-ramp on Martin Luther King Jr Wy at 47th St and with numerous institutions along 45th St, it would be challenging to divert through traffic to 40th St and 52nd St. 42nd St can be a more successful slow street if 45th St remains a collector.

Add West St (52nd St to 53rd St).

- Response: From a network planning perspective, it would be good to connect West St directly to the proposed slow street on 53rd St. However, this block of West St is one-way and it intersects with Martin Luther King Jr Wy, not 53rd St. Note a current OakDOT project will reverse the one-way direction from southbound to northbound. After this change, northbound cyclists would need a short stretch of two-way cycle track on the south side of Martin Luther King Jr Wy to get to the traffic signal at 53rd St. Given the width of West St for this one block, it may be impractical to allow southbound bicyclists to travel against oncoming vehicular traffic. Southbound

cyclists could be routed through the park (involving non-trivial changes to the park). It seems more practical for bicyclists on southbound Martin Luther King Jr Wy to take 52nd St to West St, and for bicyclists on Dover St to also take 52nd St to West St.

52nd St (Market St to Genoa St): This block is a proposed bicycle boulevard in the 2019 Bicycle Plan but not included in the slow streets network. That is ok given the newly proposed slow street on 53rd St. However, add traffic calming on this block of 52nd St to support the slow street on the adjoining block of 52nd St that connects Genoa St to West St.

- Response: Agree. If the traffic volumes on 52nd St (Genoa St to West St) exceed targets, and all feasible traffic calming has been installed on that block, the next step would be to investigate traffic calming on the upstream blocks. Note this approach is not specific to this location and applies generally to slow streets proposals.

Add a route that connects Cavour St at Shafter Ave to Coronado Ave at Broadway via Cavour St, Manila Ave, Glendale Ave, Desmond St, and Coronado Ave.

- Response: Agree. This addition creates a route parallel to 51st St on neighborhood streets. Additionally, a connector will be added from Coronado Ave at Broadway through the shopping center to Pleasant Valley Ave at Gilbert St, connecting to slow streets in the Piedmont Ave neighborhood.

Add Racine St (59th St to Alcatraz Ave) to provide a connection into Berkeley between Genoa St and Colby St.

- Response: Agree. To complete the connection, the following streets will also be added: Alcatraz Ave as a connector (Racine St to Raymond St), Raymond St (Alcatraz Ave to 66th St), 66th St (Raymond St to Deakin St) and Deakin St (66th St to Woolsey St). This route will connect to Berkeley's bikeways on Woolsey St, Deakin St, and Fulton St.

Add Alcatraz Ave (Colby St to Colby St) to create a continuous connection along Colby St at its offset intersection with Alcatraz Ave.

- Response: Agree. (This omission was a clerical error in the draft slow streets network.)

Add Genoa St (61st St/Stanford Ave to Adeline St/Genoa St).

- Response: Agree. This block of Genoa St will replace Adeline St (Genoa St to 61st St) as it makes a more natural connection from Genoa St to King St. Additionally, the block of Genoa St can be a slow street whereas the block of Adeline St was proposed as a connector. The crossing of Stanford Ave at King St will be retained as

this is the natural path for folks on 61st St crossing Stanford Ave to continue on 61st St.

Add: 57th St (Genoa St to Lowell St) to provide a convenient crossing of both Market St and Adeline St.

- Response: Agree. This suggestion takes advantage of the traffic signal on 57th St to get people across both Market St and Adeline St at one intersection.

Add 61st St from Dover St to Shattuck Ave, extending the currently proposed slow street on 61st St from Lowell St to Dover St.

- Response: No change proposed. 61st St was added due to a coordination issue with OakDOT's project at Martin Luther King Jr Wy at the Berkeley border. It was added as a way for bicyclists to leave Martin Luther King Jr Wy and continue into Berkeley via parallel routes. 61st St could be extended all the way to Colby St. But the currently proposed 59th St provides a better connection from Dover St to Colby St and it is already in the process of being established.