

MAY 2025

Bike East Bay: Slow Streets Development in Oakland & Berkeley

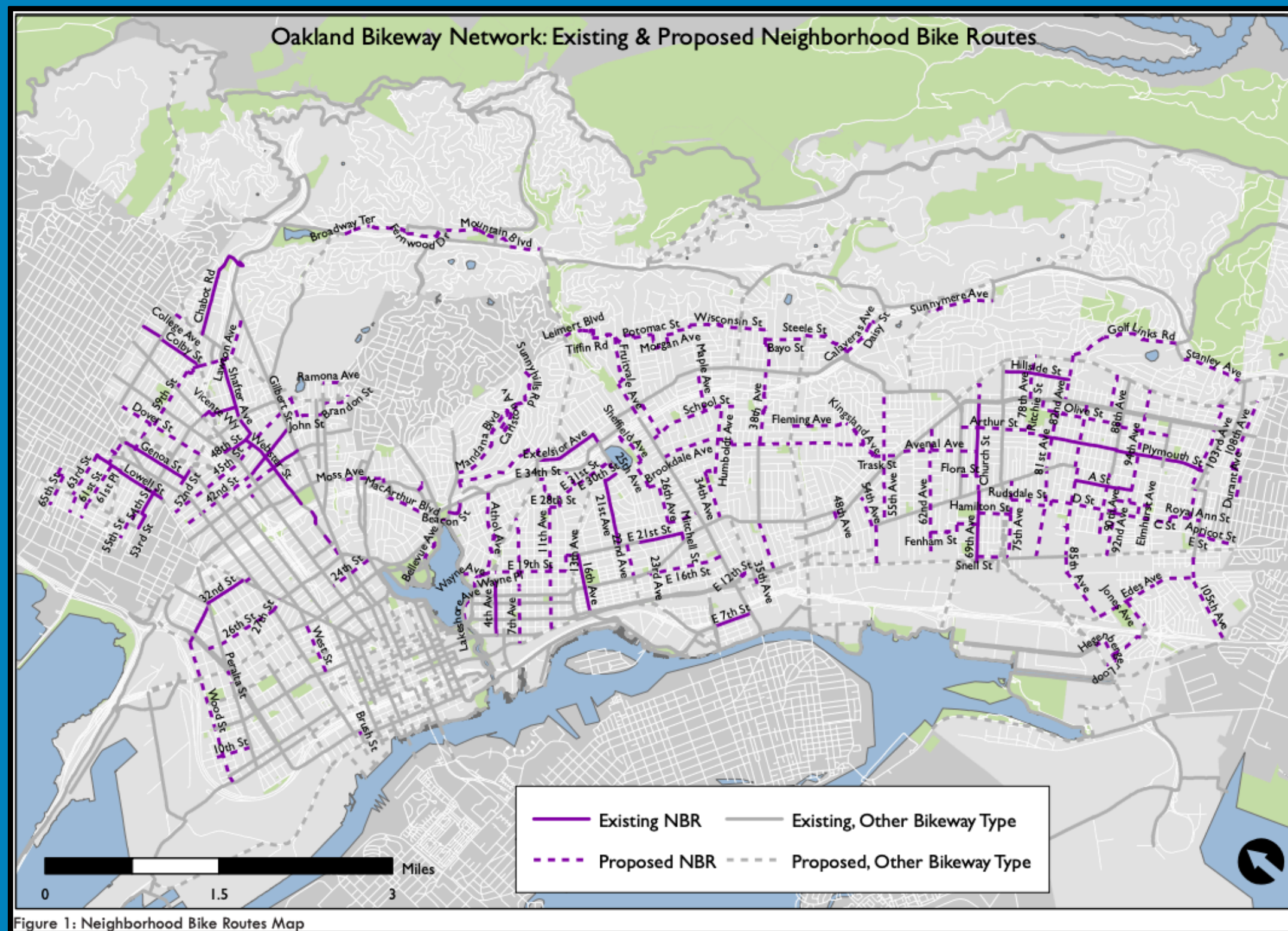
Justin Hu-Nguyen: Co-Executive
Director of Mobility Justice
Robert Prinz: Advocacy Director



What are Slow Streets?

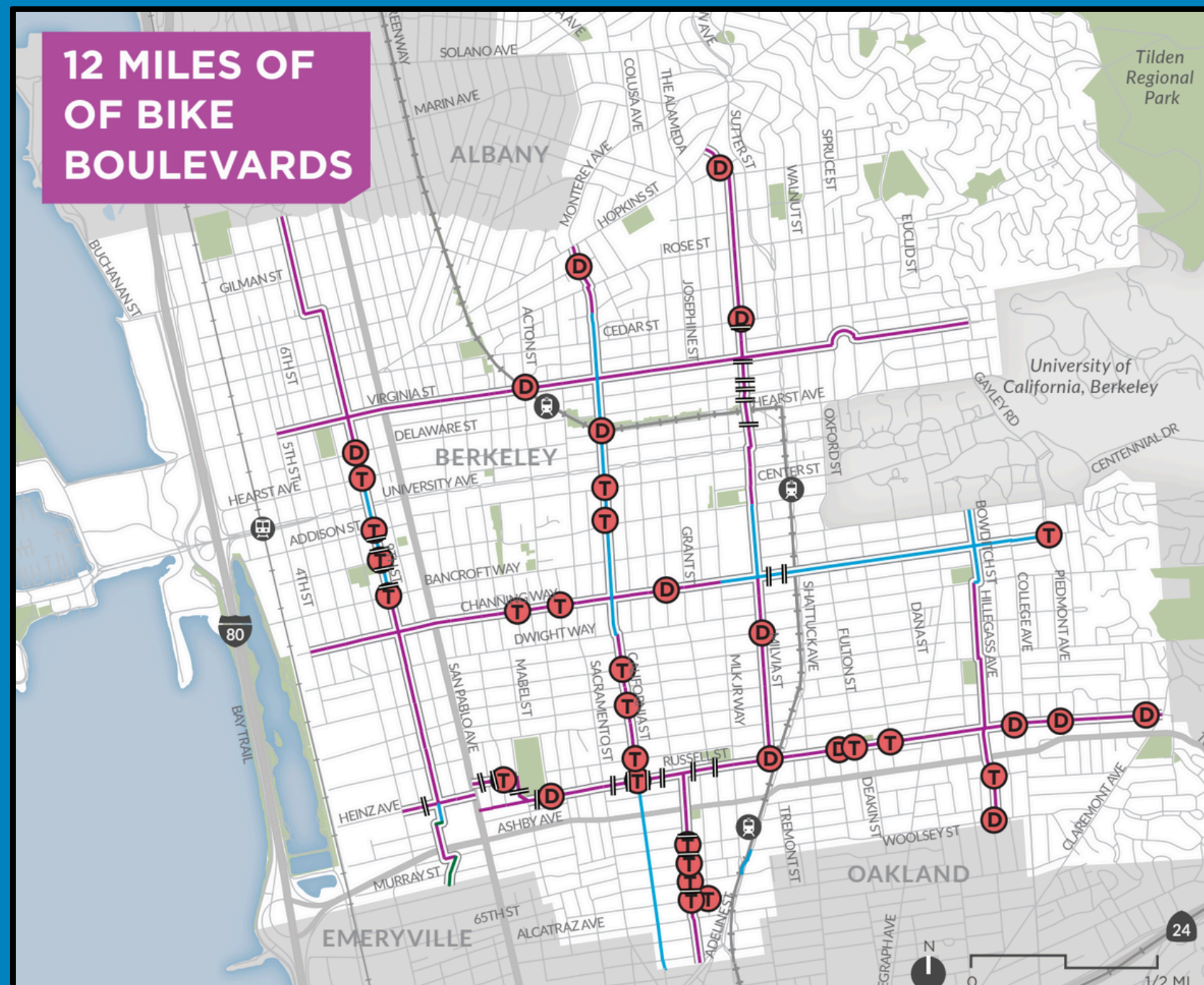


Oakland “slow streets”



21 miles starting 2020, based on Oakland's 2019 bike plan recommendations

Berkeley “healthy streets”



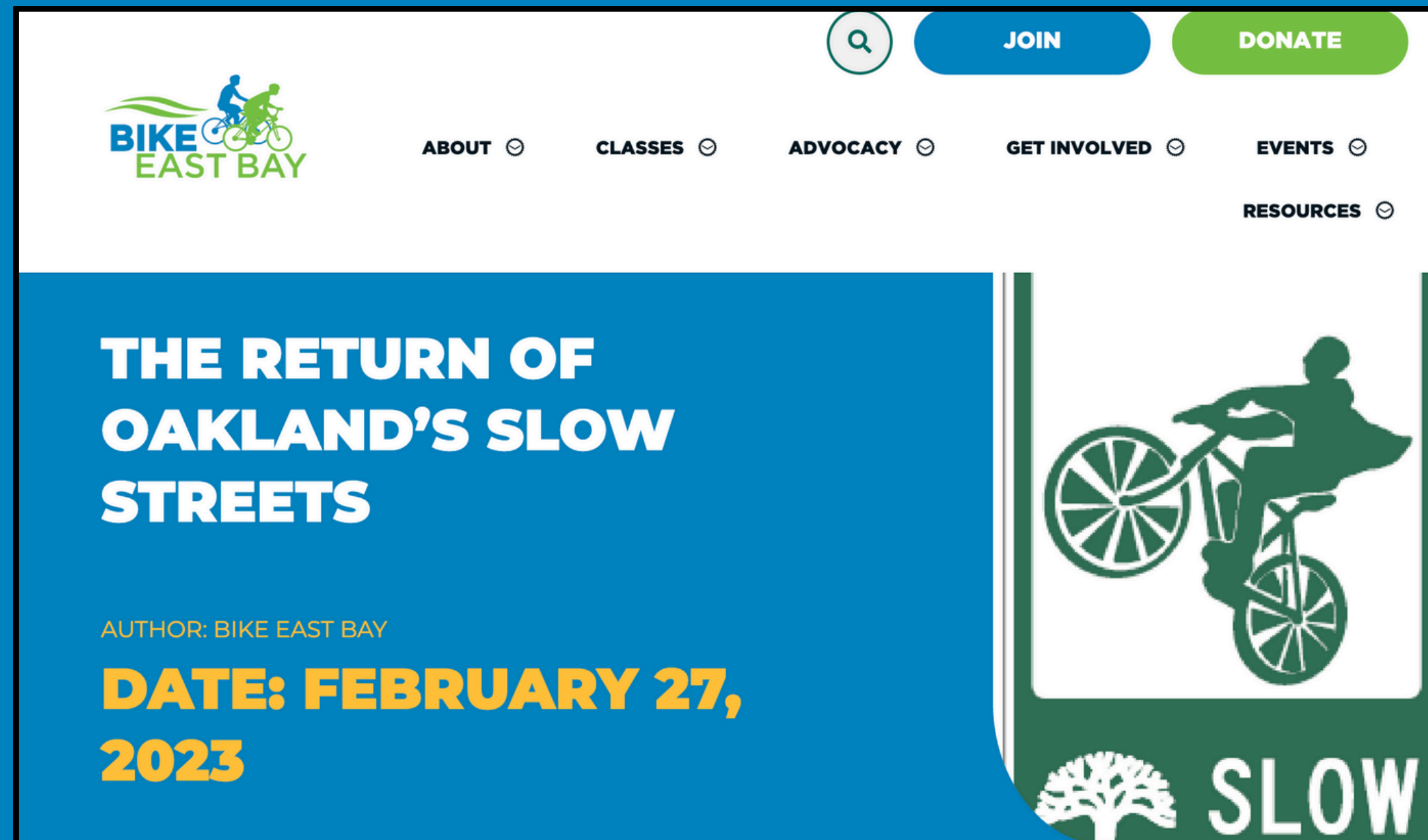
Several miles based on Berkeley’s existing “bike boulevard” network

Slow Streets



By 2022 they were all destroyed or removed...

Slow Streets



...But we didn't give up!

2019 Oakland bike plan



Let's Bike Oakland
BIKING IN OAKLAND TODAY

Bicycle Facility Types

Existing bikeways in Oakland provide a base from which the City can propose a low stress bikeway network. Read about the low stress bike facilities that this Plan centers on page 80.



Shared Use Path

- Paths shared by people walking and biking completely separated from motor vehicle traffic
- Comfortable for people of all ages and abilities
- Typically located within or along parks, roadway medians, rail corridors, or bodies of water
- Oakland refers to this as Class 1 Bikeway



Protected Bike Lane

- On-street bike lane separated from motor vehicle traffic by curb, median, planters, parking, or other physical barrier
- Oakland refers to this as Class 4 Bikeway



Buffered Bicycle Lane

- Dedicated lane for bicycle travel separated from traffic by a painted buffer
- Adding a buffer provides additional comfort and space from motor vehicles and/or parking
- Oakland refers to this as Class 2B Bikeway



Bike Lane

- Dedicated lane for bicycle travel adjacent to traffic
- Oakland refers to this as a Class 2 Bikeway



Neighborhood Bike Route

- Calm local streets where bicyclists have priority, but share roadway space with automobiles.
- Includes shared roadway bicycle markings on pavement and additional traffic calming measures like speed humps or traffic diverters to keep streets comfortable for bicyclists
- Comfortable for bicyclists with wider range of comfort levels
- Oakland refers to this as Class 3B Bikeway



Bike Route

- Signed bike route, sharing the roadway with motor vehicles
- Can include pavement markings
- Comfortable for more confident people biking
- Used when space for bike lane may not be feasible
- Oakland refers to this as a Class 3 Bikeway



Arterial Bike Route

Arterial Bike Routes, which require bicyclists to share lanes with cars on busy streets, will no longer be proposed.

Oakland's plan identified types of "low stress" facilities...

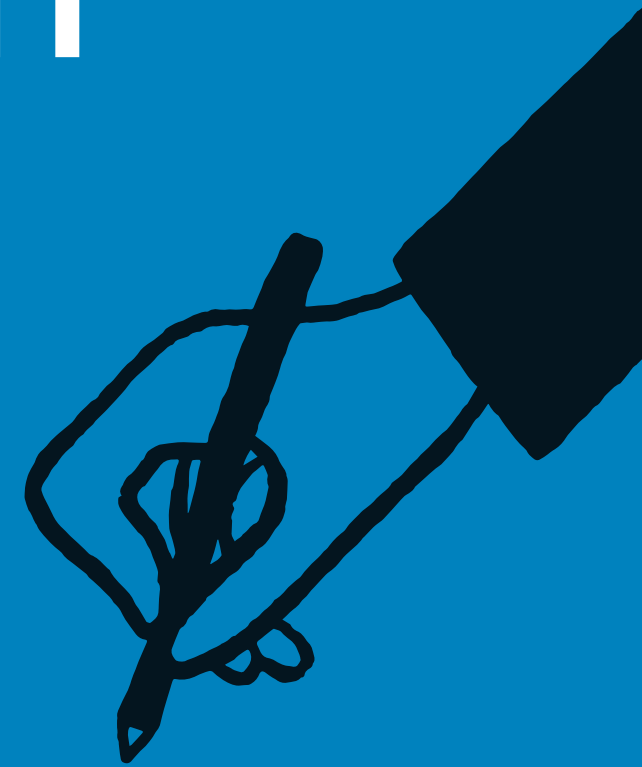
2019 Oakland bike plan



...But many neighborhood projects
weren't meeting design recommendations.



2021 design guide



So Bike East Bay worked with Oakland staff on a new design guide...

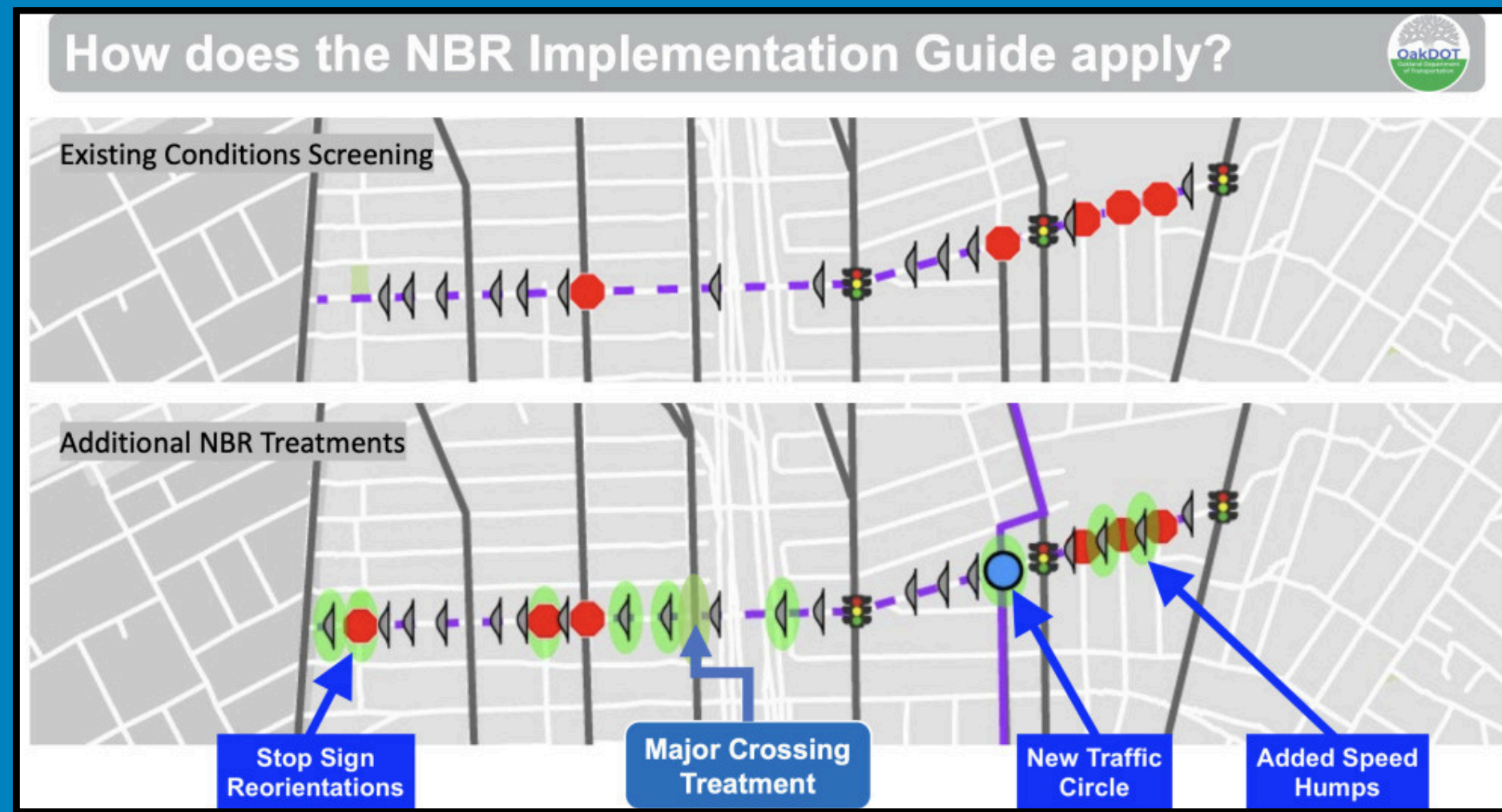
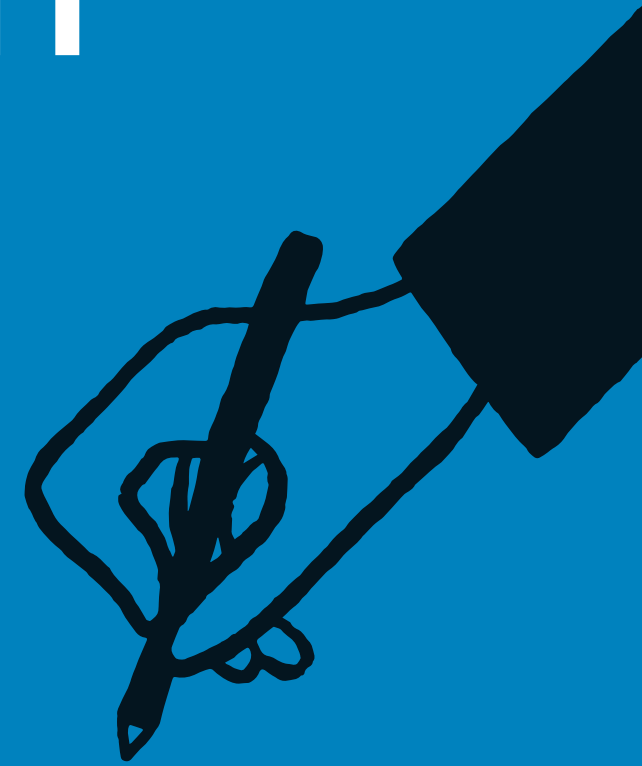
The Bike Plan outlines four actions for streets to be designated as NBRs:

1. Improving Major Street Crossings;
2. Reducing or Preventing Speeding;
3. Preventing High Car Volumes; and
4. Increasing Pavement Quality.

This Guide describes implementation in the following five subject areas: Scoping & Monitoring, Route Establishment, Traffic Calming, Traffic Control, and Public Notification & Comment.







2021 design guide



...Including specific goals and minimum treatments...

How could OakDOT identify Slow Streets? Possible Non-Standard Treatments



Guide Signs (green background, white message)	Warning Signs (yellow background, black message)	Regulatory Signs (white background, black message)	Pavement Markings (typically white)
			

Considerations

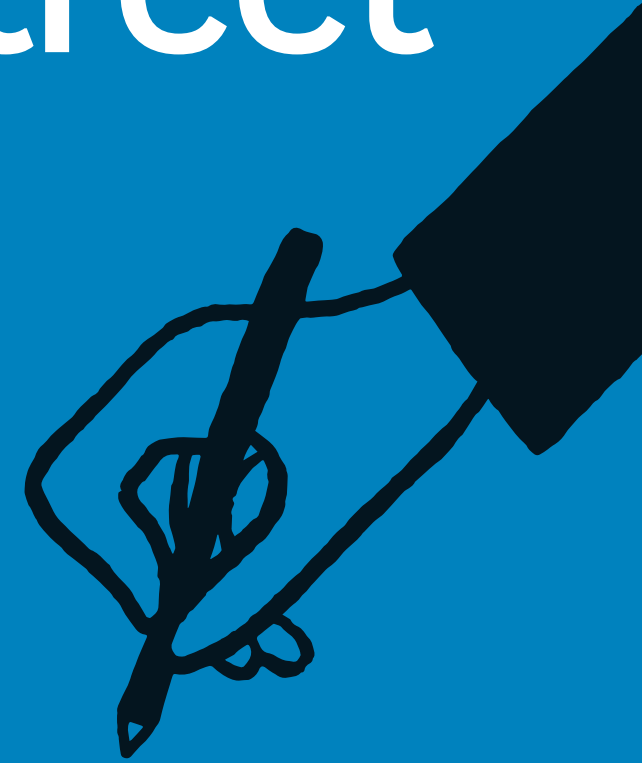
- Non-standard treatments may be feasible when responding to a local need, demonstrating engineering judgment, and taking a systematic approach.
- Non-standard warning and regulatory signs may create liability compared to non-standard guide signs and pavement markings.

Slow Streets update



...And further visual designations for priority corridors.

Example: 8th Street



Hit and run at 8th and Peralta, then

**Car mounted sidewalk and crashed
through gate into yard.**

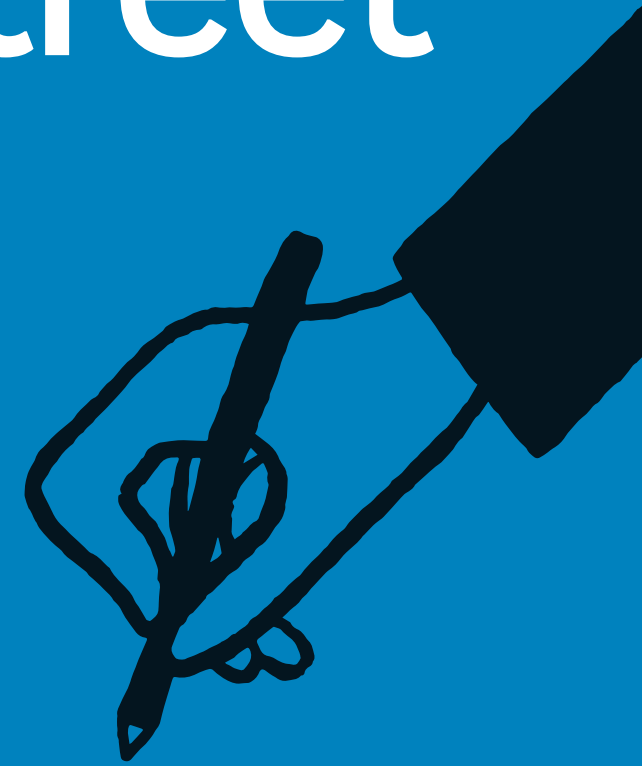
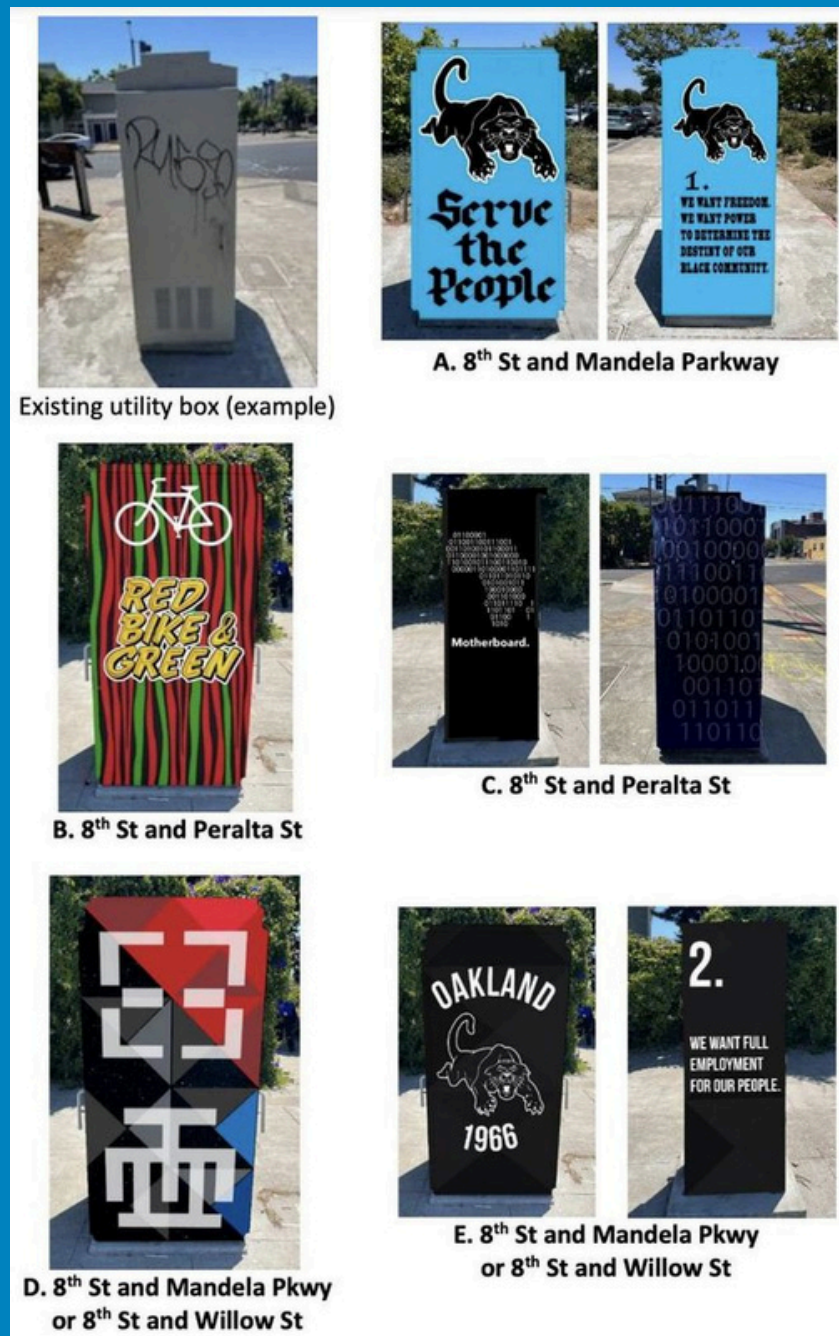
8th & Henry, April 25, 2021

NEIGHBORS
UNITED
FOR A



West Oakland neighbors were already advocating for a safer 8th Street...

Example: 8th Street



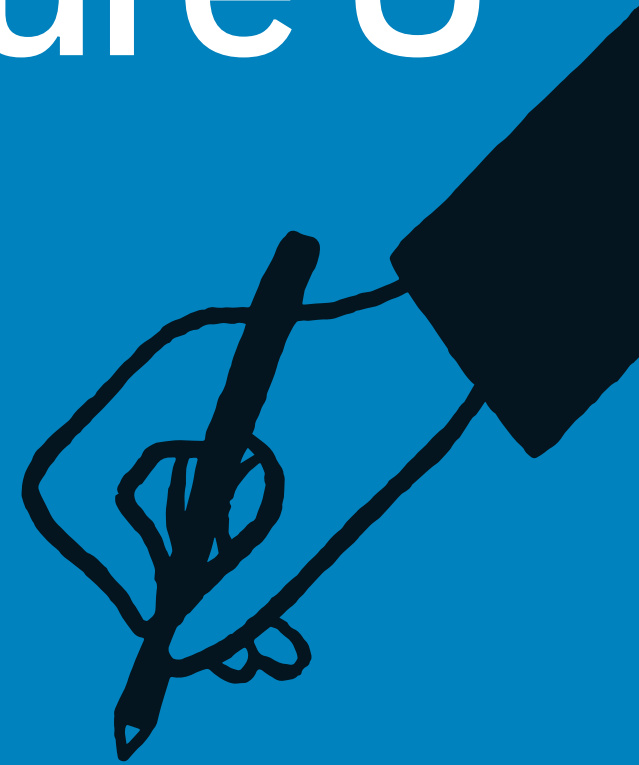
We came together to win both visual treatments + robust traffic calming

Oakland voted



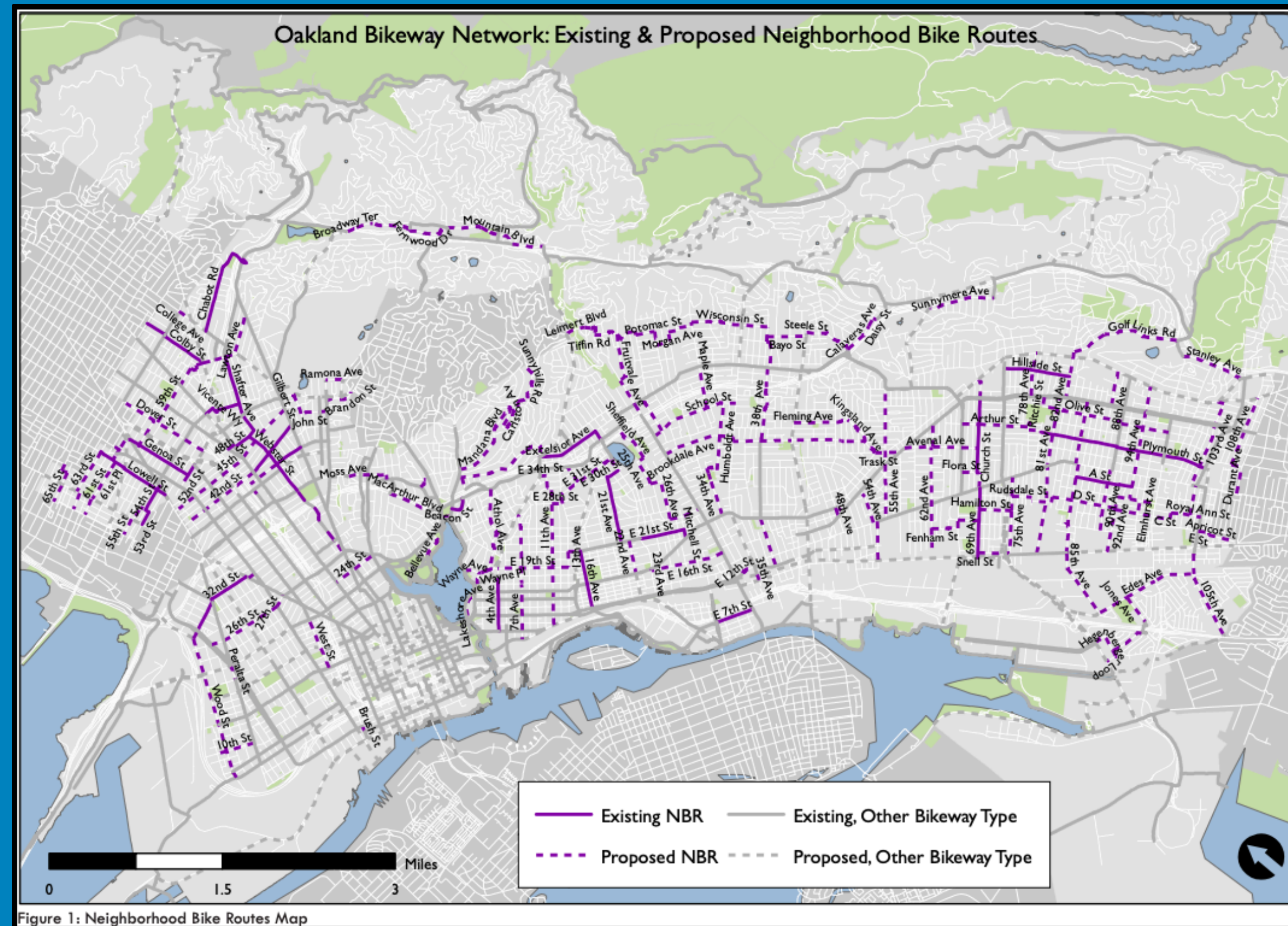
**MORE HOUSING.
SAFER STREETS.
AND MUCH MORE.**

**2022
Measure U
Win**



Oakland's Measure U now requires bike/walk plan
implementation alongside routine paving

Looking ahead...



50 miles of neighborhood route traffic calming upgrades
are on the way with paving in Oakland



Meanwhile in Berkeley...



Advocates passed Measure FF in 2024 with similar bike/walk plan implementation requirements to Oakland's Measure U



Meanwhile
in Berkeley...



And Berkeley's bike plan is being updated this year



Example: Ninth Street



With funding from PeopleForBikes and Bayer we implemented a one-block, one-day Slow Streets pop-up in Berkeley...

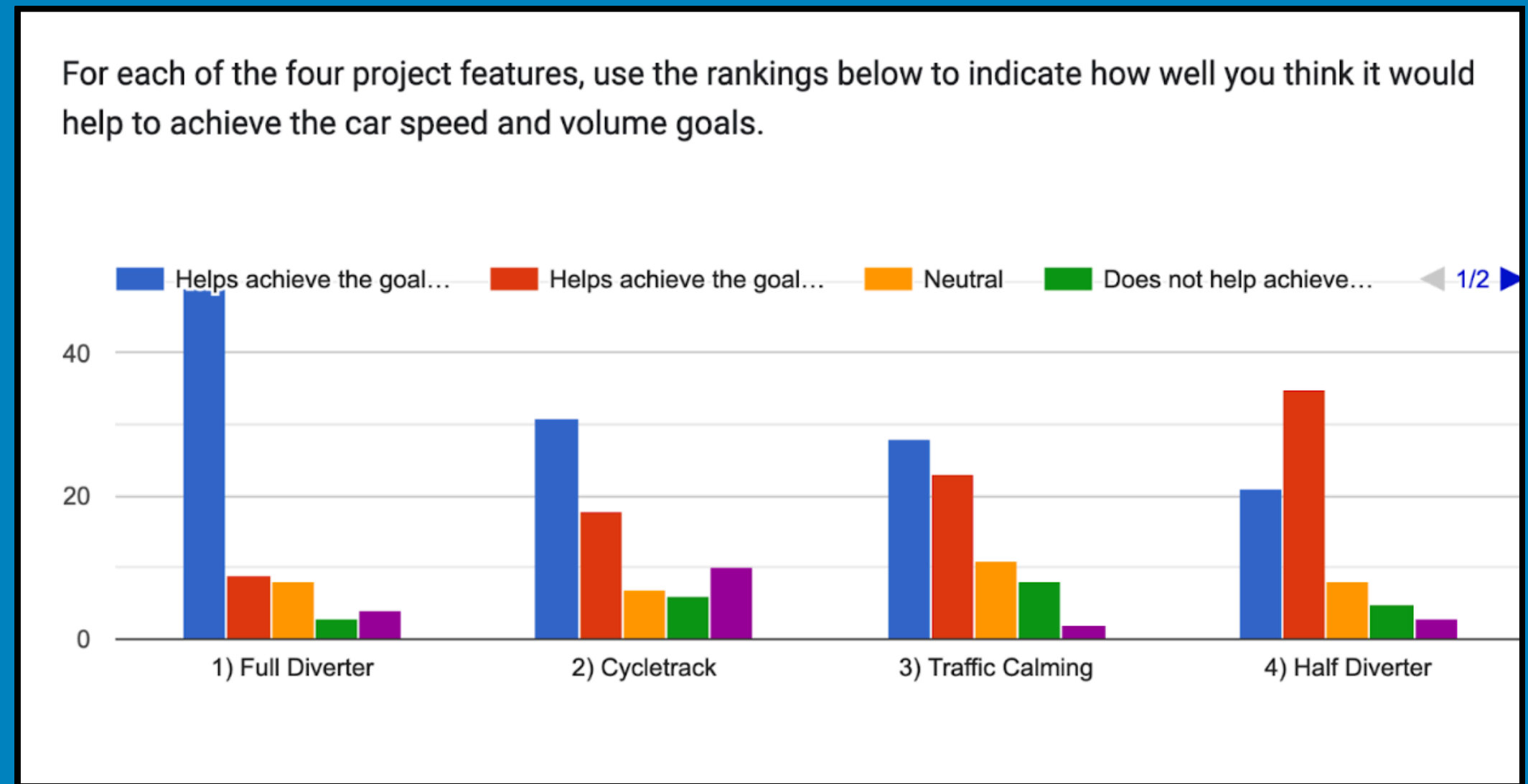


Example: Ninth Street



...To demonstrate what's possible on the corridor &
get feedback from neighbors

Looking ahead...



Survey responses were sent to Berekeley staff to inform the bike plan process & traffic calming policy updates...

Looking ahead...





...And all of the pop-up materials are now part of our “traffic calming library” that local partners can borrow for their own demonstrations!

Thank you for your interest & advocacy!



**Stay in touch to share
info & questions!**

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