

Comments from the Oakland Plan Public Draft Review
<p>The statements below attempt to capture some of the comments made by members of the public during the public review process of the Mobility Chapter of the Draft Oakland Plan, as related to this workshop on Zulema and Boulevard of the Allies. The public comments are also listed in a PDF available elsewhere on the Oakland Plan Engage Page through the "View the Public Comments and Responses" link, available here as well.</p>
<p><i>Comment 1: Zulema St is an important relief valve for Bates St. fire trucks need to exit Bates to get to Oakcliff and a relief vavle to traffic leaving Oakland</i></p> <p><i>Comment 2: The workshop charette [Boulevard & Zulema] had multiple options—one was a road diet and another was angling it differently. What is on the website doesn't explore those in meaningful way. It should be something that gets more considered.</i></p> <p><i>Comment 3: I would like to have had the [Zulema] proposal give a few options and then seek feedback from public, rather than 60 pages of workshop notes.</i></p> <p><i>Comment 4: Clear that we do not want Zulema street closed and plan does not call for that street closure. And park not to be closed. But we want a drawing showing some improvements to the area to help people imagine how that green space would look once improved and have safer access to it.</i></p> <p><i>Comment 5: Zulema Street road diet vs. Being closed off all together. Road diet first is a better way to go since doesn't constrict people. If on Halket at Panera and want to get to Bates, why go all the down to intersection to get through, when there is a perfectly good street that could be maintained.</i></p> <p><i>Comment 6: Once we lose streets, never get them back. Lost part of Hamlet St that went through Magee Hospital site. Losing street behind Niagara St since UPMC bought that. Why can't City keep streets for public access and parks for public enjoyment.</i></p> <p><i>Comment 7: Getting from Oakcliffe to the Post Office and other places, needs Zulema Street.. That fell on deaf ears too, since the plans (agreement with Gainey) now says that Zulema will stay open only until Bates Street gets reconfigured. That one really confuses and disappoints me.</i></p> <p><i>Comment 8: Instead of completely closing Zulema, what about reducing it in size?</i></p> <p><i>Comment 9: Widening Bates Street for more vehicles is not future proof. It is proven across the country that creating more lanes leads to even more traffic. Supply and Demand. Bates gets backed up because of all the traffic to the Parkway East and the incredibly short on-ramp, and the short-off ramp coming off the Parkway. With the future Oakland Crossings, and the Hazelwood Green site, the city and state really need to think about future proofing the Parkway. The city needs a road "diet," not get more hungry. The intersection with Zulema Street is worthless. I never see anyone drive on that road. Same with the little Coltart crossover to Bates. You have enough lanes on the Blvd, so maybe ease the congestion coming down from Forbes and Fifth first before creating more lanes.</i></p> <p><i>Comment 10: Traffic Management : Oakland is the daily destination for thousands of commuters and visitors arriving by car; but it is also a conduit for thousands of commuters and visitors on their way someplace else. The Boulevard of the Allies, Fifth Avenue, Forbes Avenue, and to a lesser extent Centre Avenue and Baum Boulevard are all essentially highways through Oakland for traffic that does not stop. Taming that traffic is essential to street safety and the quality of life here. We are encouraged by the proposed projects on Robinson Street, the Boulevard of the Allies, Craig and Centre, McKee Place, Bates Street and South Bouquet for their careful consideration of safety, clarity, accessibility, and humanity. Notably missing from this plan is a re-design of the intersections of Bates and the Boulevard of the Allies, and Halket and the Boulevard of the Allies - which are lynchpins for transit, pedestrian and bicycle access, cars, and trucks. Reimagining these intersections will be integral to delivering on promises to improve Zulema Park, expand BRT connections along the Boulevard and down to Second Avenue, and provide safe pedestrian and bicycle access between Oakland and the South Side.</i></p>