High Street Paving and Traffic Calming Project

Fall 2022 update - 95% DRAFT Plan

City of Oakland | Department of Transportation

ABOUT THE PROJECT

High Street is an important east-west corridor that connects the Laurel District, Maxwell Park and Allendale to International and Foothill Boulevards. High Street is primarily residential in character with a vibrant mix of businesses, parks, schools, and churches. For most of the stretch between Foothill and I-580, High Street has two travel lanes and a center turn lane. This center turn lane is rarely used for turning vehicles and is commonly used as a passing lane, encouraging speeding and unsafe driving. There were two fatal collisions on High Street in the last 10 years, and 225 collisions in the last 5 years.

OakDOT completed construction of a Highway Safety Improvement Program Grant (HSIP) in January 2022 to install flashing pedestrian beacons and traffic signal upgrades at nine intersections along High Street (shown as white dots on map at right). OakDOT will also repave High Street between Foothill Blvd and Tompkins Ave in early 2023.

OakDOT engaged residents in Spring 2021 regarding their safety priorities for the street, and staff heard consensus from the community that a bicycle lane is not appropriate at this time. Steep grades, lack of space for physical protection of a bike lane, and speeding drivers were the primary factors in choosing a traffic calming approach to the street with median islands and speed cushions. A draft concept is shown starting on page 5.

PROJECT GOALS

- Slow vehicle speeds and curb unsafe driving
- Reduce vehicle collisions
- Improve safety and comfort for people walking, especially crossing at major intersections
- Increase the visibility of people walking and biking
- Investigate providing a bicycle lane for people biking on High Street

PEDESTRIAN SAFETY IMPROVEMENTS ON HIGH ST

In January 2022, OakDOT completed construction of a Highway Safety Improvement Program Grant (HSIP) to install flashing pedestrian beacons, high visibility crosswalks, and traffic signal upgrades at nine intersections along High Street in 2021/22. Safety improvements included high-visibility painted crosswalks, Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons, as well as new mast-arms for traffic signals to improve signal visibility, particularly for people approaching intersections from side streets. The project also proposes speed cushions (shown to the right) between Foothill Boulevard and Brookdale Avenue to slow traffic while still accommodating emergency and transit vehicles (see page 5).

RECTANGULAR RAPID FLASHING BEACON (RRFB)

RRFBs are button-activated traffic safety devices that rapidly flash bright white lights to alert drivers to the presence of pedestrians. RRFBs help improve traffic safety in areas with high speed vehicle traffic, or where there are higher numbers of pedestrians or other people not traveling by car. RRFBs will be isntalled at four locations on High Street: Carrington Street, San Carlos Avenue, Penniman Avenue, and Suter Street.

RRFB at Grand Avenue and Ellita Avenue in Oakland

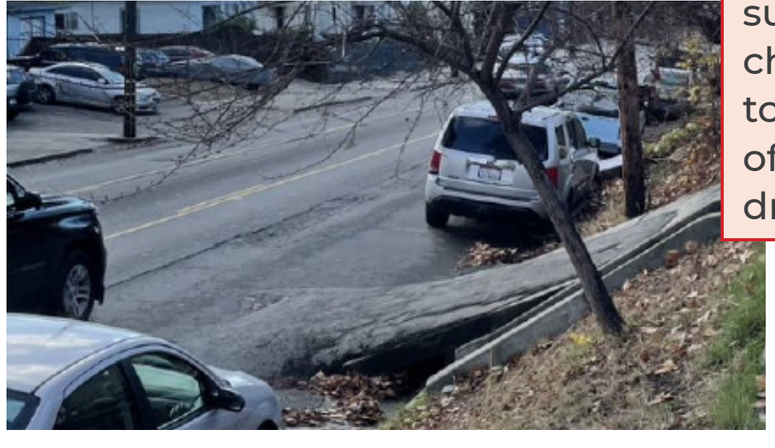
PEDESTRIAN HYBRID BEACON (PHB)

Pedestrian hybrid beacons are button-activated traffic safety devices mounted on overhead poles that alert drivers to pedestrians crossing busy streets. PHBs flash yellow lights to alert drivers that pedestrians have activated the crossing signal. When the light turns red, pedestrians receive a walk signal. The PHB flashes red for a few seconds after the walk signal expires, and traffic continues. A PHB will be installed at Fleming Avenue.

PHB at Grand Avenue and Lenox Street

SITE PHOTOS

Center turn lane is used as a passing lane or as an extension of the travel lane to avoid parked cars; promotes speeding.



Driveways and sunken storm channel contribute to the perception of a too-narrow drive lane.

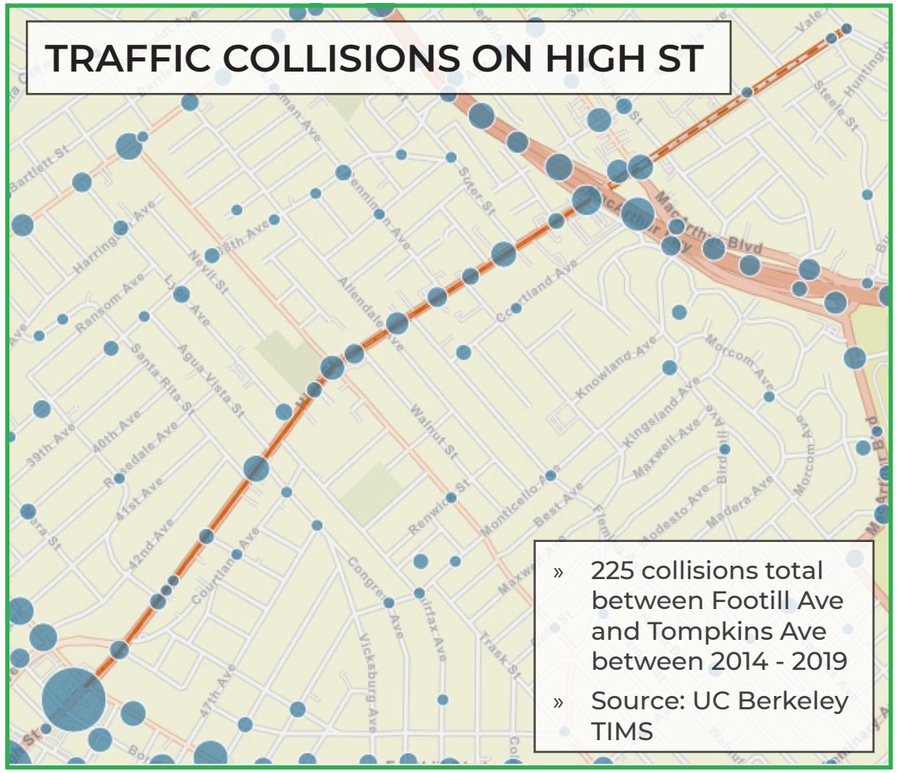
photos taken by OakDOT staff 12.17.20

Wide, unobstructed road promotes speeding.

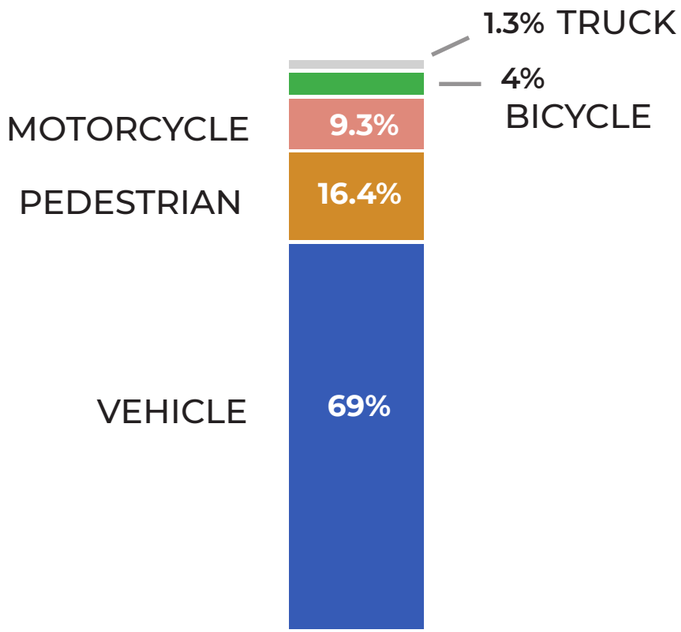
Wide, unsignalized pedestrian crossings are safety risks; 70% of pedestrian collisions occur in crosswalks on High St.

TRAFFIC SAFETY

- There have been two traffic deaths on High St in the past ten years; one at the intersection of Fleming Ave (where HSIP pedestrian improvements are planned), and one South of Quigley Ct. Both collisions involved vehicles speeding and making unsafe turning movements. Both deaths were tragic and preventable.
- Collision data from the past five years shows that speeding is the most common cause of crashes on High St, confirming anecdotal feedback to staff about complaints of speeding and vehicles using the center lane as a passing lane.
- **There were 225 collisions on High Street from Foothill to Tompkins from 2014-2019, or about one every 8 days**



PARTIES INVOLVED



TOP CAUSES OF COLLISIONS:

#1: UNSAFE SPEED (25%)

#2: IMPROPER TURNING (16.5%)

#3: TRAFFIC SIGNALS AND SIGNS (15%)

#4: AUTOMOBILE RIGHT OF WAY (14.5%)

#5: PEDESTRIAN RIGHT OF WAY (6.5%)

TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022
FOOTHILL TO COURTLAND

TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022

CARRINGTON TO SAN CARLOS

TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022

SANTA RITA TO LYON

TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022

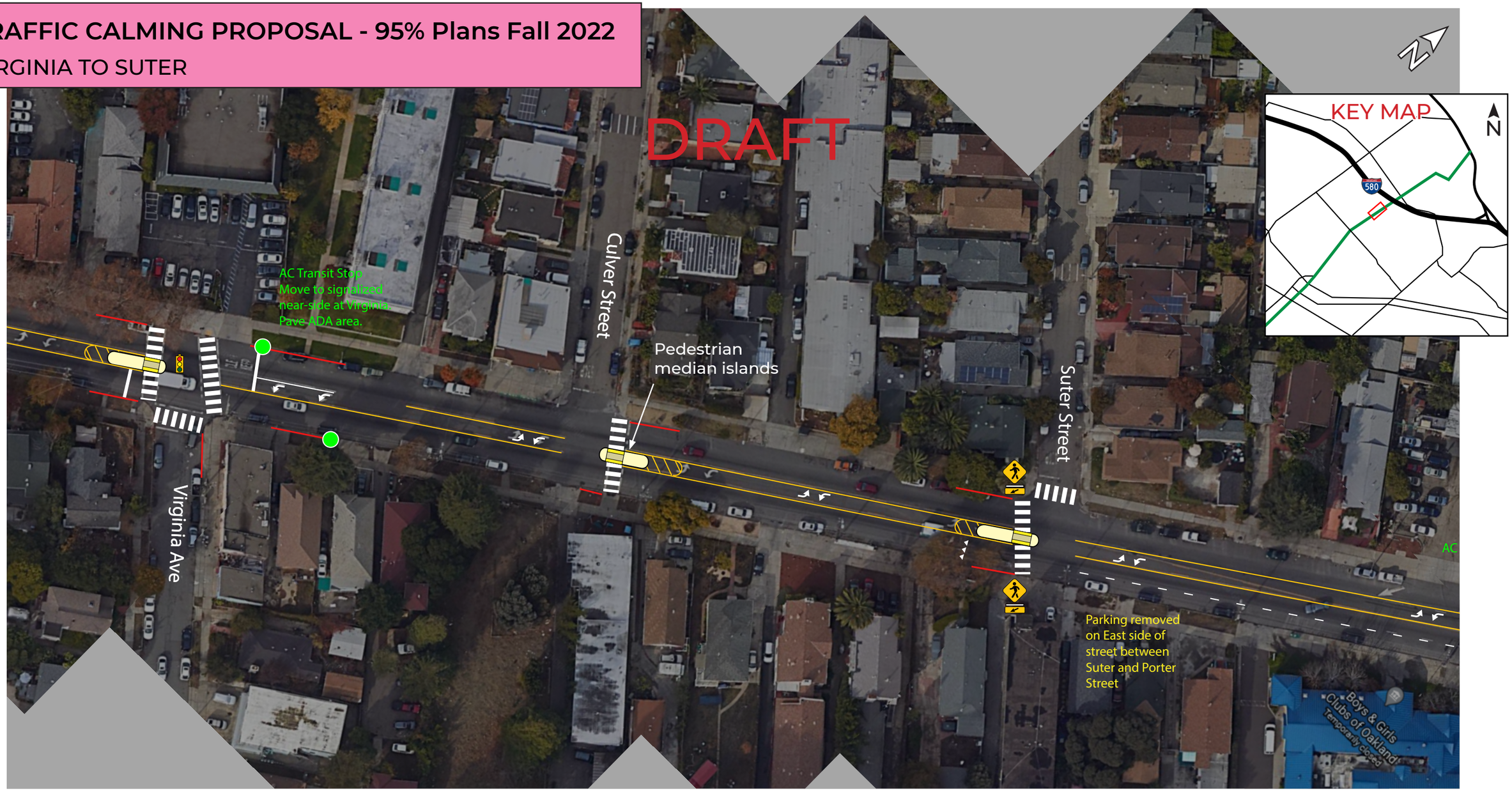
BROOKDALE TO ALLENDALE

TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022

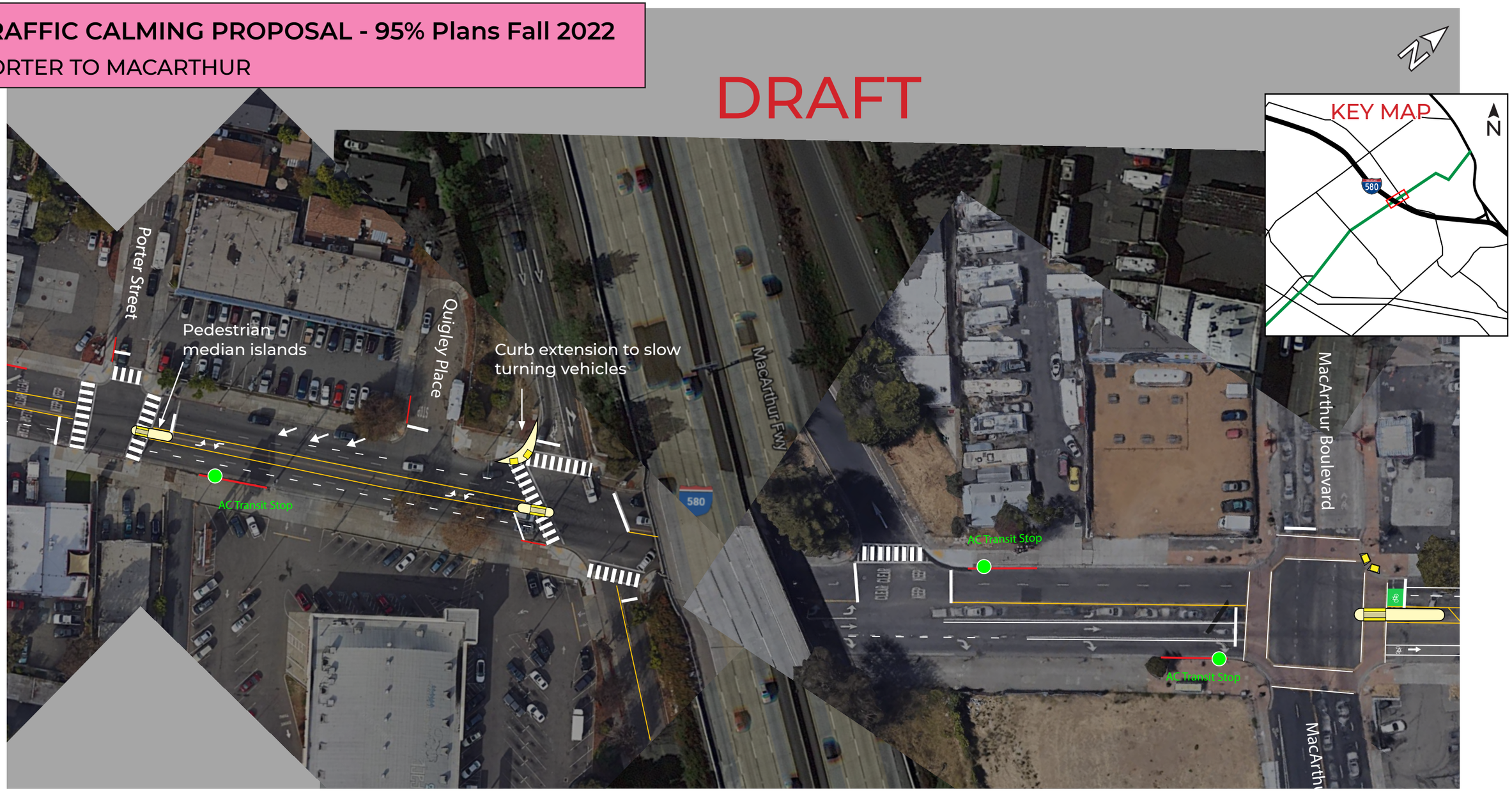
ALLENDALE TO PENNIMAN

TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022

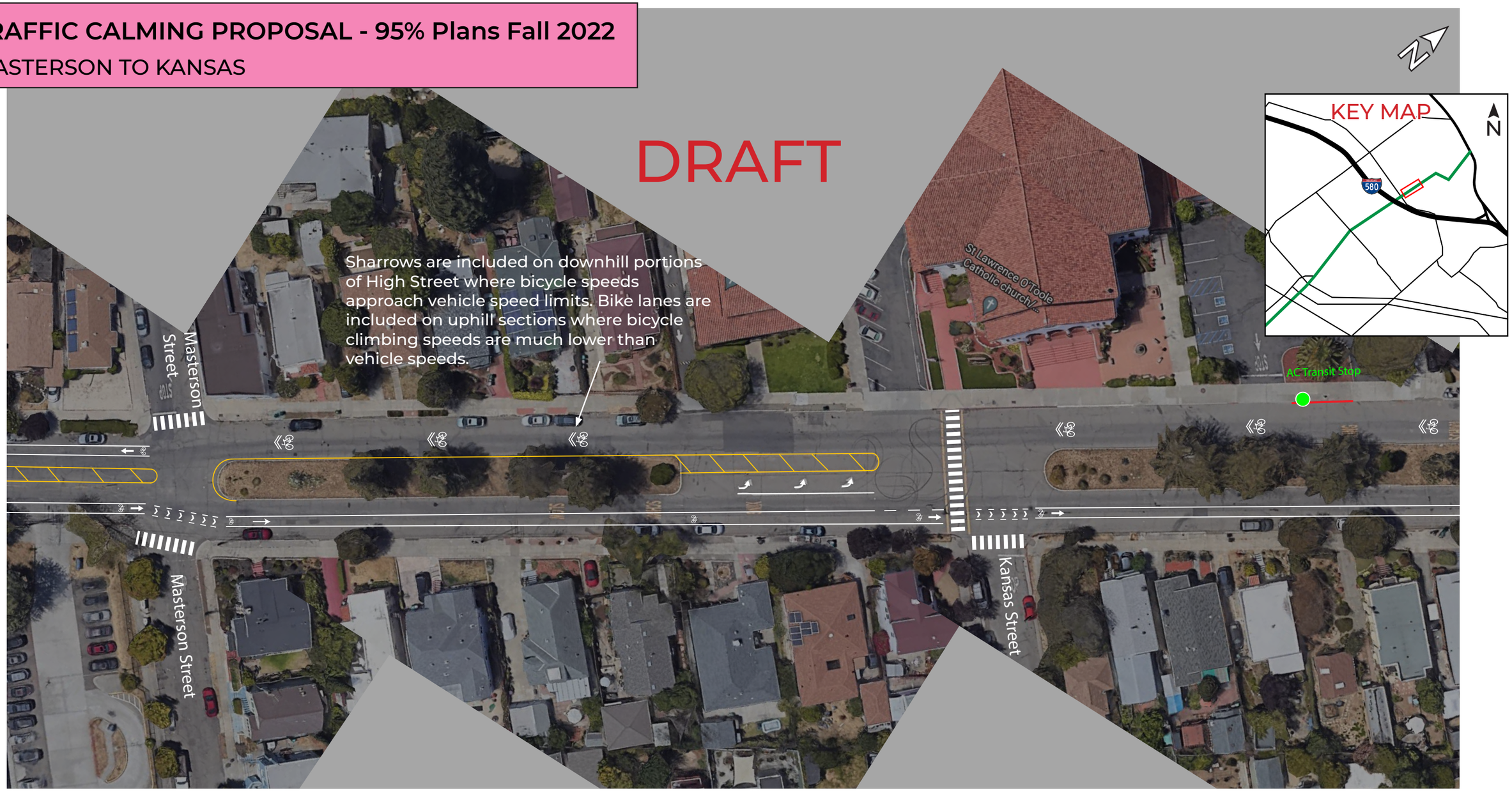
VIRGINIA TO SUTER



TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022
PORTER TO MACARTHUR

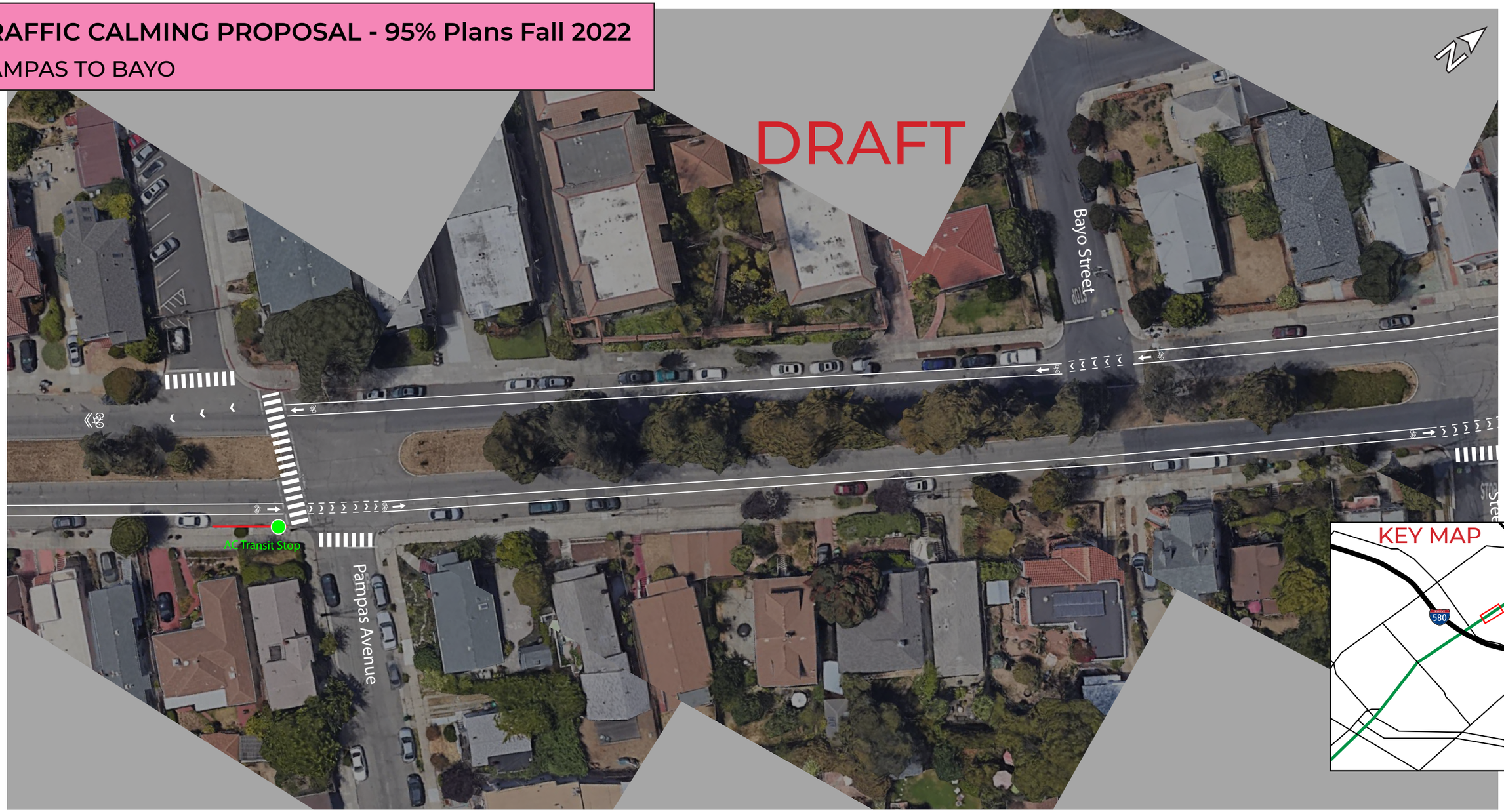


TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022
MASTERSON TO KANSAS



TRAFFIC CALMING PROPOSAL - 95% Plans Fall 2022

PAMPAS TO BAYO



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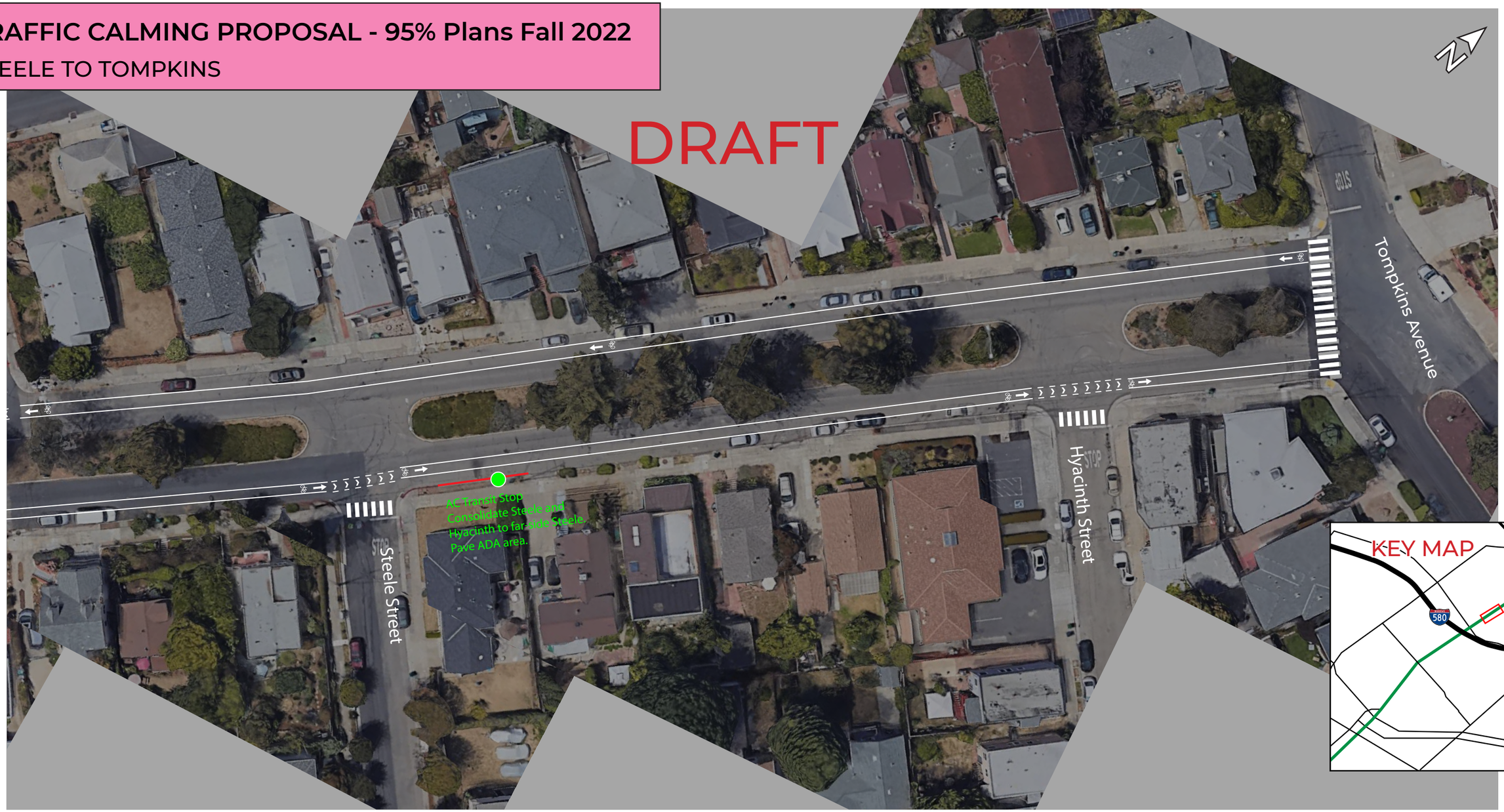
STEELE TO TOMPKINS



SCHEDULE/NEXT STEPS

- Spring/Summer 2021 - Public Outreach
  - Online Presenation and Online Survey to get neighborhood feedback
  - Presentations to stakeholder groups (email us if you'd like to set up a small-group video chat)
  - Postcard mailer to the High Street community
  - Social media/online outreach
- January 2022 - HSIP Project completes construction of pedestrian beacons, signals, and curb ramps
- Summer/Fall 2022 - Design of traffic calming improvements shown above
- 2023 - Roadway repaving and construction of traffic calming measures