High Street Paving Project

Imagining a safer and more connected High Street with a planned repaving project

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 has a Highway Safety Improvement Program Grant (HSIP) to install flashing pedestrian beacons and traffic signal upgrades at nine intersections along High Street in 2021/22 (shown as white dots on map at right). OakDOT will also repave High Street between Foothill Blvd and Tompkins Ave in 2021. The 2019 "Let's Bike Oakland!" Bike Plan calls for bike lanes on High Street, which would close a gap in East Oakland's bicycle network.

Repaving offers a rare opportunity to reimagine this roadway to better respond to the needs of people walking, biking, and taking transit while maintaining the same access and space for people driving. In order to coordinate potential safety improvements with this paving project, OakDOT is conducting outreach to neighborhood residents and stakeholders to asses their needs and priorities.

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

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PEDESTRIAN SAFETY IMPROVEMENTS ON HIGH ST

OakDOT has 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, which are listed in the table to the right. Safety improvements are targeted by location, and may include 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.

- San Leandro Street*
- Bancroft Avenue*
- Bond Street*
- Carrington Street**
- San Carlos Avenue**
- Brookdale Avenue
- Fleming Avenue***
- Penniman Avenue**
- Suter Street**

* = curb ramp upgrades, ** = rectangular rapid flashing beacons,

*** = pedestrian hybrid beacon

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.

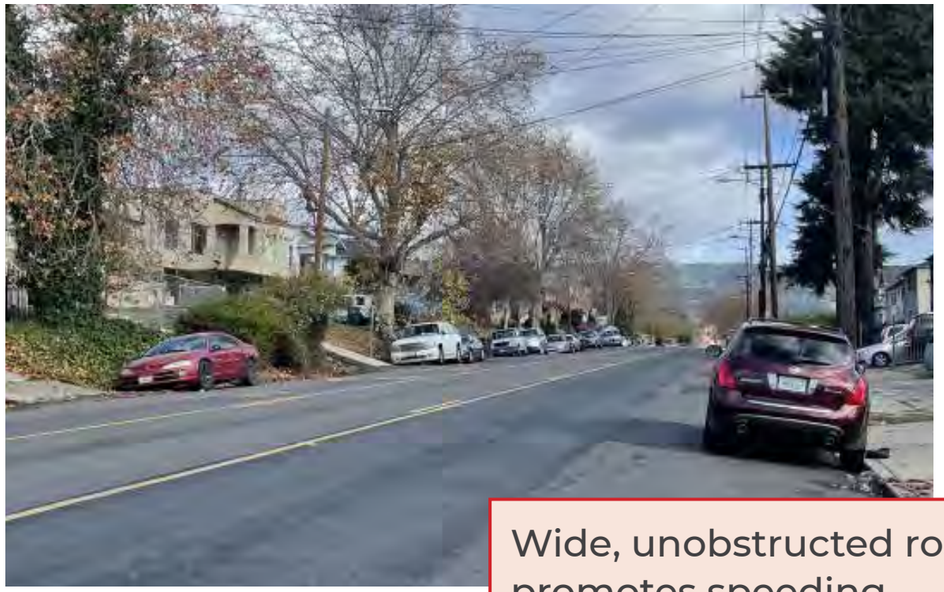
PHB at Grand Avenue and Lenox Street

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

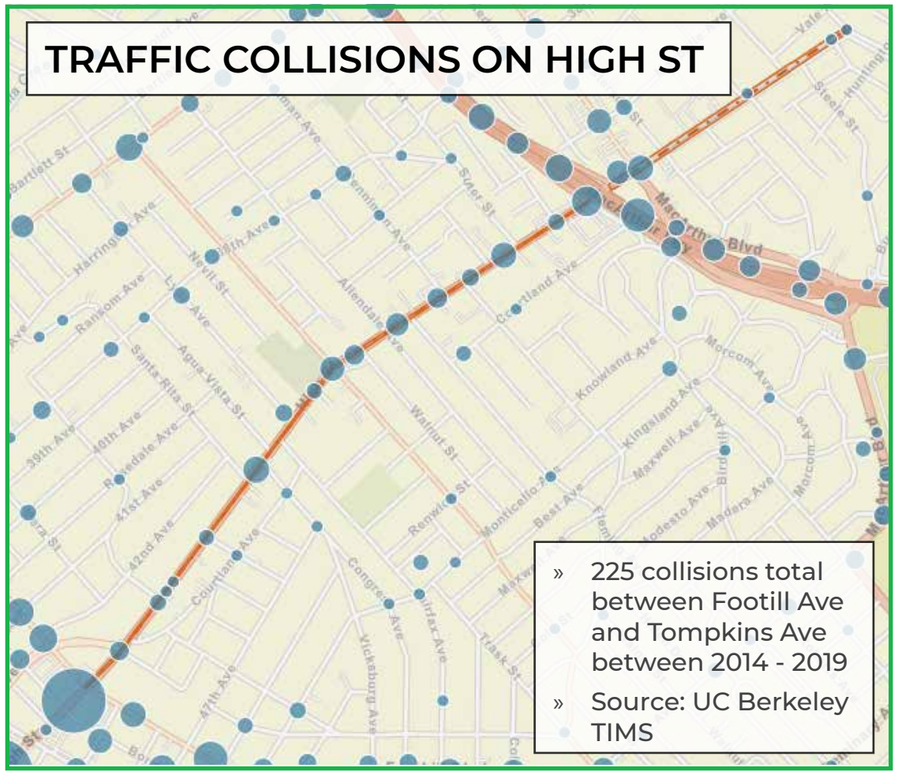


Wide, unobstructed road promotes speeding.

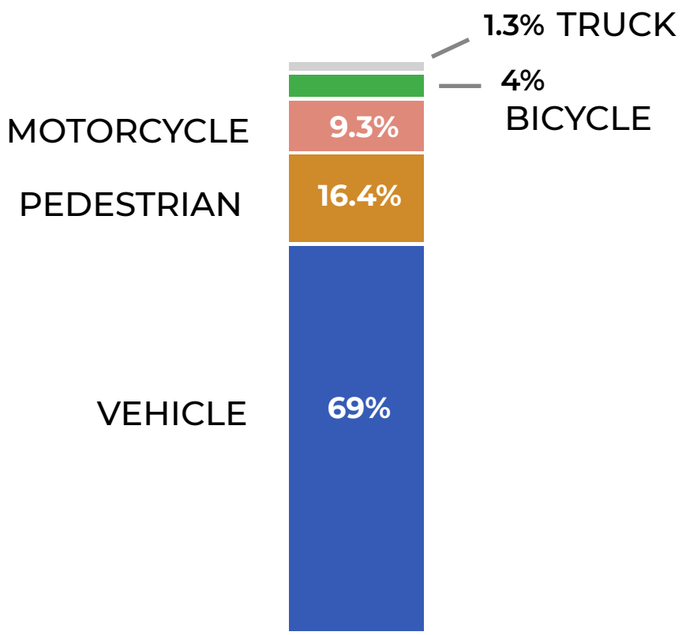
Wide, unsignalized pedestrian crossings are safety risks; 70% of pedestrian collisions occur in crosswalks on High St.

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%)

BIKE LANES ON HIGH STREET

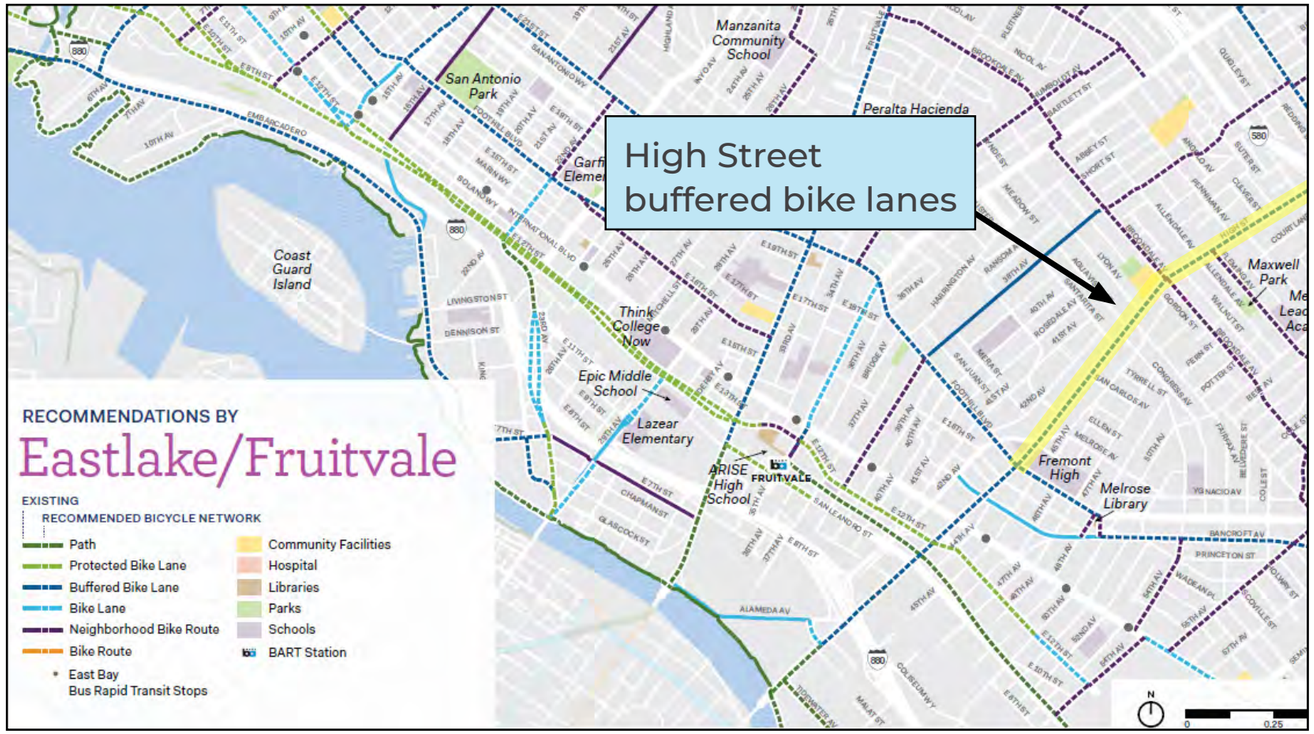
In July 2019, the Oakland CIty Council unanimously adopted the "Let's Bike Oakland" Bike Plan which sets out a vision for a safe and connected network of bicycle lanes and paths. This Plan makes several recommendations to create a safe network throughout East Oakland and High Street is a central part of this strategy. Bike lanes on High Street would be a key connection between MacArthur Boulevard and Foothill Boulevard. High Street is a relatively flat, wide street which does not provide dedicated space for bikes today.

OakDOT is seeking input on whether now is the time to install bike lanes on High Street.

Installing bike lanes on High Street will have the greatest impact the two following roadway features:

CENTER TURN LANE REMOVAL

Due to the unique character of High Street with a large gutter and sloping driveways on the north side, vehicles often drive in the center turn lane. This center lane is also often used as a passing lane at traffic lights or at midblock, which contributes to the high level of vehicle and pedestrian collisions on High Street. **This project will study the removal of the center turning lane as part of repaving.** The lane would be replaced with either bike lanes or with a narrower painted median and buffer to allow for more space between the drive lane and parking lane (see diagrams on following pages).



2019 Oakland Bike Plan

PARKING IMPACTS

Because High Street is only one lane in each direction, the project will maintain a left-turn lane wherever left turns are possible today. Installing a bike lane on High Street would mean removing parallel parking next to all left-turn lanes (see following pages for diagrams). **This would remove approximately 40-50% of the parallel parking spaces on High Street between Foothill Boulevard and I-580 (approximately 115-135 spaces removed out of a total of 270).**

HIGH STREET STATISTICS

POPULATION DENSITY

- High St Area: **15,464** ppl/sq mi
- CItywide: **7,878** ppl/sq mi

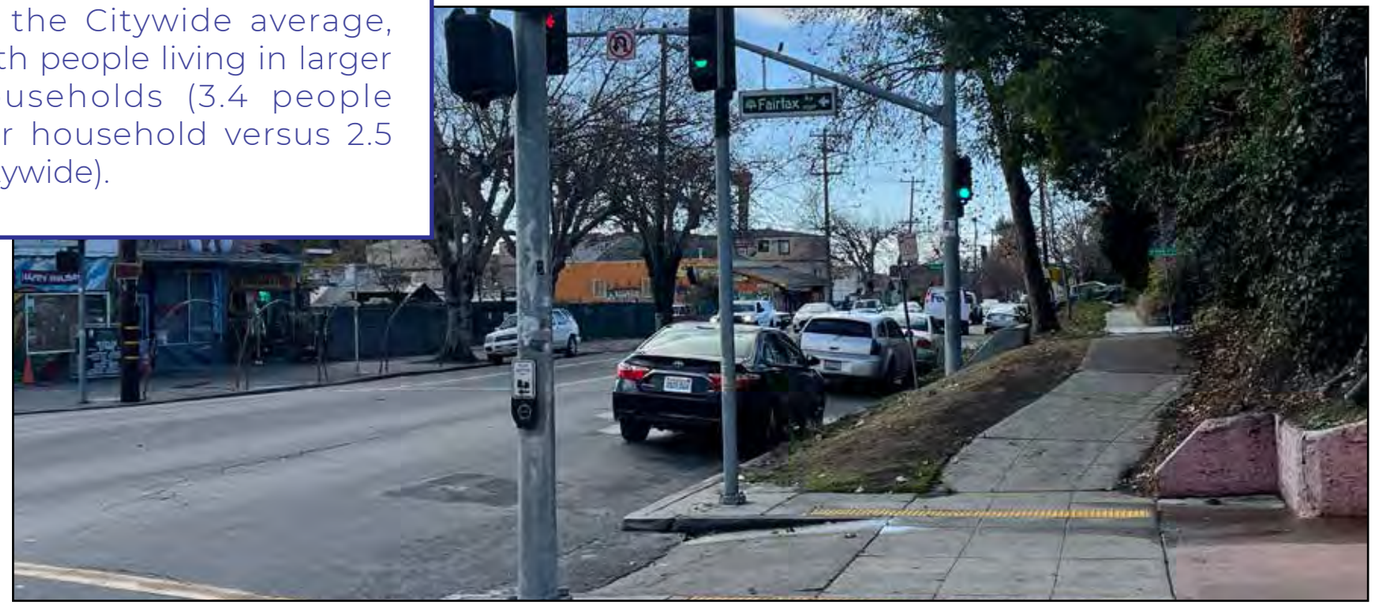
HOUSEHOLD SIZE

- High St Area: **3.4** ppl/household
- CItywide: **2.5** ppl/household

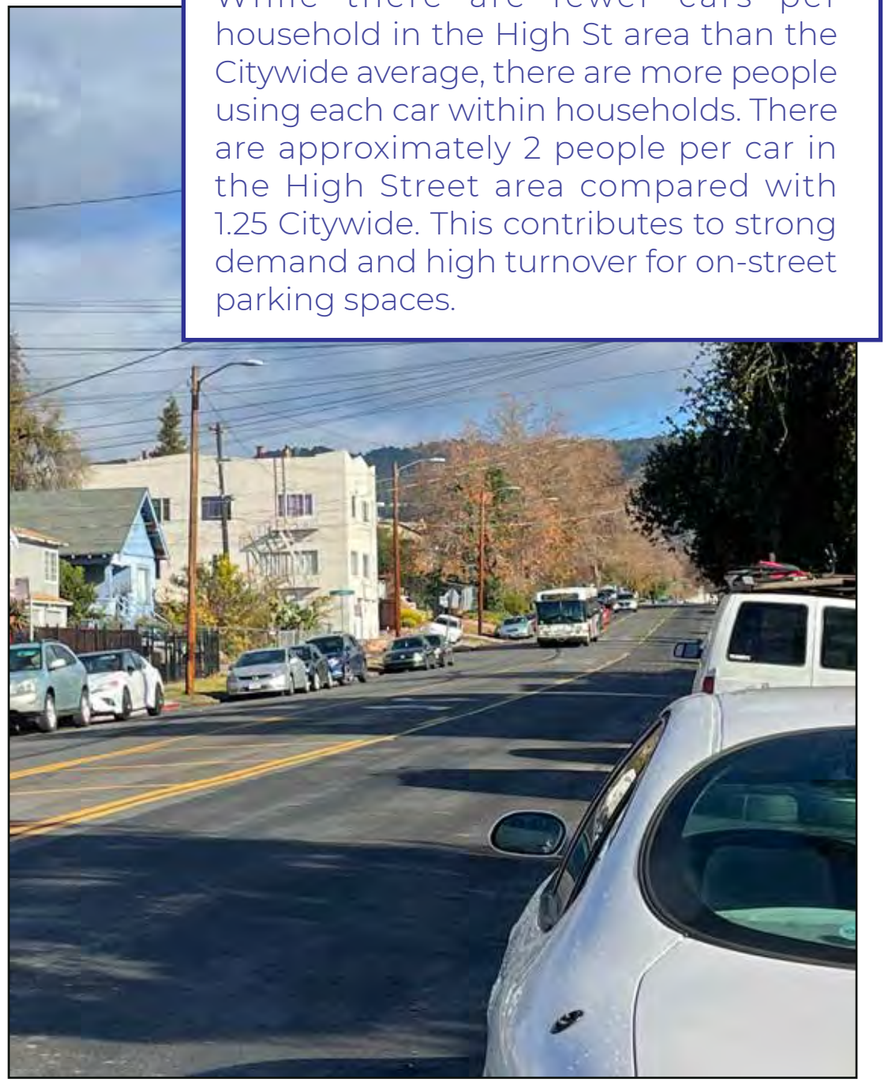
VEHICLE OWNERSHIP

- High St Area: **1.6** cars/household
- CItywide: **2** cars/household

The High Street community is almost twice as dense as the Citywide average, with people living in larger households (3.4 people per household versus 2.5 Citywide).



While there are fewer cars per household in the High St area than the Citywide average, there are more people using each car within households. There are approximately 2 people per car in the High Street area compared with 1.25 Citywide. This contributes to strong demand and high turnover for on-street parking spaces.



PROJECT PLANS LIST

On the following pages you will see overhead plan views of High Street showing existing conditions and the two proposed options for the High Street Paving Project. All plans show the section of High Street from San Carlos Avenue to Lyon Avenue.

- Page 8-9: **Existing Street Layout** (yellow label)
- Page 9-11: **Project Option 1: Traffic Calming** (pink label)
  - This project option removes the center turn lane and calms traffic on High Street to promote pedestrian safety
- Page 12-13: **Project Option 2 - Traffic Calming w/ Center Turn Lane** (blue label)
  - This project option keeps the center turn lane and installs barrier islands to maintain a slow flow of traffic and improve pedestrian safety
- Page 14-15: **Project Option 3: Bike Plan Implementation** (orange label)
  - This option goes above and beyond Option 1 by adding in the Class II Bike Lanes that were approved by the 2019 Bike Plan
- Page 16-17: **Street Cross Sections** of Existing, Option 1, and Option 2 with descriptions for each

EXISTING STREET LAYOUT
SAN CARLOS TO SANTA RITA STREET

PROJECT OPTION 1: Traffic Calming
SAN CARLOS TO SANTA RITA STREET

PROJECT OPTION 2: Bike Plan Implementation
SAN CARLOS TO SANTA RITA STREET

PROJECT OPTION 2: Bike Plan Implementation
SAN CARLOS TO SANTA RITA STREET

Labels for Plans on upcoming pages

After reviewing the Plans on the following pages, please visit the website listed at the bottom of this presentation to fill out a survey to tell OakDOT what direction this project should take!

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EXISTING STREET LAYOUT

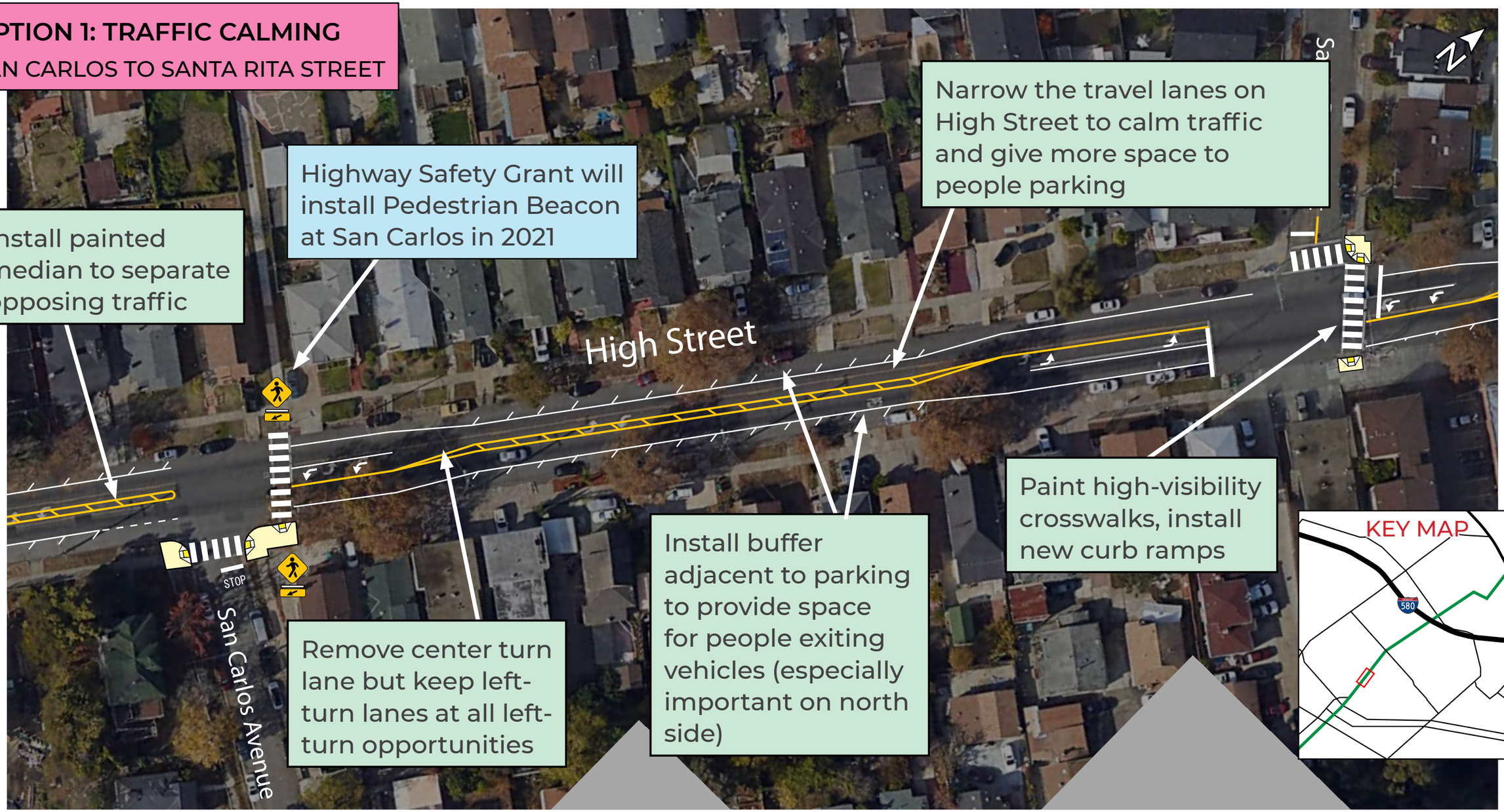
SAN CARLOS TO SANTA RITA STREET

EXISTING STREET LAYOUT

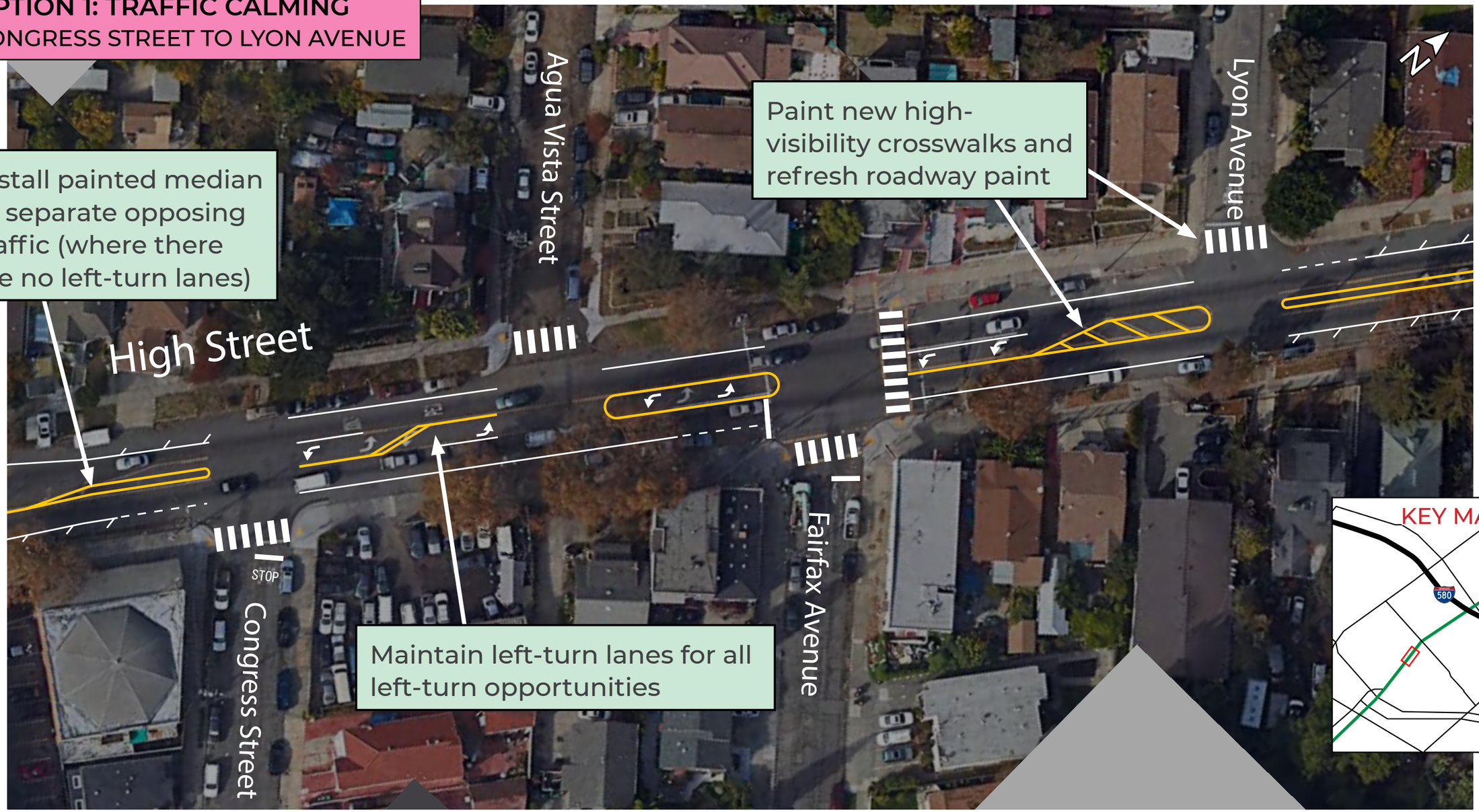
CONGRESS STREET TO LYON AVENUE

OPTION 1: TRAFFIC CALMING

SAN CARLOS TO SANTA RITA STREET

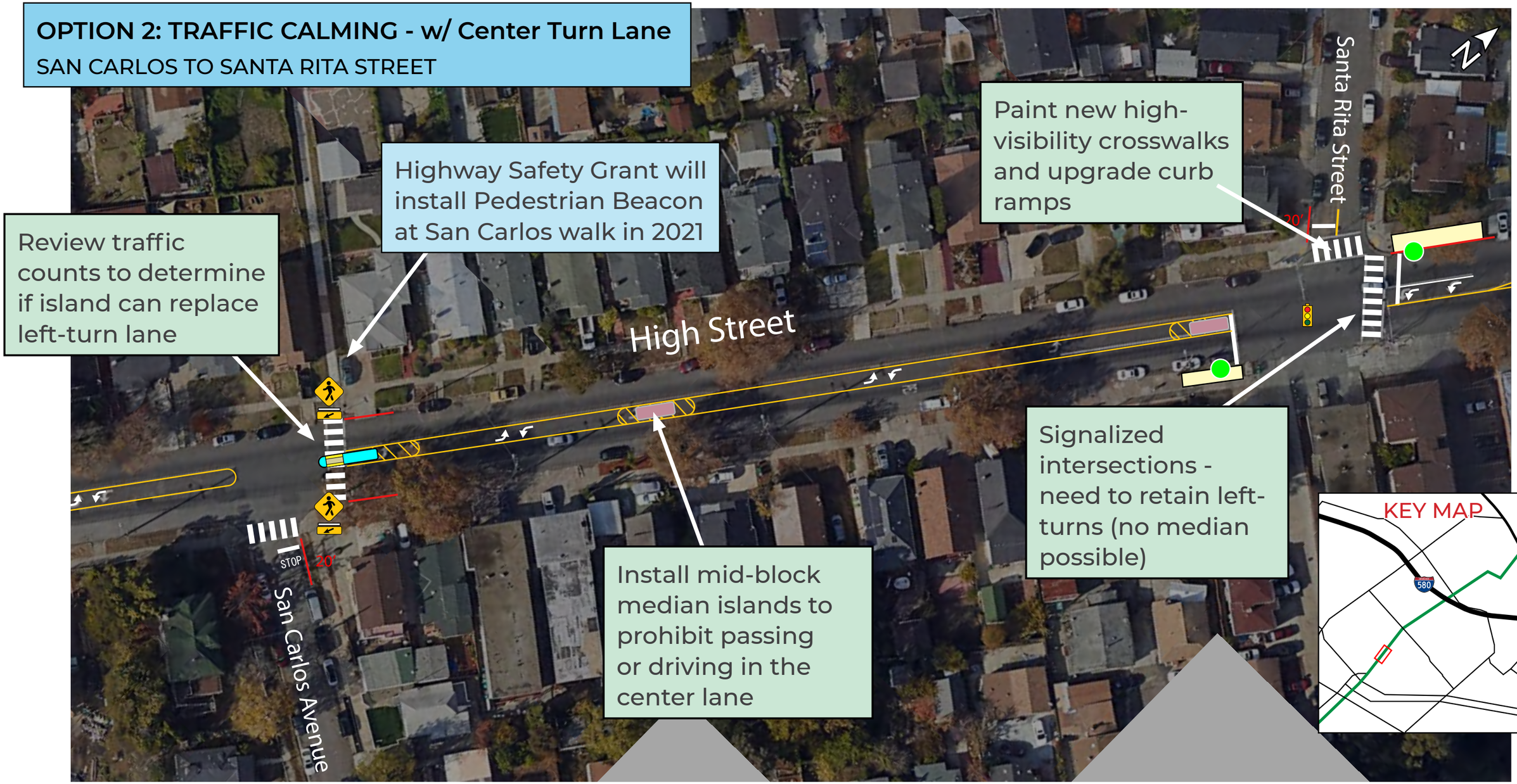


OPTION 1: TRAFFIC CALMING
CONGRESS STREET TO LYON AVENUE



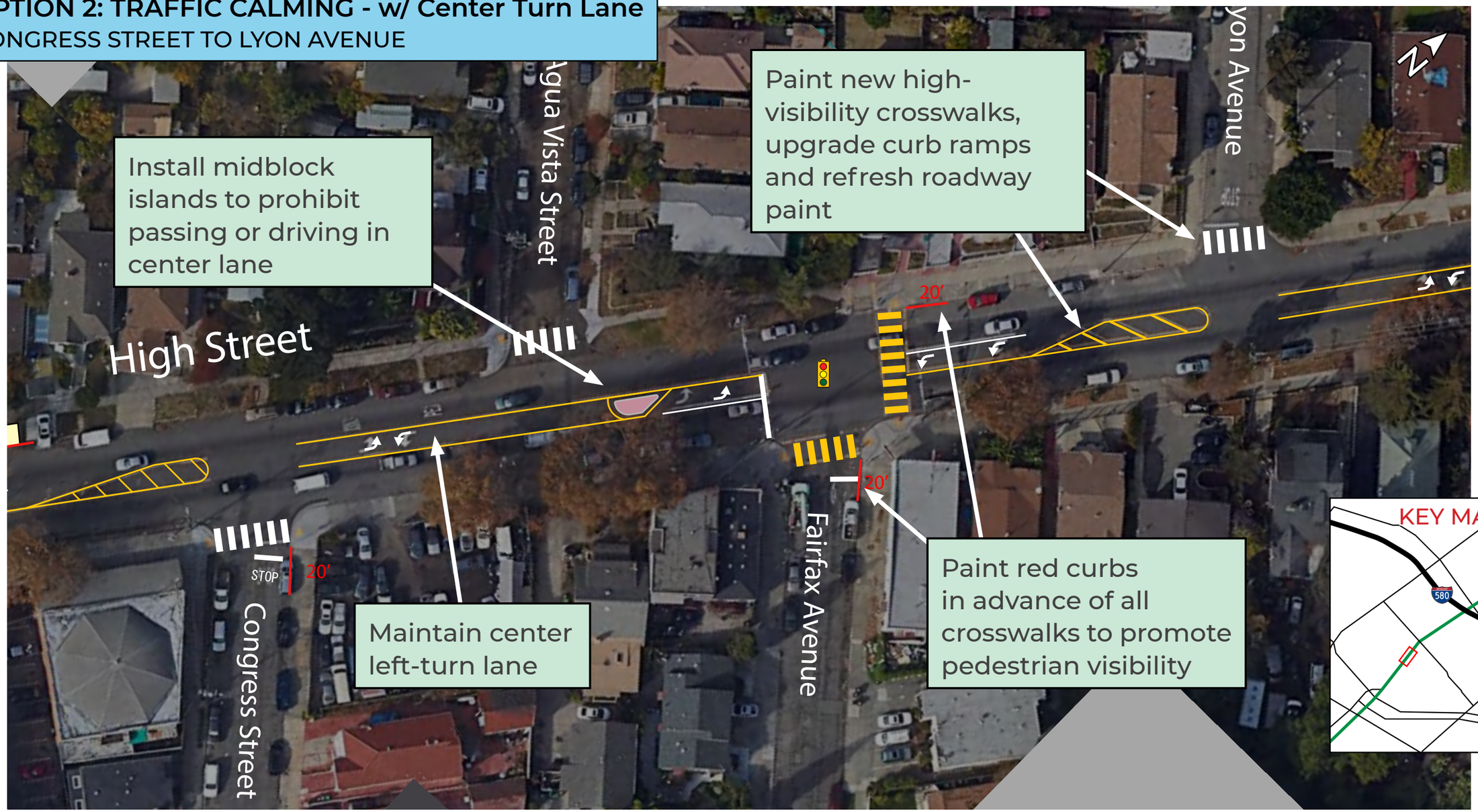
OPTION 2: TRAFFIC CALMING - w/ Center Turn Lane

SAN CARLOS TO SANTA RITA STREET



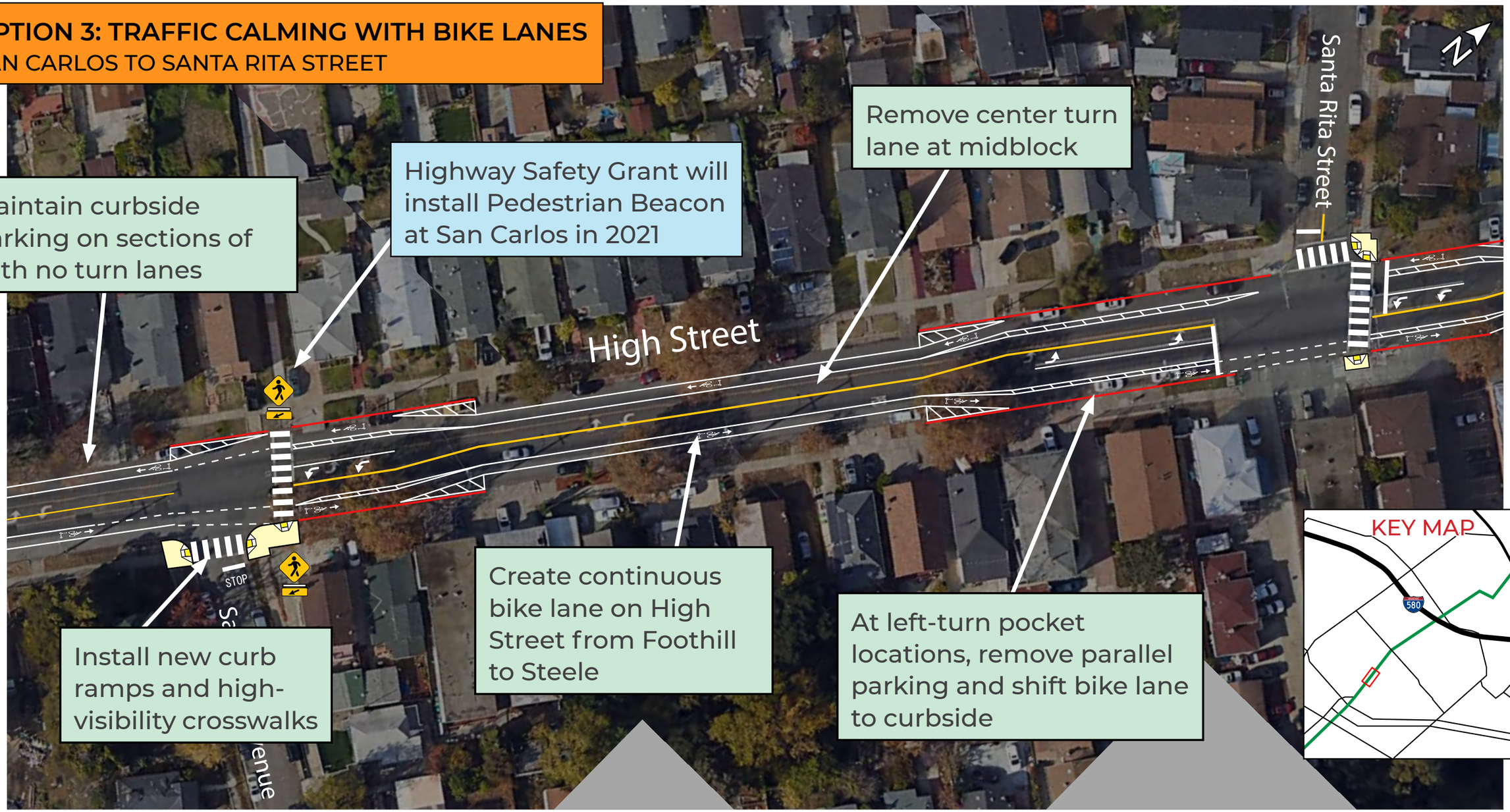
OPTION 2: TRAFFIC CALMING - w/ Center Turn Lane

CONGRESS STREET TO LYON AVENUE



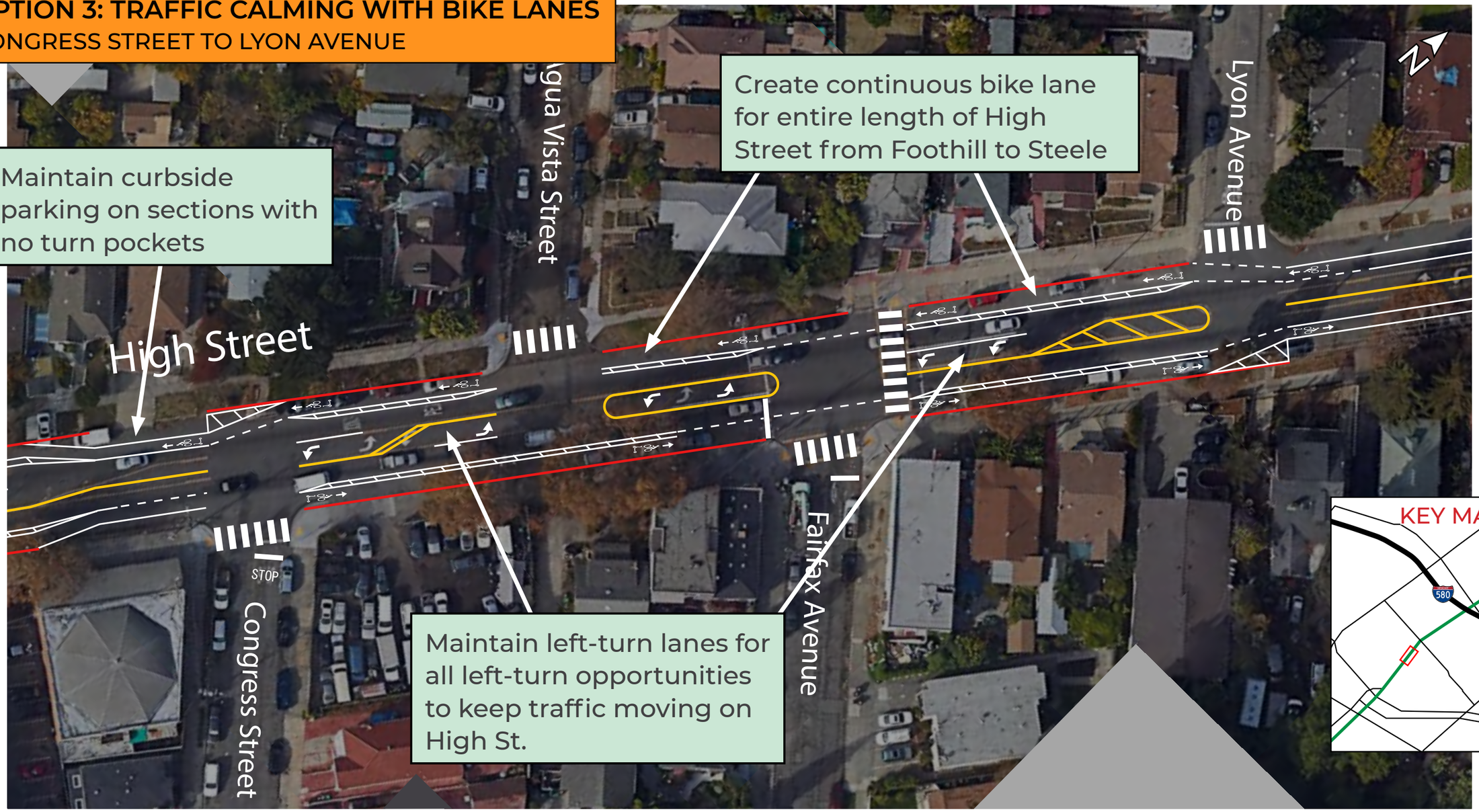
OPTION 3: TRAFFIC CALMING WITH BIKE LANES

SAN CARLOS TO SANTA RITA STREET

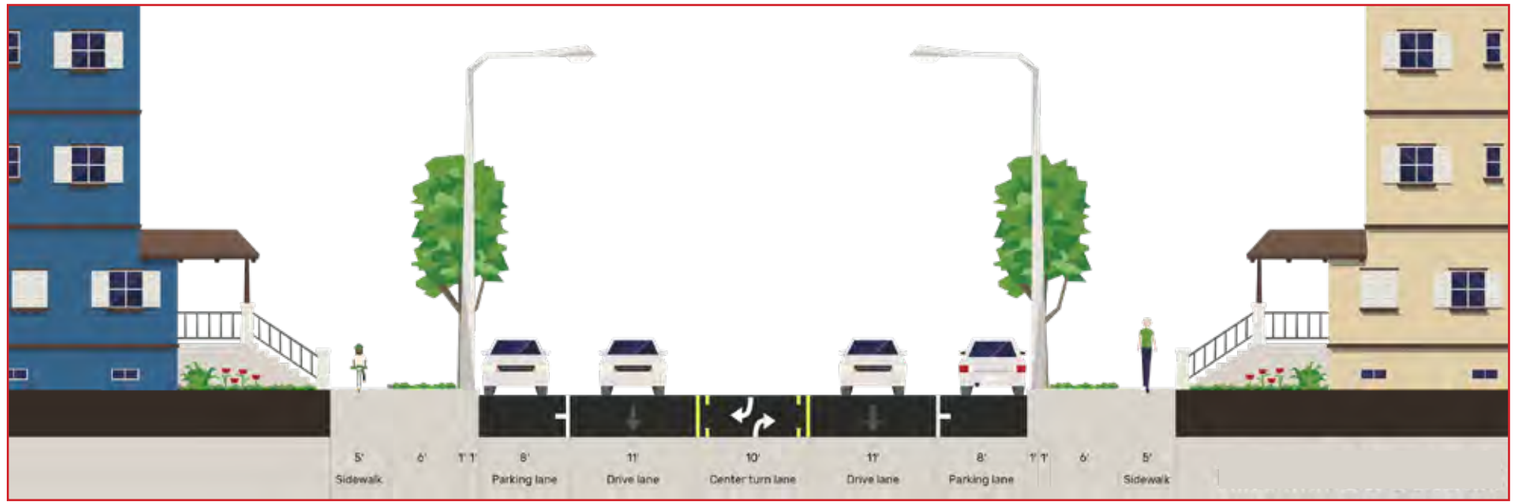


OPTION 3: TRAFFIC CALMING WITH BIKE LANES

CONGRESS STREET TO LYON AVENUE



EXISTING CONDITIONS

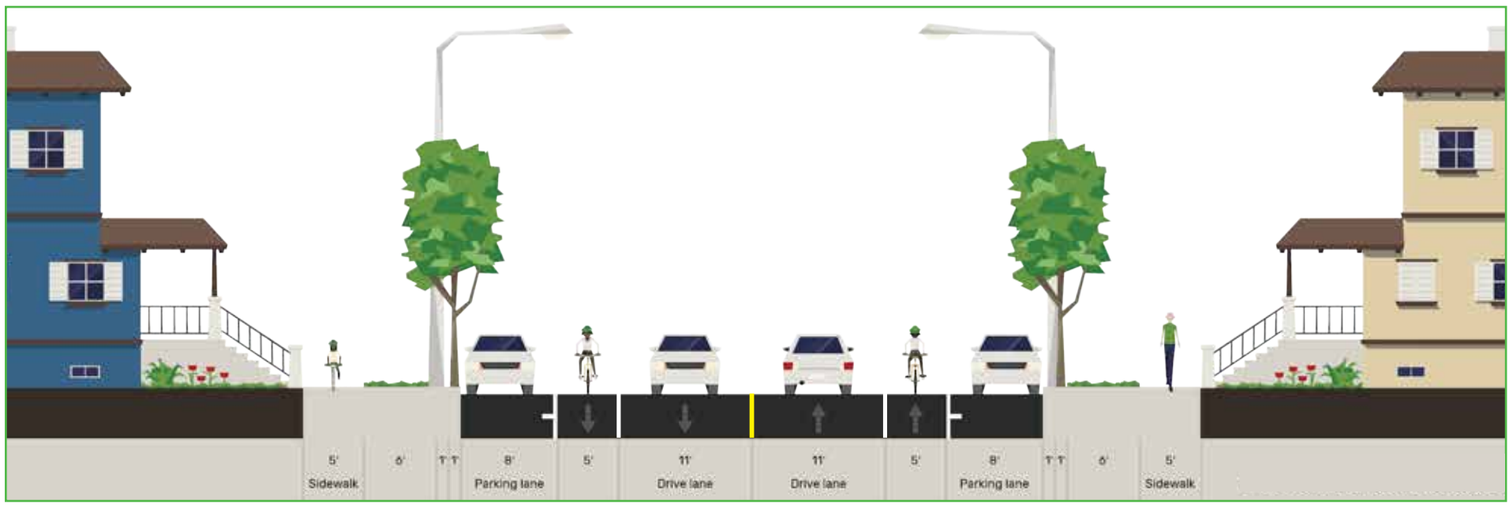


- Curbside parallel parking on each of the street (north side of street is heavily impacted by large gutter and sloping driveways)
- Center turn lane at midblock with left-turn lane at intersections
- Center turn lane creates a “wide open” feeling on the roadway, promotes speeding and use as passing lane
- Two 11’ drive lanes

OPTION 1: TRAFFIC CALMING

- Remove center turn lane, widen parking strip and add buffer to separate moving traffic from people parking
- Keep left-turn lanes at all intersections
- Install painted median strip
- Paint new high-visibility crosswalks and refresh roadway paint
- Visibility upgrades for pedestrians waiting to cross
- Install concrete pedestrian refuge islands at crosswalks (where possible)
- **No dedicated space for people biking**

PROJECT OPTION 3 - TRAFFIC CALMING WITH BIKE LANES



- Removal of center turn lane at midblock
- Left-turn lane retained at all intersections with left-turn opportunities
- Continuous painted bike lanes for the length of High Street from Foothill to Tompkins
- Paint new high-visiblity crosswalks and refresh roadway paint
- Visibility upgrades for pedestrians waiting to cross
- Install concrete pedestrian refuge islands at crosswalks (where possible)
- **Removes 40-50% of on-street parallel parking to create space for bike lane at intersections (approximately 115-135 spaces removed out of a total of 270).**

SCHEDULE/NEXT STEPS

- Feb/March/April 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
- June 2021 - HSIP Project begins construction on pedestrian beacons, signals, and curb ramps
- Spring/Summer 2021 - Select final design for street and post online/email to survey respondents
- Summer 2021 - Roadway design
- Late 2021/early 2022 - Roadway repaving