



City of  
Oakland

Department of  
Transportation



CREATING ACTIVE, HEALTHY COMMUNITIES.

# Ney Avenue Neighborhood Traffic Calming

NCPC Meeting – January 13, 2021

# Project Team



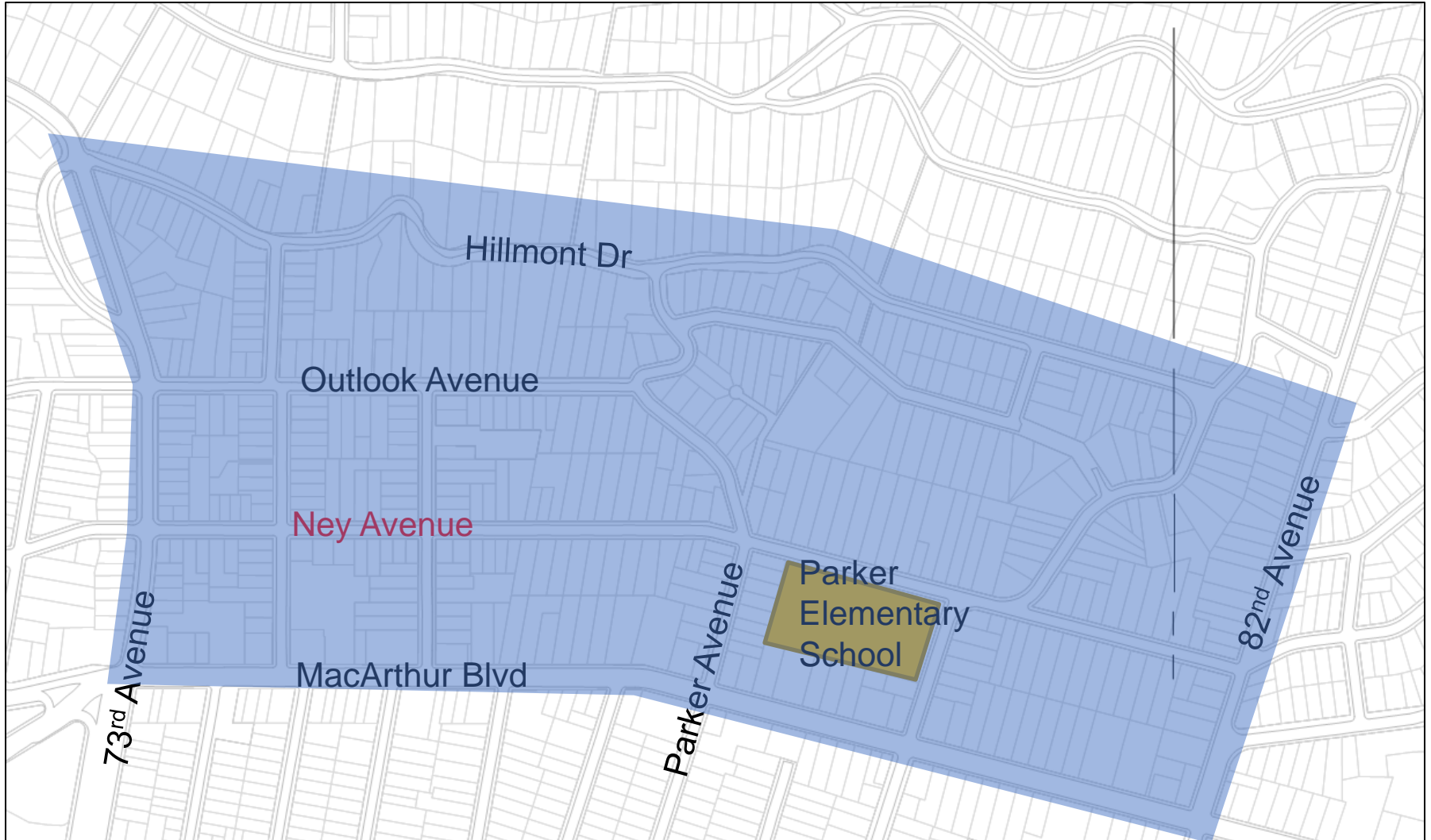
**Lucas Woodward**  
OakDOT

**LWOODWARD@OAKLANDCA.GOV**



**Jeff Knowles**  
Alta Planning + Design

# Study Area





# Schedule

**Summer 2020** – Collect Data

**Fall 2020** – Shared Draft Concepts for Feedback (Walkshop event)



**Winter 2020/21** - Share preferred concept plan and gather feedback from community

**Spring 2021** - Develop final traffic calming plan

# Community Concerns



- High volume of cut-through traffic
- Traffic moving at high speeds
- Violence (shootings on Ney)

# Data Collection & Analysis



- **Traffic counts and speed surveys conducted at six locations in the neighborhood.**
- **Field inspection conducted to observe existing traffic features and traffic behaviors.**

## Results:

### 1. Cut Through Traffic

- 30% of traffic on Ney that enters at 73<sup>rd</sup> then turns down 75<sup>th</sup> or 76<sup>th</sup> as a cut through to avoid the signal at 73<sup>rd</sup> and MacArthur. Southbound traffic (heading toward 82<sup>nd</sup>) is 20-40% higher than traffic moving toward 73<sup>rd</sup>, which also confirms the use of Ney as a cut-through street.

### 2. Speeding

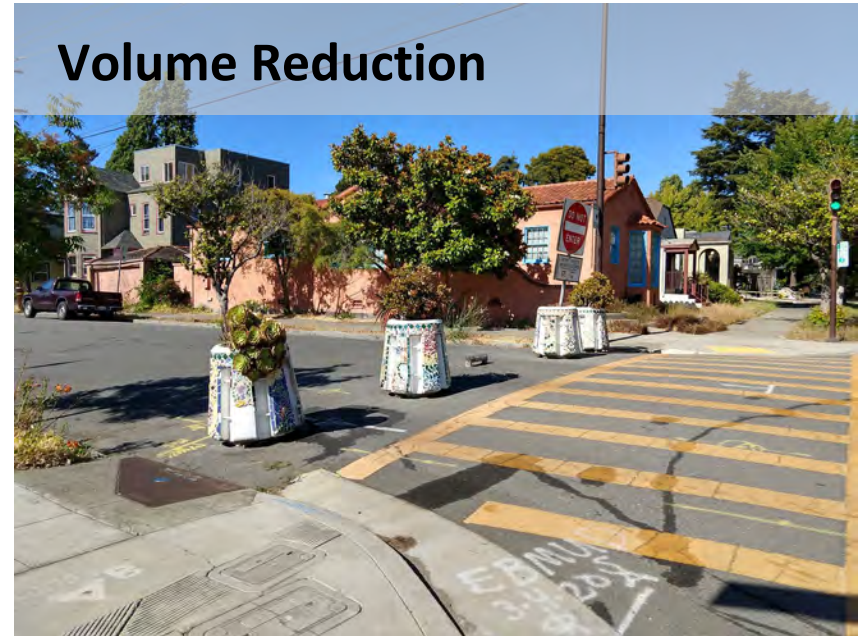
- **Ney:** Drivers exceeded the posted speed limit of 25 miles per hour 3% of the time with the highest observed speed of 40-45 miles per hour in one instance over a seven-day period.
- **Ritchie:** With direct access to MacArthur Boulevard and a steep grade, drivers exceeded the posted speed limit of 25 miles per hour 27% of the time with the highest observed speed of 45-50 miles per hour
- **Outlook:** Drivers exceeded the posted speed limit of 25 miles per hour 6% of the time with the highest observed speed of 40-45 miles per hour in one instance over a seven-day period.

# Types of Traffic Calming

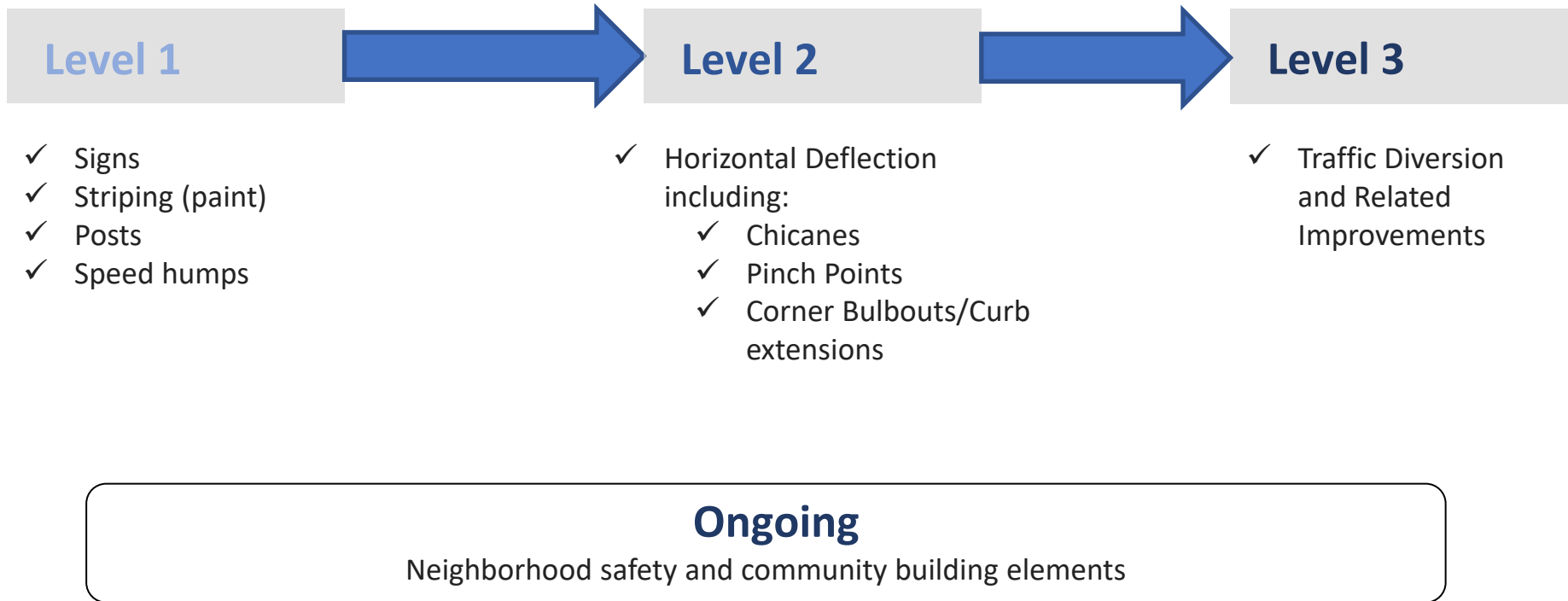
## Speed Reduction



## Volume Reduction



# Traffic Calming Continuum







# Level 1

# Recommendations

Signs, striping, posts, speed humps

# Level 1 Overview

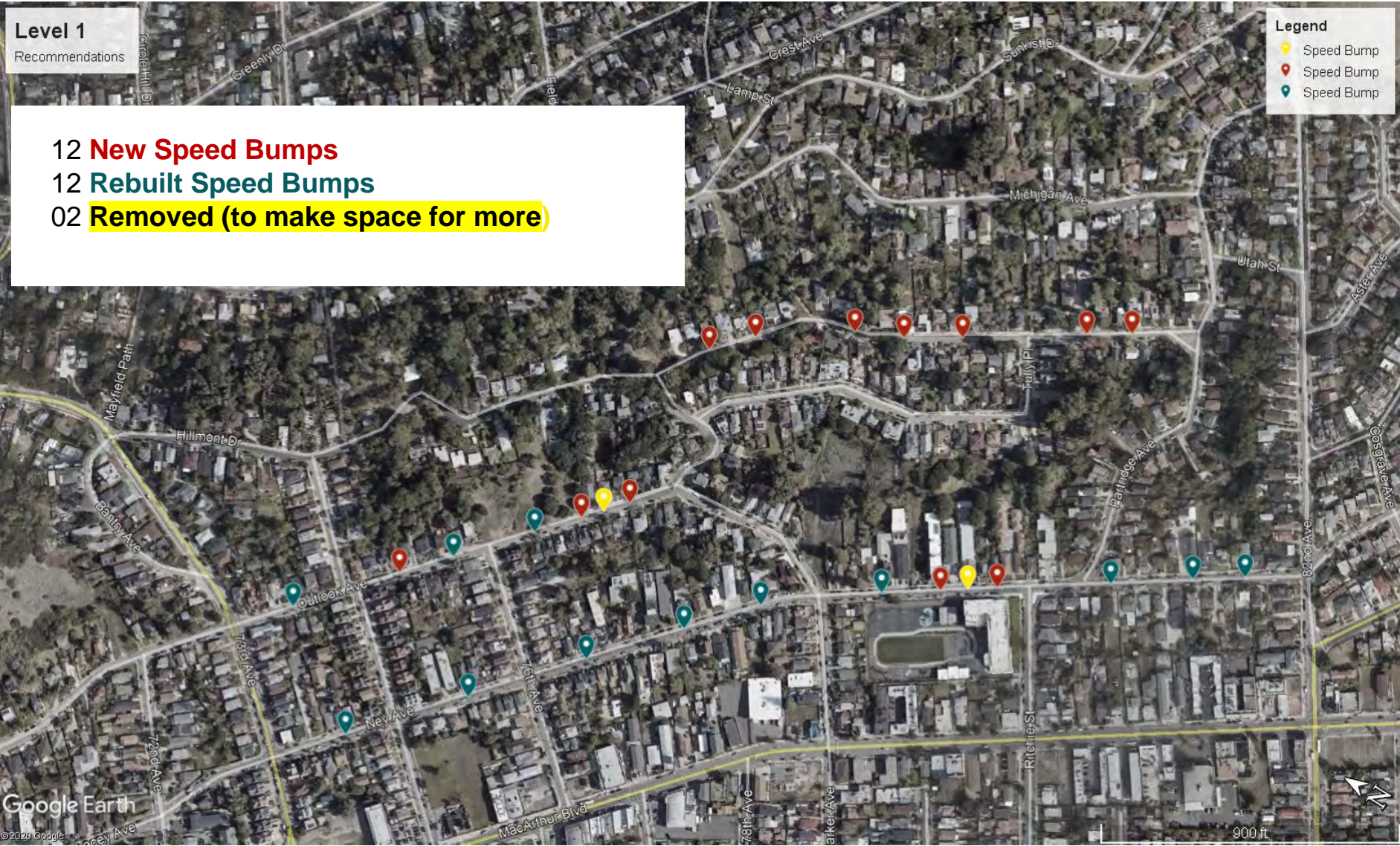


Level 1  
Recommendations

- 12 **New Speed Bumps**
- 12 **Rebuilt Speed Bumps**
- 02 **Removed (to make space for more)**

**Legend**

- Speed Bump
- Speed Bump
- Speed Bump





# Speed Reduction Toolkit – Vertical Deflection



## Speed Bumps/Humps






- Rounded raised areas of pavement often placed in a series.
- Average speeds between bumps reduced between 20 -25%<sup>1</sup>
- Average crash rates reduced by 13%<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers

# Level 1 Detail



**GENERAL NOTES:**

-  1. INSTALL SPEED HUMP PER CITY STANDARD TC-1.
-  2. REBUILD AND REPLACE EXISTING SPEED HUMP PER CITY STANDARD TC-1.
-  3. REMOVE EXISTING FACILITY.




N.T.S.



# Level 1 Detail



#### GENERAL NOTES:

-  1. INSTALL SPEED HUMP PER CITY STANDARD TC-1.
-  2. REBUILD AND REPLACE EXISTING SPEED HUMP PER CITY STANDARD TC-1.
-  3. REMOVE EXISTING SPEED HUMP.

# Level 1 Detail



GENERAL NOTES:

- 1. INSTALL SPEED HUMP PER CITY STANDARD TC-1.



# Level 2

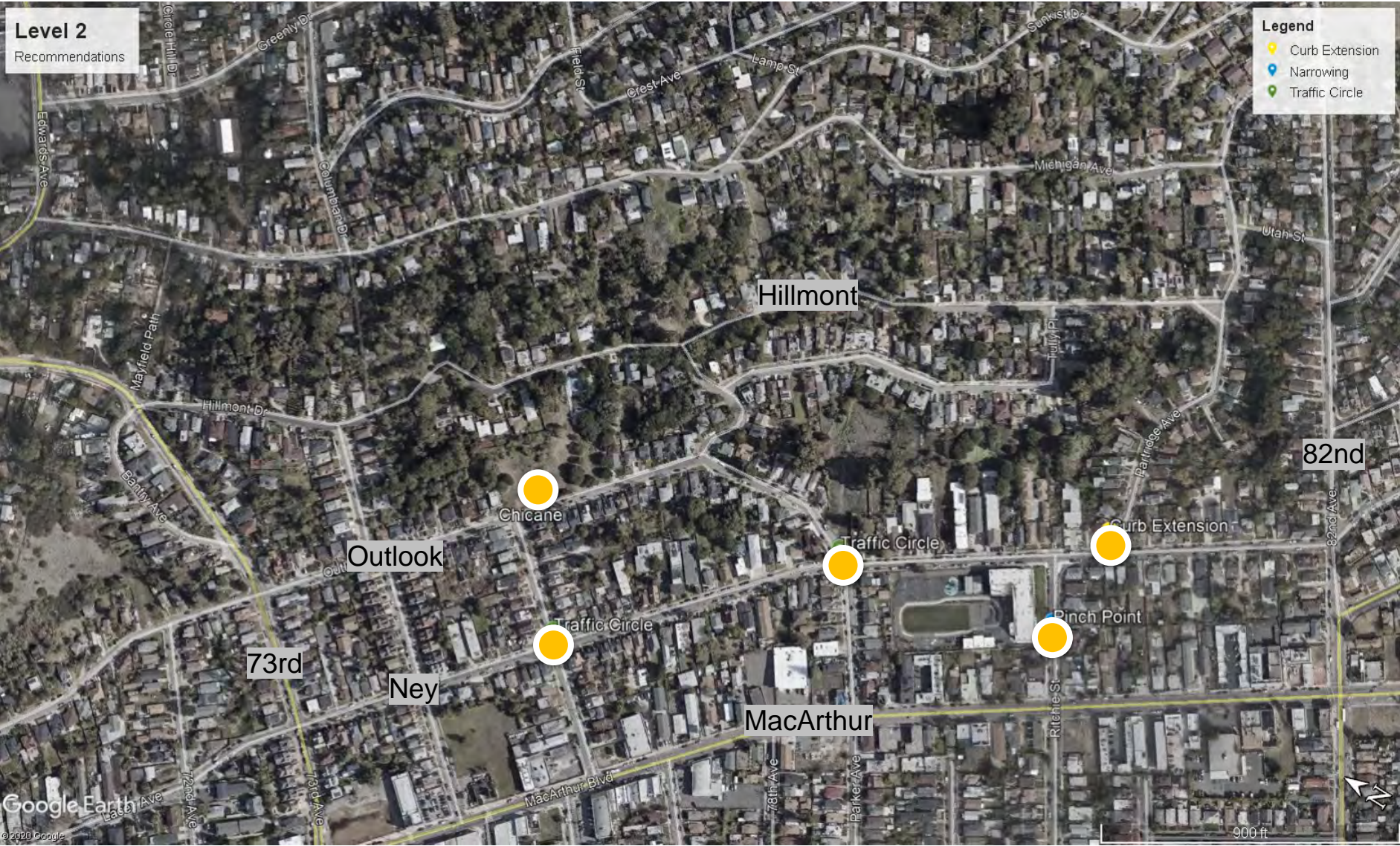
# Recommendations

Horizontal Deflection including  
Chicanes, Pinch Points, and Corner  
Bulbouts





# Level 2 Overview





# Speed Reduction Toolkit – Horizontal Deflection



## Neighborhood Traffic Circles



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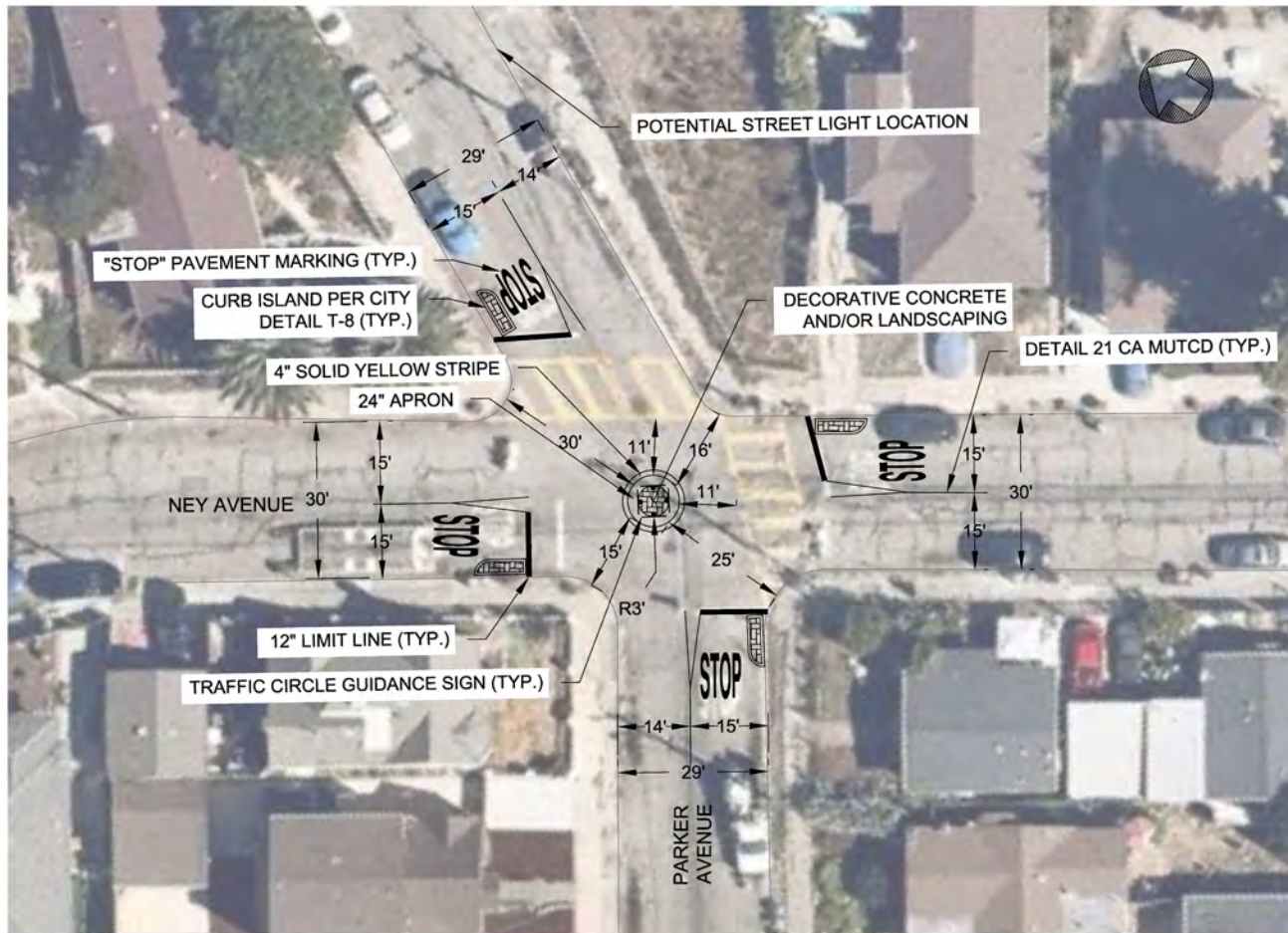
- Raised islands placed in unsignalized intersections around which traffic circulates<sup>1</sup>
- Requires drivers to slow to a speed that allows them to comfortably maneuver around them<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers





# Traffic Circle (Parker / Ney)



N.T.S.

# Speed Reduction Toolkit – Horizontal Deflection



## Curb Extensions

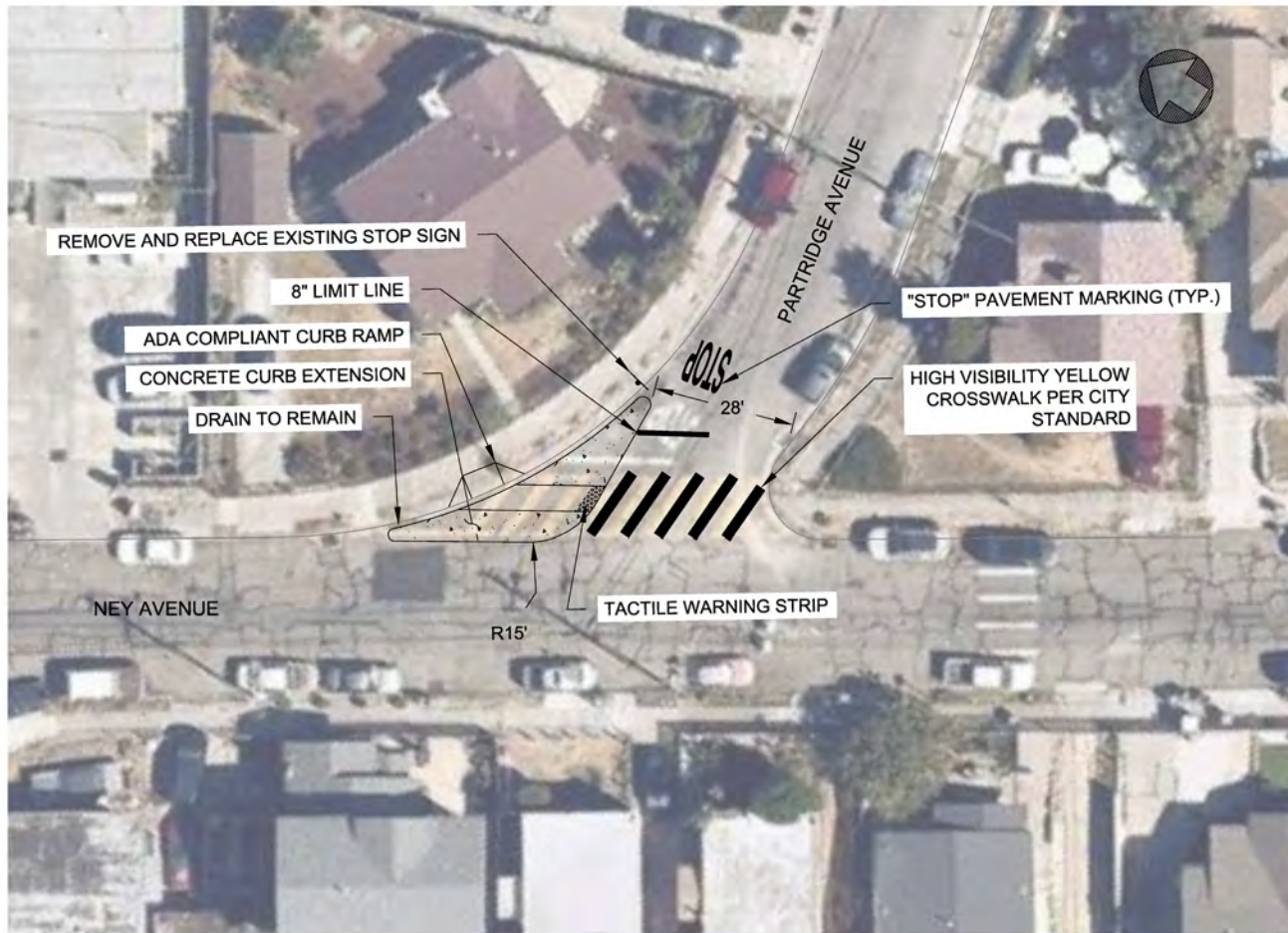


- Horizontal extension of sidewalk into street, resulting narrower roadway section<sup>1</sup>
- Smaller curb radii can slow turning vehicles<sup>1</sup>
- Shorter pedestrian crossing distance can improve pedestrian safety<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers



# Curb Extension Detail



N.T.S.

# Speed Reduction Toolkit – Horizontal Deflection



- Series of alternating curves or lane shifts that force a motorist to steer back and forth instead of traveling a straight path<sup>1</sup>
- Minimal impact on access and existing utilities<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers



# Chicane Detail



# Speed Reduction Toolkit – Horizontal Deflection



## Pinchpoints



- Narrowing of roadway through the use of curb extensions<sup>1</sup>
- Encourages lower speeds<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers



# Pinch Point Detail



N.T.S.



# Level 3

# Recommendations

## Traffic Diversion and Related Improvements

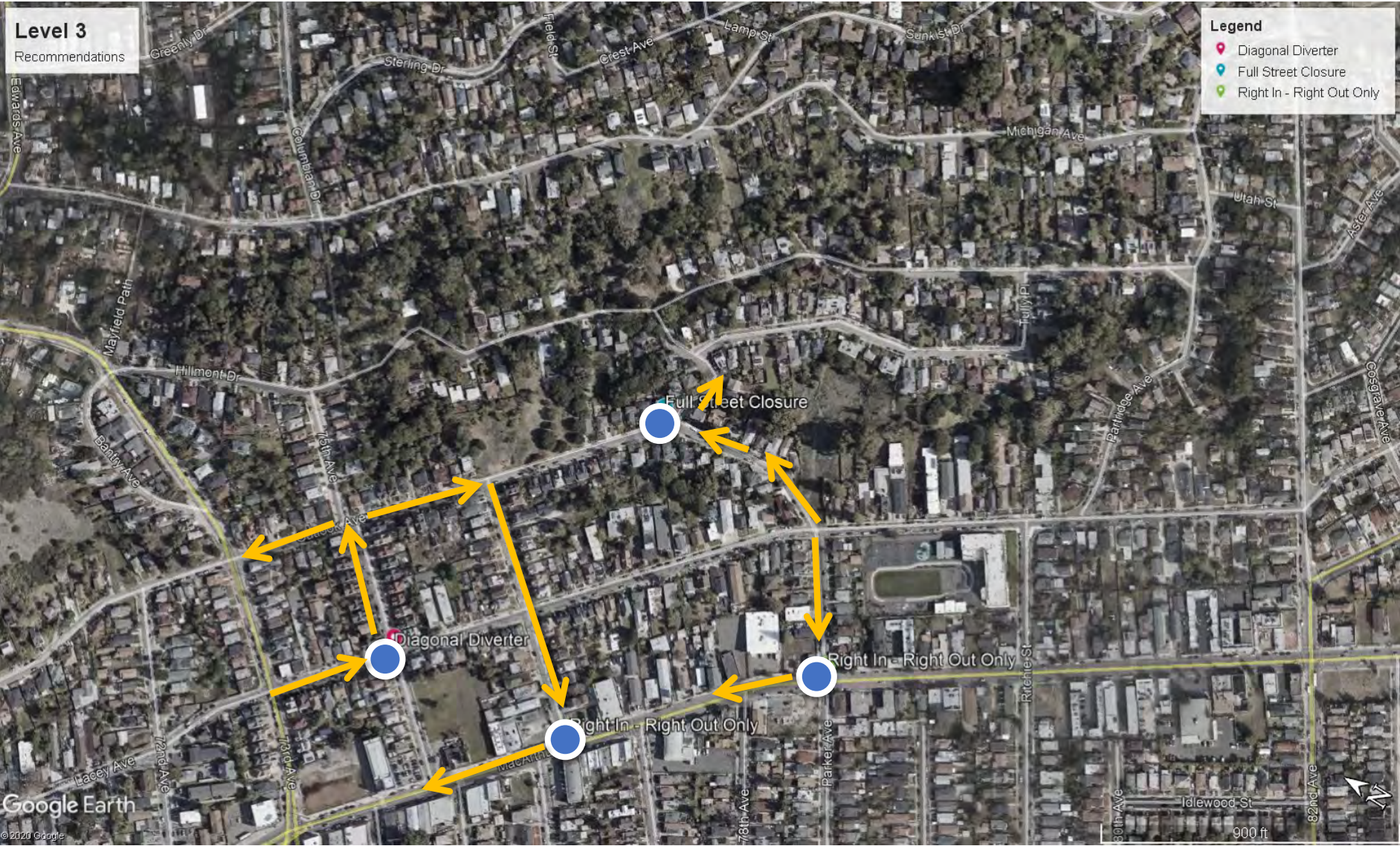


# Level 3 Overview



**Level 3**  
Recommendations

- Legend**
- Diagonal Diverter
  - Full Street Closure
  - Right In - Right Out Only





# Volume Reduction Toolkit – Full Closure



## Diagonal Diverter



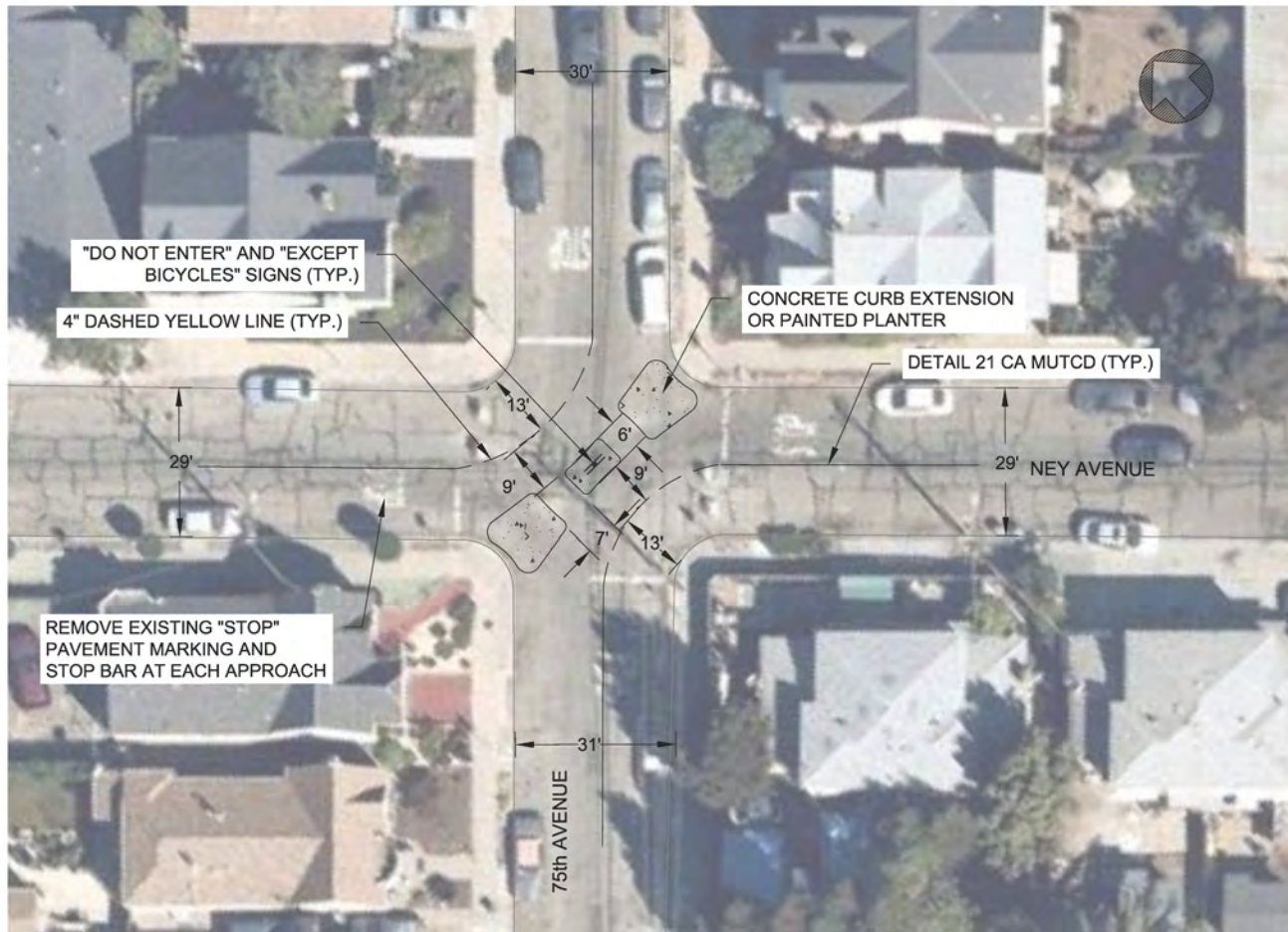
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- Barriers placed diagonally across four-legged intersections, blocking through movements<sup>1</sup>
- Improved pedestrian and bicycle safety<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers



# Diagonal Diverter Detail



N.T.S.

# Volume Reduction Toolkit – Partial Closure



## Median Barrier



- Raised islands along centerline of street and continuing through and intersection, preventing left-turn movements from all approaches and the through movement from the cross street<sup>1</sup>
- Diverts traffic<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers



# Volume Reduction Toolkit – Partial Closure



## Forced Turn Island



- Raised island that forces a right turn<sup>1</sup>
- Diverts traffic<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers

# Partial Closure Detail



N.T.S.



# Volume Reduction Toolkit – Full Closure



## Full Street Closure



- Barriers placed across a street to completely close the street to through traffic, typically leaving open space for pedestrians and bicyclists<sup>1</sup>
- Diverts traffic<sup>1</sup>
- May improve pedestrian crossing safety<sup>1</sup>

<sup>1</sup>Institute of Transportation Engineers

# Full Closure Detail





# Ongoing Recommendations

Neighborhood safety and community  
building elements







# Additional Overview



**Additional Recommendations**

**Legend**

-  Additional Street Lighting
-  Paint the Town Mural





# Local Art Opportunities



# Local Art Opportunities





# Paint the Town



**COMPLETED: Earth Team**

Arthur St. Between Dashwood Ave. and 78<sup>th</sup> Ave.





# Paint the Town



**COMPLETED:** Earth Team

Arthur St. Between Dashwood Ave. and 78<sup>th</sup> Ave.





# Next Steps



# Questions?



- 1. Do the recommendations support the neighborhood's vision?**
- 2. What feedback do you have about the type of treatments and the proposed locations?**

***Want to follow-up?***

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