

West Street Road Diet Project

OVERVIEW

The City of Oakland Department of Transportation (OakDOT) is proposing changes on West Street between San Pablo Avenue and 52nd Street to prevent traffic crashes and reduce speeding, improving the safety of drivers, pedestrians, and bicyclists. Work will be done as part of the paving of West St, funded by Measure KK, the infrastructure bond passed by Oakland voters in 2016, and is planned for construction in fall/winter 2020.

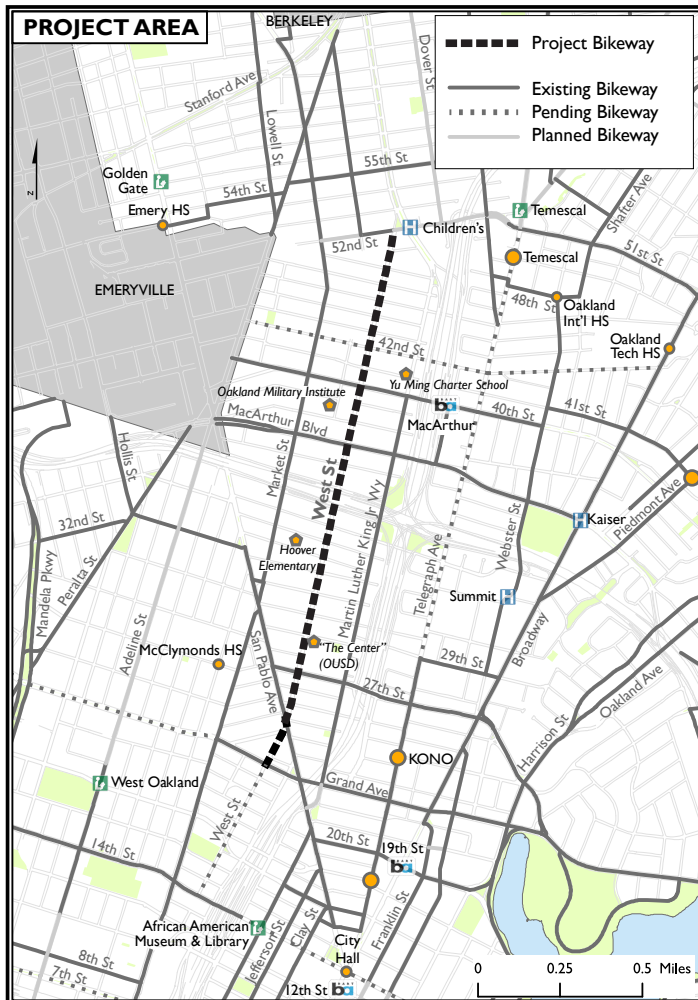
PROJECT DESCRIPTION

The project will remove the two-way center turn lane and install buffered bike lanes and a striped median, except approaching the intersections of 35th, 36th, and 40th Streets, where turn pockets will remain. Concrete median refuges will be installed at six intersections to facilitate pedestrian crossings. At the intersections of 27th Street and W MacArthur Boulevard, raised islands will be installed at the corners to separate bicyclist and motorist turning movements. See the draft striping

plan and feasibility study at www.oaklandca.gov/projects/west-street-road-diet-project.

SAFETY & FEASIBILITY

The posted speed limit on West Street is 30 mph. The City collected 24-hour vehicle speed data along the corridor for three consecutive days from September 11-13, 2018 and found that 32% of motorists were exceeding the speed limit, with 169 vehicles exceeding 40 mph. From 2012 to 2016, there were 157 traffic crashes on this section of West Street, 76 of which resulted in injuries. Removing the two-way center turn lane will reduce speeding and eliminate its illegal use as a passing lane. Other changes to improve safety include installation of Americans With Disabilities Act compliant curb ramps, pedestrian refuge islands, and high-visibility crosswalks, including those serving "The Center" food education school (OUSD), Hoover Elementary, The Oakland Military Institute, and Yu Ming Charter School. Finally, traffic volumes are low on West St. If the road diet is implemented, traffic could grow by 338% at the busiest time of day before exceeding the roadway's capacity.



SUBMIT COMMENTS

Please provide your input by Monday, August 17, 2020 in one of two ways:

1. e-mail bikeped@oaklandca.gov, include your name and street address, and indicate you are commenting on the West Street Road Diet Project); OR
2. use this form, write comments below and your return address on the reverse, cut along the dotted line, stamp and mail).

Please check one of the following three boxes, and then provide supporting comments, if desired.

- I support the project.
- I do not support the project.
- I have no opinion.

Signature: _____
(Also write name and address on reverse before mailing.)

To get updates on future City of Oakland bikeway projects, sign up at oaklandca19202.activehosted.com/f/20.

REQUIRED INFORMATION

Name: _____

Address: _____

_____, CA _____ Zip Code

**\$0.50
stamp
required**

City of Oakland, Department of Transportation
 Attn: Bicycle & Pedestrian Program
 250 Frank Ogawa Plaza, Suite 4314
 Oakland, CA 94612

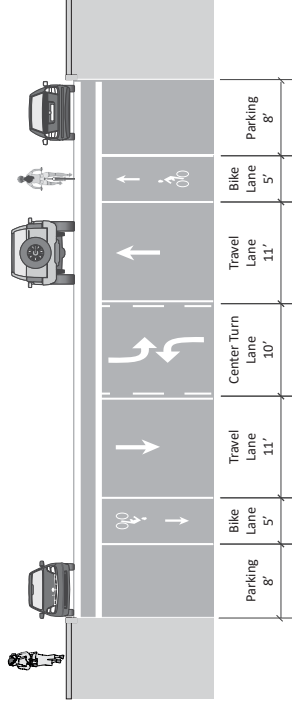


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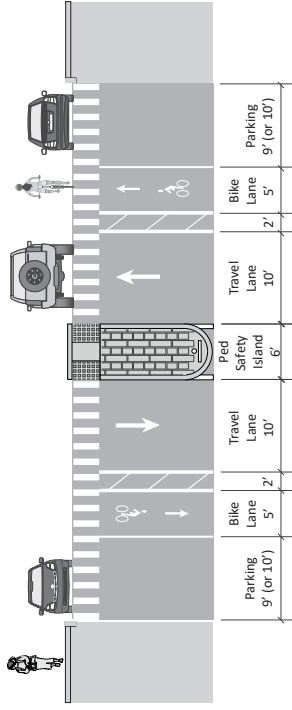
The City welcomes your input on the West Street Road Diet Project by mail or e-mail by August 17, 2020. Please feel free to share this flyer with others in your neighborhood. This flyer is available on the project web page: www.oaklandca.gov/projects/west-street-road-diet-project.

CROSS SECTION

Existing



Proposed



BIKE NETWORK CONTEXT

The project section of West Street is 1.6 miles long and connects Oakland's downtown to the Hoover-Foster, Longfellow, and Santa Fe neighborhoods. To the north, it connects to the neighborhood bike route on 52nd/Genoa Streets, and to the south with bike lanes on W Grand Avenue. It intersects with existing bikeways San Pablo Avenue, 27th Street, W MacArthur Boulevard, and 40th Street, as well as with proposed bikeways at 42th and 45th Streets.