

8th Street Traffic Calming Project

8th Street, West Oakland, from Pine St to Market St



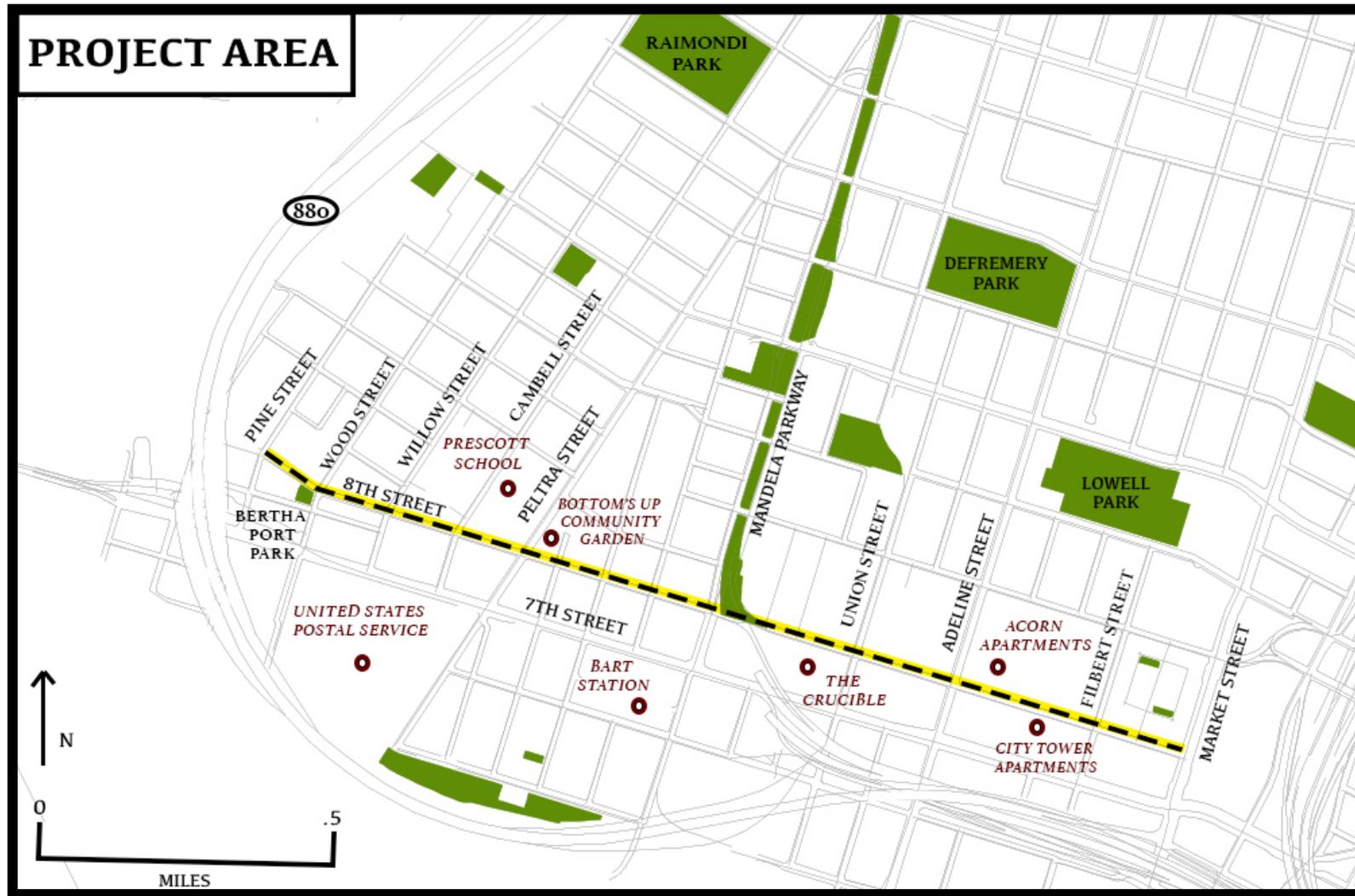
Safe Streets Division

Bicycle and Pedestrian Program

November 22, 2021



Purpose & Planning Context



LOCATION

8th Street – 1.2 mile stretch West of I-980 from Pine St to Market St

GOAL

Reduce unsafe driving, speeding, and crashes along the corridor

COMMUNITY POWER

[Neighborhood advocacy group "Safe 8th Street"](#) submitted the project as a Capital Improvement Program (CIP) Request

FUNDING

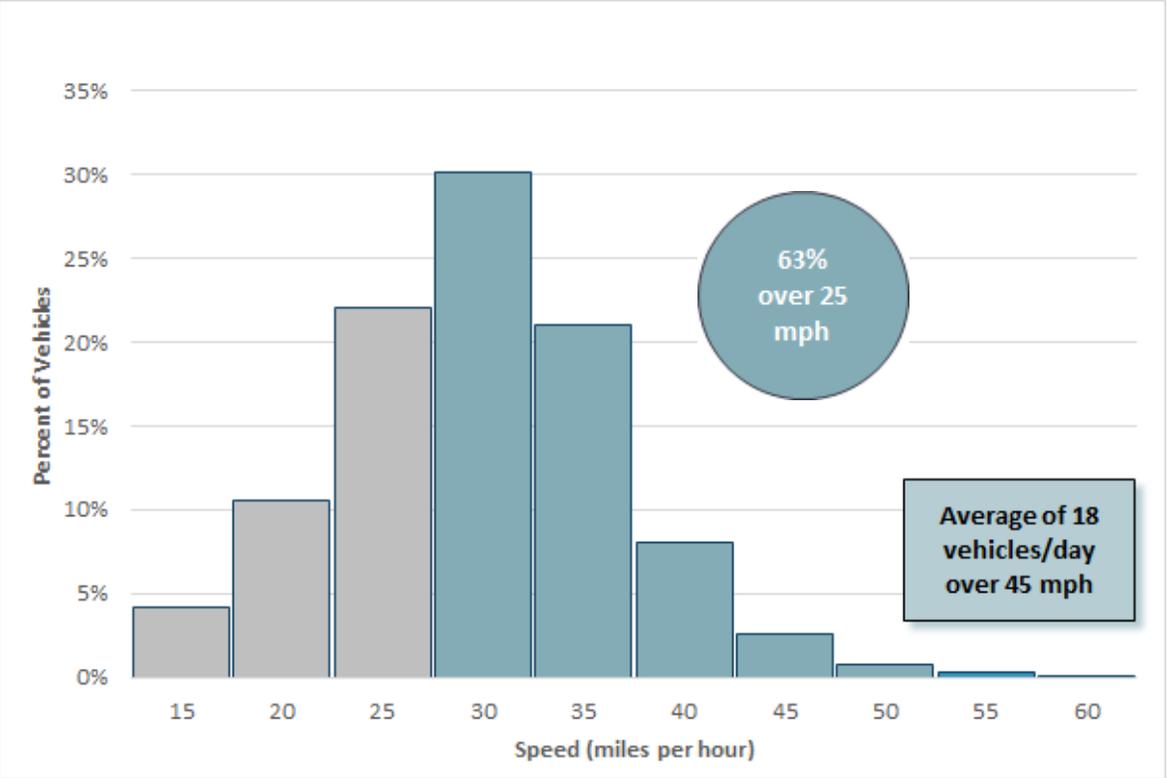
\$500,000 from Measure KK through the [City's Capital Improvement Program \(FY21-23\)](#)

PROJECT ELEMENTS

Paving, curb ramp upgrades, spot sidewalk repair [through the Paving Program](#), traffic safety elements like traffic circles and speed bumps, art component

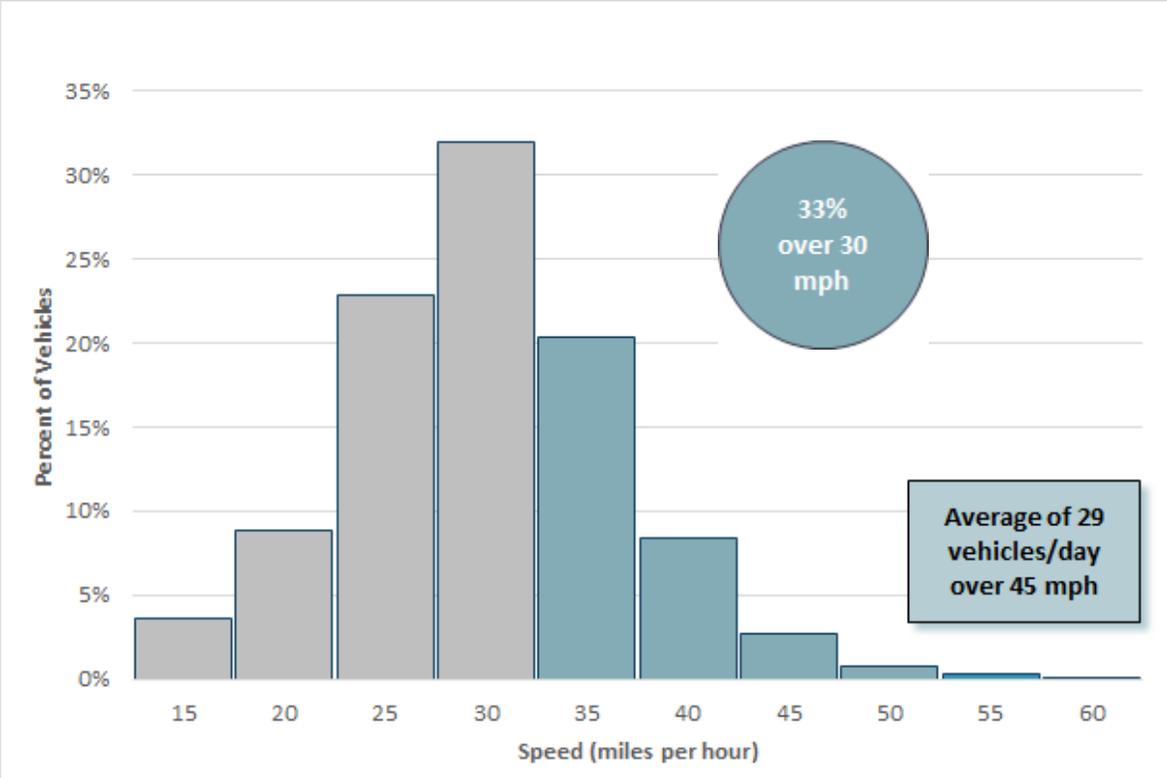
Current Conditions (Speeds)

8th Street - Henry Street and Chester Street
Speed Limit: 25 MPH



Average Daily Traffic (both directions): 1489 vehicles

8th Street - Poplar Way and Union Street
Speed Limit: 30 MPH



Average Daily Traffic (both directions): 2251 vehicles

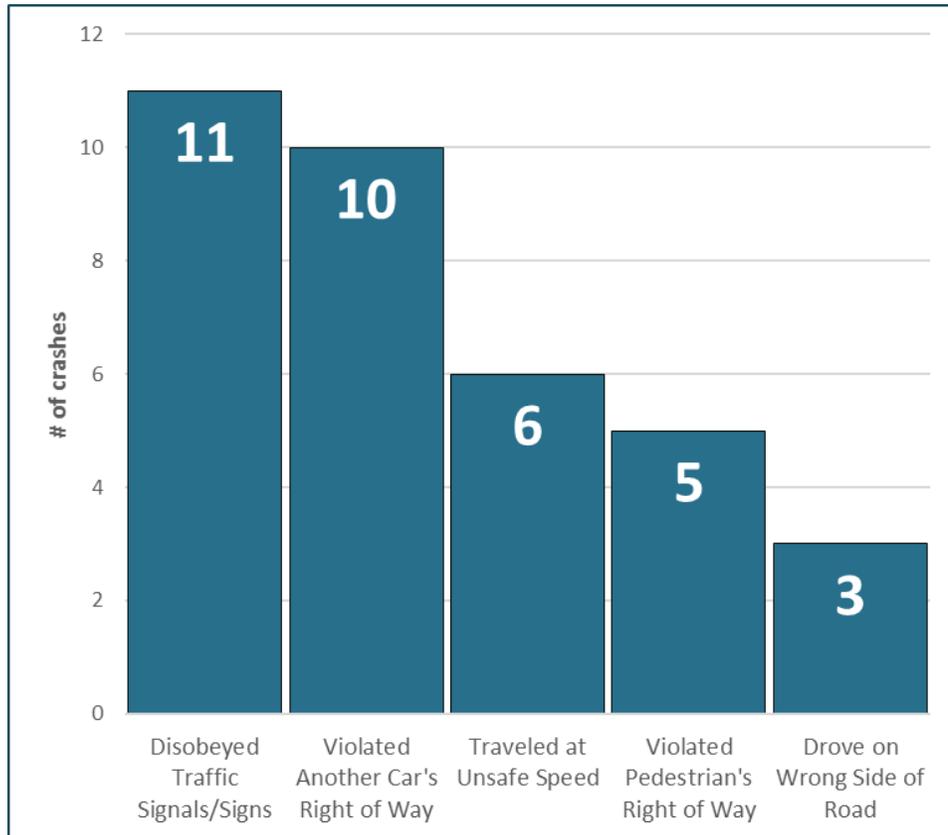
Vehicle counts and speeds were collected over a seven-day period from May 20, 2021 to May 26, 2021

Current Conditions (Crashes)

Crash History

- From 2014 to 2018, there were 87 traffic crashes on 8th Street in the study area.
- 42 of the 87 crashes reported resulted in injury.

Top 5 Reasons for Injury Crashes



The City of Oakland believes traffic related injuries are preventable by designing and maintaining safe streets. Our goal is to eliminate all fatal crashes.

Injury Crash Types

Crash Type	# of Injury Crashes
Broadside → ↑	25
Vehicle/ped → ↑	7
Head On → ←	3
Rear End → →	3
Sideswipe → ↗	2
Hit Object → ■	1
Other ?	1

Project Budget & Scope

8th Street will receive pavement rehabilitation and traffic calming features.

Pavement Rehabilitation

- Funding and work on paving will come from [Oakland's 3 Year Paving Plan](#)
- Asphalt Resurfacing, Sidewalk Repairs, Curb Ramp Replacement, Signage and Striping

Traffic Calming

- \$500,000 from Measure KK, Oakland's Infrastructure Bond, for traffic calming features, public art, and community outreach
- Funded through the City of Oakland's Fiscal Year 2021-23 Capital Improvement Program



Initial Traffic Safety Improvements in Summer 2021

Hardened centerlines were installed at the intersections of 8th Street/Peralta Street and 8th Street/Union Street.

The hardened centerlines reduce the speeds of turning drivers and brought traffic safety improvements to 8th Street while the larger CIP-funded project is being developed.



Project Elements

Traffic Calming



Speed Humps

Located in middle of the block. We will avoid driveways, in street utilities, and intersecting streets



Hardened Centerlines

Vertical curbs located on the roadway centerlines at intersections



Traffic Circles

"Roundabouts"
Raised islands located at intersections without traffic signals.

Paving



Street Resurfacing

Paving along the length of the corridor



Curb Ramp Upgrades

Upgrade curb ramps to American with Disabilities Act standards



Sidewalk Repair

Spot repair of cracked and broken sidewalks

For Discussion



Mid-block Crosswalk

Consider a crosswalk in the middle of the block between Adeline St and Filbert St

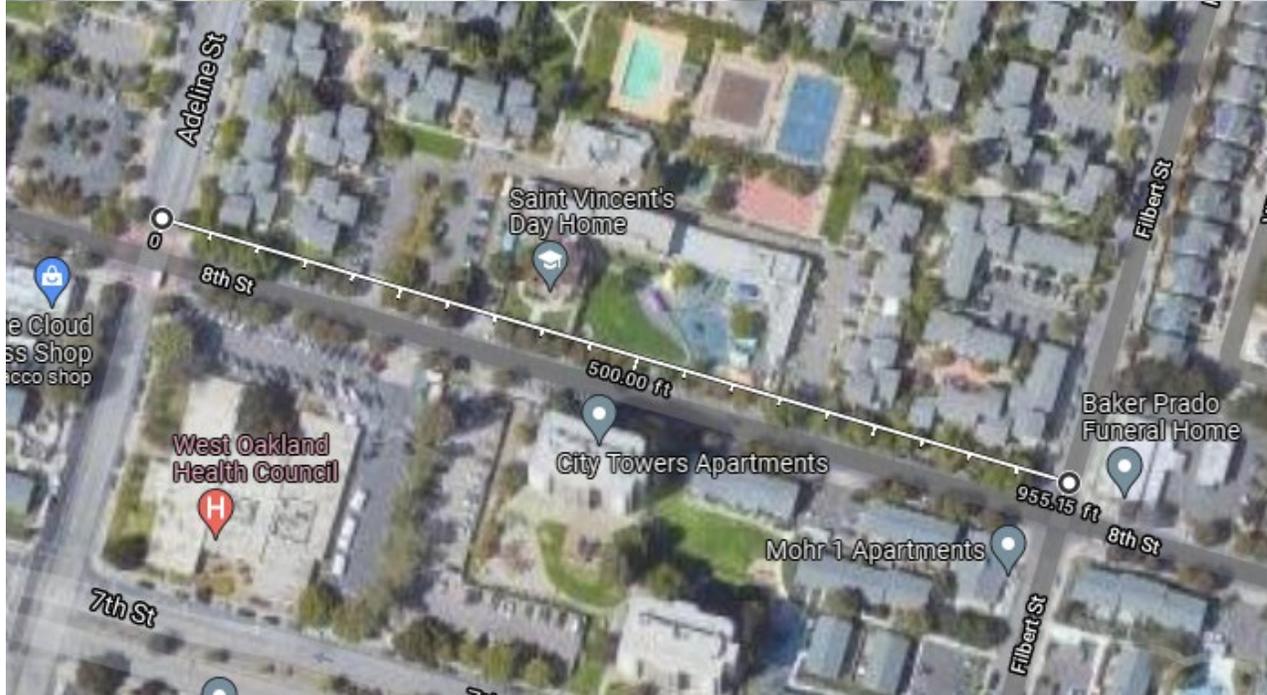
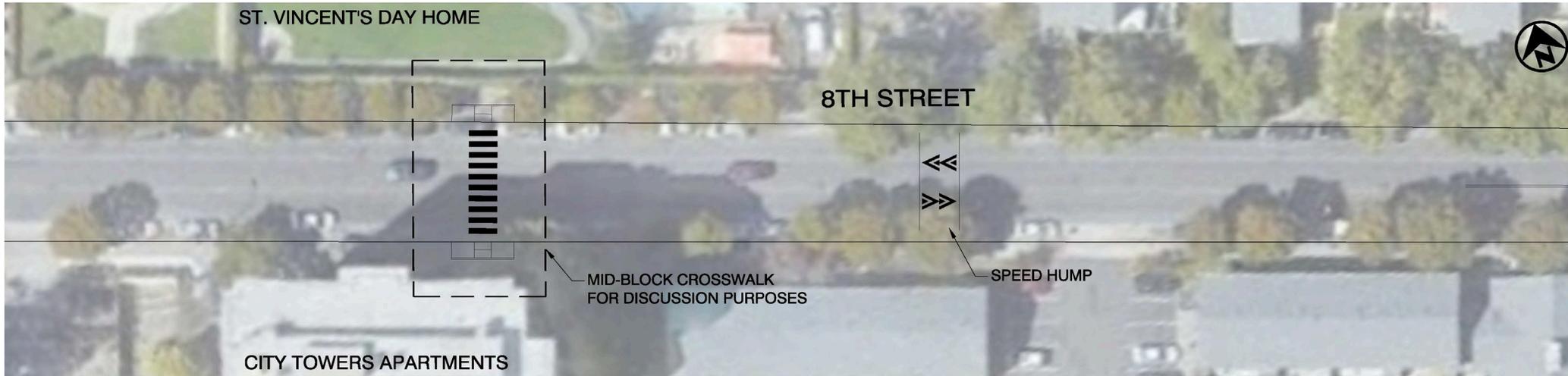


Median Closure

Consider closing 8th Street to through traffic at Mandela Pkwy



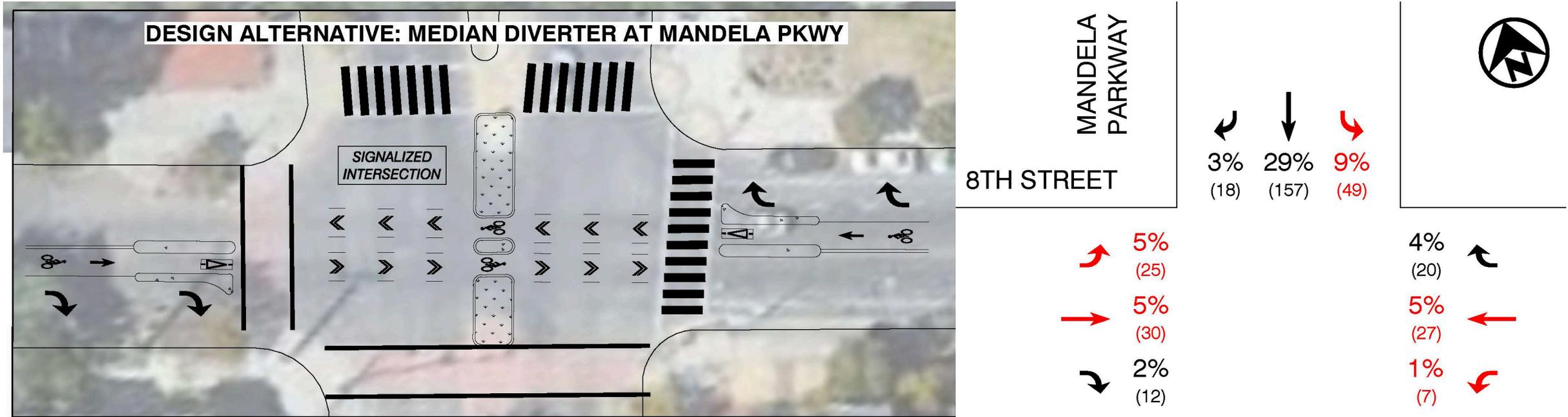
Crosswalk to cross 8th Street in between Adeline St and Filbert St? - For Discussion



Would a crosswalk in between Adeline St and Filbert St be beneficial?

- The distance between crosswalks at Adeline St and Filbert St is approximately 955'.
- A crosswalk in the middle of the block would require the construction of two (2) new curb ramps, the removal of four (4) parking spaces, and possible removal of up to two (2) trees.

Median Closure – For Discussion



Would a median diverter at Mandela Parkway be beneficial?

- During the PM peak hour (4:00pm-5:00pm) there were 547 trips counted at intersection of 8th Street and Mandela Parkway.
- Approximately 10% or 57 vehicles travel eastbound or westbound across Mandela Parkway during the peak hour.
- A median diverter would impact 27% or 148 vehicle trips during peak hour by prohibiting through traffic across Mandela Parkway, left turns from 8th Street, and left turns from Mandela Parkway.



PM Peak Traffic Counts

- Turning movements in **red** would be **prohibited** if a median diverter is constructed.

Community Engagement and Project Schedule

Fall 2021

- *Individual outreach to key contacts*
- *Create project contact list*
- *Mail survey to everyone along the corridor*
- *Present and seek feedback at Acorn & Prescott Neighborhood Councils*

Winter 2022

- *Return to Acorn and Prescott Neighborhood Councils*
- *Develop art component with community stakeholders*
- *Mail residents and tenants adjacent to proposed traffic calming*

Summer 2021

- *Initial Traffic Safety Improvements*

Late Fall 2021 / Early Winter 2022

- *Refine design based on feedback*

Spring & Summer 2022

- *Finalize design*
- *Complete contract documents*

Fall 2022

- *Begin construction*

Community Engagement – Fall 2021

- Individual outreach to key contacts
- Launched project website <https://www.oaklandca.gov/projects/8th-st-project>
- Project informational postcard sent to 3,018 addresses
- Community Outreach Presentation Dates
 - 10/14 Prescott Neighborhood Council
 - 11/4 Acorn Neighborhood Council
- Upcoming survey will be sent to residents seeking input on the project



Please take our 8th Street West Oakland Traffic Calming Project Survey!

How to use a QR Code

1. Open your camera app
2. Focus the camera on the QR code by gently tapping the code
3. Click on the link that appears on your phone



Tell us your vision, ideas, and insights for 8th Street. We strive to hear from as many voices from the neighborhood as possible.

<https://www.oaklandca.gov/topics/8th-street-west-oakland-traffic-calming-project-surveys>

Public Art Component Ideas

Seeking community groups for partnership



Street Murals

Painting 8th Street with help from [OakDOT's "Paint the Town" street mural program](#)



Traffic Circles

Possible location for art while maintaining lines of sight for drivers, pedestrians, and bicyclists



Traffic Signal Cabinets

Five utility boxes along 8th Street serve as prime canvases



Other

Any other ideas for an art project on 8th Street? Let us know!

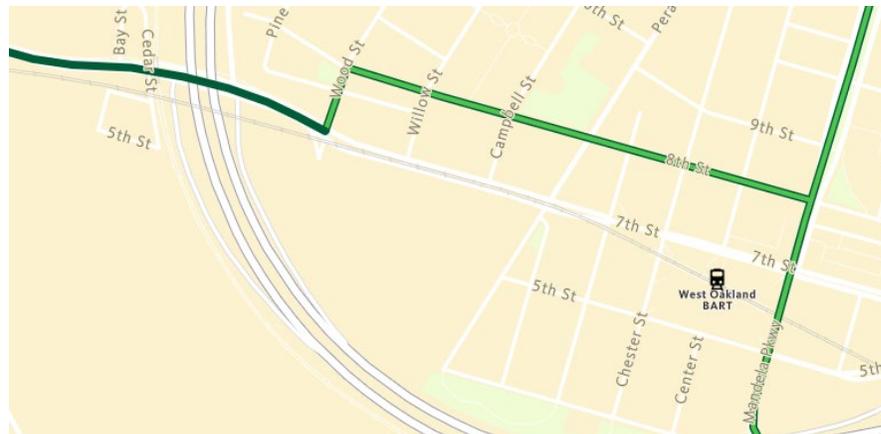
Policy & Historical Context



Prior to I-980, Mandela Parkway, and Laney College, 8th Street was a major street – comparable to 7th Street – connecting West Oakland, Downtown, and Eastlake. Some remnants of 8th Street's former role are still in play. (Map: Thomas Brothers, 1950s)

Arterial Street: Reclassify 8th Street as a local street to serve residents, not through traffic, and allow for traffic calming.

Speed Limits: Eliminate the 30mph speed limit east of Mandela Pkwy, making all of 8th Street 25mph.



San Francisco Bay Trail: Recommendation to realign the on-street Bay Trail from 8th St to 7th St between Wood St and Mandela Pkwy to support 7th St as the historic Main Street of West Oakland.



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