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MEMORANDUM

To: Lucas Woodward, City of Oakland

From: Jeff Knowles, Alta Planning + Design

Date: September 4, 2020

Re: Ney Avenue Neighborhood Traffic Calming Study Existing Conditions

1.0 Executive Summary

The following existing conditions analysis details the field study process and summarizes the results. The key findings from the study for each corridor are as follows:

Ney Avenue

- Ney Avenue experiences high cut through traffic from drivers turning onto Ney from 73rd and heading southbound.
- 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.
- Existing traffic calming speed humps are deteriorating.
- Traffic calming opportunities could include but are not limited to traffic circles, speed humps, curb extensions, and/or traffic diverters.

Ritchie Street

- 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 in two instances over a seven-day period.
- Traffic calming opportunities could include but are not limited to traffic circles and/or speed humps.

Outlook Avenue

- 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.
- A majority of cars along Outlook Avenue were parked on curbs and sidewalks, increasing the space drivers have to operate, thus allowing higher speeds.
- Traffic calming opportunities could include but are not limited to refreshing the existing speed humps.

Hillmont Avenue

- Traffic volumes were less than half the number observed on Ney Avenue.
- The average width of the street is approximately 20 feet.
- Drivers exceeded the posted speed limit of 25 miles per hour 3% of the time with the highest observed speed of 35-40 miles per hour in one instance over a seven-day period.
- Traffic calming opportunity could include a traffic circle at Hillmont and Partridge.

2.0 Introduction

In July, 2020, Alta Planning + Design (Alta) was tasked with developing a set of traffic calming improvements along Ney Avenue that will reduce speeds along the corridor and surrounding roads and reduce cut through traffic. In order to obtain a comprehensive understanding of how the built environment can impact overall safety concerns in the neighborhood, Alta completed an extensive existing conditions analysis of Ney Avenue and its surrounding streets. The qualitative and quantitative data that was gathered for this analysis will better equip Alta to develop a set of recommended improvements with the City's goals in mind.

2.1 Study Area

The study area is located in the Eastmont neighborhood in southeast Oakland. The scope of the study area includes Ney Avenue between 82nd Avenue and 73rd Avenue as well as residential streets within the area bounded by MacArthur Boulevard, 73rd Avenue, 82nd Avenue, and Hillmont Avenue as seen in Figure 1. The roadways in the area maintain similar configurations though vary in grade. Each street's attributes are further discussed in the field observations section.

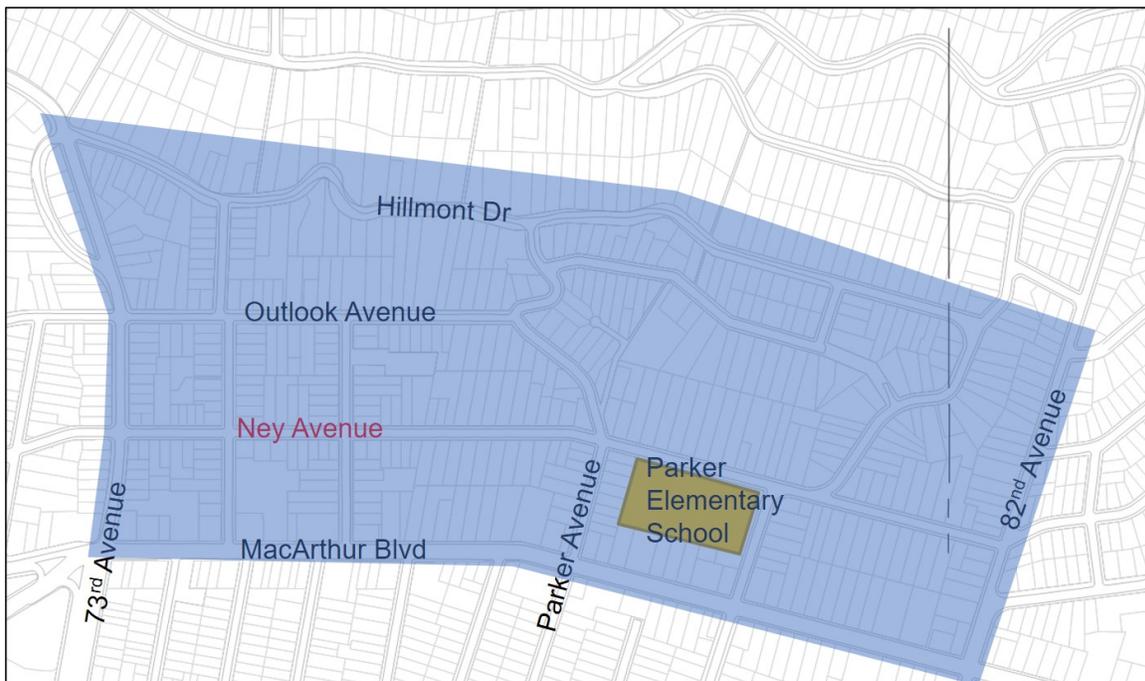


Figure 1: Project Study Area

2.2 Ongoing and Past Efforts

As part of an effort over the past few years to slow traffic throughout Oakland, traffic calming measures have been installed, such as ADA curb ramps, updated pavement markings, high visibility marked crosswalks and speed humps every 250' along Ney Avenue and a section of Outlook Avenue. Speed hump warning signs were installed in conjunction with the speed humps. A number of recent improvements along Ney Avenue are pictured in Figure 2. Due to COVID-19 and the city's Shelter in Place policy, the City of Oakland launched their Slow Streets Program to promote physical activity while social distancing. Ney Avenue, between 73rd Avenue and 82nd Avenue is among the city's Slow Streets. Speed and volume data shared in this memo should be considered in that context.

2.2.1 Parker Elementary Safe Routes to School

In 2010, Alta completed a Safe Routes to School Audit for Parker Elementary School along Ney Avenue. Various recommendations, such as restriping crosswalks and pavement markings, installing ADA curb extensions, and modifying parking and loading regulations, have been installed and are pictured in Figure 2.

2.2.2 Oakland Slow Streets

Slow Streets are a network of streets, based on the city's neighborhood bikeways, with partial closures indicated with temporary signage, barricades, and traffic cones. By reducing and slowing traffic, they are intended to make space for walking, bicycling, and other activities. Barriers have been placed to discourage through traffic on Ney Avenue for the duration of the Slow Streets program



Figure 2: Recent Traffic Calming Improvements on Ney Avenue

2.2.3 Community Input to Date

The project was introduced to the community at a Neighborhood Crime Prevention Council (NCPC Beat 30Y) Meeting on May 26, 2020. OakDOT and Alta followed up the next month at the June 26 NCPC Meeting to discuss the project timeline, introduce traffic calming treatments, and gather input. There were 31 attendees on the video conference

3.0 Data Collection

This section outlines the collection of field data in the Ney Avenue neighborhood and summarizes key findings.

3.1 Methodology

Seven-day 24-hour counts and speed surveys were taken at five locations throughout the study area instead of the typical peak hour observations. The traffic volumes were predicted to be significantly less due to the observed impacts COVID-19 has had on traffic patterns thus far. The San Francisco Chronicle reported on those impacts in the Bay Area, stating that in March and April, 2020, weekly vehicle miles traveled per person were 60% less than pre-COVID normal driving behavior and though driving has steadily increased over the summer, there was still 24% less driving in July than normal.

The count and speed locations were collected at the following locations:

- Ney Avenue between 73rd Avenue and 75th Avenue
- Ney Avenue between 76th Avenue and Richie Street
- Outlook Avenue between 76th and 75th Avenue
- Ritchie Street between MacArthur Boulevard and Ney Avenue
- Hillmont Drive between Parker Avenue and 75th Avenue

The average daily traffic (ADT), average speed, 85th percentile speed, and any outlier speed data provide a quantitative understanding of the corridor and a basis for the variety of proposed traffic calming measures. The count and speed observation locations are shown in Figure 3.

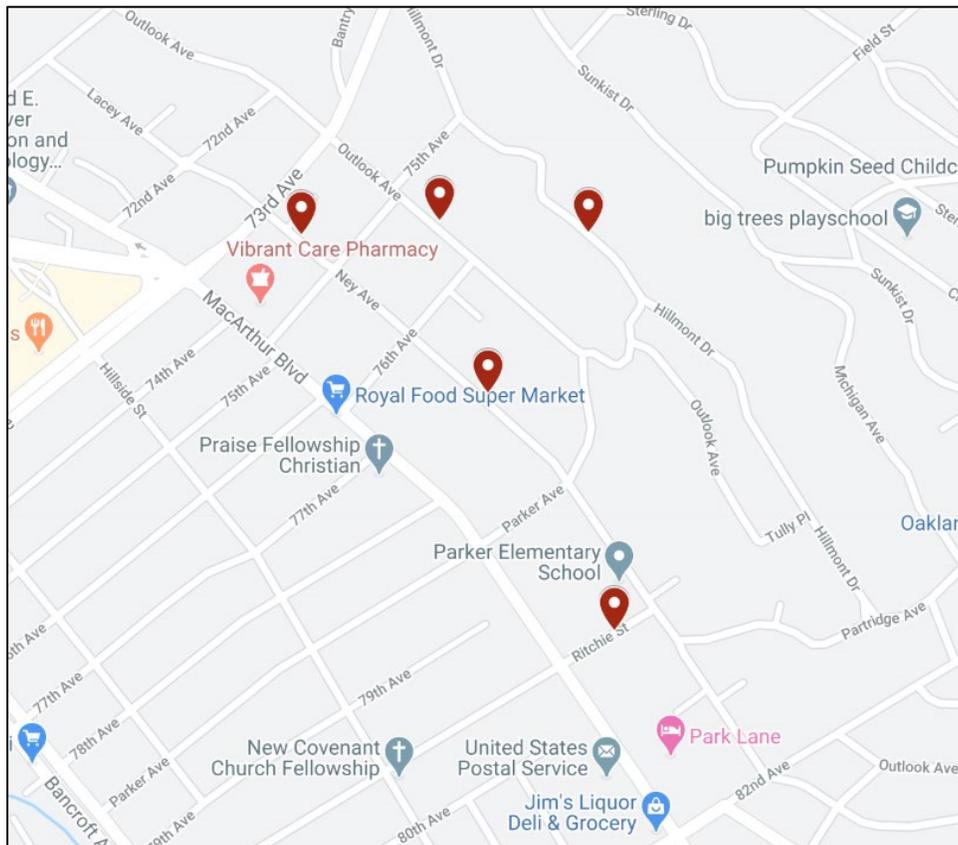


Figure 3: Count and Speed Observation Locations

On July 16, 2020, Alta completed a field inspection to supplement the count and speed surveys throughout the study area. These observations provide a qualitative understanding of the study area and will contribute to the comprehensive proposed plans. The following attributes were noted:

- Parking utilization
- Speed hump measurements and condition
- Type of intersection control
- Utility locations
- Pavement marking conditions
- Curb ramp type and condition

3.2 Machine Vehicle Counts and Speed Surveys

Counts and speed surveys were performed at the aforementioned locations for seven (7) days from Friday, July 10, 2020 to Thursday, July 16, 2020. Road tubes detected directional volume and speed and summarized it for each 15-minute period over 7 days. The road tubes at Ney Avenue between Parker Avenue and 76th Avenue were tampered with and the counts and speed survey at that location were repeated on July 27, 2020.

The total volume per direction was calculated by averaging each day's total volume per direction over the seven-day period. The average daily traffic (ADT) is the sum of directional traffic at each location. Typically, counts are performed between Tuesday and Thursday. This data collection utilized seven-day averages to capture weekend trips as COVID-19 has shifted typical weekday commuting travel patterns. The mid-week (Tuesday to Thursday) volumes in this data set demonstrate that volumes are slightly higher by 10-15%. Therefore, the averages, displayed in Table 1, may be lower as they were collected over the seven-day period and may have been impacted by the recent shift in traffic patterns due to COVID-19.

Despite lower traffic volumes due to COVID-19 and Oakland’s Slow Streets Program, the collected volume data represents an overall trend along Ney Avenue, shown in Figure 4. The thickness of the lines in Figure 4 represents the counted volumes, with thicker lines representing higher volumes. Volumes travelling southbound on Ney Avenue between 73rd Avenue and 75th Avenue are nearly double those travelling northbound. That block also has significantly higher traffic volumes than the other blocks. Drivers traveling along 73rd Avenue towards MacArthur Boulevard may be using this block to avoid the additional signal and traffic at 73rd Avenue and MacArthur Boulevard. Cut through traffic has been a concern voiced by community members and this data validates these concerns, prioritizing traffic diversion improvements at the intersection of 73rd Avenue and Ney Avenue.

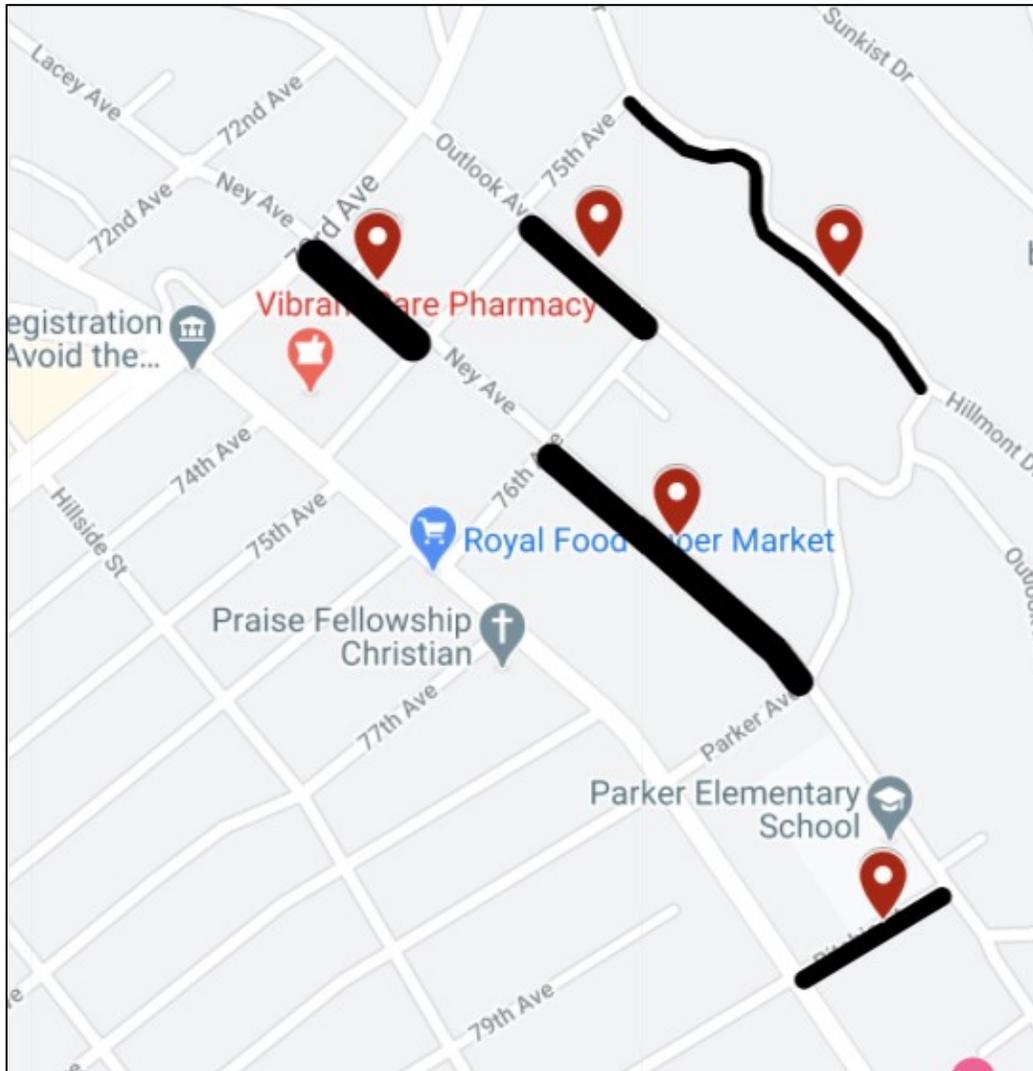


Figure 4: Traffic Volume Summary

Table 1: Traffic Count Summary

Roadway	Between		Direction	No. Travel Lanes	Total Volume/Direction	Average Daily Traffic
Ney Avenue	76 th Avenue	Parker Avenue	NB	1	366	811
			SB	1	445	
Ney Avenue	73 rd Avenue	75 th Avenue	NB	1	353	1007
			SB	1	654	
Ritchie Street	MacArthur Boulevard	Ney Avenue	EB	1	291	644
			WB	1	354	
Outlook Avenue	75th Avenue	76th Avenue	NB	1	300	716
			SB	1	416	
Hillmont Avenue	75th Avenue	76th Avenue	NB	1	203	407
			SB	1	204	

The speed survey provided speeds for each time interval, the average speed, and 85th percentile for each day as well as the average and 85th percentile speeds for the entire period. In addition to the 85th percentile speeds, outlier counts of vehicles traveling at speeds greater than 25 mph are noted to account for the number of vehicles operating at unsafe speeds. Table 2 shows the results of the speed observation summary. The total number of vehicles traveling at speeds greater than the posted speed limit over the seven-day period are outlined in Table 3.

Table 2: Speed Observation Summary

Roadway	Between		Direction	Posted Speed Limit	Average Speed (MPH)	85th Percentile Speed (MPH)
Ney Avenue	76 th Avenue	Parker Avenue	NB	25 MPH	16.8	21.9
			SB		15.8	20.2
Ney Avenue	73 rd Avenue	75 th Avenue	NB	25 MPH	15.8	19.2
			SB		18.2	22.3
Ritchie Street	MacArthur Boulevard	Ney Avenue	EB	25 MPH	21.2	26.6
			WB		20.9	26.1
Outlook Avenue	75th Avenue	76th Avenue	NB	25 MPH	17.4	21.7
			SB		17.8	22.4
Hillmont Avenue	76th Avenue	Parker Avenue	NB	25 MPH	16.9	21.5
			SB		16.4	20.7

Ritchie Street, between MacArthur Avenue and Ney Avenue, had both the highest 85th percentile speed and the greatest speed captured during the speed survey. The 85th percentile speed, for both directions along Ritchie, was above the posted speed limit whereas the other locations had both average speeds and 85th percentile speeds below the speed limit. There were many instances during the speed survey that vehicles along Ritchie were operating 5-25 miles per hour above the speed limit. Ritchie Street not only has especially high speeds but also borders Parker Elementary School, so it will be important to include multiple speed reducing measures along this block.

Table 3: Speed Outlier Summary

Roadway	Between		Direction	Posted Speed Limit	No. Observed Traveling <25 MPH	No. Observed Traveling 25-30 MPH	No. Observed Traveling 30-35 MPH	No. Observed Traveling 35-40 MPH	No. Observed Traveling 40-45 MPH	No. Observed Traveling 45-50 MPH
Ney Avenue	76th Avenue	Parker Avenue	NB SB	25 MPH	2350	107	18	4	1	-
					2976	55	4	-	-	-
Ney Avenue	73rd Avenue	75th Avenue	NB SB	25 MPH	2460	9	1	1	-	-
					4367	188	19	2	-	-
Ritchie Street	MacArthur Boulevard	Ney Avenue	EB WB	25 MPH	1568	368	73	20	4	1
					1974	373	94	28	7	1
Outlook Avenue	75th Avenue	76th Avenue	NB SB	25 MPH	2023	71	7	-	-	-
					2732	153	31	5	1	-
Hillmont Avenue	75th Avenue	Parker Avenue	NB SB	25 MPH	1369	47	5	1	-	-
					1385	36	5	-	-	-

3.3 Field Observations

In the afternoon of Thursday, July 16, 2020, Alta staff completed a field visit of Ney Avenue and the surrounding project area. Roadway width, parking utilization, speed hump condition, intersection details, and any additional existing conditions were all noted. The following section summarizes and provides details on the existing conditions throughout the study area.

The tables below summarize the key data collected on the site visit. Table 4 shows the roadway configuration for each segment of street in the project area. Table 5 provides details of the existing traffic calming infrastructure in the project area. Table 6 details the intersection control type, as well as, whether the intersection has storm drains, marked crosswalks, and curb ramps. The tables are followed by in depth existing conditions descriptions of each roadway section.

Narrow street width and improper parking practices, shown in Table 4 and described in the following section, create an uncomfortable environment for pedestrians. Vehicles traveling slightly over the speed limit along narrow streets with parked cars and steep grade changes contribute to community member concerns about unsafe speeds. Improved speed enforcement and traffic calming measures may be recommended for these corridors. Along blocks where there are improper parking practices, such as parking on curbs, streets are wider than intended and thus permit higher speeds. In these situations, parking enforcement in addition to other speed reduction measures will be recommended.

Table 4: Roadway Configuration

Roadway	Begin	End	Length (Feet)	Width (Feet)	Travel Direction	On Street Parking?	Land Use
Ney Avenue	73rd Avenue	82nd Avenue	3190	30	Two-way	Both sides	Residential
Outlook Avenue	73rd Avenue	Parker Avenue	1400	24	Two-way	Both sides	Residential
Hillmont Avenue	73rd Avenue	Partridge Avenue	3500	20 ¹	Two-way	Both sides	Residential
Parker Avenue	MacArthur Boulevard	Hillmont Drive	1500	28 ²	Two-way	Both sides	Residential
Ritchie Street	MacArthur Boulevard	Ney Avenue	400	30	Two-way	Both sides	Residential/Business
Partridge Avenue	Ney Avenue	Hillmont Drive	880	28	Two-way	Both sides	Residential

As the following tables display, much of the existing traffic calming infrastructure throughout this study area are deteriorating or non-compliant. Additionally, the study area either lacks infrastructure for pedestrians or has unsatisfactory existing infrastructure. In addition to poor pedestrian infrastructure, especially at intersections, there are a few intersections with wide curb radii, which allow for unsafe turning speeds. Reduced curb radii or traffic circles, improvements to the existing infrastructure, and installation of new and compliant infrastructure will be included in the recommendations.

Table 5: Existing Traffic Calming Infrastructure Condition

Infrastructure	Dimensions	Qty.	Location	Begin	End	Block Length (Feet)	Condition
Speed Hump	Height at Center: 4.5" Width: 12'	1	Ney Avenue	73rd Avenue	75th Avenue	400	Striping deteriorating
	Height at Center: 3.5" Width: 12'	1	Ney Avenue	75th Avenue	76th Avenue	400	Satisfactory
	Height at Center: 7" Width: 12'	3	Ney Avenue	76th Avenue	Parker Avenue	900	Good
	Height at Center: 5" Width: 12'	2	Ney Avenue	Parker Avenue	Ritchie Street	600	Striping deteriorating
	Height at Center: 5" Width: 12'	3	Ney Avenue	Partridge Avenue	82nd Avenue	600	Satisfactory
	Height at Center: 4" Width: 11'	1	Outlook Avenue	73rd Avenue	75th Avenue	325	Deteriorating
	Height at Center: 3" Width: 12'	1	Outlook Avenue	75th Avenue	76th Avenue	370	Good
	Height at Center: 2.5" Width: 12'	2	Outlook Avenue	76th Avenue	Parker Avenue	600	Satisfactory
Curb Extension	35' wide X 35' long 30' crossing width	1	Ney Avenue	Ritchie Street		-	Recently Installed
Pork Chop Island	7' wide X 22' long	1	Partridge Avenue	-	-	-	Satisfactory
	25' wide X 45' long	1	Hillmont Avenue	-	-	-	Satisfactory

¹ Street width ranges from 15 feet to 30 feet; 20 feet is the approximate average width.

² Street width ranges from 17' to 30'; 28 feet is the approximate average width.

Table 6: Intersection Condition

Intersection Location	Traffic Control	Curb Ramp	Storm Drain	Marked Crosswalk
Ney Avenue/73rd Avenue	Signalized	Existing, non-compliant at all corners	Northeast corner	Faded transverse at all approaches
Ney Avenue/75th Avenue	All-way stop	Missing	Northeast & Southeast corners	n/a
Ney Avenue/76th Avenue	All-way stop	Existing, likely compliant at Northwest corner	Northeast & Southeast corners	n/a
Ney Avenue/Parker Avenue	All-way stop	Missing	Northeast & Southeast corners	Yellow continental at East and South approaches
Ney Avenue/Ritchie Street	All-way stop	Existing, likely compliant at all corners	n/a	Yellow continental at all approaches
Ney Avenue/Partridge Avenue	One-way stop on Partridge Avenue	Missing	Northeast, Northwest, and Southeast corners	n/a
Ney Avenue/82nd Avenue	Two-way stop on Ney Avenue	Existing, likely compliant at all corners	Northeast, Southeast, and Southwest corners	White continental at North and South approaches
Outlook Avenue/73rd Avenue	Two-way stop on Outlook Avenue	Existing, likely compliant at all corners	Northeast & Southeast corners	n/a
Outlook Avenue/75th Avenue	All-way stop	Missing	n/a	n/a
Outlook Avenue/76th Avenue	One-way stop on 76th Avenue	Missing	Northeast corner	n/a
Outlook Avenue North/Parker Avenue	Uncontrolled	Missing	Southeast and Southwest corners	n/a
Outlook Avenue South/Parker Avenue	All-way stop	Missing	n/a	n/a
Hillmont Drive/73rd Avenue	Two-way stop on Hillmont Avenue	Missing	Northeast, Southeast, and Southwest corners	Transverse on North and West approaches
Hillmont Drive/75th Avenue	Uncontrolled	Missing	Northeast corner	n/a
Hillmont Drive/Parker Avenue	Uncontrolled	Missing	n/a	n/a
Hillmont Drive/Tully Place	Uncontrolled	Missing	Southeast and Southwest corners	n/a
Hillmont Drive/Partridge Avenue	All-way stop	Missing	n/a	n/a
Ritchie Street/MacArthur Boulevard	Signalized	Existing, likely compliant at all corners	Southeast corner	Faded, yellow transverse at all approaches

Ney Avenue Between 73rd Avenue and 75th Avenue

Ney Avenue at 73rd Avenue is a signalized intersection with faded transverse marked crosswalks on all approaches. Existing, non-compliant curb ramps are installed on every corner. There is 15-20 feet of red curb on each side of every approach. Stop bars are not installed at the intersection and there is a storm drain on the northeast corner.



Figure 5: Northeast Corner at Ney Avenue and 73rd Avenue

This segment is approximately 400 feet long with a curb-to-curb width of 29 feet. At the time of the field visit 11 of the approximately 30 available parking spaces were being utilized. A handicap parking spot is installed at 1321 Ney Avenue. The spot is marked by a handicap parking sign and blue curb. There is one speed hump about 130 feet from the intersection of Ney Avenue at 75th Avenue with deteriorating striping. The speed hump is 12 feet wide and four and a half inches high at the center.



Figure 6: Speed Hump on Ney Avenue Between 73rd Avenue and 75th Avenue

Ney Avenue at 75th Avenue is a four-way stop controlled intersection with no existing marked crosswalks or curb ramps. Both the northeast and southeast corners have storm drains. A fire hydrant is located on the southeast corner and a manhole is located in the center of the intersection. All approaches have a fading stop bar and the northern leg is the only approach with red curb along both sides.



Figure 7: Southeast Corner at Ney Avenue and 75th Avenue

Ney Avenue Between 75th Avenue and 76th Avenue

This block is approximately 400 feet long with a curb-to-curb width of 30 feet. At the time of the field visit 14 of the approximate 30 parking spaces were being utilized. A speed hump in satisfactory condition is installed about 165 feet north of the intersection of Ney Avenue at 76th Avenue. The speed hump is 12 feet wide and three and a half inches high at the center. There is a manhole and storm drain at 7535 and 7534 Ney Avenue, respectively.



Figure 8: Speed Hump on Ney Avenue Between 75th Avenue and 76th Avenue

Ney Avenue at 76th Avenue is a four-way stop controlled intersection with no existing marked crosswalks. The northwest corner has an existing, likely compliant curb ramp. The remaining corners do not have curb ramps. There are seven to 20 feet of red curb on each side of every approach. All approaches have stop bars and storm drains are installed on the northeast and southeast corners. Additionally, there are two manholes in the intersection and a fire hydrant on the southeast corner.



Figure 9: Northeast Corner at Ney Avenue and 76th Avenue

Ney Avenue Between 76th Avenue and Parker Avenue

This segment is approximately 900 feet long with a curb-to-curb width of 30 feet. During the site visit 22 of the approximate 70 parking spaces were utilized. There are three speed humps placed every 250 feet beginning approximately 155 feet south of the intersection of Ney Avenue at 76th Avenue. Each speed hump is in satisfactory condition and measures 12 feet wide and three and a half inches high at the center. There is a utility cover at 7637 Ney Avenue and a storm drain on the west side of the street at this location. There are manholes at 7650 and 7735 Ney Avenue.

Ney Avenue at Parker Avenue is a four-way stop controlled intersection with yellow continental marked crosswalks on the east and south approaches. Curb ramps are missing at the intersection. There are 10 to 20 feet of red curb on each side of every approaches. All approaches have stop bars. Storm drains are installed on the northeast and southeast corners. Additionally, there are three manholes in the intersection and a fire hydrant on the southeast



corner.

Figure 10: Northeast Corner at Ney Avenue and Parker Avenue

Ney Avenue Between Parker Avenue and Ritchie Street

This block is approximately 600 feet long with a curb-to-curb width of 30 feet. During the site visit 30 of the approximate 40 parking spaces were utilized. Five of the available spaces are dedicated loading zones for Parker Elementary School between 8AM and 4PM Monday through Friday. There are two speed humps placed 250 feet apart beginning approximately 150 feet south of the intersection of Ney Avenue and Parker Avenue. Each speed hump is 12 feet wide and five inches high at the center with faded striping. Ney Avenue at Ritchie Street is a three-way stop-controlled intersection with yellow continental marked crosswalks and stop bars on each approach. Curb ramps and red curb are not installed on either side of the crossing.

A walk audit was performed for Parker Elementary School in 2010 and based on the audit’s recommendations, found in Appendix C, the following improvements have been installed on this block:

- 32 feet of yellow curb for handicapped accessible parking and loading at the approach of Ney Avenue at Ritchie Street.
- Dedicated loading zones for Parker Elementary School between 8AM and 4PM Monday through Friday
- Refreshed “Slow School Xing” pavement markings.
- Yellow midblock continental marked crosswalk (ADA compliant curb ramps not installed)
- Three feet of red curb on the north side of the west approach and 20 feet on the east side of the south approach of Ney Avenue and Ritchie Street
- Yellow curb and handicapped accessible zones on the north approach at Ney Avenue at Ritchie Street
- Compliant curb ramps on intersection of Ney Avenue and Ritchie Street
- Curb extension at the southwest corner of Ney Avenue and Ritchie Street
- Yellow continental marked crosswalks on all approaches at Ney Avenue and Ritchie Street



Figure 11: Curb Restrictions at Parker Elementary School



Figure 12: Mid-block Crossing at Parker Elementary School



Figure 13: Southeast Corner at Ney Avenue and Ritchie Street with Recent Pedestrian Improvements

Ney Avenue Between Ritchie Street and Partridge Avenue

This segment is approximately 125 feet long with a curb-to-curb width of 30 feet. During the site visit five of the approximate six parking spaces were being utilized. There are no speed humps along this segment.

At the intersection of Ney Avenue and Partridge Street, Partridge Street is stop controlled while Ney runs free. A stop bar and yellow continental marked crosswalk run across Partridge Street. Curb ramps are missing at the intersection. The northeast corner has a wide curb radius. There are storm drains on the northeast, northwest, and southeast corners in addition to a fire hydrant on the northwest corner. There is red curb at the northeast and southeast corner.



Figure 14: Southeast Corner at Ney Avenue and Partridge Avenue

Ney Avenue Between Partridge Avenue and 82nd Avenue

This segment is approximately 600 feet long with a curb-to-curb width of 29 feet. During the site visit 22 of the approximate 50 total parking spaces were being utilized. There are three speed humps placed every 250 feet beginning approximately 37 feet south of the intersection of Ney Avenue and Partridge Avenue. Each speed hump is in satisfactory condition and measures 12 feet wide and five inches high at the center. There are manholes at 8038 and 8122 Ney Avenue.

The intersection of Ney Avenue and 82nd Avenue is two-way stop controlled on the north and south approaches. The north and south approaches have stop bars and white continental marked crosswalks. There are existing, likely compliant curb ramps at each corner. Storm drains are installed on the northwest and southwest corners.



Figure 15: Continental Marked Crosswalk a Northwest Corner at Ney Avenue and Partridge Avenue

Outlook Avenue Between 73rd Avenue and 75th Avenue

The intersection of Outlook Avenue and 73rd Avenue is two-way stop controlled where Outlook Avenue is stop controlled. There are stop bars on both Outlook approaches, though the south stop bar is very faded. Crosswalks are not marked at the intersection. There are existing, likely compliant curb ramps at each corner. Both the northeast and southeast corners have storm drains. There is 26 feet of faded red curb on east approach on the south side. There are multiple manholes and utilities throughout the intersection.



Figure 16: Southwest Corner at Outlook Avenue and 73rd Avenue

This segment is approximately 325 feet long with a curb-to-curb width of 24 feet. During the site visit 9 of the approximate 25 parking spaces available in this section were being utilized. There is a deteriorating speed hump placed 150 feet south of the intersection of Outlook Avenue at 73rd Avenue. The speed hump measures 11 feet wide and four inches high at the center. There is a manhole at 7403 Outlook Avenue and 19 feet of blue curb at 7317 Outlook Avenue for a handicap accessible parking spot.

Outlook Avenue at 75th Avenue is a skewed intersection that operates as an all-way stop control. Each approach has stop bars, though the south stop bar is faded. Curb ramps are missing and crosswalks are not marked at the intersection. There are two manholes along Outlook Avenue. Each approach has 8 to 20 feet of red curb at the intersection.



Figure 17: Southeast Corner at Outlook Avenue and 75th Avenue

Outlook Avenue Between 75th Avenue and 76th Avenue

This segment is approximately 370 feet long with a curb-to-curb width of 23 feet. During the site visit 14 of the approximate 30 parking spaces available in this section were being utilized. There is one speed hump located approximately 150 feet north of 76th Avenue. The speed hump is in satisfactory condition and measures 12 feet wide and three inches high at the center. There is one manhole on the south side of the speed hump and one manhole and storm drain at 7537 Outlook Avenue. Alta staff noticed multiple cars parked on the sidewalk.



Figure 18: Outlook Avenue Between 75th Avenue and 76th Avenue Looking Northbound

Outlook Avenue at 76th Avenue is stop controlled for 76th Avenue. Marked crosswalks, stop bars, and red curbs are not installed at the intersection. There are multiple manholes throughout the intersection and a storm drain on the northeast corner. Curb ramps are missing on all corners.



Figure 19: Southwest Corner at Outlook Avenue and 76th Avenue

Outlook Avenue Between 76th Avenue and Parker Avenue

This segment is approximately 600 feet long with a curb-to-curb width of 23 feet. During the site visit 18 of the approximate 50 total parking spaces being utilized. There are two speed humps placed 200 feet apart, beginning approximately 15 feet south of the intersection of Outlook Avenue at 76th Avenue. One speed hump is in satisfactory condition while the other has fading linework. Each speed hump measures 12 feet wide and two to three inches high at the center. There are manholes at 7718, 7701, 7644, and 7621 Outlook Avenue and a utility cover at 7724 Outlook Avenue.



Figure 20: Northwest Corner at Outlook Avenue and Parker Avenue Looking Northbound

Hillmont Avenue Between 73rd Avenue and 75th Avenue

The intersection of Hillmont Avenue and 73rd Avenue is stop controlled with Hillmont Avenue being stop controlled. There is one marked transverse marked crosswalk across the west approach of 73rd Avenue. Curb ramps are missing on all corners. Alta staff noted that the southwest corner has poor visibility and witnessed a pedestrian waiting for four cars to pass until they were able to safely cross the western approach. There are multiple manholes at this intersection.



Figure 21: Southeast Corner at Hillmont Avenue and 73rd Avenue

This segment is approximately 550 feet long with a curb-to-curb width that ranges between 19 and 20 feet. Due to spatial restrictions, there are no defined parking spots. Alta staff noted that cars were parked partially on the street and on paved or grassy frontage space. There were six parked cars during the field visit. There are manholes at 7312 and 7405 Hillmont Avenue. Speed humps are not installed in this section.



Figure 22: Hillmont Avenue Between 73rd Avenue and 75th Avenue Looking Southbound

Hillmont Avenue at 75th Avenue is a T-intersection and stop signs are not installed for any of the approaches. Visible tire marks were observed from vehicles making sharp turns. Stop bars, existing marked crosswalks, and storm drains are not installed at the intersection. There are ten feet of red curb on the west approach to the intersection and 25 feet on the south approach. Curb ramps are missing on all corners.



Figure 23: Poor Visibility at Southwest Corner at Hillmont Avenue and 75th Avenue

Parker Avenue Between Hillmont Avenue and Outlook Avenue East/West

Parker Avenue at Hillmont Drive is a T-intersection and stop signs are not installed for any of the approaches. At the intersection, Parker Avenue begins a steep and curved decline towards Ney Avenue. Stop bars, existing marked crosswalks, curb ramps, and storm drains are not installed at the intersection. There are multiple manholes in this intersection.



Figure 24: Southwest Corner at Hillmont Avenue and Parker Avenue

This segment is approximately 550 feet long with a width that ranges from 17 feet to 30 feet. Between Hillmont Avenue and Outlook Avenue East, Parker Avenue is narrow with no defined parking and rolled curb. The pavement is in poor condition as the street approaches Outlook Avenue. Throughout the entire segment, Alta staff noted three parked cars. As the road approaches Outlook Avenue West, there are faded stop warning and deceleration pavement markings.



Figure 25: Westbound Approach to Parker Avenue at Outlook Avenue East



Figure 26: Parker Avenue Between Outlook Avenue East and West

Outlook Avenue East at Parker Avenue is a wide, uncontrolled intersection with one manhole and storm drains at the southeast and southwest corners. Stop bars, existing marked crosswalks, curb ramps, and storm drains are not installed at the intersection. Outlook Avenue West at Parker Avenue is a three-way stop-controlled intersection. At this intersection, Parker Avenue bends south at a steep down grade towards Ney Avenue. Alta staff noted poor visibility at Parker Avenue and Outlook Avenue West on the southeast corner and a wide curb radius on the Northeast corner. There is a manhole on the southwest corner and utility poles on the southeast and northeast corners. Stop bars, existing marked crosswalks, curb ramps, and storm drains are not installed at the intersection



Figure 27: Northwest Corner at Parker Avenue and Outlook Avenue West

Parker Avenue Between Outlook Avenue West and Ney Avenue

Parker Avenue, between Outlook Avenue West and Ney Avenue, is approximately 550 feet long with a curb-to-curb width of 29 feet. 19 of the approximate 20 total parking spaces were being utilized during the field visit. As the road approaches Outlook Avenue West there are faded “Stop Ahead” pavement markings.



Figure 28: Parker Avenue between Outlook Avenue West and Ney Avenue Westbound



Figure 29: Parker Avenue between Outlook West and Ney Avenue Westbound

Ritchie Street Between Ney Avenue and MacArthur Boulevard

This segment is approximately 400 feet long with a curb-to-curb width of 30 feet. During the field visit 13 of the approximate 30 total parking spaces were being utilized. There are 26 feet of red curb and 46 feet of yellow curb at the school frontage. There is a utility covering at 2630 Ritchie Street.

Ritchie Street at MacArthur Boulevard is a signalized intersection with faded yellow transverse marked crosswalks across all approaches. There are existing, likely compliant curb ramps on each corner with truncated domes. A storm drain and a fire hydrant are installed on the southeast corner. All approaches have 10 to 60 feet of red curb on each side. There are two manholes in the center of the intersection.

Partridge Avenue Between Ney Avenue and Hillmont Drive

Partridge Avenue, between Ney Avenue and Hillmont Drive, is approximately 800 feet long and ranges from 25 to 27 feet wide. Partridge Avenue crosses Outlook Avenue approximately 400 feet East of Ney Avenue. Outlook Avenue is a short no outlet street that has access to a few residencies. During the field visit 28 of the approximate 60 parking spaces were being utilized. The gutter pan width along this segment ranges from 22 to 24 inches. Alta staff noted that some vehicles were partially parked on the sidewalk. There is a manhole and a storm drain at 3022 Partridge Avenue, as well as, a utility cover at 3034 Partridge Avenue. Partridge Avenue begins a steep incline as it travels east from Ney Avenue to Hillmont Drive.



Figure 30: Partridge Avenue Between Ney Avenue and Hillmont Drive Westbound

Partridge Avenue at Outlook Avenue is an uncontrolled, three-legged intersection. Pavement markings and curb paint are not installed for any approach and the curb and pavement at the crossing of Outlook Avenue is in very poor condition. Curb ramps are missing at all corners.



Figure 31: Southeast Corner at Partridge Avenue Between and Outlook Avenue

Partridge Avenue at Hillmont Drive is a T- intersection with all-way stop control. Pork chop islands are installed on Hillmont Drive and on the west approach of Partridge Avenue. The pork chop island on Hillmont reduces the turning radius for vehicles traveling southwest. The pork chop island on Partridge Avenue prevents vehicles from turning left onto Hillmont Drive at that location. Each approach has fading stop bars and pavement marking. A fire hydrant is installed on the south corner of the intersection with red curb adjacent to the fire hydrant, as well as, along the curb in the intersection.



Figure 32: Southeast Corner at Partridge Avenue and Hillmont Drive



Figure 33: Northeast Corner at Partridge Avenue and Hillmont Drive

Hillmont Drive Between Partridge Avenue and Tully Place

Hillmont Drive between Partridge Avenue and Tully Place is approximately 500 feet long and 30 feet wide. During the field visit 18 of the approximate 40 parking spaces were being utilized. A storm drain is installed on both sides of the street at 9022 Hillmont Drive. Utilities are installed at 8000 and 7982 Hillmont Drive, and a manhole is installed at 7974 Hillmont Drive.

Tully Place at Hillmont Drive is a T-intersection that is uncontrolled without existing marked crosswalks or curb ramps. The northwest corner has overgrown landscaping and the east side of the intersection has two driveways and a fire hydrant. Storm drains are installed on the southwest and southeast corners of the intersection and a manhole is installed in the center of the intersection.



Figure 34: Hillmont Drive at Tully Place Southbound

Hillmont Drive Between Tully Place and Parker Avenue

Hillmont Drive between Tully Place and Parker Avenue is approximately 1150 feet and 20 feet wide, with a width of 15 feet at its narrowest point. The block does not have curb and there is not a formal sidewalk or parking. During the field visit there were 11 cars parked; most were parked partially on property. There are storm drains at 7932 and 2893 Hillmont Drive, manholes at 7776, 7843, and 7915 Hillmont Drive, and utilities at 7762, 7832, 7800, and 7864 Hillmont Drive.



Figure 35: Hillmont Drive between Tully Place and Parker Avenue Northbound

4.0 Analysis

Volume and Speed Reduction Priorities

Based on the performed data collection, Ney Avenue had the highest traffic volume and many vehicles operating at speeds greater than the speed limit despite recent traffic safety improvements, COVID-19 impacts on traffic patterns, and the implementation of Oakland's Slow Streets program. This travel behavior may be attributed to Ney Avenue's flat grade, straight alignment between arterials, and proximity to MacArthur Boulevard, which is a main parallel thoroughfare. It is many people view Ney Avenue, despite its residential nature, as a faster alternative to MacArthur Boulevard. Alta will explore traffic calming features that limit cut through traffic and reduce speeds. Speed hump replacement, additional speed humps, traffic circles, curb extensions, crosswalk markings and diverters will be evaluated for technical feasibility.

likely that

Speed Reduction Priorities

Both Outlook Avenue and Ritchie Street had multiple counts of people driving above the speed limit. Ritchie Street, which runs adjacent to Parker Elementary School, begins at the intersection of Ney Avenue at Partridge Avenue. Partridge Avenue is steep whereas Ritchie Avenue is flat and straight, which allows people driving fast down Partridge Avenue to easily continue that behavior along Ritchie Street. Ritchie Street's proximity to an elementary school and MacArthur Avenue, in addition to the observed behavior, emphasizes the importance of installing traffic calming measures along this block.

At the start of the analysis, multiple residents expressed concern over speeding along Outlook Avenue. With both resident concerns and the observed speeds in mind, Alta will also evaluate Outlook Avenue during the recommendation process. Opportunities for speed humps will be identified on these corridors.

Next Steps

With a comprehensive understanding of the study area and the community's needs, Alta will draw from national guidelines and local lessons learned to develop a broad set of improvements that will improve traffic safety throughout the neighborhood and address built environment concerns. Alta will share concepts with the community for additional input and refinement.