



# AGENDA REPORT

**TO:** Edward D. Reiskin  
City Administrator

**FROM:** Fred Kelley  
Director, Oakland  
Department of  
Transportation

**SUBJECT:** SUPPLEMENTAL – Report with  
Recommendations on Traffic Calming

**DATE:** September 30, 2022

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City Administrator Approval

Date: Oct 5, 2022

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## **RECOMMENDATION**

**Staff Recommends That The City Council Receive A Report With Recommendations For Improving And Expediting Traffic Calming Installations Throughout Needed Locations In Oakland, Including Completion Of Installation Of Approved Speed Bumps, And Recommended Budget Adjustments To Provide For Ongoing Capacity To Ensure Traffic Safety And Pedestrian Safety Improvements Are Completed Timely Throughout Oakland, Including Status Of Implementing Traffic Calming Funding From The Current Budget.**

## **REASON FOR SUPPLEMENTAL**

At the September 20, 2022 City Council (Council) meeting, staff was asked to provide a supplemental report addressing the following for the October 18, 2022 City Council Meeting:

- 1) Possibility for expediting k-rails or other barricades as needed in situations where those are warranted - specifically as a mechanism for business owners to utilize the City of Oakland right-of-way to deter vehicle-based robberies that involve deliberately crashing into storefronts.
- 2) Information on the work with the AC Transit Interagency Liaison Committee that is looking at the quick build strategies along International Blvd.
- 3) An updated report with the status of traffic squadrons that were once in place and were temporarily terminated

The following updates are supplemental to previous reports provided on April 19, May 17, June 21, and September 20, 2022 to Council.

**Item 1. Expediting k-rails or other barricades as needed in situations where those are warranted - specifically as a mechanism for business owners to utilize the City of Oakland right-of-way to deter vehicle-based robberies that involve deliberately crashing into storefronts.**

The City of Oakland's Department of Transportation's (OakDOT) mission is to assure safe, equitable, and sustainable access and mobility for residents, businesses, and visitors. To provide a mechanism for business owners to utilize the City of Oakland (City) right-of-way to deter vehicle-based robberies that involve deliberately crashing into storefronts, OakDOT proposes pursuing the City's [Obstruction Permit](#). Typically, the Obstruction Permit is used to accommodate construction in the right-of-way, allowing applicants to block or obstruct the sidewalk, travel lane, or on-street parking spaces. While Obstruction Permits are typically temporary and for a duration of up to six months, they can be renewed/extended beyond six months, as necessary. OakDOT recommends utilizing the Obstruction Permit process to review and potentially approve concrete or other vehicle barriers in the right-of-way.

On streets with relatively wide sidewalks, a vehicle barrier may be acceptable adjacent to the curb. These Sidewalk Obstructions that preserve a 5'-6"-wide minimum pedestrian walkway carry a permit fee of approximately \$540 per the Oakland Master Fee Schedule. Review and potential approval of a Sidewalk Obstruction Permit takes approximately 10-15 days.

In locations where an applicant may propose utilizing an on-street parking space, permit costs can be substantially higher to compensate for the loss of on-street parking in the neighborhood and potential on-street parking revenue. Per the [Oakland Master Fee Schedule](#), the fee to privately occupy and obstruct an on-street metered parking space for 30 days costs approximately \$1,840. Review and potential approval of a Parking Obstruction Permit takes approximately 10-15 days. The options presented above are intended to help businesses respond quickly to security concerns. City Staff do not provide materials or design services.

In the coming weeks, OakDOT will be exploring the Obstruction Permit mechanism with businesses previously affected by vehicle-based robberies that involve deliberately crashing into storefronts.

**Item 2. Information on the work with the AC Transit Interagency Liaison Committee that is looking at the quick build strategies along International Blvd.**

OakDOT is collaborating with AC Transit on a study of International Boulevard to identify "quick build" operational and safety treatments to augment the safety improvements already installed along International Blvd as a part of AC Transit's [Tempo Bus Rapid Transit](#) service. AC Transit has received a \$400,000 grant from the Metropolitan Transportation Commission's Quick Strike program – which provided support to local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. This funding is to complete a study and build installations on up to 9 blocks along the corridor, which will be identified and prioritized as part of the study. OakDOT has committed to matching that funding with local violence prevention funds to expand the scope of the study and the extent of quick build

installations. The study aims to identify treatments that could be applied in locations with similar characteristics along the corridor.

The formal study was kicked off on September 19, 2022 with a meeting with AC Transit and OakDOT staff, with the aim of starting to implement quick build treatments in Spring 2023. AC Transit would be the lead on delivering the quick build improvements in coordination with OakDOT. OakDOT staff are now working to provide comments on the project scope to AC Transit towards ensuring alignment between the two agencies as the study proceeds. An update on this work has been scheduled for the February 2023 AC Transit Interagency Liaison Committee with the City of Oakland.

OakDOT is further recommending that \$1.3 million of Measure BB funds that are currently unallocated be instead allocated for additional funding to advance quick build safety improvements along International Boulevard. Provided Council is supportive of this use of the unallocated funds, these funds could be scheduled for appropriation in an upcoming Council meeting.

**Item 3. An updated report with the status of traffic squadrons that were once in place and were temporarily terminated.**

As of September 27, 2022, the Oakland Police Department (OPD) is working to re-establish a Motor Enforcement Traffic Squad. The goal is to staff with six Officers and one Sergeant, focusing on the High Injury Network and the most dangerous driving behaviors including red light/stop sign running, speeding, failure to yield to people walking and while turning, and DUI. This focused enforcement is in alignment with the [Safe Oakland Streets initiative](#), a partnership with OakDOT, OPD, the City Administrator's Office, and the Department of Race and Equity. OPD will continue to provide updates as this work advances. Sustaining this Motor Enforcement Traffic Squad will require designating funding in the FY23-25 Bi-Annual Budget.



**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Receive A Report With Recommendations, For Improving And Expediting Traffic Calming Installations Throughout Needed Locations In Oakland, Including Completion Of Installation Of Approved Speed Bumps, And Recommended Budget Adjustments To Provide For Ongoing Capacity To Ensure Traffic Safety And Pedestrian Safety Improvements Are Completed Timely Throughout Oakland, Including Status Of Implementing Traffic Calming Funding From The Current Budget.

For questions regarding this report, please contact Megan Wier, Safe Streets Division Manager, at [mwier@oaklandca.gov](mailto:mwier@oaklandca.gov).

Respectfully submitted,

*Fred Kelley*

Fred Kelley (Oct 5, 2022 10:17 PDT)

**FRED KELLEY**  
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