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City Council's April 2021 Traffic Safety \$800k Allocation for High Priority Traffic Calming and Speed Bumps: OakDOT Prioritization and Process

Status:
Planned

About

\$800k Allocation: OakDOT Prioritization and Process

In April 2021, the Oakland City Council allocated an additional \$800,000 total for minor, high priority traffic safety projects. Split equally among the eight Council offices (seven geographic districts and one citywide at-large office), this would provide \$100,000 per Council Office to identify specific expenditure priorities. This page offers background information on the costs of traffic safety treatments and how OakDOT organizes and approaches traffic safety work in an effort to align the Council process of identifying projects for funding with existing programs including prioritized OAK 311 service requests, speed bumps, Safe Routes to School improvements, and rapid responses to fatalities.

Process for expending these resources:

- OakDOT will share lists of projects in the queue (*311, Speed Bumps, Safe Routes to School, Rapid Response*) with each district's Council office.
- OakDOT will work with Council offices to identify and implement their [Skip to content](#) : from the above existing queue of prioritized requests.



Estimated Costs:

Most costs below include materials costs and staff costs for design and implementation, estimated at 30% of materials costs.

Safety Treatment	Cost
Corner Bulbout (per corner)	\$75,000
Curb Ramp	\$6,500
Hawk Signal	\$300,000
Lane Drops (close two approaches to a crosswalk, Temporary, Essential Places Treatment)	\$30,000
Median Refuge	\$52,000
RRFB (per crosswalk)*	\$97,500
Speed Bumps (per bump)	\$7,800
Stop Sign (typically 2 approaches)	\$2,500 per approach
Traffic Circle**	\$78,000-130,000
Traffic Signal	Up to \$600,000

*One on each sidewalk with a third in the median, solar powered

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OakDOT Prioritization of Traffic Safety Improvements to Address Injury, Death and Equity:

The City of Oakland has a high demand for traffic safety improvements that increased under the COVID-19 pandemic. OakDOT prioritizes locations for traffic safety improvements based on crash history and equity factors - targeting limited resources to the communities most impacted by the most severe crashes. The recently launched [Safe Oakland Streets](#) interagency initiative focuses on this approach to achieve the following goals:

1. **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
2. **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
3. **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations

OAK 311 Service Requests: One of the most public-facing processes to address traffic safety concerns of Oakland residents is the OAK 311 service request process. OakDOT's Safe Streets Division has a traffic engineering team that evaluates every roadway safety request we receive and provide a response regarding whether OakDOT will be taking engineering action. We receive, on average, more than 800 service requests each year from our residents, merchants, schools, advocacy groups, contractors, neighboring jurisdictions, and partner transportation agencies. On average, about 200 requests per year are considered for engineering treatments. The OakDOT traffic safety service request team is uniquely positioned to implement efficient, effective solutions- typically using traffic signs, pavement markings, and common traffic calming devices like speed bumps —to support safer

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In July 2021, OakDOT will begin using an updated OAK 311 service request prioritization criteria for traffic safety requests that prioritizes locations for improvements based on the most recent available 5 years of crash data, [OakDOT Priority Equity Neighborhoods](#) based on factors including race, income, ability and age, and proximate land uses accessed by vulnerable populations (e.g., schools, seniors centers, libraries, health care services).

School-generated Requests and Safe Routes to Schools: Traffic safety requests OakDOT receives from schools are handled separately from the prioritization process described above. We assign all school-initiated requests to staff and funding sources set aside for school-related improvements. Every request from a school is investigated for engineering improvement. In addition to responding to the requests, OakDOT also conducts walk audits of school sites managed and paid for by the [Alameda County Safe Routes to Schools Program](#). The walk audits result in capital improvements developed in collaboration with school safety stakeholders such as parents, teachers, neighborhood residents, and Community Resource Officers. These projects are funded by the City's two-year Capital Improvement Program cycle.

Speed Bump Program: The Speed Bump Program is primarily resident-driven, requiring support from two-thirds of the addresses on the block in request. This is different from the Traffic Safety Request Program mentioned above which uses a data-driven prioritization process. Residents may apply for a speed bump any time by filling out an application found here on our website: <https://www.oaklandca.gov/services/apply-for-a-speed-bump>. Every speed bump request is evaluated by OakDOT's Safe Streets Division with input from the Oakland Fire Department and AC Transit for their operational needs such as vehicle size and travel/response time.

Rapid Response: A Rapid Response is a coordinated OakDOT effort in the days and weeks following a traffic tragedy, focused on fatalities involving people walking or biking, that may include investigations, targeted

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Status by Council District:

As of March 18, 2022, the following projects are identified and being advanced:

At Large Member, Vice Mayor Kaplan - Identified East 18th Street from 5th to 14th Avenues; OakDOT assessment underway

District 1, Councilmember Dan Kalb - Project Identification TBD

District 2, Council President Nikki Bas – Identified Lakeshore Avenue at Prince Street and at Santa Ray Avenue; OakDOT assessment underway

District 3, Councilmember Carroll Fife – Identified Frontage Road Safety Improvements; seeking contractor for construction

District 4, Council President Pro Tempore Sheng Thao - Project Identification TBD

District 5, Councilmember Noel Gallo – Identified Middle Park Boulevard; design being finalized for delivery in Summer 2022

District 6, Councilmember Loren Taylor – Identified Ney Avenue Quick-Build Traffic Calming; completed December 2021

District 7, Councilmember Treva Reid – Identified Crest Avenue Measures to Address Weekend Party Scenes/Associated Violence; design finalized, construction planning underway for delivery in Summer 2022



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For Maintenance Requests

311 or 510-615-5566

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