OakDOT Safe Streets Division: Rapid Response





Purpose



OakDOT seeks to eliminate traffic fatalities and severe injuries while promoting safe, healthy, equitable mobility for all. OakDOT's efforts to make streets safe include rapid responses to fatal and severe crashes involving the most vulnerable users of Oakland's roadways.

A Rapid Response is a coordinated effort in the days and weeks following a traffic tragedy that may include investigations, targeted maintenance, near-term improvements, and the identification and prioritization of longer-term capital needs.



Rapid Response Activation



Activation:

A Rapid Response may be activated for traffic crashes resulting in pedestrian or bicyclist fatalities, or severe injuries to pedestrians or bicyclists who are youth or seniors. A Rapid Response may be activated for additional crashes based on the individual circumstances of a crash.

Investigation: Engineering staff will conduct site visits and review already available data, plans, and policies to make **recommendations** in one or more of the following **four categories**:

- 1. Maintenance Treatment
- 2. Quick-Build Improvement
- 3. Current Capital Project to coordinate with
- 4. New Capital Improvement

Recommendation Categories:



1. Maintenance Treatment

If the crash location has a maintenance issue that may be related to traffic safety (e.g., pavement defect, faded striping, missing sign), the maintenance issue will be rectified by field staff.



If there are design treatments that could be implemented quickly at low cost, engineering staff will prepare the design and issue a work order for field staff to construct.

 For treatments that involve non-standard equipment or materials not off-the-shelf, implementation may take months.





Recommendation Categories:



3. Current Capital Project

If a design treatment is recommended, and a capital project is forthcoming at that location, staff may recommend that the improvement be implemented as part of the current capital project. Key considerations include the timeliness of the capital project and the practicality of modifying the current project's scope.

4. New Capital Improvement

In some instances, a design treatment may be beneficial but **beyond the scope of a Rapid Response** due to the complexity or expense of that design (e.g., new traffic signal, concrete bulbouts).

 Staff will document the possible improvement and forward the recommendation to Strategic Planning & Administration for prioritization as part of the City's CIP.





* Picture source: SF Chronicle article August 22, 2019

Response: Quick-Build Improvement



Project Examples:

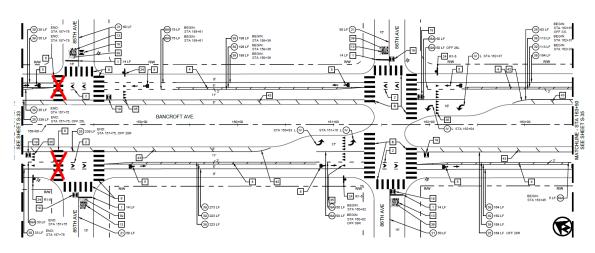
• 98th Ave & Cherry Street

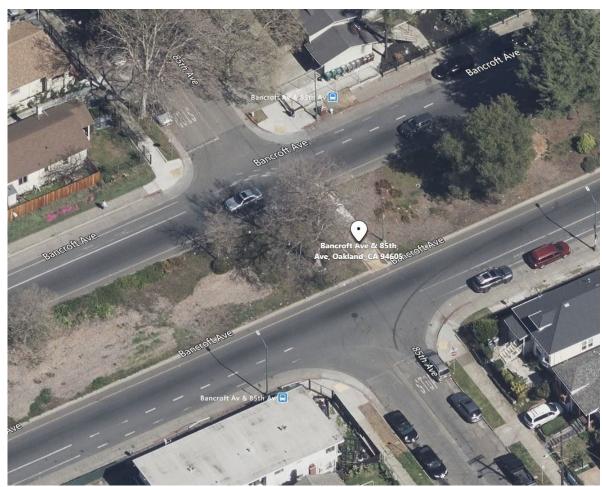




Bancroft Ave and 85th Ave

Existing capital project, scope addresses rapid response







Bancroft Ave and 85th Ave

 Existing capital project, scope addresses rapid response



Before Paving Project



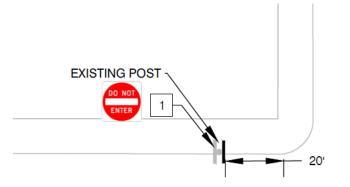
After Paving Project



10th & Harrison

- Existing Capital Projects Identified Adding scope including refuge & channelizing islands.
- Do Not Enter signs installed









Park Blvd & E 38th Street

- Existing capital project Identified for longer term treatments
- Quick build temporary lane drop installed
- Identifying locations with similar characteristics

Planned Capital Project Treatments



Installed Quick Build Treatments





Response: New Capital Improvement



Foothill Blvd & 22nd Ave

- Quick build done
- New long-term project planned and funded through competitive process to include traffic signal upgrades.

Before Quick Build:



After Quick Build:





Safe Streets Division

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