



# AGENDA REPORT

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

**FROM:** Ryan Russo  
Director, Oakland  
Department of  
Transportation

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

**DATE:** June 9, 2022

City Administrator Approval

Date: Jun 14, 2022

## **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 June 21, 2022 City Council meeting, staff was asked to provide a supplemental report addressing the following:

- What is being done to fill staff vacancies or recommendations to fill these vacancies; and
- Updates on the 7<sup>th</sup> & Filbert and Foothill & 35<sup>th</sup> traffic calming measures and speed bump implementation.

In response to staff vacancies, and recommendations to fill positions, see report scheduled at the Finance and Management Committee on June 13, 2022. A summary of this report, as well as additional details regarding Oakland Department of Transportation (OakDOT) hiring processes are included below.

### **Item 1. What is being done to fill staff vacancies or recommendations to fill these vacancies**

At the June 13, 2022 Finance & Management Committee, staff addressed the following recommendation: Receive An Informational Report From The City Administrator Regarding The Vacancy Rates Of The Departments Of Transportation, Planning And Building, And Public Works And The Vacancy Rates Of Similar Departments Of Local Public Entities. Click on link to

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access the detailed report, supplemental report, and attachments:

<https://oakland.legistar.com/LegislationDetail.aspx?ID=5065158&GUID=50BFEF5C-9E73-4418-ACF9-00F71C9B699E>.

In addition to detailed information on OakDOT vacancies, the report and supplemental report address factors impacting vacancies and Human Resources (HR) actions to address including: Recruitment Considerations, Certification Rules, Internal Hiring Preferences (February 7, 2022 Report, Page 6, above link); and further - community outreach in highly underemployed areas, exit strategy to improve retention, goal, breakdown, and timeline to fill vacancies, and analysis of strategic recruiting efforts and partnering on specific job training programs (March 30, 2022 Supplemental Report, above link).

In addition to the information provided in the above reports, OakDOT has also implemented the following actions in partnership with HR to expedite the filling of staff vacancies:

- Close coordination, including biweekly meetings, between OakDOT and HR to review hiring priorities
- OakDOT's budget pays for CPS consulting services to advance recruitment
- OakDOT has implemented continuous recruitments for Transportation Engineer, Civil Engineer, and Assistant Engineer positions
- OakDOT has contracted out identified bottlenecks in the hiring process: specifically, screening applicants and generating lists for continuous recruitment
- OakDOT added an HR Position into the mid-cycle budget adjustment to address scheduling interviews and processing candidates once OakDOT is referred candidate lists

## **Item 2. Updates on the 7<sup>th</sup> & Filbert and Foothill & 35<sup>th</sup> traffic calming measures and 2022 Speed Bump Installation**

**7<sup>th</sup> & Filbert:** OakDOT will install an interim Essential Places treatment – an approach that was developed from the Slow Streets-Essential Places program, by the end of 2022. This treatment will be a “lane drop” to reduce the number of through-traffic lanes approaching the existing crosswalk from three to two in each direction. This will improve crossing safety before improvements called out in the following two grant projects can be delivered.

In 2018, OakDOT installed high visibility crosswalks and yellow crossing warning signs, a median refuge extension in posts and markings, yield lines, and yield signs. Between 2019 and 2021, OakDOT applied for and was awarded two state grants to implement more robust improvements as follows:

- OakDOT will install the Highway Safety Improvement Program (HSIP) grant-funded crossing beacon and concrete curb extensions. The crossing beacons will flash when a person crossing the street pushes the button. The concrete curb extensions will reduce the width of the crossing and help to make pedestrians more visible. Construction is slated for the end of 2023.
- OakDOT is also currently leading a corridor-long design effort, which is funded by a second state grant, the Active Transportation Program (ATP) grant. This project, the 7<sup>th</sup>

[Street Connection Project](#), will reduce the number of travel lanes along 7<sup>th</sup> Street, making it easier to cross 7<sup>th</sup> Street at Filbert Street. During design, OakDOT will evaluate whether the intersection meets criteria set forth by the Manual on Uniform Traffic Control Devices (MUTCD) for a full traffic signal. ATP-funded improvements often take a several years to design and construct. Construction is slated to begin in Spring 2025.

Note also that the proposed new development of the Waterfront Ballpark at Howard Terminal may warrant a full traffic signal at 7<sup>th</sup> Street & Filbert Street. If approved through this project, a new signal at 7<sup>th</sup> Street & Filbert Street is anticipated in several years (~2028).

**Foothill & 35<sup>th</sup>:** In response to multiple incidents involving motorists losing control and crossing over lanes or running onto the sidewalk on Foothill just northwest of 35<sup>th</sup> Avenue, OakDOT installed multiple, high-visibility curve warning signs in 2020. Upon further examination of the delineated curvature of the two westbound approach lanes, after additional crashes were reported after the installation, OakDOT plans to reduce the number of westbound through lanes from two to one to calm approach traffic in advance of the intersection and to provide a longer turning radius, that is, to make the turn less sharp and more forgiving and negotiable for drivers. This will be done by converting one of the through lanes to a dedicated left turn pocket in the westbound direction. Design is underway with plans to install when the road is repaved. Construction is being coordinated with on-going paving efforts, given the magnitude of changes needed to the roadway design. The improvements are anticipated to take place between Summer/Fall 2023, contingent on the paving schedule. Additional warning signage was installed at the location in April 2022 in the interim.

**Pending Speed Bumps:** In 2021, Safe Streets Traffic Engineering received 63 applications and completed designs for over 70 blocks scheduled for 2022 delivery. An additional 30+ applications have been since received and are under review for 2023 installation. The webpage (<https://www.oaklandca.gov/services/apply-for-a-speed-bump>) includes information on how to apply for speed bumps, and a link to a table of speed bumps scheduled for installation in 2022 as well as applications under review for installation in 2023. Historically, speed bumps have been delivered by OakDOT's Great Streets Maintenance Division, which also delivers in-house paving projects. Due to the current high staff vacancy rate in Great Streets Maintenance Division (18 of 67 positions are currently vacant), Safe Streets is working on an expedited approach to deliver the next batch of speed bumps with contractors instead. This is now targeted to start in Fall 2022, focused on the 70 or more locations.

### **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,



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