

QUICK BUILD PERMITS IN OAKLAND

SAFE BY DESIGN

The Rationale For A 3-Year Pilot For A Short-Term Encroachment Permit Program That Allows Schools, Businesses, And Community Centers That Serve Vulnerable Populations To Apply For Temporary Encroachment Permits To Install Removable Traffic Safety Treatments And Create Traffic Calming Zones In The City's Streets





The Problem

6% of Oakland's streets account for over 60% of severe and fatal crashes across all modes.

Speeding is at the root of 25% of deadly crashes.

Black Oaklanders are 2X as likely to be killed/severely injured overall and 3X more likely to be killed/severely injured while walking.

Those 65+ are more than 2X likely to be killed in a crash.

Source: Oakland Department of Transportation



OAKLAND BACKLOG

Oakland DOT takes too long to respond to projects. It takes ~3+ years for Complete Street/Capital Projects.

Table 8: Near-Term Safety Project by Program Type and Prioritization Approach

Program	Prioritization Criteria	2022 (N)
Oak311 (Public) Service Request	Crashes, Equity, Land Use	25
Rapid Response to Traffic Fatality	Traffic Death Locations	7
Speed Bumps	Residential Petition	52
Violence Prevention Pilot Locations	OPD Police Beats with High Violence	3
Council Earmark Locations	Council Discretion	9
Sideshow Prevention Pilot Locations	OPD-identified Locations with Large, Violent, Persistent Sideshows	7
School Safety Request	By Request of School Staff	27

Source: Oakland DOT

SLOW STREETS

The Solution

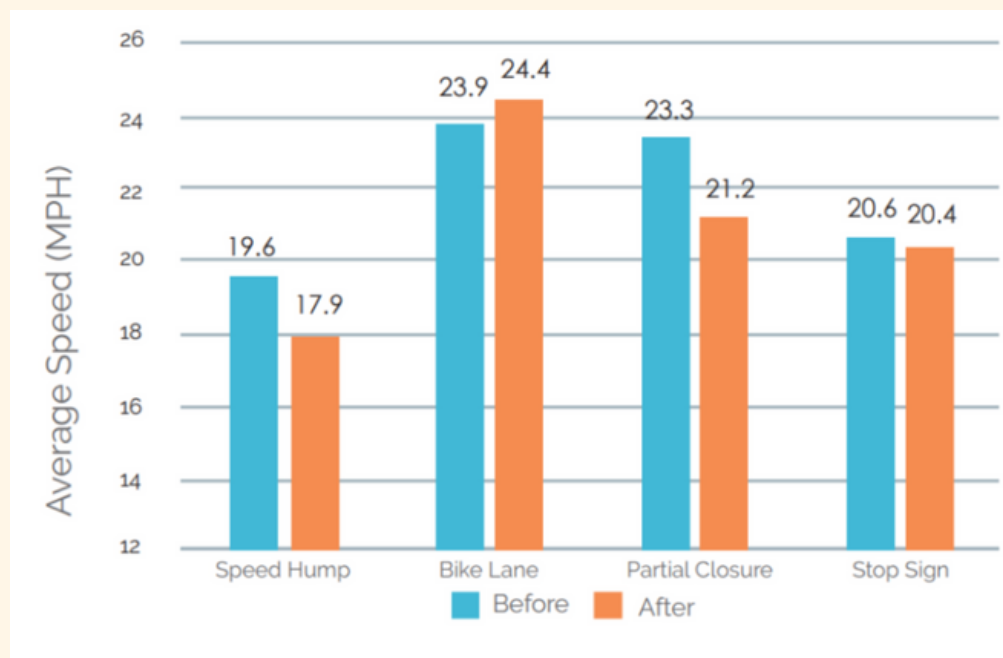
Traffic calming is a combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.



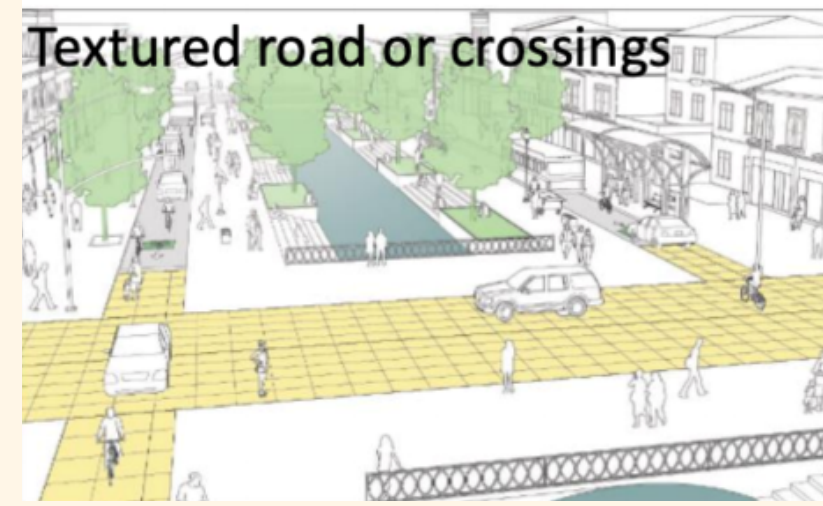
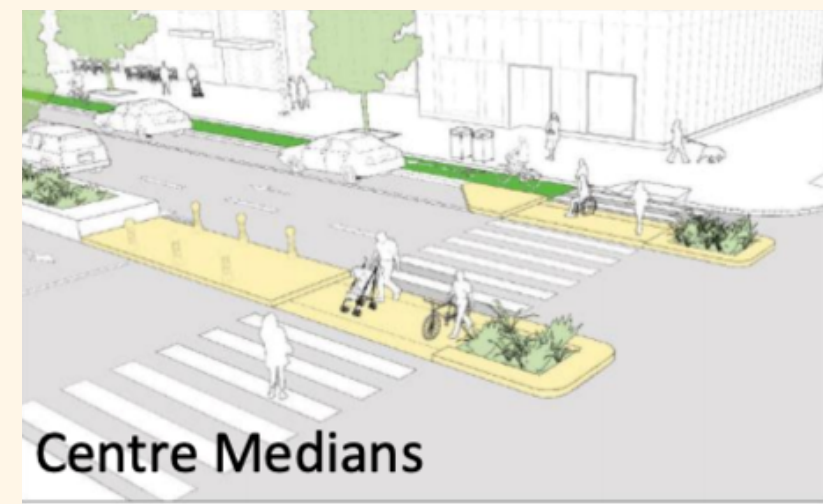
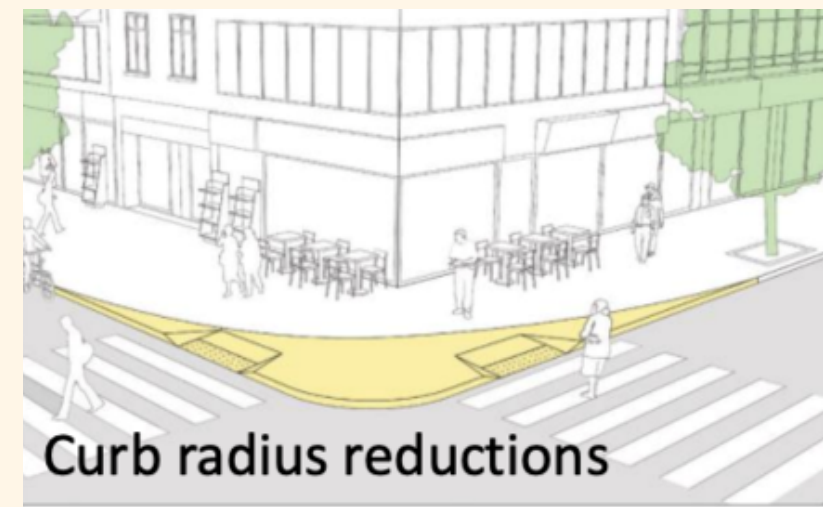
STREAMLINE QUICK BUILDS

COMMUNITY SOLUTION

- Streamline approval for “right of way encroachment” permit.
- Enable community organizations and small businesses to install removable quick build traffic calming solutions.



Source: It's Not Just a Sign: Traffic Calming Gives Bump to Safety – A Cost Benefit Analysis of Traffic Calming in the City of Los Angeles



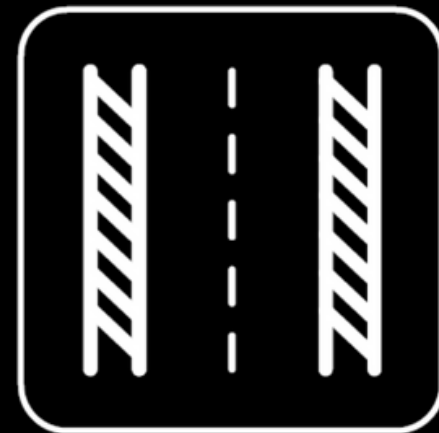
MULTI MODAL COMMUNITY CENTRIC STREETS



**Curb
Extension**



**Demonstration
Bike/LIT Lanes**



**Lane
Narrowing**



**Slow Shared
Street**



**Slip Lane
Closure**



**Walk Lane
Closure**



Bike Parking



**Bus Stop
Enhancement**



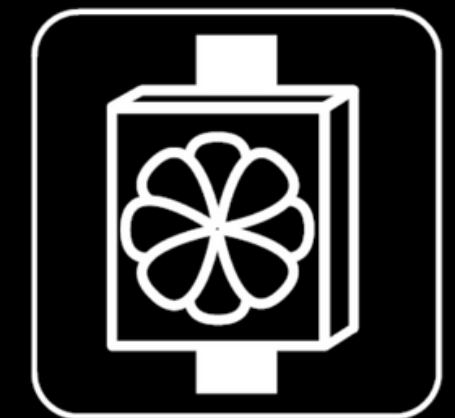
Parklet



**Crosswalk
Art**



**Pedestrian
Space Art**



**Traffic Signal
Box Art**

DESIGN FOR COMMUNITY



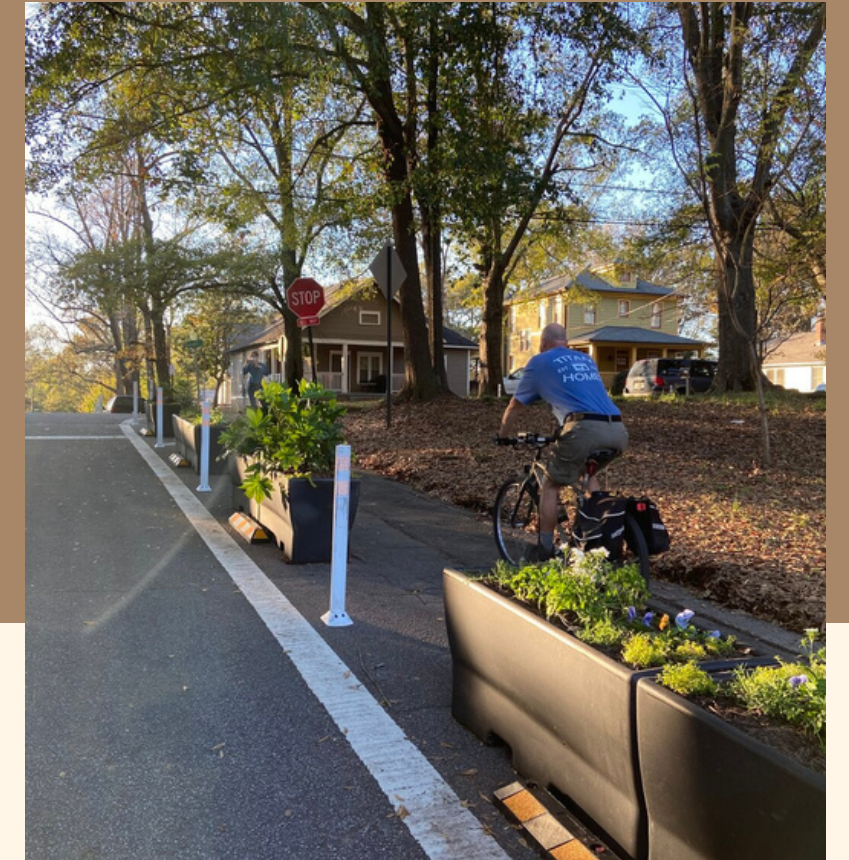
SCAG
Go Human



Shasta Living
Streets



Go Ave 26
LA



Tactical Urbanism
ATLDOT

Case Studies

Adopting a design approach holds the potential to foster safer road behavior, reduce traffic accidents, and lessen the reliance on traffic enforcement.

Incorporating equitable infrastructure elements, such as adding bike lanes, extending curbs, and integrating livable spaces into road systems, not only enhances road safety but also improves multi modal safety and access.

Traffic Calming Reduces Speeding

Source: Before-and-after studies collected for the ITE/FHWA study on traffic calming impacts on speeding

	Sample Size	Average Speed After Traffic Calming (standard deviation from the average)	Average Change in Speed with Traffic Calming (standard deviation from the average)	Average % Change in Speed with Traffic Calming (standard deviation from the average)
12' Humps	179	27.4 mph (4.0 mph)	-7.6 mph (3.5 mph)	-22% (-9%)
14' Humps	15	25.6 (2.1)	-7.7 (2.1)	-23 (6)
22' Tables	58	30.1 (7.7)	-6.6 (3.7)	-18 (8)
Longer Tables	10	31.6 (2.8)	-3.2 (2.4)	-9 (7)
Raised Intersections	3	34.3 (6.0)	-3 (3.8)	-1 (10)
Circles	45	30.2 (4.3)	-3.9 (3.2)	-11 (10)
Narrowings	7	32.3 (2.8)	-2.6 (5.5)	-4 (22)
One-Lane Slow Points	5	28.6 (3.1)	-4.8 (1.3)	-14 (4)
Half Closures	16	26.3 (5.2)	-6.0 (3.6)	-19 (11)
Diagonal Diverters	7	27.9 (5.2)	-1.4 (4.7)	-0 (17)

IN HONOR OF

the 35 people who lost their lives to traffic violence in Oakland last year in 2022

Joseph Bennett III | Deandre Kirpatrick | Demarco Vierra | Alejandro Herrera Miranda and Leroy Josha Rodriguez | Unidentified | Sylvester Guard Sr. | Lisa Carney | James Lee | Gwendolyn Carson | Raul Angelo Marquez | John Francis Tierney | Joseph Hickman | Allen Nazere | Cleveland W. Allen and Jacqueline Elliott | Earl Wesley | Dao Cheng Zhu | Catherine Devereaux | Jonathan Waters | Emelia Martinez Roa | Dmitry Putilov | Lolomanaia Soakai | Corey Hawkins | Alexander Thomas Henderson | Willie Jackson Sr. | Andrew Tonken | Elonda Warner | Alvin Moore Jr. | Martina Pablo Pablo | Takiyah Burroughs | Agustin Coyotl Contreras | Kentrell Sparrow | Victoria Gonzales | Siupeli Lauaki | Unidentified

