

APPROVED AS TO FORM AND LEGALITY

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CITY ATTORNEY'S OFFICE

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

INTRODUCED BY COUNCILMEMBER CARROLL FIFE

RESOLUTION DECLARING THE CITY COUNCIL'S INTENT AND DESIRE TO ESTABLISH 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 AND DIRECTING THE CITY ADMINISTRATOR TO HOLD AT LEAST TWO (2) COMMUNITY MEETINGS IN AREAS OF THE CITY WITHIN OAKLAND DEPARTMENT OF TRANSPORTATION'S IDENTIFIED HIGH INJURY NETWORK TO SOLICIT FEEDBACK FROM RESIDENTS AND COMMUNITY BASED ORGANIZATIONS AND ASSESS THEIR INTEREST AND ABILITY TO PARTICIPATE IN THE PILOT PROGRAM; AND TO RETURN TO THE PUBLIC SAFETY COMMITTEE MEETING ON FEBRUARY 13, 2024 WITH A REPORT AND RECOMMENDATIONS, INCLUDING THE FOLLOWING:

- (1) INFORMATION ON CITIES IN CALIFORNIA OR THE UNITED STATES THAT HAVE SUCCESSFULLY IMPLEMENTED SIMILAR PROGRAMS TO REDUCE THE NUMBER OF TRAFFIC ACCIDENTS AND FATALITIES AND INCREASE SAFETY FOR ALL WHO TRAVEL ON PUBLIC STREETS;
- (2) RECOMMENDATIONS TO COUNCIL ABOUT LEGISLATIVE OR ADMINISTRATIVE CHANGES NEEDED IN ORDER TO IMPLEMENT A SIMILAR PROGRAM IN OAKLAND;
- (3) INFORMATION GATHERED FROM RESIDENTS AND COMMUNITY BASED ORGANIZATIONS AT TWO COMMUNITY

MEETINGS ASSESSING THEIR INTEREST AND ABILITY TO PARTICIPATE IN THE PILOT PROGRAM;

(4) AN ANALYSIS OF STAFFING AND BUDGET NEEDS IN ORDER TO BEGIN AND SUSTAIN THE PILOT PROGRAM; AND

(5) A REPORT EXPLORING THE FEASIBILITY AND DEVELOPING A PLAN AND TIMELINE FOR THE CITY OF OAKLAND TO BECOME A “VISION ZERO NETWORK” MEMBER CITY

WHEREAS, the City of Oakland remains steadfast in its commitment to addressing the ongoing traffic safety crisis, recognizing the alarming escalation of accidents and fatalities, tragically claiming the lives of 36 individuals in 2022¹. Furthermore, a sobering report published by Forbes in August 2023 has placed Oakland at the 19th position out of 50 cities with the highest likelihood of being involved in a car accident²; and

WHEREAS, between 2012-2016 there was a 76% increase in severe or fatal injuries causing an annual economic burden of \$900 million due to the associated costs of these crashes to the City of Oakland³; and

WHEREAS, the majority (60%) of crashes are highly concentrated on just 6% of Oakland’s city-maintained streets, identified as Oakland’s High Injury Network (HIN) which overlaps with Oakland’s priority neighborhoods as found in Oakland’s Geographic Equity Toolbox³; and

WHEREAS, Vision Zero Network is a nationwide campaign to help jurisdictions reach a goal to eliminate all traffic fatalities and injuries while promoting safe and equitable mobility for all who travel on local streets. The Vision Zero Network includes 45 communities across the United States and 11 California Cities, including Alameda, Berkeley, San Jose and San Francisco; and

WHEREAS, the City has implemented several initiatives to elevate traffic safety for residents as part of an MTC Bay Area Vision Zero Network initiative, however as of August 2022 has not fully adopted all requirements to be designated as a Vision Zero city, limiting funds and technical assistance for road safety; and

¹ 2022 Informational Report on Safe Oakland Streets. Oakland Department of Transportation, May 2023. <https://cao-94612.s3.us-west-2.amazonaws.com/documents/05.23.23-PWTC-23-0251-2022-Safe-Oakland-Streets-REPORT.pdf>

² “The Cities Where You Where You’re Most Likely To Get In A Car Accident” Forbes Advisor, August 2023 <https://www.forbes.com/advisor/legal/auto-accident/cities-most-car-accidents/>

³Safe Oakland Streets. Oakland Department of Transportation. <https://www.oaklandca.gov/topics/safe-oakland-streets>

WHEREAS, in 2013, Oakland City Council Adopted at “Complete Streets Policy” as outlined in Resolution No. 84204 C.M.S., to support roadways design and operations to enable safe, attractive, and comfortable access and travel for all users; and

WHEREAS, in 2016, the City’s Department of Transportation (OakDOT) was established and in that same year, OakDOT adopted a Strategic Plan to build better and safer streets, including reviewing speed limits to support safe travel on roadways and providing safe access to all Oakland schools, with the goal of eliminating traffic deaths and serious injuries; and

WHEREAS, in 2021, OakDOT developed a Safe Oakland Streets (SOS) program with the Oakland Police Department, Oakland Fire Department, Oakland Department of Race and Equity, and Oakland City Administration to prevent traffic incidents, and implement traffic safety programs using a data driven approach and to avoid inequitable practices; and

WHEREAS, as part of SOS, OakDOT placed emphasis on the importance of allocating resources to uplift communities residing in higher priority equity neighborhoods; and

WHEREAS, OakDOT committed to work in partnership with communities to implement responsive, proactive, and near-term improvements, while concurrently developing protocols to provide a holistic approach to community safety. OakDOT has embraced partnerships with community-based organizations to spearhead dynamic traffic safety programs, in alignment with the objectives laid out in the Bike & Pedestrian plans; and

WHEREAS, OakDOT developed a program to work with local schools to implement traffic calming treatments on right of ways to encourage safe walking and cycling thus facilitating safe school drop-offs. These traffic calming solutions encompass a range of elements, including signage, pavement enhancements, such as crosswalk markings and curb paint, and the installation of speed bumps on local, residential streets; and

WHEREAS, OakDOT also instituted a Rapid Response initiative designed to implement solutions within days and/or weeks following a traffic fatality. This response may include investigations, targeted maintenance, innovative near-term improvements, and the identification and prioritization of longer-term capital needs; and

WHEREAS, the 2022 Safe Oakland Streets Report, which was presented to Oakland City Council on May 23, 2023¹, found that adjacent lanes designated for automobiles traveling in the same direction create dangerous visibility obstructions, leading to disruptions to line of sight and an increased likelihood of sudden lane changes and speeding. The report underscores the importance of reallocating public right-of-way to calm traffic in critical areas to prevent severe and deadly collisions; and

WHEREAS, OakDOT further found that most students attending Oakland schools are individuals of color, and are two times more likely to be severely harmed in a traffic collision; and

WHEREAS, Street design plays a critical role in encouraging safe traffic behaviors and preventing severe and fatal crashes. The Council recognizes that the implementation of a pilot program for traffic calming measures in high-injury network corridors and near schools would enhance road safety, particularly for vulnerable populations; now, therefore, be it

RESOLVED: That the City Council hereby declares its intent and desire to establish a 3-year pilot for a short-term encroachment permit program. These permits would be made available to 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; and be it

FURTHER RESOLVED: That the Council directs the City Administrator to hold a minimum of two community meetings that are accessible both in terms of time and location. These meetings shall be held within OakDOT's identified high injury network to solicit feedback from residents and community-based organizations and assess their interest and resources they need to actively participate in the pilot program; and be it

FURTHER RESOLVED: That the Council further directs the City Administrator to present a report and recommendations at the Public Safety Committee meeting scheduled for February 13, 2024. This report shall include all the information as outlined in the title of this resolution and the accompanying agenda report.

IN COUNCIL, OAKLAND, CALIFORNIA,

PASSED BY THE FOLLOWING VOTE:

AYES - FIFE, GALLO, JENKINS, KALB, KAPLAN, RAMACHANDRAN, REID, AND
PRESIDENT FORTUNATO BAS

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____

ASHA REED

City Clerk and Clerk of the Council of the
City of Oakland, California