



AGENDA REPORT



TO:	FROM:
Honorable Mayor and Members of the City Council	Councilmember Charlene Wang
DATE:	SUBJECT:
June 10, 2026	Resolution authorizing the City Administrator to temporarily close to through traffic 9th, 10th and 11th Avenues

RECOMMENDATION

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO TEMPORARILY CLOSE TO THROUGH TRAFFIC 9TH AVENUE, 10TH AVENUE, AND 11TH AVENUE BETWEEN INTERNATIONAL BOULEVARD AND 15TH STREET, FOR A PERIOD OF SIX MONTHS, PURSUANT TO CALIFORNIA VEHICLE CODE SECTION 21101.4, TO DISRUPT PERSISTENT ACTIVITY ASSOCIATED WITH SEX TRAFFICKING

EXECUTIVE SUMMARY

Securing the International Boulevard corridor requires a decisive, multi-departmental intervention that addresses the environmental factors enabling criminal exploitation. The current concentration of Human Trafficking and violence in Beat 19 along International Blvd. is an emergency that necessitates a targeted Crime Prevention Through Environmental Design (CPTED) strategy to protect our most vulnerable residents and restore the public right-of-way.

Beat 19 currently experiences a disproportionate level of violence that is inextricably linked to the commercial sex market. The existing street design provides criminal actors with high-speed egress and concealed solicitation points, creating an environment where illicit activity thrives at the expense of community safety.

In response, Councilmember Wang is proposing a CPTED pilot program. This approach recognizes that human trafficking is a primary driver of violent crime in this corridor and that strategic environmental alterations can disrupt these criminal patterns. The pilot program is designed to achieve three primary objectives:

- **Disruption of Buyer Access:** Eliminating convenient entry points for sex buyers ("Johns") who use residential side streets to solicit and engage in illegal activity.
- **Improvement of Officer Visibility:** Enhancing the line of sight for law enforcement patrols, as vetted by the Oakland Police Department (OPD), to increase the deterrence of criminal behavior.
- **Reduction of Violent Crime:** Specifically decreasing the incidents of shootings and robberies that correlate with the "track" infrastructure.

This intervention is executed under a specific state legal framework that allows the City to prioritize public safety within the municipal transportation network.

BACKGROUND AND LEGISLATIVE HISTORY

The proposed pilot utilizes California Vehicle Code (CVC) Section 21101.4 as its legal foundation. This statute empowers local authorities to temporarily close streets to through traffic to combat persistent criminal activity that jeopardizes public health and safety.

Per the procedural requirements of CVC 21101.4, the City Council may authorize these closures following a public hearing, provided that five specific legal conditions are met:

1. Serious and continual criminal activity or serious and continual illegal dumping exist along the portion of highway recommended for closure;
2. The highway is not designated as a through highway or arterial street, or if so designated, the temporary closure may be accomplished without significant impact on the normal flow of traffic;
3. Vehicular and pedestrian traffic on the highway contributes to serious and continual criminal activity or illegal dumping;
4. The closure will not substantially adversely affect traffic flow, safety of adjacent streets or surrounding neighborhoods, operation of emergency vehicles, performance of municipal or public utility services, or delivery of freight; and
5. The closure is for a period of no more than 18 months, with the ability to extend the closure up to eight times following subsequent public hearings and findings.

OakDOT has formally confirmed that 9th, 10th, and 11th Avenues are not designated as through highways or arterial streets. Furthermore, the City maintains the authority to extend the 6-month trial up to eight times and expand the pilot if the intervention proves effective. The critical need for this legal finding is underscored by the current state of emergency regarding local crime data.

URGENCY: PUBLIC SAFETY AND CRIME ANALYSIS

Public safety in Beat 19 has reached a crisis point that demands a shift toward environmental deterrence. According to Lieutenant Marcos Campos of the OPD Special Victims Section, human trafficking remains a major driver of violence along International Boulevard and its intersecting side streets.

According to Oakland Police Department beat data, International Boulevard within Beat 19 experienced some of the highest number of shootings and robberies citywide in 2025.

This violence is directly facilitated by the current traffic configurations of 9th, 10th, and 11th Avenues. These streets function as "concealed access points," allowing "Johns" to exit the main thoroughfare and

conduct illegal transactions with minimal visibility. This environment not only facilitates exploitation but also acts as a magnet for the citywide high in armed robberies and shootings. By restricting these access points, the City can disrupt the physical infrastructure of the sex market.

THE CPTED PILOT PROGRAM: DESIGN AND SCOPE

CPTED is a strategic methodology that reduces the opportunity for crime by altering the physical environment. For this corridor, the pilot focuses on "Access Control" to deter illegal activity.

This physical intervention involves the installation of temporary barricades to restrict the ability to make **right turns** from International Boulevard onto 9th, 10th, and 11th Avenues. This engineering solution specifically targets the movement patterns of sex buyers while maintaining the integrity of the broader transit network.

Table 1: Traffic Condition Comparison

Current Condition	Proposed Pilot Condition
Open access from International Boulevard into residential blocks to the north.	Restricted access to residential blocks to the north via temporary barricades.
Existing signed left-turn restrictions from International Blvd are frequently ignored.	Temporary barricades will physically reinforce existing left turn restrictions.
Street layout provides easy, concealed entry for sex buyers ("Johns").	Disrupted "John" access through environmental deterrence; no through traffic from International Blvd.

The effectiveness of this design relies upon the close coordination of several municipal and regional agencies to ensure operational continuity.

OPERATIONAL COORDINATION: TRAFFIC, FIRE, AND TRANSIT

OakDOT has meticulously vetted this pilot to ensure that safety improvements do not compromise essential services.

- **Fire and Emergency Response:** The Oakland Fire Department (OFD) has reviewed the engineering plans. Their official finding states that the temporary barricades will not interfere with emergency response times or the operation of fire apparatus.
- **Transit and Traffic Analysis:** OakDOT and AC Transit conducted an independent analyses to minimize community disruption. The pilot avoids intersections with crossing bus routes and minimizes interactions with traffic signals. Findings include:
 - **Eastbound detours** (via E 15th Street) do not increase travel distance as 8th Avenue offers equidistant access to destinations north of International Boulevard.

- **Westbound detours** (via Foothill Boulevard) generally average 3 blocks. However, 10th Avenue requires a 5-block detour because it is **cut off** between E 15th Street and Foothill Boulevard, necessitating additional travel.
- **Ongoing Oversight:** OPD and OakDOT will work with OFD and AC Transit to collect data to monitor the pilot, and provide follow-up report to the Council on findings related to crime reduction and traffic impacts.

RACE AND EQUITY IMPACT

This pilot program represents an investment in restorative safety for a historically overburdened community. For too long, the residents of District 2 have endured the trauma of human trafficking-related violence, noise, and exploitation in their front yards.

Reducing "John" activity and the associated violence is an essential step in improving the quality of life for this diverse neighborhood. Furthermore, by violence and robberies, this pilot supports local small businesses that have suffered from the economic disruption caused by persistent criminal activity. Restoring order to these three blocks is a direct effort to stabilize the local economy and protect the health of District 2 residents

FISCAL IMPACT

The current budget assessments confirm that Councilmember Wang has **sufficient funding exists** within her departmental discretionary fund allocation to commence the pilot for these three intersections.

The cost estimate includes:

- Per-intersection equipment and installation costs.
- One-time administrative and reporting expenses for the duration of the 6-month trial.

PUBLIC OUTREACH AND INTEREST

Community-led safety is the cornerstone of this proposal. The selection of these specific avenues was informed by the preferences and feedback provided by District 2 residents to the Councilmember's office.

- **Engagement:** Councilmember Wang held multiple briefings with community members and business owners to refine the pilot scope. The Council office is the lead on stakeholder engagement and OakDOT is in a support role on this pilot. OakDOT, along with representatives from OPD and other agencies including AC Transit and OFD participated when invited by the Council office.
- **Legal Compliance:** In accordance with CVC 21101.4(c), the City is fulfilling its legal notice requirement by mailing written notices of the public hearing at the July 7 City Council meeting, to all residents and owners of property adjacent to the proposed closures. This ensures full transparency and opportunity for public testimony.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

The proposed street closures have undergone environmental review. The City has determined that this action is exempt from CEQA on two separate and independent grounds:

- **CEQA Guidelines Section 15301:** Pertaining to the operation or minor alteration of existing facilities (existing street infrastructure).
- **CEQA Guidelines Section 15061(b)(3):** The "common sense" exemption, as it can be determined with certainty that these temporary traffic changes will not have a significant effect on the environment.

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Respectfully submitted,



Councilmember Charlene Wang
District 2