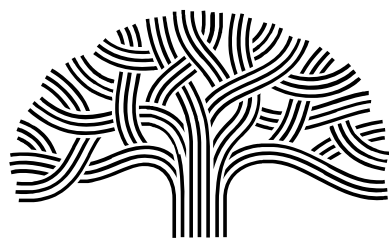


“QUICK BUILD”

Projects and Programs

ATP Symposium 10/23/25

Charlie Ream
Transportation Planner
OakDOT

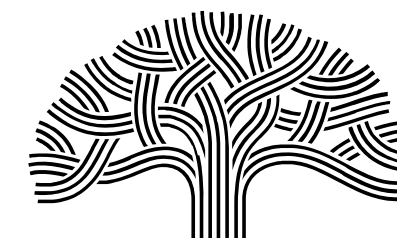


**CITY OF
OAKLAND**



City of Oakland and OakDOT

- Pop: 443K (2024)
- 2,300 lane miles of roads
- 2024 – 30 fatalities on City Streets, 19 bike/walk
- Very low traffic enforcement, no traffic unit, some CHP presence
- Regional transit providers: AC Transit, BART
- OakDOT Formed in 2016, formerly part of Oakland Public Works
- Funding for Quick Build:
 - Measure U - \$300M Paving Bond in 2022
 - Measure BB – County ½ cent sales tax



**CITY OF
OAKLAND**

“Quick Build” in Oakland

- **Non-Paving**

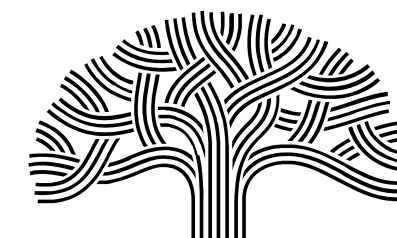
- Rapid Response Program (fatality response)
- Sideshow Prevention/Violence Prevention
- Uncontrolled Multi-lane Crosswalks
- Larger Efforts – International Quick Build

- **Paving**

- “Complex” Paving Projects, Complete Streets Paving
- Neighborhood Traffic Calming

- **Maintenance** – is hard!

- **Enforcement** – is non-existent!



**CITY OF
OAKLAND**

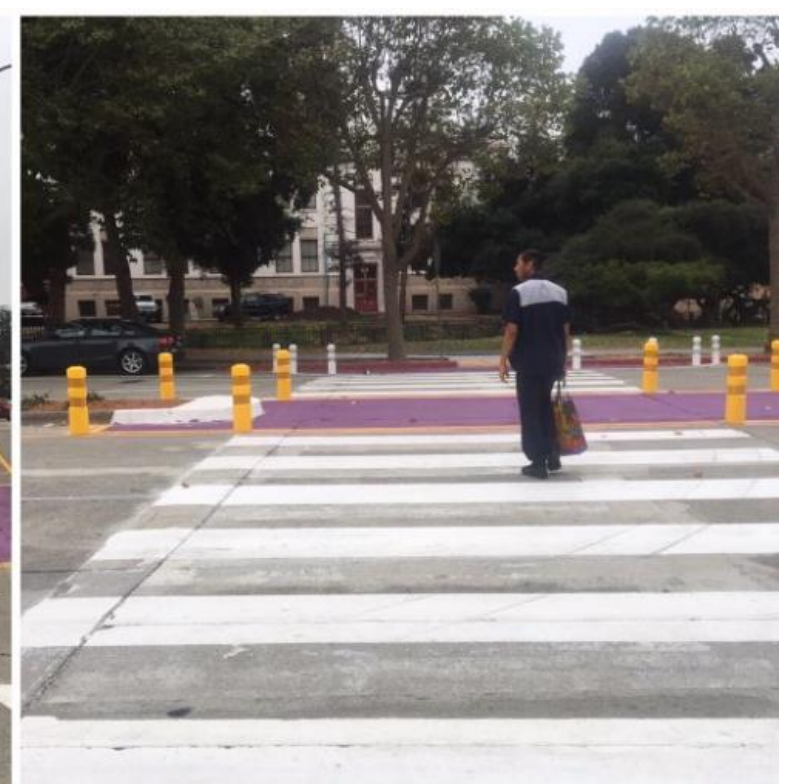
NON-PAVING QUICK BUILDS



Early Days - Rapid Response crash site

work

- Pedestrian fatality June 2017
- Early OakDOT experiment with paint/posts at site of fatal collision
- Challenges – how to upgrade curb ramps? Change order, delivery complications.



Rapid Response Program

- Specifically tied to pedestrian fatality response
- Examples: Hardened centerlines, flex post medians, new ped warning signage, roadway striping/new markings, lane line posts
- Relatively light touch, no capital work, speed is the goal



Sideshow/Violence Prevention Program

- In partnership with Oakland Police Department
- Public safety concerns - human trafficking, street racing, sideshows



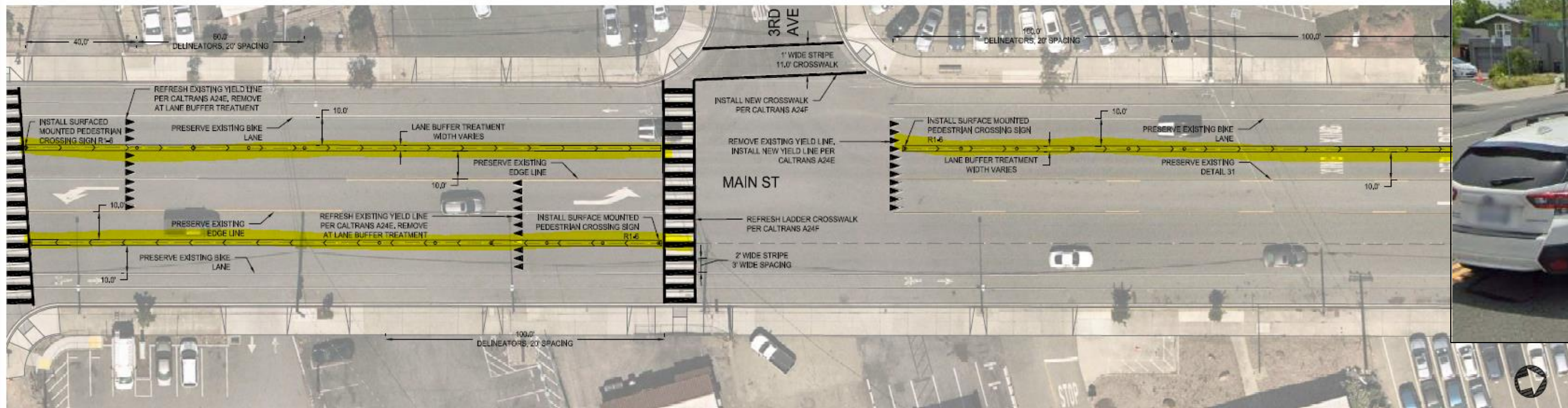
International Quick-Build Project

- \$2.2M, 2 years from inception to construction
- Quick-Build materials – over 3000 Pexco FG300 posts (!) – mostly aimed at physically separating a bus-only lane
- Quick-Build by necessity, as the full Tempo Project buildout left little room for concrete



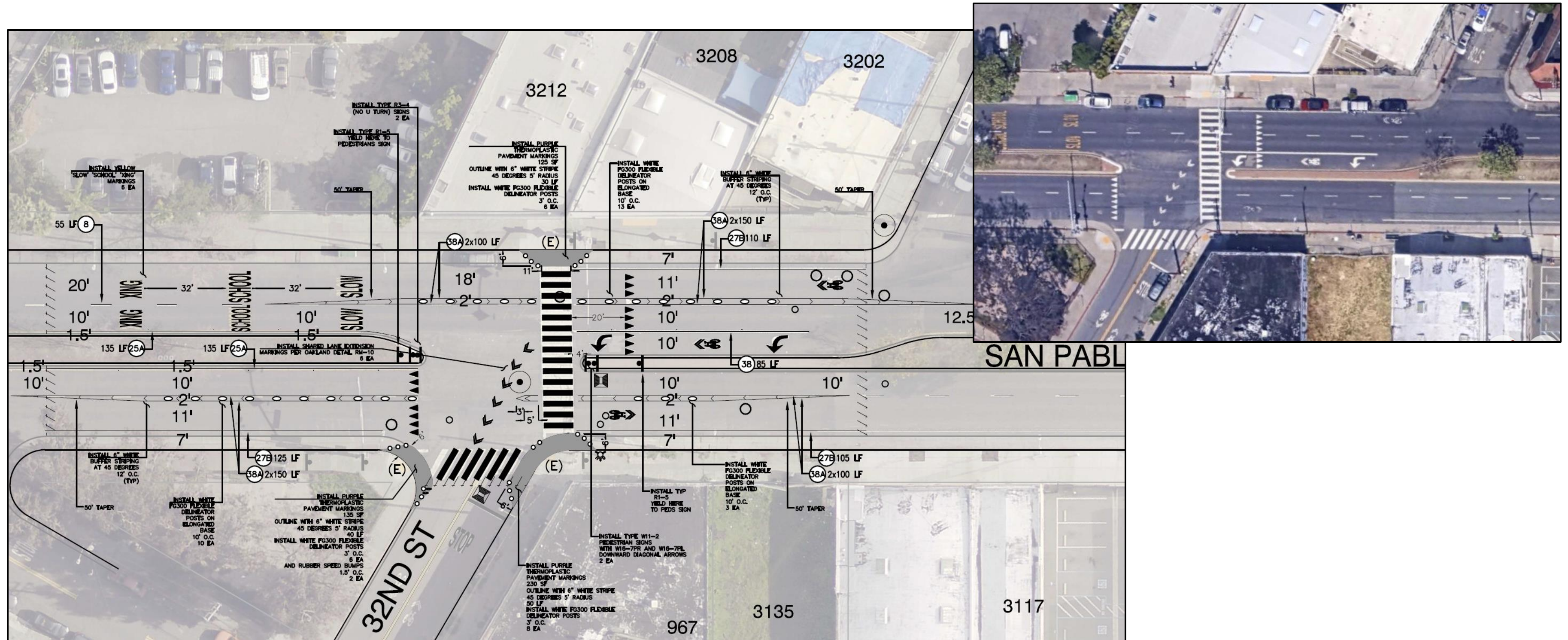
Quick-Build Program - Crosswalks

- Uncontrolled multi-lane crosswalks with pedestrian fatalities
- Paint/post treatments – core concept is lane line delineation in advance of an uncontrolled crosswalk
- ~\$50K per intersection, includes curb ramp work, delivery via on-call paving contracts (ideally, starting Spring 2026)



Examples from Walnut Creek

Quick-Build Program – San Pablo and 32nd



QUICK BUILDS WITH PAVING



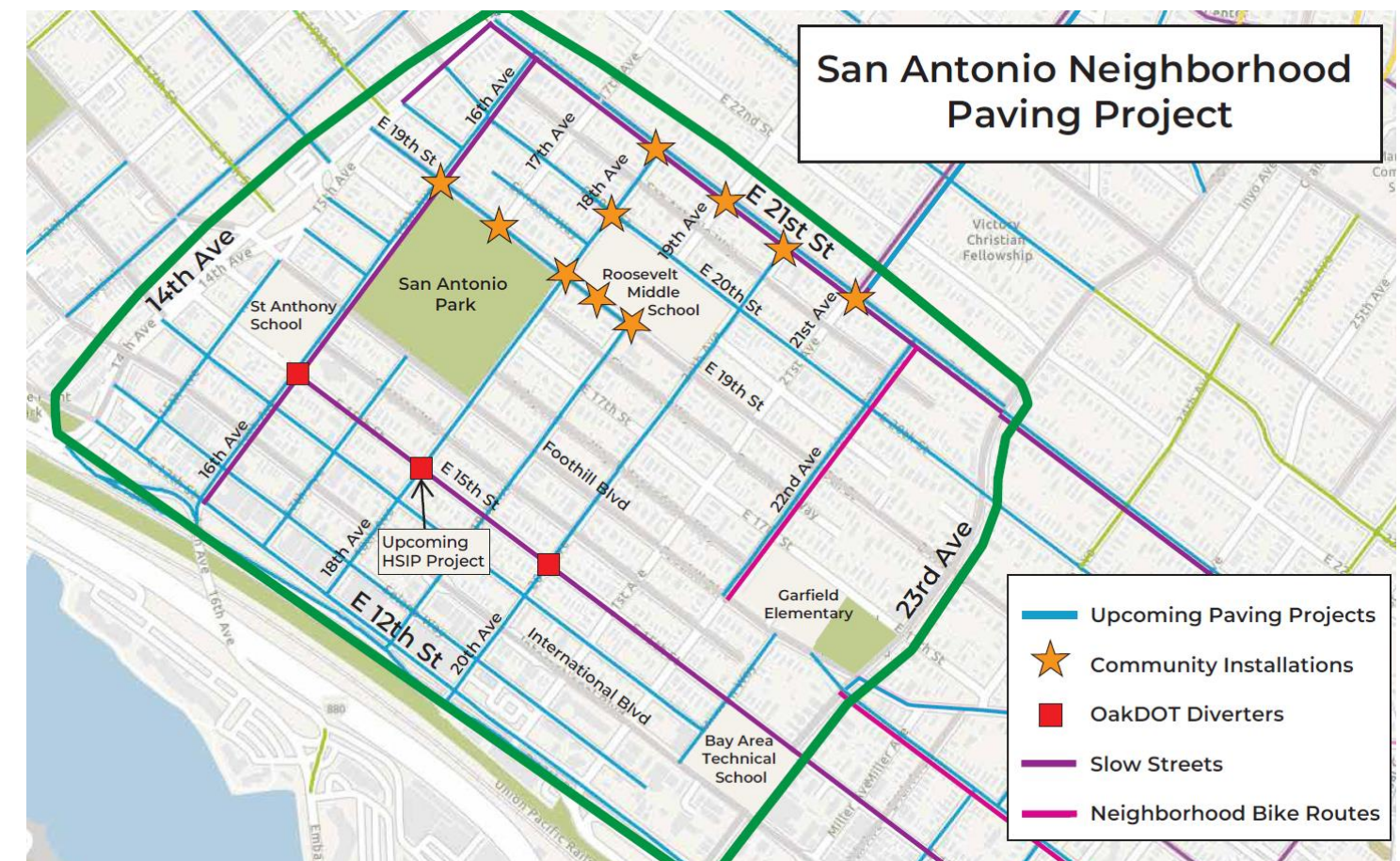
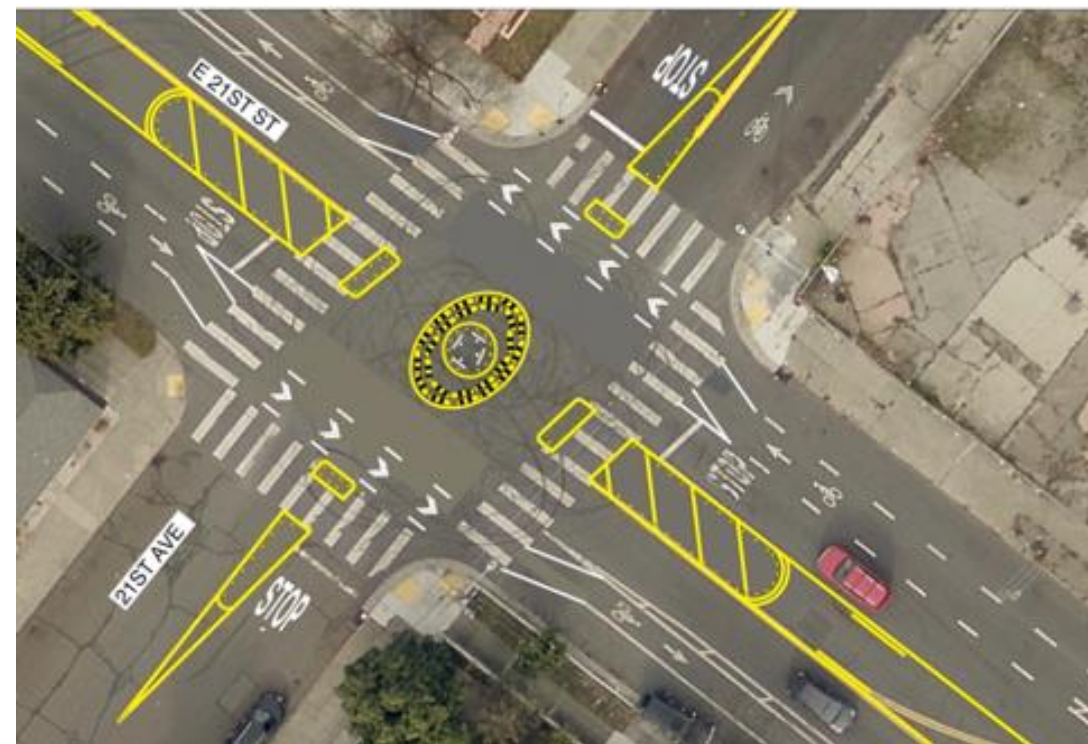
Early Days - “Quick Build” along w/ repaving

- Telegraph Avenue from 40th to 52nd Street – Major Commercial Corridor, important connection/extension to funded ATP Project
- With 2019 repaving, 4-3 road diet, curbside separated bike lanes.
- Materials: Paint, K-71s, concrete boarding islands added later (ATP)



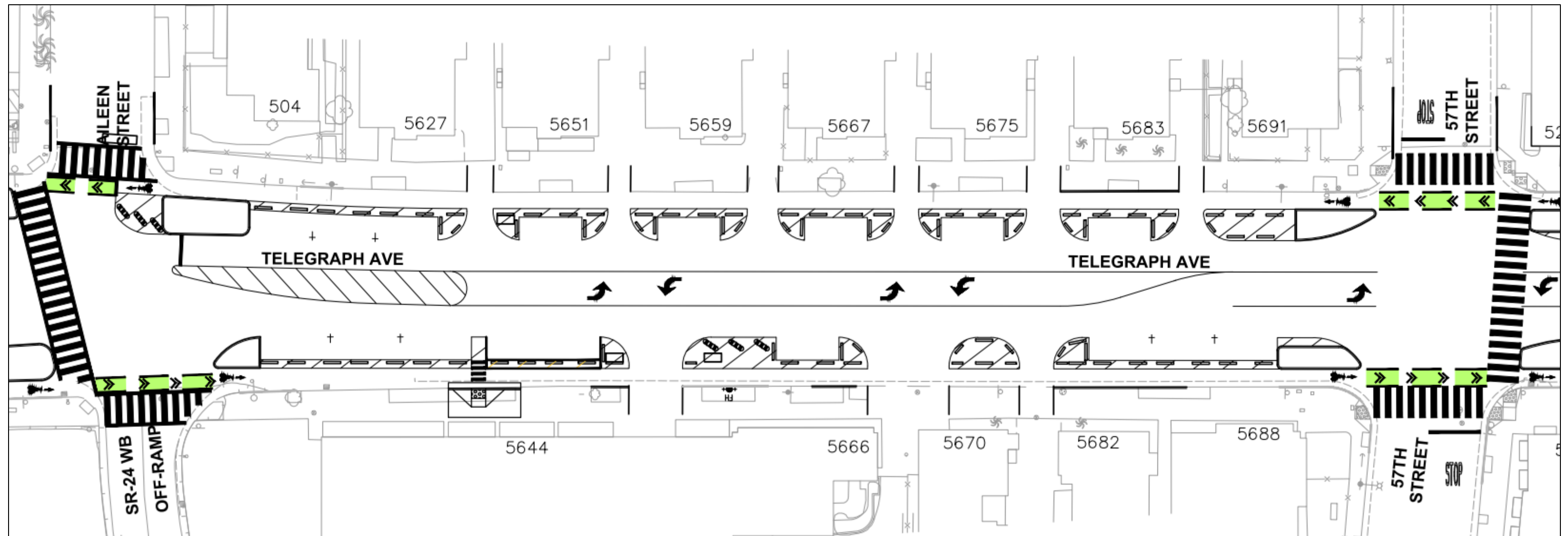
Neighborhood Traffic Calming – w/ Paving

- Batch of Paving Streets pulled from our 5-Year Plan
- Intersections or streets with a history of community advocacy, planning, or collisions are targeted for design and outreach
- Materials – paint/posts, floating concrete



“Complex” or Complete Streets Paving

- Guardrails on scope - No traffic signal mods, no drainage work, etc
- Hybrid model - Paint, wheel stops, flex posts, and also concrete



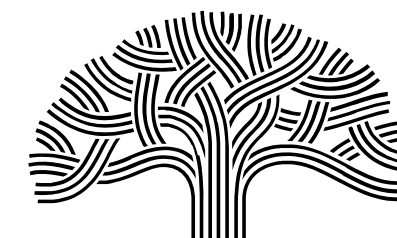
What Can We Do With Repaving?

WHAT'S IN:

- Concrete Islands Between Curbs (no drainage impacts)
 - Pedestrian refuge islands
 - Separated bike lane islands
 - Traffic circles
 - Bus Islands
- Surface-Mounted Treatments
 - Flexible posts/wheel stops
 - Thermoplastic paint
 - Speed humps and raised asphalt intersections, cushions, etc

WHAT'S OUT:

- Traffic Signals
 - Major signal modifications (some small exceptions)
 - New Signals or new lights
- Street or Sidewalk Lighting
- Widened Sidewalks and Bulb-outs (drainage impacts)
- Changing Roadway Grades/Slopes



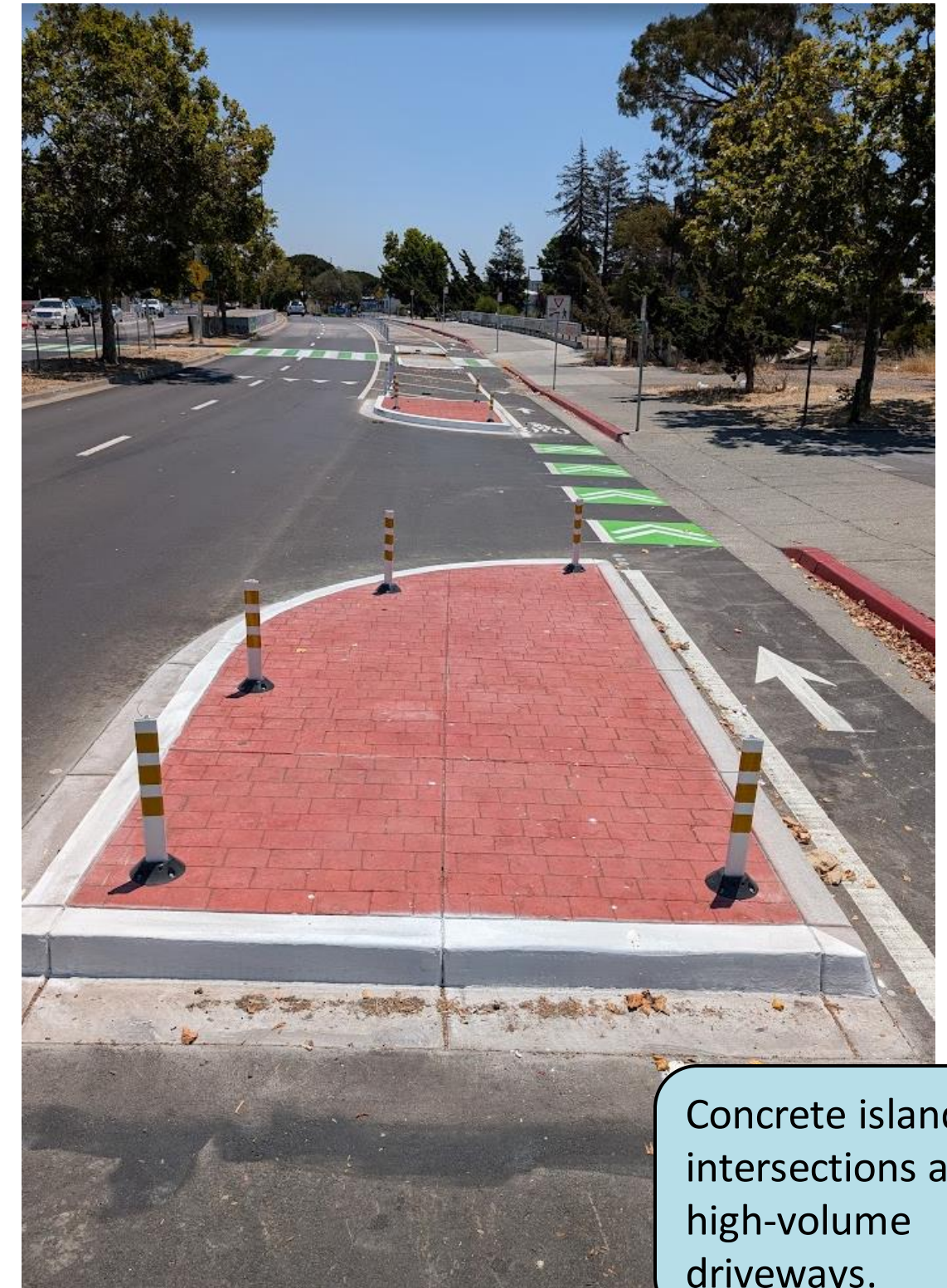
**CITY OF
OAKLAND**

“Complex” Paving Project Spotlight - E7th/E8t Sts



Concrete wheel stops at midblock adjacent to parallel parking

Raised elements for nighttime visibility



Concrete islands at intersections and high-volume driveways.

Closing Thoughts

- **Grant Funding for Quick Build – wish list (?)**
 - Federal dollars are a non-starter
 - Don't require designs for specific locations – Program Approach
 - Don't require that locations be upgraded to “permanent”
 - Don't require evaluation
 - Instead, provide some \$\$ for potential removal/reconfiguration
 - Provide example plans for Quick Build improvements that have shown success in other jurisdictions
 - Programmatically upgrading streets with repaving is efficient.
Paving money as matching funds?
 - Allow for some concrete along with QB – hybrid approach

Questions?

Please email Charlie Ream, Project Manager at CReam@oaklandca.gov