

# International Boulevard Quick Build Initial Evaluation Findings

SR 25-580 Item 2.B.



# Tempo - International Blvd Bus Rapid Transit

- International Boulevard/E. 14th Street Bus Rapid Transit project completed construction June 2020
- Introduced center running Bus-Only lanes on International in Oakland
- <https://www.actransit.com/tempo>



# AC Transit & OakDOT Collaboration on Quick Build Project

- To quickly and urgently address:
  - Severe and fatal crashes that have persisted on International Blvd
  - High traffic speeds
  - Frequent bus lane violations
  - Reckless driving behavior
- The City of Oakland established approximately \$1,850,000 of local funding for improvements and AC Transit established \$400,000 in funding from a federal grant

# Analyzing Data, Identifying Treatments

- We collected and analyzed data along International Boulevard to refine our understanding of the problems
- Data collected included collision history, frequency of bus lane violations, traffic speeds, and observations of other illegal driving behavior
- Developed a comprehensive list of treatments to solve these problems on an accelerated timeline

# Channelizers

- Installed on Lane Lines & Centerline
- Physically deters traffic from illegally driving in the bus lane and turning across the bus lane
- Encourages slower traffic speeds



# Treatments - Pavement Markings

- Additional “Bus Only” markings installed
- Red Paint installed where the Bus Lane first begins
- Arrow markings to emphasize allowable movements



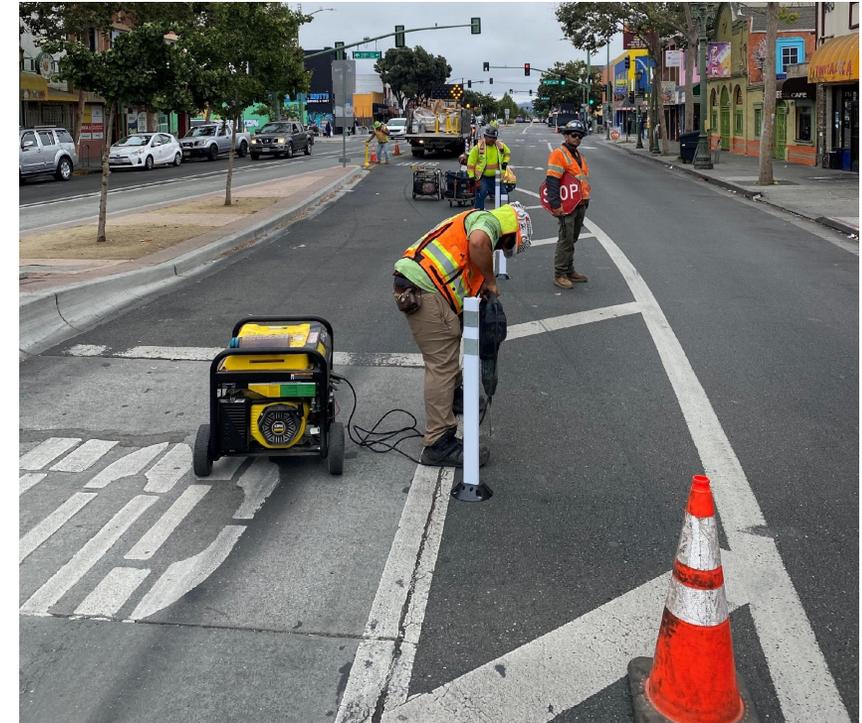
# Treatments - Traffic Signs

- Consistent 25 MPH speed limit established on International Blvd end to end in both Oakland and Caltrans right-of-way
- Additional Bus Only Lane signs installed



# Timeline

- **Summer of 2024**: Channelizers were installed on roughly 80% of Corridor, and all pavement markings and traffic signs were installed.
- **Spring of 2025**: Channelizers were added to the remaining 20% of the corridor



# Treatments - Speed Cushions

- Six speed cushions have been installed as of December 2025 in the City of Oakland Right-Of-Way
- Two speed cushions installed in December 2024
- Four installed August of 2025

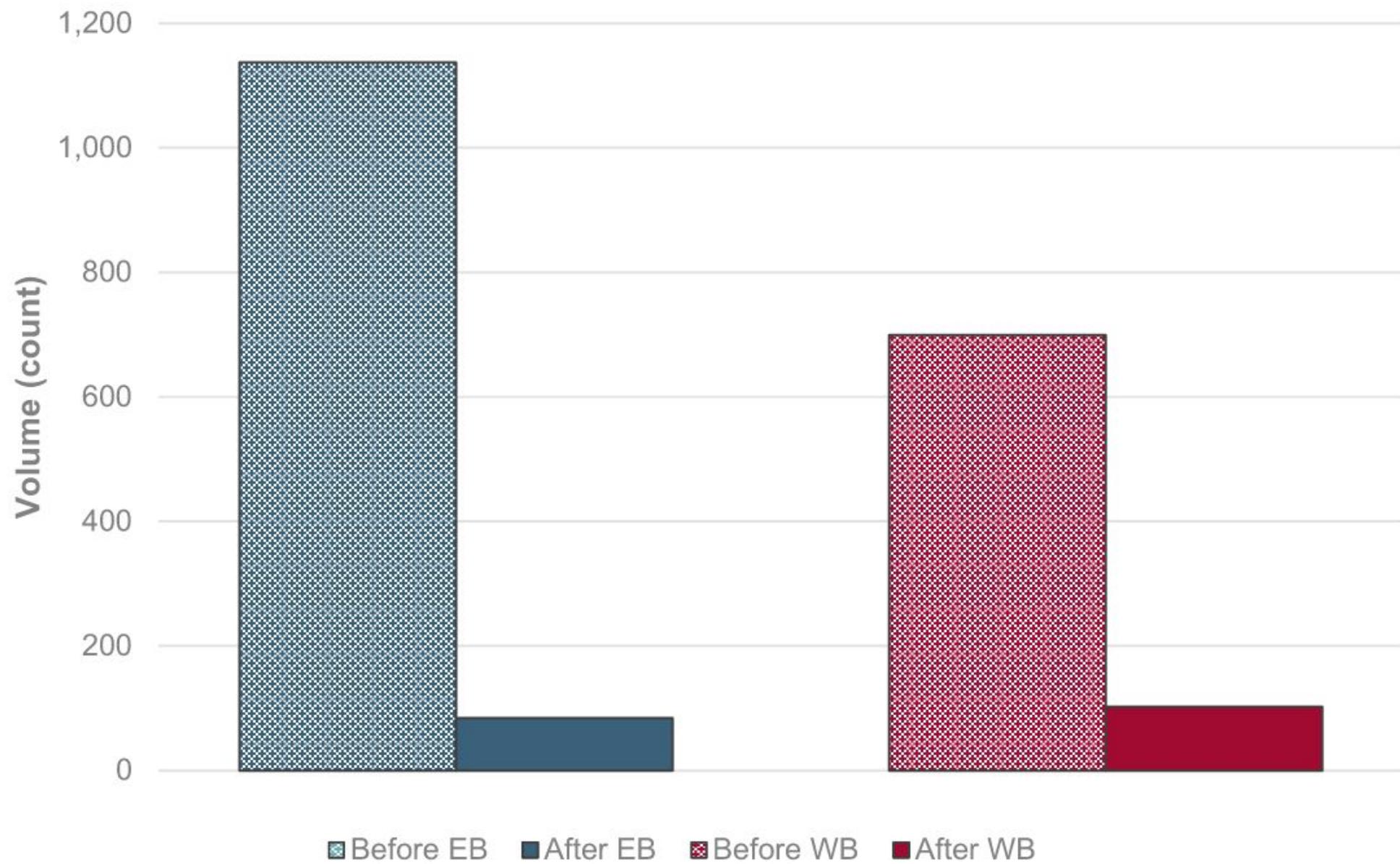


# Initial Findings

- **Bus Lane Violations Reduced**
- **Speeds Reduced**
- **Decrease in Pedestrian Fatalities To Date Compared to Previous Years**

# Bus Lane Violations Reduced

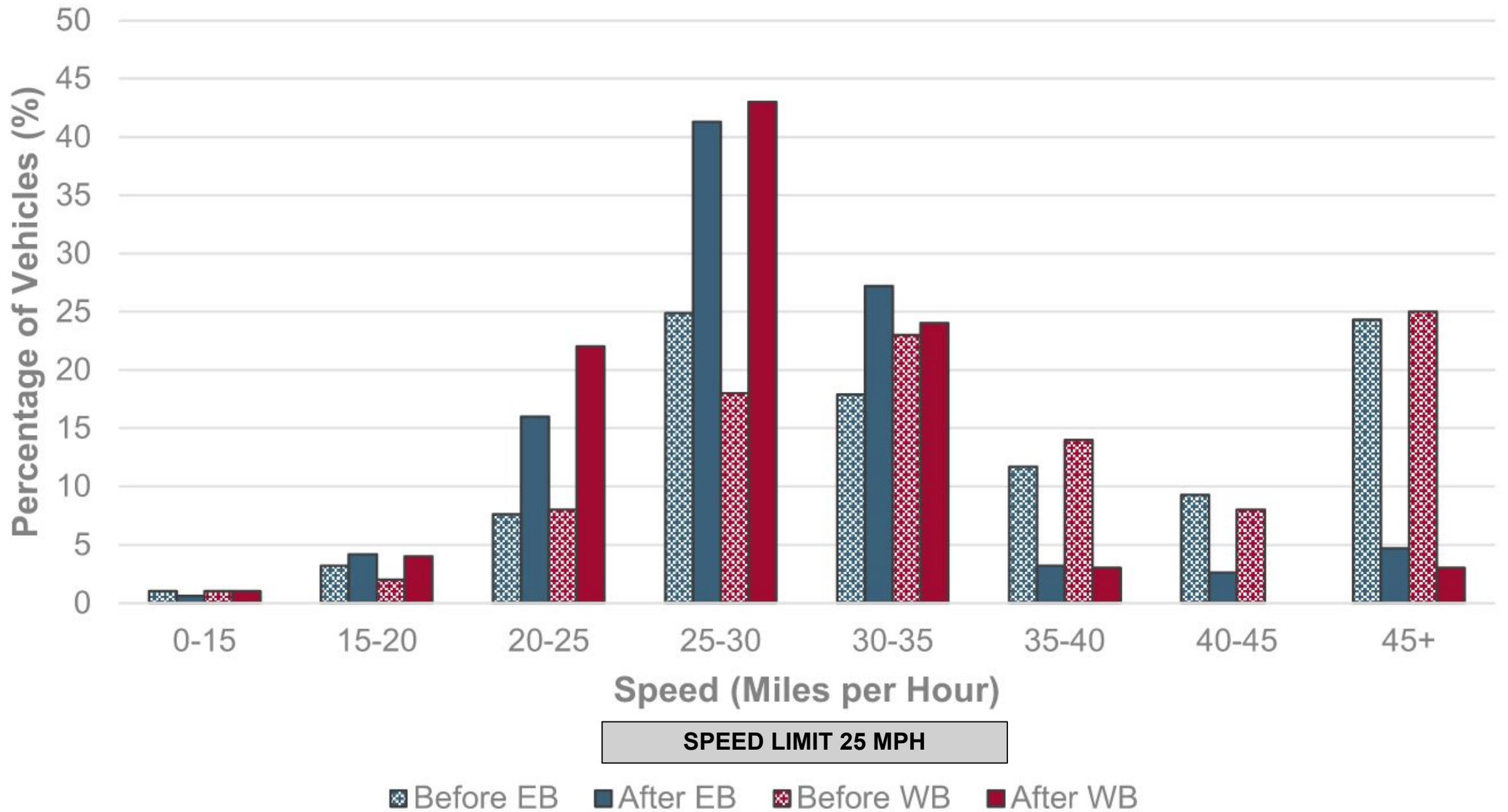
- After the quick build installation:
  - Traffic in the bus lane **reduced by 83%** on the corridor overall.
  - The highest individual count of traffic in the bus only lane **after the quick build showed 35 vehicles** in excess of the scheduled 110 buses per day. The highest count **before the quick build showed 1,574 vehicles** illegally driving in the bus only lane.



**Figure 14: Total Volumes in Transit Lane at 37<sup>th</sup> Ave**

# Speeds Reduced

- **Bus lane speeds**
  - 85% speeds have been *reduced* from 40.2 MPH to 28.3 MPH
  - Average speeds have been *reduced* from 29.2 to 24.4 MPH
- **General Purpose Lane Speeds**
  - 85% speeds have been *reduced* from 29.4 MPH to 27.5 MPH
  - Average speeds have been *reduced* from 23.9 to 22.0 MPH



**Figure 58: Vehicle Speeds in Transit Lane at 88<sup>th</sup> Ave**

# Initial Decrease in Pedestrian Fatalities

## Traffic Fatalities on International Boulevard and Citywide

Year	Citywide Traffic Fatalities	International Blvd Total Fatalities	International Blvd Traffic Fatalities by Travel Mode					Citywide Pedestrian Fatalities
			Bicyclist	Motorcyclist	Driver or Passenger of Motor Vehicle	Scooter	Pedestrian	
2020	36	4	0	0	1	0	3	14
2021	30	7	0	1	4	1	1	8
2022	36	6	0	0	2	0	4	12
2023	33	10	1	1	1	0	7	15
2024	30	4	0	0	0	0	4	13
2025*	24	3	1	0	2	0	0	8

\*Data through December 9<sup>th</sup>, 2025

<https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Safe-Oakland-Streets/Monitoring-Traffic-Deaths-in-Oakland>

# Next Steps

- Scope and Fund **Next Phase of Improvements** focused on speed reduction and transit lane violation deterrence, potentially including:
  - Transit Lane Paint Treatments
  - Speed Cushions East of 42<sup>nd</sup>
  - Additional Physical Separation Between Transit and General Purpose Lane
  - Location Specific Improvements informed by evaluation
  - Additional Context-Informed Safety Treatments (e.g., RRFBs)
  - Continue Evaluation
- Speed Cameras to be installed on International Blvd at 41<sup>st</sup> Ave and become operational early 2026.

# Thank you

- Oakland City Council & AC Transit Board of Directors
- Traffic Violence Rapid Response
- Caltrans

