

14th Street Safety Project

Investing in 14th Street as a community destination for safe strolling, shopping, and biking



City of
Oakland

Department of
Transportation

PROJECT INFORMATION:

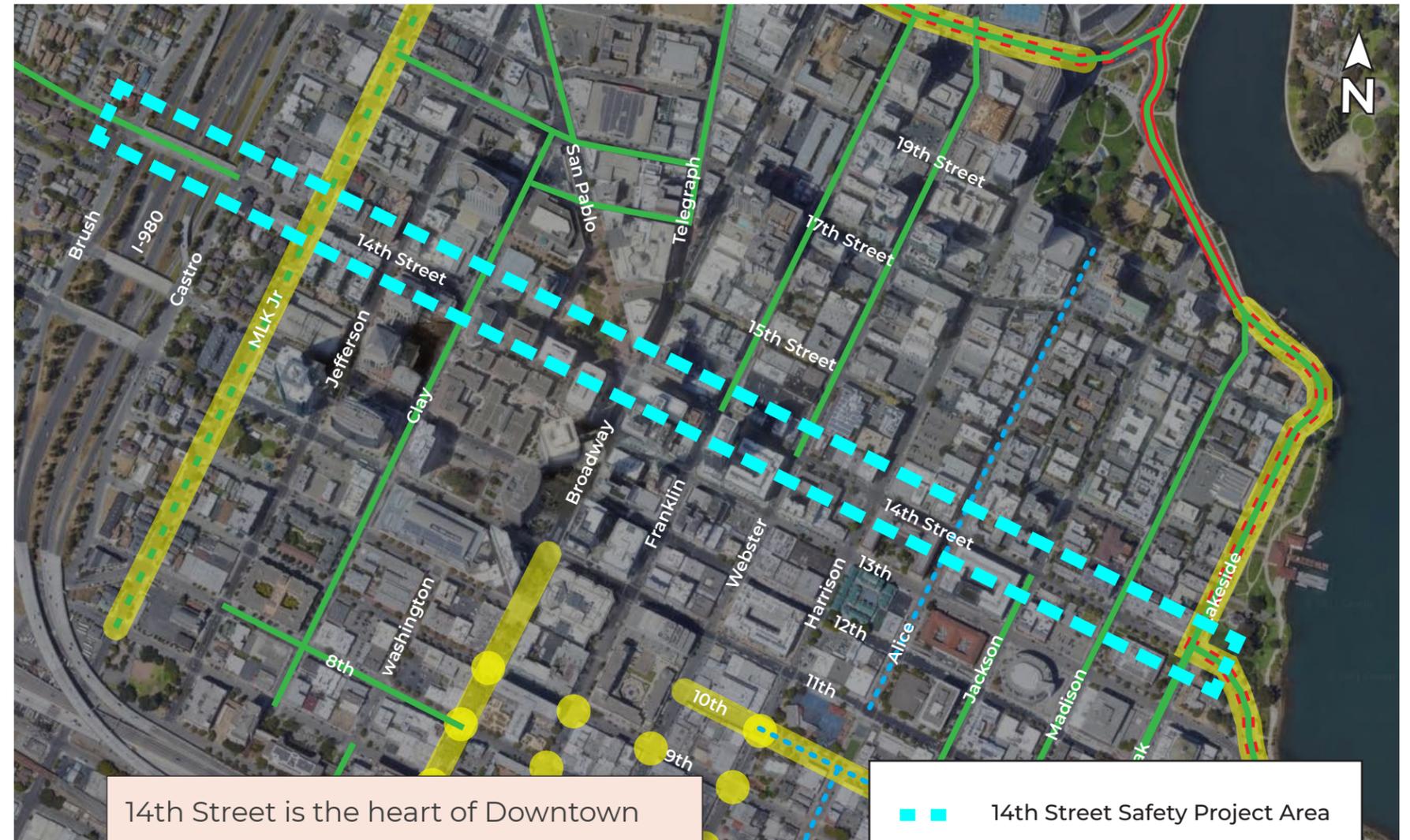
In 2017 the City of Oakland won a \$11 million State grant to provide a once-in-a-generation investment in safety and community-driven aesthetic improvements on 14th Street From Brush Street to Lakeside Drive/Oak Street.

This grant is focused on improving safety on 14th Street for all roadway users - people visiting Downtown Oakland by car, on foot, by bike, or by bus.

During public outreach meetings in 2019, the City of Oakland Department of Transportation (OakDOT) heard concerns from the community regarding parking, roadway safety, providing benefits for small businesses, and aesthetic elements related to the Black Arts Movement Business District.

OakDOT responded to this input by:

- **Updating the Project Design**
- **Creating a Comprehensive Parking Management Plan**
- **Adding a Public Art Component**



14th Street is the heart of Downtown Oakland, connecting neighborhoods and civic institutions. How can we design this project to **welcome more people** to Downtown, **make them feel safe** and **connect them** to the cultural and commercial resources of our Town?

- 14th Street Safety Project Area
- Bicycle Lane Network
- Protected Bike Lane
- Upcoming OakDOT Projects
- Slow Streets Network

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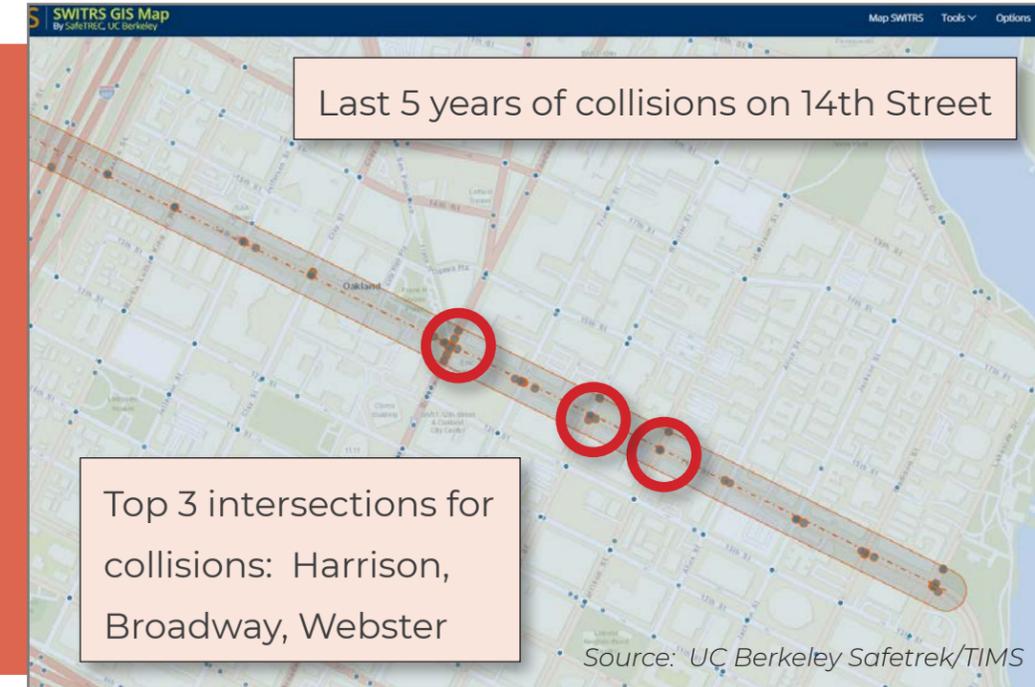
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TRAFFIC COLLISIONS



SINCE THE CITY BEGAN PLANNING FOR 14TH STREET SAFETY UPGRADES IN 2016:

- » 2 people walking were killed by drivers on 14th Street - both were seniors in crosswalks
- » 1 person biking was killed by a driver on 6/16/22
- » Vehicle collisions injured 189 people, 38 of them seriously (2016-2020)



WHO IS AT RISK?

- » Older Oaklanders (65+) are **more than 2 times** as likely to be severely injured while walking
- » Asian pedestrians are **3.5 times more likely** to be killed while walking than other Oaklanders
- » Black pedestrians are **3 times more likely** to be severely injured or killed while walking than other Oaklanders

Source: Citywide crash analysis 2019

These trends predict that someone will be injured **every 9.5 days** by a collision on 14th until this project is constructed.

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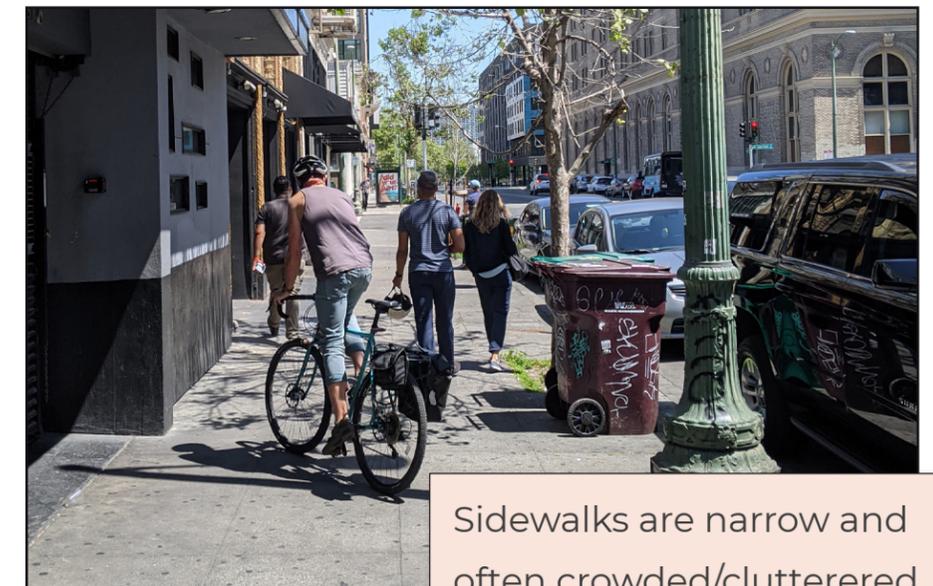
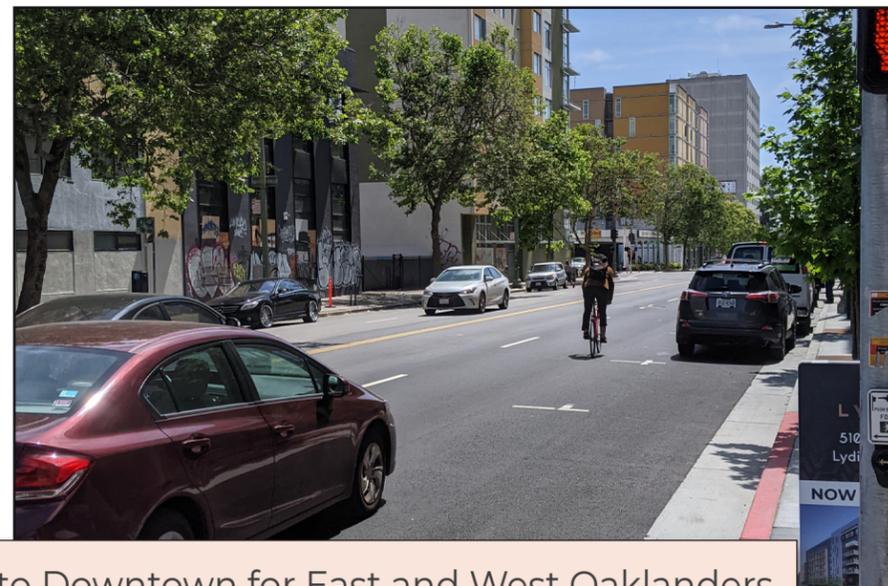
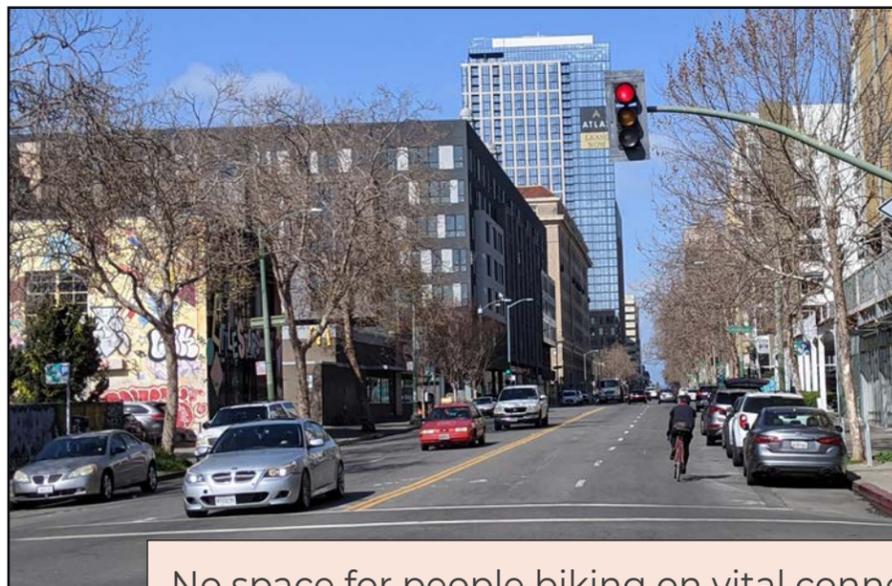
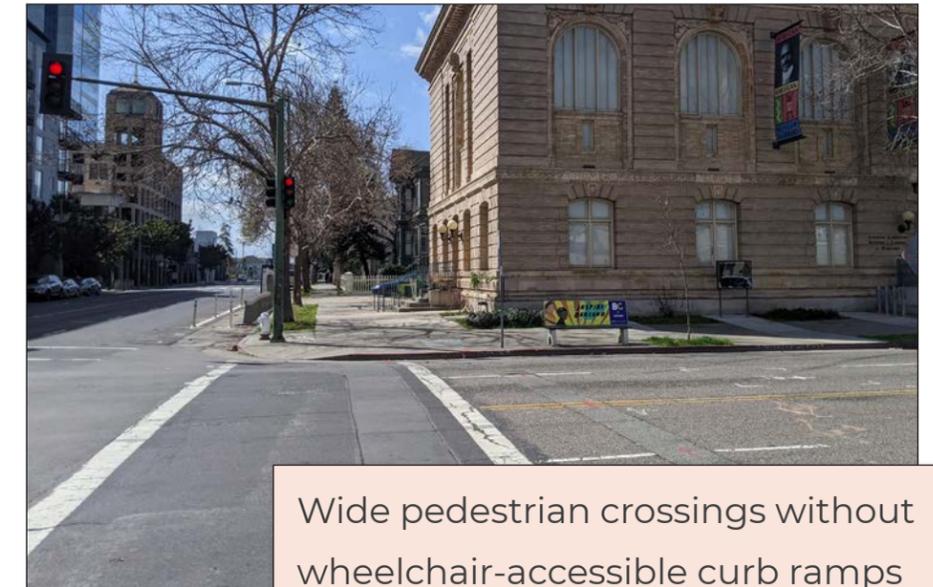
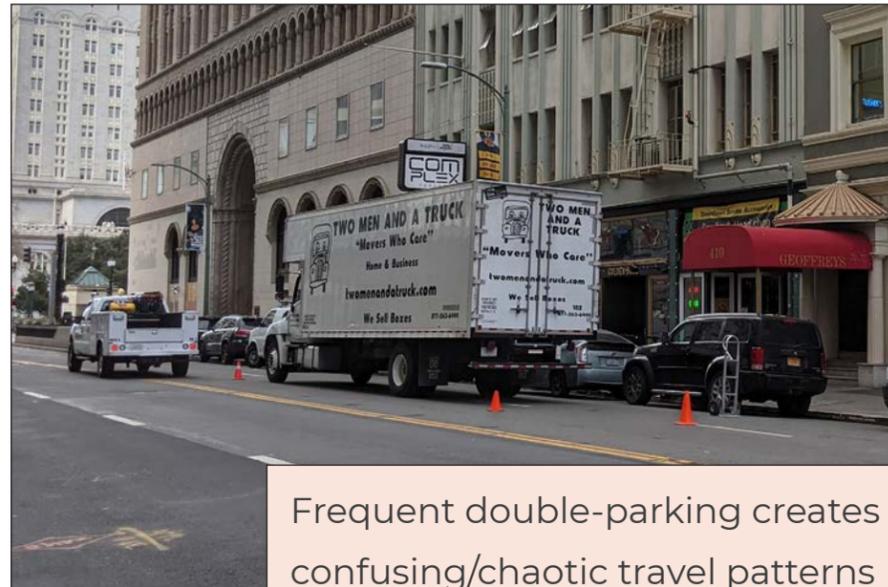
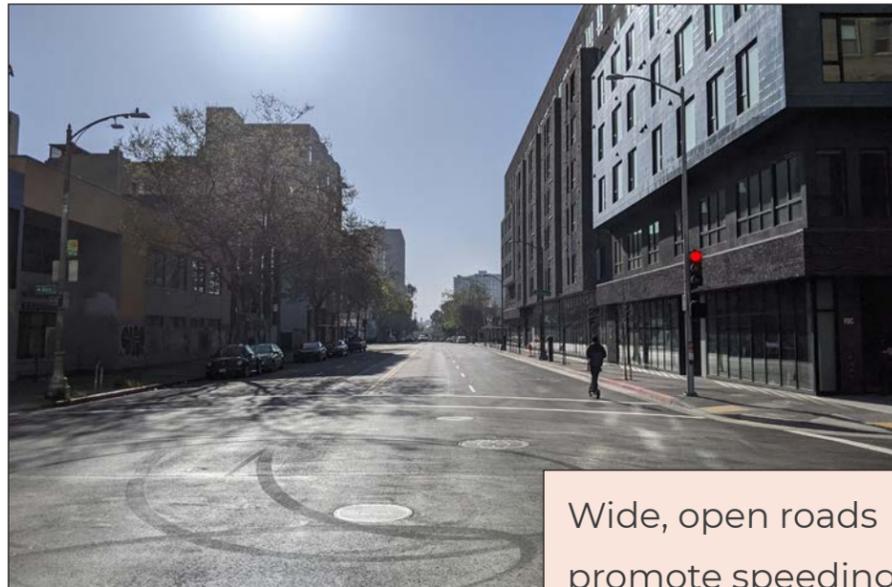
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SAFETY ISSUES ON 14TH STREET



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PROPOSED IMPROVEMENTS

This project represents a substantial investment in the 14th Street commercial corridor as a public space, a safe space, and an artistic space in our City. This State grant provides OakDOT with the resources to install the following elements, which would not be possible without this outside funding:

- » Protected bike lanes (roadway level)
- » Sidewalk-level bike lanes and wider sidewalks on core commercial blocks
- » Pedestrian, sidewalk, and bus stop lighting
- » Slower, calmer 2-lane roadway
- » Shorter pedestrian crossings
- » Expanded sidewalk space
- » Upgraded bus boarding areas
- » Improved wheelchair access
- » New landscaping and “rain gardens”
- » Additional street parking on parallel streets



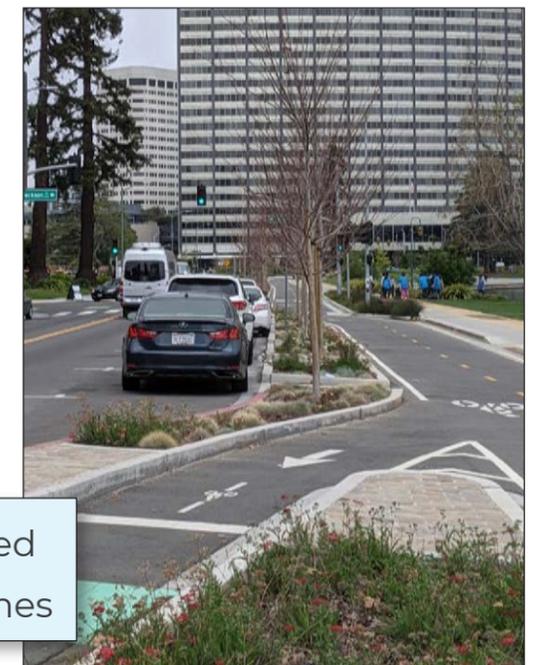
Corner sidewalk
widening + lights



Landscaping and greenery



Protected
Bike Lanes



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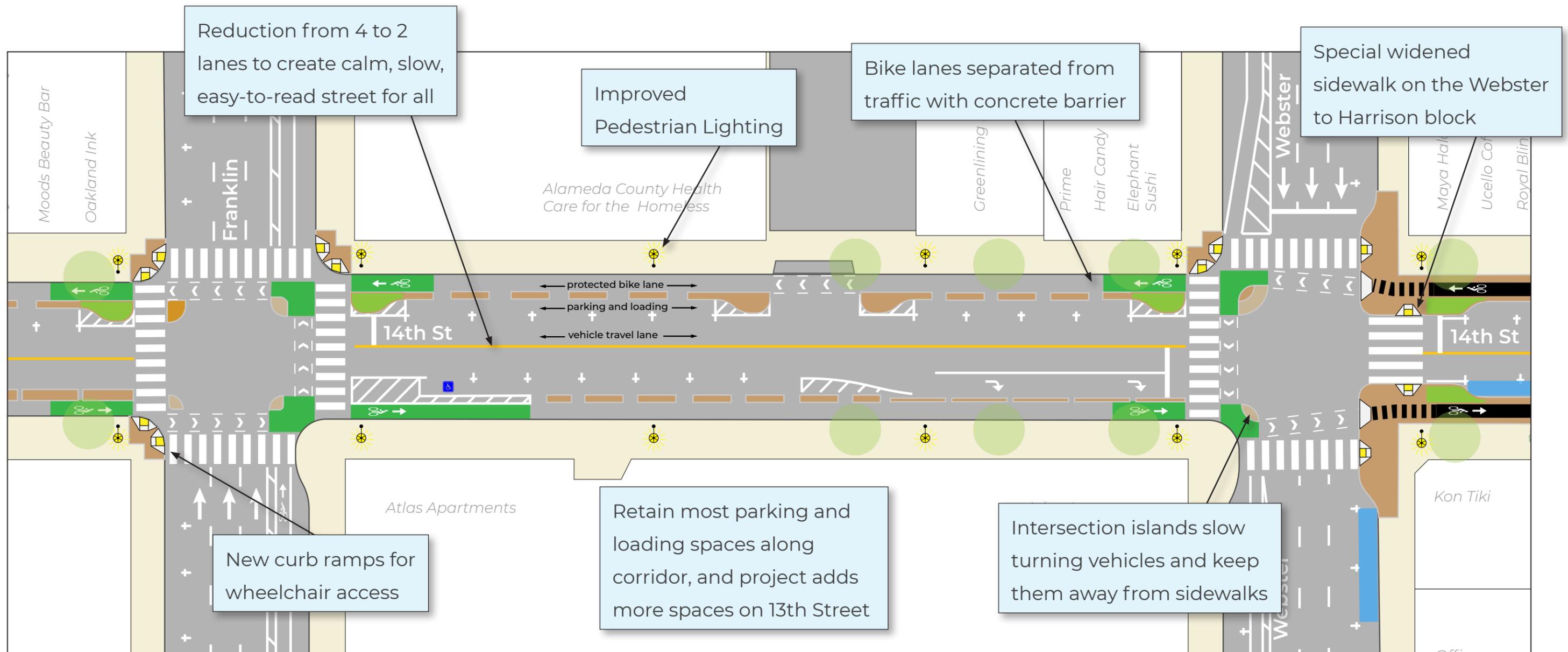
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TYPICAL BLOCK LAYOUT - FRANKLIN TO WEBSTER



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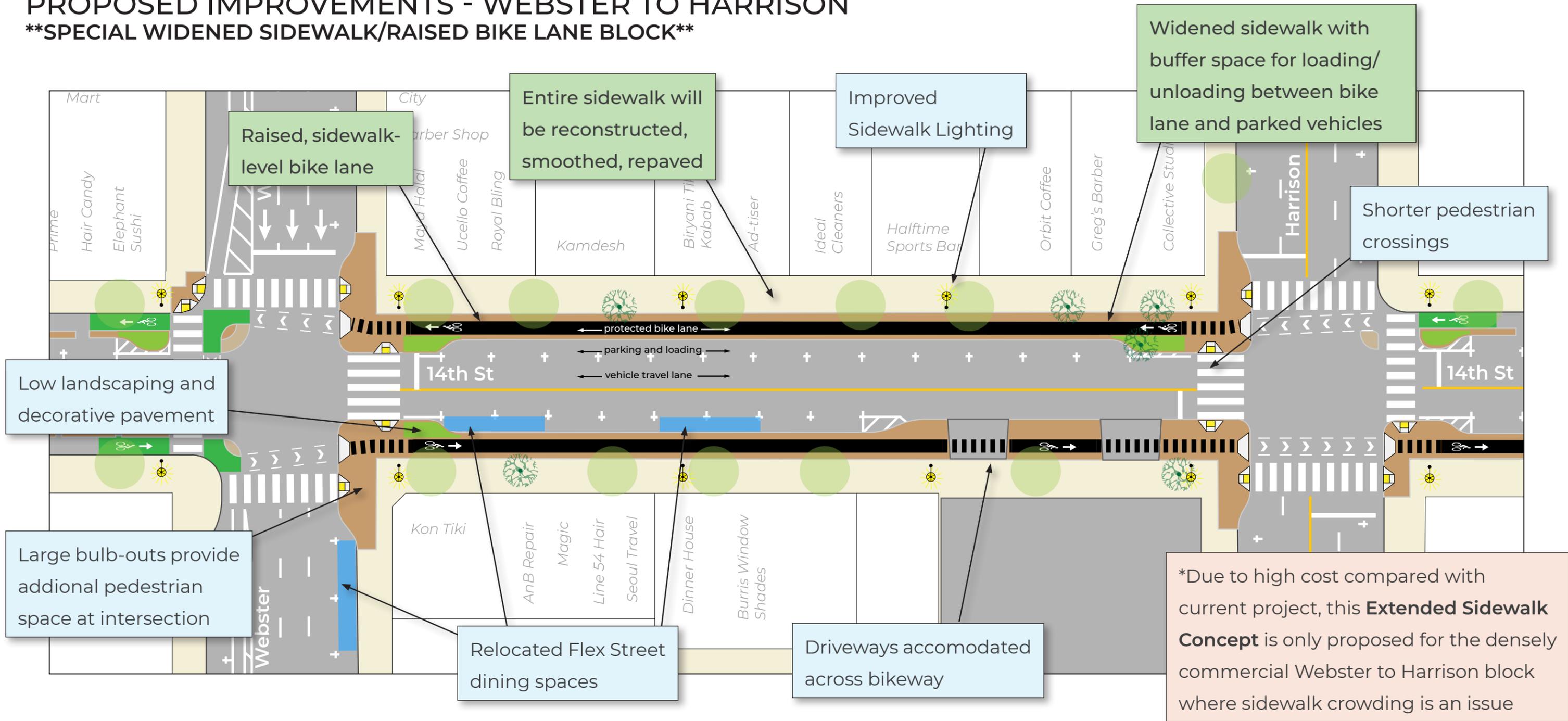


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PROPOSED IMPROVEMENTS - WEBSTER TO HARRISON

****SPECIAL WIDENED SIDEWALK/RAISED BIKE LANE BLOCK****



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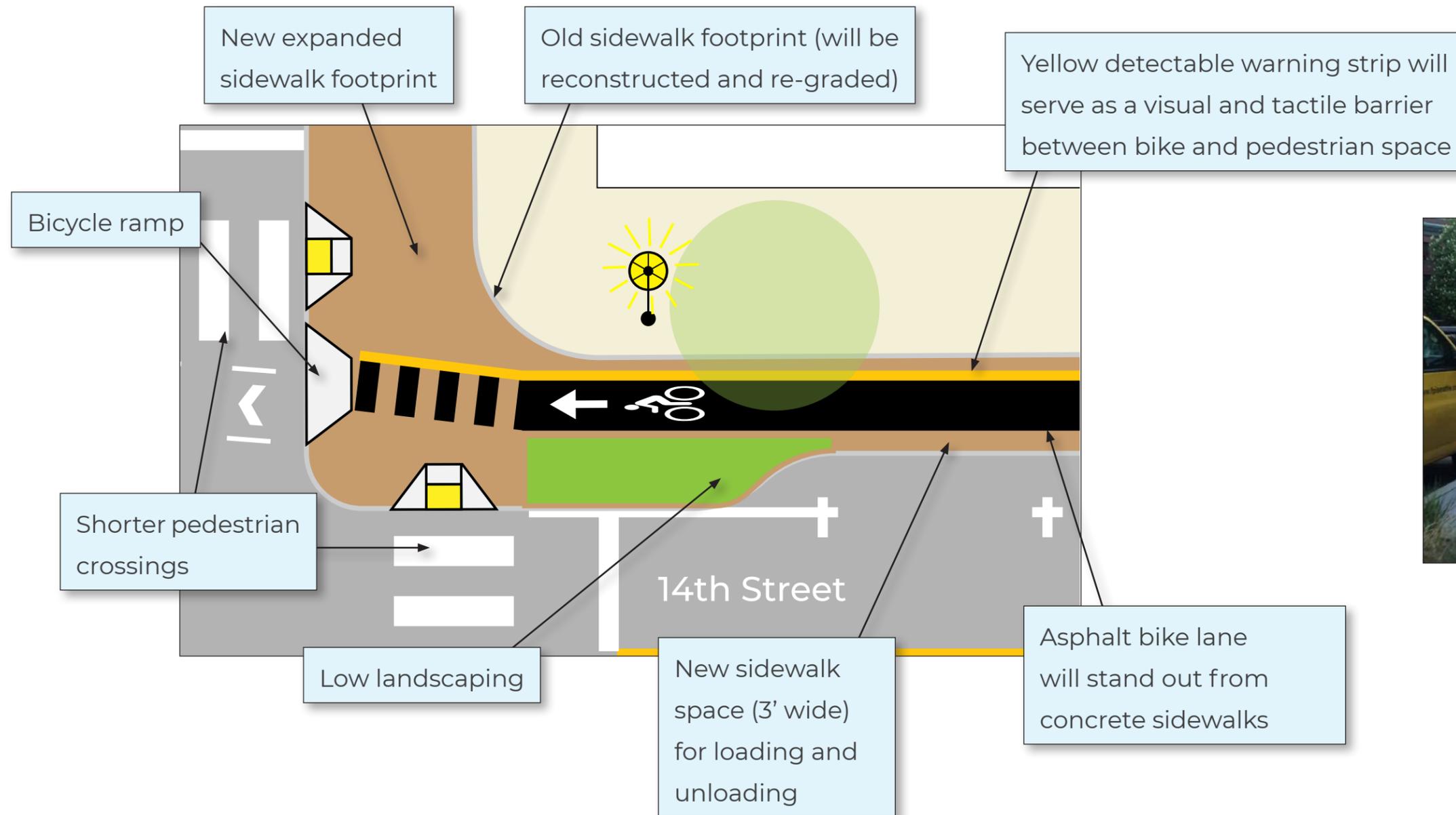
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EXTENDED SIDEWALK CLOSE-UP



Precedent photo -
7th Ave in Seattle



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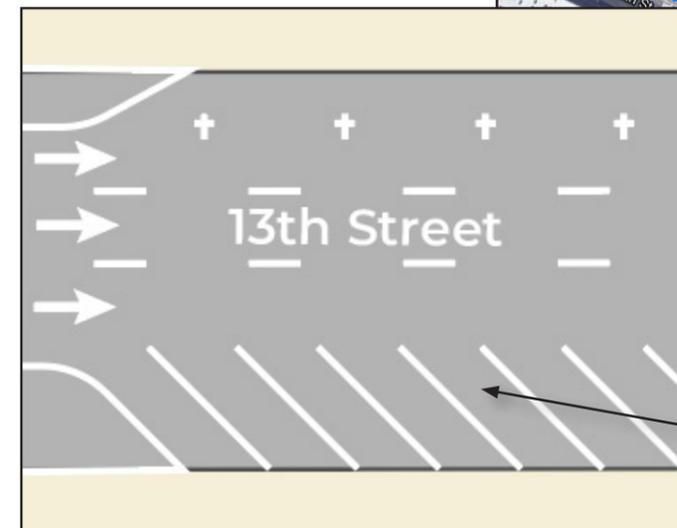
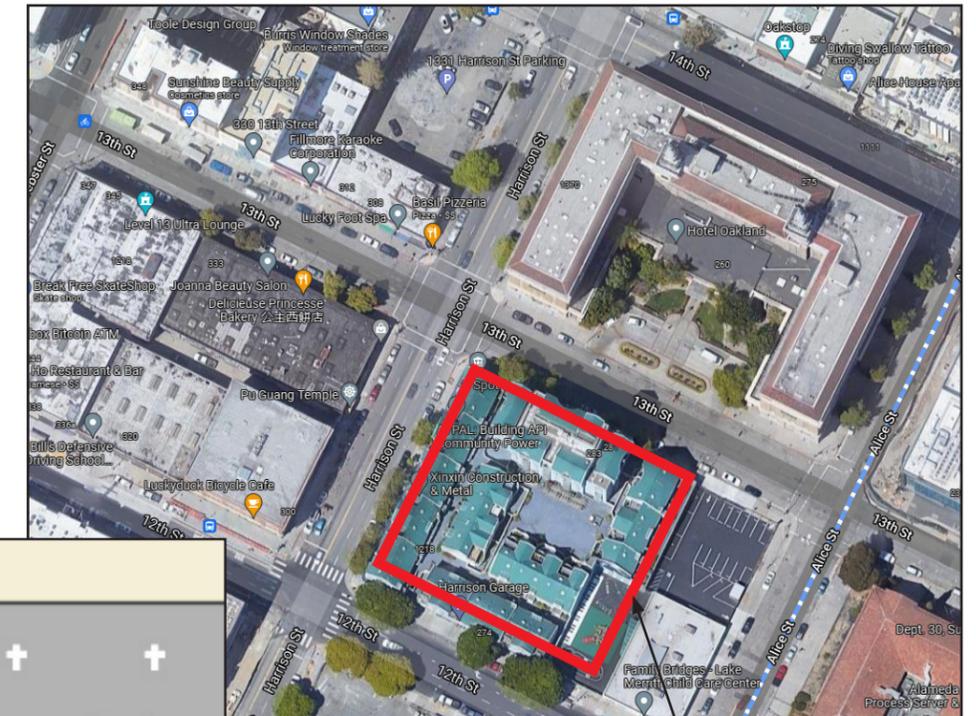
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PARKING MANAGEMENT PLAN

OakDOT heard clearly from the community that parking, loading, and access to 14th Street for people driving is a core concern. To respond to these concerns, OakDOT developed a Parking Management Plan for this project which includes the following core elements:

- » **ADD NEW PUBLIC STREET PARKING** on 13th Street from Franklin to Oak, *adding up to 53 angled spaces on 13th*. 14th Street project improvements will remove 24 spaces, for a *net gain of 29 spaces for the Project*.
- » **ADD NEW COMMERCIAL AND PASSENGER LOADING ZONES**, installed free of charge to support business operations and pickup/dropoff.
- » **CREATE DISCOUNTED OFF-STREET PARKING PROGRAM FOR LOCAL SMALL BUSINESS-OWNERS AND EMPLOYEES** in the Harrison Street Garage at 13th/Harrison (35 monthly spaces available at *50% discount*)
- » **CREATE DISCOUNTED PARKING VALIDATION PROGRAM FOR LOCAL BUSINESSES** at either the Franklin Plaza Garage or the Harrison Street Garage, offered at a *50% discount*.



13th and Harrison Garage location

Restripe 13th Street with angled parking on the south side of the street

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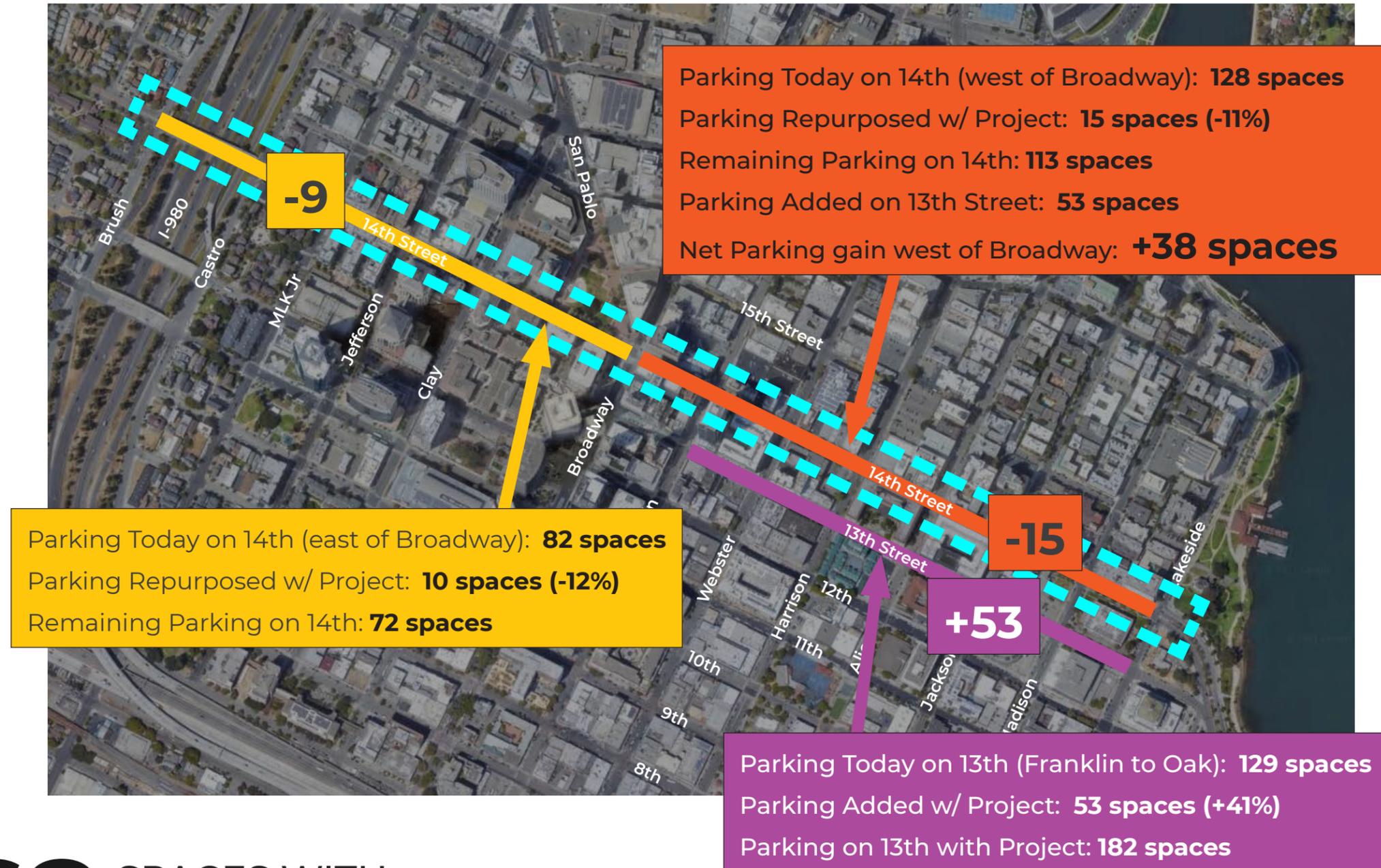


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PARKING INFORMATION

- **PROJECT ADDS PARKING SPACES TO DOWNTOWN**, adding 53 new on-street parking spaces to 13th Street (installing angled parking on south side of 13th)
- **PROJECT ADDS FREE LOADING ZONES TO AREA.** OakDOT is committed to ongoing monitoring and tweaking of loading zones, including time-of-day loading, to support business operations.
- **PROJECT REPURPOSES 24 SPACES ON 14TH STREET (OUT OF A TOTAL OF 210)** for pedestrian and bicycle visibility and transit improvements.



339 SPACES TODAY → **368** SPACES WITH PROJECT
(incl. 14th St and 13th St)



EQUITABLE CLIMATE ACTION PLAN AND CURB MANAGEMENT

The [Equitable Climate Action Plan](#), adopted by the City Council on July 28, 2020, states that the City will “**allocate curb space for mobility needs for public transit and active transportation, such as walking and biking.**” The ECAP states that the City recognizes “the importance of significantly shifting people away from private auto trips – one of the top five strategies needed for Oakland to meet its climate targets.”

The ECAP’s Action TLU-7, titled “Rethink Curb space”, instructs OakDOT to prioritize the use of curb space throughout Oakland by function.

Curb Space Should Be Prioritized In Order Of:

1. Public transit and active transportation, such as walking and biking
2. Access for people and commerce (loading zones and short-term parking)
3. Activation, parklets, Flex Street spaces
4. Storage for long-term parking

*“Today, most of the curb is used for the parking of single-occupancy vehicle, which is **inequitable by design**: it subsidizes drivers at the expense of those without access to cars.”*

- Equitable Climate Action Plan, 2020

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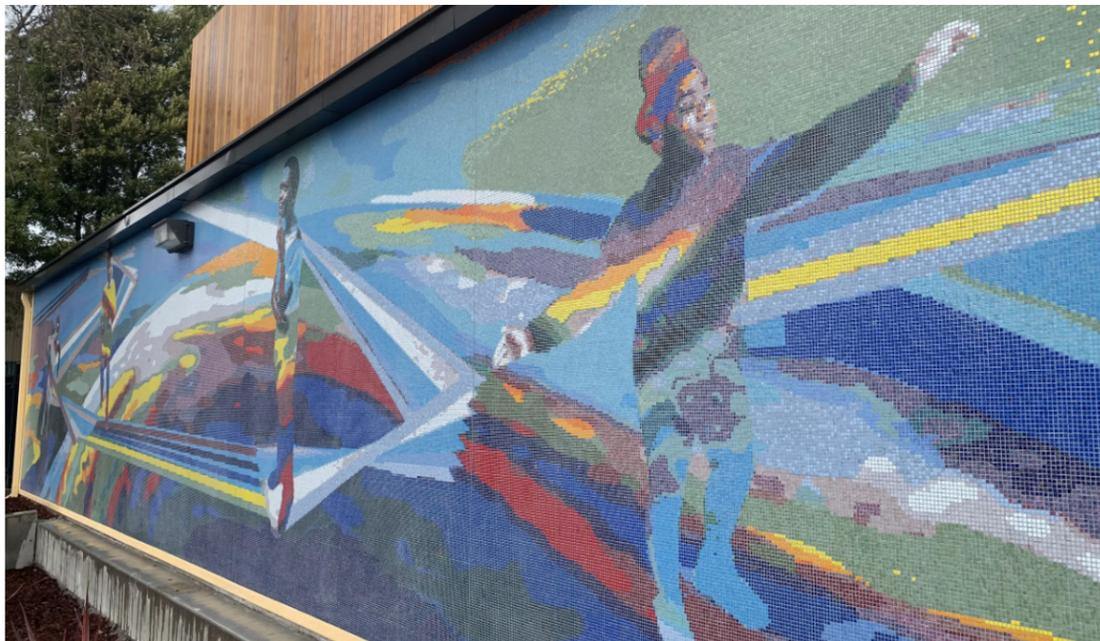
PUBLIC ART PROGRAM

Located within the Economic and Workforce Development Department, the City of Oakland's Public Art Program commissions original works of art for public spaces throughout Oakland. Under the City's Public Art Ordinance, art projects are funded through a 1.5% allocation from all eligible City of Oakland capital improvement projects and eligible grant revenue.

The 14th Street Safety Project will work with the Public Art Program to provide a transparent and representative Public Art Process to design and install community-led artistic elements on 14th Street. This will be the first Public Art partnership between OakDOT and EWD and will inform future Public Art work on capital roadway projects.



East Oakland Sports Complex Mural
Credit: Daniel Galvez and Jos Sances



Rainbow Power mosaic mural - Rainbow Rec Center. Credit: Johanna Poethig



Makkeweeks Sculpture - Snow Park. Credit: WowHaus

~\$300K

(estimated 1.5% of Capital Improvement Costs of approximately \$20M)

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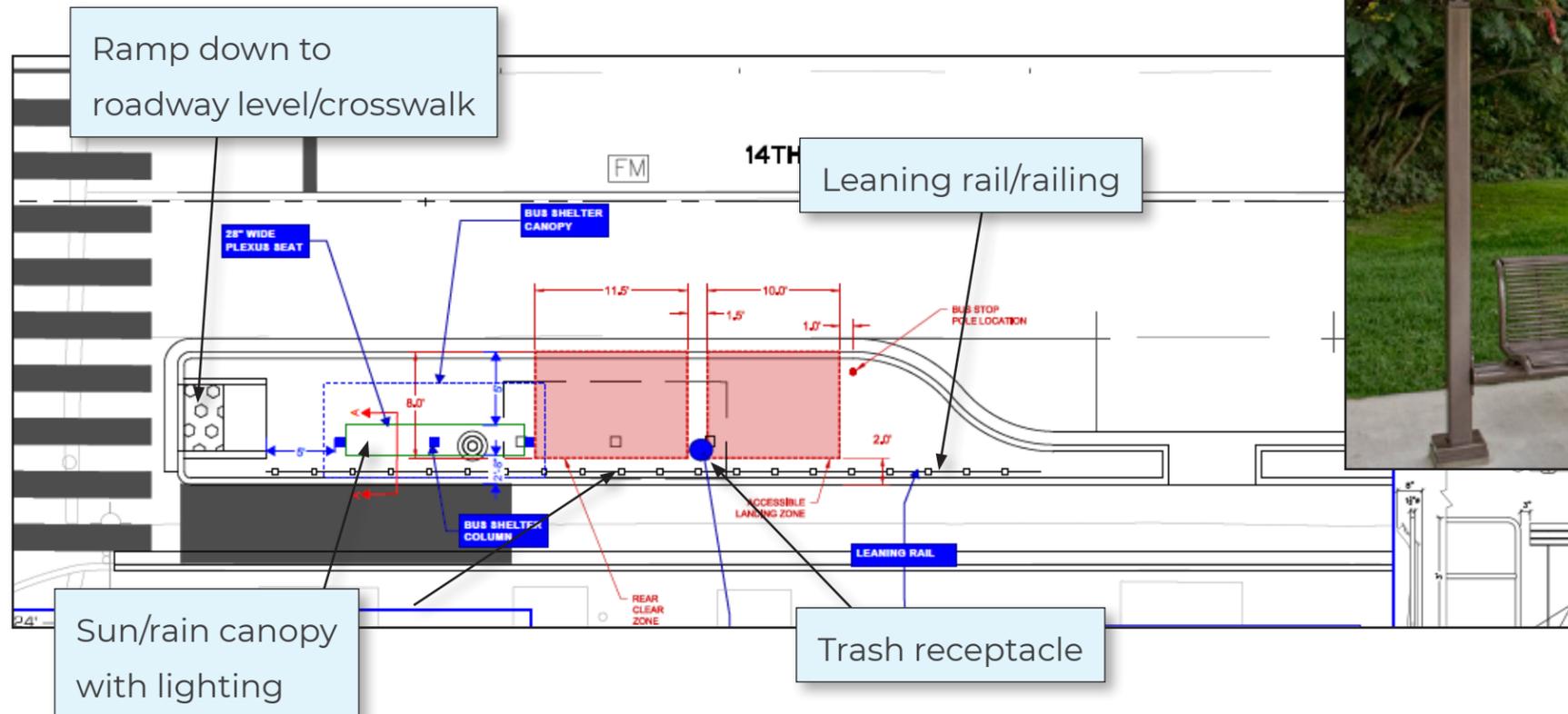


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TRANSIT STOP AMENITIES

- » New bus boarding islands are not wide enough for standard ClearChannel bus shelters
- » OakDOT is working to develop a toolkit of low-maintenance transit amenities
- » Steel construction, no glass, no large flat surface areas
- » Steel mesh seating option with armrests
- » Hard-wired lighting for nighttime visibility



"Kaleidoscope" canopy example



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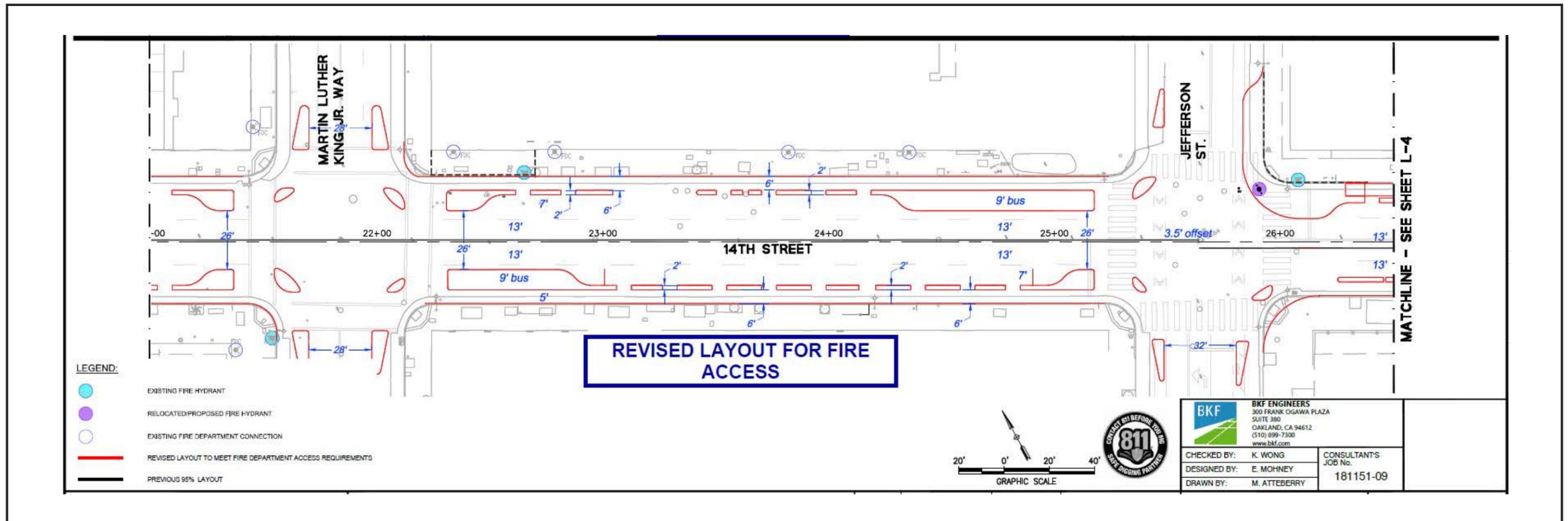
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EMERGENCY VEHICLE ACCESS

TO ACHIEVE COMPLIANCE WITH THE OMC FIRE ACCESS LANE REQUIREMENT, OAKDOT HAS:

- » Reduced bike lane width (5' min)
- » Reduced concrete buffer width (2' wide concrete with 1' wide striped buffer)
- » Reduced bus boarding island width (9' min)
- » Reduced parking lane width (7' min)



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PLANNING FOR CONSTRUCTION

OakDOT is committed to working with businesses to minimize construction impacts. This can include:

- » **Working around large events/parades** (OakDOT is scheduling Telegraph work around First Fridays)
- » **Phasing construction block by block** to contain construction impacts to certain blocks at a time
- » **Phasing construction within blocks** - for example - complete the north side, then move to south to maintain pedestrian, bike, vehicle access
- » **Working with businesses on pedestrian and traffic routing plans** to maintain business access during construction
- » **Synching safety improvements with upcoming repaving** of 14th Street to minimize disruption to the neighborhood

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NEXT STEPS

- » March 22, 2022 - Public Works Committee Presentation and Approval Action
- » May 2022 - 100% Design Plans
- » **June 21, 2022** - Oakland City Council Presentation and Approval Action
- » Summer 2022 - Advertise Project for Construction
- » Fall 2022 - Seek Council authority to award construction contract
- » Fall/Winter 2022 - Construction notification and preparation
- » Early 2023 - Construction begins

PROJECT SUPPORTERS

- » BART
- » AC Transit
- » Oakland Chinatown Chamber of Commerce
- » TransForm
- » Oakland Bicycle/Pedestrian Advisory Commission

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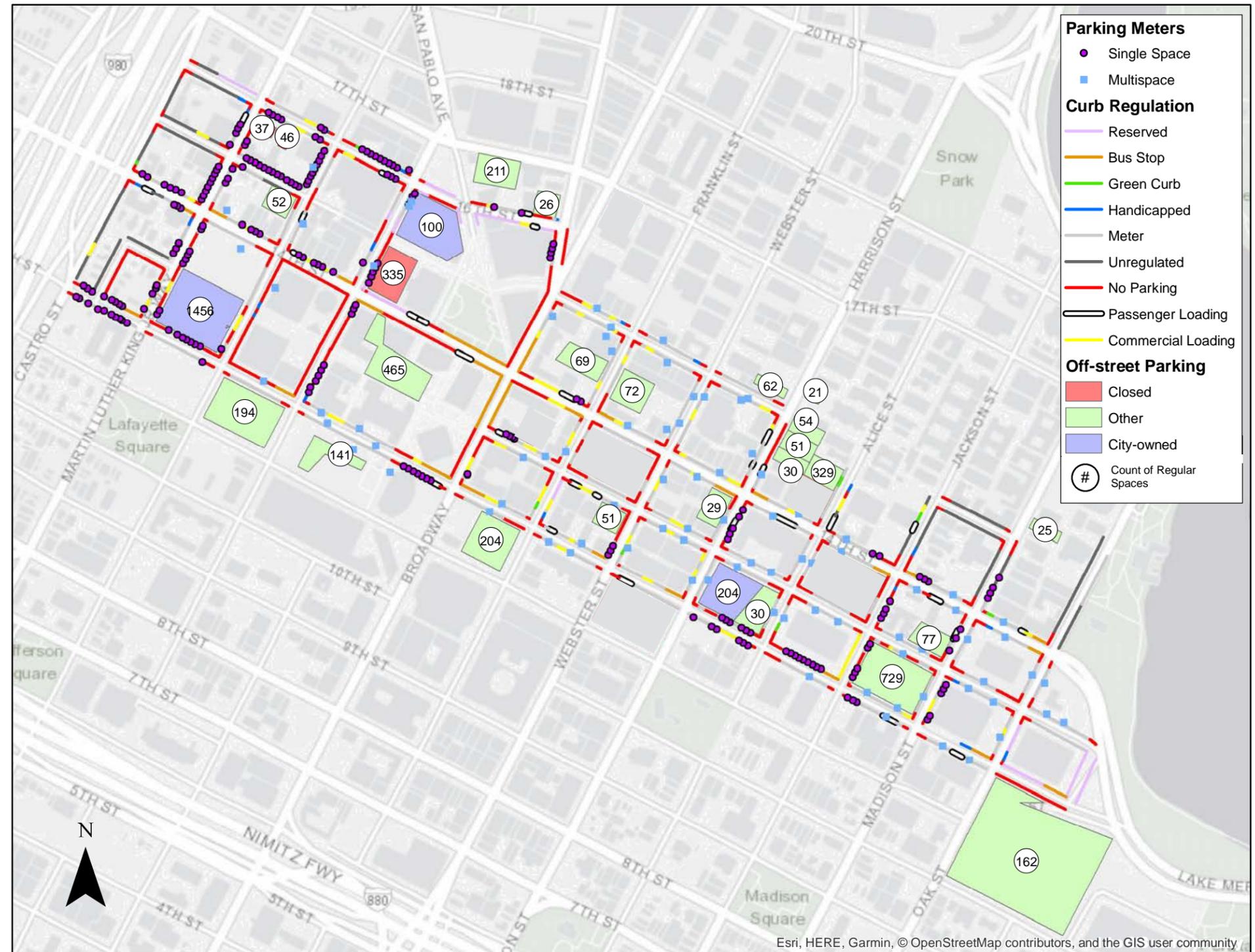


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OFF-STREET PARKING INVENTORY

- East of Broadway, within one block of 14th, there are 736 off-street parking spaces
- West of Broadway, within one block of 14th Street (large blocks), there are 2,073 off-street parking spaces



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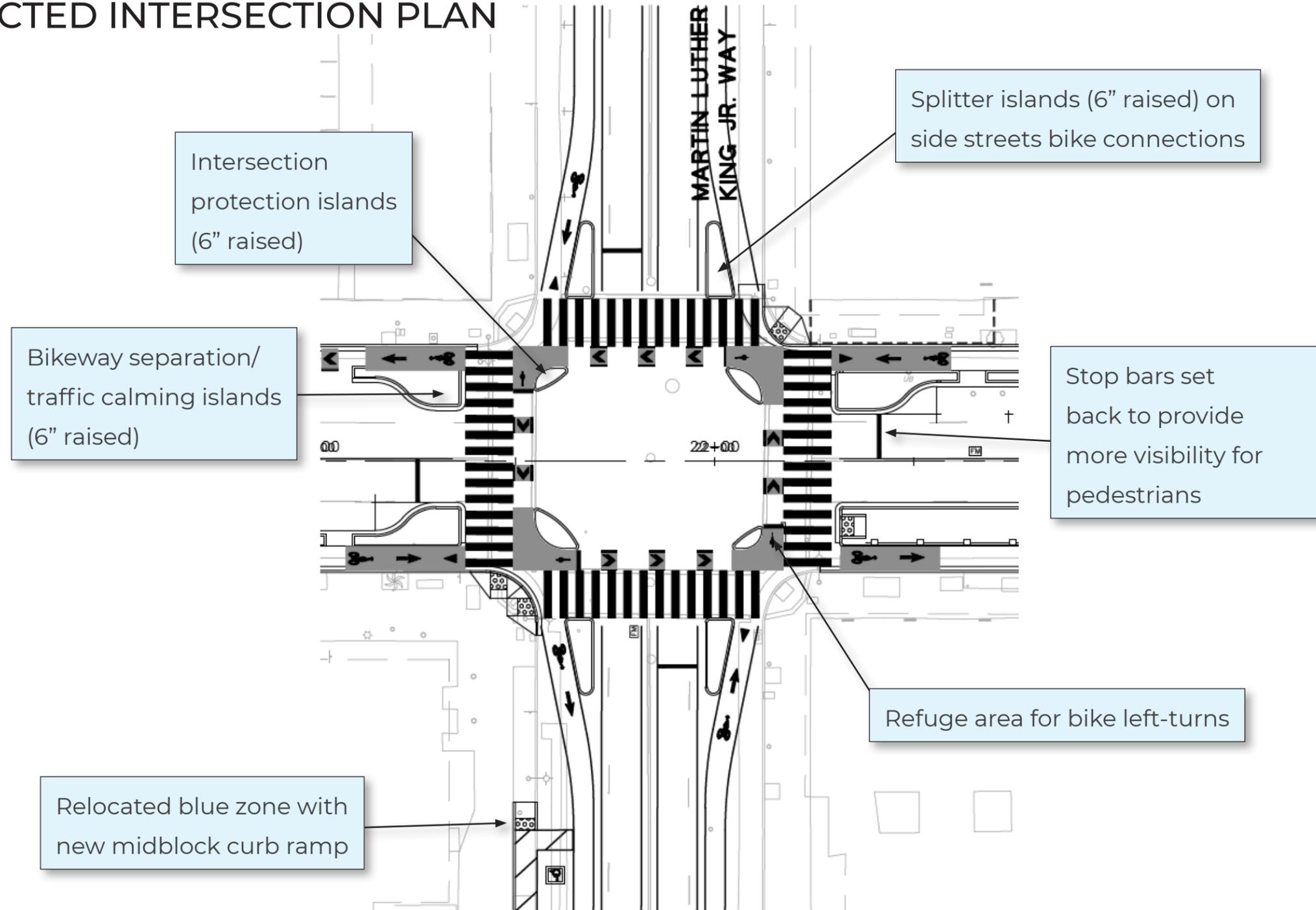
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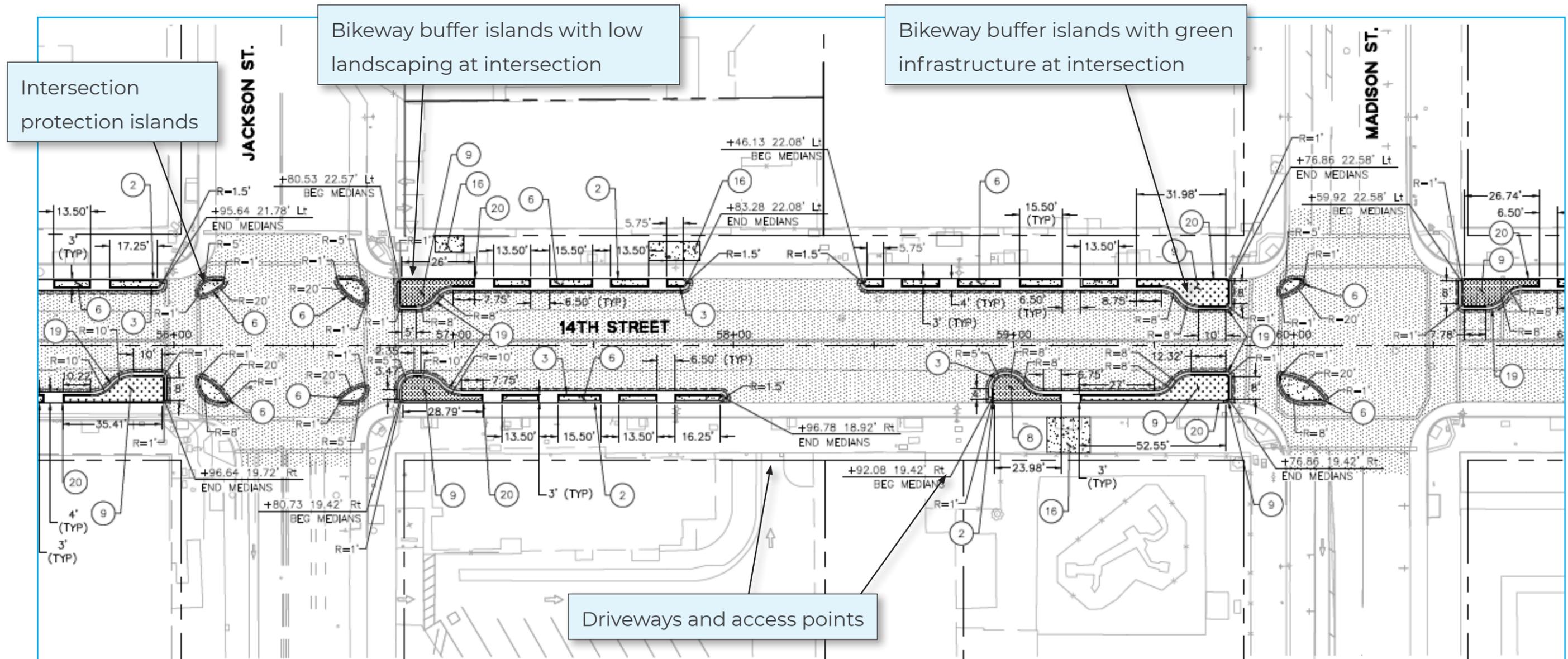
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TYPICAL PROTECTED INTERSECTION PLAN



TYPICAL PROTECTED BIKE LANE LAYOUT PLAN (CONCRETE IMPROVEMENTS)



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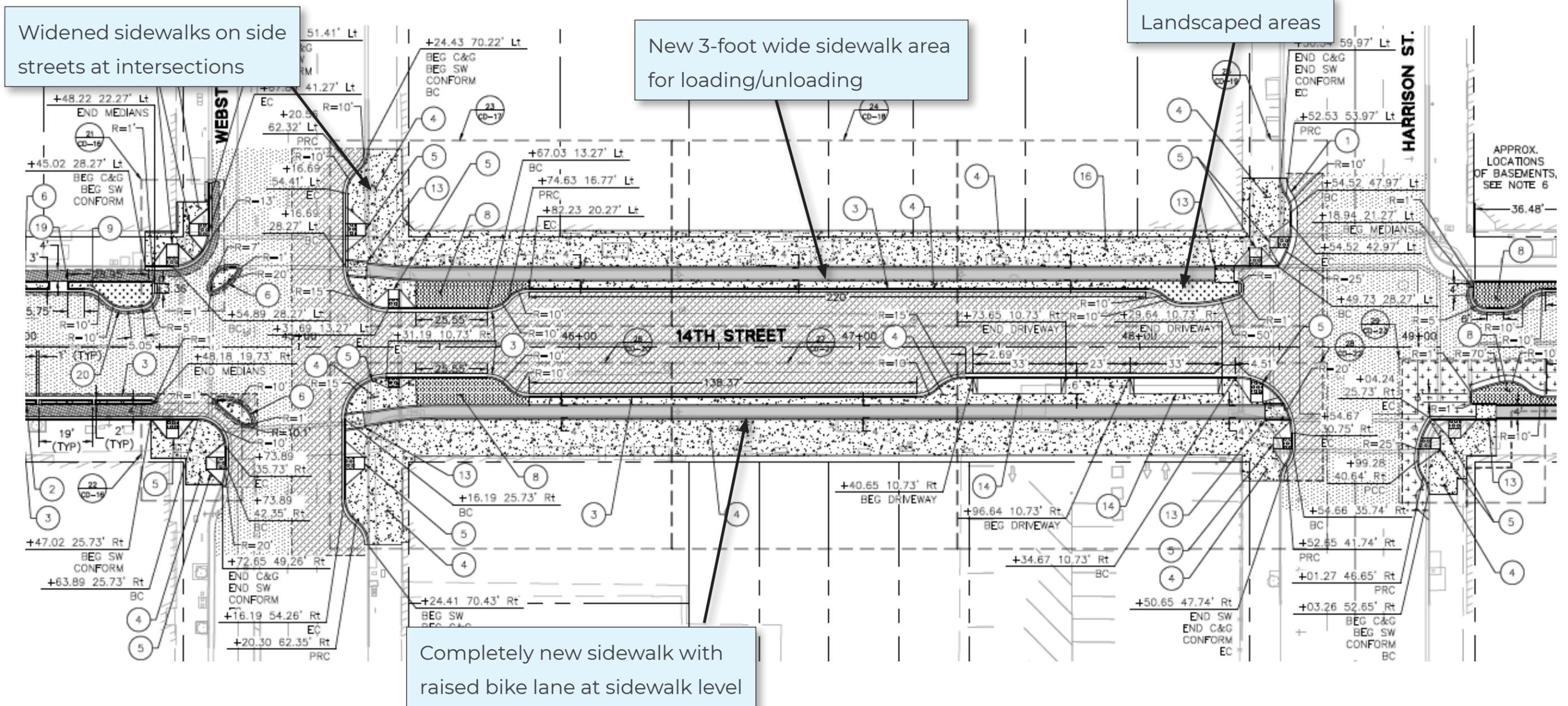
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WEBSTER TO HARRISON SIDEWALK-LEVEL BIKE LANE PLAN



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DESIGNING FOR RACIAL EQUITY

Stakeholders	Racial Equity Lens	Impacts of transportation project	Strategies to minimize adverse impacts
Residents	People who live in census tracts adjacent to the Project are overwhelmingly BIPOC (~70.3%), similar to the citywide average (69.8%). ¹	Safer, calmer street Additional travel options Perceived gentrification	Regular, transparent and meaningful engagement Public Art process to reinforce placekeeping
Merchants	The Project is located within the Black Arts Movement Business District and Oakland Chinatown Improvement Council.	Fewer opportunities to double park without blocking vehicle traffic	Parking Management Plan to help people drive to access businesses Public Arts process to reinforce corridor's identity(ies) Expanded sidewalk space Subsidized off-street parking at Harrison Street Garage for merchants Engagement
People walking	As compared to all Oaklanders, Black Oaklanders are three times as likely to be killed or severely injured while walking. Thirty percent of streets in majority Asian census tracts fall within the City's High Injury Network, compared with majority white census tracts (2.3%). ² 14th Street is on the Pedestrian High Injury Network. ²	Easier and safer to cross the street Fewer people biking and scooting on the sidewalk	Engagement
People biking	Three percent of Black Oaklanders commute to work by bike, compared with 4% of white Oaklanders. ¹ 14th Street is on the Bicycle High Injury Network. ²	Dedicated travel option Safer street	Engagement
People riding transit	The majority of AC Transit's riders are BIPOC. ⁴ Citywide, 25% of Oaklanders say transit is their primary way to get around. In the Project Area, 42% rely on transit as their primary mode of transportation. ⁴	Better transit amenities More efficient transit service	Engagement
People driving on 14th St	Black or African American Oaklanders (18.7%) are three times more likely not to have access to a car than white Oaklanders (6.1%). ³ As compared to all Oaklanders, Black Oaklanders are two times more likely to be killed or severely injured in traffic crashes. ² 14th Street is on the Multimodal High Injury Network. ²	Fewer on-street parking spaces on 14th St (24 spaces) More visible traffic signal heads Some additional delay in the peak hour at Broadway Safer street	Parking Management Plan Discounted validated parking for visitors More on-street parking spaces (53) on 13th Street More and adequate loading zones Engagement

¹ 2019 5-Year estimates data from the American Community Survey (ACS)

² 2021 Safe Oakland Streets Informational Report and Appendix

³ 2018 Oakland Equity Indicators Report

⁴ 2020 Transit Action Strategy