

14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

About the Project

14th Avenue is a major east-west corridor that connects International Boulevard with Highland Hospital and points north of I-580. 14th Avenue is currently a relatively high-speed, 4-lane divided roadway that is a barrier for people walking between residential neighborhoods to the north and south. 14th Ave is also an important, (relatively flat) connection for people biking and is a critical gap in the network between the Foothill Blvd and MacArthur Blvd bike lanes. The City recently completed Phase 1 of this Project, which upgraded sidewalks, pedestrian crossings, and landscaping between International Blvd. and E 19th Street.

The next phase of The 14th Avenue Streetscape project will deliver an important bicycle connection on 14th Avenue from Foothill to 27th Street/Highland Hospital. This project will form the foundation for a complete network connection north to MacArthur Blvd. This project will also make pedestrian crossing improvements and striping upgrades between E8th Street and International Blvd.

Project Goals

- Improve safety and comfort for people walking, especially for people crossing 14th Avenue
- Increase the visibility of people walking and biking
- Slow vehicle speeds
- Provide a dedicated space for people riding bikes on 14th
- Improve access for people with disabilities
- Upgrade bus stops on the corridor with safer pedestrian crossings and bus boarding islands



14th Avenue Streetscape Project

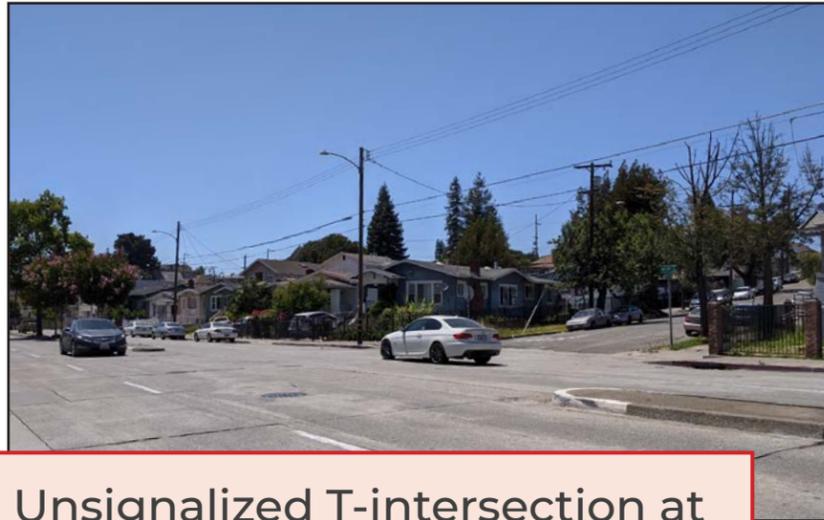
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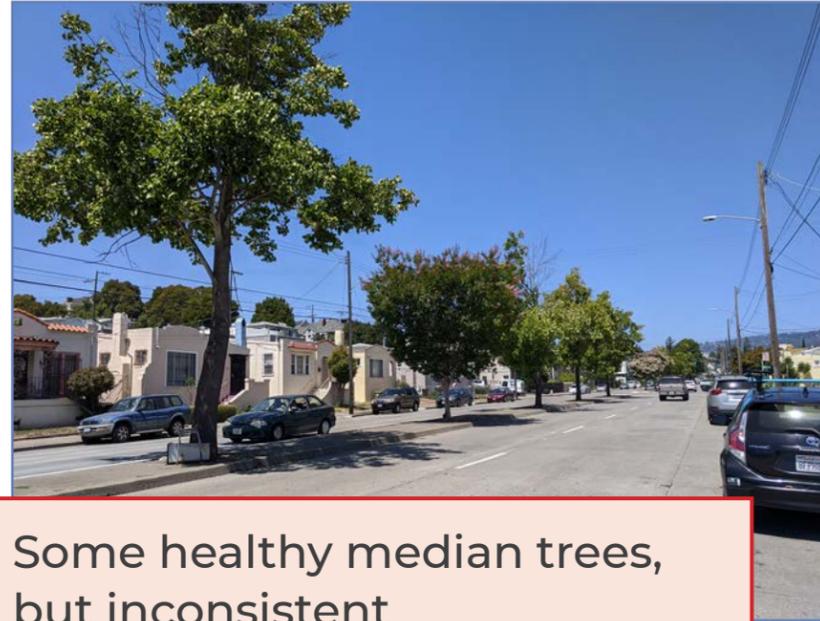
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SITE PHOTOS



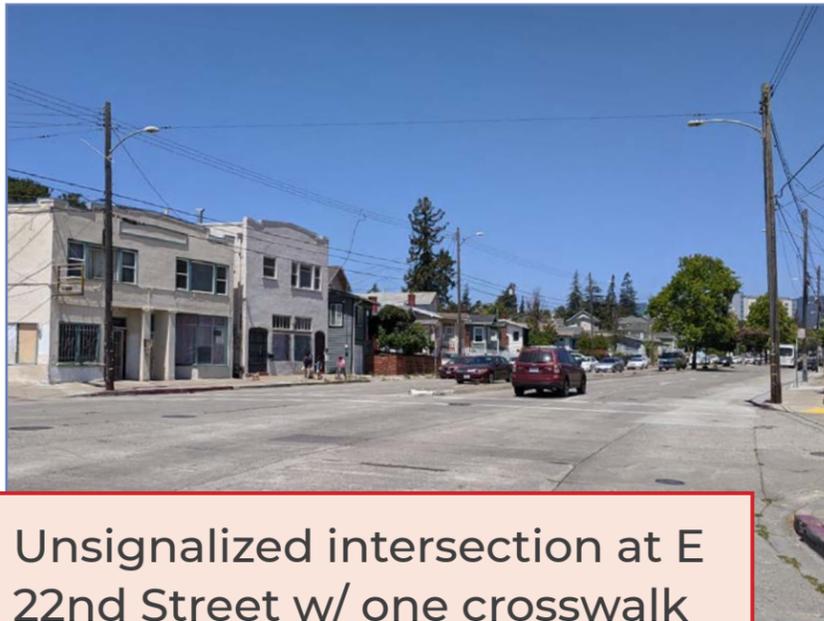
Unsignalized T-intersection at
23rd Street w/ no crossing



Some healthy median trees,
but inconsistent



Wide pedestrian crossings
with no median refuges



Unsignalized intersection at E
22nd Street w/ one crosswalk



Wide open lanes promote fast
vehicle speeds



Narrow sidewalks and wide
roadway at E 21st Street

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FOOTHILL TO E 19TH STREET
EXISTING CONDITIONS



4 Lanes of vehicle traffic
promote fast speeds

No bike lanes to connect
to Foothill bike network

Previous project phase
improved pedestrian
crossings between
E 19th Street and
International Blvd.

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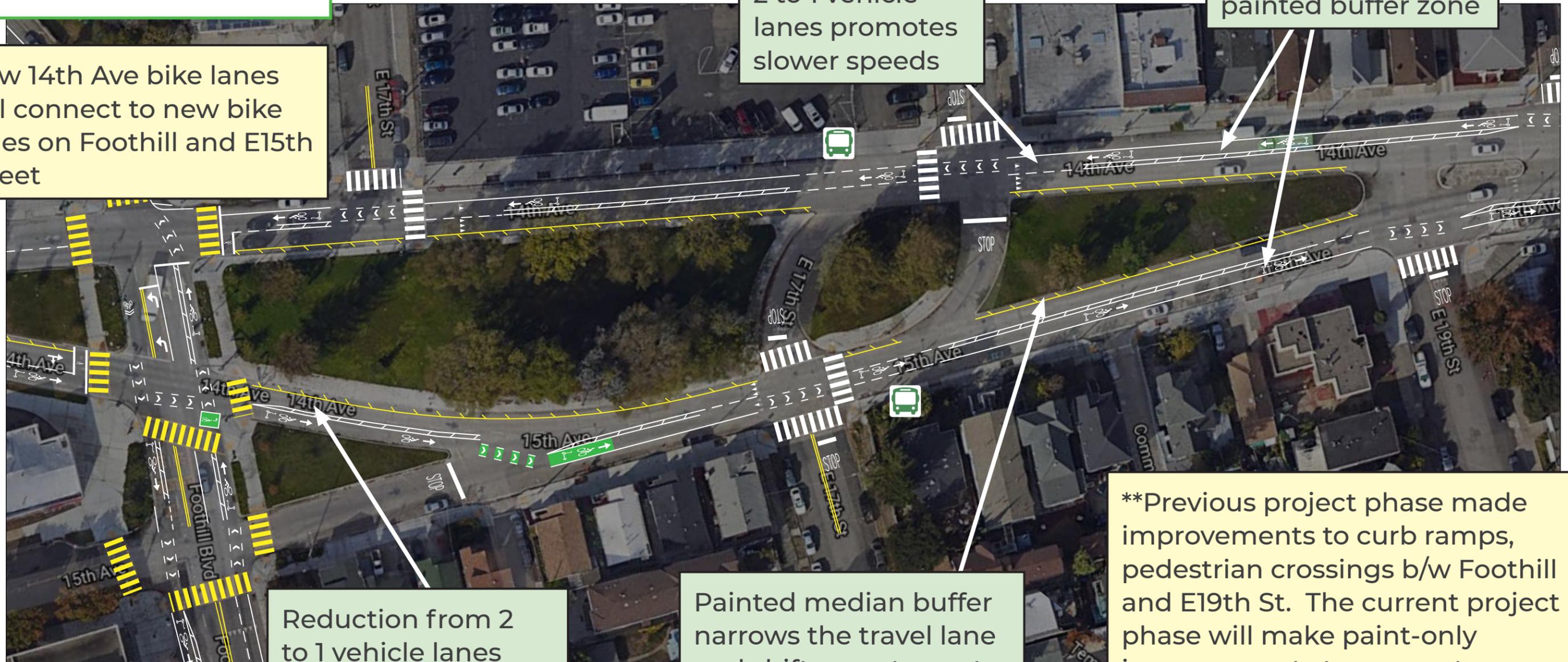
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FOOTHILL TO E 19TH STREET
PROPOSED PROJECT

New 14th Ave bike lanes
will connect to new bike
lanes on Foothill and E15th
Street

Reduction from
2 to 1 vehicle
lanes promotes
slower speeds

Bike lane with
painted buffer zone



Reduction from 2
to 1 vehicle lanes
northbound starting
at Gleason Way

Painted median buffer
narrows the travel lane
and shifts cars to center
of roadway (harder to
pass in bike lane)

**Previous project phase made
improvements to curb ramps,
pedestrian crossings b/w Foothill
and E19th St. The current project
phase will make paint-only
improvements to connect new
buffered bike lanes to Foothill Blvd.

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E 19TH STREET TO E 21ST STREET
EXISTING CONDITIONS

Unsignalized pedestrian crossing of 14th Ave.

4 Lanes of vehicle traffic promote fast speeds

Pedestrian crossing distance across 14th Avenue is ~72 feet

Previous project phase improved pedestrian crossings between E 19th Street and International Blvd.



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E 19TH STREET TO E 21ST STREET
PROPOSED PROJECT

New street trees
where feasible

Bike lane w/ buffer zone
(narrowed to make
passing in a vehicle less
attractive)

New left-turn lanes for
efficient and predictable
vehicle movements

Pedestrian Flashing
Beacon at E19th

Curb bulb-outs, Pedestrian
Flashing Beacon, median
refuge islands and new
crosswalks at E 20th Street

Updated Improvements:
Extended sidewalk to shorten
crossings, provide adequate bus
wheelchair loading area, and
provide more sidewalk space

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E 22ND STREET TO E 23RD STREET
EXISTING CONDITIONS

Missing crosswalk

4 wide lanes of vehicle
traffic promote fast
speeds



Uncontrolled crossing
at E 22nd Street forces
pedestrians to find a gap or
wait for cars to yield

No traffic signal or
crosswalks at E 23rd Street
T-intersection (connects
to pedestrian stairway
east of 14th)

14th Avenue Streetscape Project

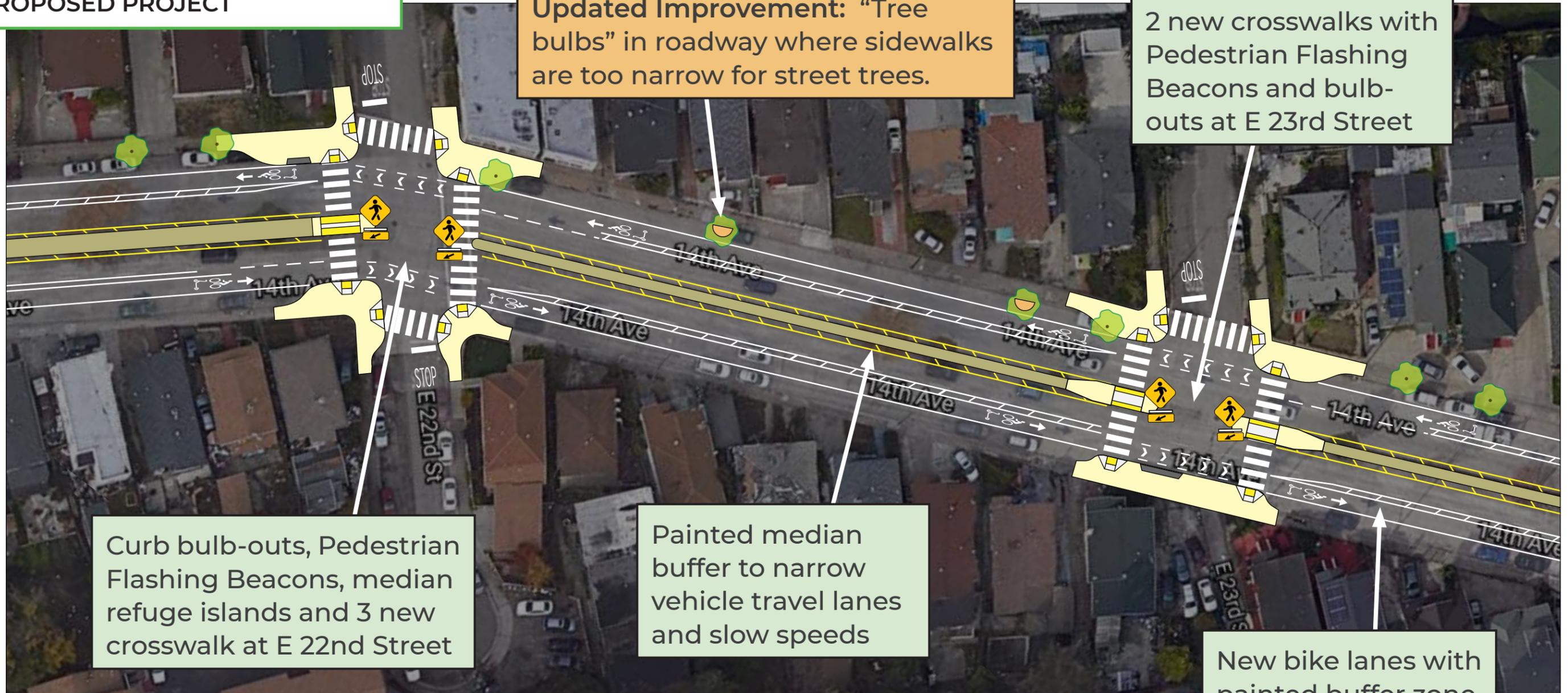
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E 22ND STREET TO E 23RD STREET PROPOSED PROJECT



Updated Improvement: "Tree bulbs" in roadway where sidewalks are too narrow for street trees.

2 new crosswalks with Pedestrian Flashing Beacons and bulb-outs at E 23rd Street

Curb bulb-outs, Pedestrian Flashing Beacons, median refuge islands and 3 new crosswalk at E 22nd Street

Painted median buffer to narrow vehicle travel lanes and slow speeds

New bike lanes with painted buffer zone

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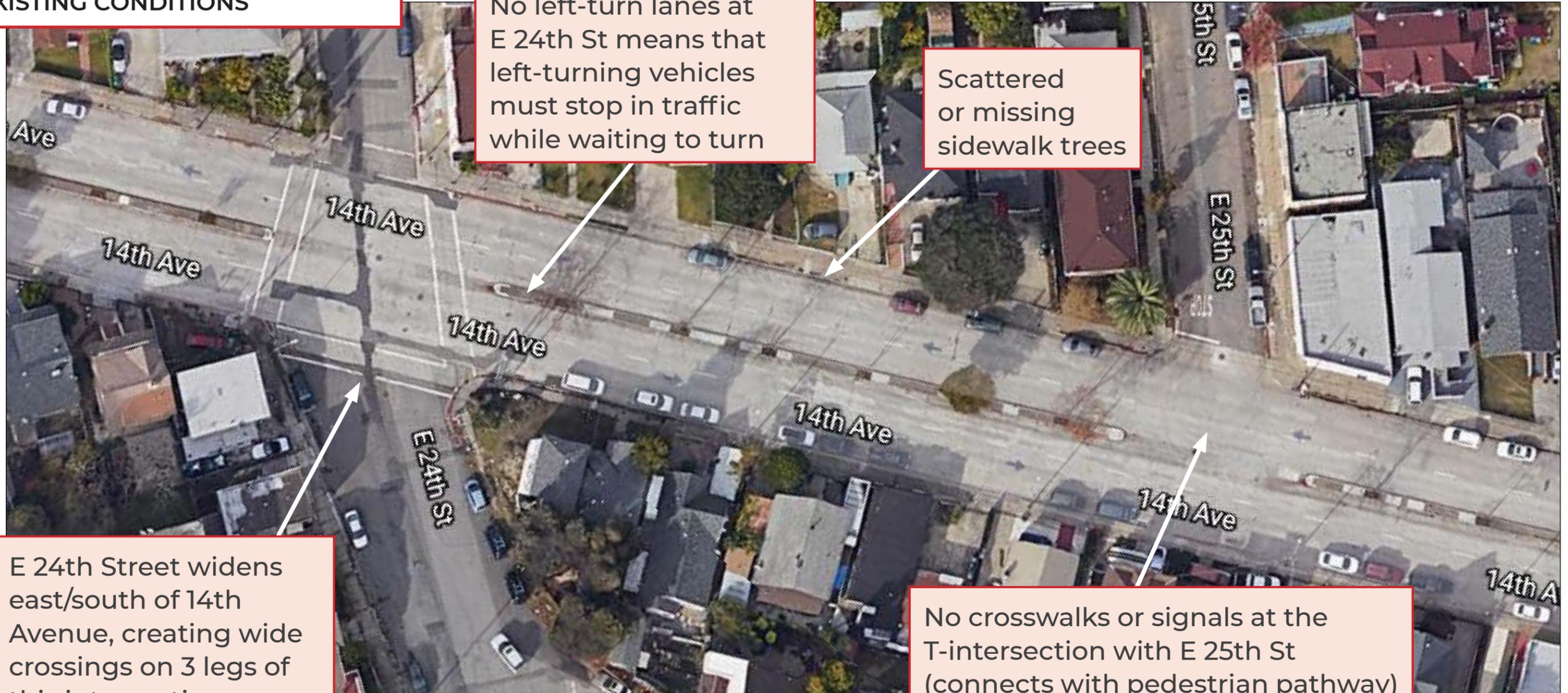
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E 24TH STREET TO E 25TH STREET EXISTING CONDITIONS



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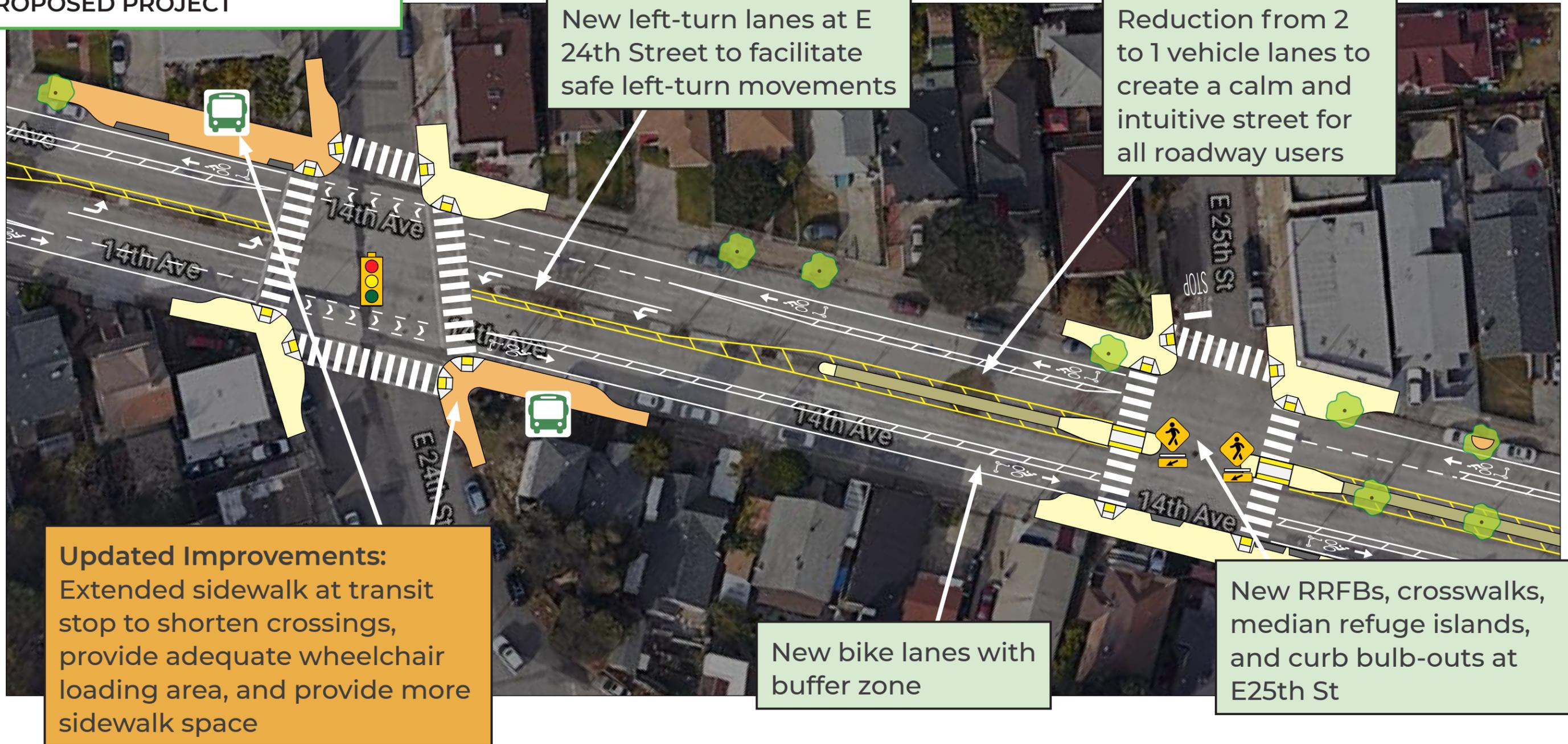
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E 24TH STREET TO E 25TH STREET PROPOSED PROJECT



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E 26TH STREET TO E 27TH STREET
EXISTING CONDITIONS

Scattered
or missing
sidewalk trees

One uncontrolled,
unsignalized crosswalk
at E 26th St

No signal at 5-way
intersection requires “leap
of faith” for pedestrians,
expecting drivers to yield



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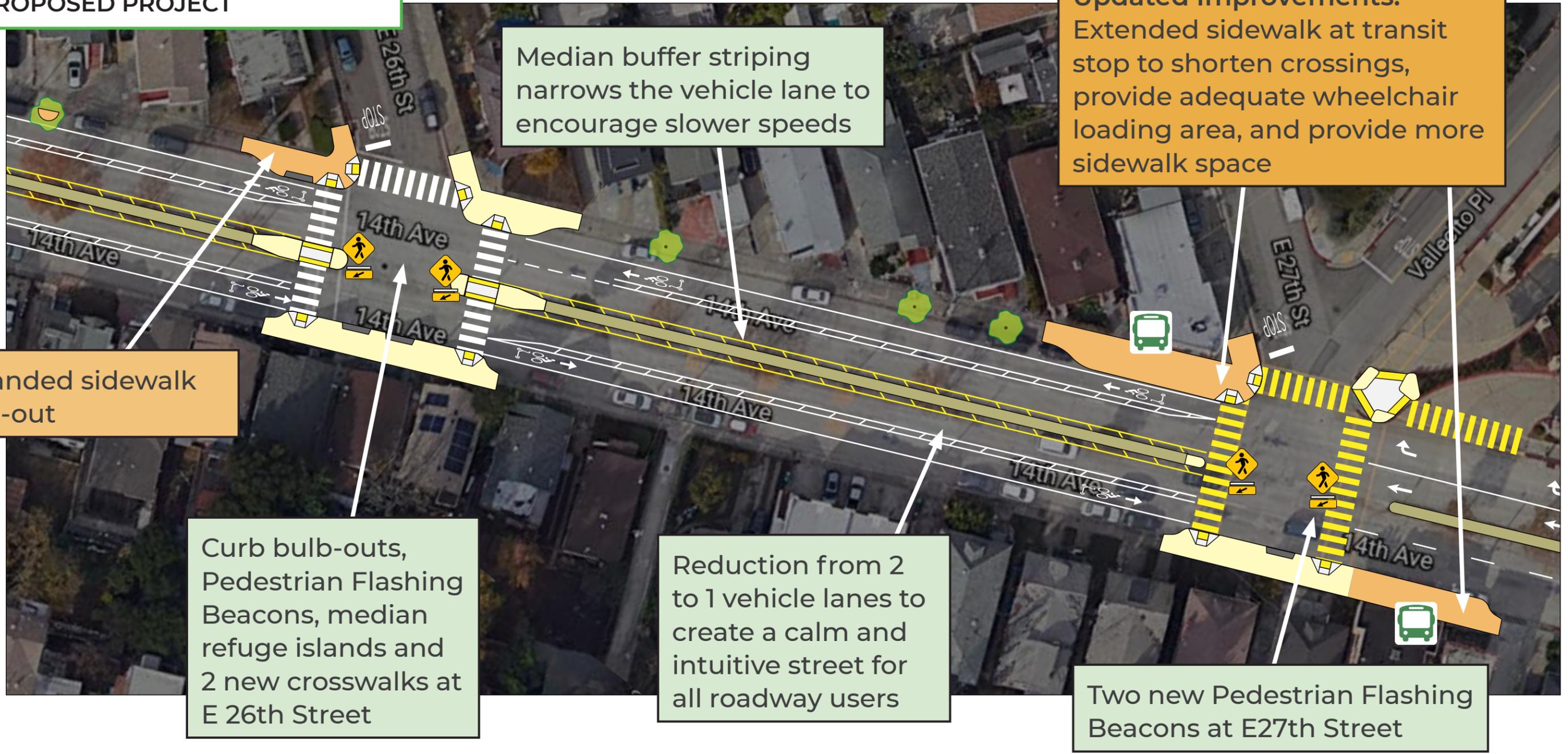
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E 26TH STREET TO E 27TH STREET PROPOSED PROJECT



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SCHEDULE/NEXT STEPS

- » Fall 2020 - Public noticing, outreach, and online survey
- » Spring 2021 - Incorporate feedback into design (new transit bulbs/sidewalk widening)
- » End of 2021 - Complete design of roadway
- » Spring 2021 - Advertise project for construction
- » End of 2022 - Begin construction (18 month duration)

