

# 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:

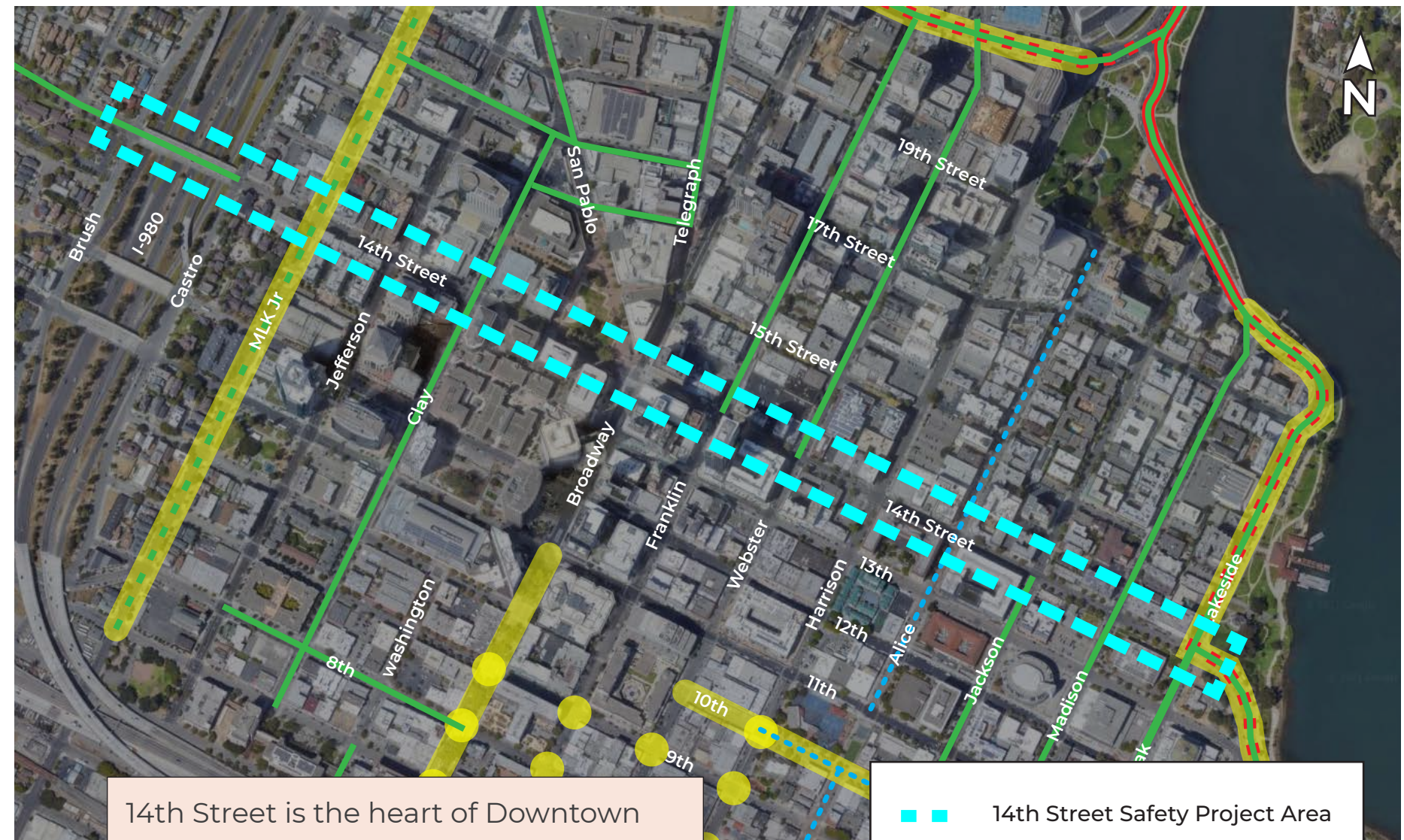
In 2017 the City of Oakland won a \$11 million State grant to provide a once-in-a-generation investment in safety and community-driven aesthetic improvements on 14th Street From Brush Street to Lakeside Drive/Oak Street.

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 cultural/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



# 14th Street Safety Project

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



City of  
Oakland

Department of  
Transportation

## TRAFFIC COLLISIONS



IN THE 5 YEARS SINCE THE CITY BEGAN PLANNING FOR 14TH STREET SAFETY UPGRADES IN 2016:

- » 2 people walking were killed by drivers on 14th Street - both were Asian seniors
- » Vehicle collisions injured 189 people, 38 of them seriously



## 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.



# 14th Street Safety Project

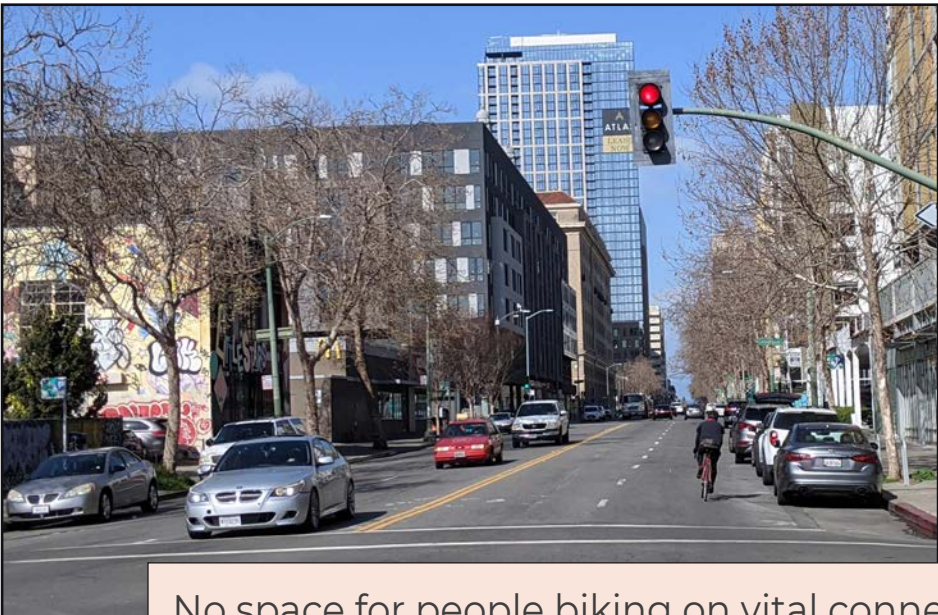
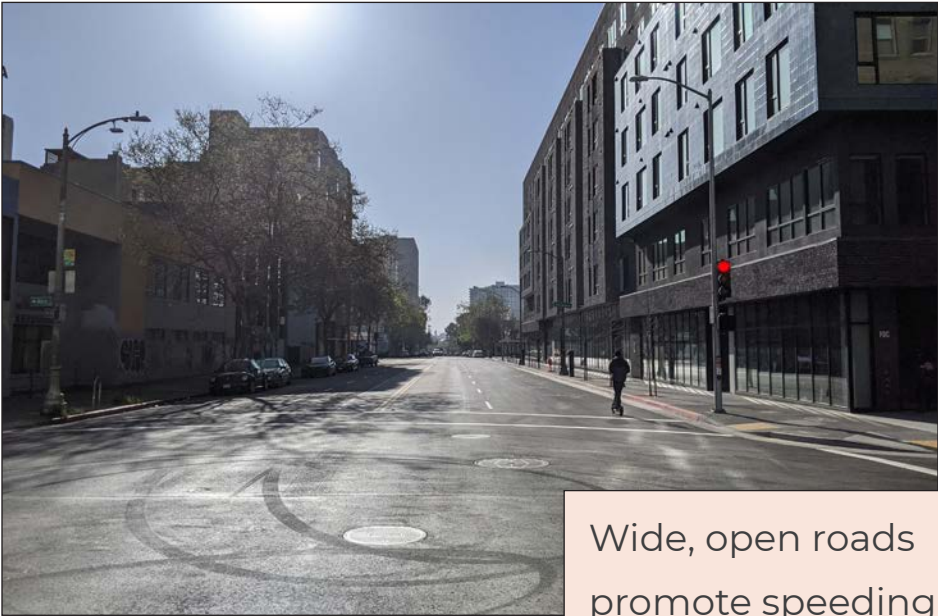
Investing in 14th Street as a community destination for safe strolling, shopping, and biking



City of  
Oakland

Department of  
Transportation

## SAFETY ISSUES ON 14TH STREET





# 14th Street Safety Project

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



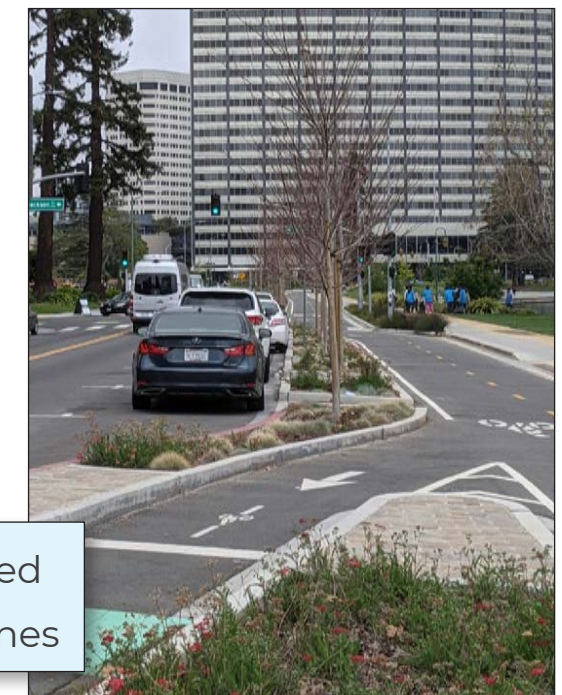
City of  
Oakland

Department of  
Transportation

## 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



# 14th Street Safety Project

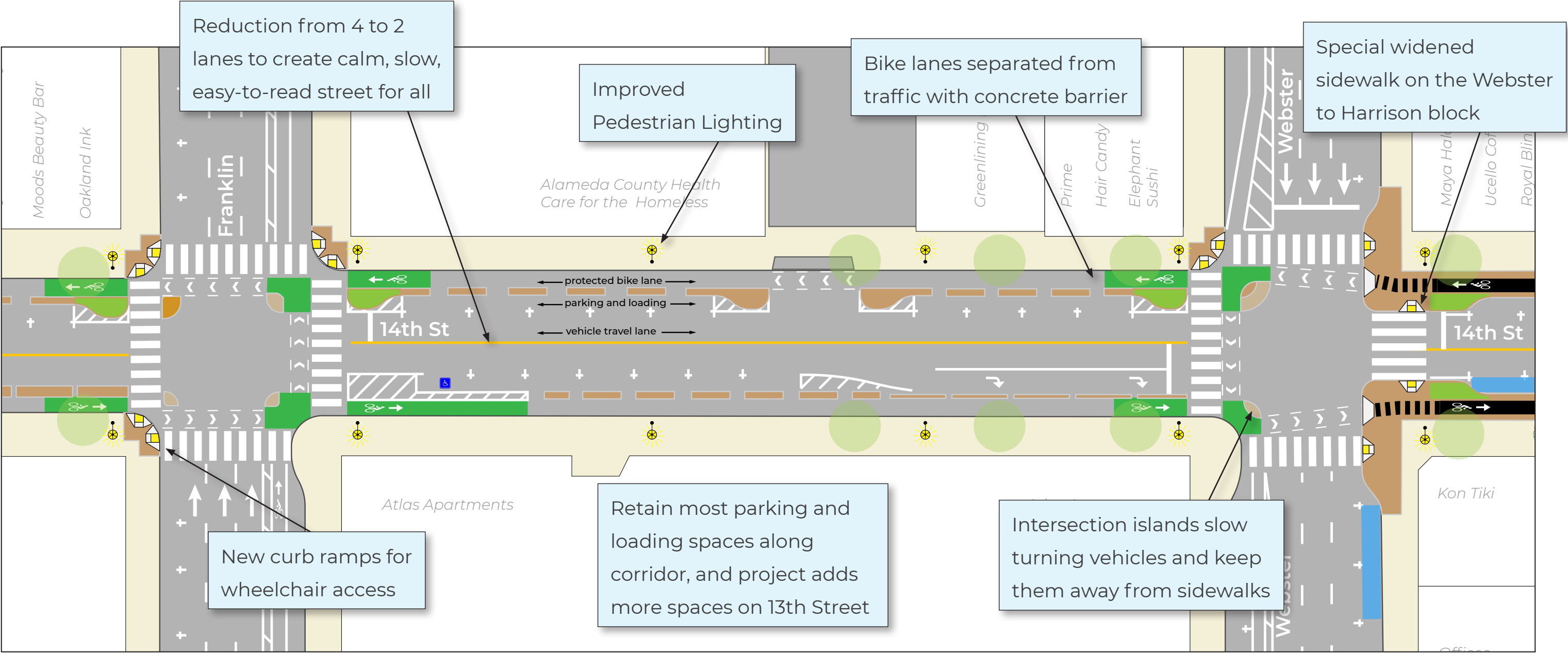
Investing in 14th Street as a community destination for safe strolling, shopping, and biking



City of  
Oakland

Department of  
Transportation

## TYPICAL BLOCK LAYOUT - FRANKLIN TO WEBSTER





# 14th Street Safety Project

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

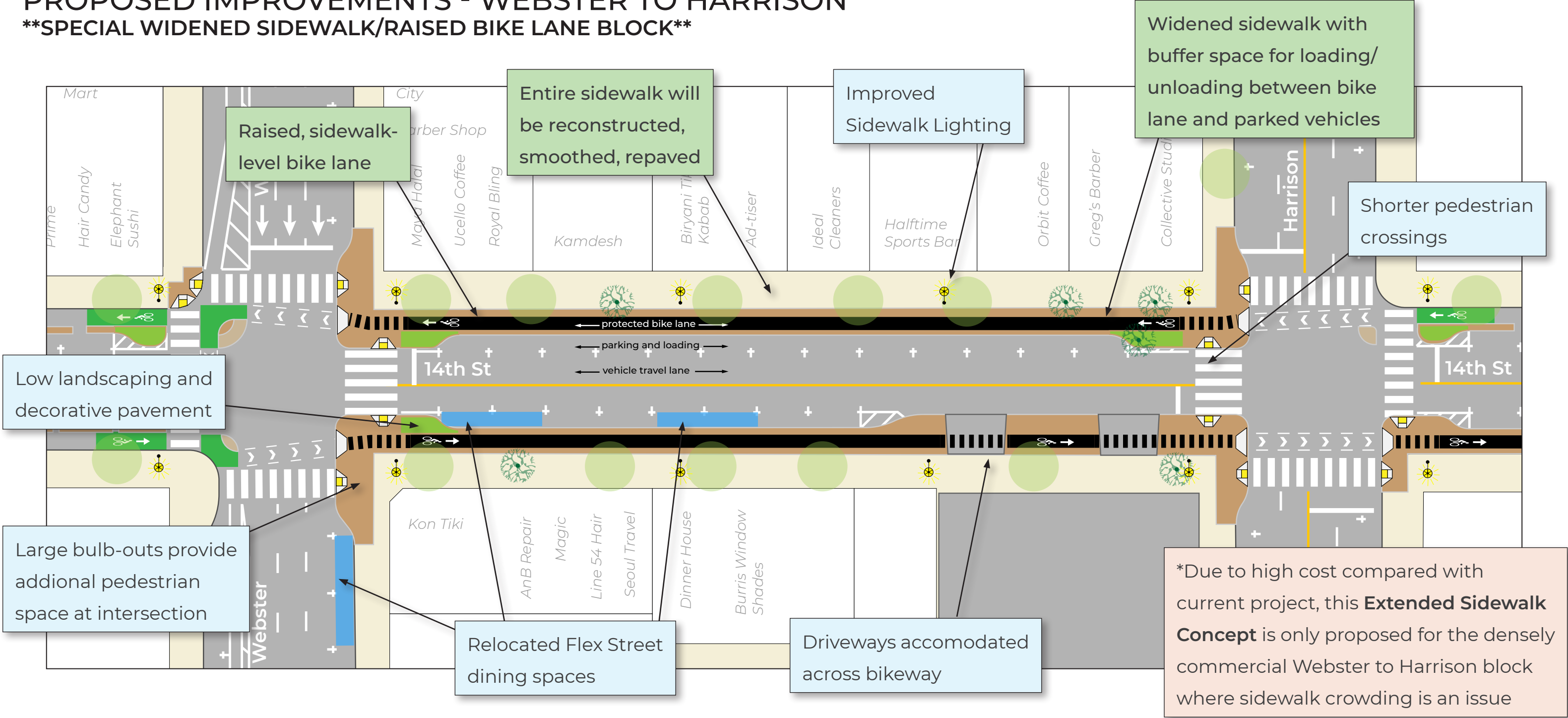


City of  
Oakland

Department of  
Transportation

## PROPOSED IMPROVEMENTS - WEBSTER TO HARRISON

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



# 14th Street Safety Project

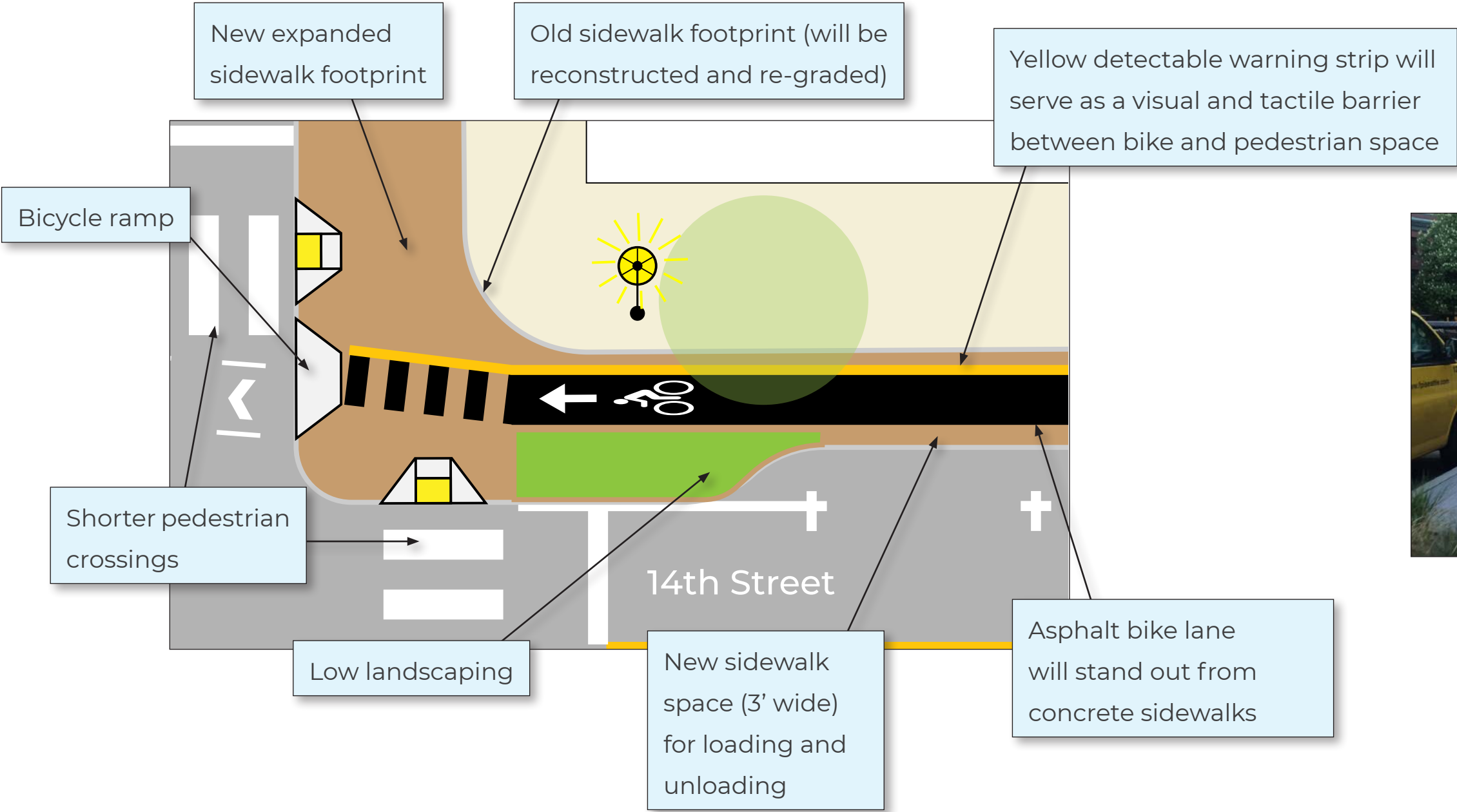
Investing in 14th Street as a community destination for safe strolling, shopping, and biking



City of  
Oakland

Department of  
Transportation

## EXTENDED SIDEWALK CLOSE-UP



Precedent photo -  
7th Ave in Seattle





# 14th Street Safety Project

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



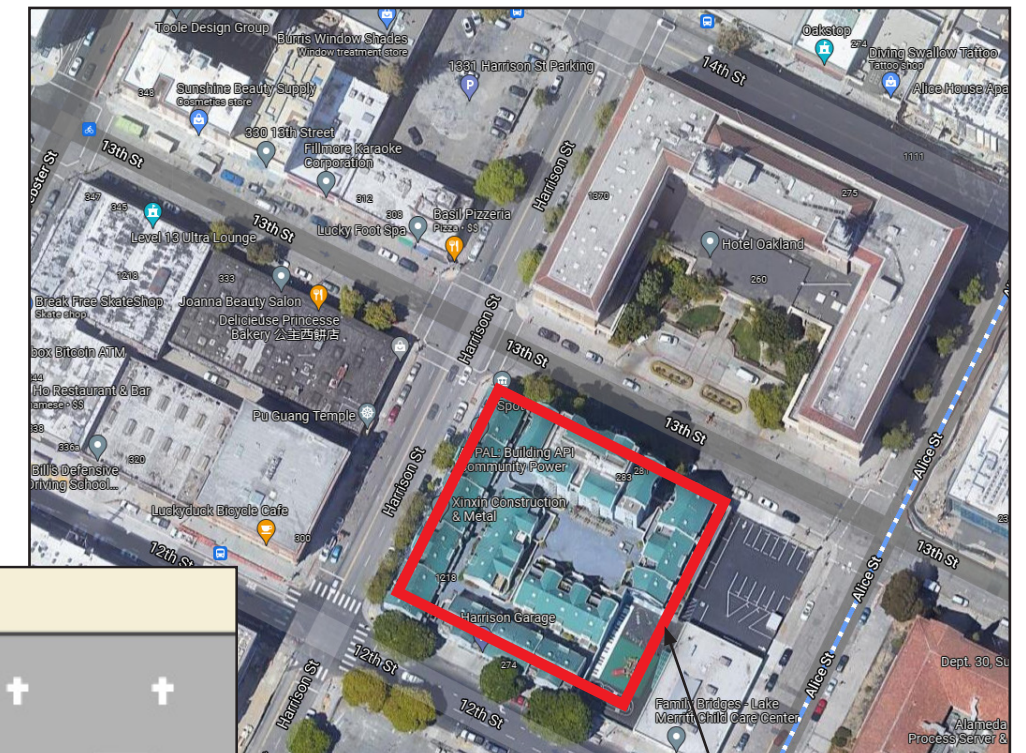
City of  
Oakland

Department of  
Transportation

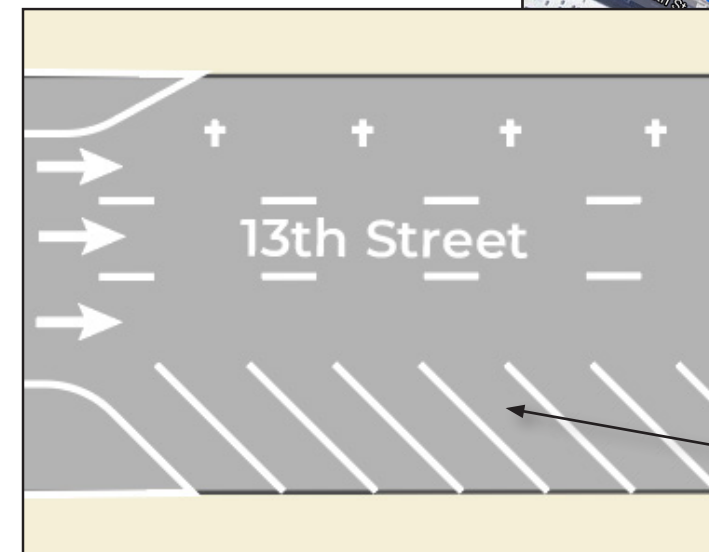
## PARKING MANAGEMENT PLAN

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



# 14th Street Safety Project

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

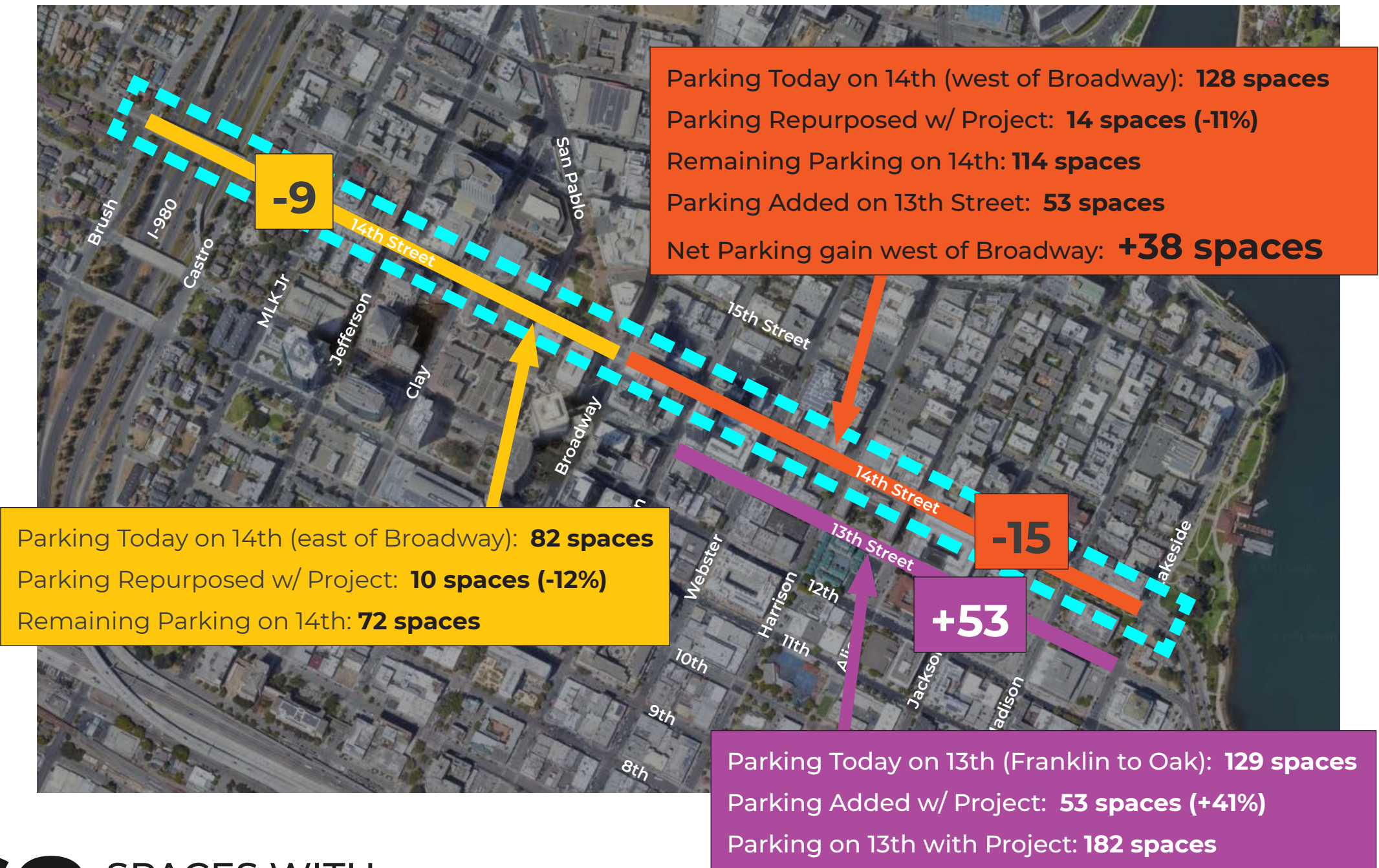


City of  
Oakland

Department of  
Transportation

## 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



# 14th Street Safety Project

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



City of  
Oakland

Department of  
Transportation

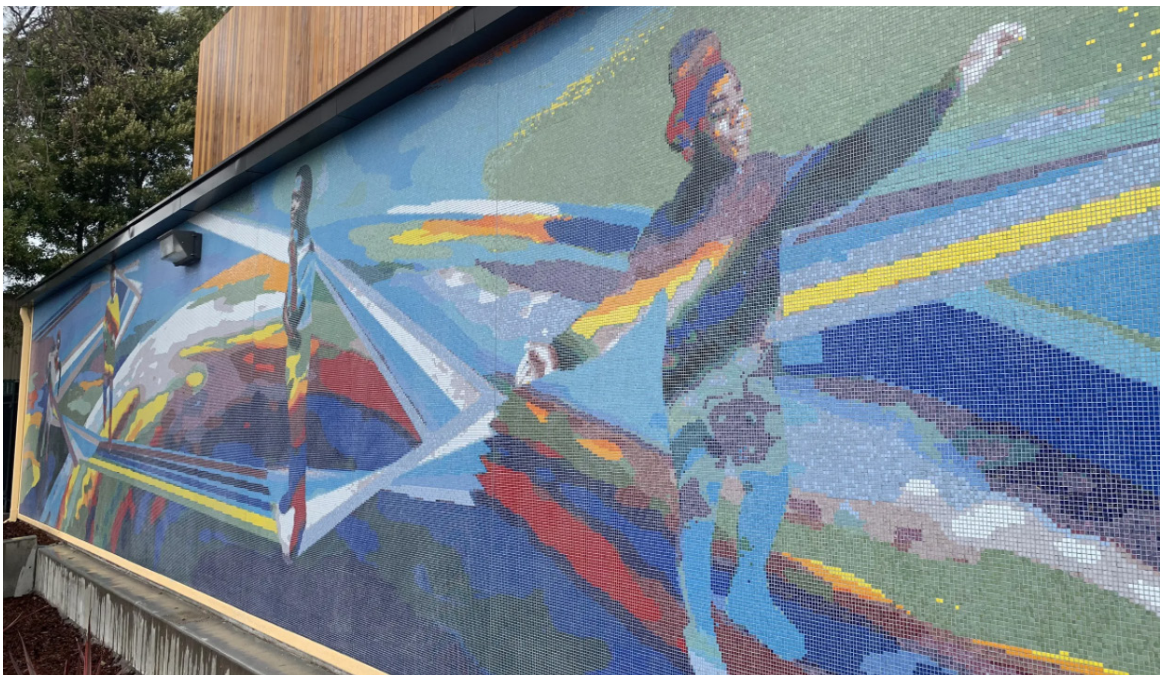
## PUBLIC ART PROGRAM

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



Makkeweaks Sculpture - Snow Park. Credit: WowHaus

**~\$300K**  
*(estimated 1.5% of Capital  
Improvement Costs of  
approximately \$20M)*



# 14th Street Safety Project

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

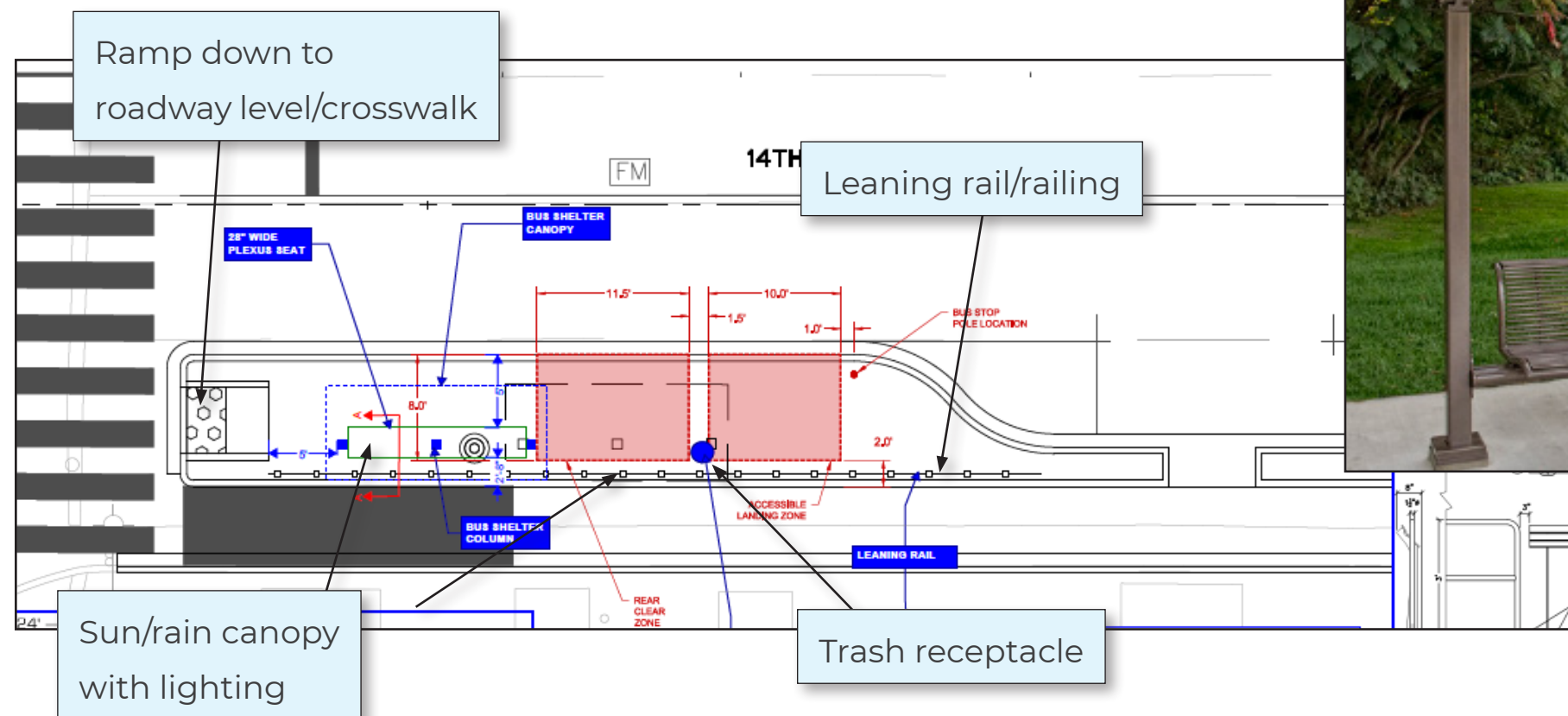


City of  
Oakland

Department of  
Transportation

## 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





# 14th Street Safety Project

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



City of  
Oakland

Department of  
Transportation

## 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

# 14th Street Safety Project

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



City of  
Oakland

Department of  
Transportation

## 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