



City of
Oakland

Department of
Transportation

14th Street Safety Project

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This presentation contains information about death and serious injuries on 14th Street

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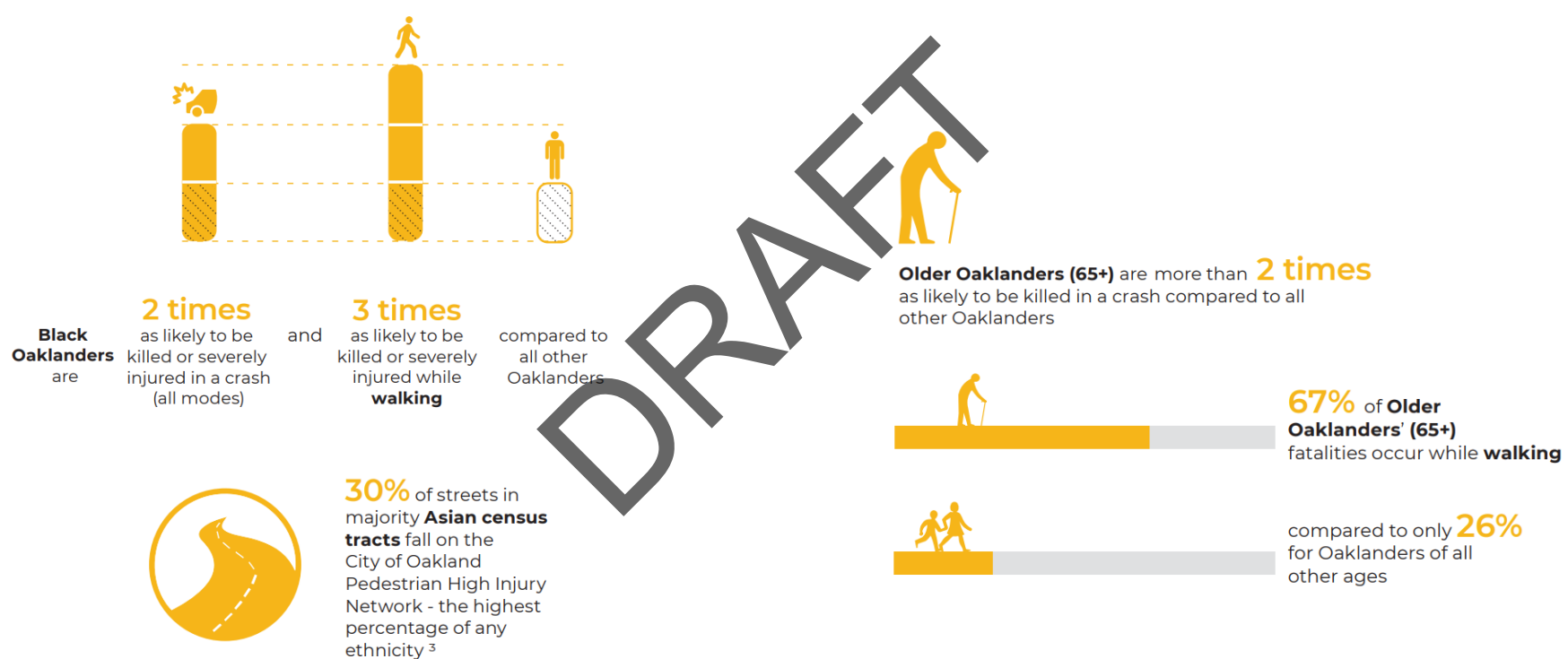
Too many people are dying and being severely injured in traffic crashes on 14th Street

Since the City began planning for safety improvements on 14th Street in 2016:

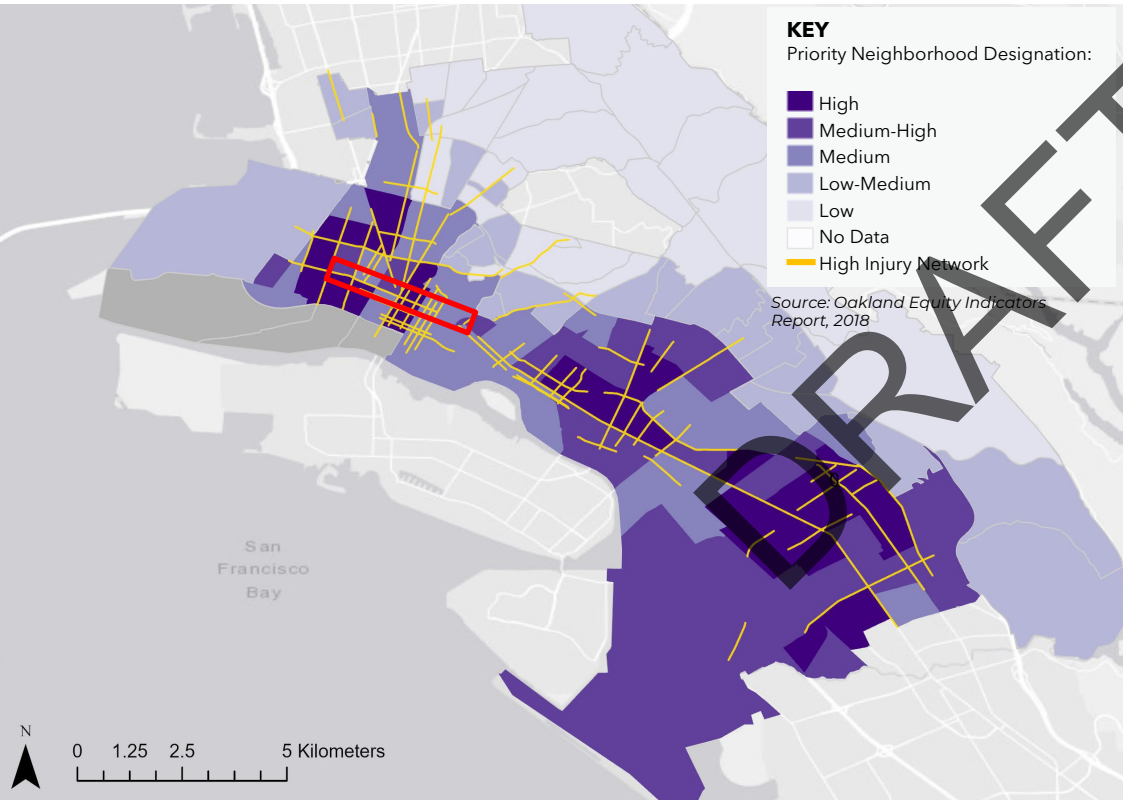
- **Two Asian elders** walking were **killed** by drivers
- Vehicle collisions **injured 189 people, 38** of them **seriously**
- Approximately **one life-changing or life-ending** traffic crash happens **every six weeks** just on 14th Street



Citywide Severe and Fatal Crashes are Highly Concentrated – BIPOC, Low Income Communities, Seniors disproportionately impacted



Citywide Severe and Fatal Crashes are Highly Concentrated – BIPOC, Low Income Communities, Seniors disproportionately impacted



6% of Oakland's streets account for **60% of severe and fatal crashes**

95% of the High Injury Network (HIN) is in Medium to High **Priority Equity Neighborhoods**

1. Understanding the problem

Sources: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System); Geographic Equity Tool, <https://tinyurl.com/oakdotget>

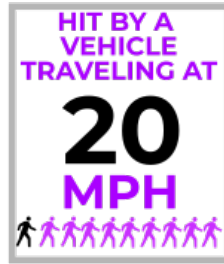
Higher speeds are more deadly



**9 out
of 10**
pedestrians
are killed



**5 out
of 10**
pedestrians
are killed



**1 out
of 10**
pedestrians
are killed

And speeds matter in Oakland



1 in 4 Oaklanders killed are involved
in a crash where speed is a primary factor

Our goal is safe Oakland streets

- 1. Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
- 2. Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
- 3. Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, and low-income populations

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Strategies

ENGINEERING

Most critical element, prioritize this with strong engagement

POLICY

Focus on speed-related policies

PLANNING & EVALUATION

Build more robust and transparent injury data; update HIN

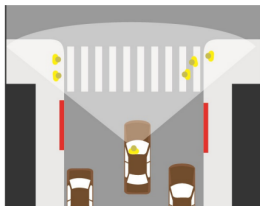
ENGAGEMENT, EDUCATION & PROGRAMS

Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration

COLLABORATION

Coordinate across departments & public; report to Council annually

Engineering strategies



Daylighting

Removing visual barriers by converting parking spaces to red curbs so that vehicles and pedestrians have a clear view of the intersection. Can be combined with bulb-outs to reinforce daylighting.

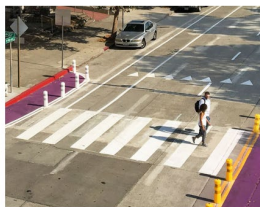
Crashes reduced by 30%¹



Road Diet

Decreasing the number of through-traffic lanes reduces vehicle conflict and speeds, making pedestrian crossing safer.

Crashes reduced by 50%⁴



High Visibility Crosswalk

High-visibility crosswalk styles have been shown to improve yielding behavior.

Crashes reduced by 48%¹



Cycle Track

An exclusive bike facility that feels like a separate path but uses on-street infrastructure of a conventional bike lane.

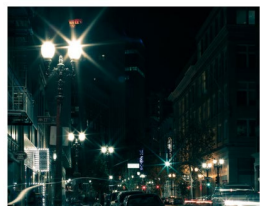
89% reduction in injury risk¹⁵



Increased Crossing Time

Children and seniors may need more than the minimum required time (7 seconds) to cross the street safely.

Crashes reduced by 51%¹

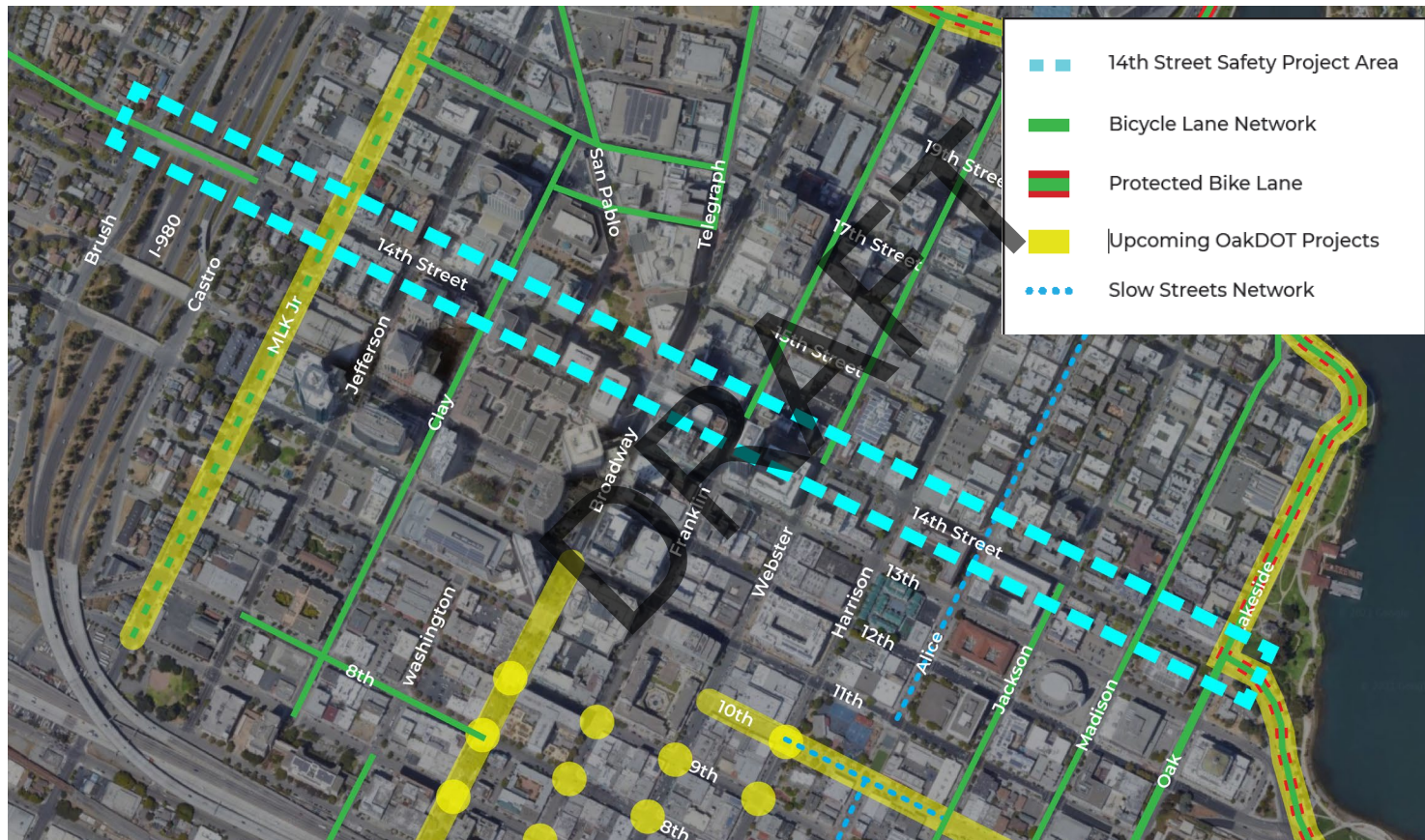


Intersection Lighting

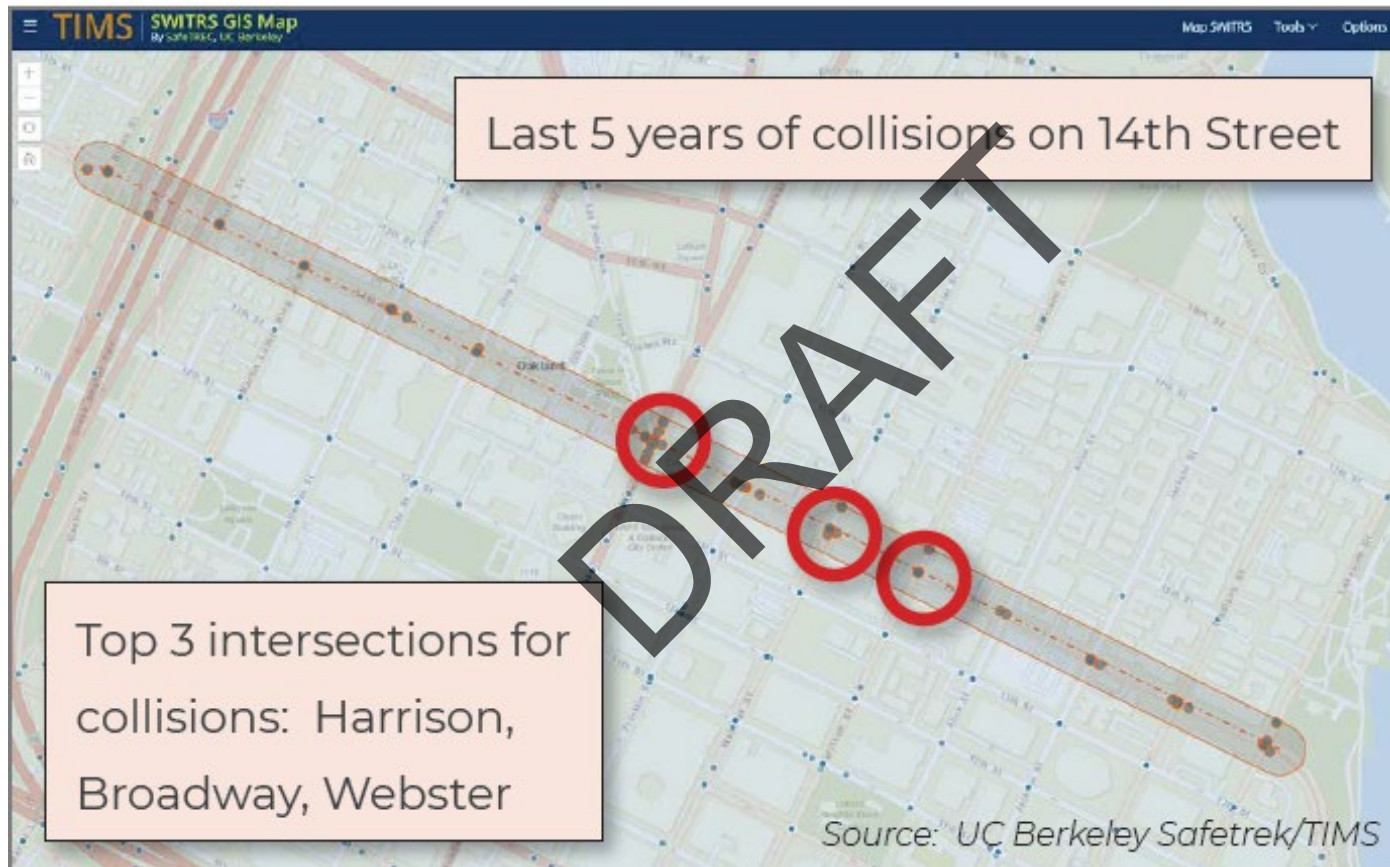
Installing lighting at intersections allows cars better visibility of pedestrians and bikers at night.

**Nighttime vehicle/
pedestrian crashes reduced
by 42%¹³**

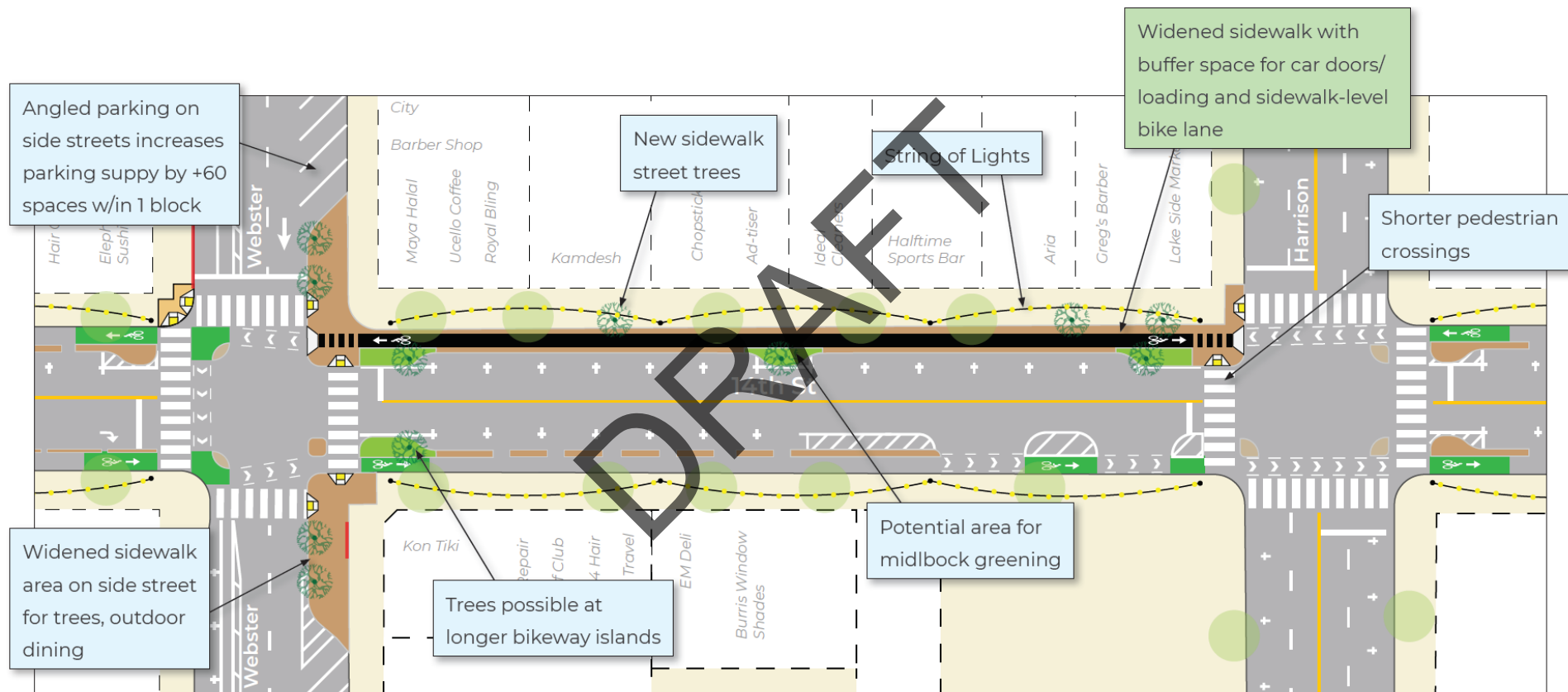
14th Street project limits



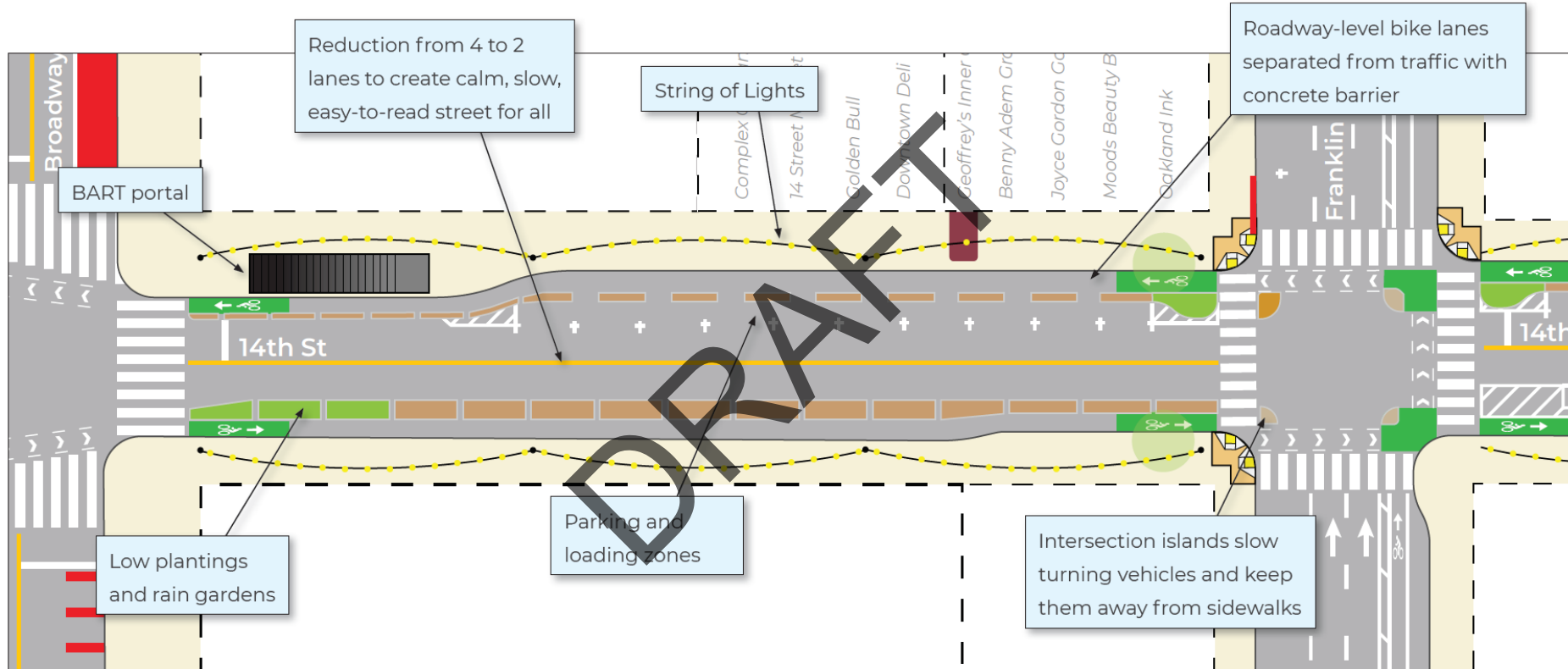
14th Street collision locations



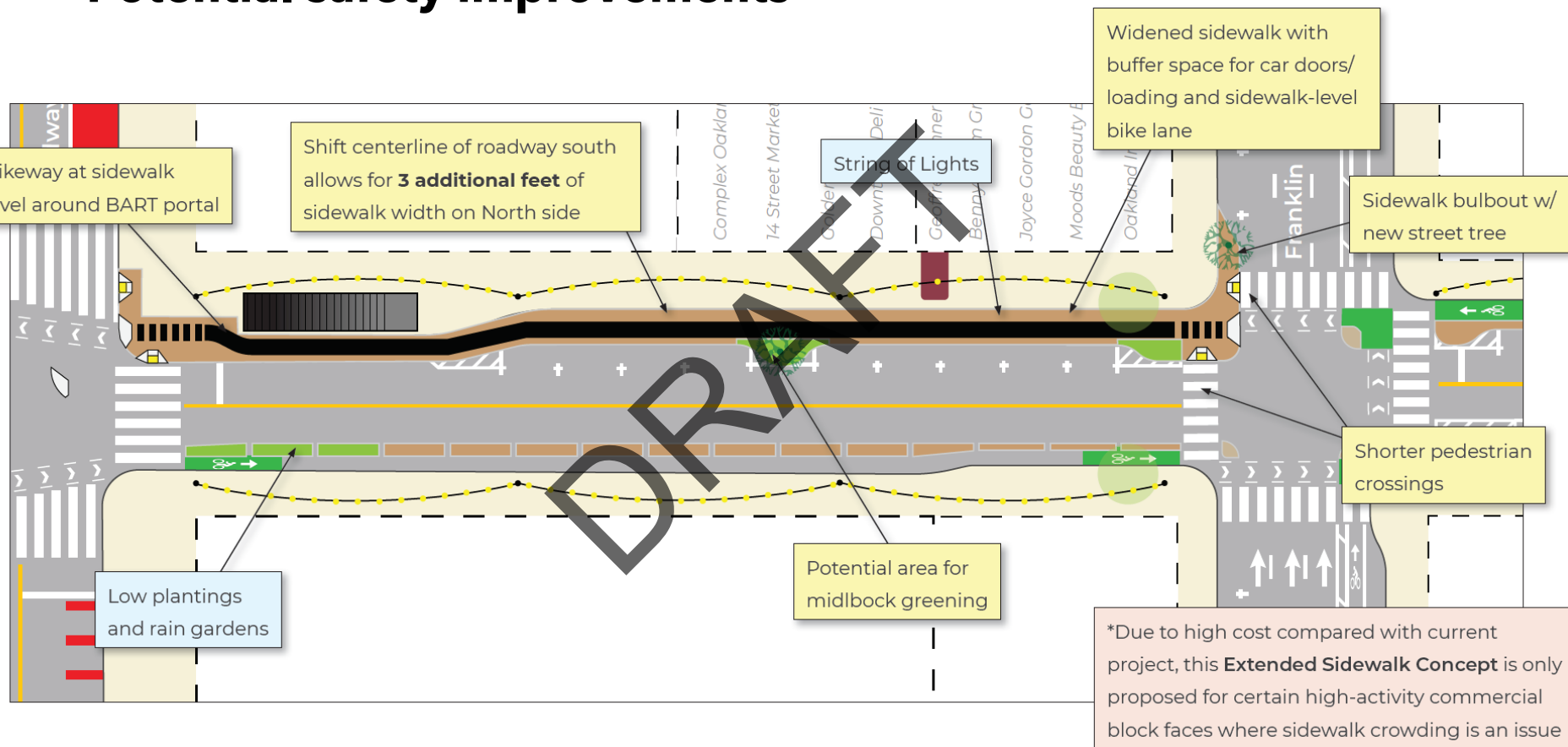
Potential safety improvements



Potential safety improvements



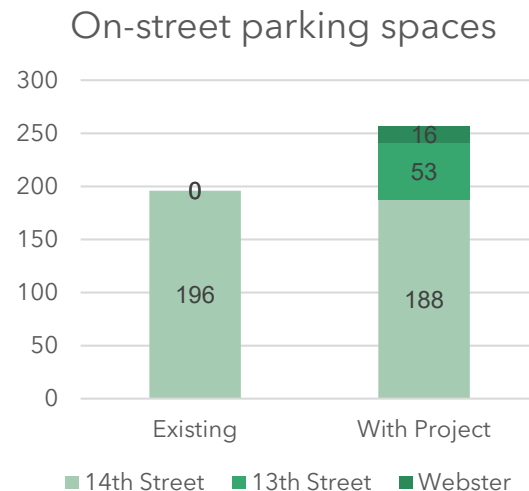
Potential safety improvements



3. 14th Street safety improvements

Proposed parking management plan

1. Subsidized off-street parking in nearby City-owned garage (up to 23 spaces)
2. Adding angled parking on 13th Street and Franklin Street (up to 61 spaces, a 31% increase in on-street parking inventory)
3. Working with private development to provide publicly available parking
4. Curb management to ensure about one space per block is available
5. Commercial loading zones available for merchants and deliveries
6. Mobility wallet or other transit benefits for workers





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Thank you!

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