



City of  
Oakland

Department of  
Transportation

# 14<sup>th</sup> Street Safety Project

***This presentation contains information about death and serious injuries on 14<sup>th</sup> Street***

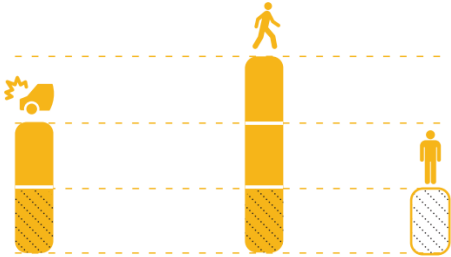
# Too many people are dying and being severely injured in traffic crashes on 14<sup>th</sup> Street

Since the City began planning for safety improvements on 14<sup>th</sup> 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 14<sup>th</sup> Street



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



**Black Oaklanders** are

**2 times** as likely to be killed or severely injured in a crash (all modes)

and

**3 times** as likely to be killed or severely injured while walking

compared to all other Oaklanders



**30%** of streets in majority **Asian census tracts** fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity <sup>3</sup>



**Older Oaklanders (65+)** are more than **2 times** as likely to be killed in a crash compared to all other Oaklanders

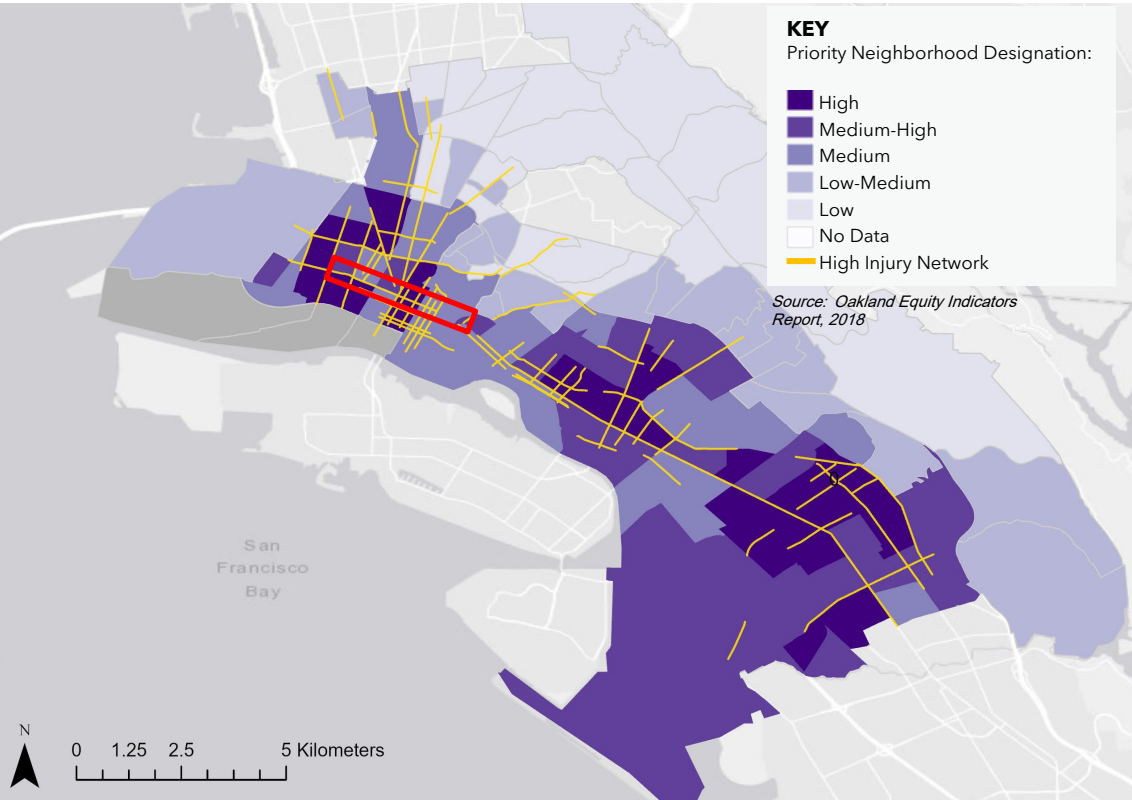


**67%** of **Older Oaklanders' (65+)** fatalities occur while walking



compared to only **26%** for Oaklanders of all other ages

# 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

## Higher speeds are more deadly



## 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

# 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**

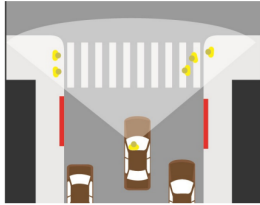
Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration

## **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%<sup>1</sup>**



## Road Diet

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

**Crashes reduced by 50%<sup>4</sup>**



## High Visibility Crosswalk

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

**Crashes reduced by 48%<sup>1</sup>**



## Cycle Track

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

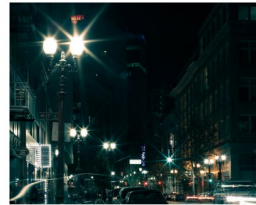
**89% reduction in injury risk<sup>15</sup>**



## 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%<sup>1</sup>**

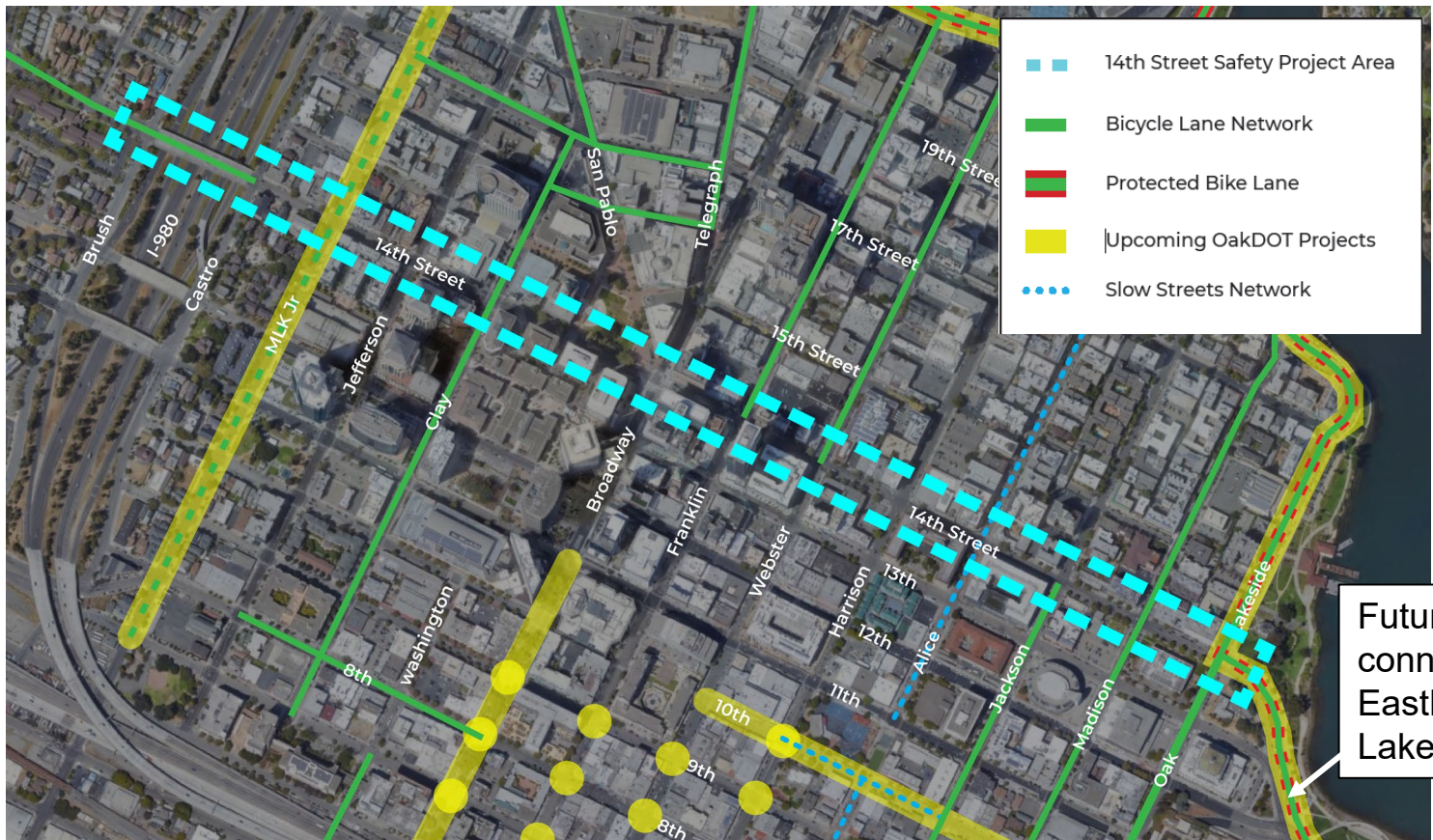


## Intersection Lighting

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

**Nighttime vehicle/  
pedestrian crashes reduced  
by 42%<sup>13</sup>**

# 14<sup>th</sup> Street project limits







## 3. 14<sup>th</sup> Street Safety Improvements

# 14<sup>th</sup> Street collision locations



# Most Dangerous Driving Behaviors That Account for 89% of Collisions on 14<sup>th</sup> Street

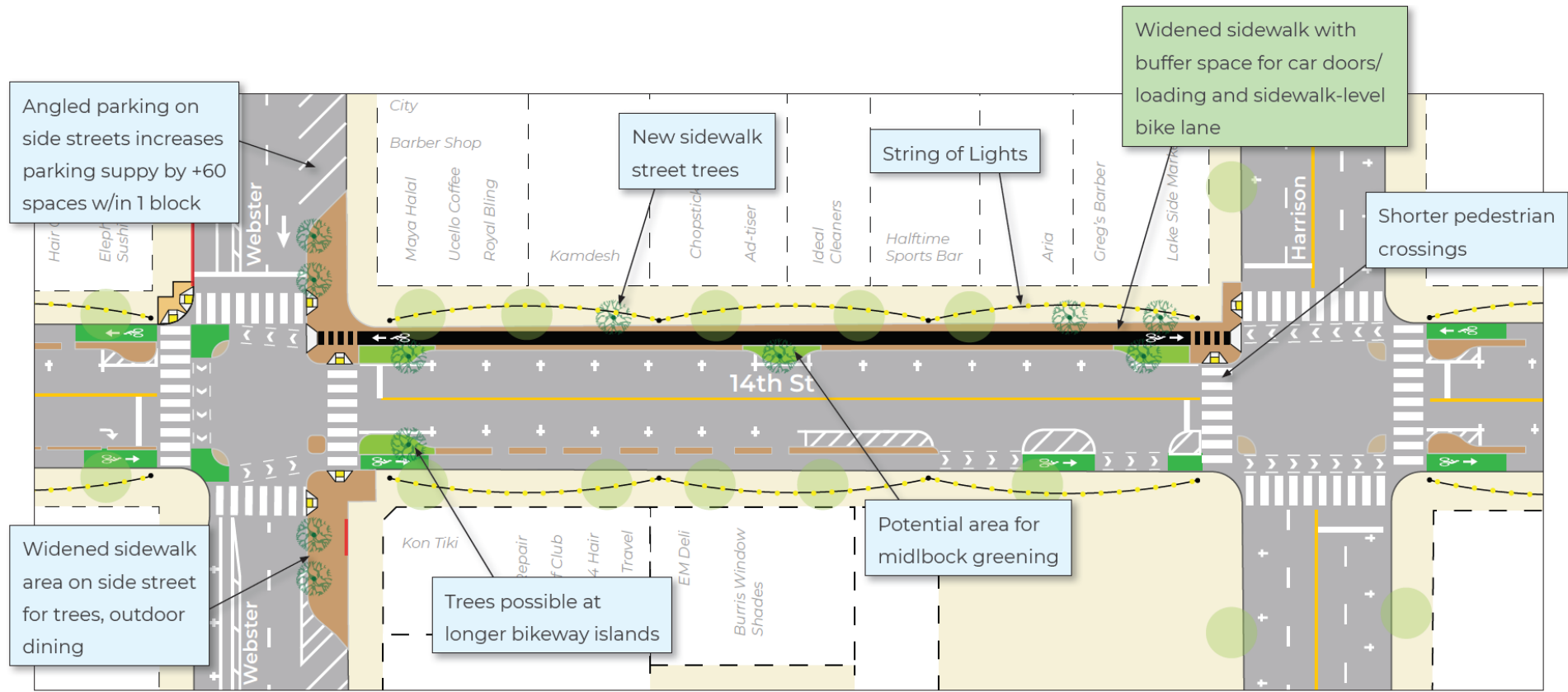
Crashes Causes (Primary Collision Factors)		Percent of Crashes
 Disobeying Traffic Signals and Signs (Unsafe Driving)		47%
 Failure to Yield		24%
 Unsafe Turning (especially left turns)		12%*
 Unsafe Speed		6%

*\*Both senior pedestrian fatalities involved unsafe turning*

# The 14<sup>th</sup> Street Safety Project directly addresses these collision factors

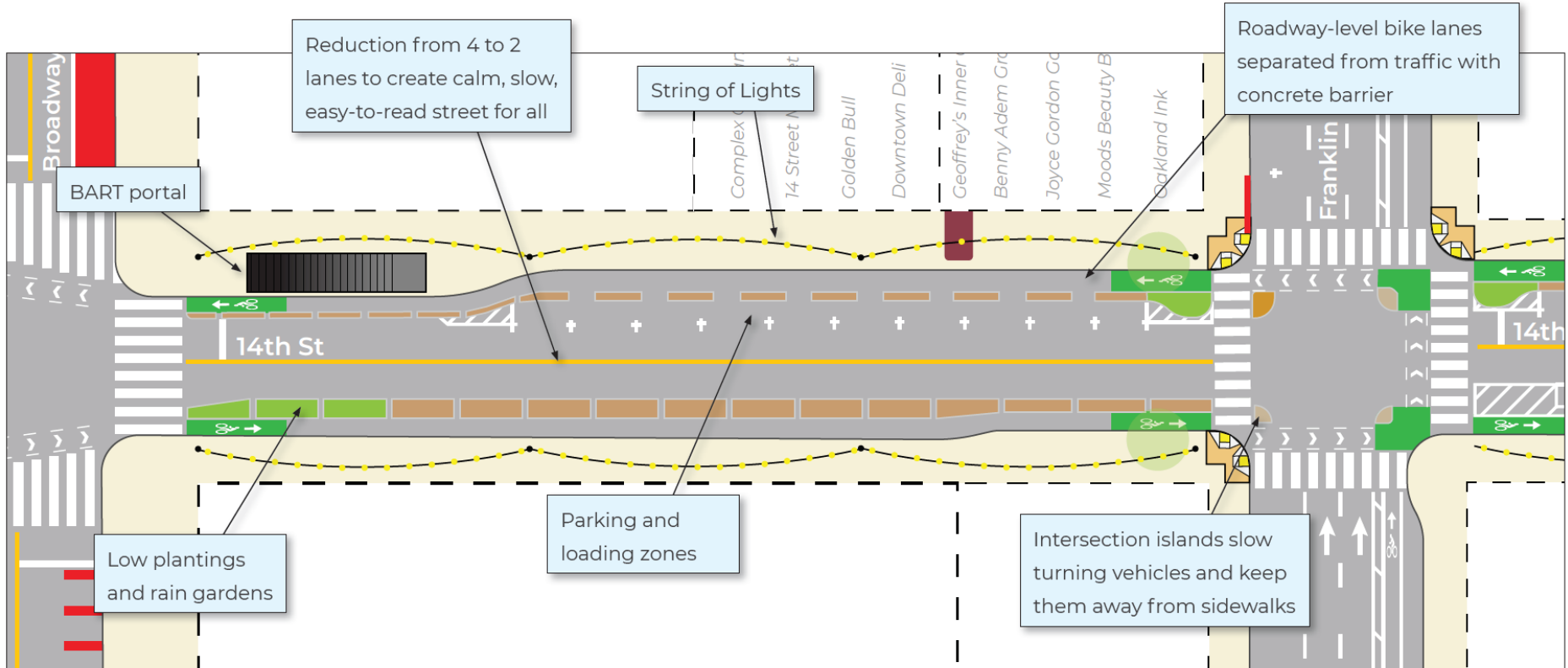
- 1. Reduces roadway speed:** Fewer vehicle lanes and narrower lanes create a calmer, slower roadway. If unsafe maneuvers lead to a collision, lower speed means fewer severe and fatal injuries.
- 2. Creates a legible, intuitive street:** A one-lane 14<sup>th</sup> Street with cycletracks is easily readable by drivers, pedestrians, and cyclists and gives everyone a dedicated place to travel - while eliminating many opportunities for dangerous or illegal maneuvers
- 3. Slows vehicle turns:** Concrete islands will slow vehicle turns, improve visibility of people biking and walking, and keep turning vehicles away from curb ramps.
- 4. Reduces crossing distances:** Provide concrete pedestrian refuge islands at all intersections to reduce the distance for pedestrians crossing the street from ~55 feet to ~26 feet.
- 5. Provides a safe and protected place to bike:** Provide a bikeway where all people can feel safe, separated from motor vehicles and buses

# Potential safety improvements

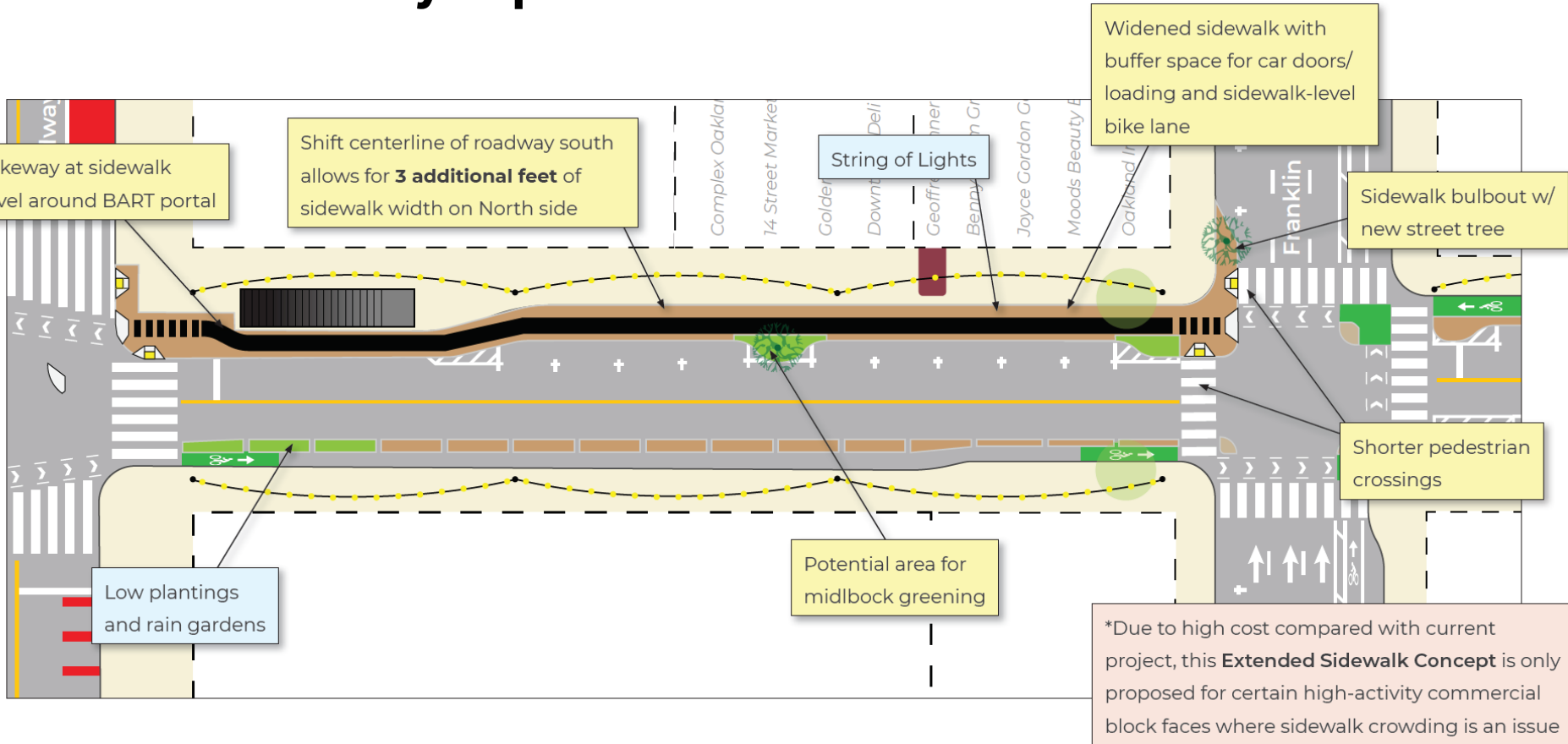


## 3. 14<sup>th</sup> Street safety improvements

# Potential safety improvements



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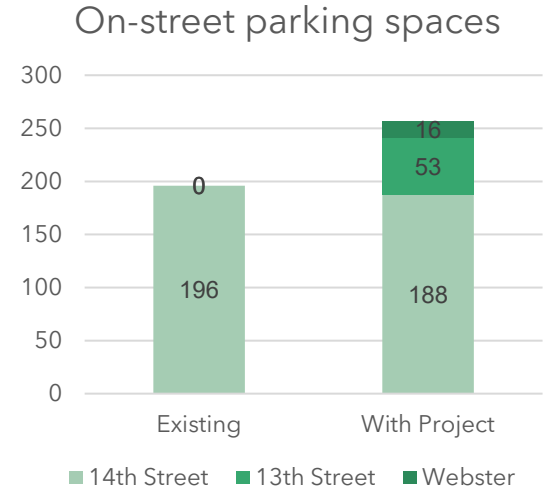


## 3. 14<sup>th</sup> Street safety improvements



# Proposed parking management plan

1. Subsidized off-street parking in nearby City-owned garage (up to 23 spaces)
2. Adding angled parking on 13<sup>th</sup> 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



# Lessons learned from Telegraph

1. **Listen, collaborate and refine** project scope with communities, including business owners, residents, workers, leaders, community groups, community services, transit riders, and artists **before** pursuing grants or making decisions
2. Speed **project delivery** after community vetting
3. Start with **high-quality, permanent materials** – no plastic posts!
4. Provide a **Parking Management Plan** that addresses parking concerns, including adding more parking spaces to the 14<sup>th</sup> Street area
5. Plan and build for **visibility, slow speeds, and legible crossings**
6. Reinforce safety at the **intuitive, regularly-spaced, signalized intersections**



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# Thank you!