

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



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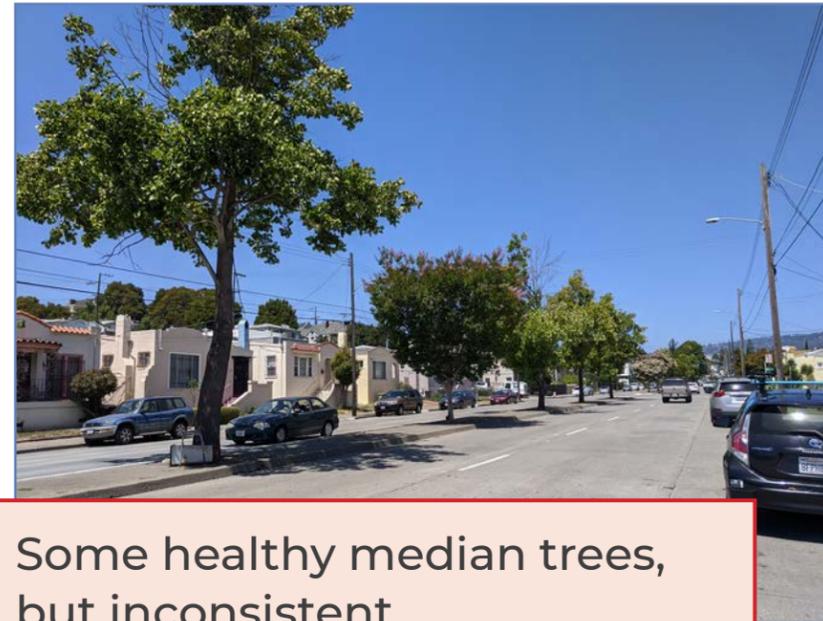
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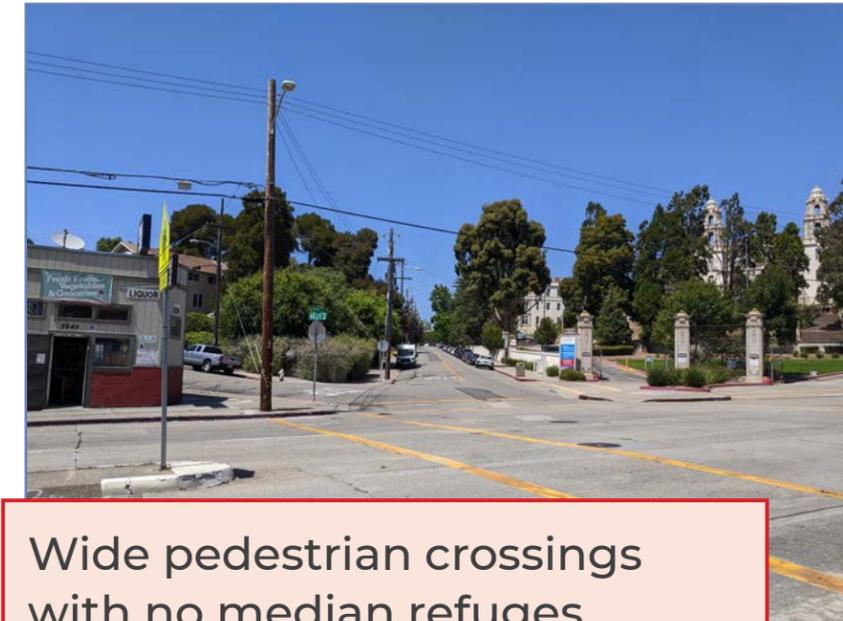
SITE PHOTOS



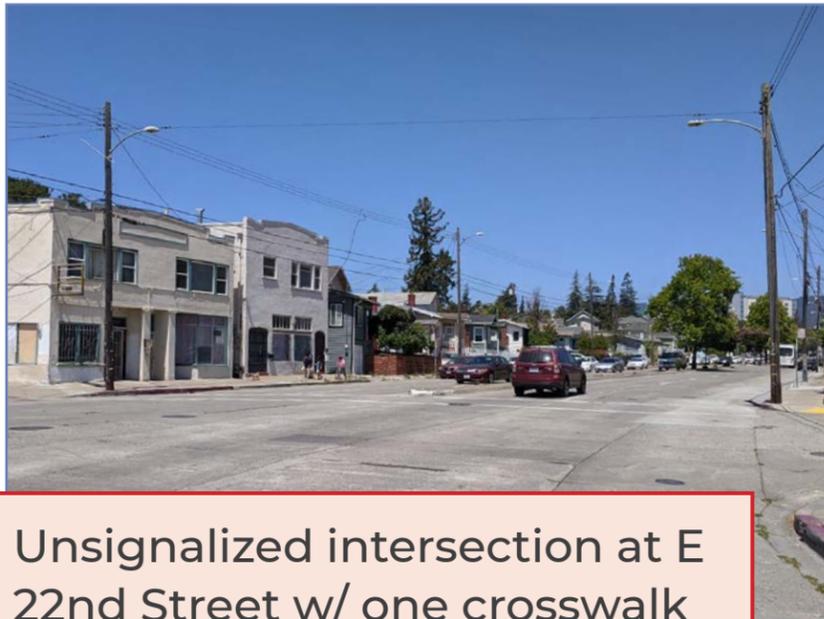
Unsignalized T-intersection at
23rd Street w/ no crossing



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

14th Avenue Streetscape Project

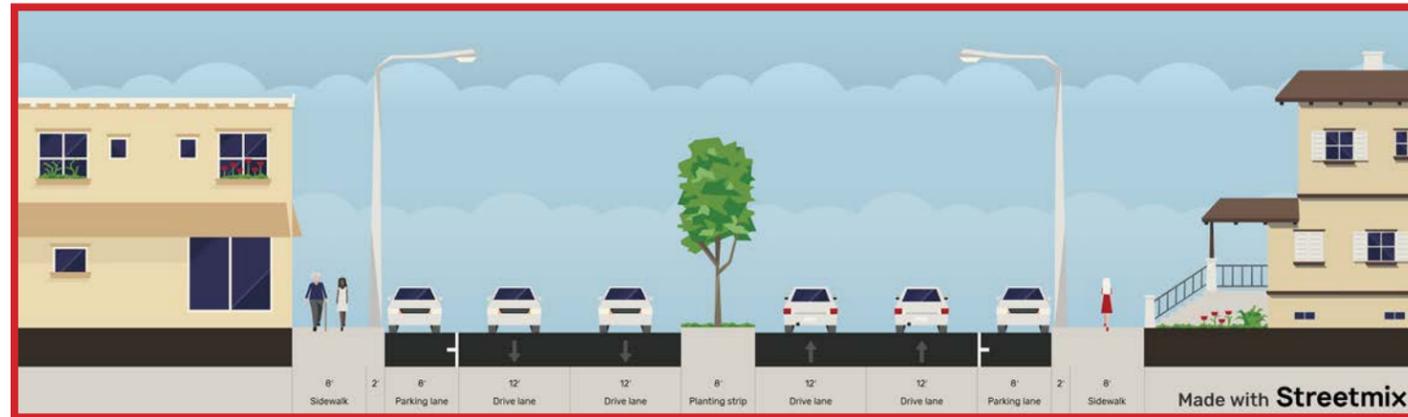
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EXISTING CONDITIONS - 14th Ave north of E 21st Street

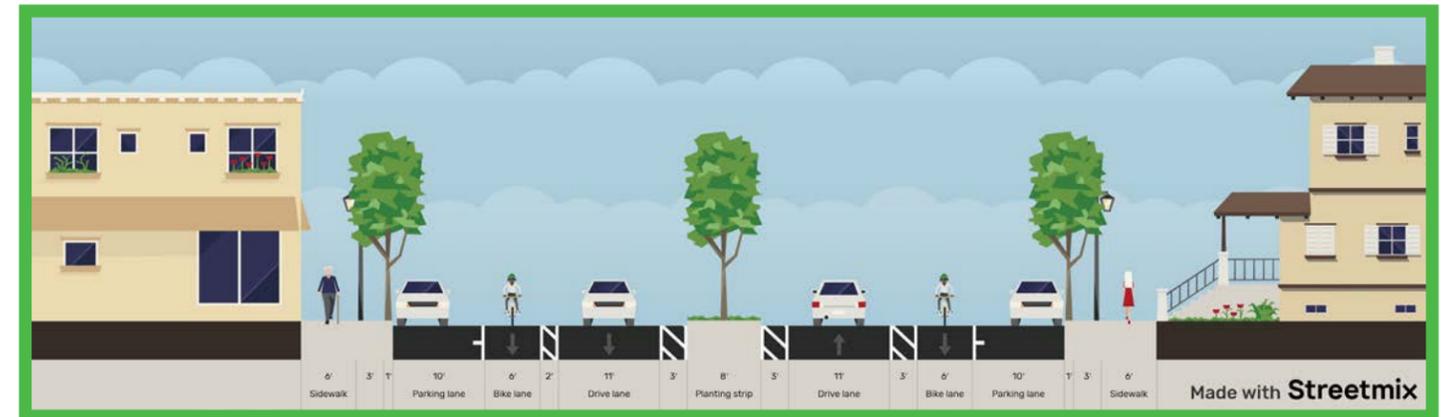


PROPOSED PROJECT - @ intersection w/ Left Turn pocket



- Sidewalk bulb-outs for shorter crossing distances at intersections
- Buffered bike lanes
- Narrower driving lanes for slower vehicle speeds

PROPOSED PROJECT - @ mid-block w/ full median



- More sidewalk and median trees
- Reduction from 2 to 1 lane of motor vehicle traffic
- Rapid Flashing Beacons crossing 14th at 7 intersections

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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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FOOTHILL TO E 19TH STREET
PROPOSED PROJECT

Reduction from
2 to 1 vehicle
lanes promotes
slower speeds

Bike lane with wide
buffer zone



New right turn only lane
on 14th south of Foothill

Reduction from 2
to 1 vehicle lanes
north of Foothill

**Previous project phase made improvements to curb ramps, pedestrian crossings. 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



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



Reduction from 2 to 1 vehicle lanes promotes slower speeds

Extended median island to slow left-turns

New left-turn pockets for efficient and predictable vehicle movements

New street trees

Pedestrian Flashing Beacon (RRFB) at E19th

Curb bulb-outs, RRFBs, median refuge islands and 3 new crosswalks at E 20th Street

Bike lane with wide buffer zone

Curb bulb-outs and shorter crossings at E 21st St

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E 22ND STREET TO E 23RD STREET
EXISTING CONDITIONS

Missing crosswalk

4 Lanes of vehicle traffic
promote fast speeds

Uncontrolled
crossing at E 22nd
Street

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



14th Avenue Streetscape Project

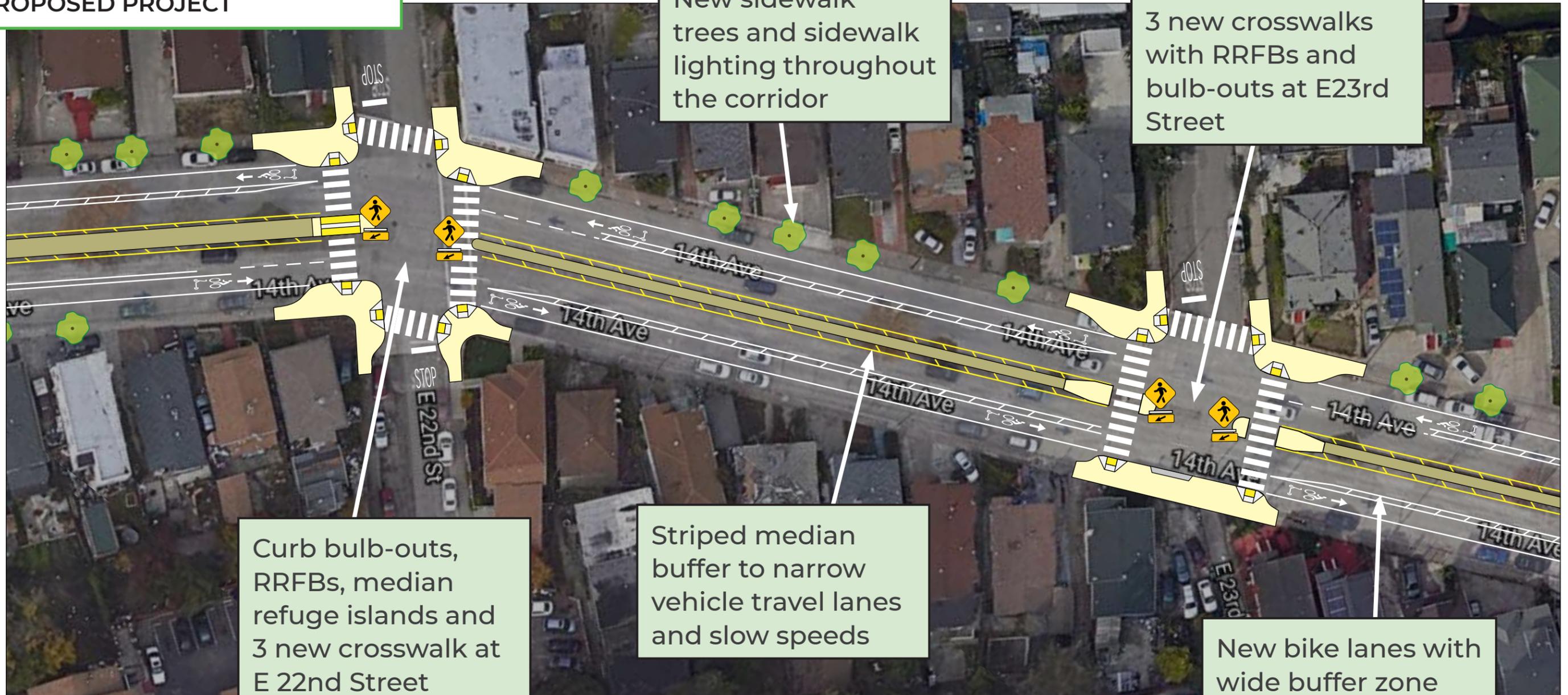
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E 22ND STREET TO E 23RD STREET
PROPOSED PROJECT



New sidewalk trees and sidewalk lighting throughout the corridor

3 new crosswalks with RRFBs and bulb-outs at E23rd Street

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

Striped median buffer to narrow vehicle travel lanes and slow speeds

New bike lanes with wide buffer zone

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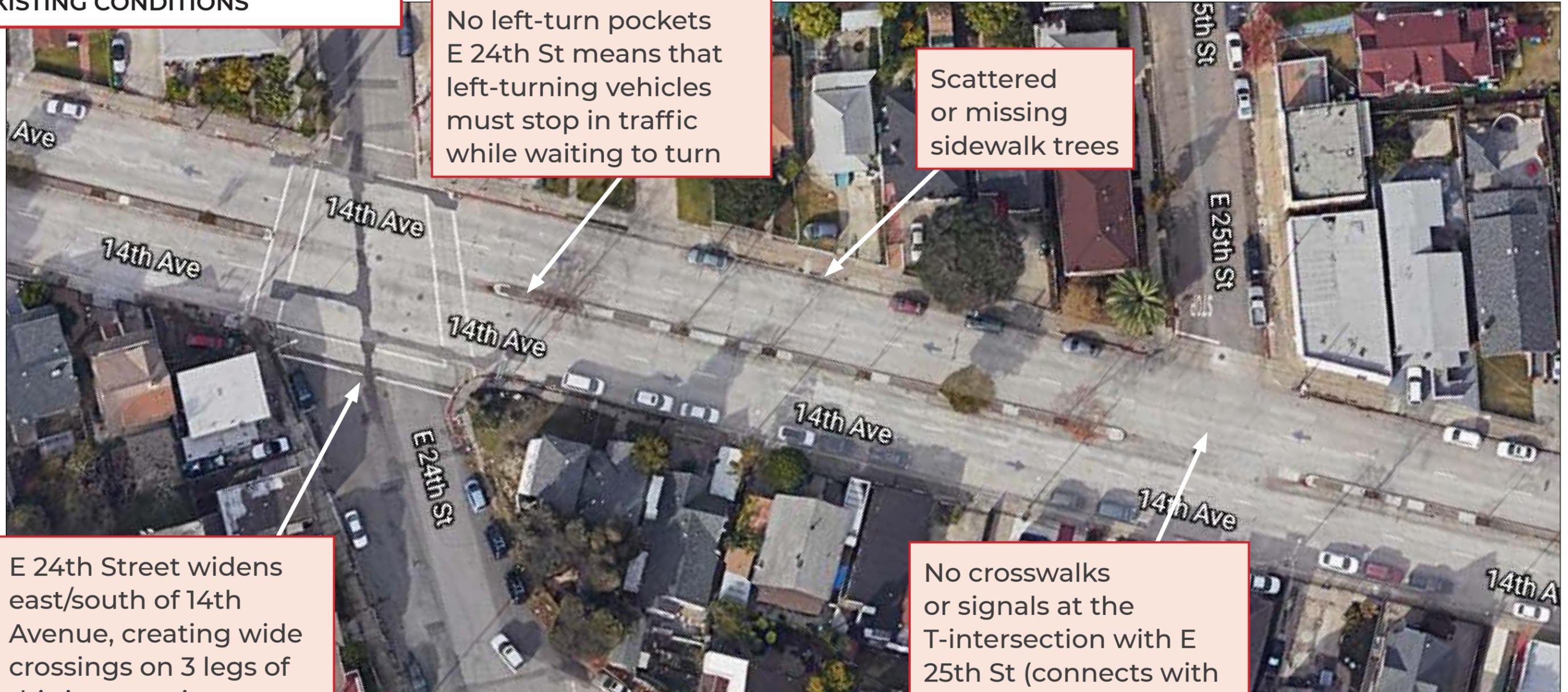
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E 24TH STREET TO E 25TH STREET EXISTING CONDITIONS



No left-turn pockets
E 24th St means that
left-turning vehicles
must stop in traffic
while waiting to turn

Scattered
or missing
sidewalk trees

E 24th Street widens
east/south of 14th
Avenue, creating wide
crossings on 3 legs of
this intersection

No crosswalks
or signals at the
T-intersection with E
25th St (connects with
pedestrian pathway)

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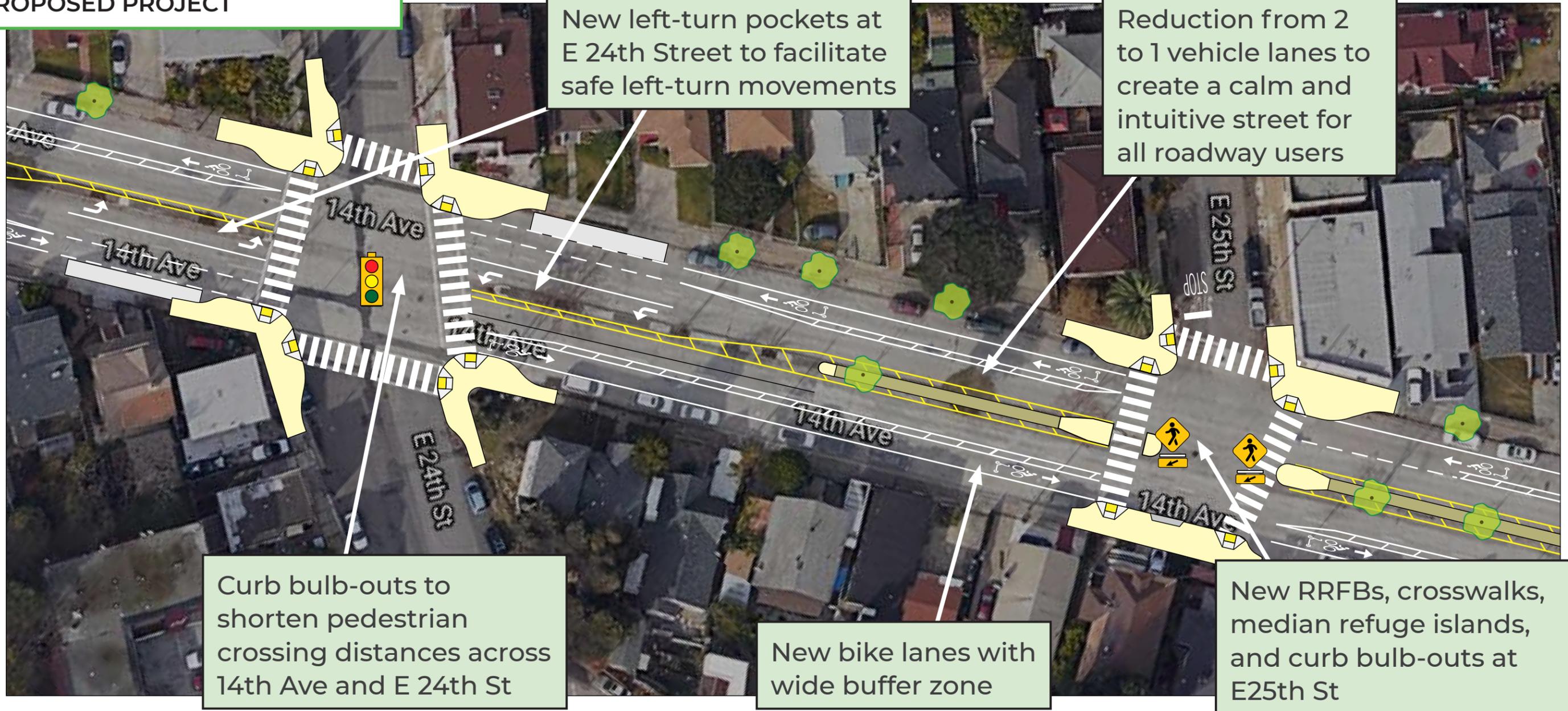
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E 24TH STREET TO E 25TH STREET PROPOSED PROJECT



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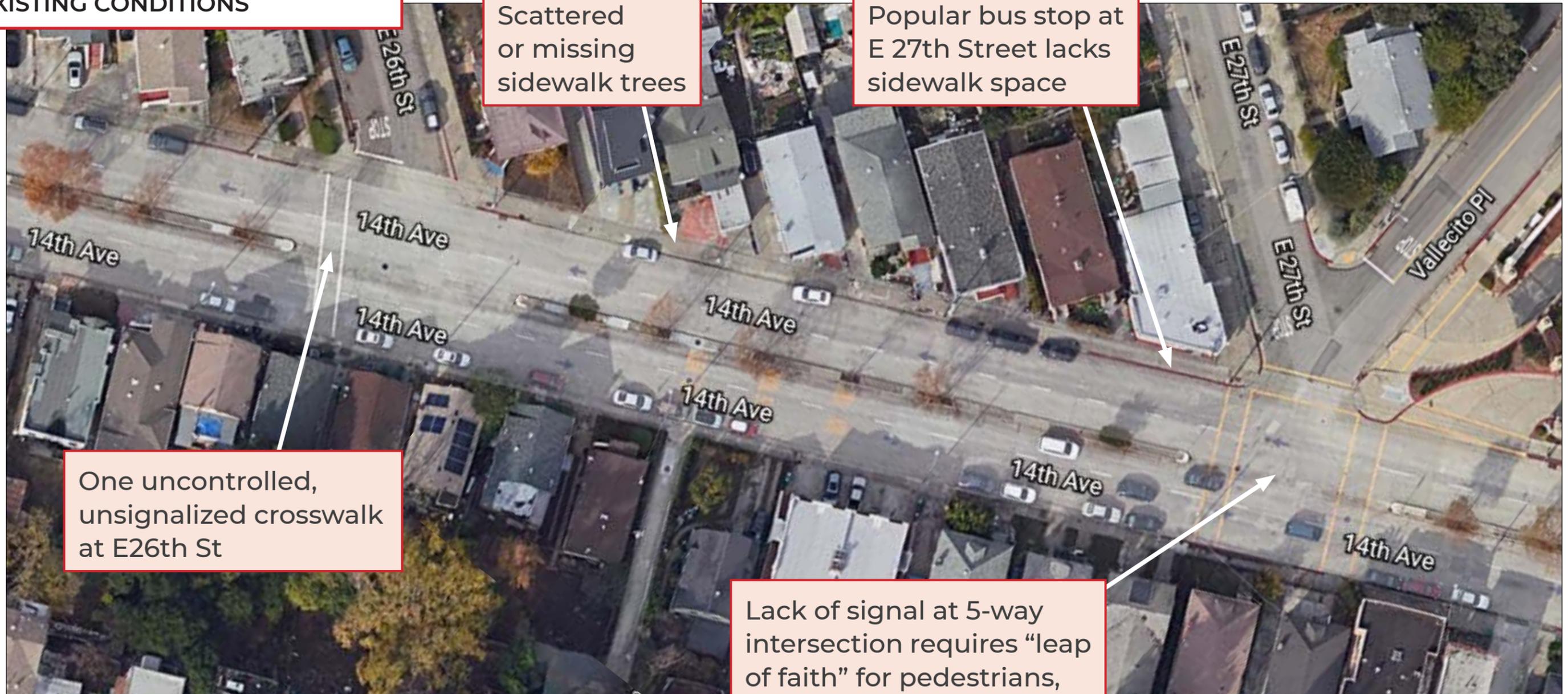
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E 26TH STREET TO E 27TH STREET
EXISTING CONDITIONS



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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
- » Winter 2021 - Complete design of roadway
- » Spring/Summer 2021 - Advertise project for construction
- » End of 2021 - Begin construction (18 month duration)



Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/14th-avenue-streetscape>