

14th Street Safety Project

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



City of
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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 heard concern from the community regarding parking, roadway safety, providing benefits for small businesses, and cultural/aesthetic elements related to the Black Arts Movement Business District (BAMBD).

The City of Oakland Department of Transportation (OakDOT) is bringing an updated design, a Parking Management Plan, and Public Art component to the City of Oakland Public Works Committee on March 22, 2022 (tentative).



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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.

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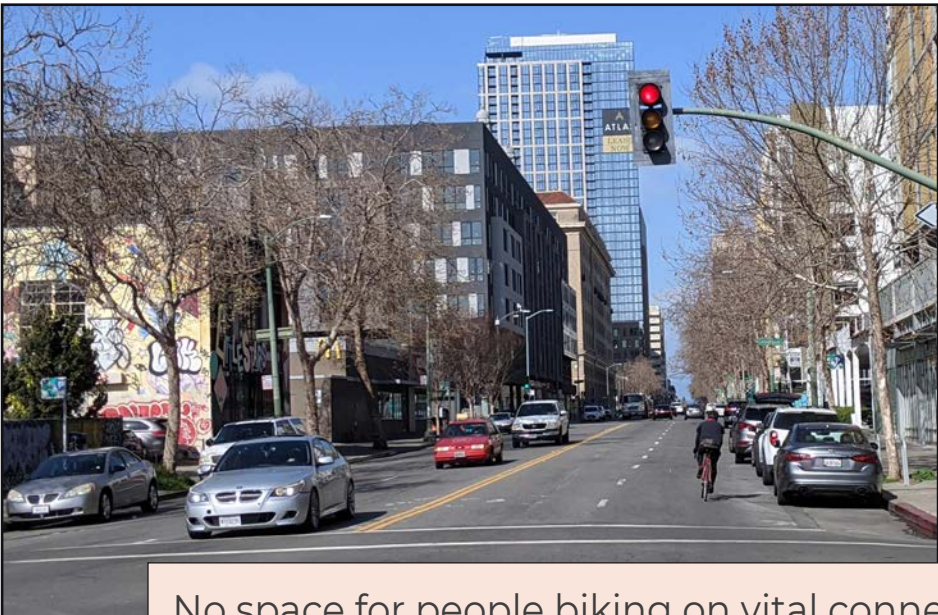
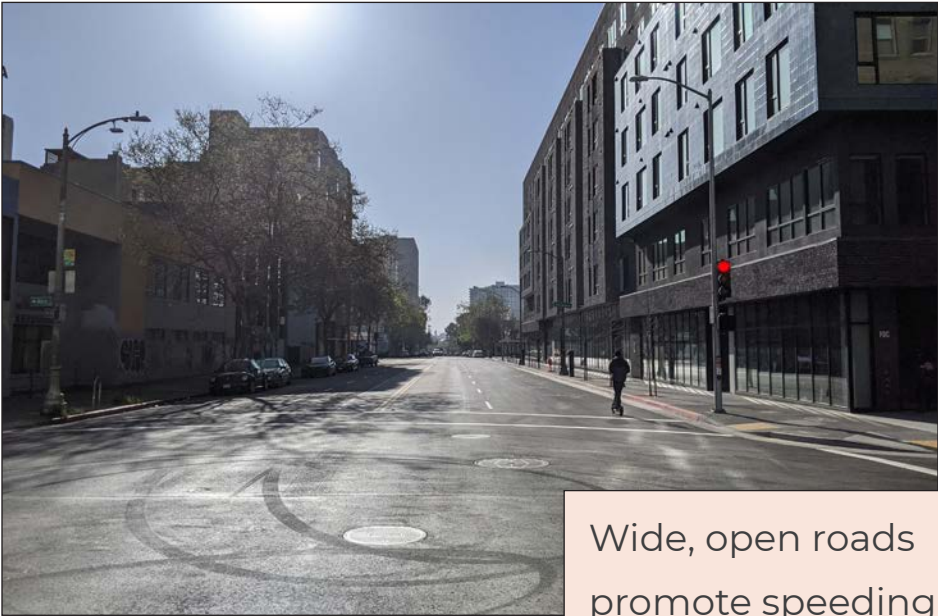
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SAFETY ISSUES ON 14TH STREET



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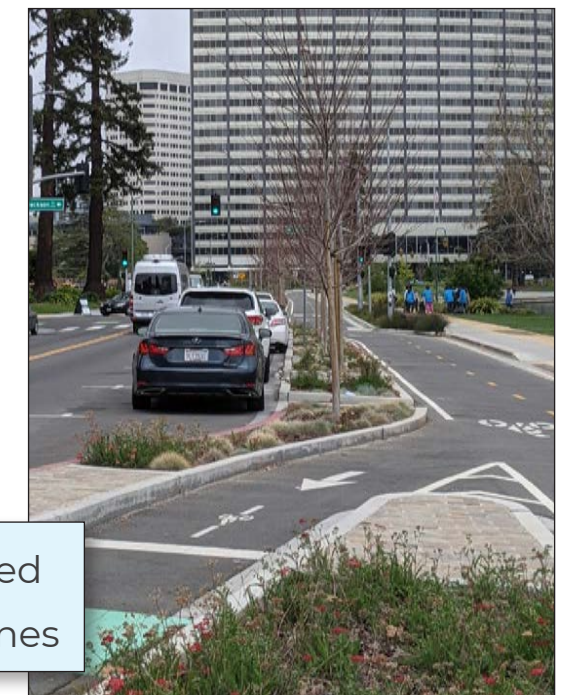
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PROPOSED IMPROVEMENTS

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



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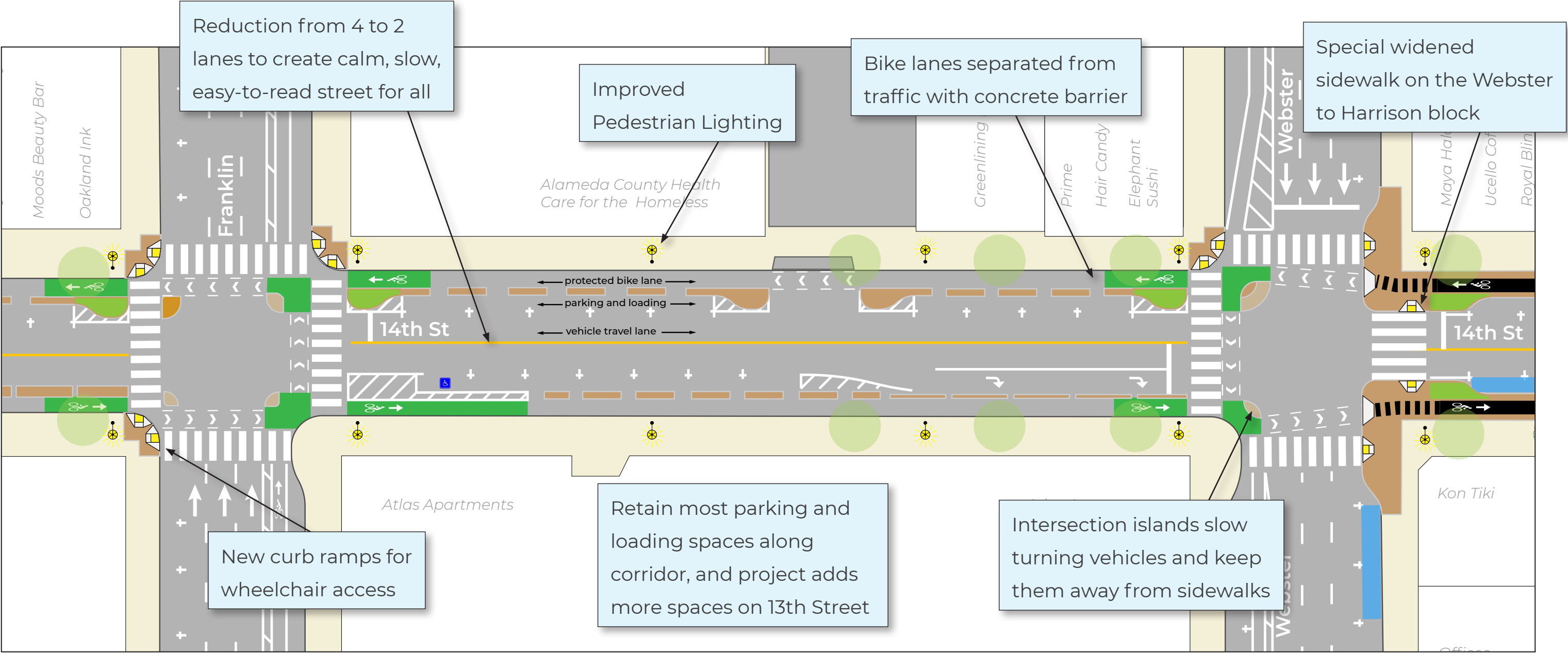
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TYPICAL BLOCK LAYOUT - FRANKLIN TO WEBSTER



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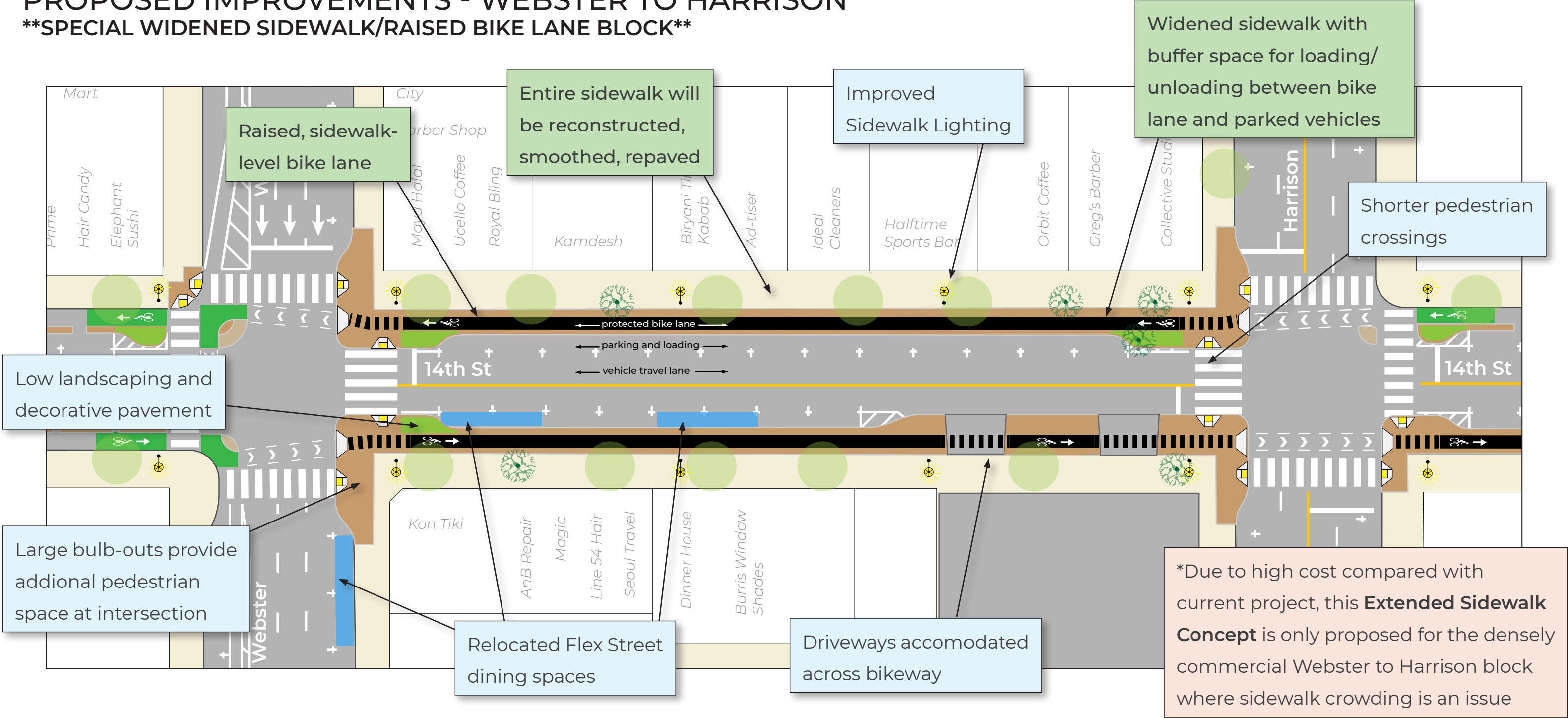


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PROPOSED IMPROVEMENTS - WEBSTER TO HARRISON

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



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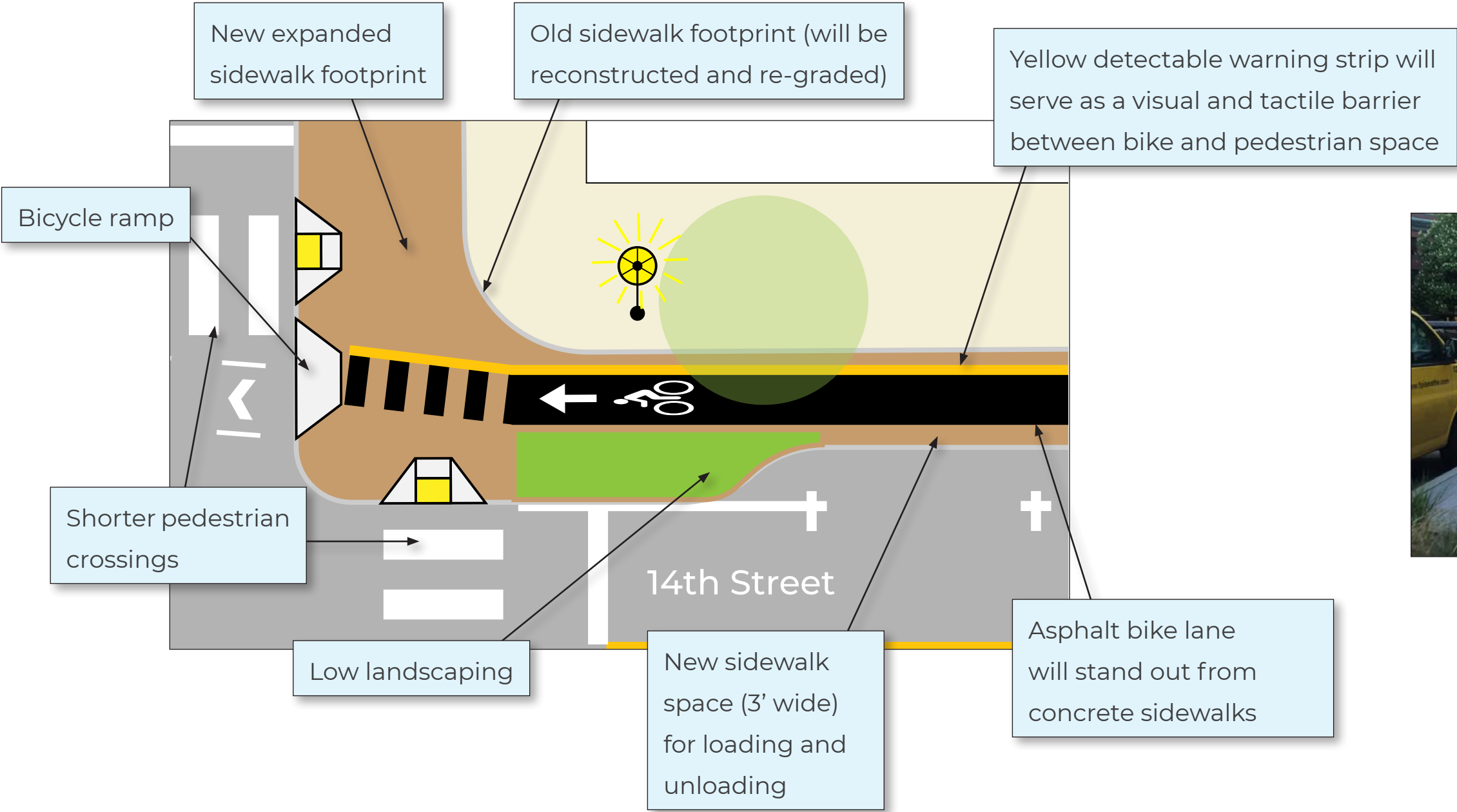
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EXTENDED SIDEWALK CLOSE-UP



Precedent photo -
7th Ave in Seattle



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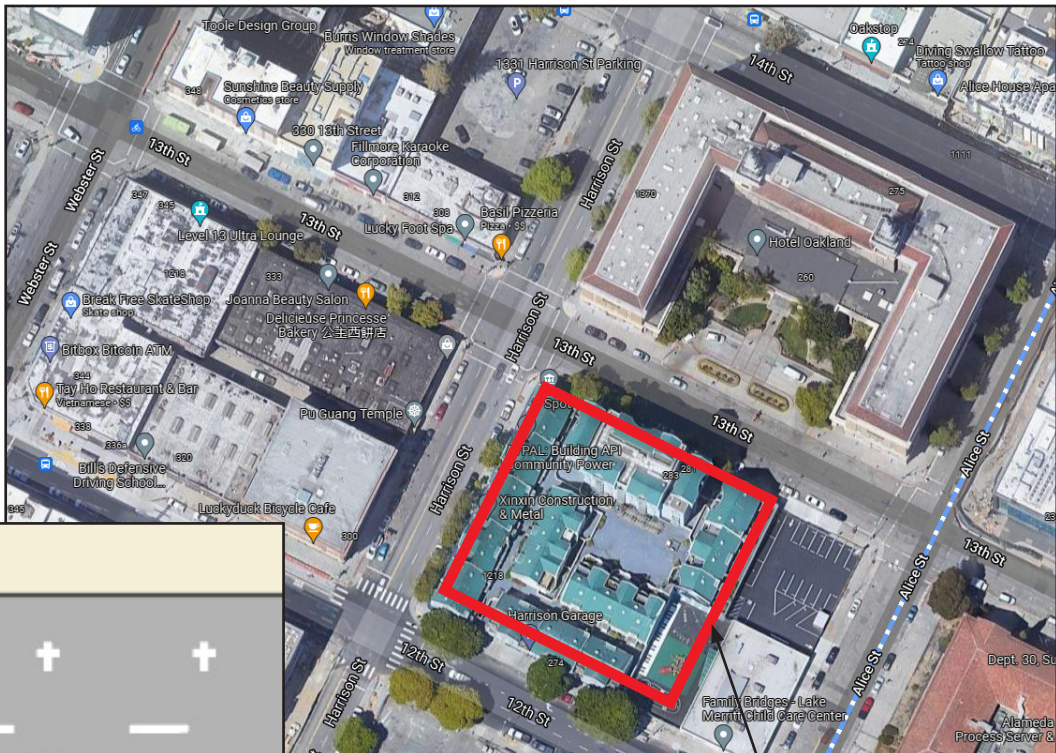
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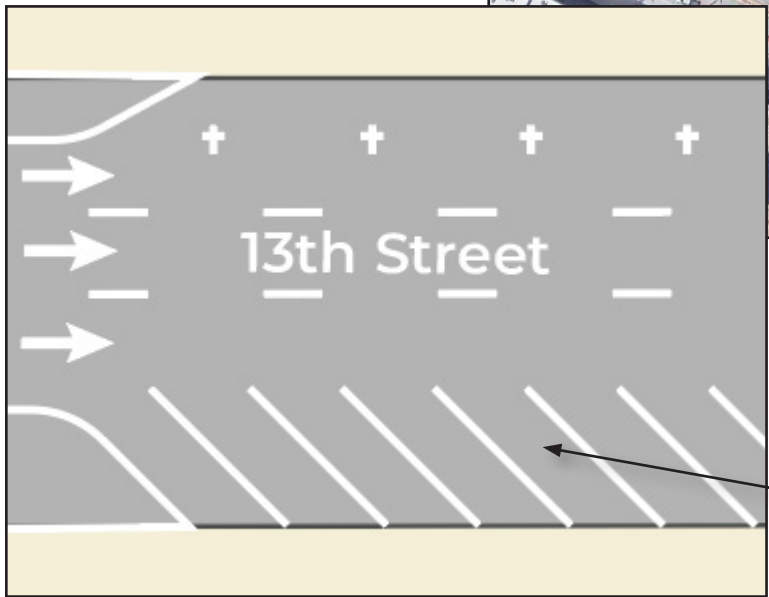
PARKING MANAGEMENT PLAN

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:

- » **Discounted off-street parking for local small business-owners and employees** in the Harrison Street Garage at 13th/Harrison (35 monthly spaces available at *50% discount*)
- » **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 in the area*.
- » **Commercial and Passenger Loading Zones** installed free of charge to support business operations and pickup/dropoff.
- » **Discounted Parking Validation** at either the Franklin Plaza Garage or the Harrison Street Garage, offered at a *50% discount* for 14th Street merchants and small businesses.



13th and Harrison Garage location



Restripe 13th Street with angled parking on the south side of the street

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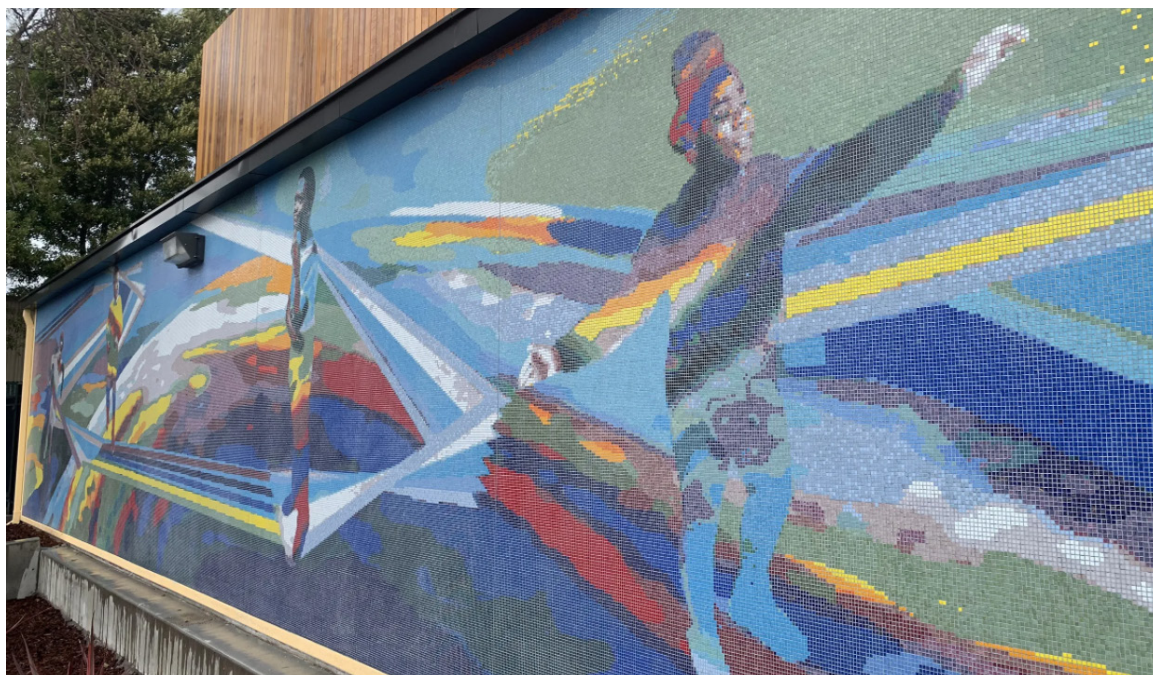
PUBLIC ART

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



Makkeweeks Sculpture - Snow Park. Credit: WowHaus

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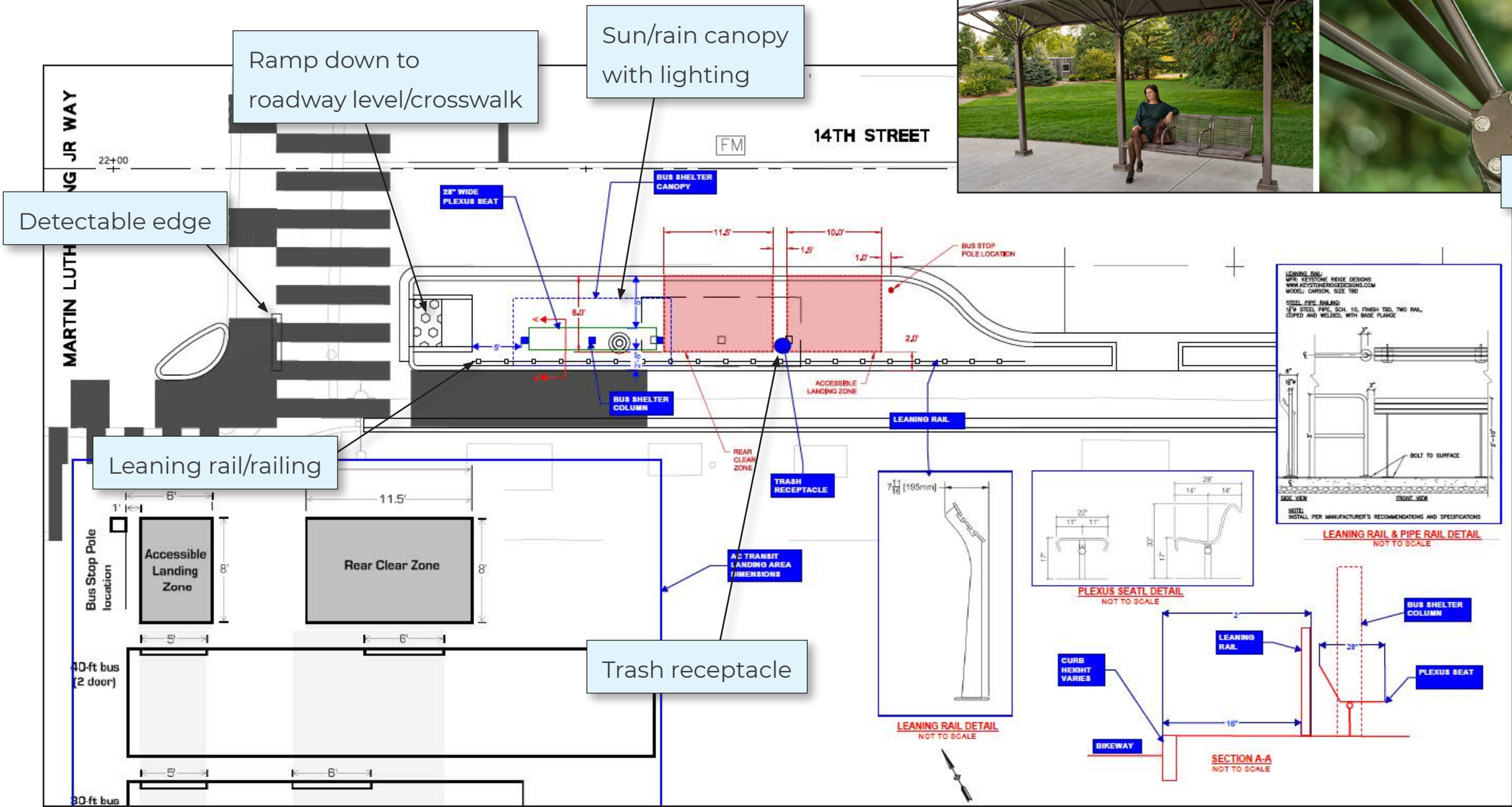
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TRANSIT STOP AMENITIES



"Kaleidoscope" canopy example

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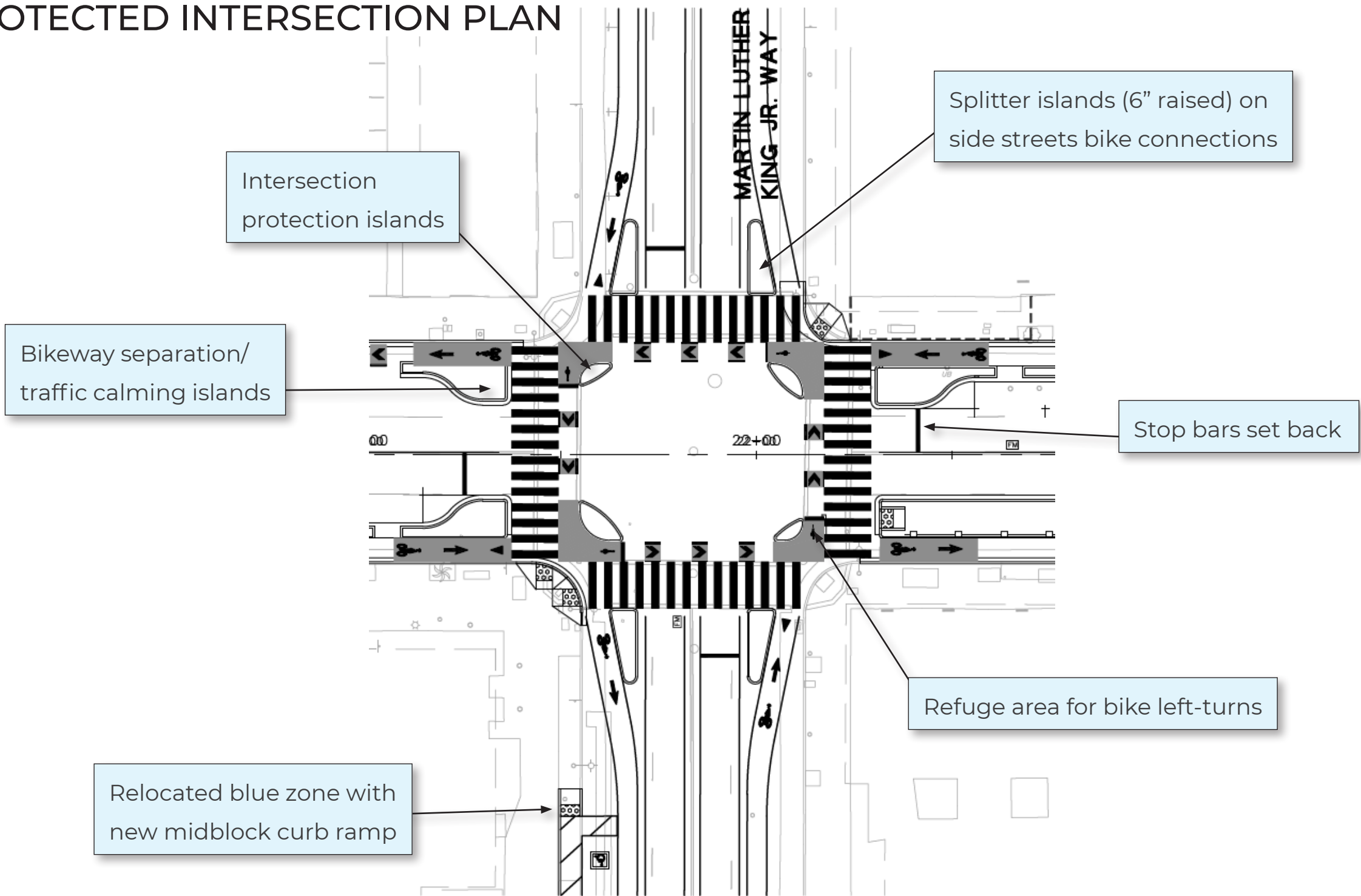
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TYPICAL PROTECTED INTERSECTION PLAN



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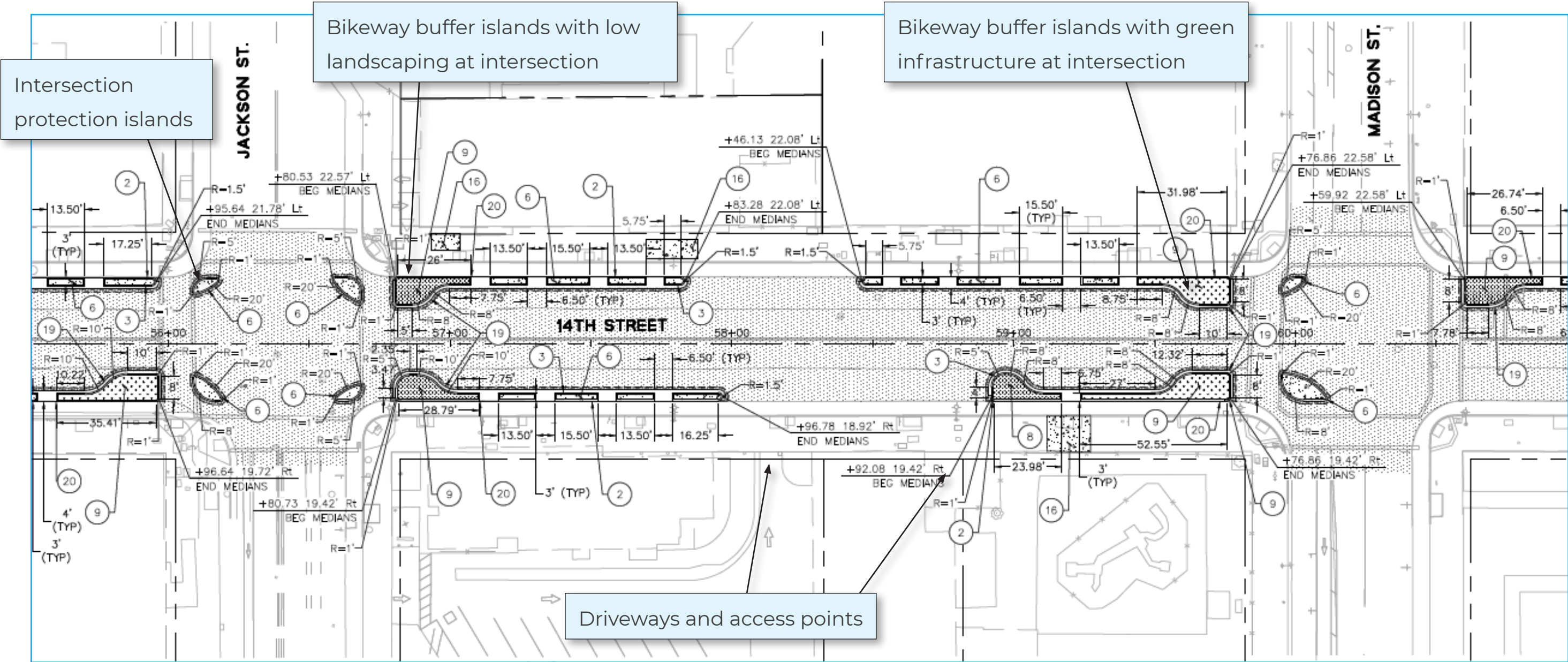
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TYPICAL PROTECTED BIKE LANE LAYOUT PLAN (CONCRETE IMPROVEMENTS)



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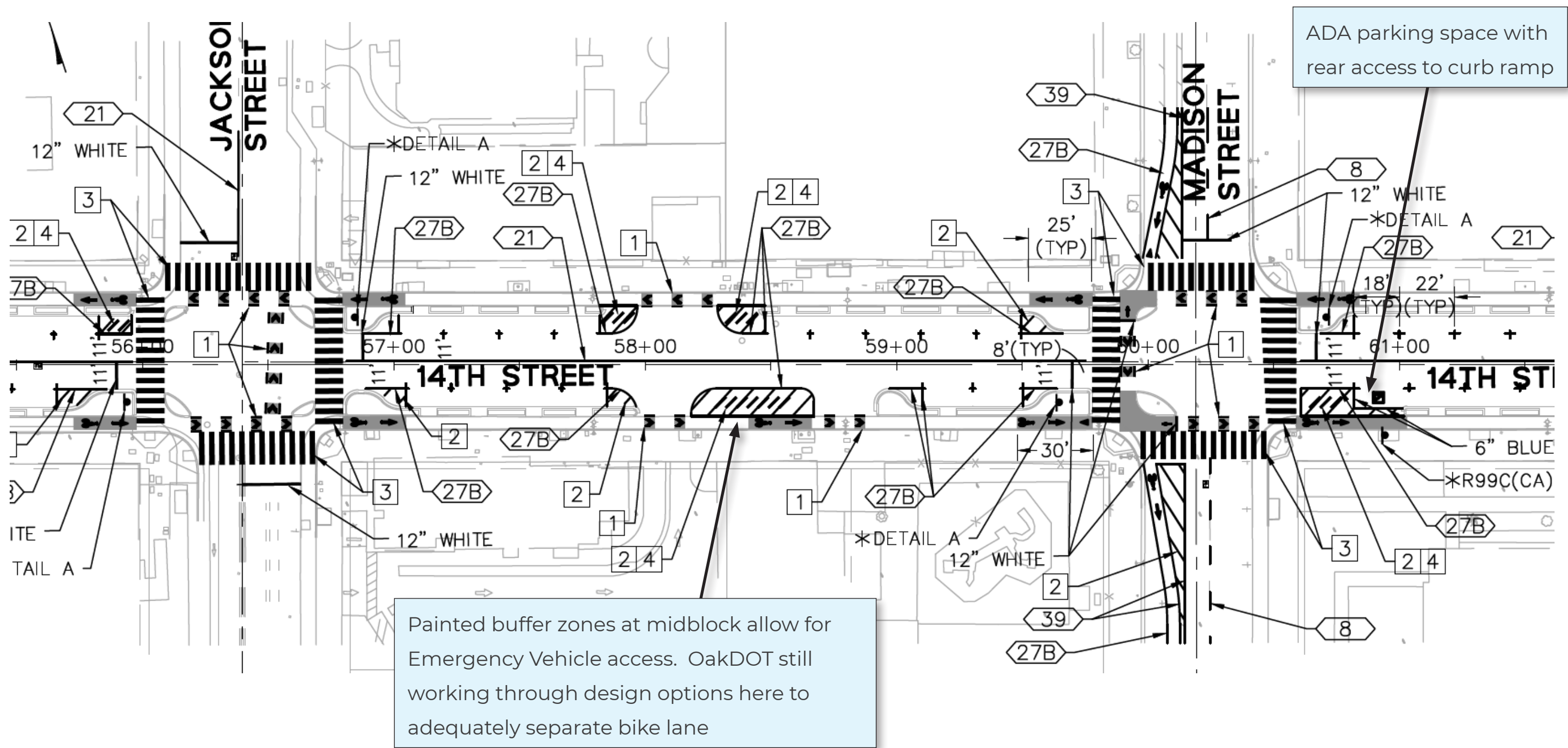
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TYPICAL PROTECTED BIKE LANE LAYOUT PLAN (ROADWAY STRIPING)



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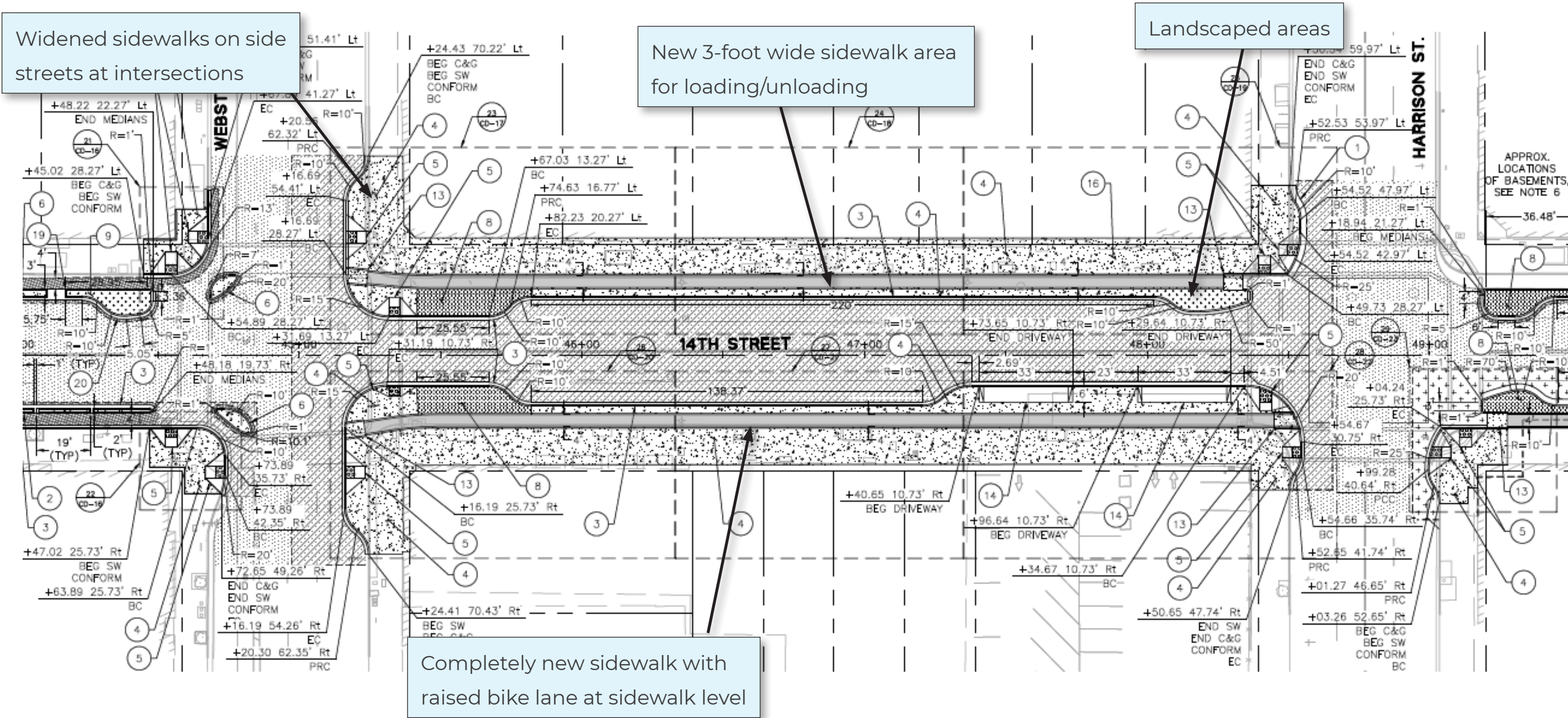
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WEBSTER TO HARRISON SIDEWALK-LEVEL BIKE LANE PLAN



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NEXT STEPS

- » March 22, 2022 - Public Works Committee Presentation (date tentative)
- » April 19, 2022 - Oakland City Council Presentation and Approval Action (date tentative)
- » March/April 2022 - 100% Design Plans
- » Summer 2022 - Advertise Project for Construction
- » Fall 2022 - Select winning construction bid and return to City Council to award construction contract
- » Fall/Winter 2022 - Construction notification and preparation
- » Late 2022/early 2023 - Construction begins!