

# 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 **\$14 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).

Now, in 2021, the City of Oakland Department of Transportation (OakDOT) is coming back to the 14th Street community to provide a status update on our progress in meeting the community's requests.





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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 up to **75 more people will be injured (15 of them severely)** by the time this project could be constructed in 2023.



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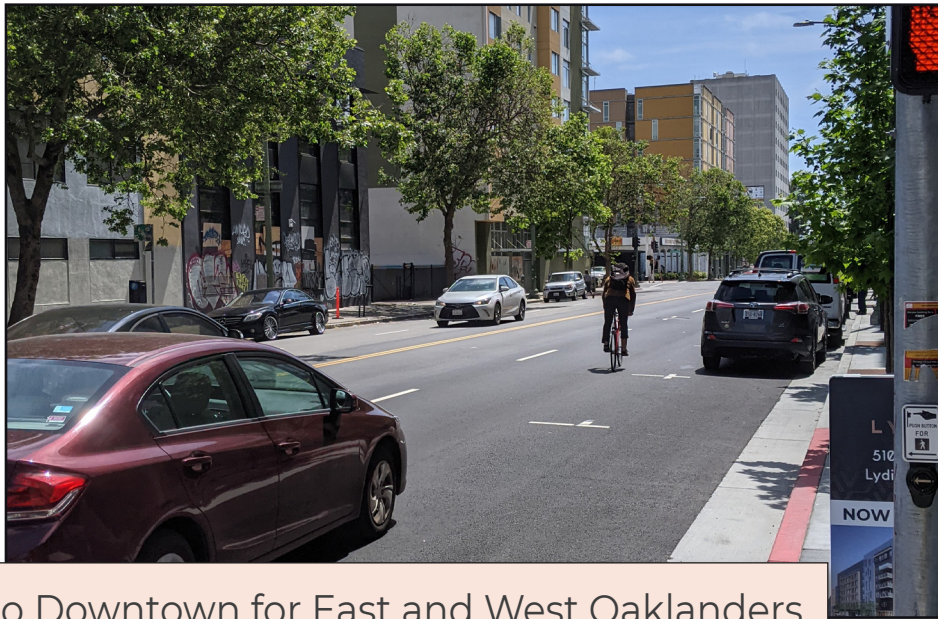
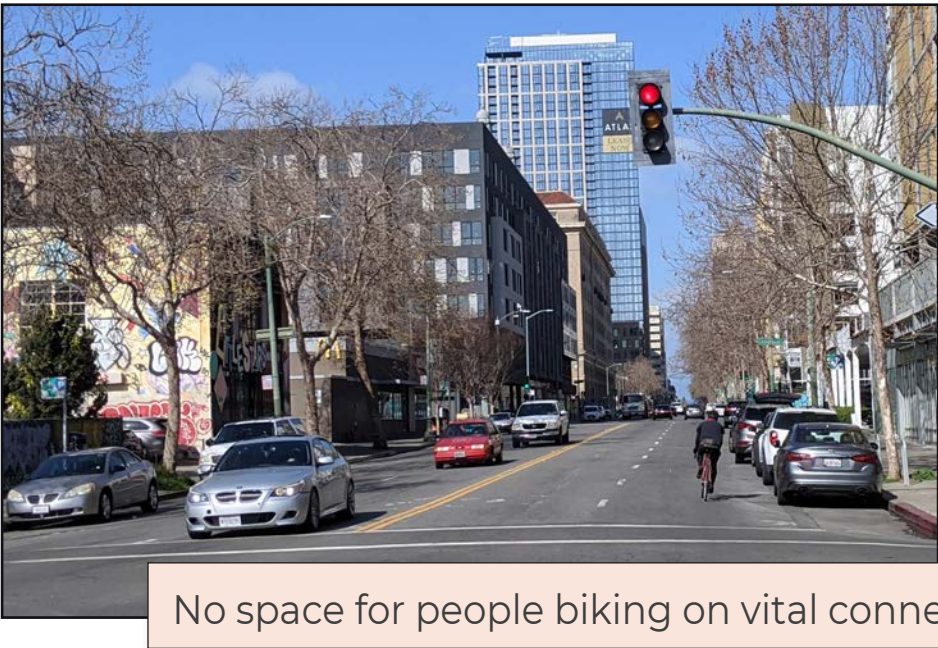
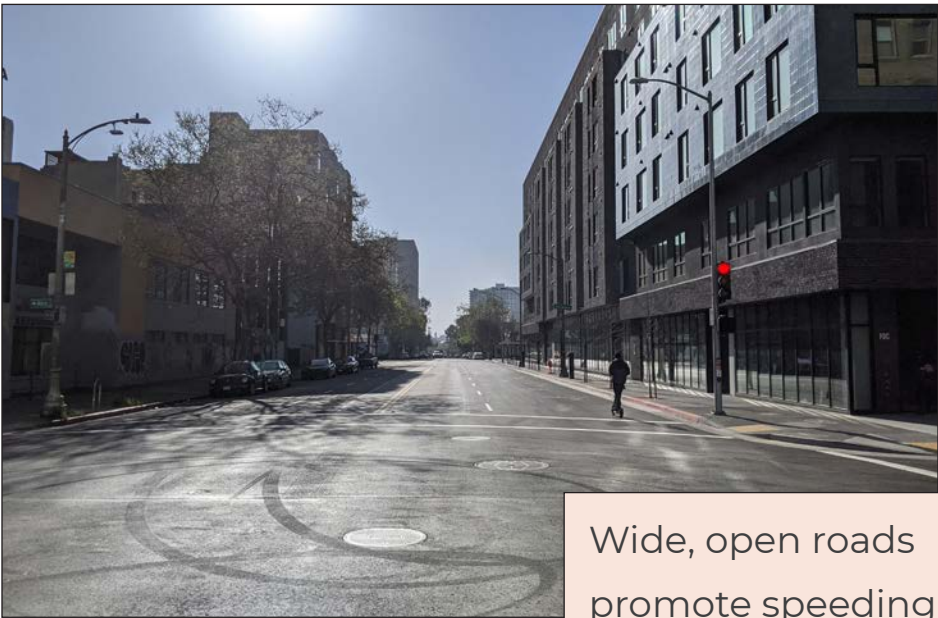
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## SAFETY ISSUES ON 14TH STREET





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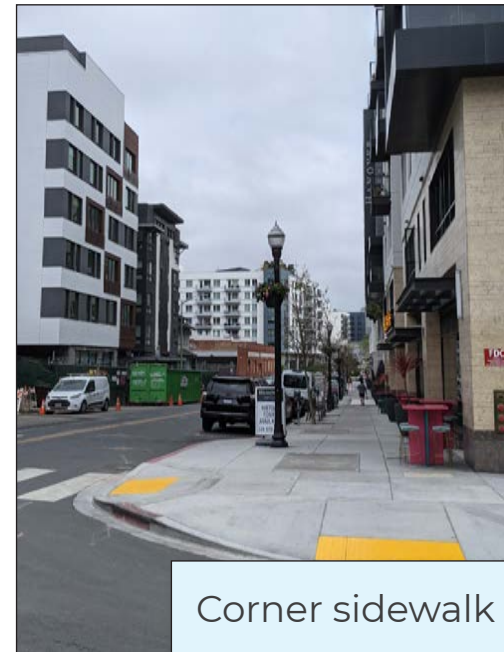
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## PROPOSED IMPROVEMENTS

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:

- » New street trees
- » Pedestrian and bus stop lighting
- » String lights connect Downtown and Lake Merritt to Black Arts Movement Business District
- » Shorter pedestrian crossings
- » Expanded sidewalk space
- » Protected bike lanes
- » Additional street parking **(+60 in 1 block radius)**
- » Slower, calmer traffic flow
- » Upgraded bus boarding areas
- » Improved wheelchair access
- » Landscaping and “rain gardens”



Corner sidewalk  
widening + lights



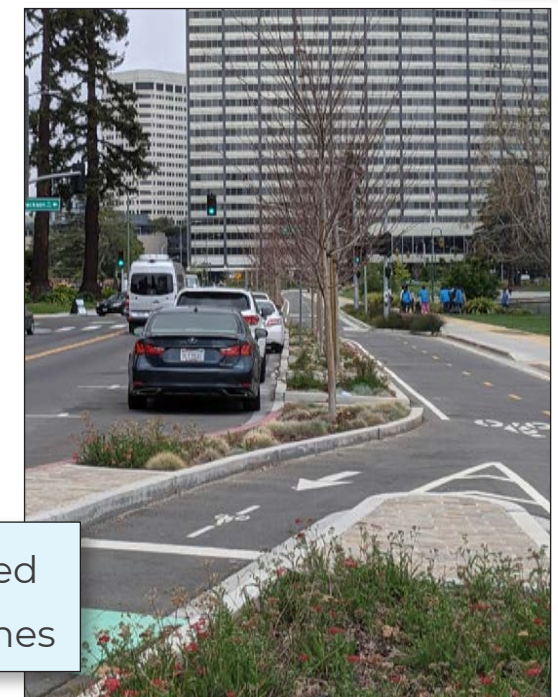
Landscaping and greenery



String of  
Lights



Protected  
Bike Lanes



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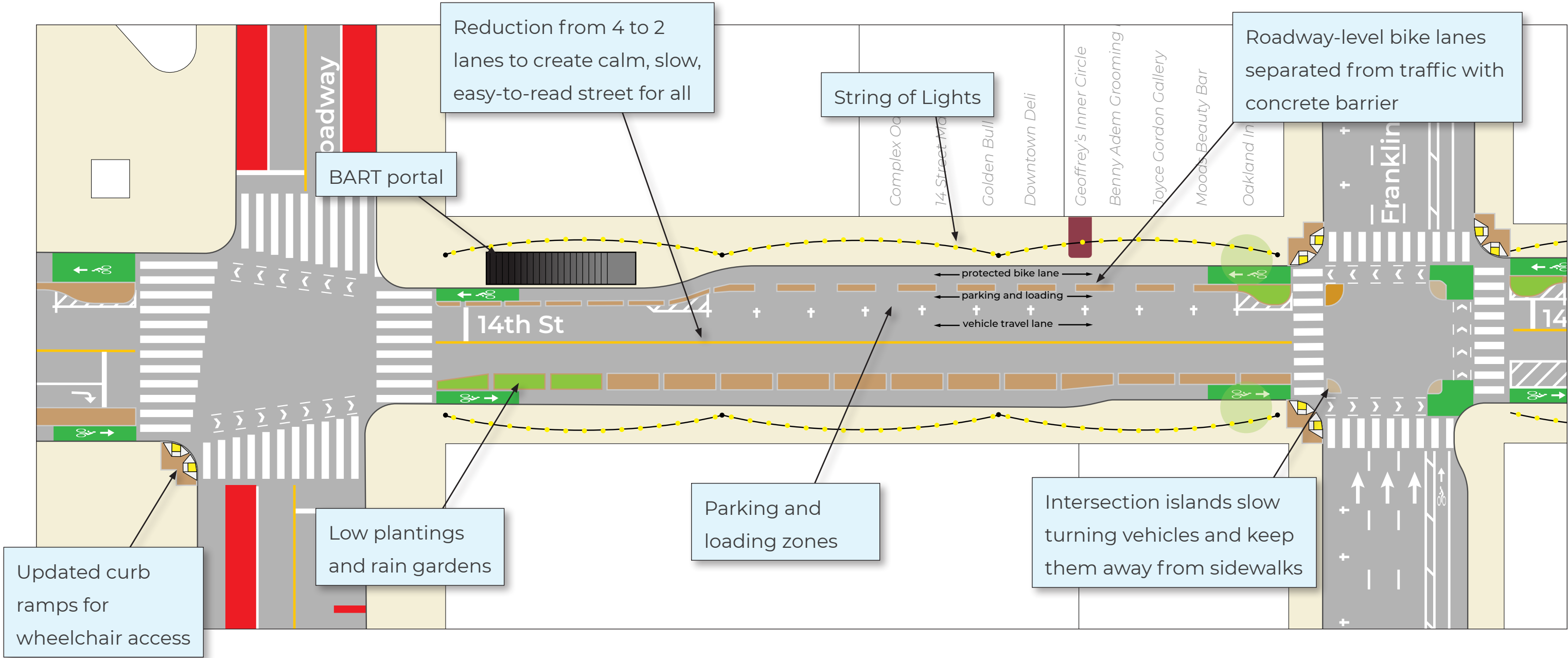
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## CURRENT PROPOSED PROJECT - BROADWAY TO FRANKLIN





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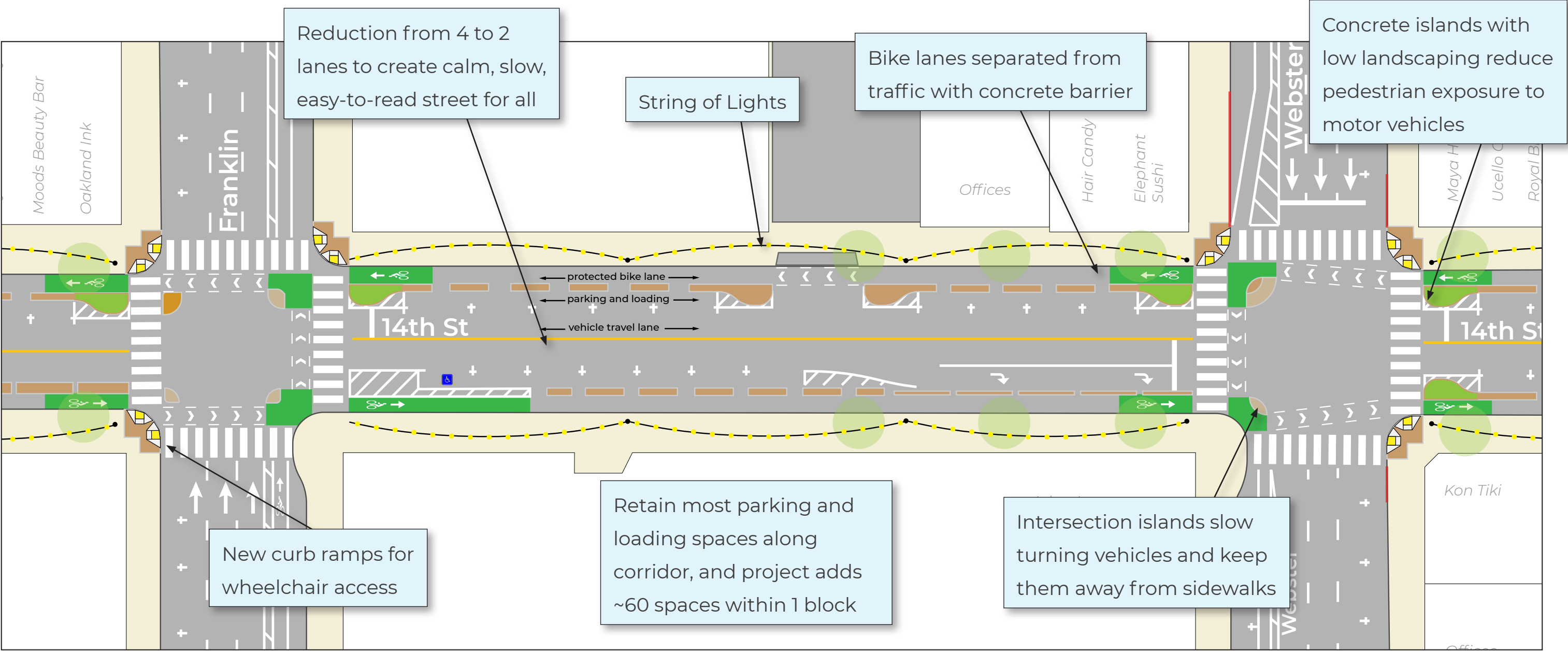
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## PROPOSED IMPROVEMENTS - FRANKLIN TO WEBSTER



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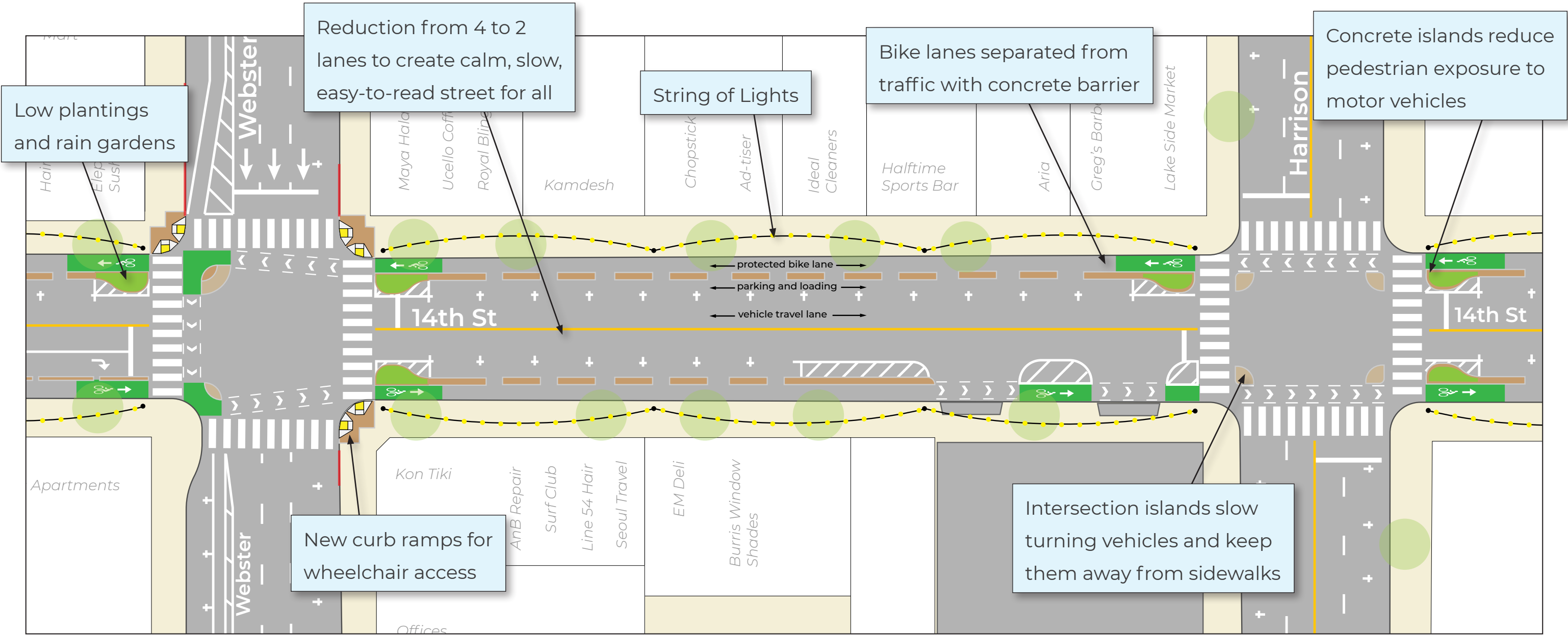
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## PROPOSED IMPROVEMENTS - WEBSTER TO HARRISON



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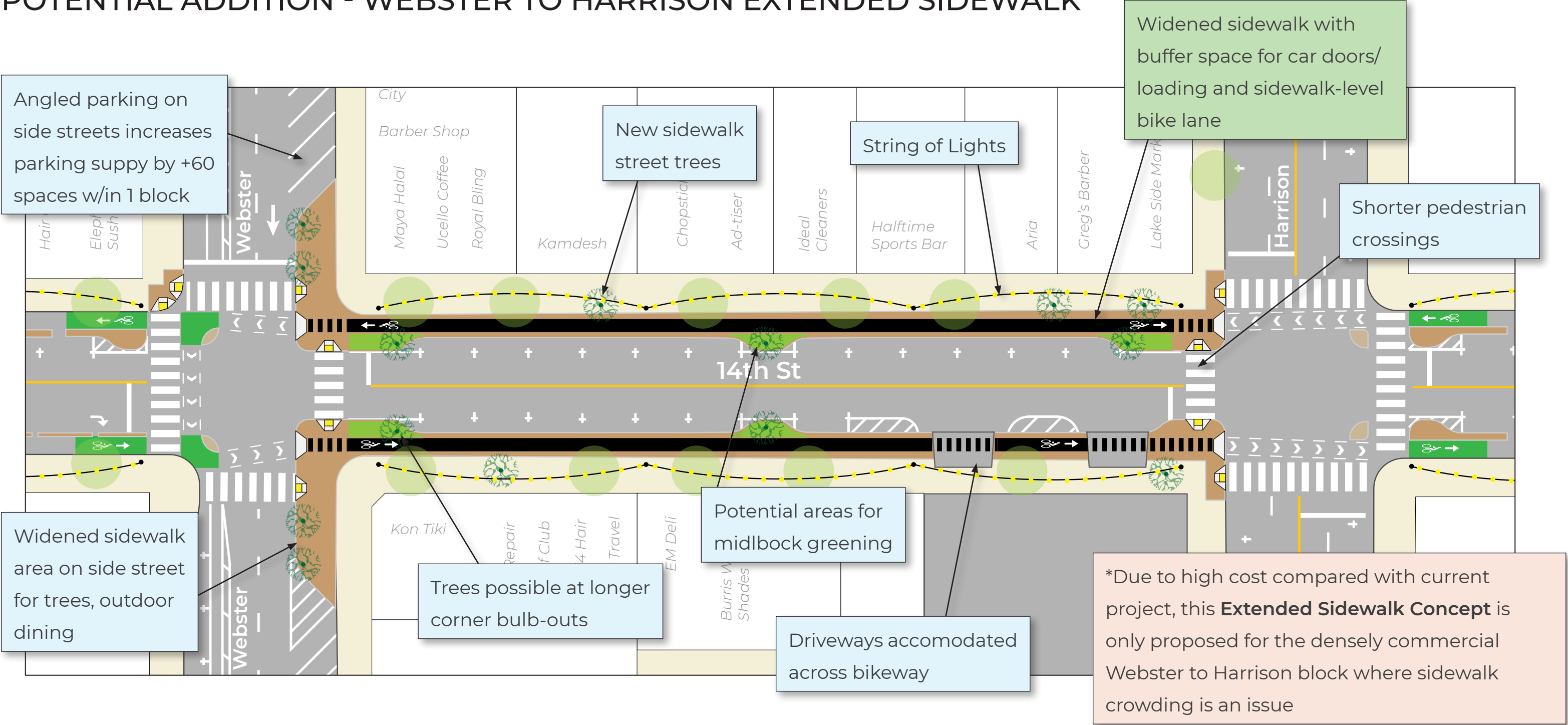
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## POTENTIAL ADDITION - WEBSTER TO HARRISON EXTENDED SIDEWALK\*





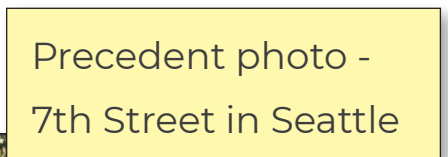
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The diagram illustrates the 'Extended Sidewalk Concept' at a street intersection. It shows a cross-section of the road with a sidewalk, a bike lane, and a parking strip. Key features include:

- Greatly expanded sidewalk/bike merge space at intersection:** A large, light-colored area at the intersection corner where the sidewalk and bike lane meet.
- Sidewalk extension allows for longer bulb w/ landscaping and street tree:** A green tree and a small yellow building are shown on the sidewalk extension.
- Shorter pedestrian crossings:** White crosswalk lines are shown on the sidewalk.
- Sidewalk is flat from building edge to parking strip with a bike lane marked in alternative paving color/treatment:** A black line with yellow dots marks the bike lane, and a light-colored area marks the parking strip.
- Space for unloading/door zone:** A white cross symbol is shown on the sidewalk near the building.
- 14th Street:** The name of the street is written in the center of the diagram.

\*Due to high cost compared with current project, this **Extended Sidewalk Concept** is only proposed for certain high-activity commercial block faces where sidewalk crowding is an issue



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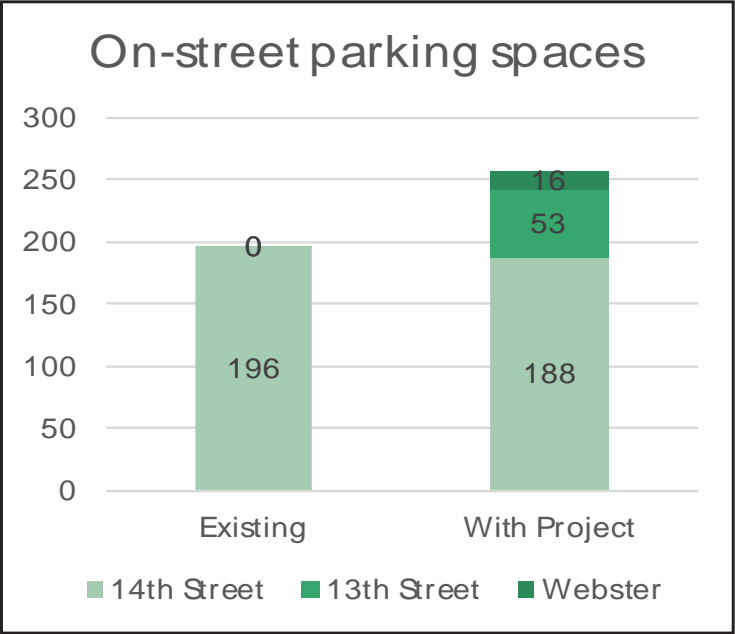
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## PARKING MANAGEMENT PLAN

OakDOT heard clearly from the community that parking, loading, and access to 14th Street for people driving is a concern with the proposed project.

OakDOT is committed to finding creative solutions to maintain and expand access to parking and loading spaces around 14th Street. Alongside our design and engineering work, OakDOT is developing a Parking Management Plan for this project which includes the following core elements:

- » **Subsidized off-street parking for small business-owners** in nearby City-owned garage (up to 23 spaces)
- » Adding angled parking on 13th Street and Franklin Street (**adding up to 61 spaces**, a 31% increase in on-street parking inventory)
- » **Curb management** to ensure about one space per block is available at all times
- » Provide ample **Commercial loading zones** available for merchants and deliveries
- » **Mobility wallet or other transit benefits** for workers on the corridor
- » Continuing to **work with upcoming private development** to provide publicly available parking





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## NEXT STEPS

OakDOT will be working through the Summer and Fall of 2021 to respond to community input on 14th Street. Here's what you can expect:

- » Summer 2021 - Engage with stakeholders to **confirm and modify sidewalk and bikeway designs**
- » Summer/Fall 2021 - Continue to **investigate options for parking enhancements**
- » Summer/Fall 2021 - Go door to door on 14th, send mailers and social media blasts and host small-group meetings to **update stakeholders and continue the conversation**
- » Fall 2021 - **Report back and follow up** with community with design updates and progress on meeting community requests