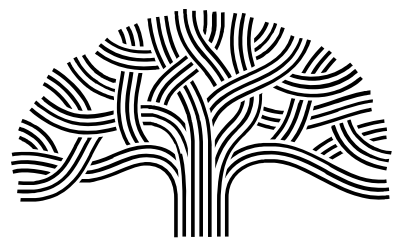


14th Street Safe Routes in the City Construction Award

Fred Kelley
Director
Department of Transportation

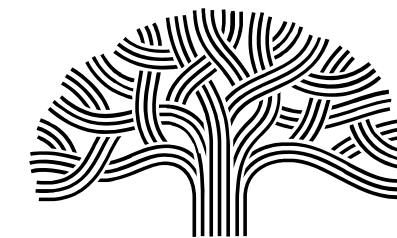


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Project Development

- 2014 – NACTO “Oakland Cities for Cycling” Roadshow
- 2016 – Active Transportation Program (ATP) grant application
- 2017 – 14th Street identified as High Injury Network
- 2018 – Grant funding appropriated and design begins
- 2019 – *Let’s Bike Oakland* Bike Plan, recommends protected bike lanes
- 2019-2022 – Public Outreach and Detailed Design
- 2022 – 100% Design and Oakland City Council Policy Resolution
- 2023 – Construction Bids Solicited



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Project Area

Currently there is no safe and complete bicycle connection from West Oakland or Eastlake into Downtown.

This project will close that gap with a **best-in-class streetscape design** to promote safe biking, walking, and strolling on 14th Street.



High Injury Corridor

14th Street is on the City's High Injury Network, the 6% of City roads that are responsible for 63% of severe or fatal injuries.

Since 2016, 4 people walking or biking have been killed on 14th Street.



SINCE THE CITY BEGAN PLANNING FOR 14TH STREET SAFETY UPGRADES IN 2016:

- » 2 people walking were killed by drivers on 14th Street - both were seniors in crosswalks
- » 2 people biking were killed by hit and run drivers
- » Vehicle collisions injured 189 people, 38 of them seriously (2016-2020)



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

On average, someone is injured every 9.5 days by a collision on 14th Street.

14th Street and Jefferson Street (EXISTING)

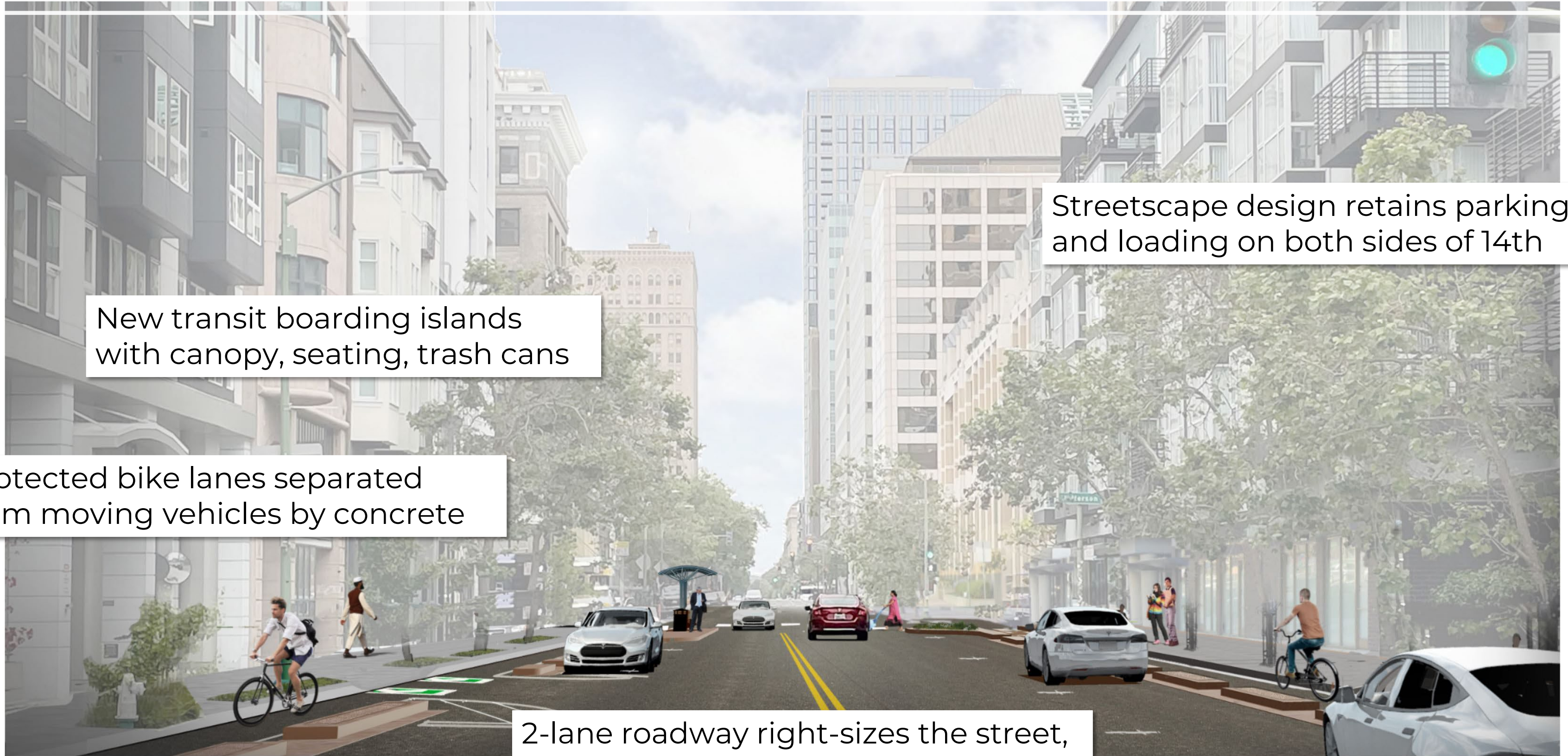


Bus stops at the sidewalk curb with no amenities

Wide open roadway promotes speeding, allows for unsafe passing maneuvers

4 travel lanes with no bike lanes

14th Street and Jefferson Street (PROPOSED)



Streetscape design retains parking and loading on both sides of 14th

New transit boarding islands with canopy, seating, trash cans

Protected bike lanes separated from moving vehicles by concrete

2-lane roadway right-sizes the street, promotes slow and calm vehicle use

14th Street and Broadway (EXISTING)



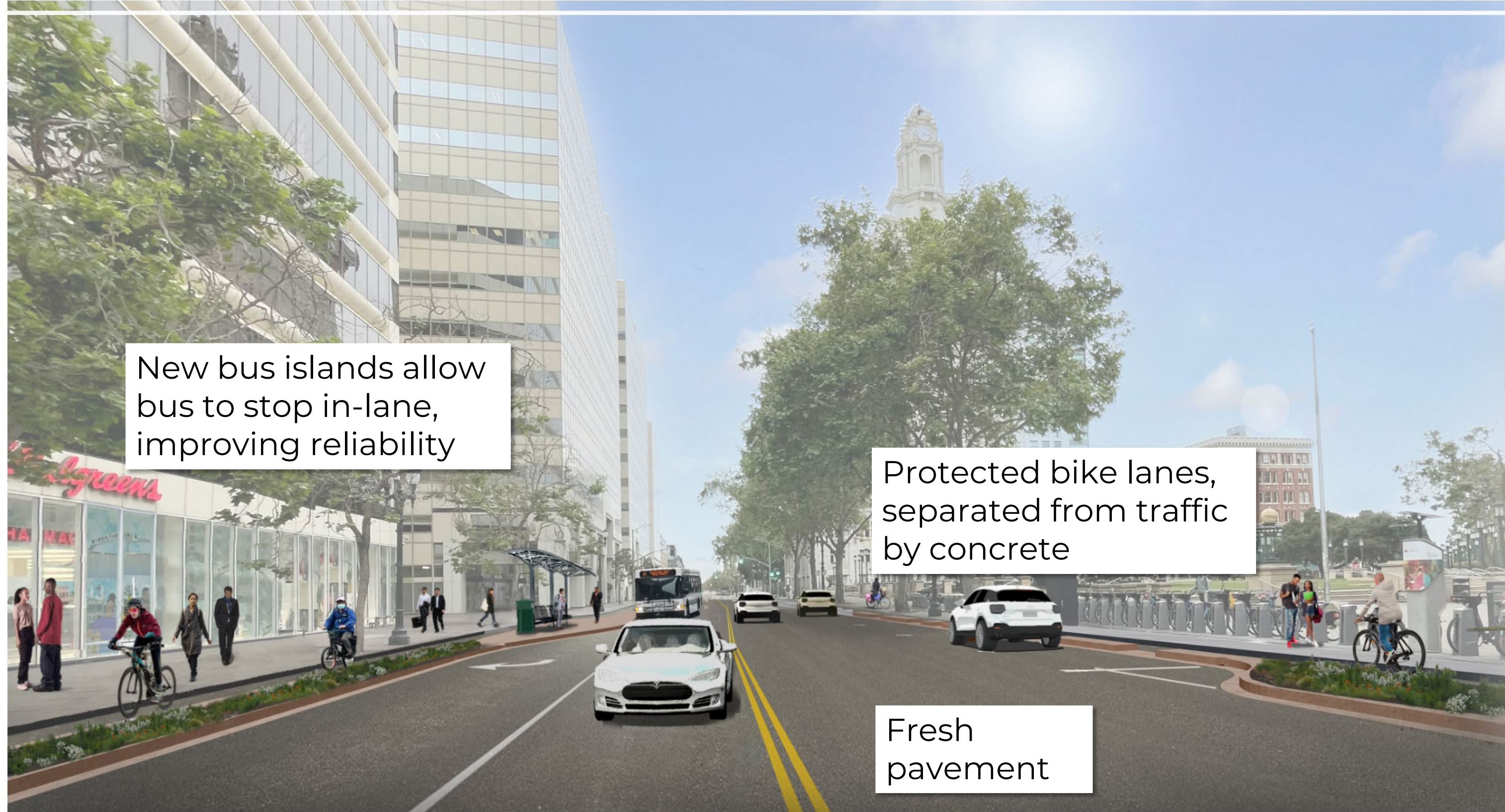
Bus pulls out to curb, causing delay

Wide open roadway promotes speeding, allows for unsafe passing maneuvers

Cracked and uneven pavement

4 travel lanes with no bike lanes

14th Street and Broadway (PROPOSED)



New bus islands allow bus to stop in-lane, improving reliability

Protected bike lanes, separated from traffic by concrete

Fresh pavement

14th Street and Webster (EXISTING)

Commercial core of 14th Street – sidewalk crowding at peak times

Sidewalk cracks and maintenance issues

Wide open roadway promotes speeding, allows unsafe passing maneuvers

4 travel lanes with no bike lanes



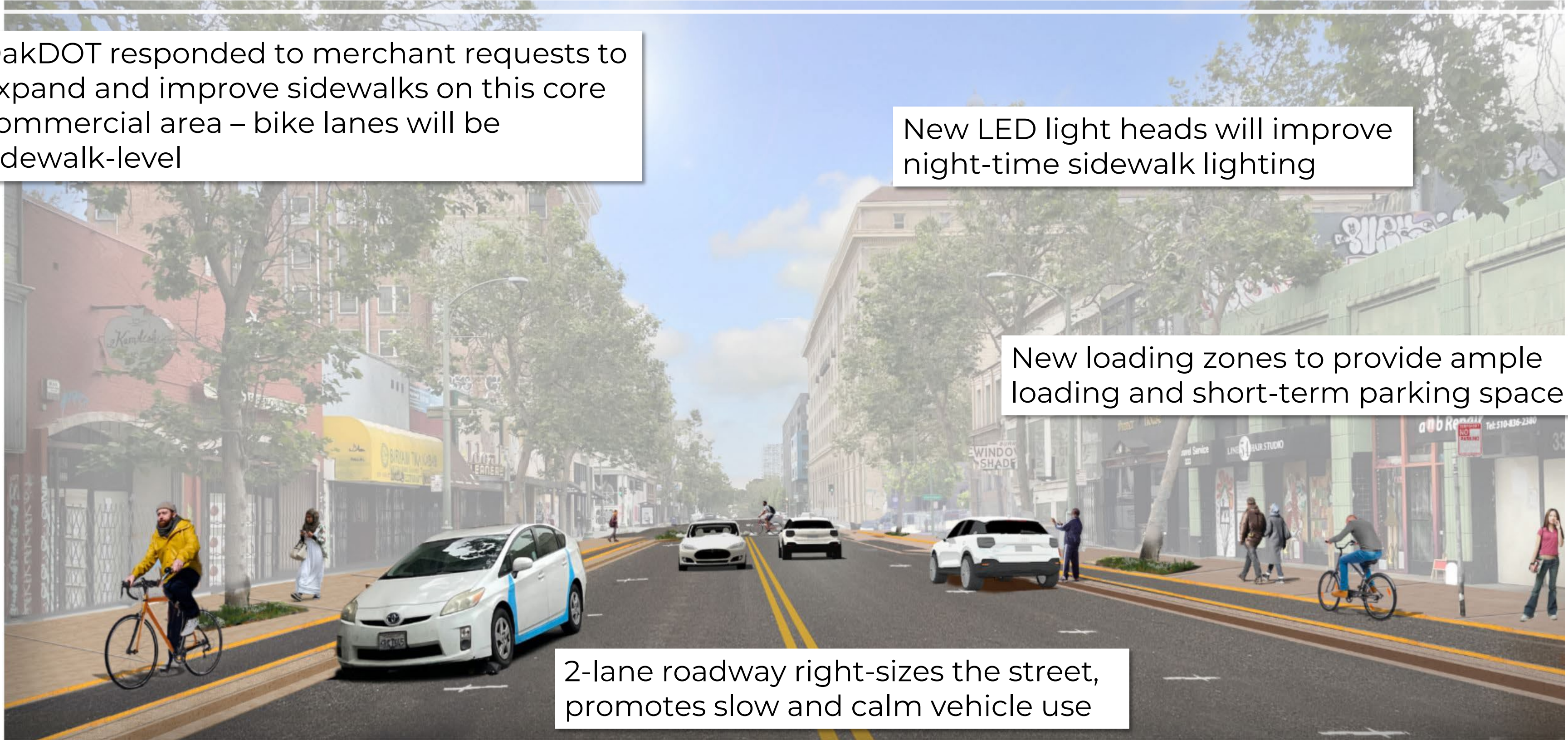
14th Street and Webster (PROPOSED)

OakDOT responded to merchant requests to expand and improve sidewalks on this core commercial area – bike lanes will be sidewalk-level

New LED light heads will improve night-time sidewalk lighting

New loading zones to provide ample loading and short-term parking space

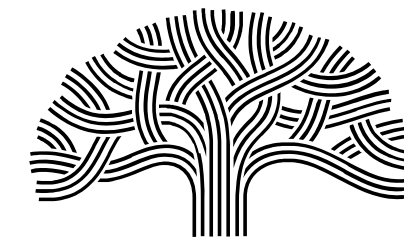
2-lane roadway right-sizes the street, promotes slow and calm vehicle use



Funding

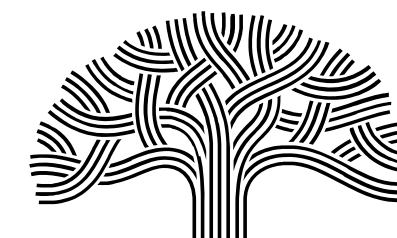
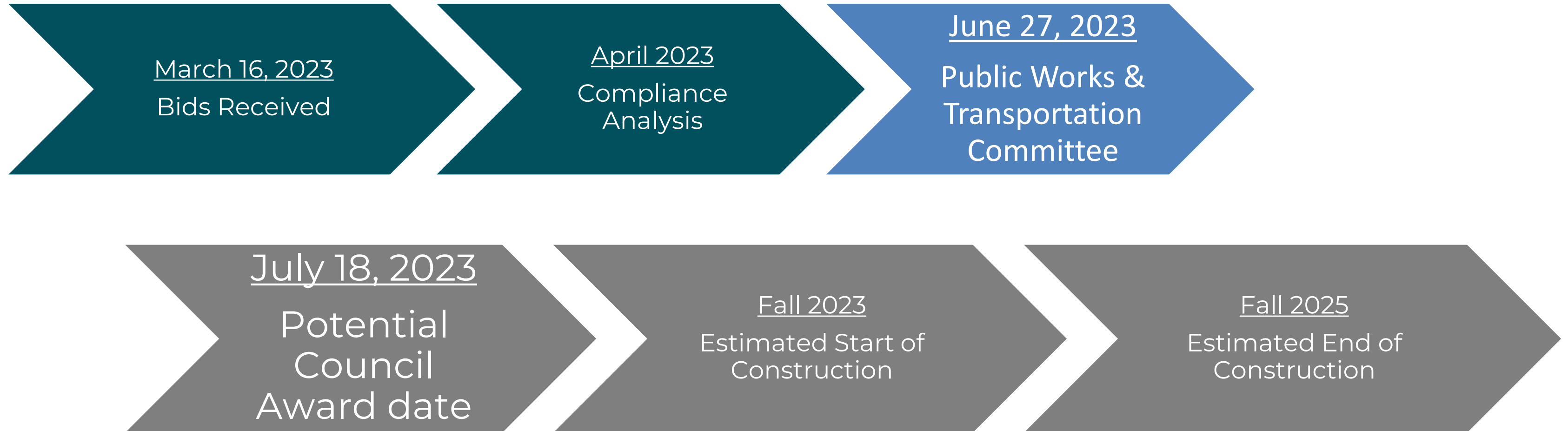
Fund Source	Amount
Active Transportation Plan (ATP) (Federal) & MTC Quick Strike (Federal)	\$10,343,000
Affordable Housing & Sustainable Communities Grant - Sustainable Transportation Infrastructure (STI) funds	\$1,244,244
Affordable Housing & Sustainable Communities Grant - Transportation Related Amenities (TRA) funds	\$200,000
Alameda CTC - Comprehensive Investment Plan (CIP)	\$155,000
Local Funding (Measure KK)	\$3,632,819
Total Construction Costs*	\$15,575,063

*Disadvantaged Business Enterprise (DBE) participation goal is 25%



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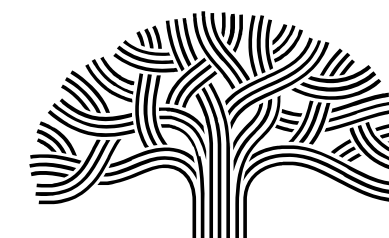
Construction Bid-Award



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Public Outreach History

- **4 years** of ongoing Public Outreach and Engagement (2019-2022)
- **2 Public Open Houses** (May and October 2019)
- **Neighborhood Council Presentations** (Downtown, Chinatown, Jack London, West Oakland, Eastlake)
- **Stakeholder Outreach** (AAMLO, Main Library, Malonga Center, Cabaret Owners, Hong Fook/Family Bridges, BAMBD CDC)
- **Business/Merchant Outreach** - site walks and knocking on doors
- **Resident Outreach** – 13,000 postcards to the area, email list, Neighborhood Council meetings



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Community Commitments

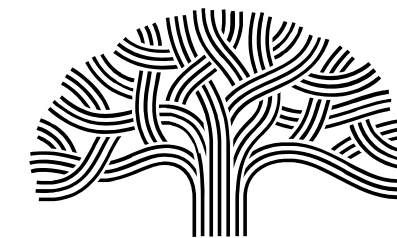
- **Parking Management Plan**

- Repave 13th Street with angled parking to add 53 spaces
- Add new Commercial and Passenger loading zones
- Create discounted off-street parking program for local small business owners and employees
- Create discounted parking validation program for patrons of local businesses

- **Public Art Program**

- 1.5% of Capital Improvement Costs to Public Art

- **Outreach on Construction Activity**



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LEARN MORE

More information and construction updates about the 14th Street Safe Streets in the City project.

[OAKLANDCA.GOV/PROJECTS/14TH-STREET](https://oaklandca.gov/projects/14th-street)