

Bikeways Workshop

LOCAL PROJECT SPOTLIGHT:
Building the Network!

Walnut Avenue Bikeway

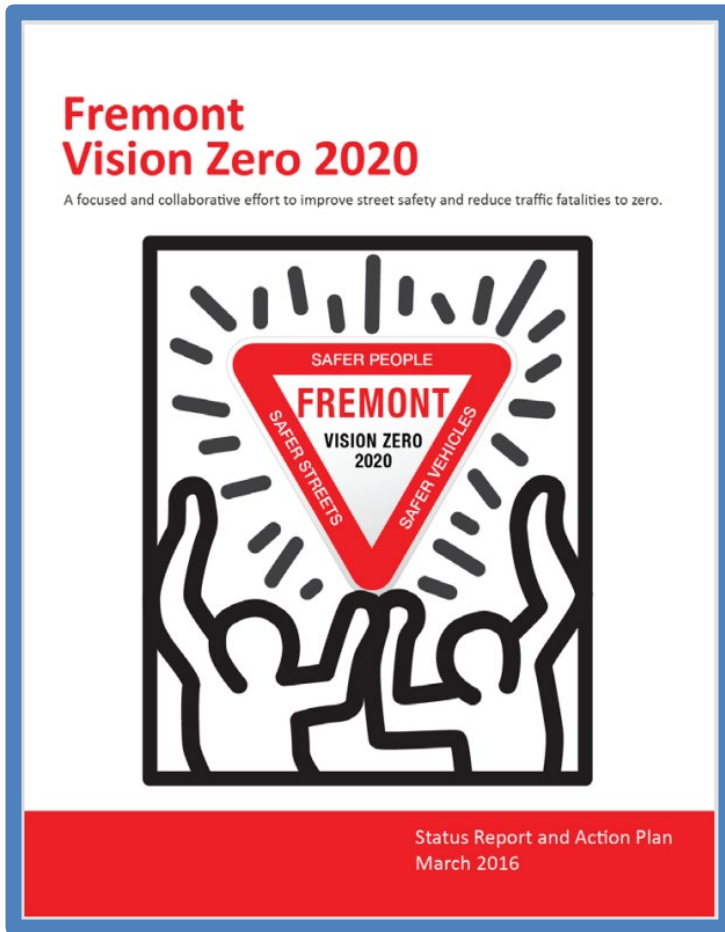


Alameda CTC Countywide Bikeways Workshop
Noe Veloso, Assistant City Engineer



Fremont Vision Zero

In 2015, 5 of 8 fatalities involved pedestrians or bicyclist.



Walnut Avenue Corridor

- \$5 Million Grant from Alameda CTC
- 1.3 Miles of Raised Cycle Track
- 4 Protected Intersections
- Multiple Floating Bus Islands
- RRFB crossing
- CA School for the Blind Coordination



Walnut Avenue Bikeway

Walnut Avenue at Civic Center Drive



Walnut Avenue Bikeway

Walnut Avenue at Civic Center Drive



Walnut Avenue Bikeway

Tracking Mobility and Safety Metrics

	% Change
BART Ridership at Fremont Station	-75% from Pre-pandemic Levels
ADT on Walnut Avenue	-21% from Pre-pandemic Levels
Bike Ridership	+12% from 2020 to 2022
85 th Percentile Speed	-2 MPH from Pre-pandemic survey
Crash Rate (All Crashes)	-50% Before/After project
Crash Rate (Fatal/Severe Injury)	-63% Before/After project

Walnut Avenue Bikeway



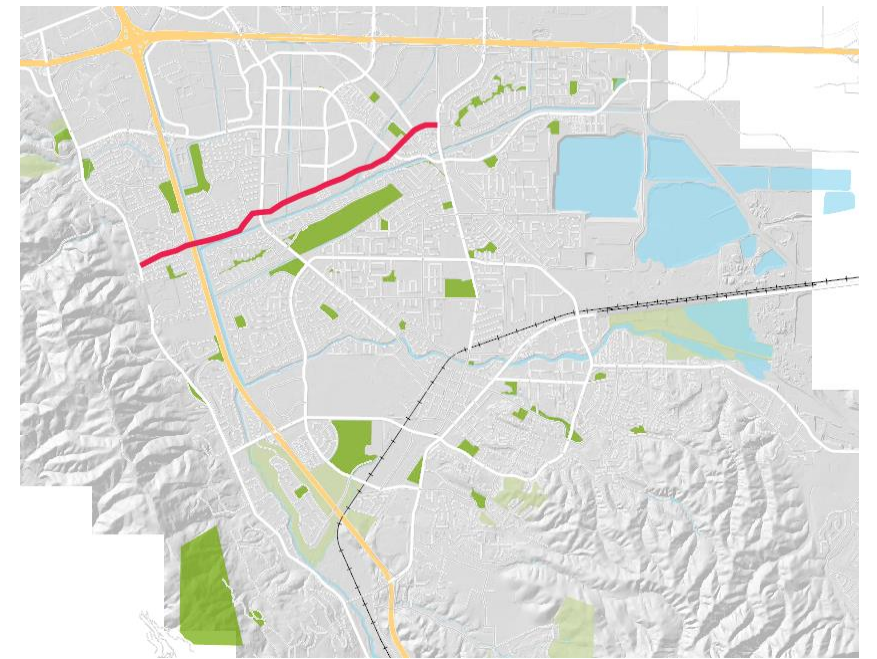
Alameda CTC Countywide Bikeways Workshop
Noe Veloso, Assistant City Engineer



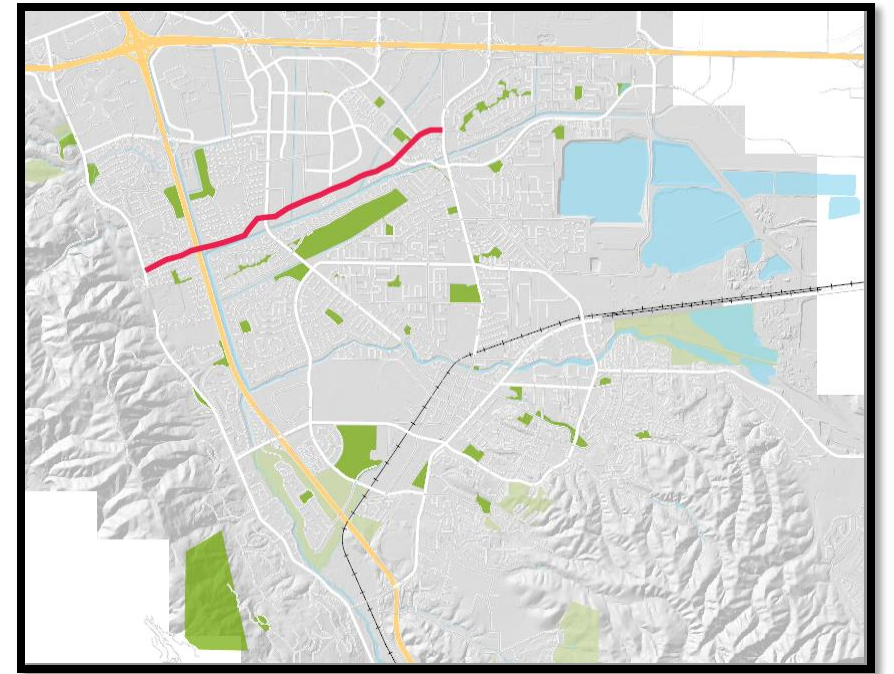
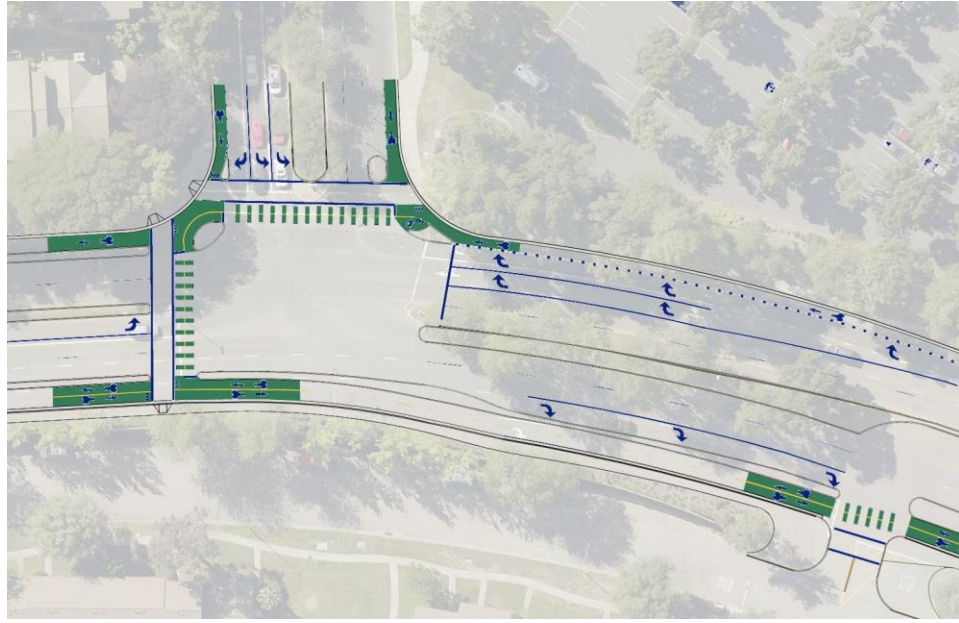
West Las Positas Pedestrian and Bicycle Corridor



West Las Positas Corridor



West Las Positas Corridor



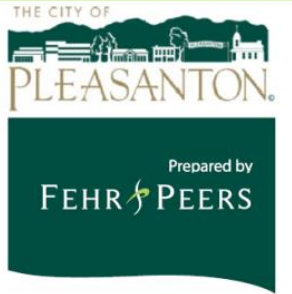
Advancing Bikeway Network in Pleasanton

- Created Pedestrian and Bicycle Master Plan
 - Key components
 - All ages and abilities
 - Corridor completion



City of Pleasanton
**Bicycle & Pedestrian
Master Plan**

April 2017



Advancing Bikeway Network in Pleasanton

Approach that works in Pleasanton:

- “Pilot Project”
- Near a school
- Be clear on goals



Advancing Bikeway Network in Pleasanton

Be prepared to adjust

- Not everything in a pilot goes as planned
- This is where you rely on your goals



Advancing Bikeway Network in Pleasanton

Establishing the priority of Pedestrian and Bicycle safety is key.

Use school and other advocacy to support the plan



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:

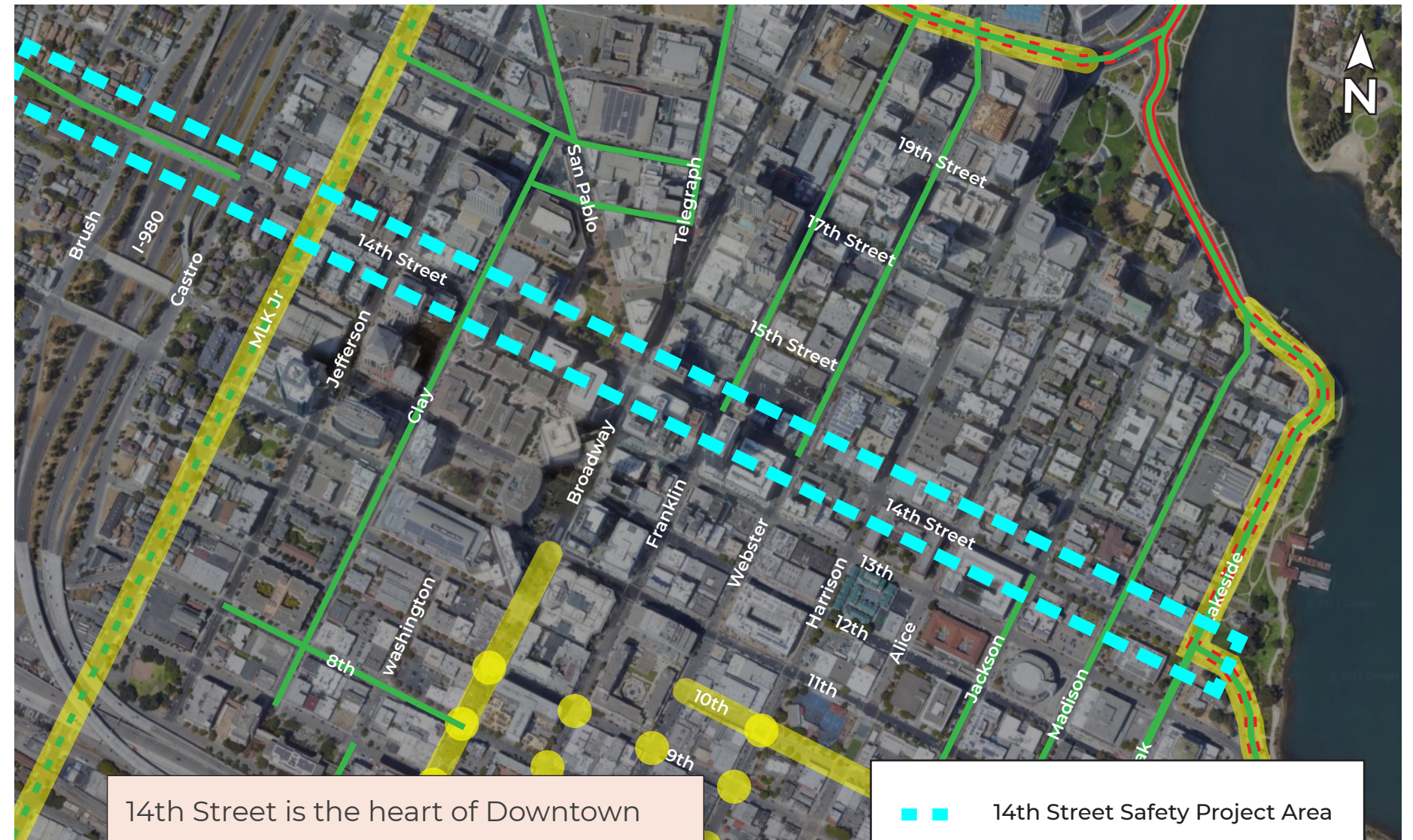
In 2017 the City of Oakland won a \$11 million State grant to provide a once-in-a-generation investment in safety and community-driven aesthetic improvements on 14th Street From Brush Street to Lakeside Drive/Oak Street.

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 of Oakland Department of Transportation (OakDOT) heard concerns from the community regarding parking, roadway safety, providing benefits for small businesses, and aesthetic elements related to the Black Arts Movement Business District.

OakDOT responded to this input by:

- **Updating the Project Design**
- **Creating a Comprehensive Parking Management Plan**
- **Adding a Public Art Component**



14th Street is the heart of Downtown Oakland, connecting neighborhoods and civic institutions. How can we design this project to **welcome more people** to Downtown, **make them feel safe** and **connect them** to the cultural and commercial resources of our Town?

- 14th Street Safety Project Area
- Bicycle Lane Network
- Protected Bike Lane
- Upcoming OakDOT Projects
- Slow Streets Network

14th Street Safety Project

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



City of
Oakland

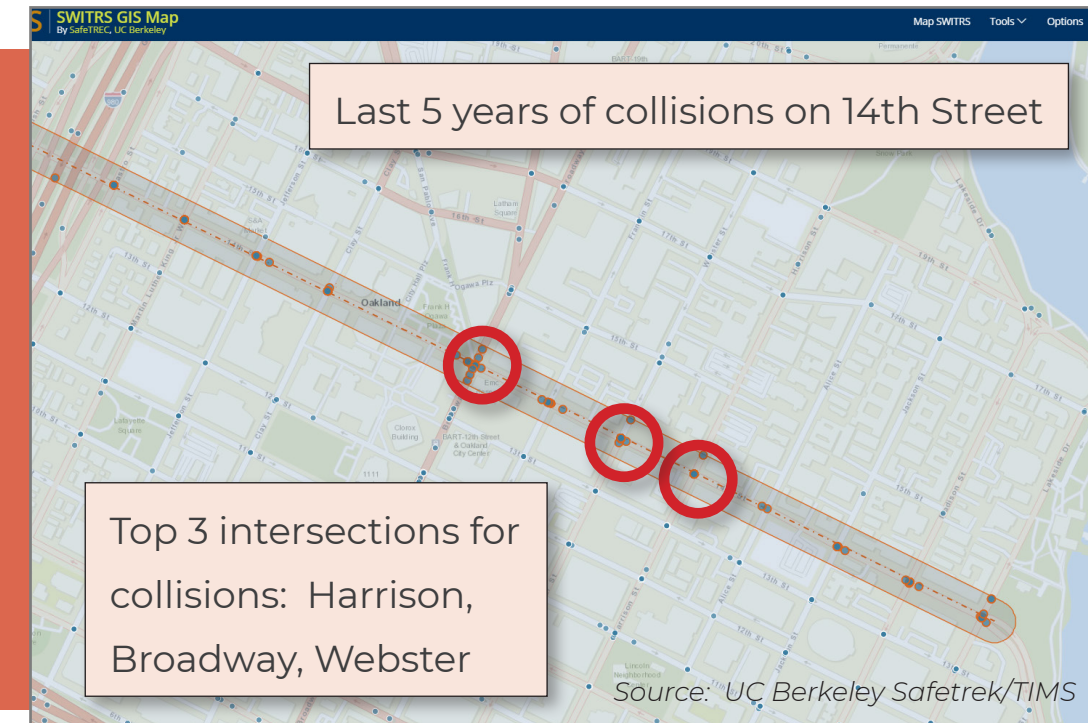
Department of
Transportation

TRAFFIC COLLISIONS



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
- » 1 person biking was killed by a driver on 6/16/22
- » 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

These trends predict that someone will be injured **every 9.5 days** by a collision on 14th until this project is constructed.

14th Street Safety Project

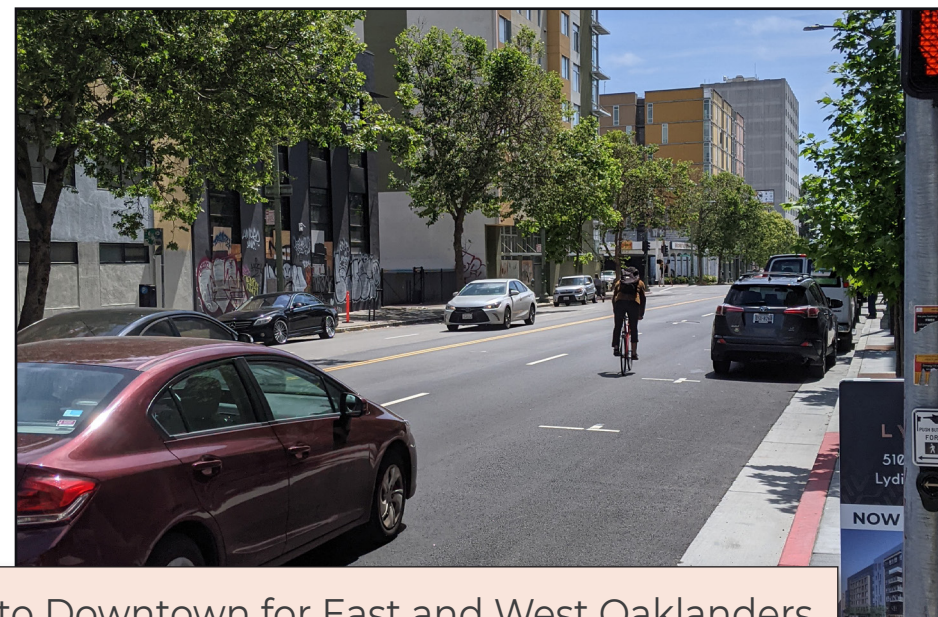
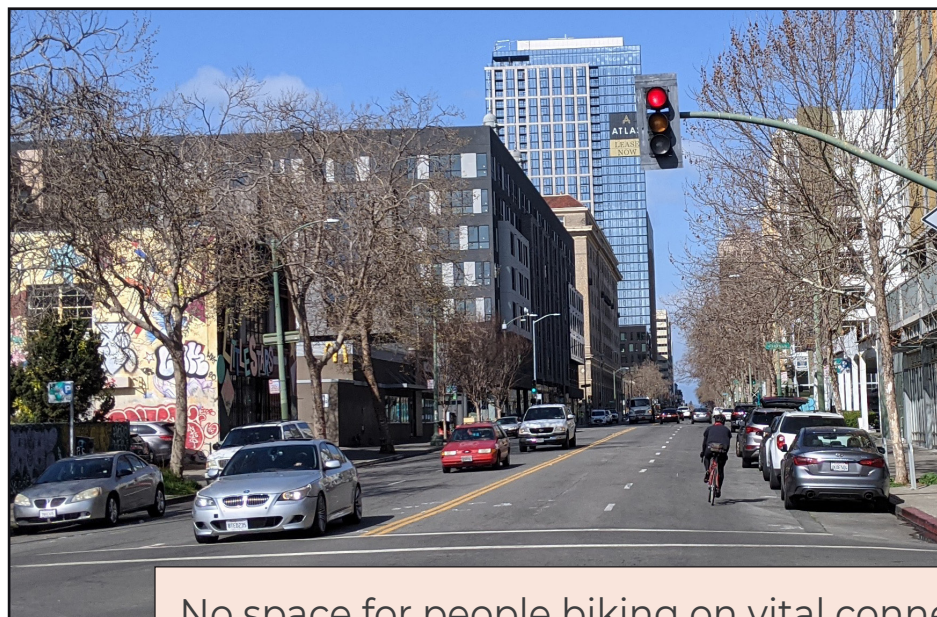
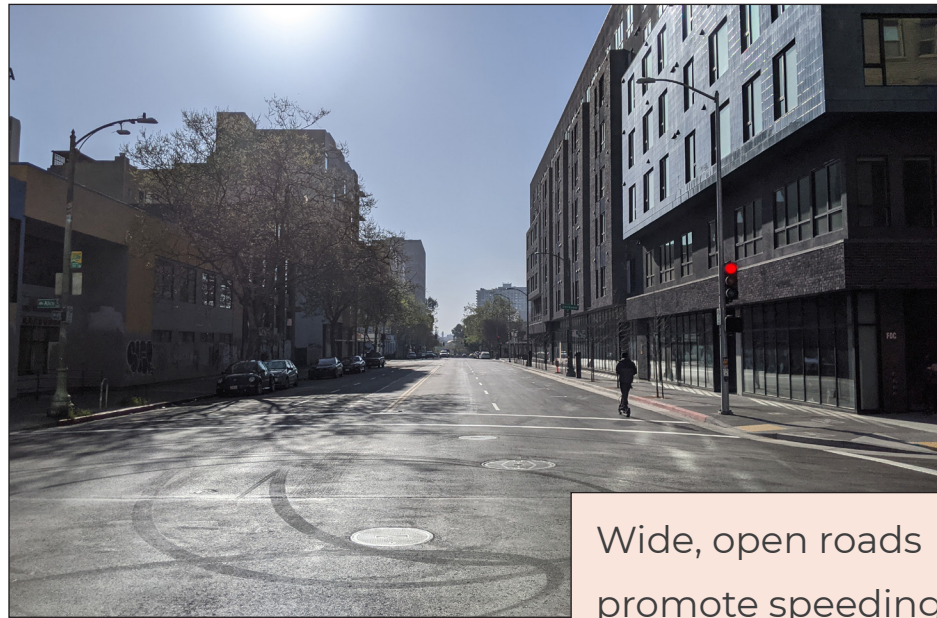
Investing in 14th Street as a community destination for safe strolling, shopping, and biking



City of
Oakland

Department of
Transportation

SAFETY ISSUES ON 14TH STREET



14th Street Safety Project

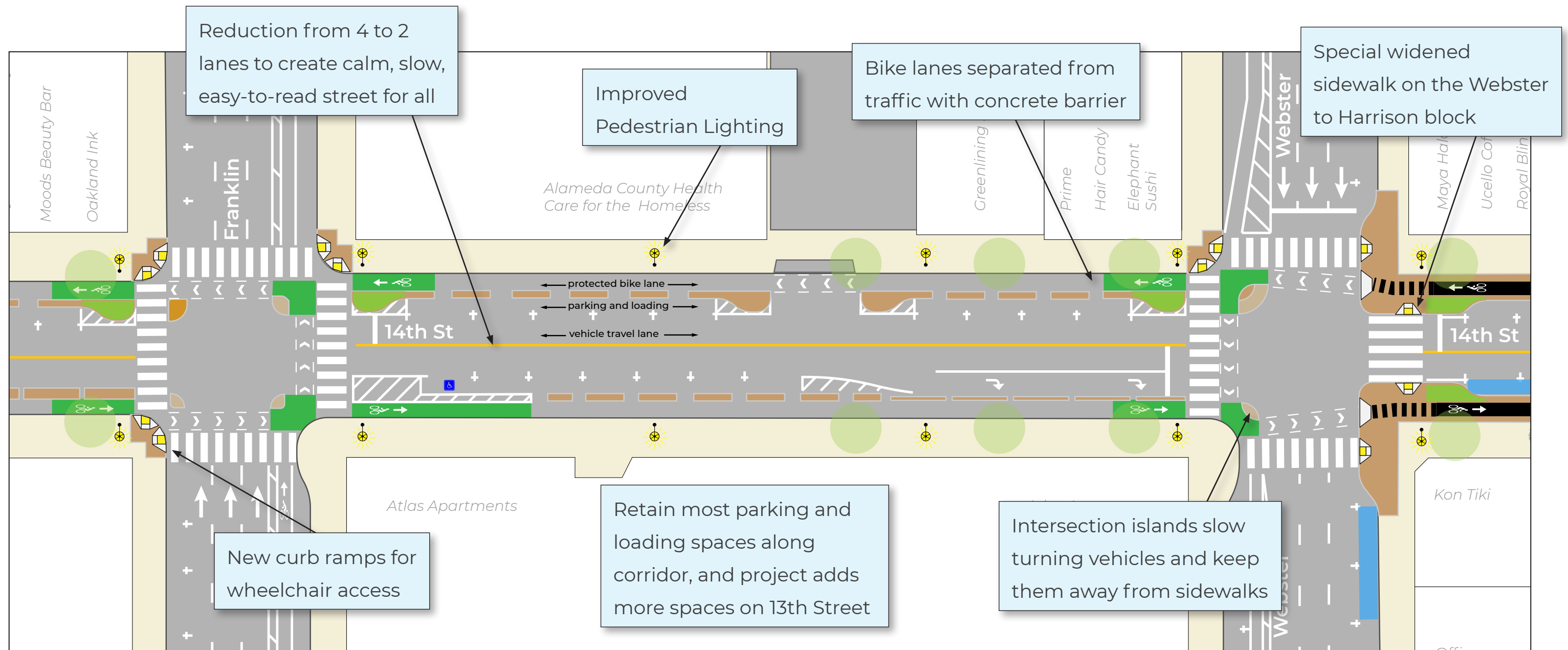
Investing in 14th Street as a community destination for safe strolling, shopping, and biking



City of
Oakland

Department of
Transportation

TYPICAL BLOCK LAYOUT - FRANKLIN TO WEBSTER



14th Street Safety Project

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

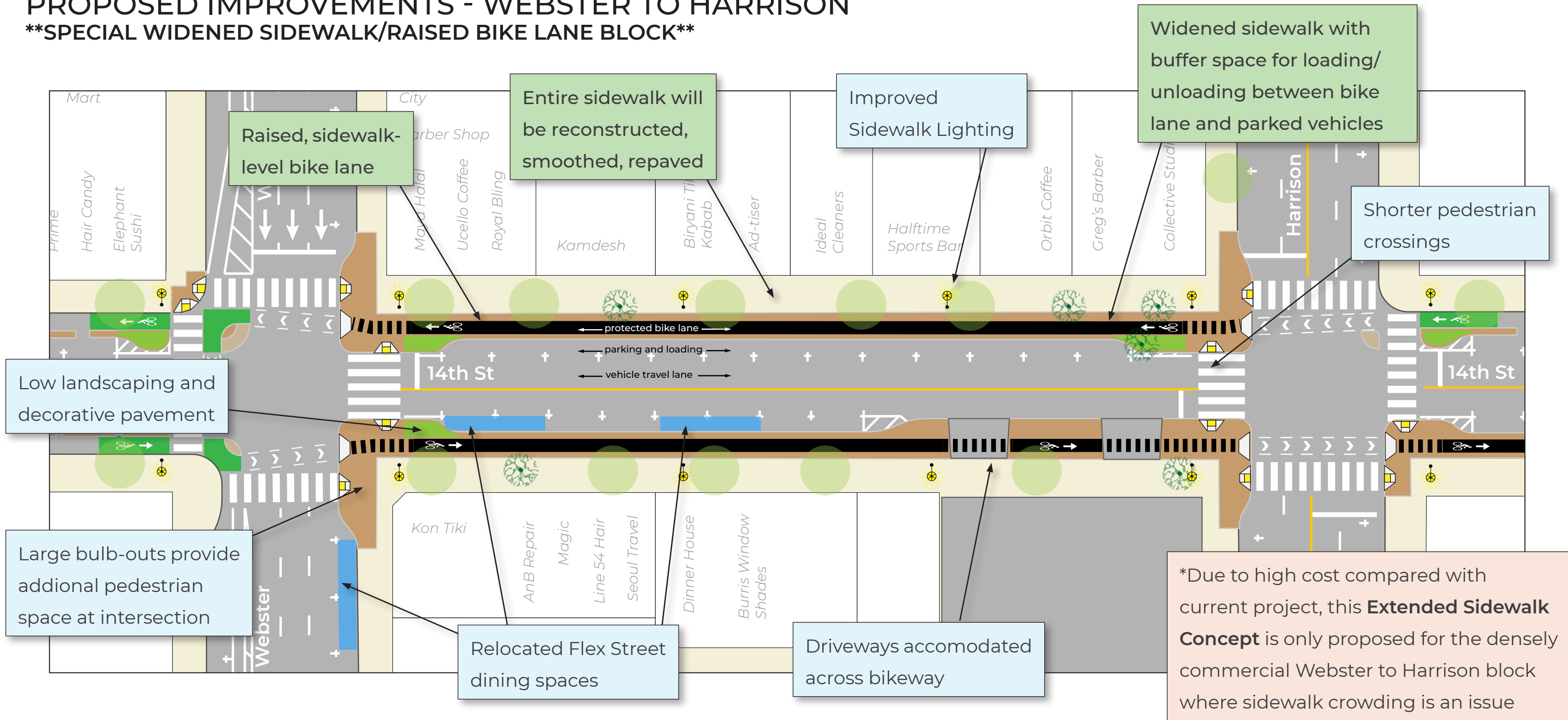


City of
Oakland

Department of
Transportation

PROPOSED IMPROVEMENTS - WEBSTER TO HARRISON

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



*Due to high cost compared with current project, this **Extended Sidewalk Concept** is only proposed for the densely commercial Webster to Harrison block where sidewalk crowding is an issue

14th Street Safety Project

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



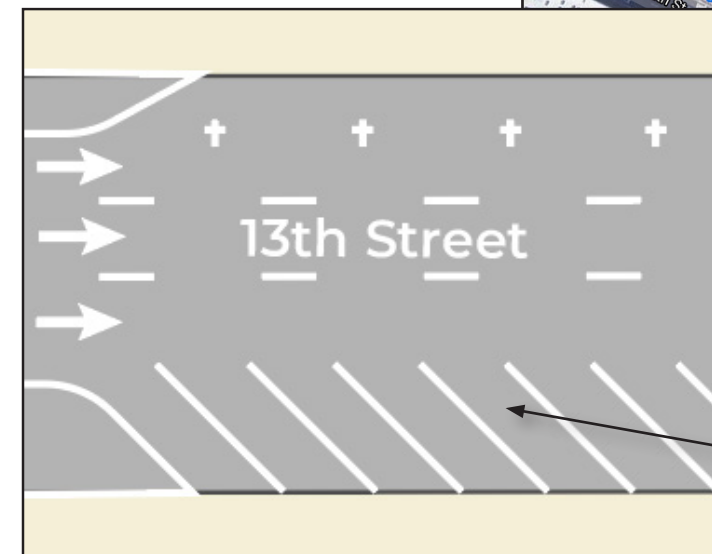
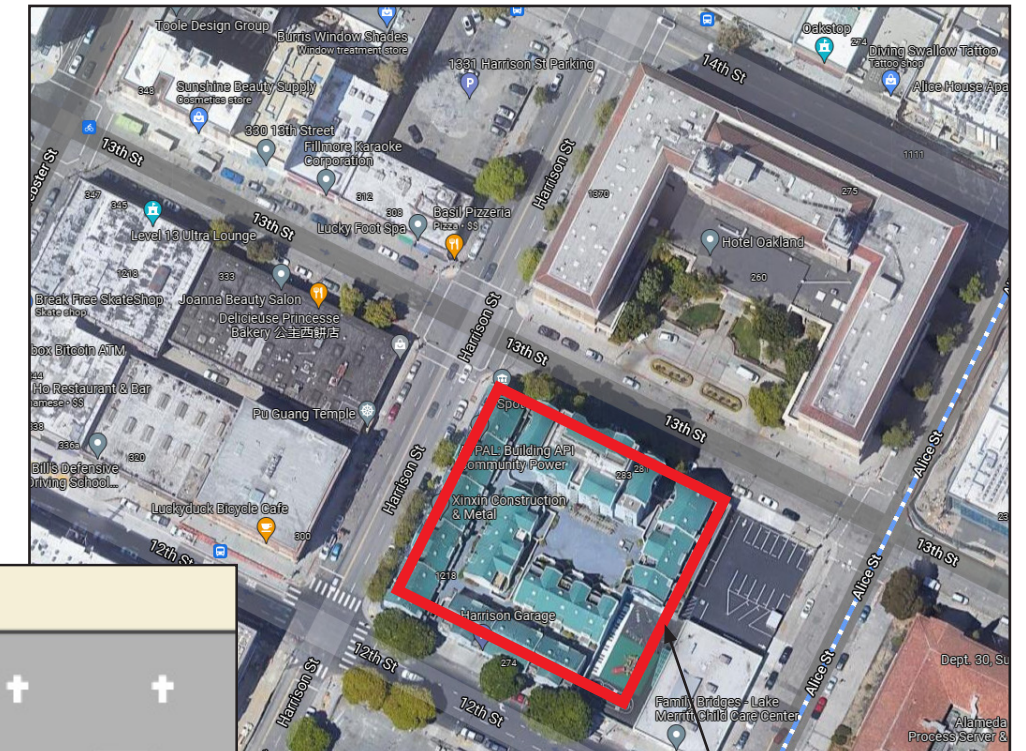
City of
Oakland

Department of
Transportation

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:

- » **ADD 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 for the Project*.
- » **ADD NEW COMMERCIAL AND PASSENGER LOADING ZONES**, installed free of charge to support business operations and pickup/dropoff.
- » **CREATE DISCOUNTED OFF-STREET PARKING PROGRAM FOR LOCAL SMALL BUSINESS-OWNERS AND EMPLOYEES** in the Harrison Street Garage at 13th/Harrison (35 monthly spaces available at *50% discount*)
- » **CREATE DISCOUNTED PARKING VALIDATION PROGRAM FOR LOCAL BUSINESSES** at either the Franklin Plaza Garage or the Harrison Street Garage, offered at a *50% discount*.



13th and Harrison Garage location

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

14th Street Safety Project

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



City of
Oakland

Department of
Transportation

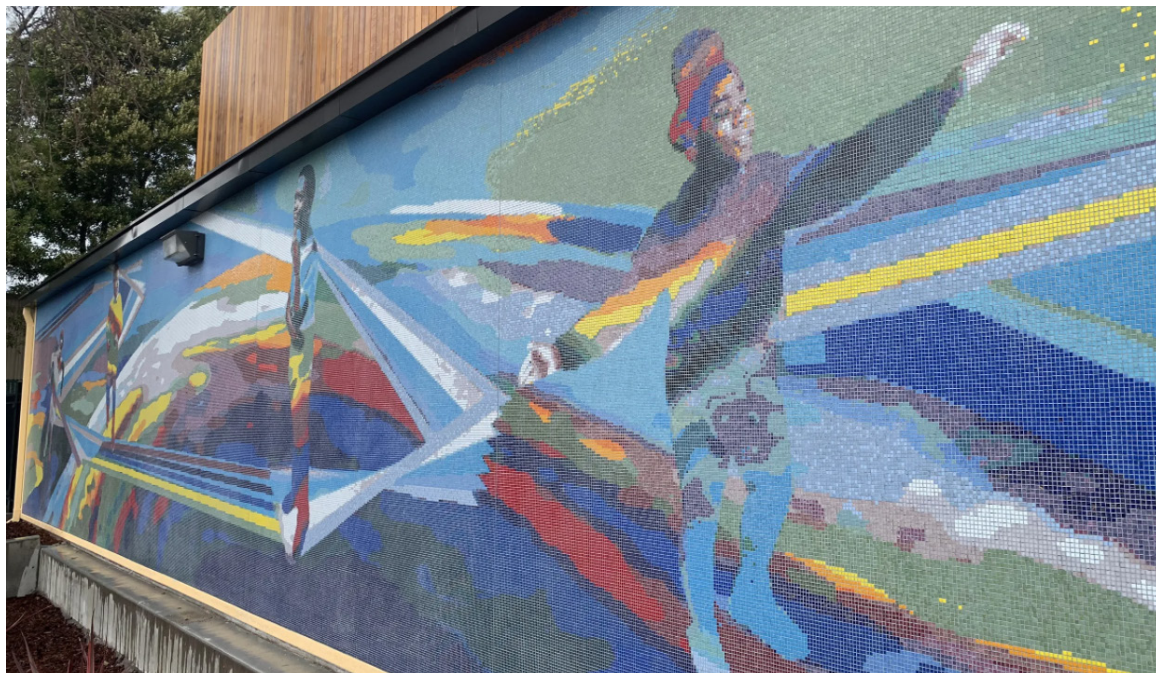
PUBLIC ART PROGRAM

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



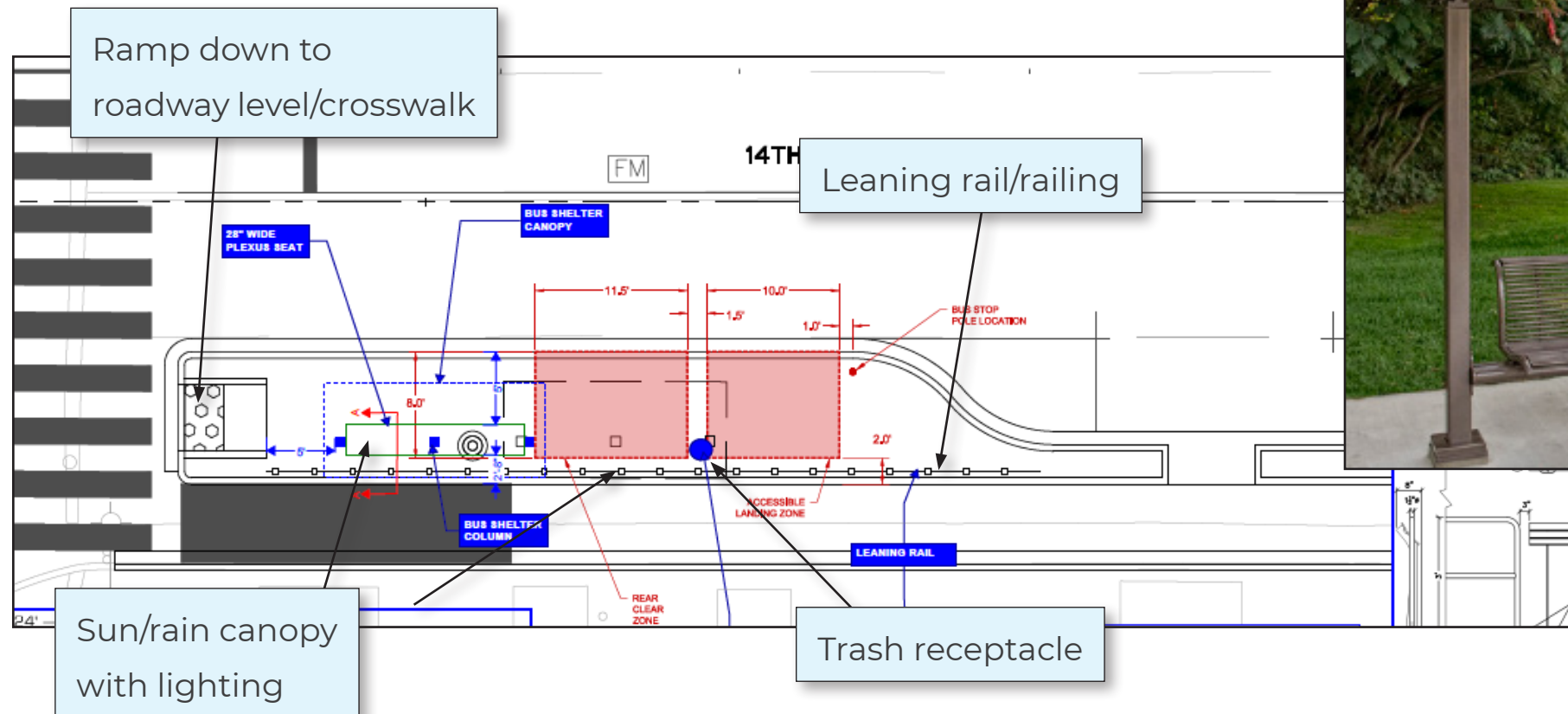
Makkeweeks Sculpture - Snow Park. Credit: WowHaus

~\$300K

(estimated 1.5% of Capital Improvement Costs of approximately \$20M)

TRANSIT STOP AMENITIES

- » New bus boarding islands are not wide enough for standard ClearChannel bus shelters
- » OakDOT is working to develop a toolkit of low-maintenance transit amenities
- » Steel construction, no glass, no large flat surface areas
- » Steel mesh seating option with armrests
- » Hard-wired lighting for nighttime visibility



"Kaleidoscope" canopy example



14th Street Safety Project

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



City of
Oakland

Department of
Transportation

DESIGNING FOR RACIAL EQUITY

Stakeholders	Racial Equity Lens	Impacts of transportation project	Strategies to minimize adverse impacts
Residents	People who live in census tracts adjacent to the Project are overwhelmingly BIPOC (~70.3%), similar to the citywide average (69.8%). ¹	Safer, calmer street Additional travel options Perceived gentrification	Regular, transparent and meaningful engagement Public Art process to reinforce placekeeping
Merchants	The Project is located within the Black Arts Movement Business District and Oakland Chinatown Improvement Council.	Fewer opportunities to double park without blocking vehicle traffic	Parking Management Plan to help people drive to access businesses Public Arts process to reinforce corridor's identity(ies) Expanded sidewalk space Subsidized off-street parking at Harrison Street Garage for merchants Engagement
People walking	As compared to all Oaklanders, Black Oaklanders are three times as likely to be killed or severely injured while walking. Thirty percent of streets in majority Asian census tracts fall within the City's High Injury Network, compared with majority white census tracts (2.3%). ² 14th Street is on the Pedestrian High Injury Network. ²	Easier and safer to cross the street Fewer people biking and scooting on the sidewalk	Engagement
People biking	Three percent of Black Oaklanders commute to work by bike, compared with 4% of white Oaklanders. ¹ 14th Street is on the Bicycle High Injury Network. ²	Dedicated travel option Safer street	Engagement
People riding transit	The majority of AC Transit's riders are BIPOC. ⁴ Citywide, 25% of Oaklanders say transit is their primary way to get around. In the Project Area, 42% rely on transit as their primary mode of transportation. ⁴	Better transit amenities More efficient transit service	Engagement
People driving on 14th St	Black or African American Oaklanders (18.7%) are three times more likely not to have access to a car than white Oaklanders (6.1%). ³ As compared to all Oaklanders, Black Oaklanders are two times more likely to be killed or severely injured in traffic crashes. ² 14th Street is on the Multimodal High Injury Network. ²	Fewer on-street parking spaces on 14th St (24 spaces) More visible traffic signal heads Some additional delay in the peak hour at Broadway Safer street	Parking Management Plan Discounted validated parking for visitors More on-street parking spaces (53) on 13th Street More and adequate loading zones Engagement

¹ 2019 5-Year estimates data from the American Community Survey (ACS)

² 2021 Safe Oakland Streets Informational Report and Appendix

³ 2018 Oakland Equity Indicators Report

⁴ 2020 Transit Action Strategy