

E 21st Street Safety Project

Open House Summary



DEPARTMENT OF
TRANSPORTATION
CITY OF OAKLAND

Overview

On June 16th, 2026, the Oakland Department of Transportation (OakDOT) held an Open House event for the E 21st Street Safety Project. The Open House was held at Oakland Trybe's San Antonio Park facility from 5:30-7:30pm and was open to the public.

OakDOT advertised the event by outreach to neighborhood groups, sending a mailer to all residents within ¼ mile of the project area, and posting flyers in the neighborhood.

OakDOT offered live interpretation in Spanish, Cantonese, and Vietnamese, and all materials were translated into these languages. One family used Spanish interpretation during the event, but no participants used Cantonese or Vietnamese interpretation.

Approximately forty people attended the Open House and along with ten OakDOT staff. This allowed participants to have one-on-one conversations with staff.

Open House Goals

- Inform community of project scope
- Introduce paving project toolkit
- Learn about traffic safety needs on E 21st Street and in the San Antonio Neighborhood



Above and below: Participants and staff chat at the E 21st Street Open House



Engagement Methods

Interactive Design Activity

The main engagement method was an interactive design exercise where participants shared what they want traffic safety improvements on the corridor to look like. They did this by laying out paper cut-outs of different improvements onto aerial images of each project block.

Staff provided cut-outs of the improvements in the paving project toolkit: traffic circles, speed cushions, and concrete islands (of various sizes and types). They also provided construction paper that people could cut out/label/draw on to make their own improvements and post-it notes for participants to leave other comments.

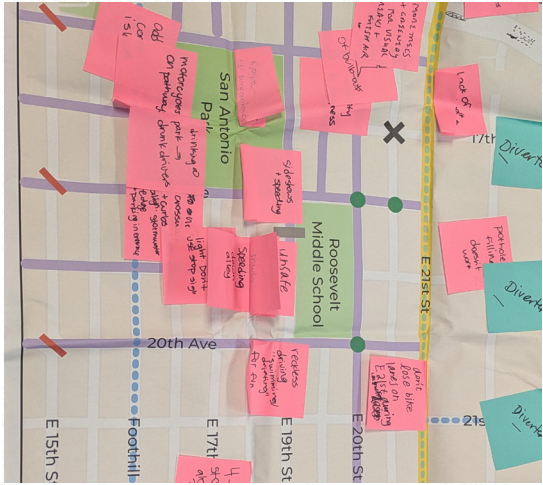
Community members visualized the improvements they would like to see at specific locations on E 21st St and had one-on-one conversations with staff about potential design options. The results of this activity will directly inform the project design.



Above: Layouts of toolkit cutouts and comments on post-its.

Neighborhood Traffic Safety Needs Map

At a separate station, community members provided feedback on traffic safety needs anywhere in the San Antonio Neighborhood. Participants added post-its with their thoughts on traffic safety problems and/or improvements to a large map of the neighborhood. One staff member facilitated this activity.



Above: Comments on the neighborhood needs map

Community feedback from this activity will guide OakDOT in evaluating potential safety improvements to nearby streets planned for paving (see [Paving Plan Map](#) to see which streets are planned for future paving in San Antonio).

Interactive Design Activity

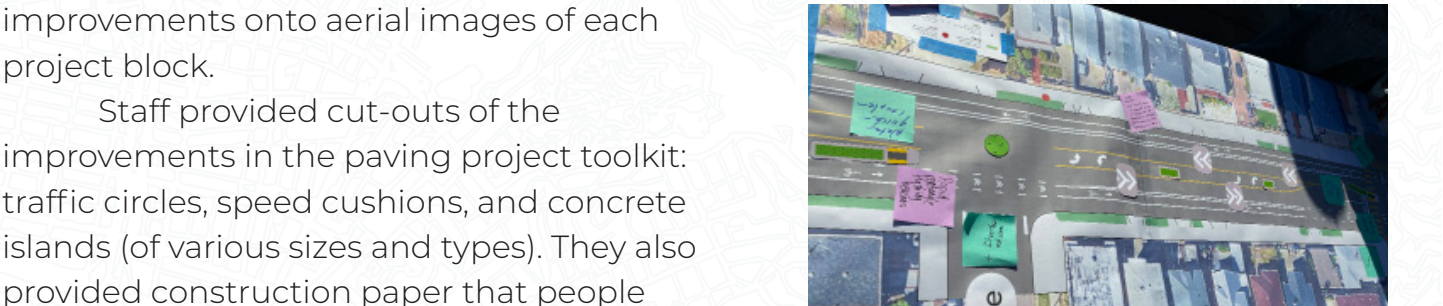
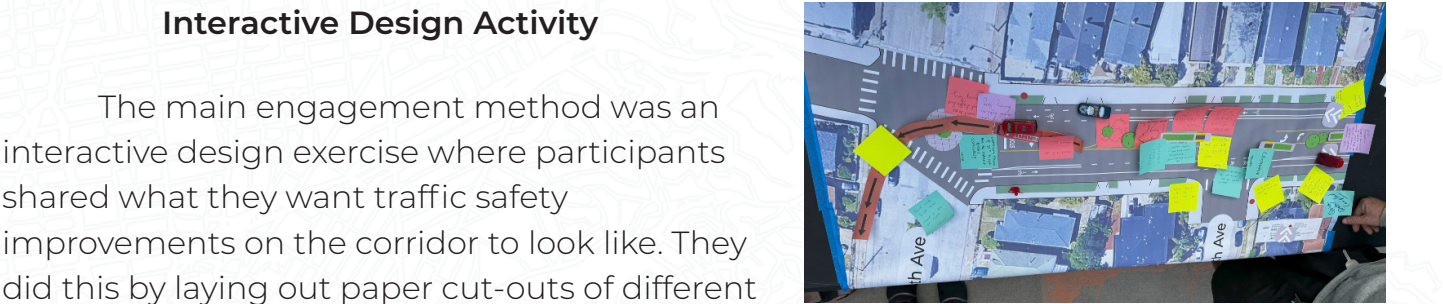
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Above: Layouts of toolkit cutouts

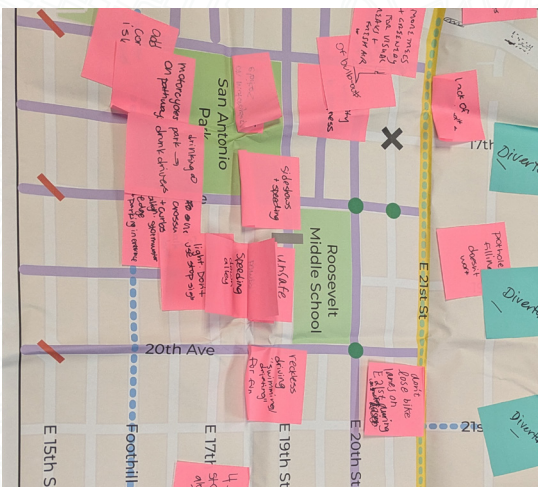


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Neighborhood Traffic Safety Needs Map

A large map of the San Antonio Neighborhood is displayed, covered with numerous colorful sticky notes (pink, green, blue, yellow) representing community feedback on traffic safety needs. The map shows streets like 20th Ave, E 21st St, and Roosevelt Middle School. Sticky notes contain various suggestions and observations, such as "need more crosswalks", "need more traffic lights", "need more bike lanes", "need more parking", "need more bus stops", "need more sidewalks", "need more streetlights", "need more trees", "need more benches", "need more trash cans", "need more recycling bins", "need more water fountains", "need more playground equipment", "need more sports fields", "need more community centers", "need more libraries", "need more parks", "need more green spaces", "need more walking paths", "need more biking paths", "need more horse paths", "need more dog parks", "need more pet waste stations", "need more fire hydrants", "need more fire stations", "need more police stations", "need more fire trucks", "need more police cars", "need more fire engines", "need more ambulances", "need more taxis", "need more buses", "need more cars", "need more bikes", "need more scooters", "need more skateboards", "need more roller skates", "need more roller blades", "need more inline skates", "need more snowboards", "need more surfboards", "need more kayaks", "need more canoes", "need more rowing boats", "need more sailboats", "need more motorboats", "need more speedboats", "need more jet skis", "need more water skis", "need more inner tubes", "need more beach balls", "need more beach chairs", "need more beach umbrellas", "need more beach towels", "need more beach bags", "need more beach shoes", "need more beach hats", "need more beach sunglasses", "need more beach sunscreen", "need more beach towels", "need more beach bags", "need more beach shoes", "need more beach hats", "need more beach sunglasses", "need more beach sunscreen".

Above: Comments on the neighborhood needs map



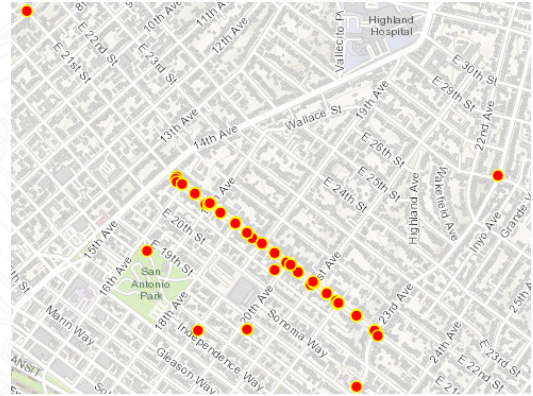
Above: Comments on the neighborhood needs map

Engagement Methods (Cont'd)

Virtual Project Survey

OakDOT created an online survey with similar prompts to the neighborhood needs station for participants who were uncomfortable adding their comments in person, or who are unable to attend the event. This survey was live on the project webpage for several weeks ahead of the event.

Survey responses, along with the design activity, will guide the design process for E 21st St.



Above: Locations of responses to the virtual project survey

Key Themes

Support for paving project toolkit: The following table describes feedback received on the project toolkit improvements.

Design Element	Photo	Purpose	Community Feedback
Speed Cushions		Slow traffic while accommodating buses and emergency vehicles.	Broad support and understanding. Avoid driveways.
Traffic Circles		Take up space within intersections and provide areas for landscaping.	Broad support and understanding.
Pedestrian Safety Islands		Take up space within intersections, shorten pedestrian crossings, and provide areas for landscaping.	Broad support and understanding. Additional support for more intensive median islands not proposed by this project. Ensure that islands don't block access to driveways.
Corner Islands		Take up space within intersections, shorten pedestrian crossings, improve crosswalk visibility and provide areas for landscaping.	Broad support and understanding.

Key Themes (Cont'd)

Desire for landscaping, trees, and other greenery: Many participants shared a desire for landscaped areas to be included in the project. In particular, they highlighted trees to increase shade and improve air quality. Some participants envisioned a long landscaped median, park, or other transformative change on E 21st St. Others requested water connections and maintenance support for landscaped areas.

Support for treatments that narrow the roadway: E 21st Street is a historic streetcar route so it is much wider (70' wide) than a typical residential street. Participants expressed a desire to narrow the street to match neighboring streets. Some participants reminded staff that narrowing treatments should be balanced with maintaining space for drivers to pass buses and other stopped vehicles.

Need for additional and enhanced pedestrian crossings: Participants expressed desire for new marked crosswalks across E 21st Street to be added where they do not exist. At all locations with marked crosswalks, they expressed a need for crossing improvements – included in the project toolkit – to shorten crossing distances and improve visibility.

Need to maintain access to homes and institutions: Some participants emphasized the need to ensure that the improvements do not reduce access to homes, businesses, and churches. For example, the project should maintain the ability to turn left into driveways.

Feedback about 14th Avenue improvements: Some participants gave feedback that improvements included in the nearly complete 14th Avenue Streetscape Project are confusing and create perceived congestion and conflicts between cars and buses.

Desire for toolkit improvements to be added throughout the neighborhood: Participants expressed support for toolkit improvements at locations not on E 21st Street.

Suggestions for other traffic safety treatments: Some participants suggested improvements not included in the paving project toolkit. These included raised crosswalks, traffic diverters, and bikeway separation islands. The project team will consider adding these to the project design.

Next Steps

Draft conceptual designs and cost estimates: The project team has prepared draft conceptual designs which are being reviewed to ensure that project costs are able to be delivered by OakDOT's paving program. This project is funded by Measure U, the 2022 "Affordable Housing Infrastructure Bond."

Following confirmation of high-level scope and cost estimates, the project team will share the draft conceptual designs with the public for comment.

Next Steps (Cont'd)

Continued stakeholder engagement: The project team will continue outreach to stakeholders who were unable to attend the June 16th Open House. In particular, staff will engage directly with churches and businesses on E 21st St.

Detailed designs: During the public comment period, OakDOT's engineering team will begin preparing detailed designs for the project. Feedback and changes to the design can still be incorporated at this step. This process may also result in changes to the conceptual designs as the team examines the feasibility of specific improvements in depth.

Coordination with partner agencies: Oakland Fire Department and AC Transit will review the conceptual designs. Emergency vehicle access and operations of the 14 bus route are key considerations for detailed design of the project.

More Information: oaklandca.gov/projects/E-21st-Safety

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