

TOWN



Transforming
Oakland's
Waterfront
Neighborhoods



WELCOME

Frequently Asked Questions
Transit & Active Transportation
Rail Safety & Goods Movement
Parking & Traffic Management



TOWN - Transforming Oakland's Waterfront Neighborhoods

The **TOWN** projects are a **comprehensive package of transportation infrastructure improvements** that will provide **safer, more sustainable and more equitable access** between Downtown, Chinatown, and West Oakland, and the waterfront while **protecting and enhancing goods movement** in and out of the nearby **Port of Oakland** (Port).



Active Transportation & Transit

1.4 miles of **new transit-only lanes** and **10 miles** of new **sidewalks, bike lanes** and **trails** connecting the greater downtown, Chinatown and West Oakland to the waterfront to encourage walking, biking, and transit.



Rail Safety & Goods Movement

Rail corridor and **roadway improvements** to help efficiently move trucks and cargo in and out of the Port of Oakland, reduce traffic congestion and truck idling, and improve traffic safety for all.



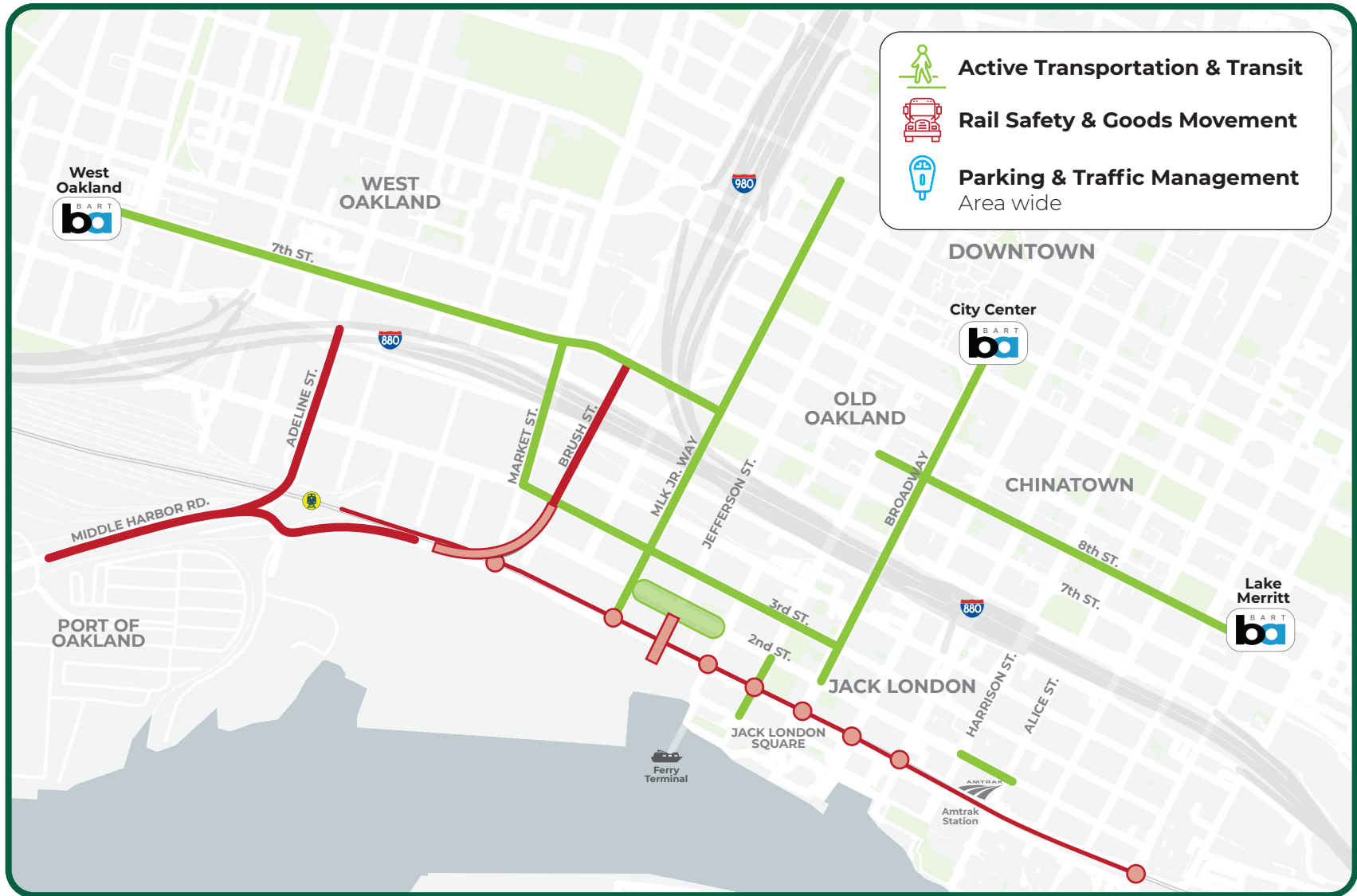
Parking & Traffic Management

Comprehensive suite of **parking system upgrades** and **intersection improvements** to manage on- and off-street parking and traffic.

These projects **implement longstanding transportation plans, policies and priorities** for the City of Oakland, and are estimated to **cost approximately \$500 million**. Over **half of those funds** have **already been secured** from State, regional and Federal sources, and fundraising efforts are ongoing to secure external grants to provide the last dollars needed to implement these transformative projects.

These improvements will create a **more connected Oakland**. **Stronger, safer, and more pedestrian-, cyclist- and transit-friendly connections** are needed to remove the barriers that have historically separated Oaklanders from their waterfront.

TOWN PROJECT MAP



FREQUENTLY ASKED QUESTIONS

Won't TOWN just support the Ballpark?

No. These improvements **align** with longstanding **City goals** to provide **safer**, more **sustainable, and more equitable access to transportation** by implementing established local and regional transportation plans, policies, and priorities.

Once delivered, these **projects** and strategies will support increased **access to transit**, a **safer** and more protected **experience for pedestrians and bicyclists**, more **smartly managed parking** in the Downtown, increased **safety around and over the railroad**, and more **efficient movement to and from the Port**. Here are some examples of how existing communities will benefit:

- ◇ **7th Street from West Oakland BART to Martin Luther King, Jr. Way** will receive a lane reduction to calm traffic, pedestrian safety and walkability improvements, and a protected bike lane, implementing numerous plans that have called for these improvements.
- ◇ **Broadway** will receive extended transit lanes from Grand Avenue to 2nd Street making the bus more reliable along the critical mile of AC Transit's service with ripple effects along numerous routes, freeway underpass improvements to bridge the divide between Downtown, Chinatown and the Waterfront, and pedestrian safety improvements to address injuries and accessibility challenges on this high injury street.
- ◇ The **Embarcadero Rail Corridor** through Jack London Square will receive long-awaited safety improvements to separate trains from vehicles, pedestrians, and bicyclists through new fencing, a multi-use bicycle and pedestrian path, and simpler vehicle movements.

FREQUENTLY ASKED QUESTIONS

If it is approved, the projects **would also support** the proposed **Waterfront Ballpark District**, which is expected to generate up to about **26,000 trips per weekday** at full buildout, which include trips to and from the proposed housing, offices, and retail shops. These transportation infrastructure improvements are needed to ensure that District trips are largely made using sustainable modes that will minimize traffic and associated impacts for surrounding neighborhoods and uses – West Oakland, Old Oakland, Downtown, the Jack London District, Chinatown, and the Port – and that the **project can instead be an asset for Oaklanders** and the greater Bay Area region.

Were these projects informed by an equity impact analysis?

Yes. The projects underwent a **racial equity impact assessment** to identify the most effective projects that **aim to reduce existing transportation disparities** between the surrounding neighborhoods and more affluent neighborhoods in Oakland.

How are we planning to fund the projects?

City Council and the Mayor have committed to ensuring that **no City General Purpose Funds** will go towards funding the TOWN projects. City staff are aggressively **applying for local, regional, state, and federal grants** to continue to pay for the necessary work to design and construct the full package of **transformative transportation infrastructure improvements**.

FREQUENTLY ASKED QUESTIONS

Why is OakDOT applying for grants for this project and not others?

While the City is aggressively pursuing grant funding for delivery of the TOWN projects, the **City** is equally **committed to advancing projects elsewhere in the City** that are prioritized for implementation in the City Council's **approved Capital Improvement Program (CIP)**. The CIP uses community values and data-driven prioritization processes to prioritize capital investments and safety improvements, centered on promoting equitable outcomes.

Between 2017-2022, OakDOT has **applied for, and received**, more than **50 grants** with awards totaling approximately **\$85 million** to implement other critical transportation projects **throughout Oakland**.

Are the TOWN projects diverting resources from other areas across the City?

No. Staff time spent on TOWN projects is **funded by project developers and State and Federal grants**, thereby preserving resources to allocate to other priority projects. Additionally, with the establishment of a **new Major Projects Division**, new staff are being hired to focus exclusively on TOWN and other significant infrastructure projects, so that **existing staff** can **remain dedicated to ensuring that ongoing priorities** such as paving and traffic safety projects move forward in a timely manner.

FREQUENTLY ASKED QUESTIONS

Why did the City Council create the Major Projects Division in the City's Department of Transportation (OakDOT)?

To **achieve the development goals** of delivering the TOWN projects **without impacting other core priorities** within OakDOT, the City created a **new Major Projects Division** with up to **13 new full-time equivalent staff** to focus on advancing these **transportation infrastructure improvements**. These positions will be phased in over time as project funding from grants, State funds, developers, and/or additional sources of funding become available. The hiring of additional staff allows existing staff to focus their efforts exclusively on other priority projects across the City.

TOWN - PROJECT MAP

TOWN PROJECTS



TOWN - PROJECT DESCRIPTIONS



Improved Transit & Active Transportation

1

Broadway Transit Improvements

This project will provide **priority bus lanes** between 2nd and 11th Street, and 20th Street and Grand Avenue. These improvements will create separation between buses and other motor vehicles. It will also include **intersection improvements** and various **pedestrian improvements** such as improvements to the I-880 underpass, bus loading, landscaping, pedestrian-scale lighting, wayfinding signage, new signals, crosswalk improvements and bulb outs to increase both perceived and actual safety for people along Broadway.

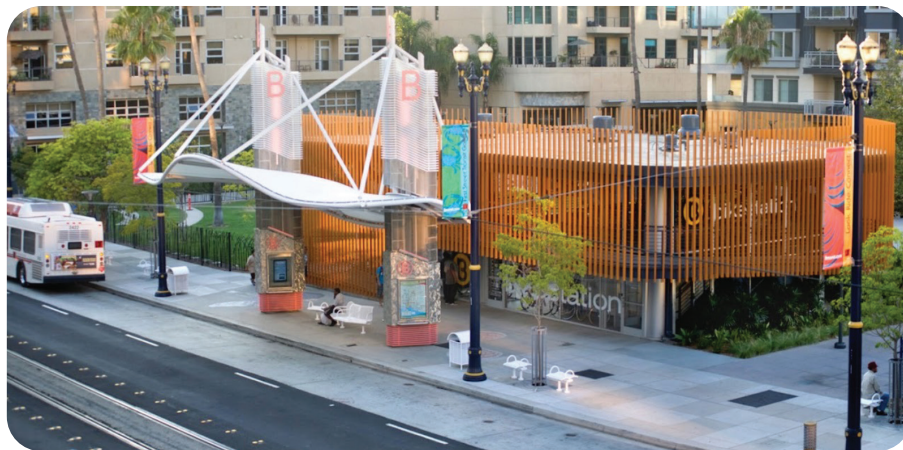


TOWN - PROJECT DESCRIPTIONS

2

2nd Street Transit Hub & Bike Gap Closure Improvements

A **new transportation hub** on 2nd Street will serve the Project and the greater Jack London Square community. The hub is envisioned as an attractive experience where game day crowds and daily commuters may easily and comfortably wait for buses, access bike share, valet bike parking, scooters, and other types of mobility devices. The hub will be located between Martin Luther King Jr. Way and Clay Street, and the improvements made at this location will support the **bike and pedestrian bridge** at Jefferson. This project will also install a traffic signal on 2nd Street at Broadway, close the Class 2 bike lane gap on eastbound 2nd Street between Harrison and Alice Streets, and increase sidewalk width at the transit hub.



TOWN - PROJECT DESCRIPTIONS

3 Martin Luther King, Jr. Way Streetscape Improvements

Between **Embarcadero West and 8th Street**, this project will construct **buffered** and **protected bike lanes** that will separate people on bikes/scooters from motor vehicle traffic and include **improvements for pedestrians** at all intersections and railroad crossings. These improvements will increase the safety and visibility of pedestrians and **improve multimodal connectivity** between Downtown Oakland and the waterfront. By separating modes of travel and allocating more space to non-motorized travel, the project will prevent serious injuries and fatal traffic crashes. These new bike lanes will connect to buffered bike lanes under construction from 7th to 14th Streets.



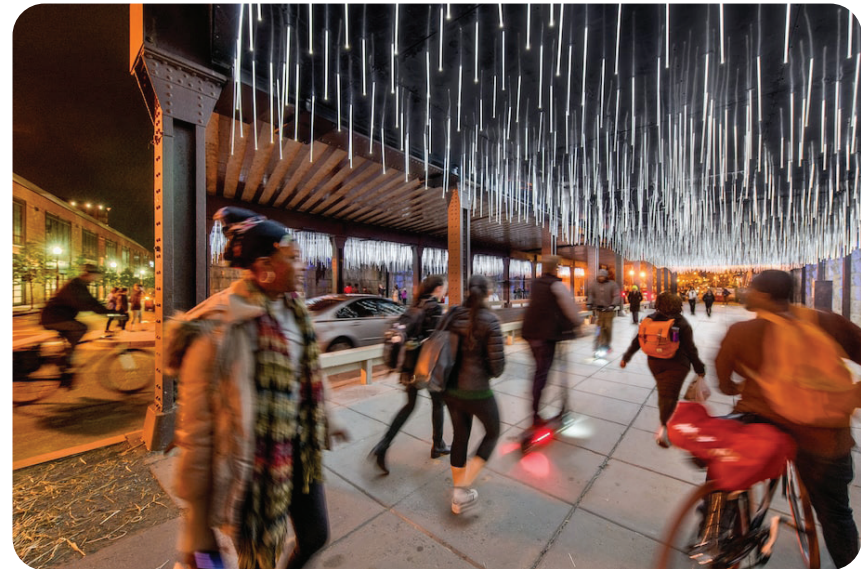
TOWN - PROJECT DESCRIPTIONS

4 Market Streetscape Improvements

This project will **upgrade signal systems, upgrade pedestrian corridors, add railroad crossing improvements, enhance the underpass at the I-880, and maintain protected bike lanes** on Market Street between 3rd Street and 7th Street – a segment on the City’s High Injury Network.

5 Underpass & BART Wayfinding Improvements

This project includes **underpass improvements** that increase safety and comfort, help knit together the communities currently separated by the I-880 freeway and provide **enhanced access to the waterfront and parks** for nearby communities and BART stations. It will also include **wayfinding signage** to Downtown, Lake Merritt and West Oakland BART stations.



TOWN - PROJECT DESCRIPTIONS

6 7th Street Corridor Streetscape Improvements

This project will **enhance multimodal traffic safety** and support the **revitalization of 7th Street** in West Oakland between Mandela Parkway and Martin Luther King Jr. Way, including protected bike lanes, transit boarding islands, intersection safety and signal improvements, pedestrian improvements and sidewalk repairs, and new street trees.

7 3rd Street Corridor Improvements

Pedestrian improvements will be installed between Broadway and Market Street, including the filling of sidewalk gaps, all-way stops signs at Brush and Castro Streets, and maintaining minimum pedestrian paths of travel along the corridor.

8 Washington Street Improvements

Closes a bike lane gap between 2nd Street and Water Street, providing access to the Waterfront.

9 8th Street Improvements

Provides **sidewalk and pedestrian intersection improvements** along 8th Street, primarily in Chinatown, from Lake Merritt BART (Oak Street) to Washington Street.

TOWN - PROJECT DESCRIPTIONS



Rail Safety & Goods Movement

10

Vehicular Grade Separated Crossing & Brush St. Improvements

The project will construct a **vehicle overcrossing** over the Union Pacific Railroad tracks at the intersection of Brush Street (or Market Street) to Embarcadero West. This crossing would be the **primary** means of **vehicle access** to the **project site**. Without this crossing, vehicles would continue to crossing the active railroad tracks along Embarcadero West. Brush Street improvements includes **traffic signal and safety improvements** at all intersections between 3rd and 7th.

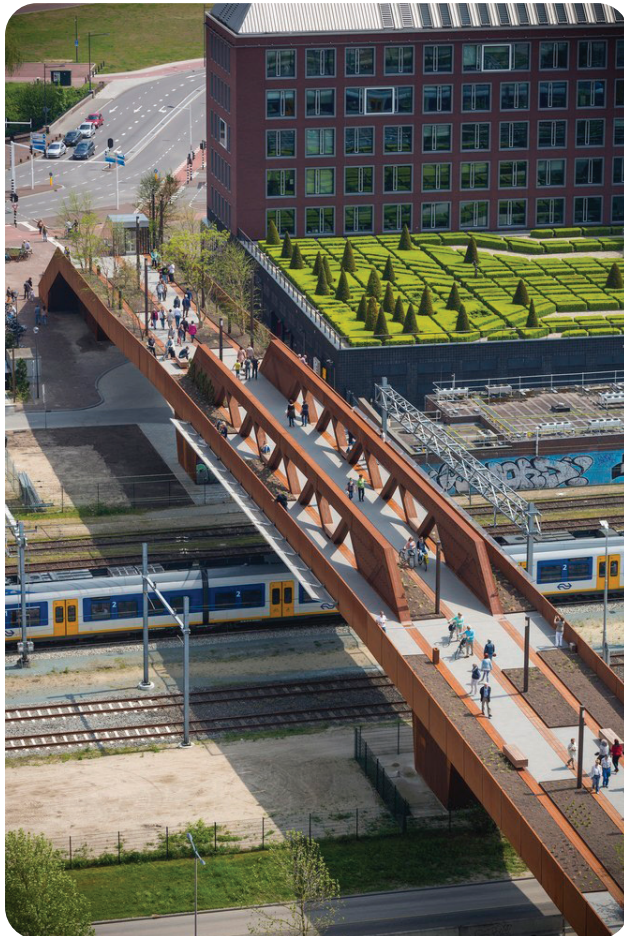


TOWN - PROJECT DESCRIPTIONS

11

Railroad Pedestrian and Bike Bridge Project

This project will **install** an **ADA-accessible overcrossing** over the **railroad tracks** at Jefferson Street (or Clay Street) to provide safe pedestrian and bicycle access to the waterfront, Jack London Square, the Ballpark District, and Bay Trail.



TOWN - PROJECT DESCRIPTIONS

12 Embarcadero Railroad Safety Project

This project will install **rail safety, pedestrian improvements, and “quiet zone” improvements**, including a **fence** along the tracks, consistent with Alameda County Transportation Commission’s 2018 “Grade Crossing Toolkit,” **new railroad gate arms** and **other intersection safety improvements** at at-grade crossings. This project will also increase pedestrian and emergency access between the Jack London District and the Jack London Square/waterfront by **installing a multi-use path**.



TOWN - PROJECT DESCRIPTIONS

13 Emergency Vehicle Access & Overweight Corridor

This project will **construct an emergency vehicle access (EVA) route** that connects the west end of Embarcadero West to Middle Harbor Road at Adeline. This route will **also serve as a designated overweight truck corridor serving the Port of Oakland.**

14 Adeline Streetscape Improvements

This enhanced goods movement project will provide **traffic signal upgrades** in order to improve safety within the City's High Injury Network. This project will include intersection and signal improvements at the I-880 off-ramp and Union Street, and at 5th Street at Union and Adeline Streets. **Adeline Street** will be **reconfigured** between 7th Street to the seaport to better **support truck movement** from the freeway.

TOWN - PROJECT DESCRIPTIONS



Parking & Traffic Management

15 Parking and Traffic Management

The **OakPark Parking Management Plan** accelerates the City of Oakland's parking efforts by rapidly **implementing adopted parking principles**. It includes the following key **strategies to manage traffic throughout the year** and during **event-day surges**, in the Downtown, Jack London Square, Chinatown and West Oakland areas: **(1)** expanding meters and dynamically pricing on-street parking to match demand, **(2)** expanding residential parking permits and using a first-of-its-kind equitable pricing approach, and **(3)** managing off-street parking in publicly accessible garages throughout the Downtown area, including a reservation system.



16 Crash Analysis Improvements - Brush at 17th & 18th, Castro/5th, MLK/17th

Intersection safety improvements such as traffic signal upgrades to enhance traffic safety for all modes will be made.

Visit the City of Oakland's website regularly for project information and updates:

www.oaklandca.gov

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Oakland