City of Oakland’s Goals

1. Ensure improvements benefit the community at large and help close the gaps on racial disparities.
2. Move people sustainably and safely.
3. Manage varying uses adjacent to project area. (e.g. housing, Port of Oakland, local industries, neighborhood businesses).

How to Achieve Goals

Oakland has prioritized public transit and walking as a key way to meet our goals. This will have minimal impacts on community, neighborhood and Port operations, the environment, and safety while moving the maximum number of people.

The City of Oakland recognizes the existence of systemic racial disparities. The City is addressing these underlying inequities by analyzing and addressing racial disparities.

How the Transportation Plan interacts with the A’s proposed project
**Survey Responses**

**Primary Mode of Transportation**

Public transit is the largest primary mode in West Oakland & Downtown.

**Vehicles Available Per Renter Occupied Households**

- No vehicle available
- 1 vehicle available
- 2 or More Vehicles

**Residents’ Race**

- White
- Black
- Asian
- Hispanic
- Native American or Alaskan Native
- Other

**BART Riders’ Race**

- White
- Black
- Asian
- Hispanic
- Native American or Alaskan Native
- Other

**Equity Analysis**

**Key Takeaways**

- Public transit is the largest primary mode in the project area.
- AC Transit serves many low-income riders, a majority have a household income under $35,000.
- While BART serves a critical transportation role for communities of color, riders are disproportionately whiter than the residents around the stations.
- Project Area has the most renter & owner-occupied units with zero to one car available.
POSSIBLE PUBLIC TRANSIT IMPROVEMENTS

Transit Infrastructure
- Potential Gondola
- Bus lane under construction
- Bus lane needed for A's project
- Proposed Bus Lane by the City
- Proposed Game Day Bus & Local Traffic Only
- Transportation Hub
- Existing Bus Route
- Proposed Pedestrian & Bicycle bridge

NON-INFRASTRUCTURE
- Expanded or new bus service
- Transit passes for employees & residents
- Enhance connections to BART - Free game-day shuttles
- Transit fare subsidies for attendees
- Coordinate with WETA and Amtrak

Possible Public Transit Improvements:

- Expanded or new bus service
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- Enhance connections to BART - Free game-day shuttles
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- Coordinate with WETA and Amtrak
Equity Analysis

Sidewalks in project area have significant gaps. Desire to close sidewalk gaps in surrounding neighborhoods.

Many non-compliant curb ramps where people of color with disabilities live.

Sidewalk Gaps

Community of Concern (2018 Census Tracts)

Low Medium High

Non-compliant curb ramps & people with disabilities

Curb Ramps

Number of people of color with a disability

High Medium Low

Older Oaklanders

67% of older Oaklanders' (65+) traffic fatalities occur while walking. Compared to only 26% for Oaklanders of all other ages.

Black Oaklanders

2 times as likely to be killed or severely injured in a crash (all modes) and 3 times as likely to be killed or severely injured while walking. Compared to all other Oaklanders.

Asian Oaklanders

30% of streets in majority Asian census tracts fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity.
HOW TO IMPROVE WALKING

TELL US WHERE TO PUT IMPROVEMENTS ON THE MAP

- Wider sidewalks
- Traffic calming
- Better lighting
- Smoother sidewalks
- More/better curb ramps
- Benches
- Safer crossings & intersections
- Underpass improvements
- Landscaping
- Public art
- Better air quality
- Personal safety

Pedestrian Routes to Howard Terminal

- Under construction underpass
- Potential Underpass Improvements
- Proposed pedestrian + bicycle bridge
- Potential vehicle + pedestrian bridge

Cómo mejorar la caminata

Díganos dónde poner las mejoras en el mapa

- Caminos más anchos
- Calming de tráfico
- Iluminación mejorada
- Caminos suaves
- Márgenes de acerado
- Bancos
- Cruzadas y intersecciones más seguras
- Mejoras en túneles
- Paisajismo
- Arte público
- Calidad del aire mejorada
- Seguridad personal

Rutas peatonales a terminal Howard

- Camino peatonal bajo construcción
- Mejoras posibles en túneles
- Puente peatonal propuesto
- Puente peatonal y de bicicletas propuesto
- Puente vehicular y peatonal propuesto

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BIKING, SCOOTERS, AND MICROMOBILITY

BIKING ISSUES

- Many bike lanes are near but not connected to project site
- Lack of fully-protected bike lanes need upgrading to safer styles of bike lanes
- Freeway traffic, on/off ramps, and port trucking all contribute to a challenging biking environment
- Proposed Bike paths to and through site provide public access to the waterfront & Bay Trail
- New bike path on Broadway is possible with parking removal
PARKING MANAGEMENT

PROTECTING NEIGHBORHOOD PARKING • REDUCING TRAFFIC • IMPROVING EXPERIENCE

RESIDENTIAL PARKING PERMIT AREAS

- Protects neighborhood on-street parking from being used for special event parking and by commuters parking in the area to ride BART or travel elsewhere
- Potential to provide discounted RPP to those with low incomes.
- Makes it easier to find parking until 11pm 362 days a year (not Thanksgiving, Christmas, or New Year’s days)
- Formally end pilot commercial parking permits to align with metered parking areas

METERED PARKING AREAS

- Parking meters within walking distance of Howard Terminal would not have time limits, instead using price to manage demand
- Rates would adjust to the lowest rate possible that ensures it is easy to find a parking space, at times as low as 50 cents or even free
- Expand meters in Project Area until 11 pm and on Sundays

OFF-STREET GARAGES & LOTS

- Online/mobile reservation system to reserve a space in existing parking garages with a range of prices to reduce pressure for on-street parking
- Parking in lots and garages would be consistently available using adjustable pricing
- Discounts for reserving a space ahead of time at participating garages

Source: Fehr & Peers, December 2019

Updated in 2019 to reflect known parking supply

Exist On-Street Meters

- Center Str
- and on Sundays

Existing Parking Garages Available for Public Use

- City/County-owned Parking (Total Parking Supply, 100 spaces or more)
- Online/mobile reservation system to reserve a space in existing parking garages
- Time at participating garages

Figure 4.15-11
GAMEDAY TRAFFIC MANAGEMENT

Primary Mode to Howard Terminal on Gameday

<table>
<thead>
<tr>
<th>Mode</th>
<th>Weekday</th>
<th>35,000 Fans (Sold Out)</th>
<th>Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive</td>
<td>50%</td>
<td>17,500</td>
<td>7,600</td>
</tr>
<tr>
<td>BART</td>
<td>23%</td>
<td>8,000</td>
<td>--</td>
</tr>
<tr>
<td>Uber, Lyft, etc.</td>
<td>16%</td>
<td>5,600</td>
<td>2,400</td>
</tr>
<tr>
<td>Walk</td>
<td>4%</td>
<td>1,400</td>
<td>--</td>
</tr>
<tr>
<td>Bus</td>
<td>3%</td>
<td>1,200</td>
<td>--</td>
</tr>
<tr>
<td>Bike</td>
<td>1%</td>
<td>400</td>
<td>--</td>
</tr>
<tr>
<td>Ferry</td>
<td>3%</td>
<td>900</td>
<td>--</td>
</tr>
</tbody>
</table>

Existing Coliseum (45,000 seats)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percent of Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive</td>
<td>70%</td>
</tr>
<tr>
<td>BART</td>
<td>23%</td>
</tr>
<tr>
<td>Uber, Lyft, etc.</td>
<td>7%</td>
</tr>
<tr>
<td>Bus, Walk, Bike</td>
<td>Less than 1%</td>
</tr>
</tbody>
</table>

Primary Mode to Howard Terminal on Other Days

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percent of Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive</td>
<td>51%</td>
</tr>
<tr>
<td>Transit</td>
<td>34%</td>
</tr>
<tr>
<td>Walk</td>
<td>9%</td>
</tr>
<tr>
<td>Bike</td>
<td>7%</td>
</tr>
</tbody>
</table>

*Estimate based on 50,000 daily multi-modal trips at full build out to be phased in over time.

Bus and Walking are not primary modes on Gameday, but these will be key last mile connections to Howard Terminal

Gameday Traffic Control

Traffic on Castro worse on Gamedays compared to existing conditions

Traffic on Market and MLK south of 5th Street worse on Gamedays

Traffic slowly exits stadium, causing less impact on overall system. Streets within Howard Terminal will face delays.

Streets without color indicate minimal traffic impacts on Gamedays.

Bus and Walking are not primary modes on Gameday, but these will be key last mile connections to Howard Terminal
OVERVIEW

- Prioritizing different streets for different modes: transit/pedestrian/bike travel, and motor vehicle travel prioritized on different streets from Port truck traffic.
- Long range planning in partnership with Port on routes and safety features.
- Considering allowing trucks to use Bus Only lane on 7th Street east of Adeline Street.

Adeline Corridor improvements to truck movement to/from Port and safety:
1) Four traffic lanes plus a left turn pocket onto 3rd Street
2) Activated traffic signal
3) No Right Turn on red from 3rd ramp & intersection safety at 3rd and Adeline

Port trucks separated from through traffic with dedicated Right Turn and extra green time.

Howard Terminal and Alameda traffic separated from Port trucks with new Right Turn pocket and extra green time.

Primary transit, pedestrian, & bike route with major infrastructure and signage improvements.

Left turn from Howard Terminal onto 3rd Street prohibited.

Map does not include all truck routes and focuses on critical intersections and corridors for Port operations.
Rail Safety Improvements

- Forced right turn northbound
- New traffic signal
- Railroad crossing upgrade
- New fencing along rail line
- Proposed ped/bicycle bridge
- Southbound side: New Emergency Vehicle Access, Pedestrian, and Bicycle Path Only
- Pedestrian Route
- Potential vehicle/ped bridge