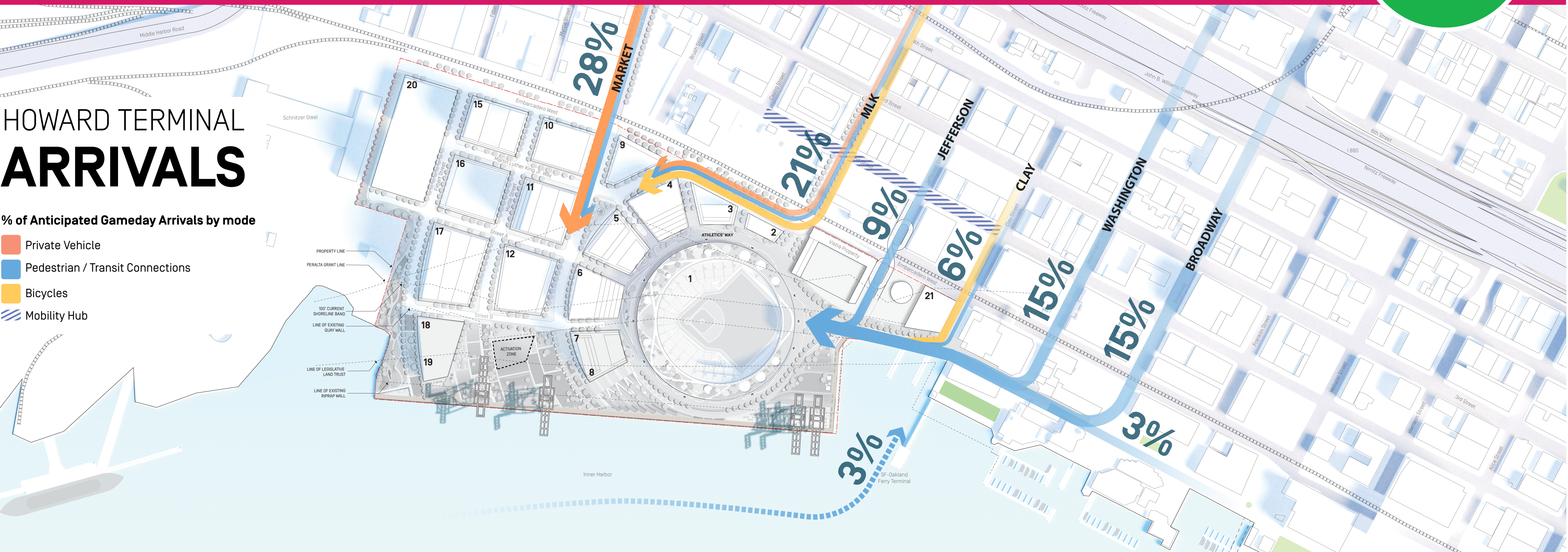


TRANSPORTATION PLAN – OVERVIEW

HOWARD TERMINAL ARRIVALS

% of Anticipated Gameday Arrivals by mode

- Private Vehicle
- Pedestrian / Transit Connections
- Bicycles
- Mobility Hub



City of Oakland's Goals

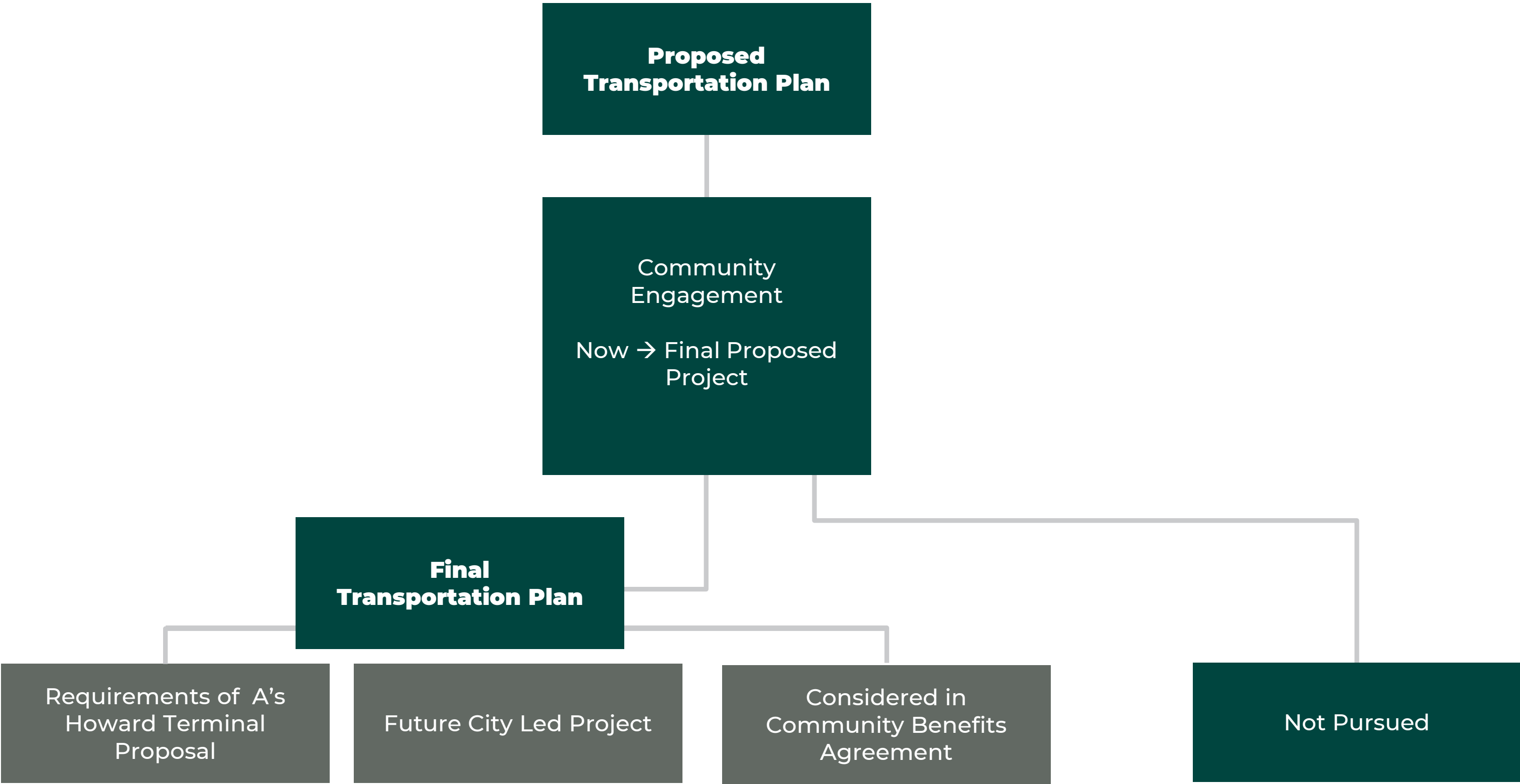
1. Ensure improvements **benefit the community** at large and help **close the gaps on racial disparities**.
2. Move people **sustainably** and **safely**.
3. **Manage varying uses** adjacent to project area. (e.g. housing, Port of Oakland, local industries, neighborhood businesses).

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

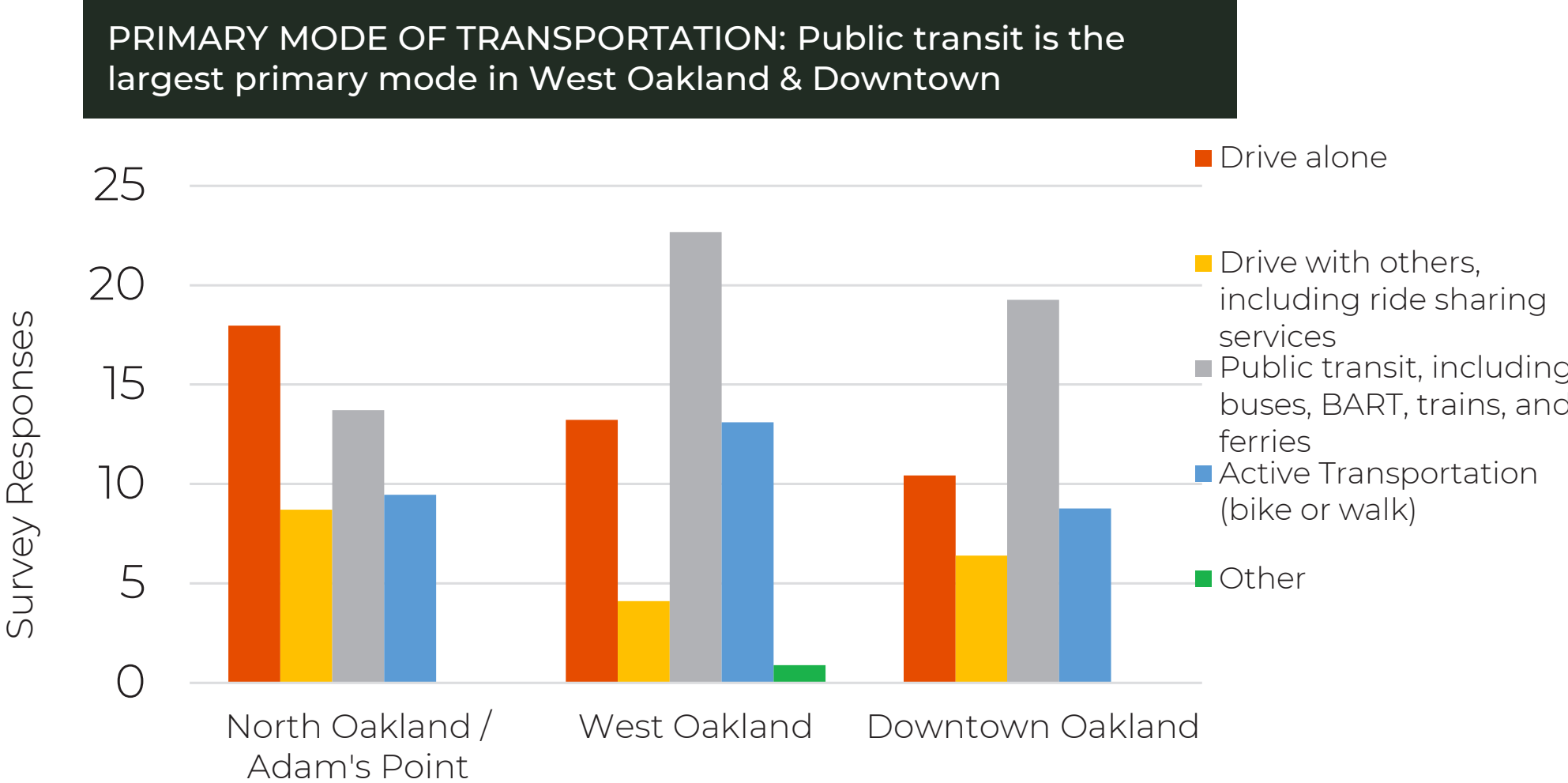


PUBLIC TRANSIT TODAY

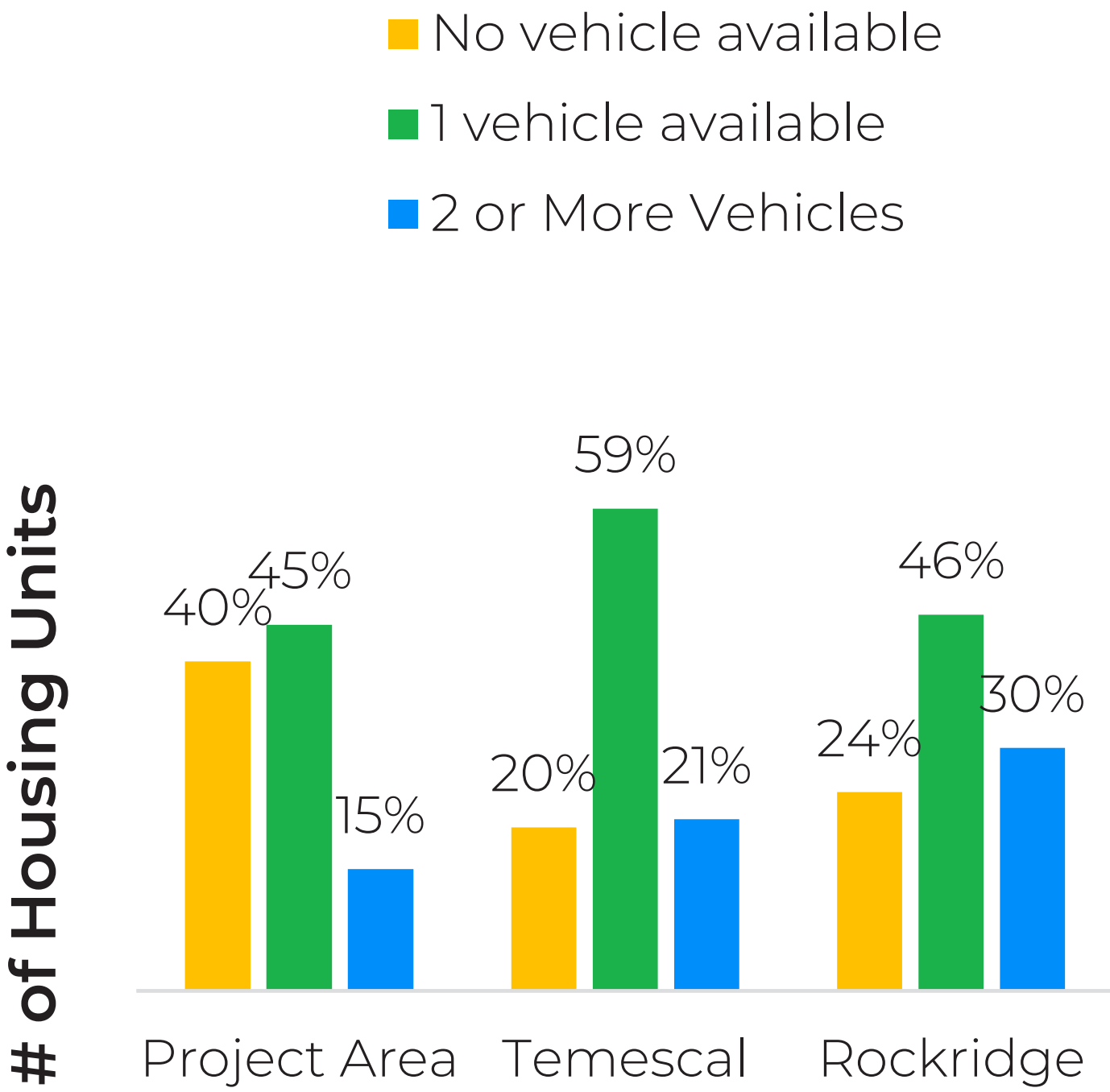


EQUITY ANALYSIS

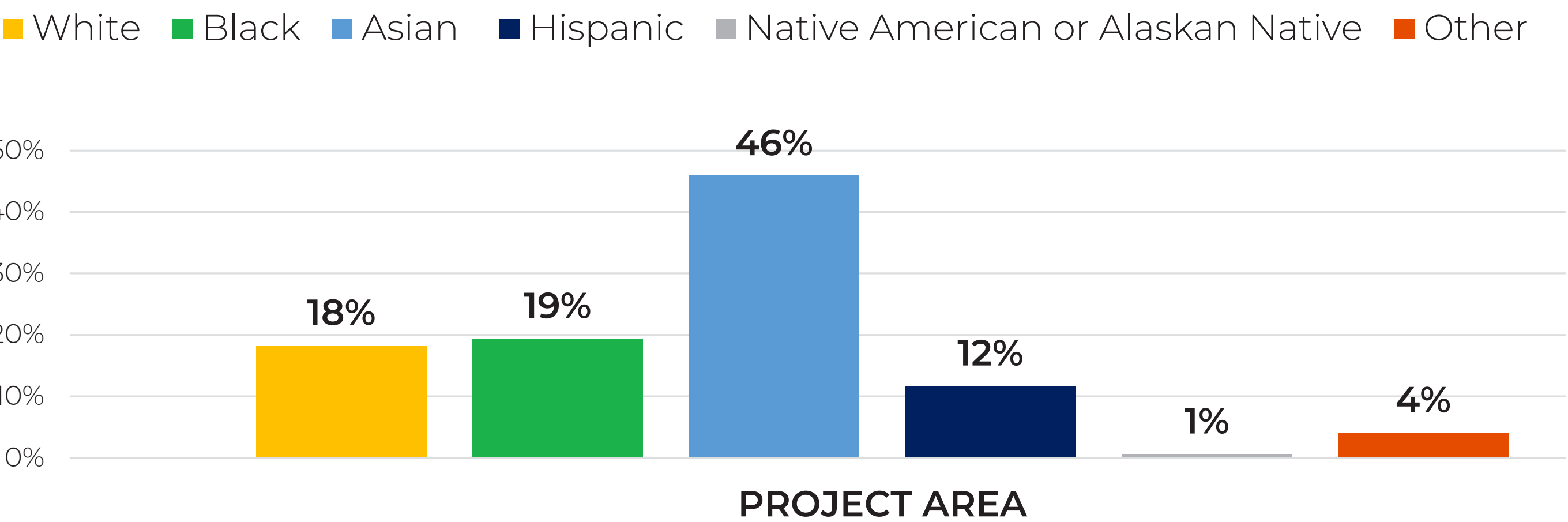
PRIMARY MODE OF TRANSPORTATION



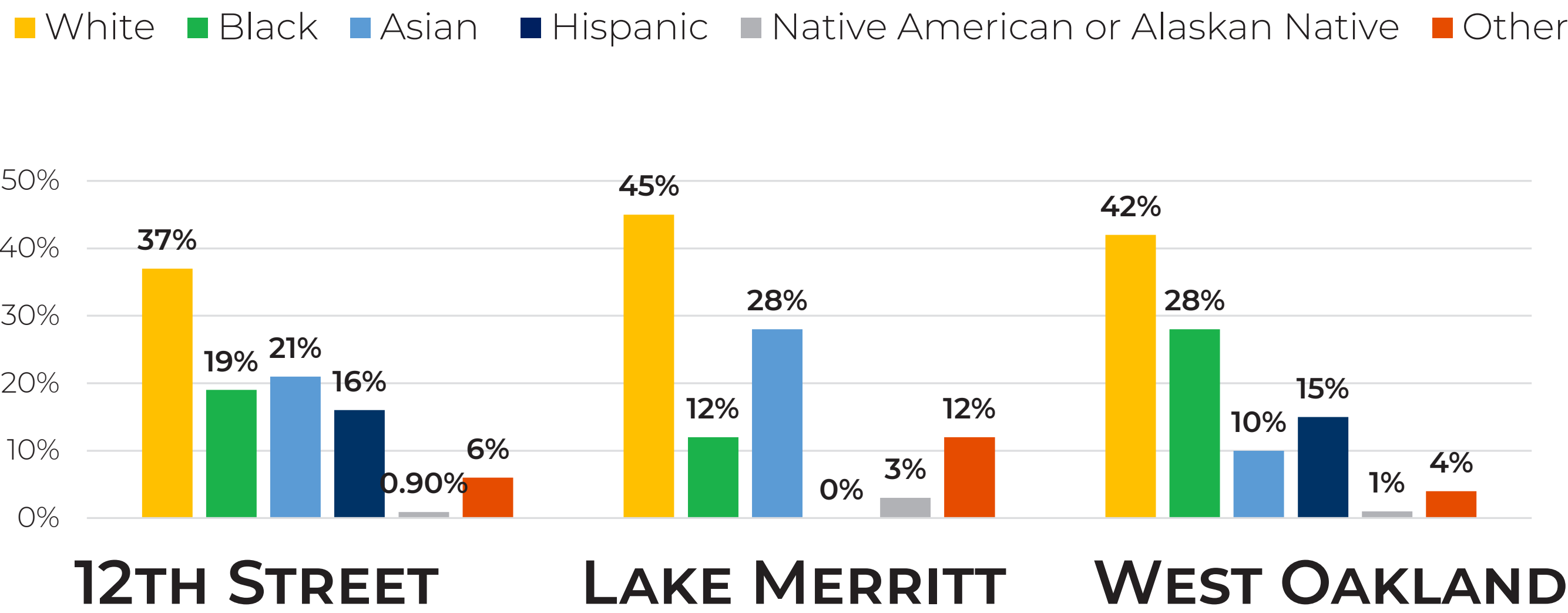
VEHICLES AVAILABLE PER RENTER OCCUPIED HOUSEHOLDS



RESIDENTS' RACE



BART RIDERS' RACE



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

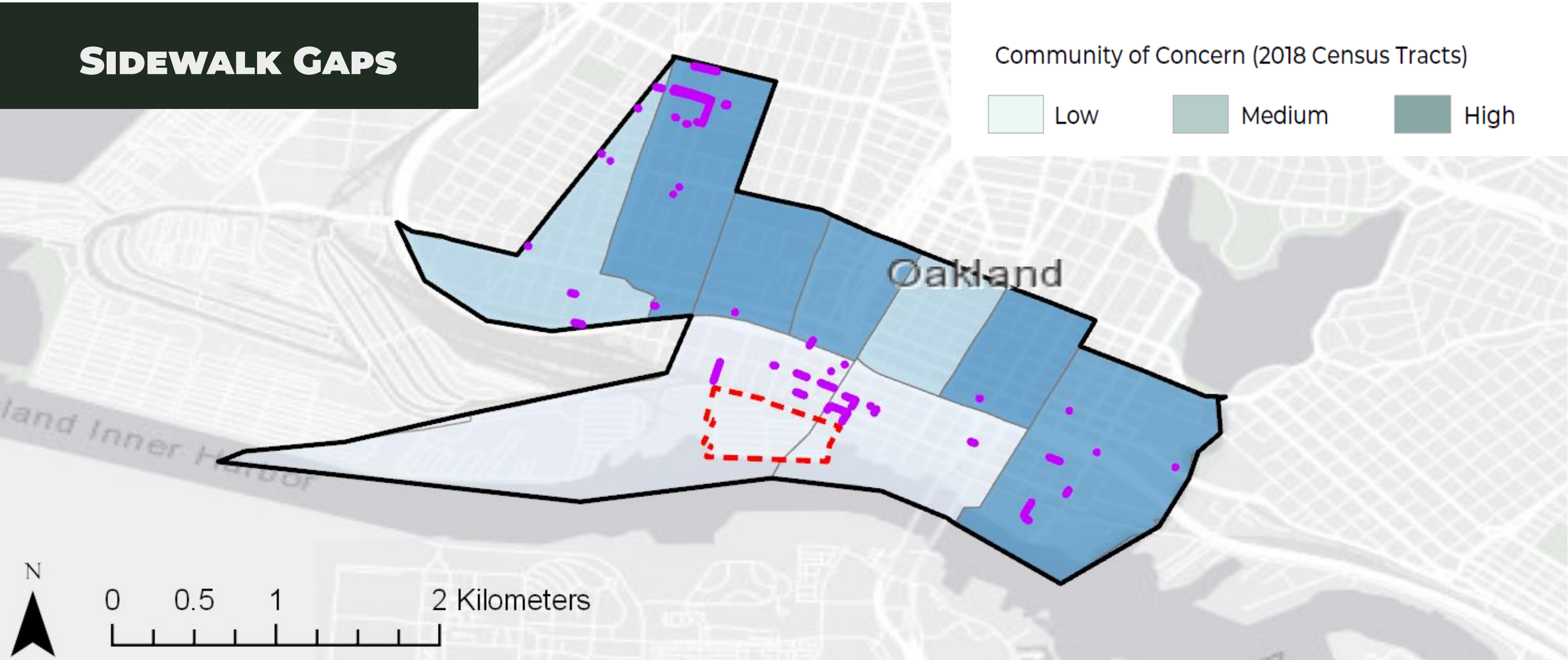
- Expanded or new bus service
- Transit passes for employees & residents
- Enhance connections to BART - Free game-day shuttles
- Transit fare subsidies for attendees
- Coordinate with WETA and Amtrak

THE WALKING ENVIRONMENT

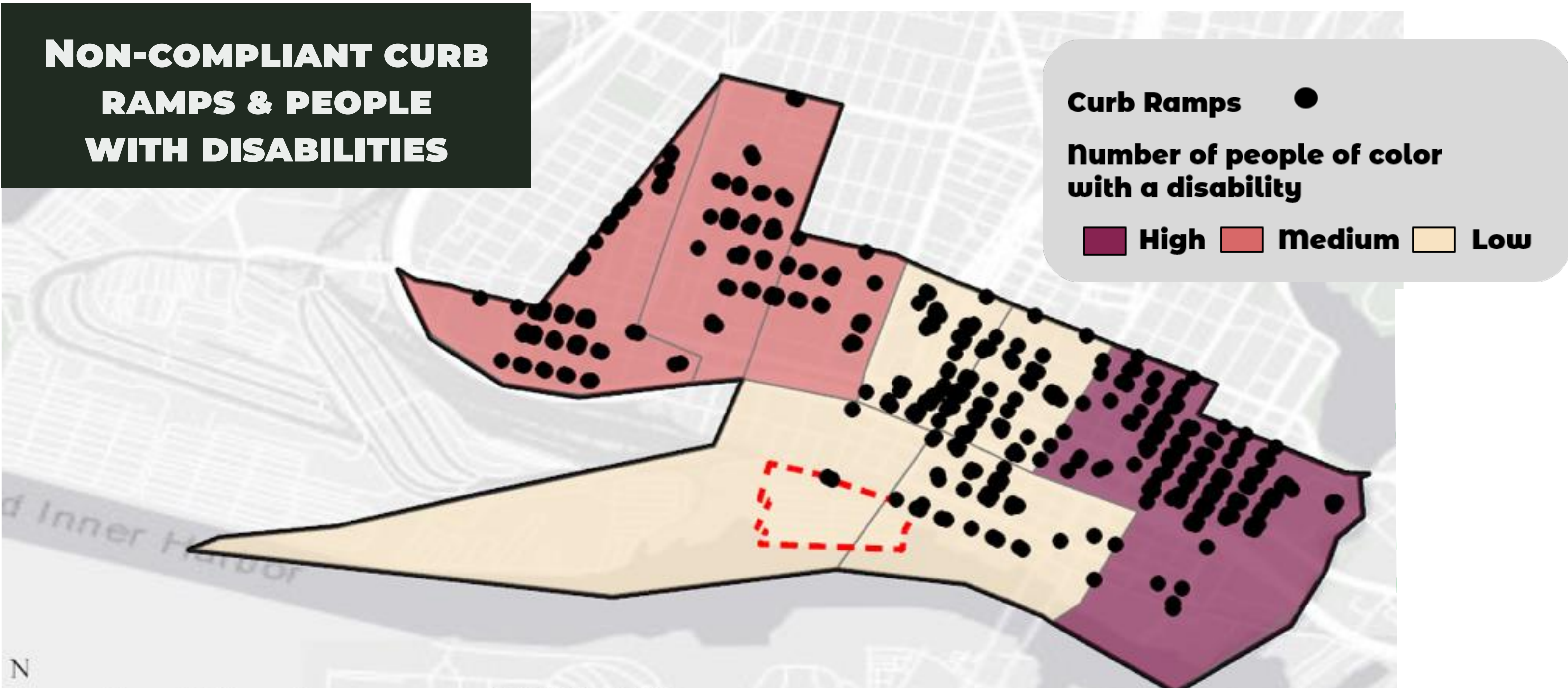


EQUITY ANALYSIS

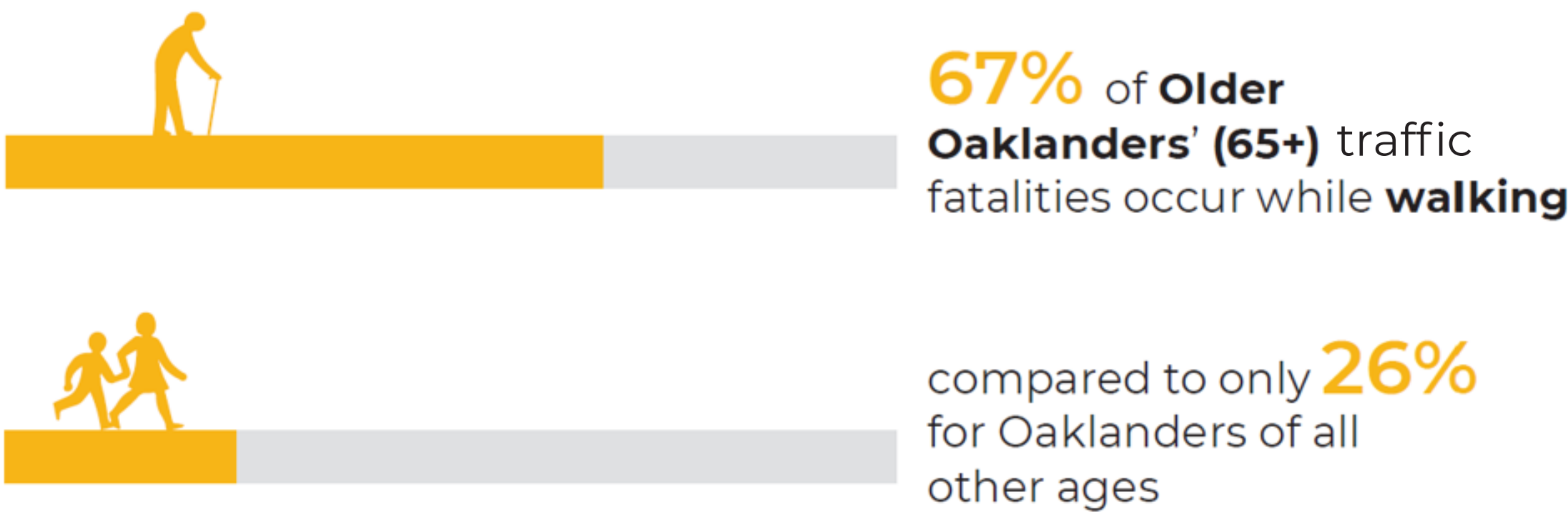
**SIDEWALKS IN PROJECT AREA HAVE SIGNIFICANT GAPS
DESIRE TO CLOSE SIDEWALK GAPS IN SURROUNDING NEIGHBORHOODS.**



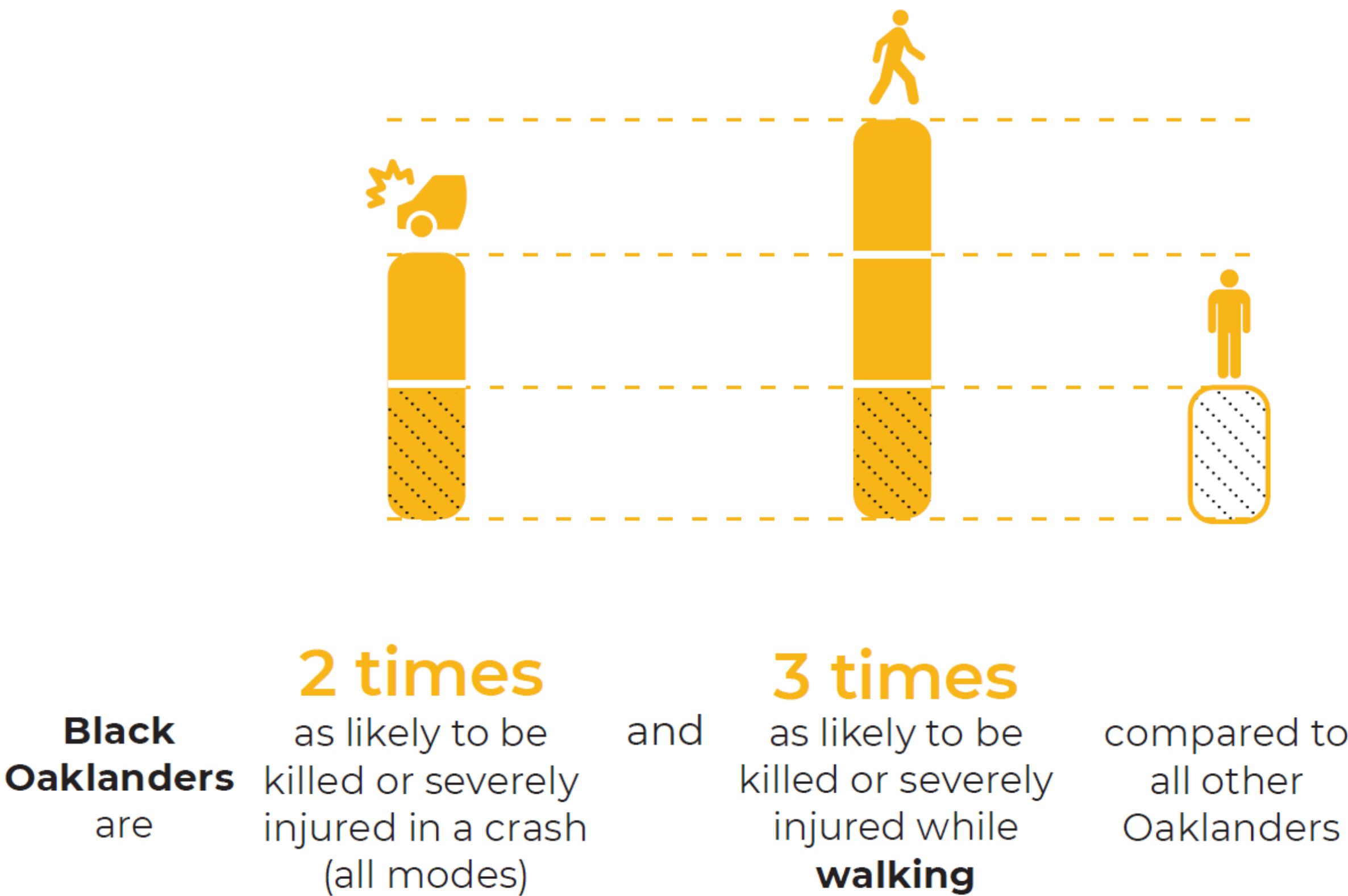
MANY NON-COMPLIANT CURB RAMPS WHERE PEOPLE OF COLOR WITH DISABILITIES LIVE



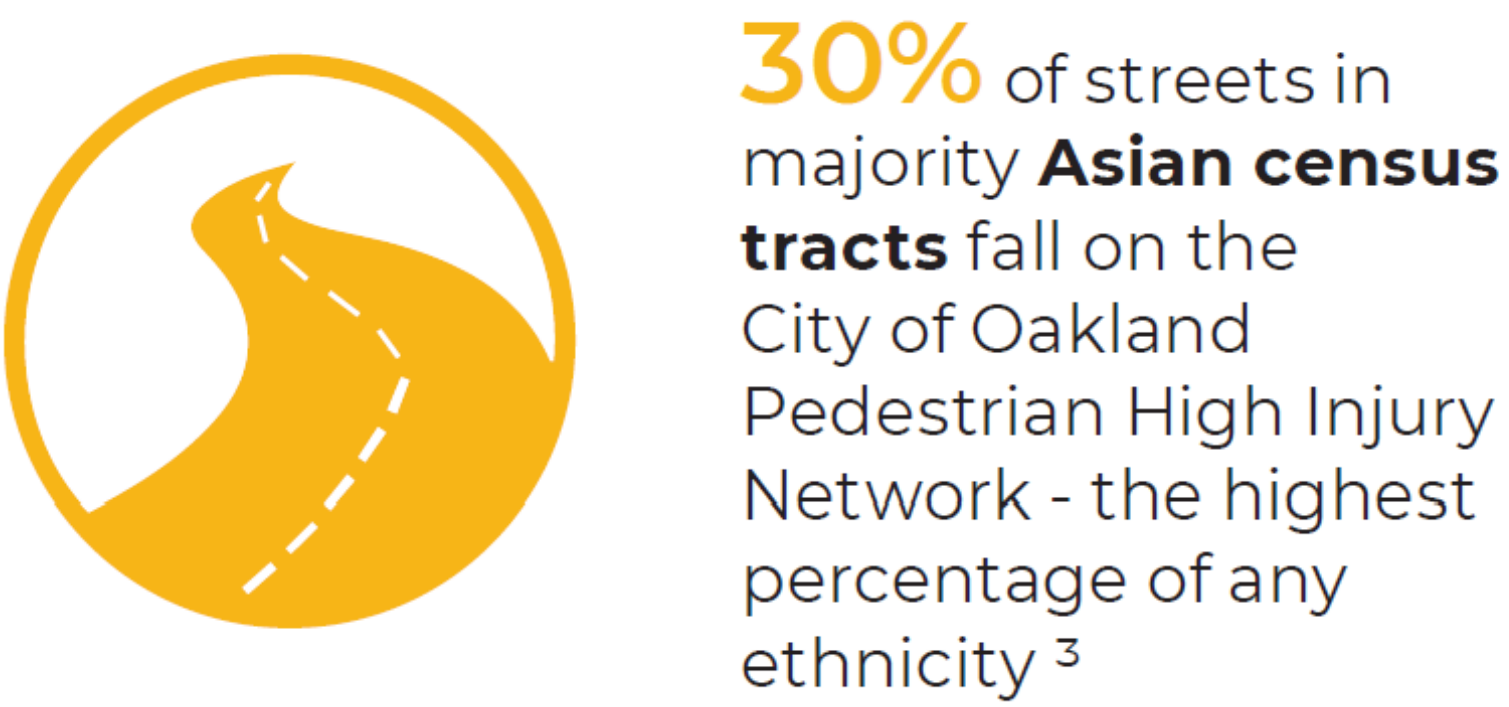
OLDER OAKLANDERS



BLACK OAKLANDERS



ASIAN OAKLANDERS

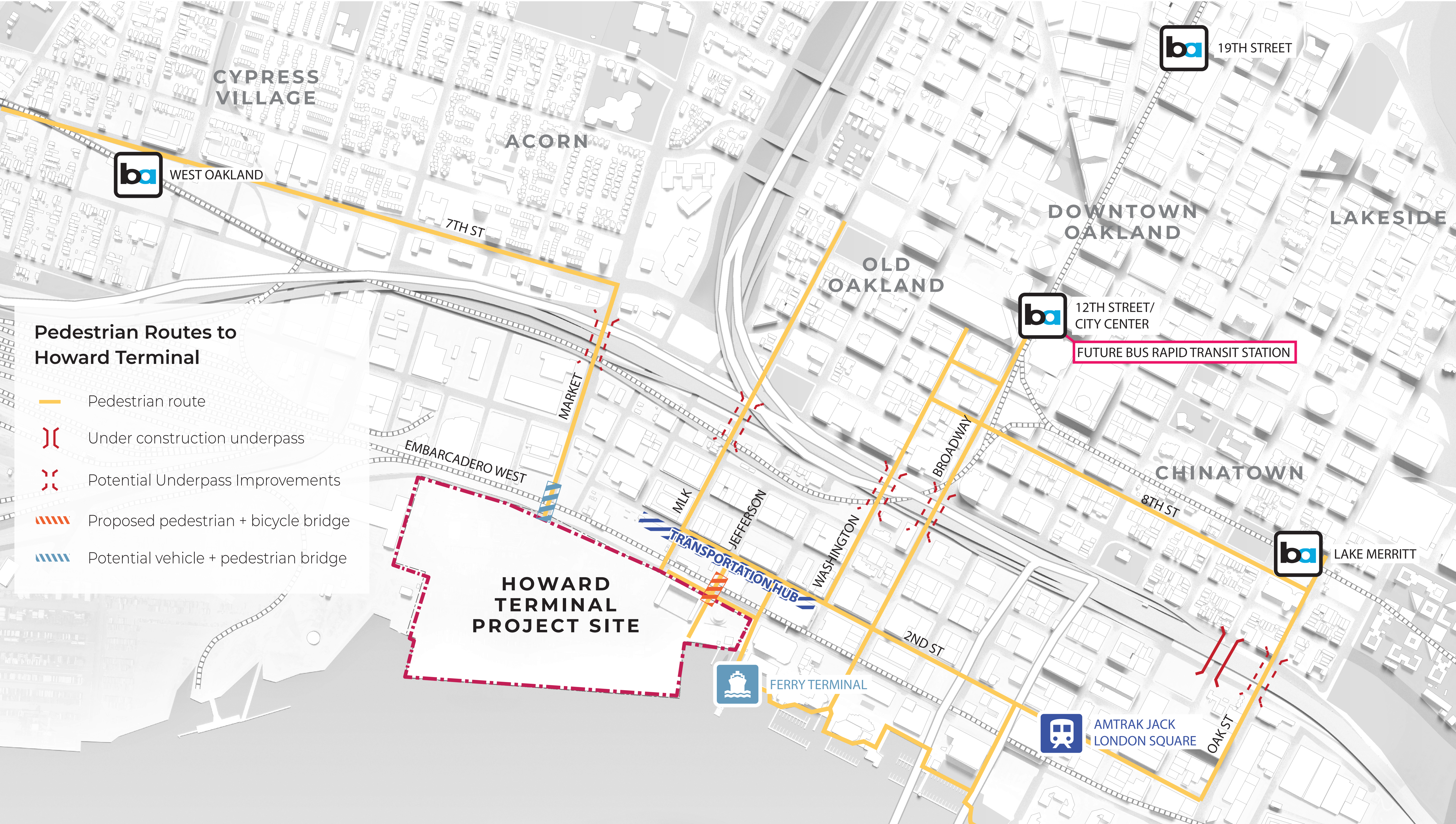


HOW TO IMPROVE WALKING



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



BIKING, SCOOTERS, AND MICROMOBILITY

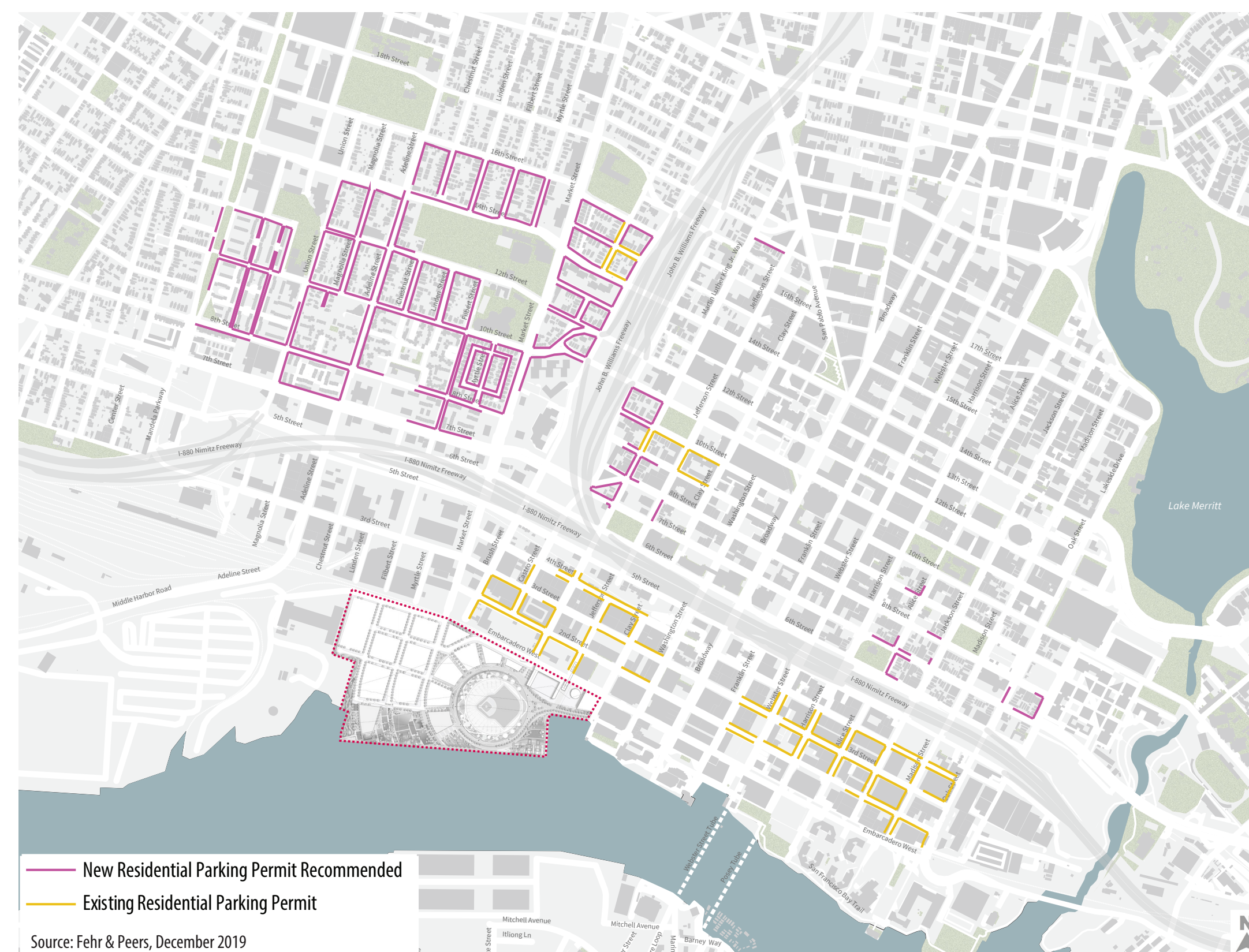


BIKING ISSUES

- 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

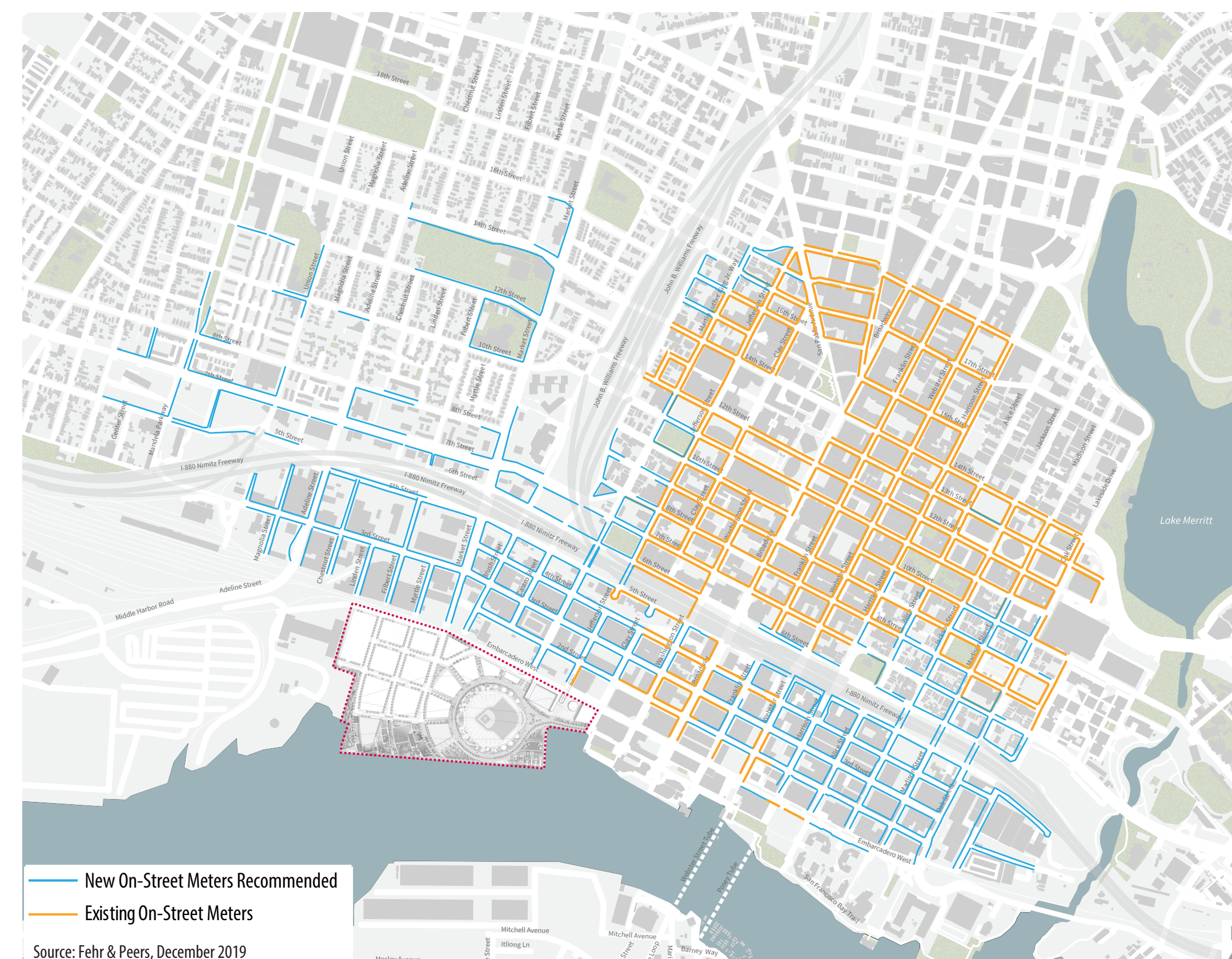
PROTECTING NEIGHBORHOOD PARKING • REDUCING TRAFFIC • IMPROVING EXPERIENCE

RESIDENTIAL PARKING PERMIT AREAS



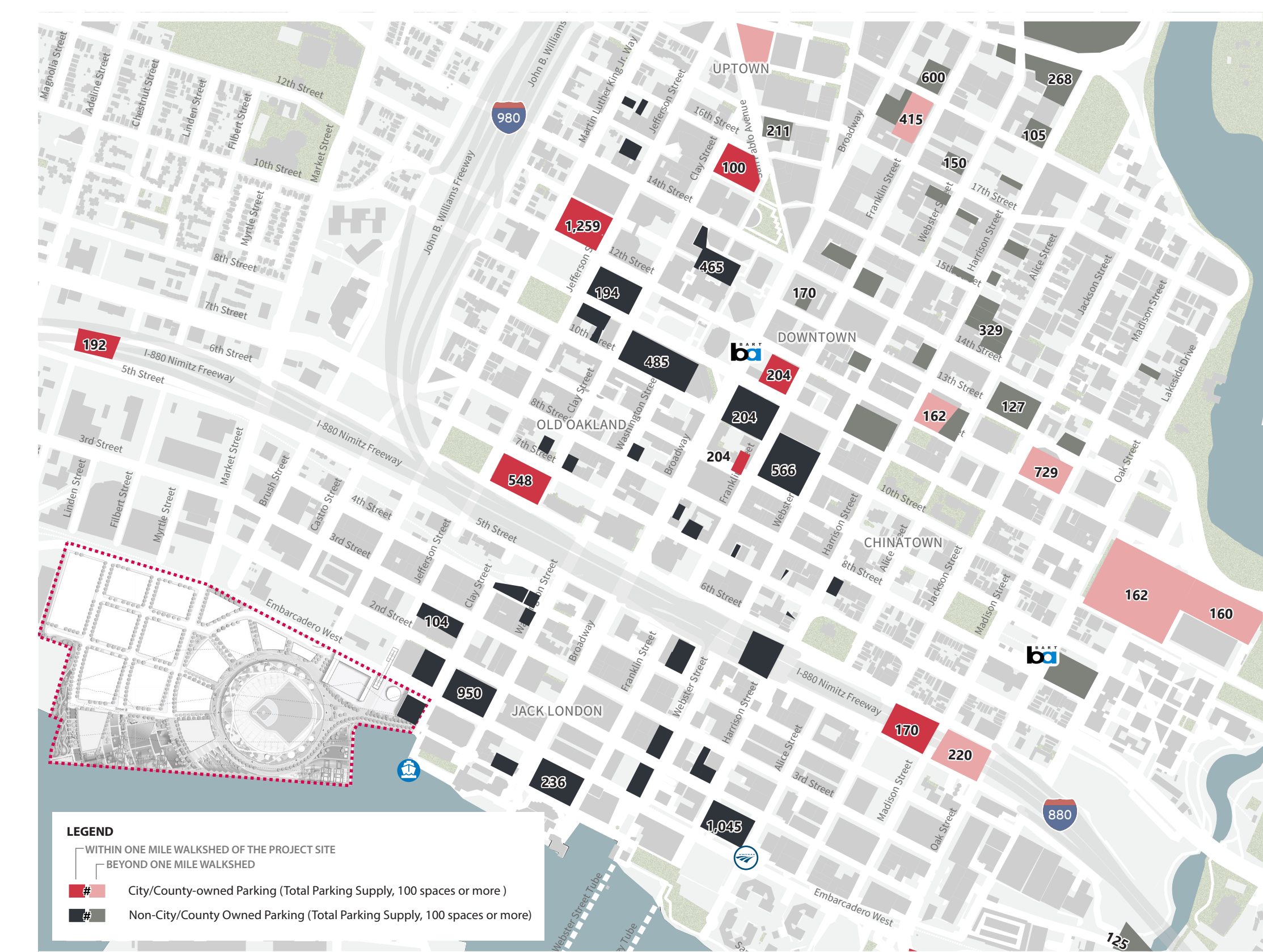
- Protects neighborhood on-street parking from being used for special event parking and by commuters parking in the area to ride BART or travel elsewhere
- Potential to provide discounted RPP to those with low incomes.
- Makes it easier to find parking until 11pm 362 days a year (not Thanksgiving, Christmas, 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

GAMEDAY TRAFFIC MANAGEMENT

Primary Mode to Howard Terminal on Gameday

Mode	Weekday Evening	35,000 Fans (Sold Out)	Vehicles
Drive	50%	17,500	7,600
BART	23%	8,000	--
Uber, Lyft, etc.	16%	5,600	2,400
Walk	4%	1,400	--
Bus	3%	1,200	--
Bike	1%	400	--
Ferry	3%	900	--
Existing Coliseum (45,000 seats)			
Drive	70%	--	--
BART	23%	--	--
Uber, Lyft, etc.	7%	--	--

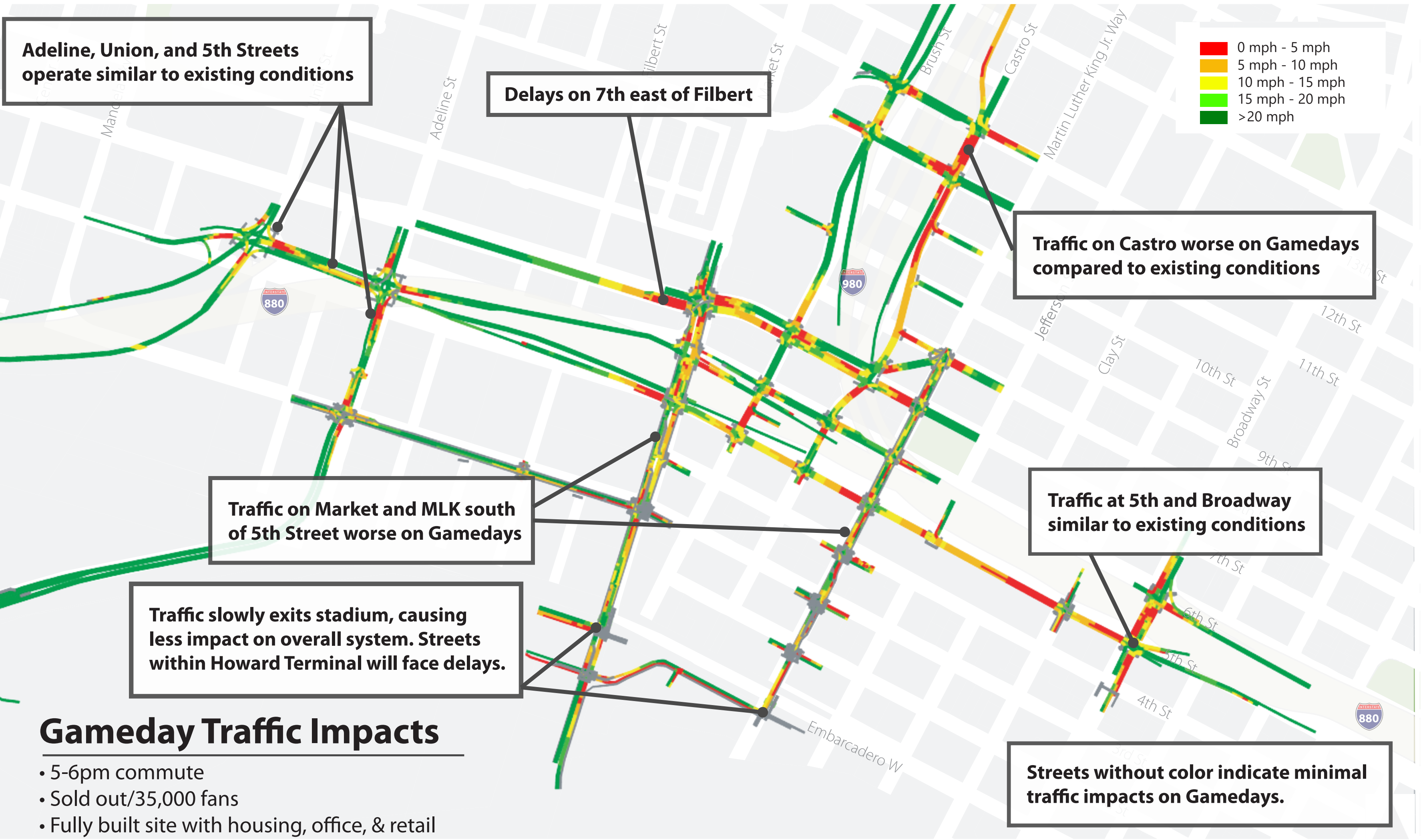
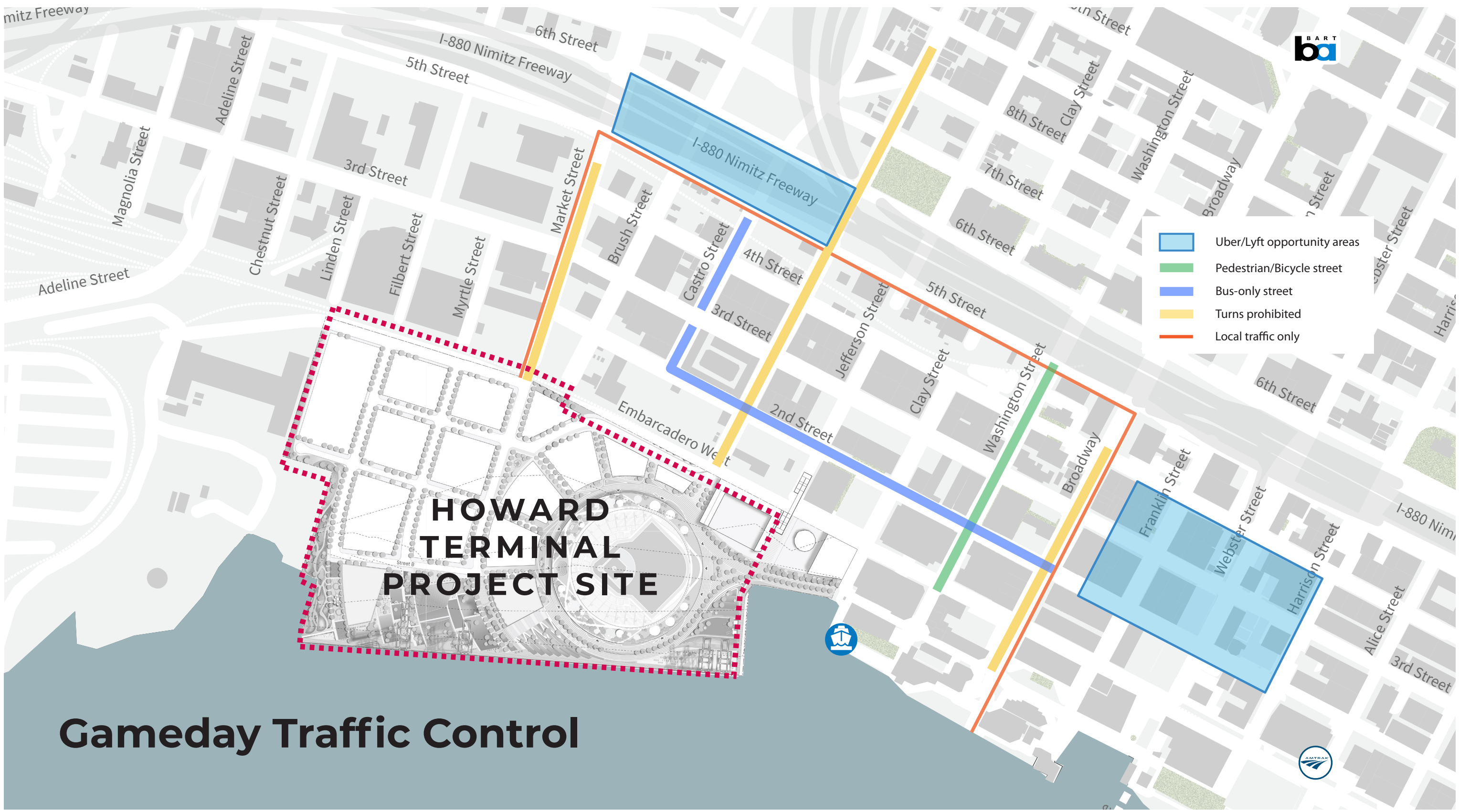
Bus, Walk, Bike Less than 1%

Primary Mode to Howard Terminal on Other Days

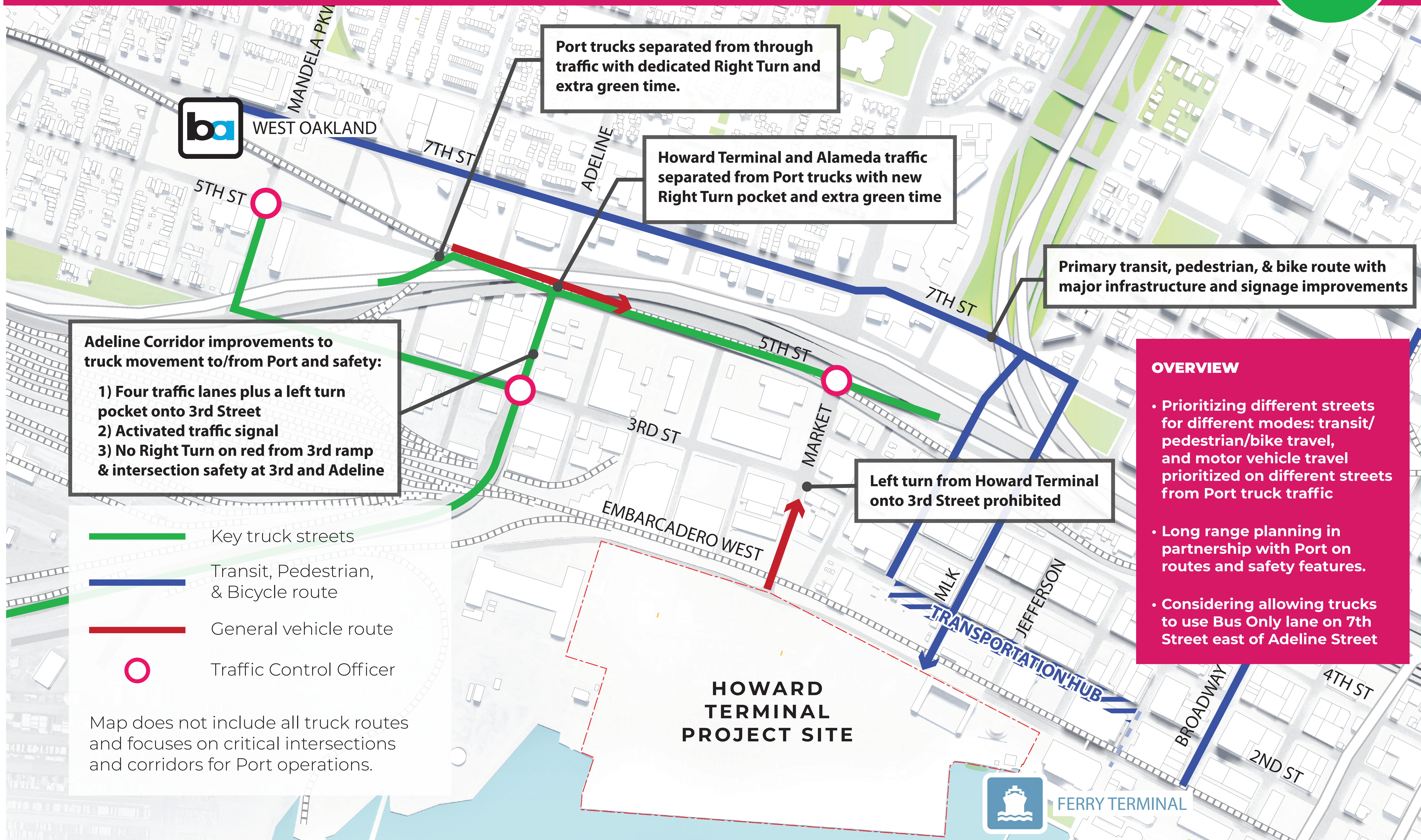
Mode	Percent of Trips
Drive	51%
Transit	34%
Walk	9%
Bike	7%

**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



TRUCKING & PORT OPERATIONS



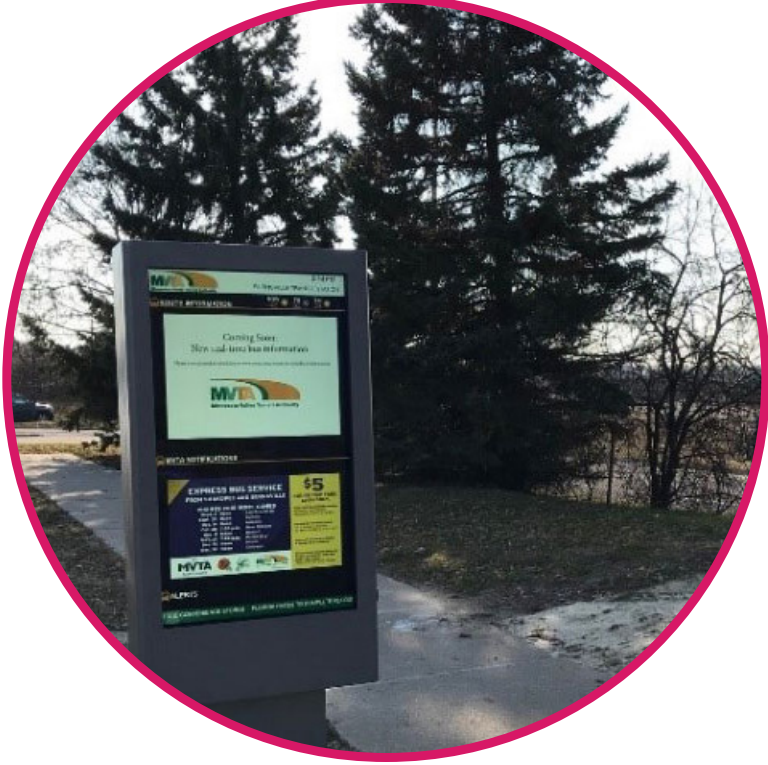
TRANSPORTATION HUB



Covered Bus Shelters



Free Public Restrooms



Real-Time Transit Info



Secure or Supervised Bicycle Parking



Water Filling Station



Game Broadcast



Cafe & Food



Outdoor Seating



Clipper Card Machines



Kid's Play Area



Bike Repair Station



Bike & Scooter Share

EMBARCADERO WEST AND RAIL SAFETY



Rail Safety Improvements

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