



TOWN

**Transforming
Oakland's
Waterfront
Neighborhoods**

**Mayor's Commission on Persons with
Disabilities**

November 21, 2022

Presentation Outline

- TOWN Overview
- Racial Equity Analysis
- TOWN Project Categories
- Map of Town Projects
- Project Example 1: Broadway Streetscape Improvements
- Project Example 2: 8th Street
- Questions
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TOWN Overview

- A comprehensive package of transportation infrastructure improvements – A **total of 17 Projects**
- Provides **safer, more sustainable and more equitable access** between Downtown, Chinatown, and West Oakland, and the waterfront.
- Protects and enhances goods movement.

Racial Equity Analysis: Background

This analysis was initially completed in December 2019 as part of the development of the Oakland Waterfront Ballpark District's Transportation Plan.

This analysis was informed by engagement:

- Over 500 **surveys**
- Four **community meetings** and a maritime stakeholder-specific workshop.
- Ten key **stakeholder meetings** with community leaders and transportation advocates.

Racial Equity Analysis: Disparities for Road Users

People walking, rolling, and taking public transit make up under **30%** of commute trips...

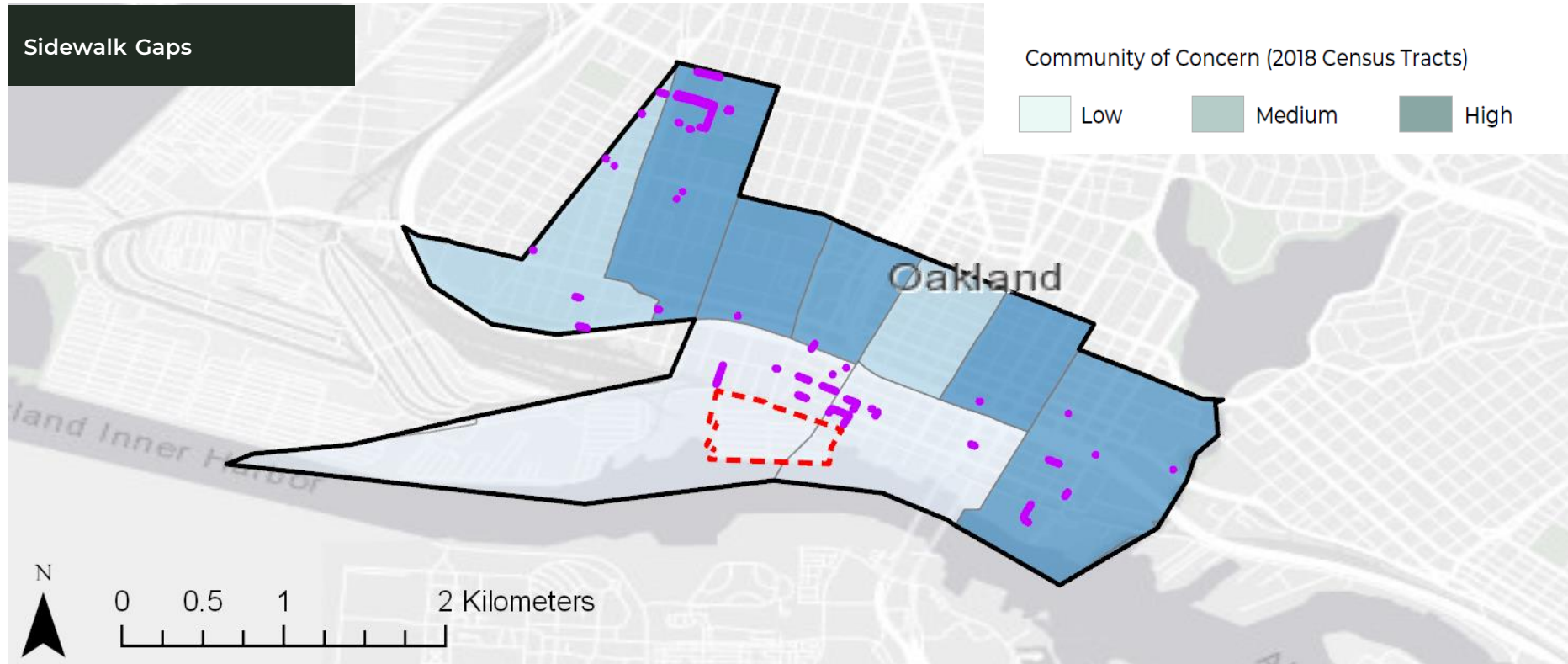
...but experience nearly **50%** of **severe or fatal injuries**

Black Oaklanders are **2 times** as likely to be killed or severely injured in a crash (for all modes)

and **3 times** as likely to be killed or severely injured as a pedestrian

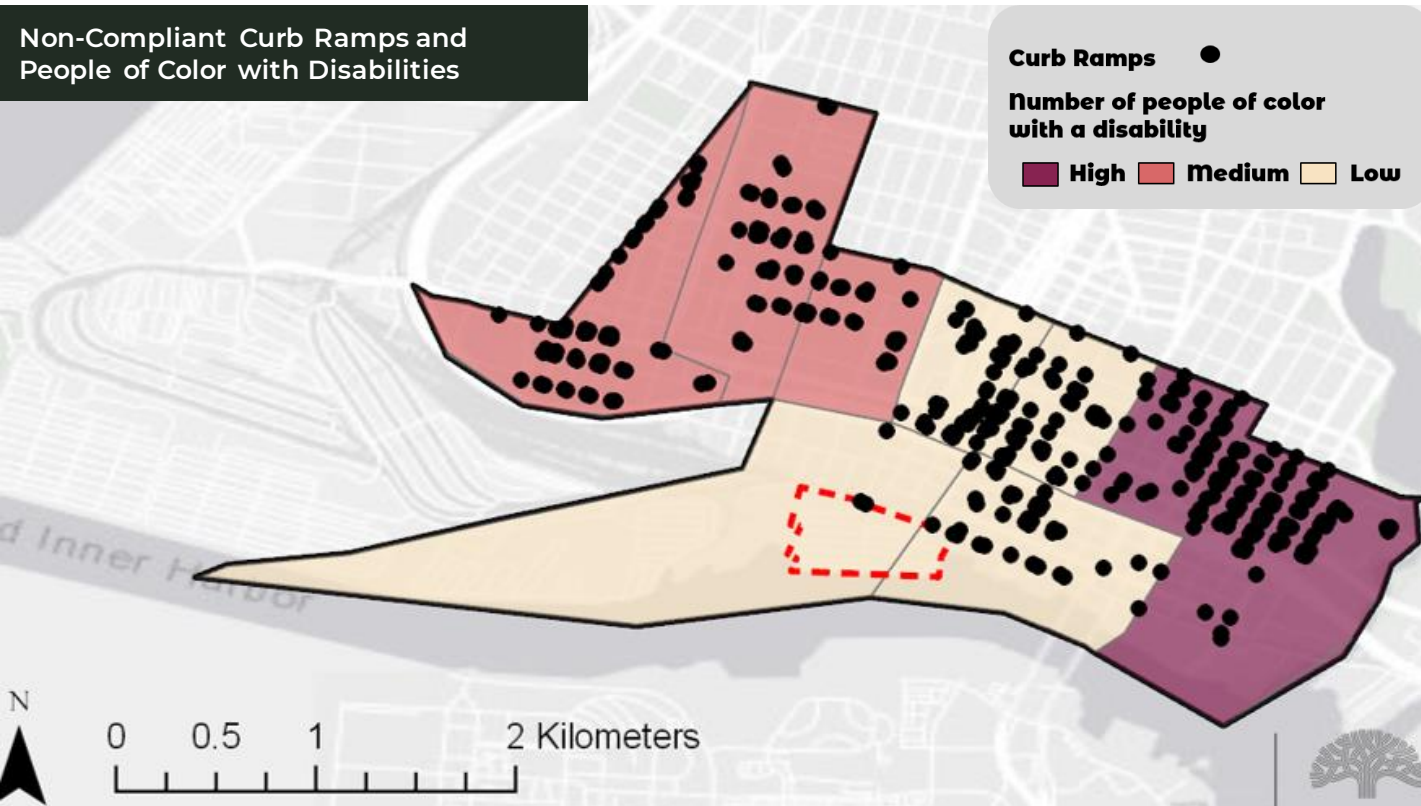
Exhibit D

Racial Equity Analysis: Project Area Disparities



2% of the project area sidewalk has gaps

Racial Equity Analysis: Project Area Disparities



- 29% of the curb ramps in the project area are non-compliant.
- Many non-compliant curb ramps where people of color with disabilities live.

TOWN Project Categories

Active Transportation and Transit

1.4 miles of new transit-only lanes and 10 miles of new sidewalks, bike lanes, and trails.

Rail Safety and Goods Movement

Rail corridor and roadway improvements to reduce traffic congestion, truck idling, and improve safety.

Parking and Traffic Management

Parking system upgrades and intersection improvements.

Exhibit D Map of TOWN Projects

-  Active Transportation & Transit
-  Rail Safety & Goods Movement
-  Parking & Traffic Management



This map shows 14 of the TOWN projects. Parking and Traffic Management is areawide and not shown on the map. **Exhibit D 9**

Exhibit D

Project Example 1.

Broadway Pedestrian and Transit Improvements

- **Transit-only** lanes from 11th to 2nd Street
- **Pedestrian** safety and ADA improvements on High Injury Street
- **Underpass** upgrades, including lighting



Exhibit D
Project Example 2.
**8th Street Pedestrian and ADA
Improvements**

- **Accessibility:**
trip and fall hazards, curb ramps, loading zones
- **Pedestrian safety** at intersections and driveways
- **Placemaking:**
Lighting, street trees, and wayfinding



Thank You

Staff Contact

Audrey Harris

aharris2@oaklandca.gov

Questions?

APPENDIX

Additional information about the TOWN projects and frequently asked questions and responses.

Note this information will not be part of the presentation and is meant to provide additional context before, during, and after the presentation.

Additional TOWN Information

- 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.

Additional TOWN Information: Projects

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.

Additional TOWN Information: Projects

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.

Additional TOWN Information: Projects

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.

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.

Additional TOWN Information: Projects

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.

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.

Additional TOWN Information: Projects

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

Vehicular Grade Separated Crossing and 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.

Additional TOWN Information: Projects

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.

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.

Additional TOWN Information: Projects

Emergency Vehicle Access: This project will construct an emergency vehicle access (EVA) route that connects the west end of Embarcadero West to Middle Harbor Road at Adeline.

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.

Additional TOWN Information: Projects

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.

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.

FAQs

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.

FAQs

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.

FAQs

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.

FAQs

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.

FAQs

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.