



EAST OAKLAND NETWORK MAPS

There are many ways to travel and transport goods in East Oakland. Each street's design and destinations inform which transportation option or mode people choose to take. The East Oakland Network Maps show where modal priorities currently lie and where they overlap.

As a part of the East Oakland Mobility Action Plan, the East Oakland Network Maps were developed to identify streets with different modal priorities and provide a foundation for future planning along key corridors. The Network Maps include priority routes for:



Transit



Pedestrians



Autos



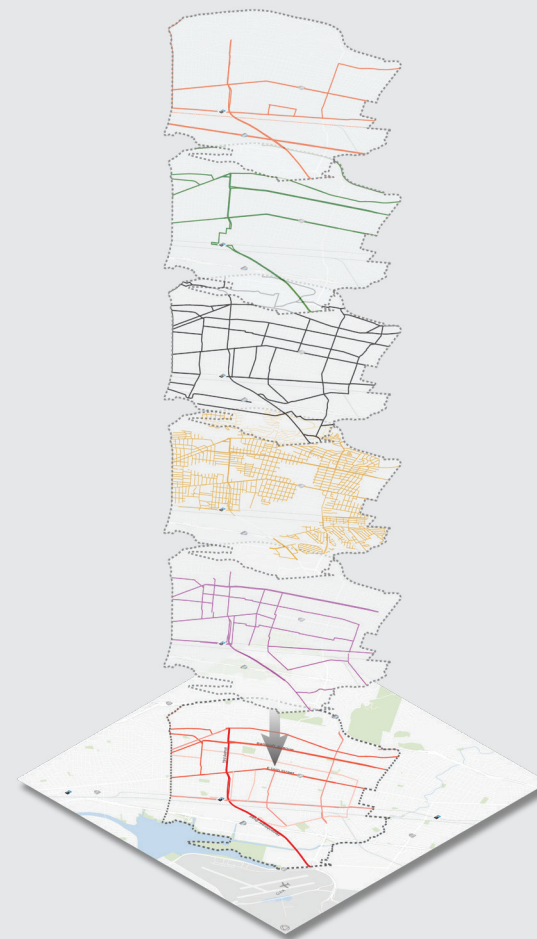
Trucks



Bikes

Each map is accompanied with a description of how the routes were developed, data sources, key takeaways, and questions to consider.

The final map, Multimodal Corridors, displays and lists streets with overlapping priorities. These are streets that are ripe for corridor studies, additional project development, and outreach that would benefit a wide range of East Oaklanders.





The bus needs to move reliably and efficiently and serve important destinations to be convenient. Bus service should be prioritized on streets where the bus comes every 15 minutes or less.

1. TRANSIT ROUTES

What Does The Map Show?

The primary transit routes are high-frequency AC Transit bus routes, which are defined as buses that arrive every 15 minutes or less during peak hours. Bus stop amenities for these routes are shown to provide context.

Data Source

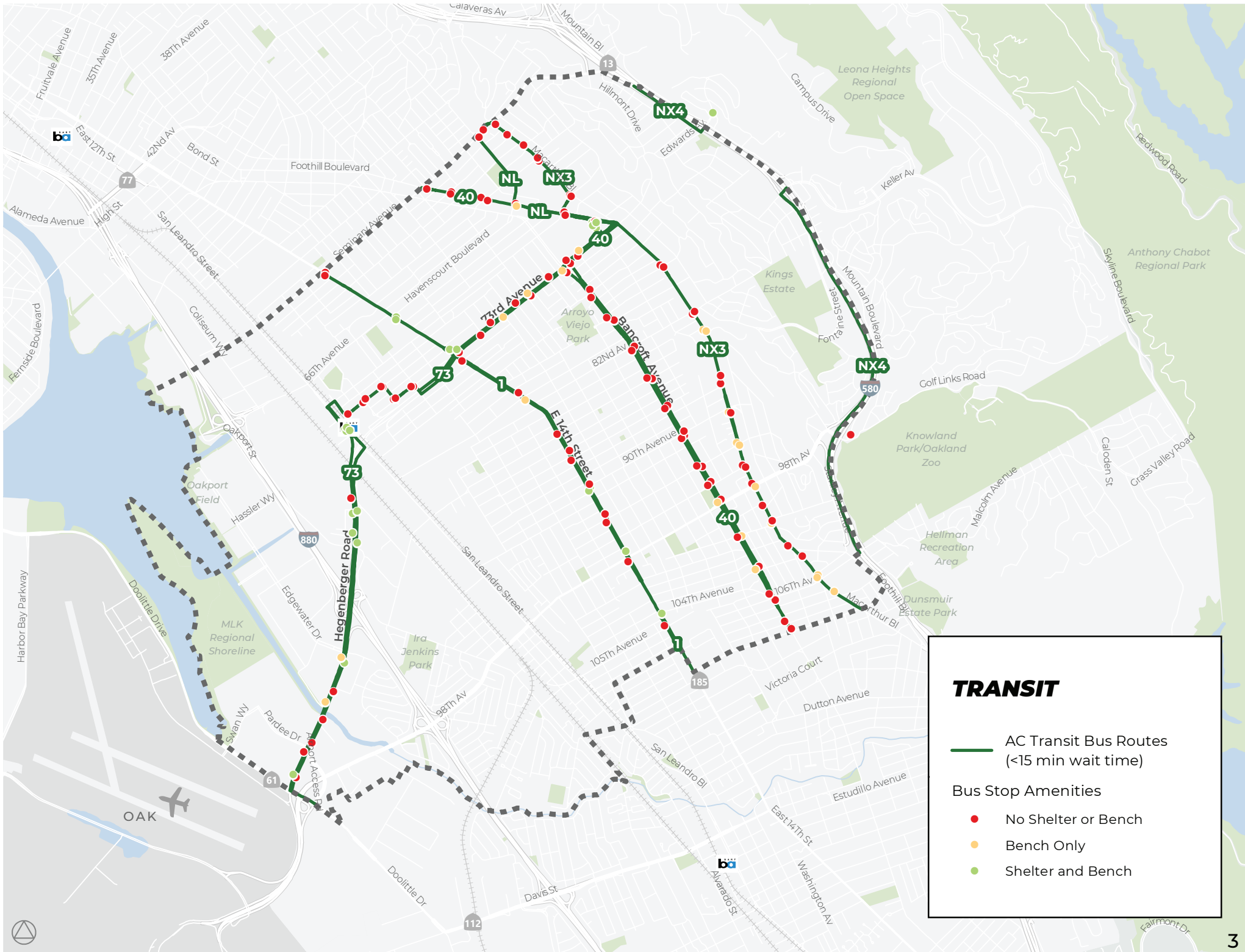
AC Transit bus schedule and routing data, 2019

Key Takeaways

- AC Transit offers only one high-quality east-west connection through East Oakland.
- There are several north-south routes east of San Leandro Boulevard.
- About 80% of residential uses in the project area are within half a mile of a high-frequency transit bus stop.
- Only 32% of bus stops along high-frequency transit routes have shelters or benches, and the remaining 68% don't have any bus stop amenities.

Questions to Consider

- Are these current routes frequent enough?
- What are future plans for transit frequencies?
- Where else would residents want to see more frequent service?



TRANSIT

AC Transit Bus Routes
(<15 min wait time)

Bus Stop Amenities

- No Shelter or Bench
- Bench Only
- Shelter and Bench



East Oaklanders drive or carpool for over 70% of their trips. Maintaining roads and vehicle access is vital for East Oaklanders to travel.

2. AUTO ROUTES

What Does the Map Show?

The auto priority corridors are pulled from the arterials and connectors identified in the 2014 Oakland Complete Streets Plan. A base street typology was developed for the Plan that classifies different street tiers by traffic volume and distance, ranging from at least 10,000 average daily traffic (ADT) and at least 50% of total volume traveling eight miles or more to arterials with less than 5,000 ADT. The auto priority corridors include all arterials and connectors identified in the Plan, including segments that did not have ADT data.

Data Source

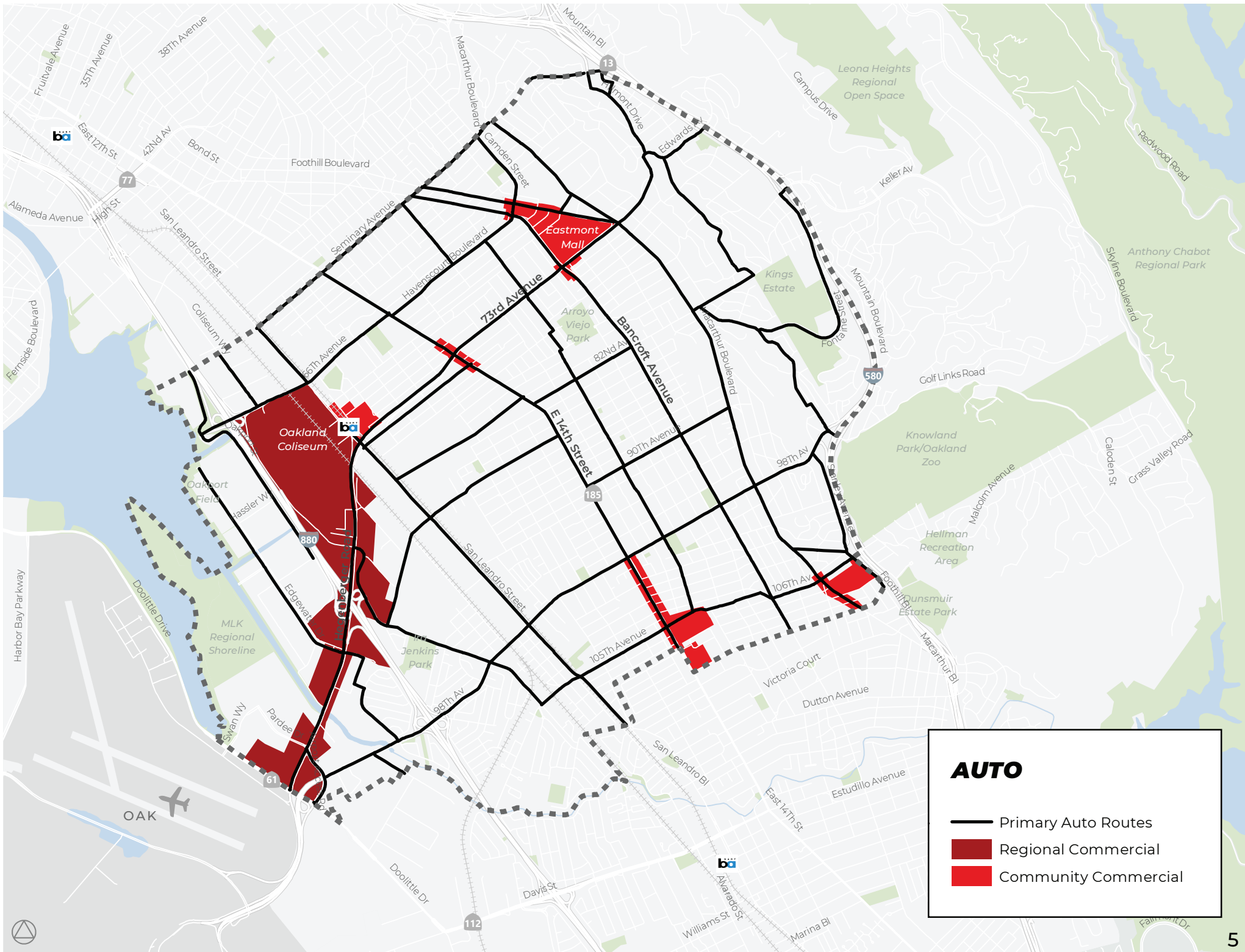
Oakland Complete Streets Plan, 2014 (not adopted)

Key Takeaways

- Primary auto routes align with arterial streets and connectors and are distributed evenly across the project area
- The auto routes connect to major commercial centers, including Eastmont Mall and the Oakland Coliseum.

Questions to Consider

- East Oaklanders drive to their destinations for most trips - are there other streets that should be included?
- Are there any “cut-through” streets we should remove?





Schools, high-frequency transit, and commercial corridors are key destinations for people walking in East Oakland. Providing safe street crossings, clean sidewalks, and beautiful streetscapes for residents is essential in creating walkable neighborhoods.

3. PEDESTRIAN ROUTES

What Does the Map Show?

The primary pedestrian routes consist of:

- High-frequency AC Transit routes (routes with bus arrival intervals of 15 minutes or less during peak hours) connecting popular commercial corridors
 - Regional Commercial, or big-box retail, was not included due to its vehicle-oriented design and proximity to high-speed arterials.
- Streets within a 1/4 mile of schools and the Coliseum BART station
- Routes along the pedestrian High Injury Network (HIN), which are streets with a relatively high number of pedestrian collisions and injuries
 - Most of the pedestrian HIN was covered by the primary pedestrian routes at this stage, but any HIN gaps were added to create the final primary pedestrian routes.

Data Source

AC Transit, 2018; City of Oakland Land Use (Community Commercial and

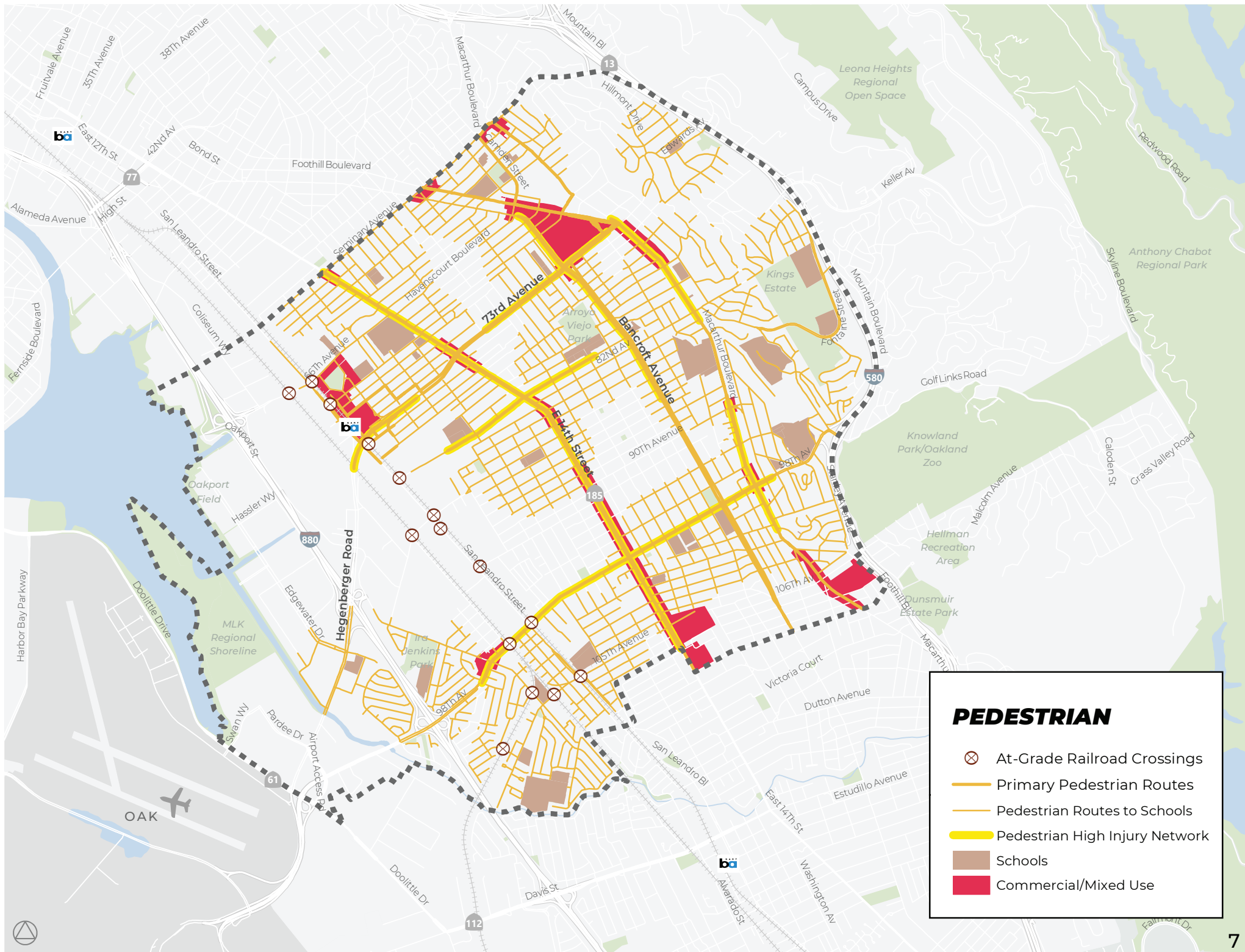
Neighborhood Center Mixed Used), 2011; BART, 2019; City of Oakland Schools, 2019; City of Oakland Vision Zero, 2017

Key Takeaways

- The primary pedestrian routes reflect a commitment to Safe Routes to Schools and prioritize pedestrian safety on nearby neighborhood streets.
- The pedestrian High Injury Network is adjacent to commercial corridors that pedestrians likely frequent.
- Most main arterials are included except for Hegenberger Road and San Leandro Street.

Questions to Consider

- How should we determine primary pedestrian routes? Does this methodology resonate?
- Are any commercial areas missing?
- Any other streets experience heavy foot traffic?



PEDESTRIAN

- ⊗ At-Grade Railroad Crossings
- Primary Pedestrian Routes
- Pedestrian Routes to Schools
- Pedestrian High Injury Network
- Schools
- Commercial/Mixed Use



Biking can be an affordable and healthy way to get around, but about 70% of Oaklanders cite fear of a collision as a major challenge to biking. Providing low-stress bike routes can help riders feel safe when traveling around East Oakland.

4. BIKE ROUTES

What Does the Map Show?

The primary bike routes are the priority bikeways identified in the Let's Bike Oakland Plan. The Plan prioritized projects based on their strategic impacts, their level of benefit, and their ability to meet the needs of underserved communities. Prioritized projects connect Oaklanders on bikeways to neighborhood destinations, address safety concerns, close gaps in the bike network, and align with the City's 3-year Street Paving Plan.

Data Source

"Let's Bike Oakland", City of Oakland Bike Plan, 2019

Key Takeaways

- The primary bike routes provide good connectivity in the center of East Oakland (between San Leandro Street and Foothill/MacArthur Boulevard).
- There are limited access points across San Leandro Street and I-880 to the MLK Regional Shoreline and industrial and commercial job centers.

- Most of the main arterials have existing or proposed high-quality bike facilities, except for:
 - E 14th Street (painted bike lane)
 - Camden Street (painted bike lane)
 - MacArthur Boulevard (no bike facility)
- Few routes serve residential neighborhoods east of Foothill/MacArthur Boulevard but these routes are hilly and difficult to bike.
- Most of the bikeways are proposed and do not exist today.

Questions to Consider

- Most of the bikeways are existing: how should the proposed bikeways be prioritized?
- Do these routes provide enough connection to local destinations in East Oakland?



East Oakland houses many industrial, warehousing, and other commercial land uses where goods are moved by large trucks, including to and from the Oakland International Airport. These uses are important for economic development in the area, but also need to be respectful of the predominantly residential land uses in East Oakland. Truck movements should be prioritized on the major streets connecting industrial and commercial areas to freeways.

5. TRUCK ROUTES

What Does The Map Show?

Primary routes for goods movement are established truck routes from the City of Oakland Municipal Code and California Vehicle Code.

Data Source

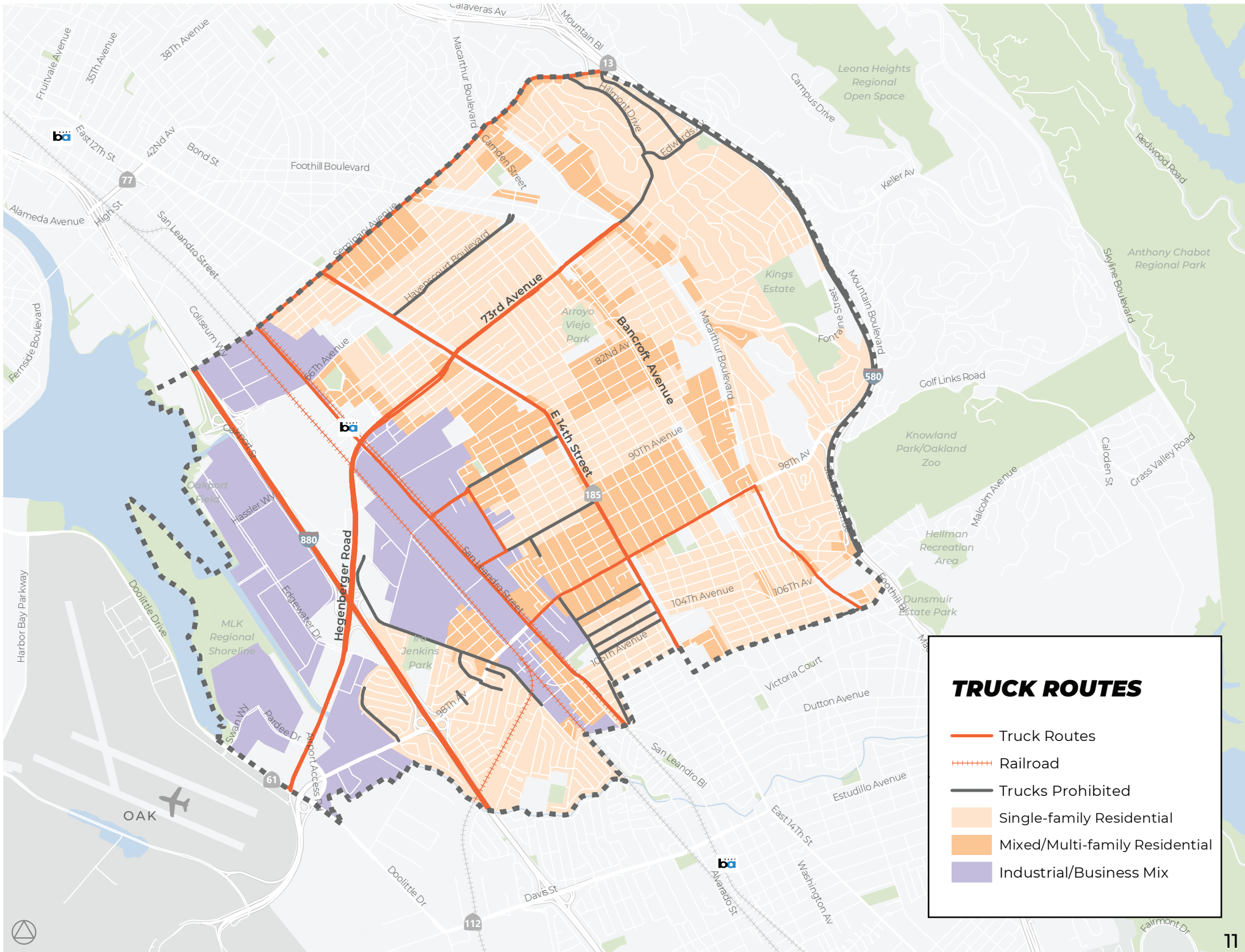
City of Oakland, 2017

Key Takeaways

- Existing truck routes align with industrial uses along San Leandro Boulevard continuing west to Oakland International Airport, however, truck routes also run through many residential areas.
- The truck routes currently funnel truck traffic from industrial and commercial land uses to I-880. The routes are not designed for traffic to travel north/south on arterial streets.
- E 14th Street is currently a designated truck route, which may conflict with the future Bus Rapid Transit corridor.

Questions to Consider

- Is there a need to revisit the truck network? Are there supporting policies that should accompany this map (e.g. prioritizing trucks on certain streets and accommodating or prohibiting other truck vehicle types on other streets)?
- Are any other truck-heavy land uses not served by a truck route?
- Are there other industrial areas not included on the map that require truck access?
- Should any of these routes be removed from the truck network?





Each street in East Oakland has unique needs. Many streets are important to people driving, taking transit, walking, moving goods, and biking. On these streets, additional community conversations and planning is needed to identify a vision and improvements that meet community need and use.

6. MULTIMODAL CORRIDORS

What Does The Map Show?

Multimodal corridors are where primary routes for bicycles, pedestrians, automobiles, transit, and trucks overlap. Through ongoing community discussion, planning processes, and street design, the City and East Oaklanders can work together to define the vision for each street and how different travel modes get prioritized.

Data Source

East Oakland Mobility and Access Plan maps, 2020.

Key Takeaways

- Multimodal corridors generally align with major arterials
- The streets with the most overlap include:
 - 73rd Ave/Hegenberger Rd (5 modes)
 - 68th Ave/MacArthur Blvd (4 modes)
 - Bancroft Ave (4 modes)
 - Camden St/Havenscourt Blvd (4 modes)
 - E 14th Street (4 modes)

Questions to Consider

- Are there streets where one travel mode should be prioritized?
- How can community partners/OakDOT engage with community members to determine which travel options meet their needs best?
- Have residents in your communities mentioned concerns with any of the streets on the multimodal corridor list?

