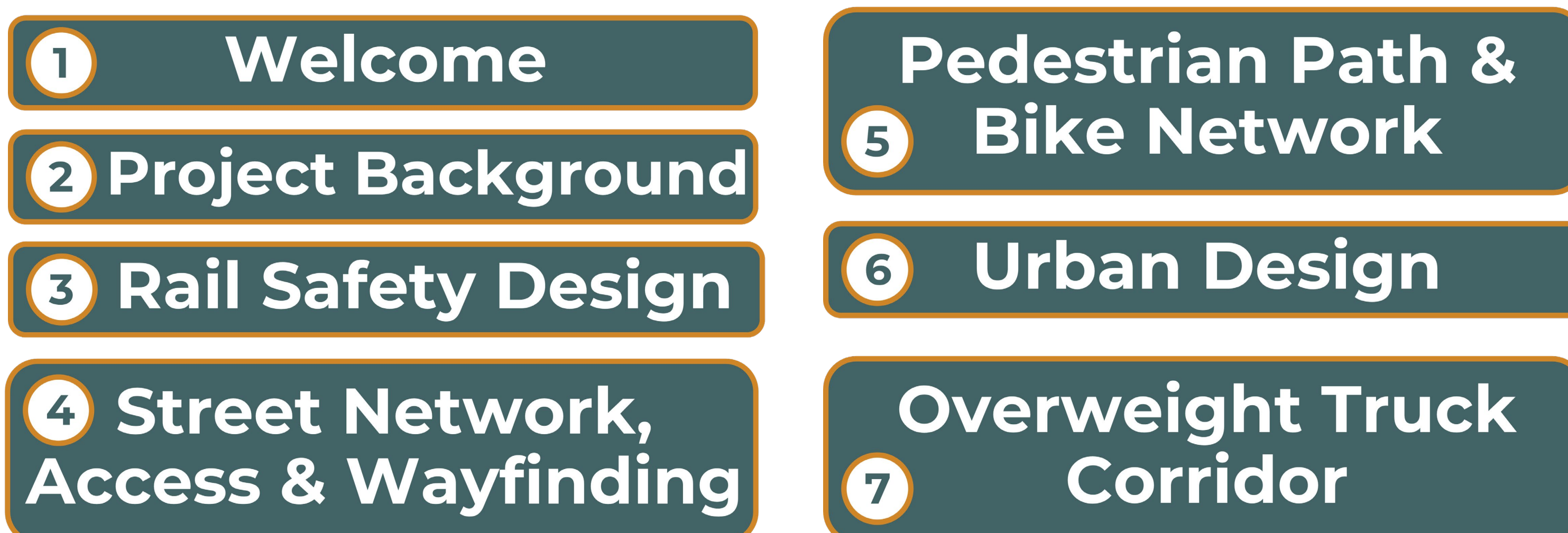


Program & Event Map

Workshop Start 5:00pm

Welcome! Visit project stations at your own pace. Suggested order shown



Welcome Remarks 6:00pm – 6:30pm

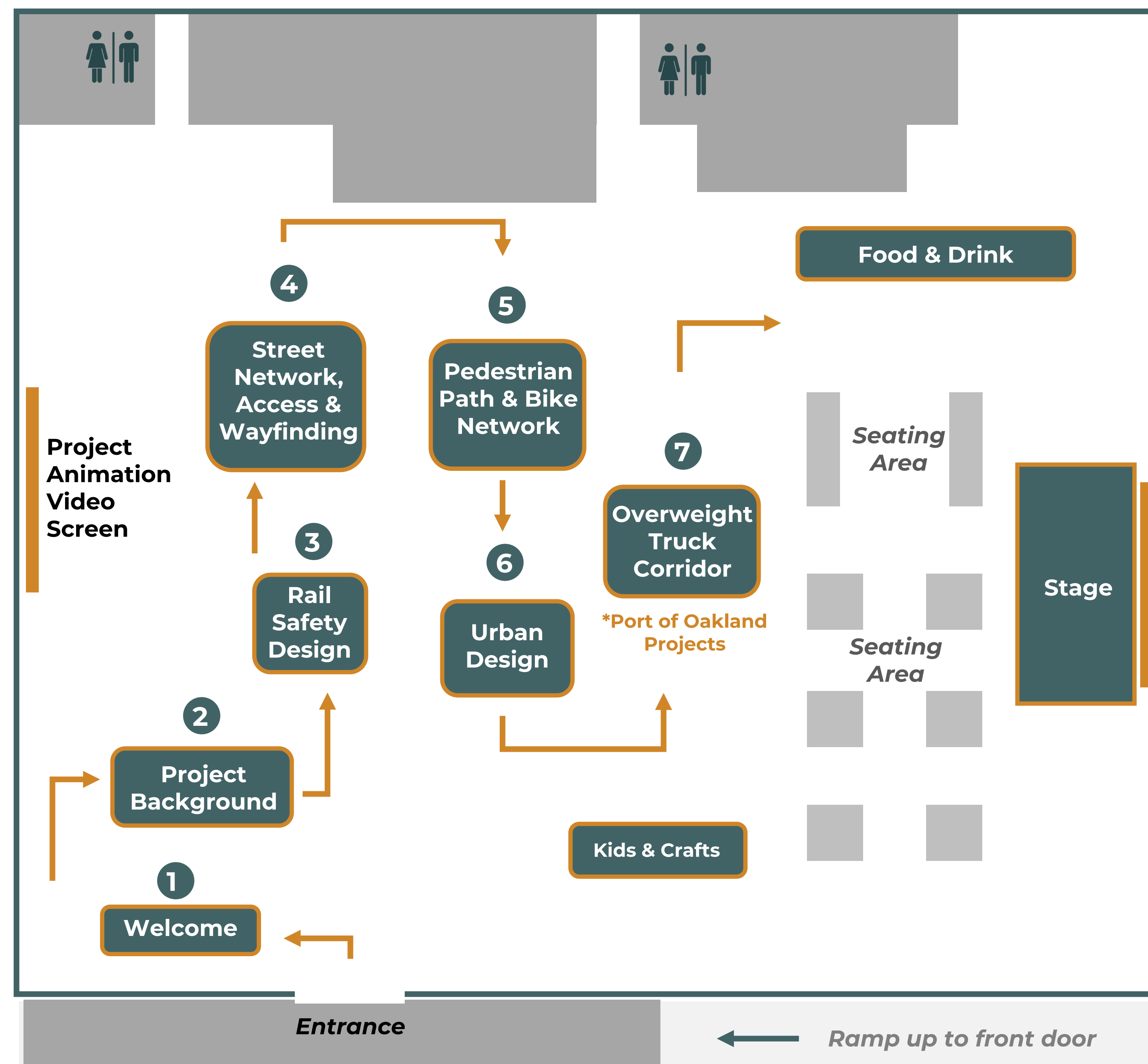
Hear from City of Oakland and Department of Transportation leadership on the stage

Workshop Continues 6:30pm

Workshop Concludes 7:30pm

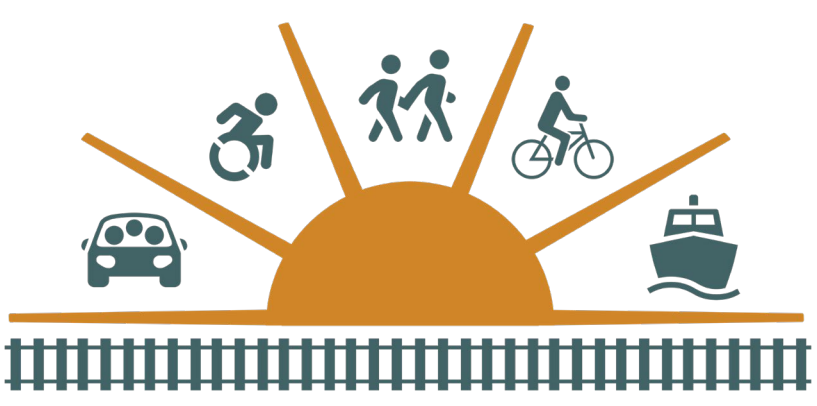
Thank you for joining!

Bloc15 252 2nd St



2nd Street





Recent Community Engagement

Major Projects Division will be collecting feedback on major street design decisions throughout Summer 2024



Tonight!

- **Bicycle and Pedestrian Advisory Committee**
Thursday May 2
- **Jack London Improvement District**
Tuesday May 7
- **Mayor's Commission Persons with Disabilities**
Monday May 20
- **Ferry Fest**
Saturday June 1
- **OakDOT MPD Community Advisory Committee**
Thursday June 13
- **Jack London Square Farmer's Market**
Sundays in June
- **Jack London Neighborhood Council**
Tuesday June 25
- **Port of Oakland Harbor Tour**
Friday July 12
- **Community Design Workshop**
Wednesday July 17
- **Pedal Brewfest**
Saturday July 20
- **StaceyFest**
Saturday July 20
- **Jack London National Night Out**
Tuesday August 6

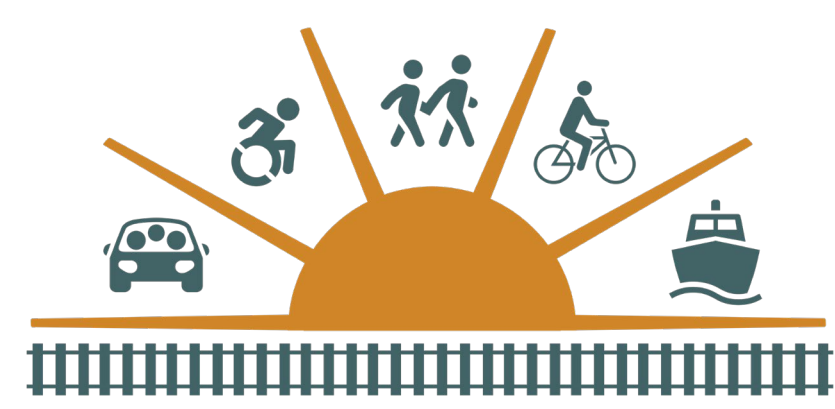
For more information about the CAC visit:
www.oaklandca.gov/projects/major-projects-division-community-advisory-committee



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION

Major Projects Division



Major Projects Division

The Major Projects Division (MPD) is a team of planners, engineers, and project managers within the Department of Transportation that works collaboratively to deliver major transportation infrastructure improvements.

The Division's first suite of projects, *shown in the map below*, will strengthen connections between West Oakland, Chinatown, Downtown, Old Oakland, and the Jack London District, while enhancing goods movement around the Port of Oakland and safety for all road users.

MPD Projects

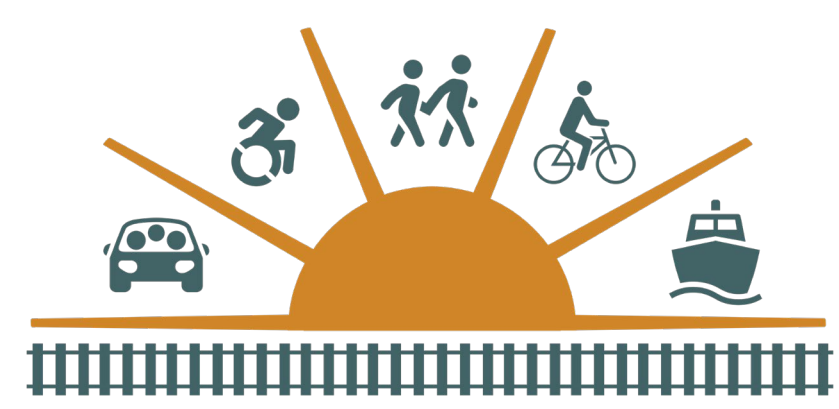


Learn More About MPD Projects

www.oaklandca.gov/mpd

Contact Us

mpd@oaklandca.gov



Project Background



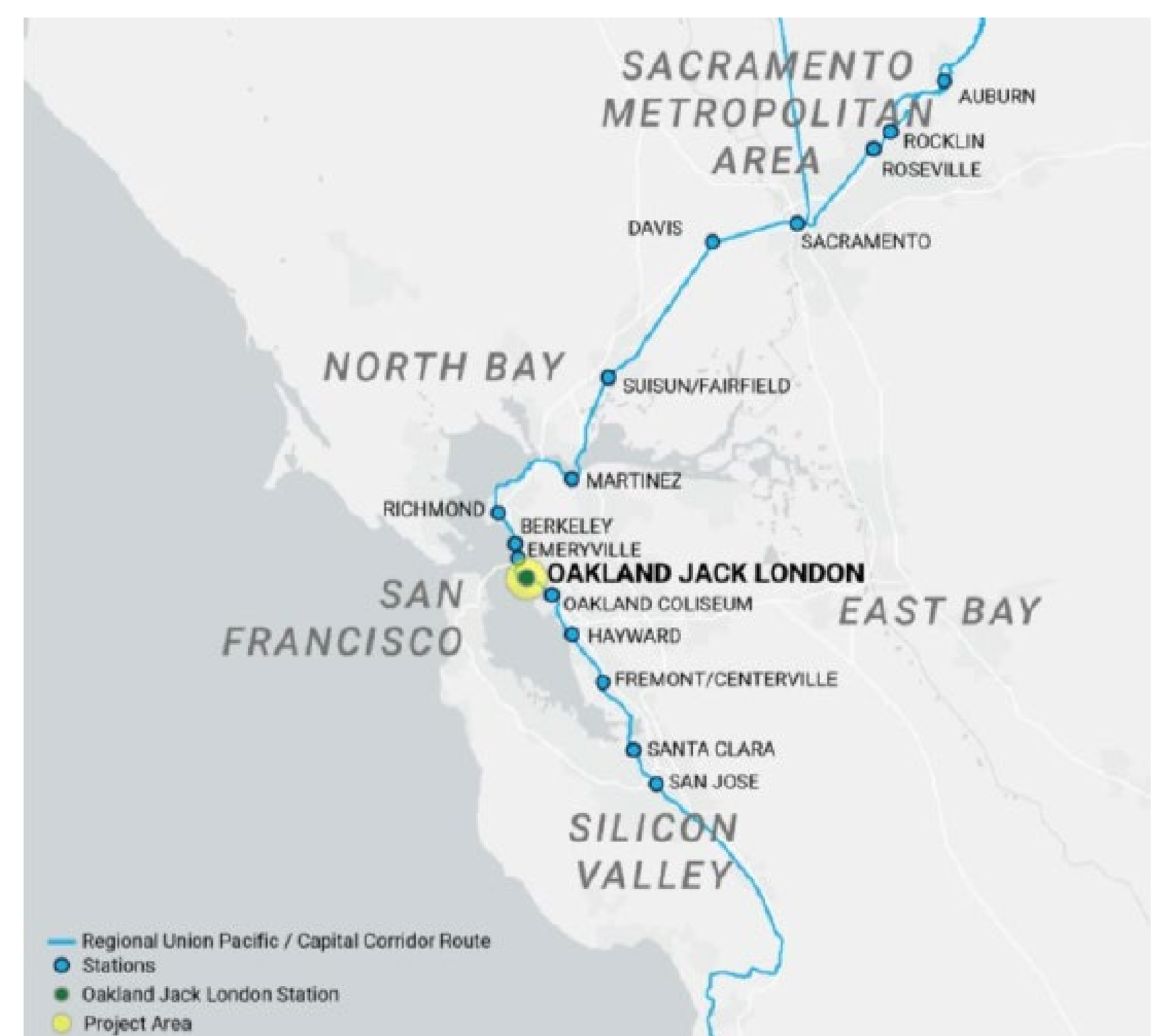
Embarcadero West is a vital corridor in the Bay Area, connecting the Port of Oakland to the rest of the nation. The roadway is used by pedestrians, bicyclists, freight trains, passenger trains, and motor vehicles, with no separation between these modes.

Embarcadero West Rail Safety and Access Improvements will improve safety, access to the waterfront, and train reliability for people and goods movement. It will also transform Embarcadero West into a more welcoming and connected corridor that's reflective of the surrounding community.

This project is led by the City of Oakland Department of Transportation, Major Projects Division, in partnership with the Port of Oakland.

Regional & National Significance

- **65 trains a day** use this corridor, moving freight and passenger rail throughout the U.S.
- The **one-mile rail and roadway** segment along Embarcadero West accounts for **25% of vehicle incidents** along Amtrak's **160-mile** segment from San Jose to Auburn



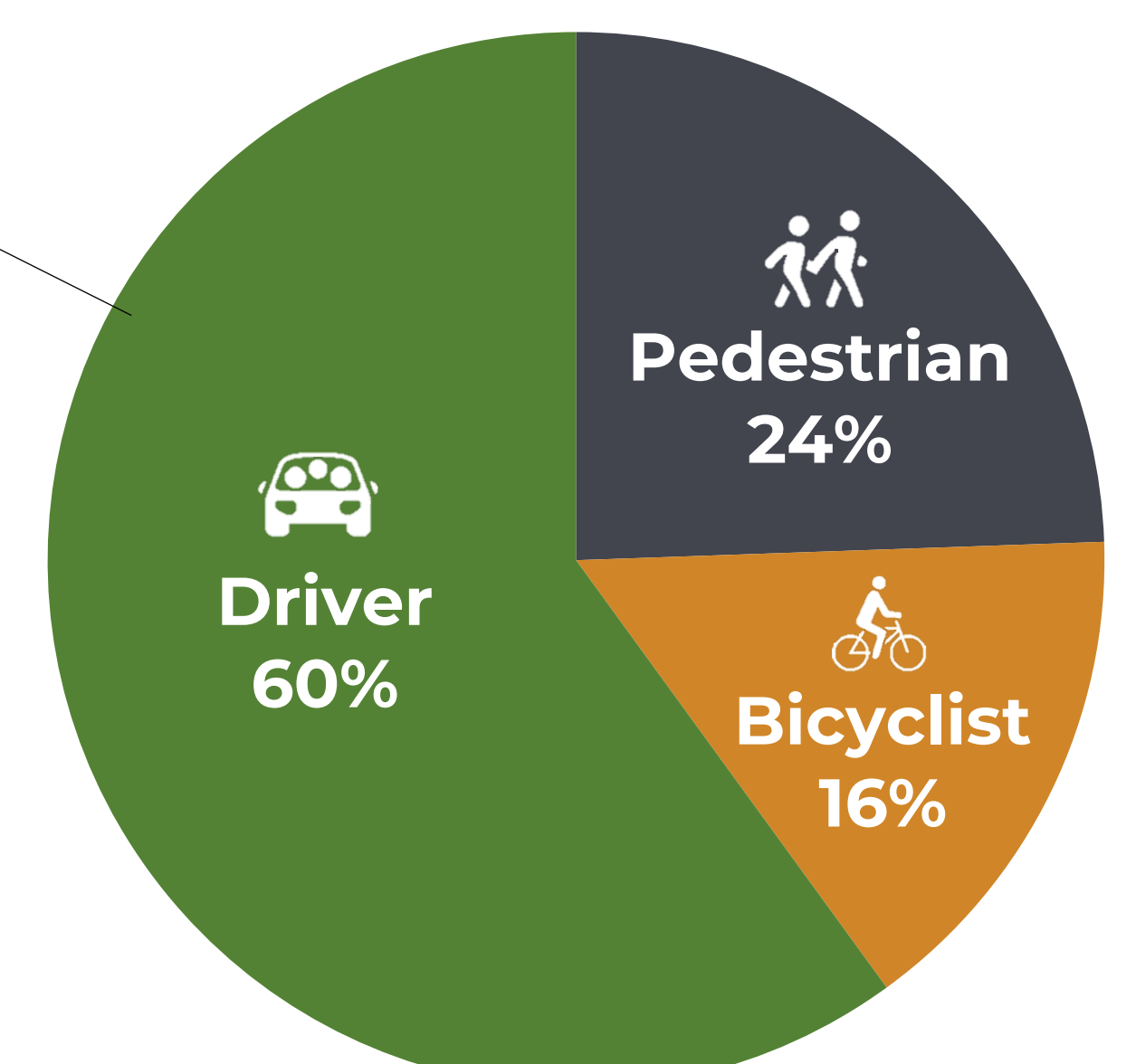
Local Significance

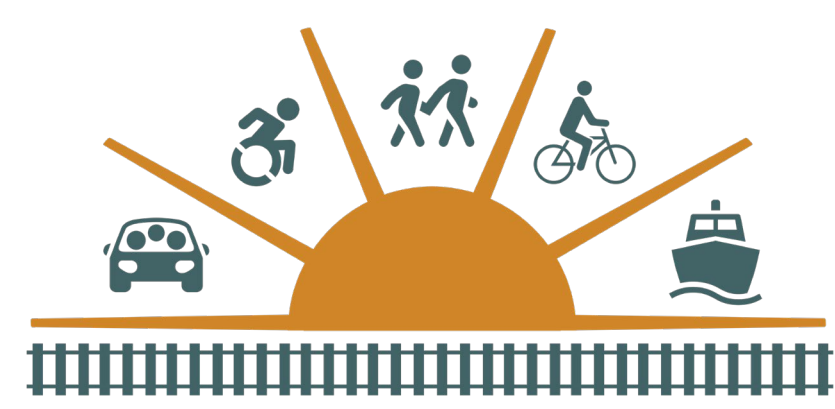


2014 – 2023
47 injuries from reported collisions

2017 – 2023
• **390** reported 'vehicle on track' incidents

• **67** in 2023 alone
Embarcadero West: Market St – Oak St





Project Background

Project Goals

The goals of this project are to:

- Significantly **increase railroad crossing safety** for all road users on Embarcadero West
- Improve **reliability for freight and passenger rail** operations
- **Enhance access and transit connections** to and within the Jack London District and Waterfront
- **Re-establish the overweight truck route** that was re-routed to 7th Street in West Oakland in 2021

Funding

To address these goals, OakDOT has significant external funding to deliver this once-in-a-century project.

| Funding Source | | Status |
|----------------|---|---------|
| CalSTA | California State Transportation Agency | Awarded |
| RM3 | Regional Measure 3 Metropolitan Transportation Commission Goods Movement & Mitigation Funds | Awarded |
| TCEP | Trade Corridor Enhancement Program | Awarded |
| TIRCP | Transit and Intercity Rail Capital Program | Awarded |
| CRISI | Consolidated Rail Infrastructure and Safety Improvements | Applied |

Estimated Timeline

| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|------------------------|------|---------|------|------|------|------|------|
| Project Design | 35% | 65%100% | | | | | |
| Community Engagement | | | | | | | |
| Near-Term Improvements | | | | | | | |
| Capital Construction | | | | | | | |

Project Team



CITY OF
OAKLAND

DEPARTMENT OF
TRANSPORTATION

Major
Projects
Division

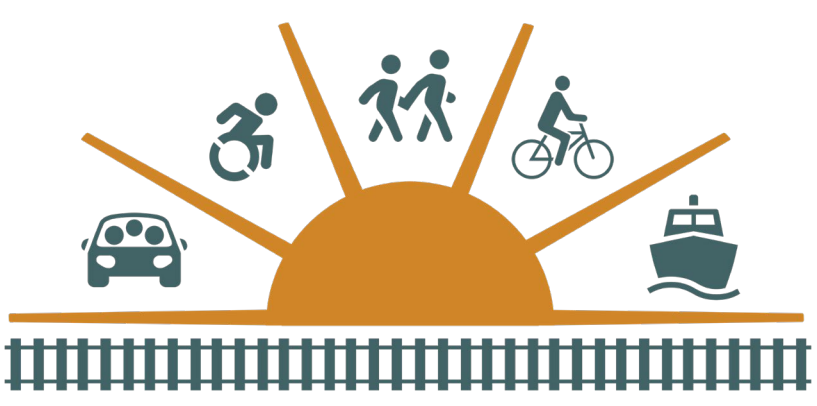


PARSONS



FEHR & PEERS





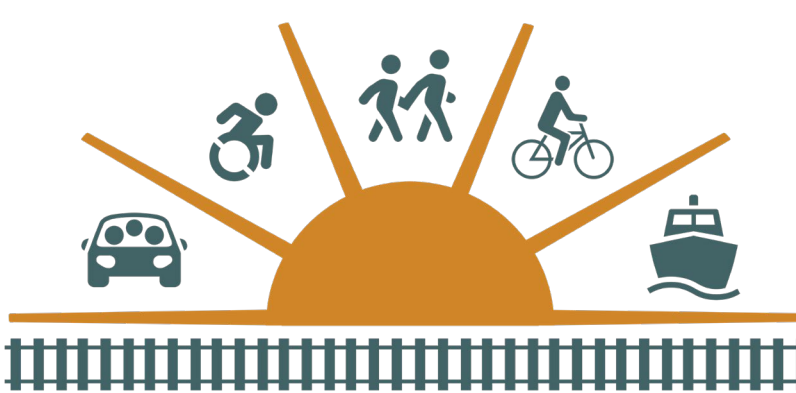
Rail Safety and Access



- | | |
|--|--|
| 1 Shared street on northside | 5 Waterfront vehicle access: direct |
| 2 Bollards to slow and direct vehicles | 6 Additional lighting |
| 3 Westbound vehicles: right turn only | 7 RR gate arms for vehicles and pedestrians |
| 4 Wider sidewalks | 8 Pedestrian path and protected bike lanes on south side |

What We've Heard So Far

- | | |
|---|---|
| <ul style="list-style-type: none">I love the wide sidewalks, [Jack London District] is made for walkingOn shared street - don't use bollards if the ped space is too narrow; commit to full shared concept | <ul style="list-style-type: none">Normally not in favor of small streets, but in the case of Embarcadero West, no cars are better; the collisions can shut down the street for hours; witnessed deaths hereConcern about access to JLS and that one-way streets aren't good for shopping |
|---|---|



Rail Safety and Access



PROPOSED Embarcadero West at Franklin St *facing east*

- 1

Shared Street
- 2

Safety fencing between intersections
- 3

Track asphalt replaced with gravel between intersections
- 4

Railroad operating width maintained
- 5

Additional lighting
- 6

Protected bike lanes
- 7

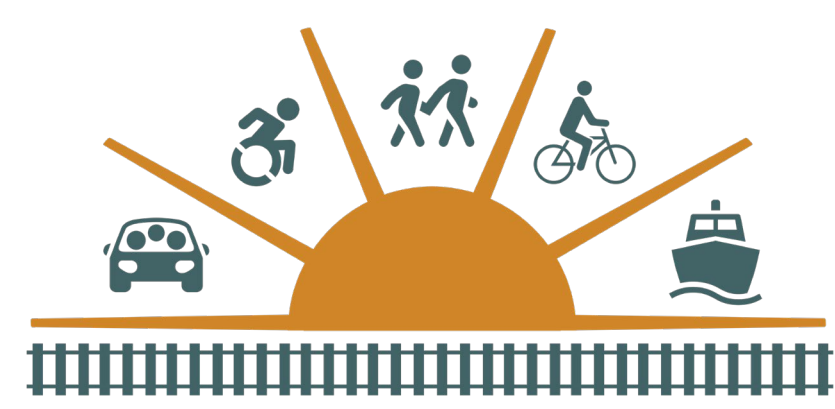
Walking path
- 8

Landscaping, seating where feasible

What We've Heard So Far

- To reduce the barrier effect, add color cutouts, Jack London motif to the fence
 - Important for the street to be safe for nightlife
 - Consider separation between bike space and sidewalk
 - Add more landscaping but with maintenance and native plants

- On street bike lanes are better than the dirt on Bay Trail
 - Need to clearly communicate to bikers how to safely use the new lanes
 - Ensure access for waste management. There are existing conflicts between merchants/management/community about trash pick up



Proposed Rail Safety Improvements

Railroad Gate Arms or Crossing Arms

Railroad crossing arms (also called gate arms) are arms or gates that automatically close before a train approaches to keep vehicles from crossing the tracks.

Pedestrian crossing arms create physical barriers between pedestrians and the railroad tracks. They are installed on pedestrian paths or sidewalk to prevent pedestrians from crossing tracks when trains are present.



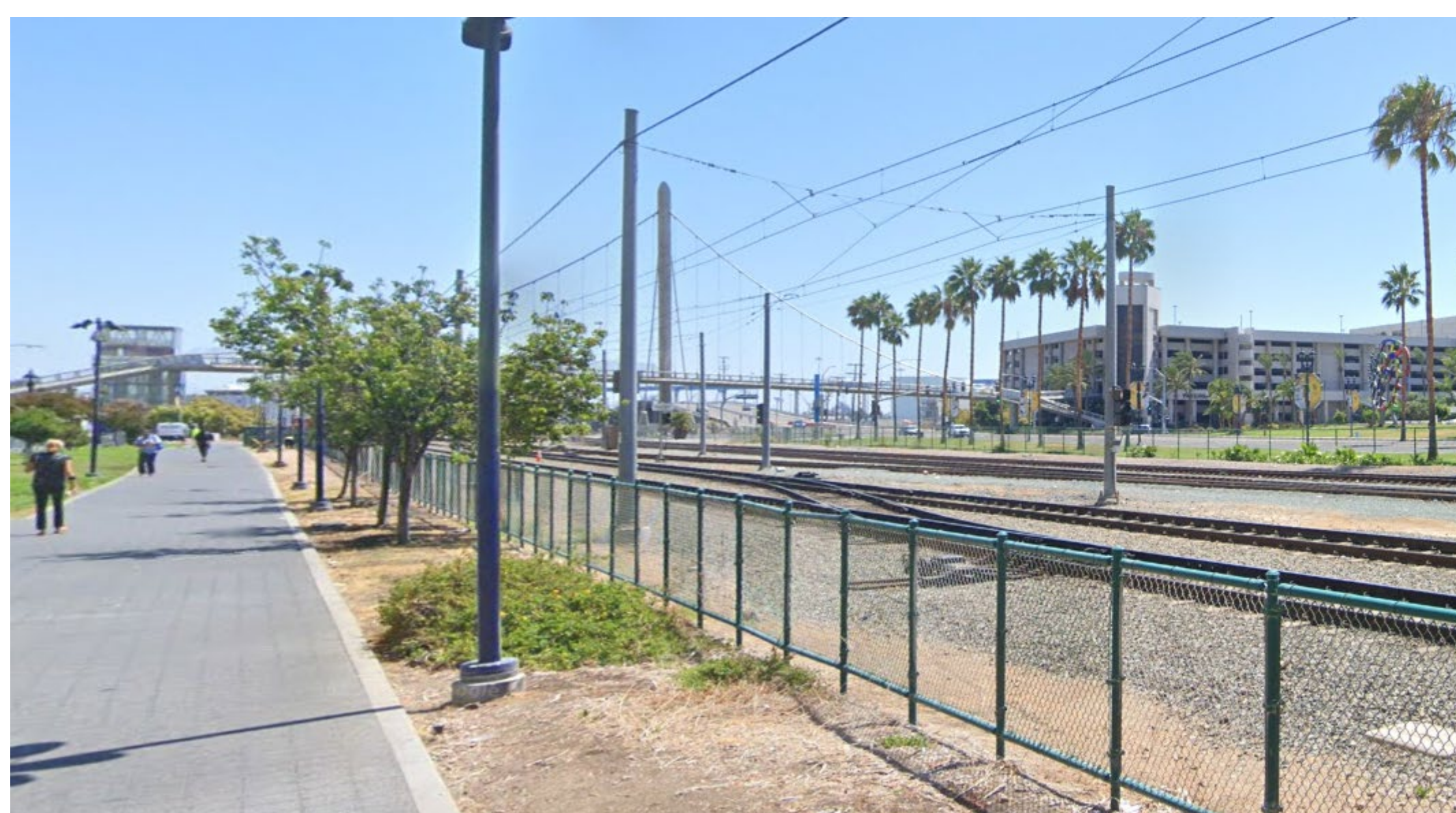
An example of a pedestrian crossing arm



An example of a vehicle crossing arm

Safety Fencing

Installing **fencing along the railroad tracks** is a strategy to prevent vehicles and individuals from entering the path of an incoming train. Fencing can also direct pedestrians to areas where they can safely wait to cross the tracks.



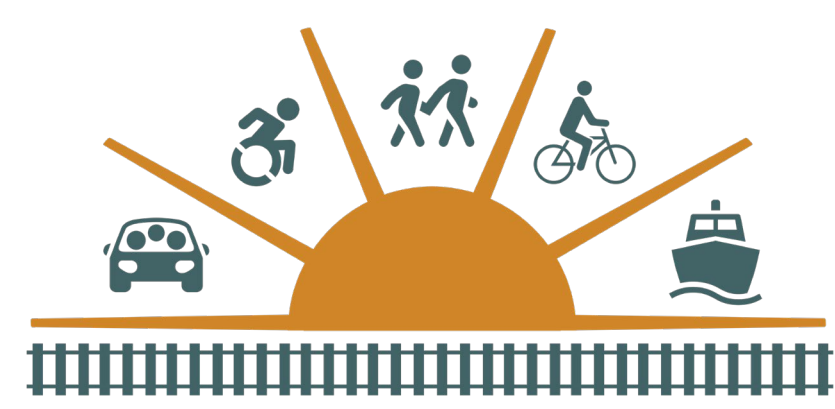
Gaslamp Quarter Station – San Diego, CA



San Mateo Downtown Caltrain Station

What We've Heard So Far

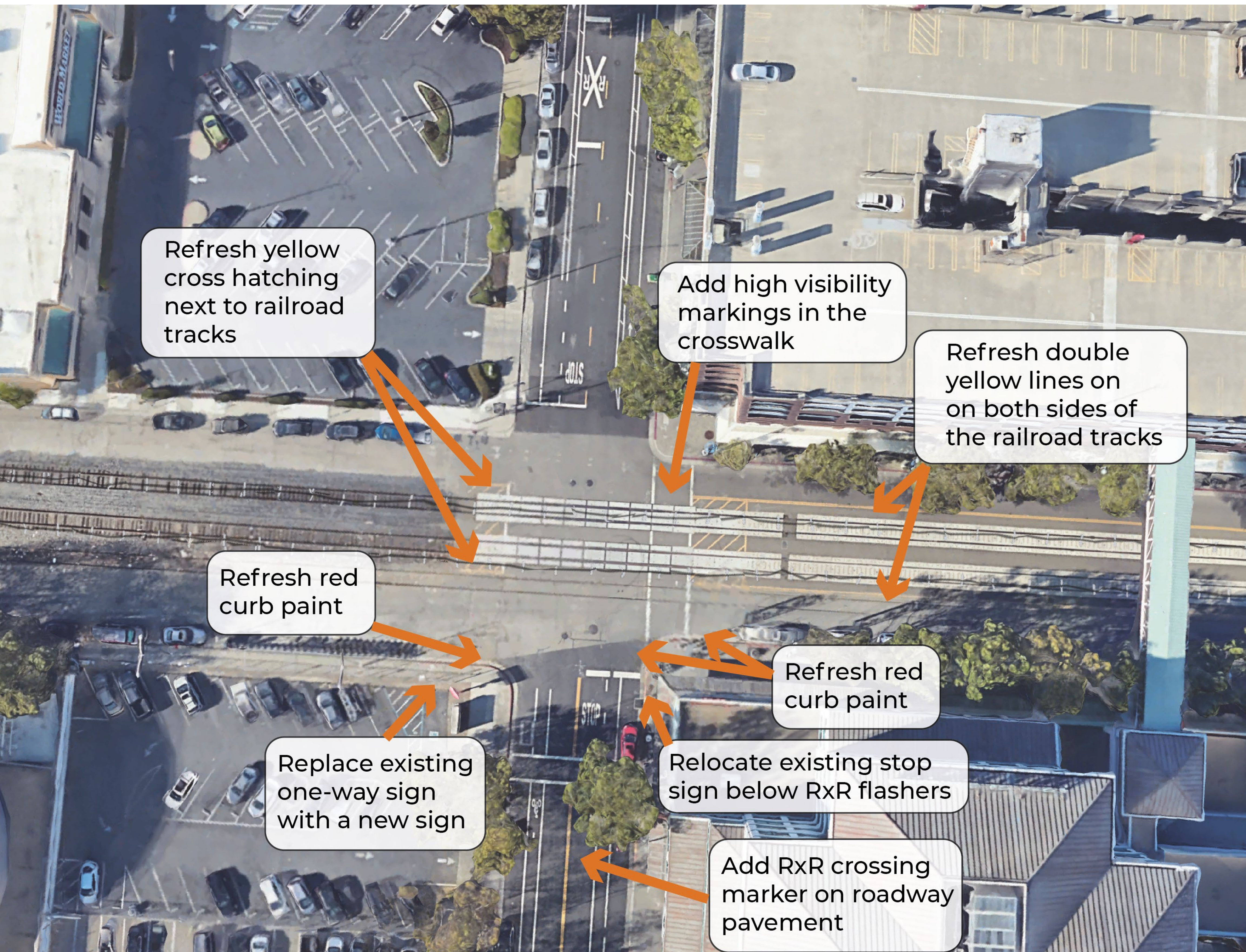
- Ensure the project helps to reverse the barrier effect between Downtown/rest of Jack London District and Waterfront- and overall creates a far more welcoming corridor than what is there currently
- Residents are eager to know if the improvements support a Quiet Zone
- Multiple trains make it hard to navigate crossing tracks, lots of safety issues today
- Crossing gates need to be designed so that less abled persons can exit if caught
- The fencing should be called a pilot, and the effectiveness should be evaluated



Near-Term Improvements

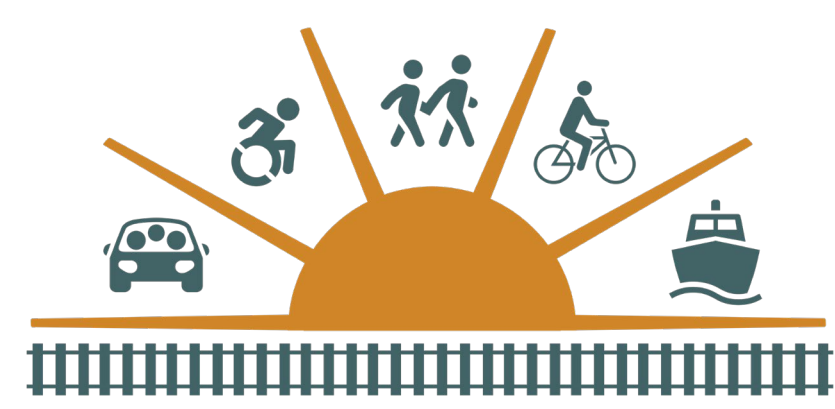
In addition to new rail safety improvements, the project team is working on delivering near-term improvements to the Embarcadero West corridor. Near-term improvements will include replacement or installation of new signage, new red paint at curbs near intersections, new pavement markings, and more. These improvements will be delivered by Winter 2025.

Proposed Near-Term Improvements at Embarcadero West & Clay Street



What We've Heard So Far

- Cars are frequently intruding onto the tracks especially at Clay, is there an opportunity to extend quick build protections ASAP before the capital project can get installed?
- Increase near-term safety at intersections by quickly implementing much-needed signage and striping



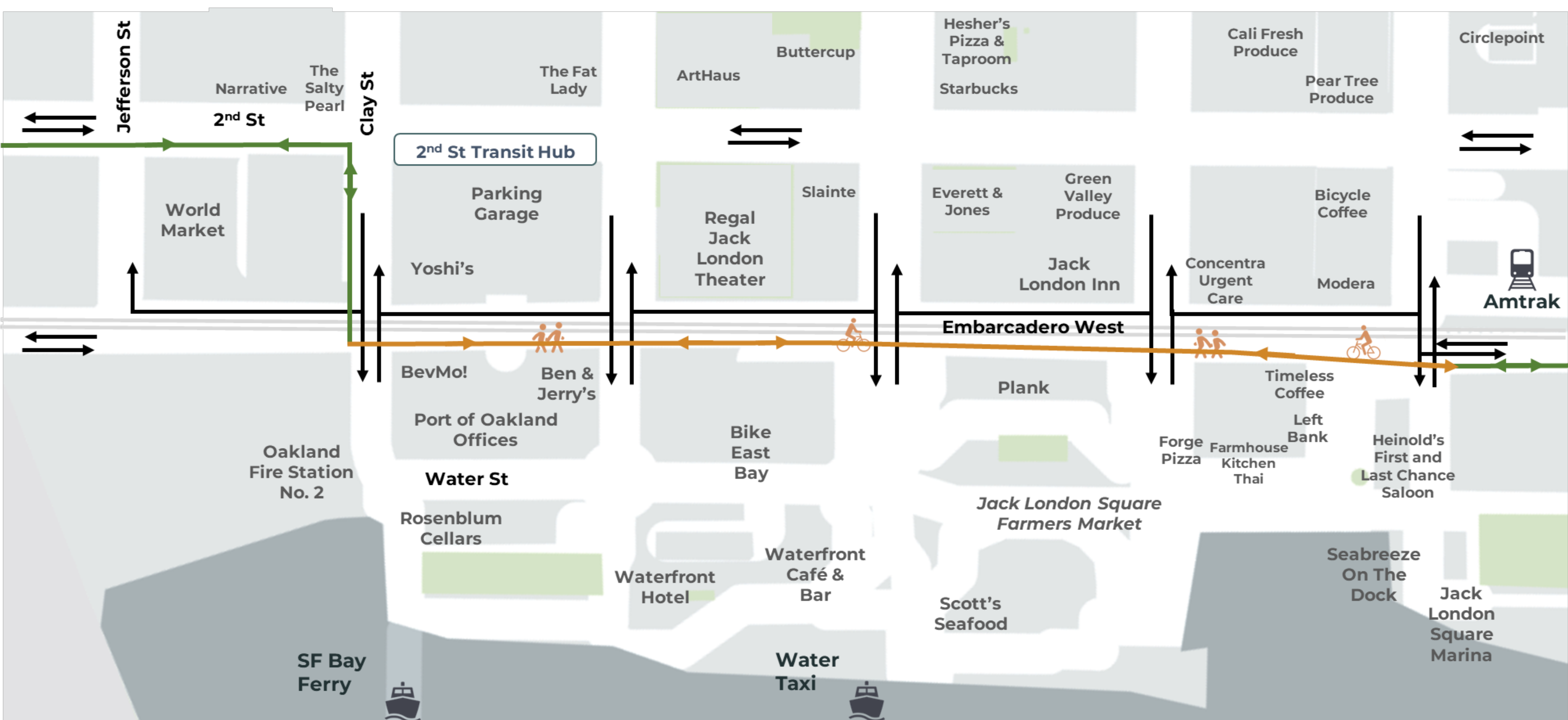
Street Network and Traffic Volumes

The Issue

Left turns across tracks cause most rail incidents along the corridor. They can cause delays resulting in vehicles backed up on the tracks, and can lead to drivers accidentally getting caught on the tracks.

Proposed

The proposed project design aims to reduce opportunities for incidents while maintaining waterfront and business access and creating a more welcoming and connected corridor that's reflective of the surrounding community.



Proposed

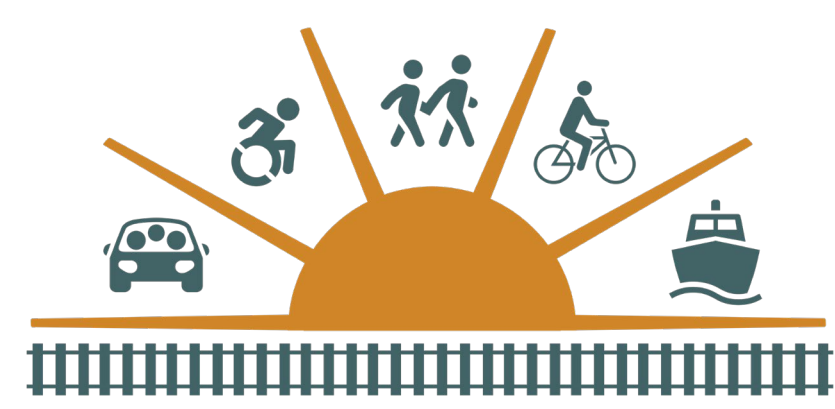
Permitted Vehicle Access

Pedestrian, Bicycle, Emergency Vehicle Access Only

Protected Bike Lane Connections

What We've Heard So Far

- Embarcadero West should be pedestrian only; there's enough street access on 2nd, 3rd, 4th
- Prevent cars from being able to get on the tracks at all
- Include turn restriction signage - make directions easy to understand for drivers
- Single lanes could block traffic; have designated spots for loading
- We need to decentralize car access, currently the only "safe" way to come to JLS is by car
- Webster intersection is currently confusing; simplifying that would be good
- From Jackson - Broadway, on 2nd, 3rd, and 4th, is not reliably passable before 10am; Embarcadero West is my through street
- Consider produce market business implications; if they move there will be a snowball effect on economic activity
- We always wondered why cars are allowed to drive here on Embarcadero West
- There is significant residential density at Brooklyn Basin, maintain two-way vehicle access from Oak St – Webster St

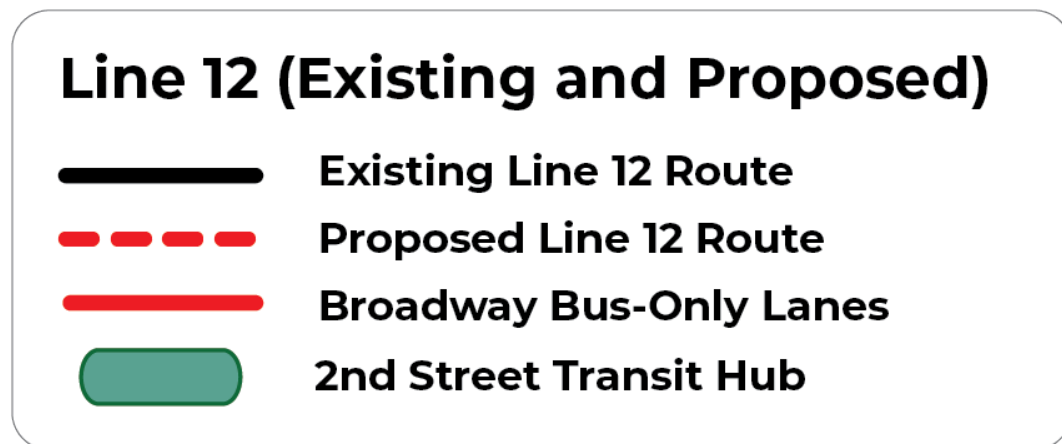


2nd Street Transit Hub & Bike Lane Connection



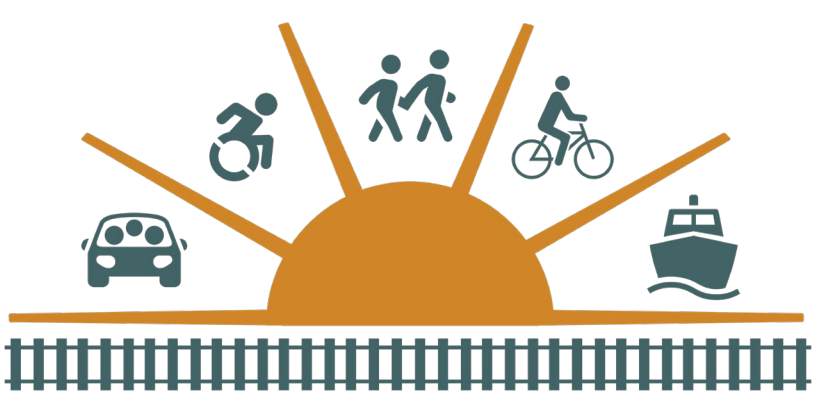
Proposed reroute of AC Transit Line 12

In coordination with AC Transit, this project proposes to reroute Line 12 so buses no longer need to cross the railroad tracks on Embarcadero West. The proposed new route also allows buses to stop at the new 2nd Street Transit Hub, improving the connection to the Ferry.



What We've Heard So Far

- Request to convert two-way stops to four-way stops on 2nd Street
- Supportive of improving operations of the produce market to improve road conditions
- Concern around maintenance of bus shelters; preference for low maintenance bus shelters
- Desire for improved lighting along 2nd Street
- Supportive of the rerouting of Line 12 and viewed as a way to streamline service, serve retail on 2nd Street, and connect to the proposed transit hub

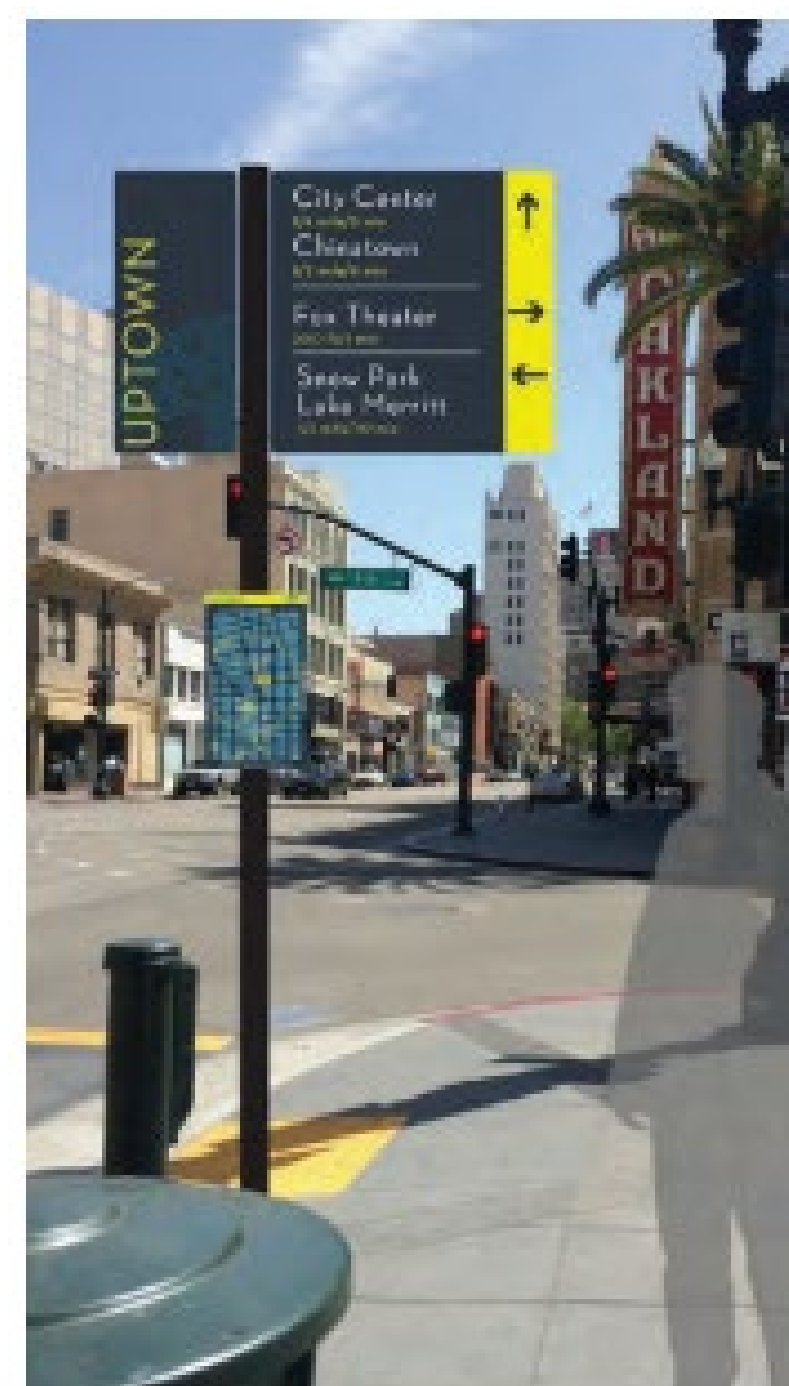


Wayfinding

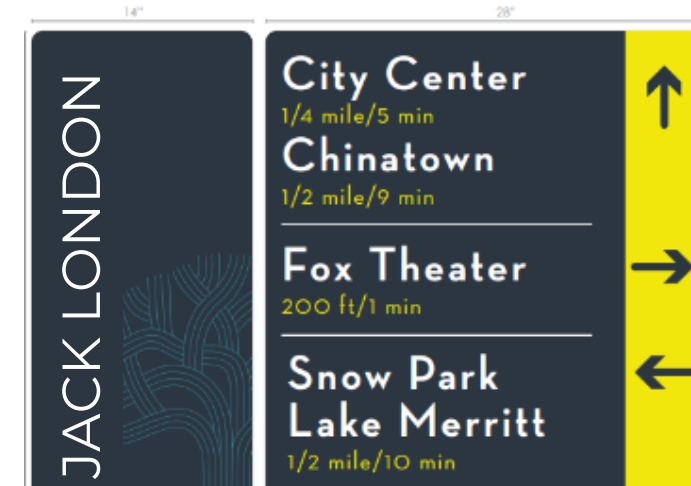
What destinations are important to include on updated wayfinding signs?

Wayfinding includes directional signage. There is a mix of wayfinding signs throughout the Jack London District. This project will include missing, corrected, and updated wayfinding signs that match the citywide design shown below, but designed for Jack London.

Pedestrian Wayfinding



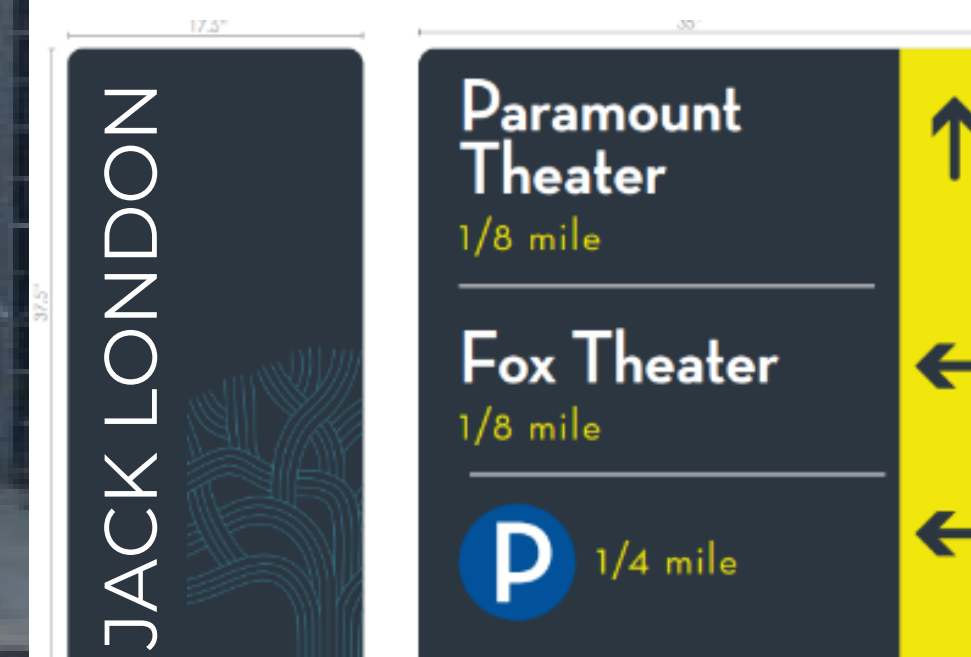
- Destinations generally shown within one-mile of walking



Driver Wayfinding



- Provides directions to key city and district locations



Parking Directions



- Shows “last block” information to nearest parking garage



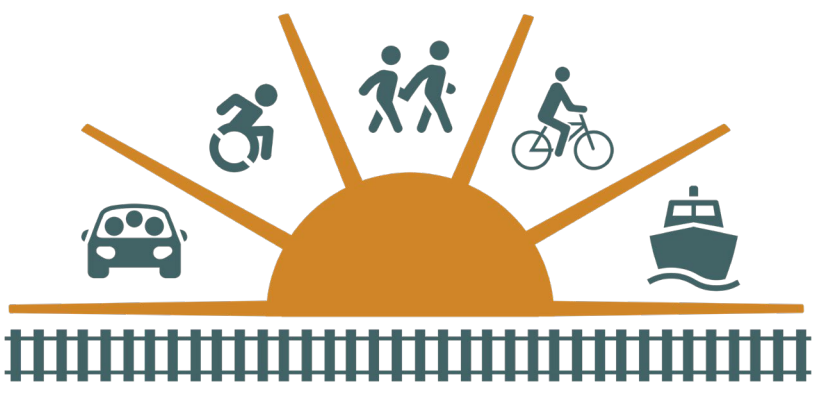
Bicycle Wayfinding



- By using standard bicycle signage, the City of Oakland builds upon recognizable imagery across cities and agencies

What We've Heard So Far

- It's not clear where to park; a lot of people driving on Embarcadero West are just looking for where to leave their car
- The pedestrian bridges need to be more accessible; the pedestrian bridge from the garage to the Port building is not easy to find from the street
- Include clear wayfinding for all modes, connect them to other transportation modes, garages, etc.
- Directional signage is important for drivers
- There is an opportunity to bring in great lighting and design early to help with barriers, wayfinding, and other elements



Proposed Shared Street Design

What do you like about the proposed shared street design on Embarcadero West? What do you not like?

Rendering of shared street on Embarcadero West showing a vehicle pulled over for loading/unloading.



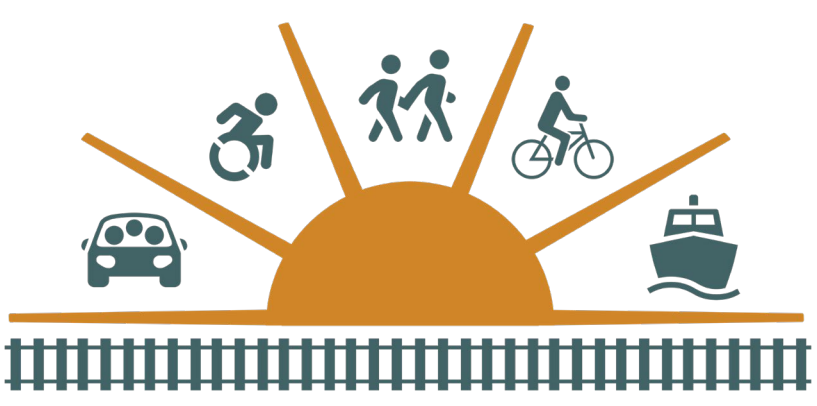
Rendering of shared street on Embarcadero West showing example of right turn only at intersections.



What We've Heard So Far

- Emergency access is needed
- Space needed for deliveries and passenger pick-up
- Don't use bollards if the space is too narrow
- Vehicle access should be maintained
- Street needs to be accessible for people with low vision – consider separation of modes, use of different surface textures, and comfortable width for people in wheelchairs
- Cars don't need to be on Embarcadero West, it should be for pedestrians only
- Design that improves the aesthetic of Embarcadero West and connects it to Water Street/Jack London Square is welcome





Examples of Paths for Pedestrians and Bicyclists

What do you like about them? What do you not like about them?



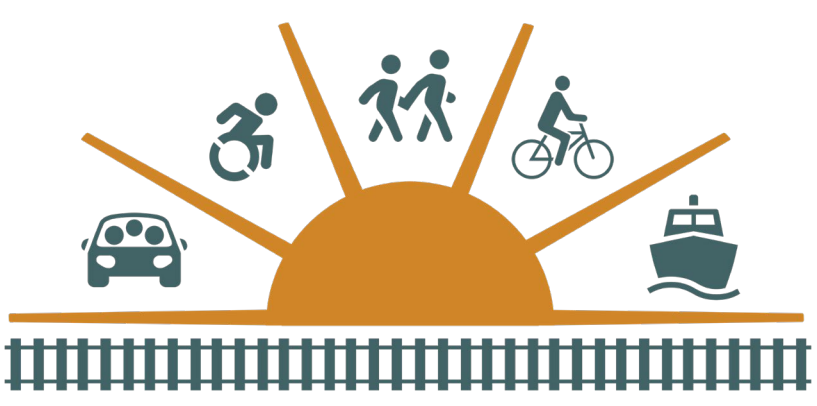


Proposed Pedestrian and Protected Bike Lanes Design

What do you like about the proposed design for pedestrians and bicyclists on Embarcadero West? What do you not like?

Rendering of the pedestrian and bicyclist path on Embarcadero West showing opportunities for seating, planters, and trees.





Existing and Proposed Bike Network

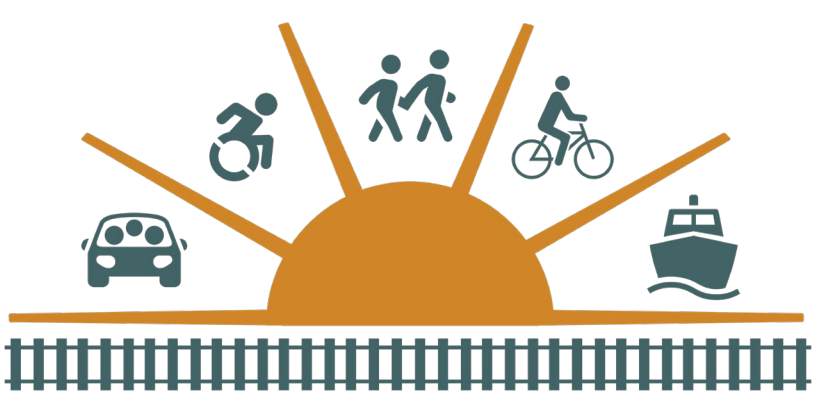
Connecting West Oakland, Downtown, Chinatown, and Jack London

Which new bike lanes are you excited about?

Use post-its to let us know on the map!



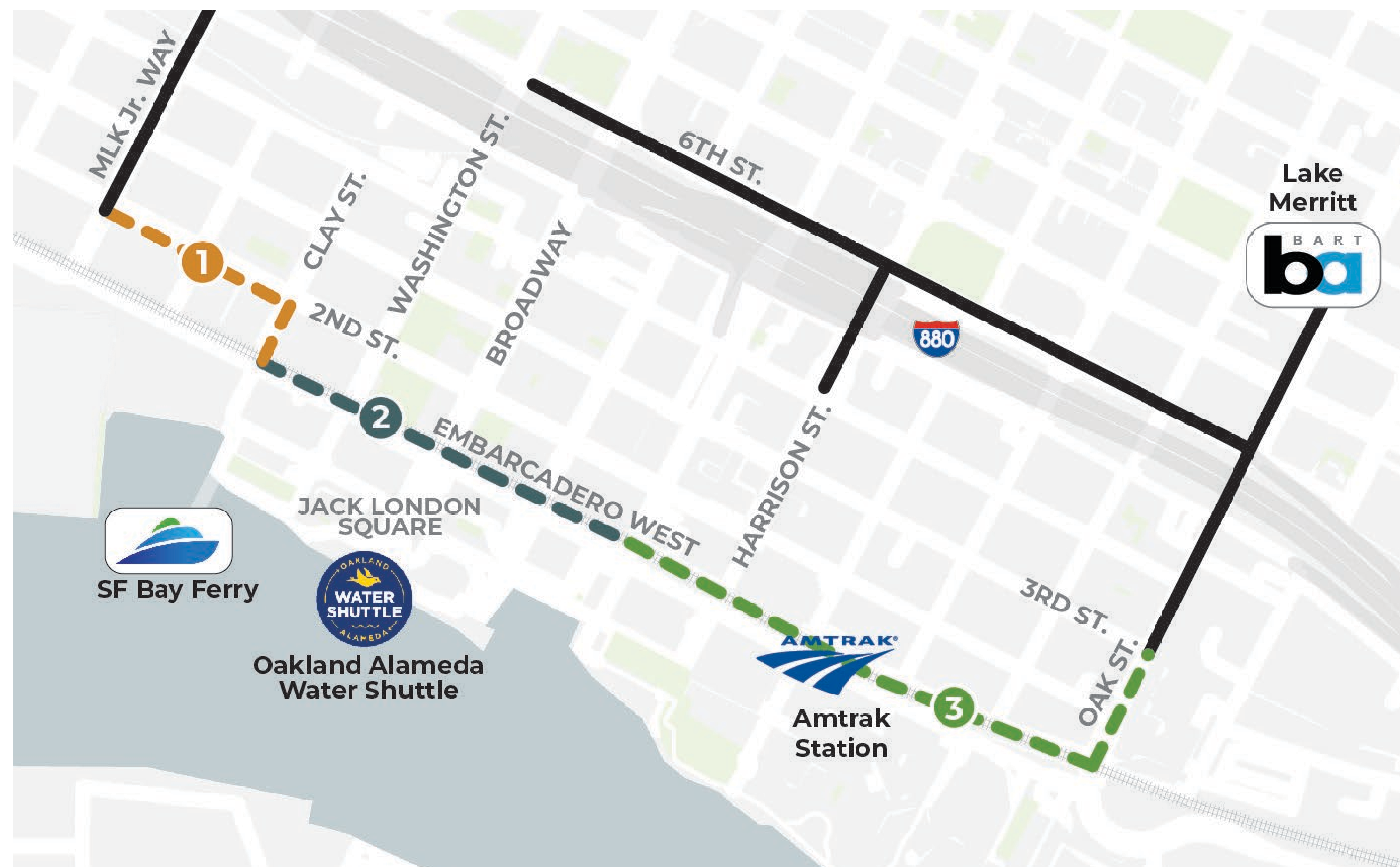
This map shows existing and proposed bike lanes that are a part of active projects. The map does not include all planned bike facilities from the Oakland Bicycle Plan.



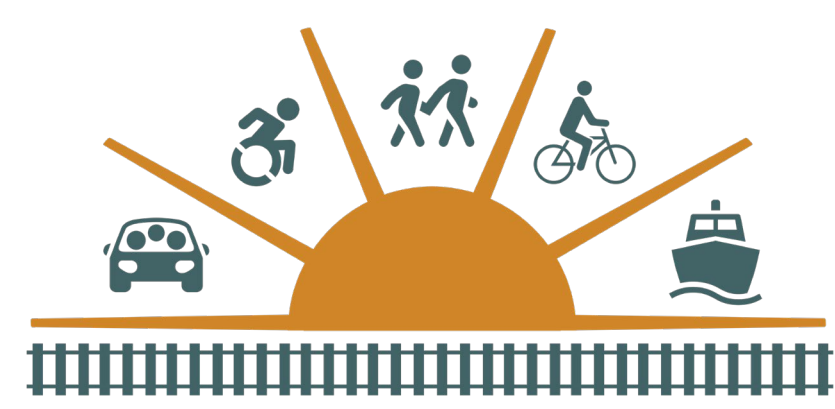
Proposed Protected Bike Network in Jack London

Constructing segments **1** and **3** will provide safe connections to other protected bike lanes in the area but may reduce some on-street parking along each of those segments.

Let us know what you think in the survey!



- 1** Two-way protected bike lanes on 2nd Street and Clay Street connecting MLK Jr. Way to Embarcadero West.
- 2** Two-way separated bike lanes on Embarcadero West connecting Clay to Webster Street.
- 3** Two-way protected bike lanes on Embarcadero West from Webster to Oak Street, and on Oak Street connecting to protected bike lanes up to Lake Merritt BART.
- Other protected bike lanes



2nd St Transit Hub Elements

Bus shelters with seating and lighting

Add your comments here!



Example of low-maintenance bus shelters with seating and lighting.



Real-time bus arrival information

Add your comments here!



Example of real-time bus information.

Bikeshare, bike parking, wayfinding, and lighting

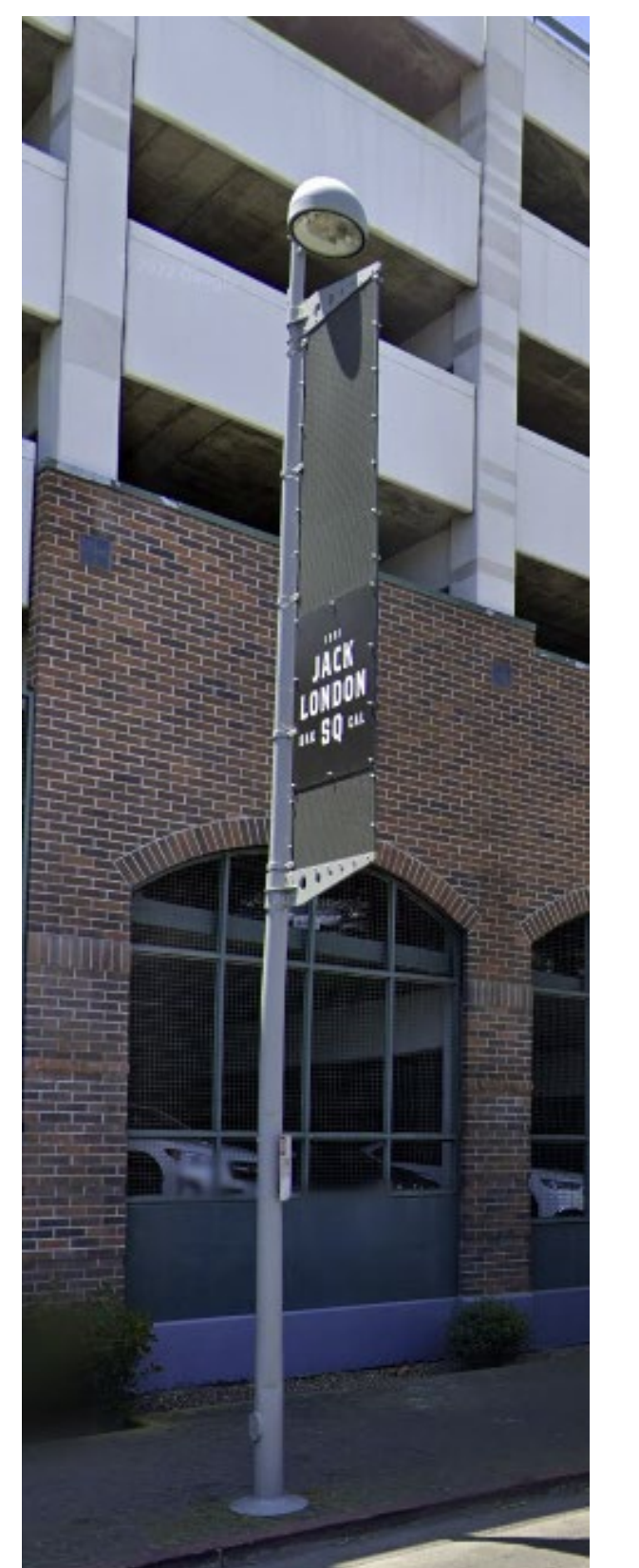
Add your comments here!



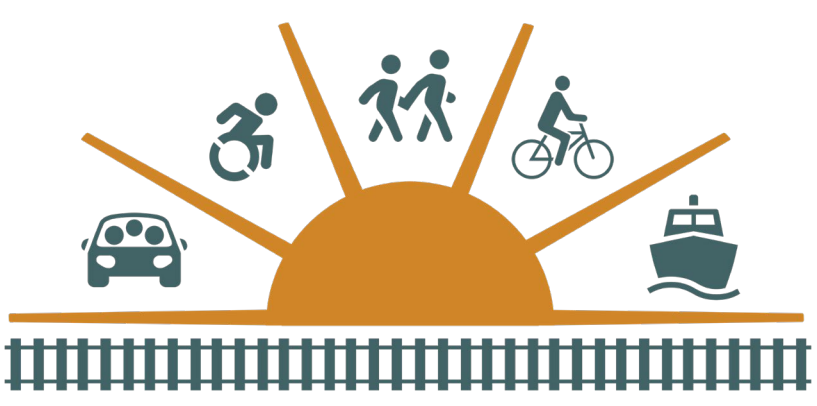
Bikeshare station



Wayfinding



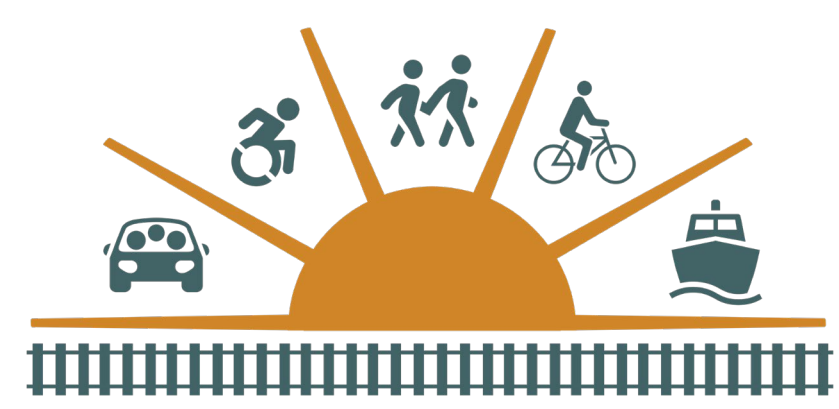
Lighting



Examples of Shared Streets

What do you like about them? What do you not like about them?





Examples of Public Seating

Which style do you like the best?

Add a sticker or note to this box if you like this seating style!



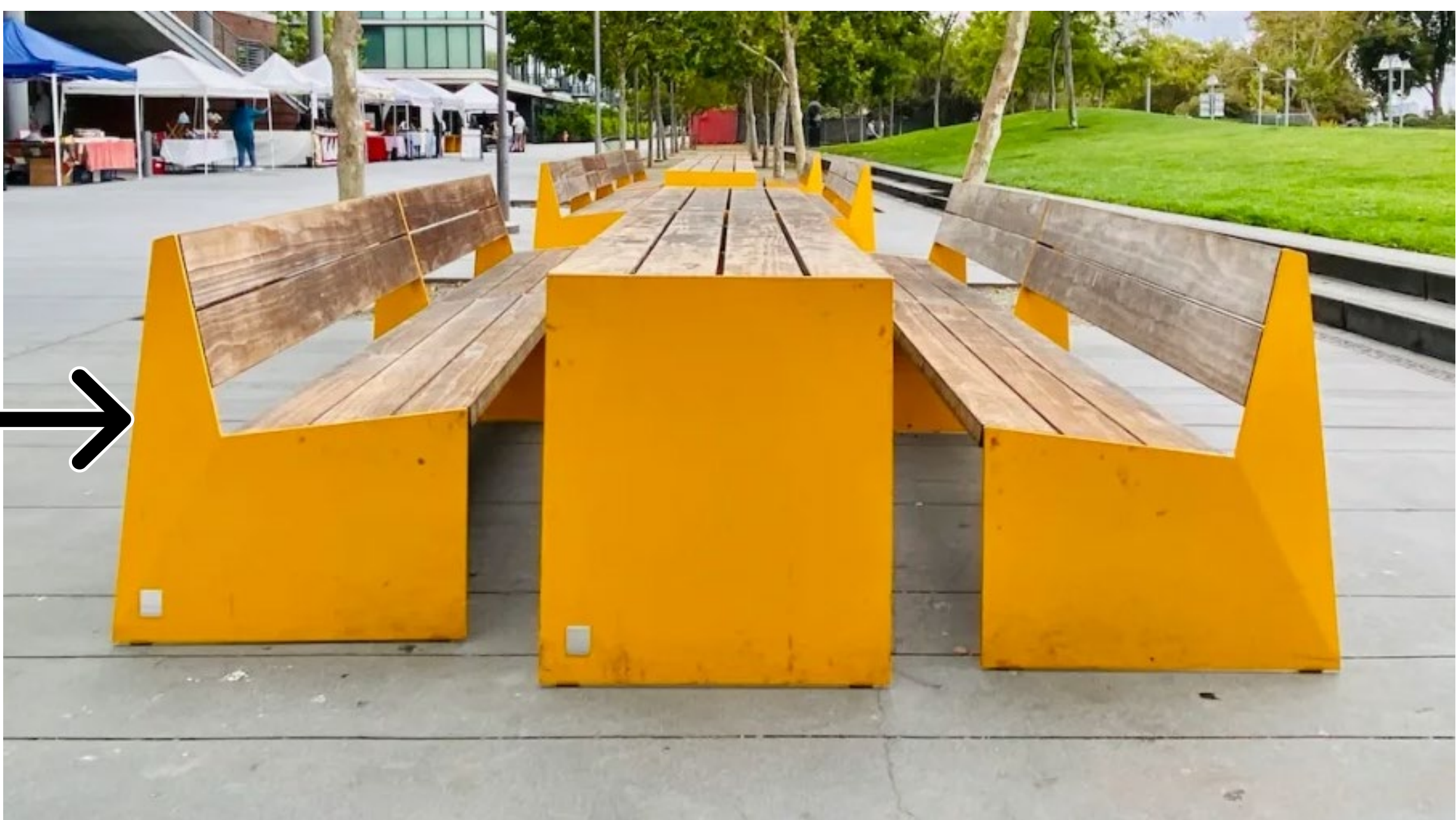
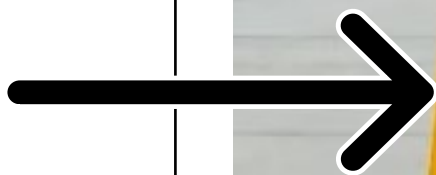
Add a sticker or note to this box if you like this seating style!

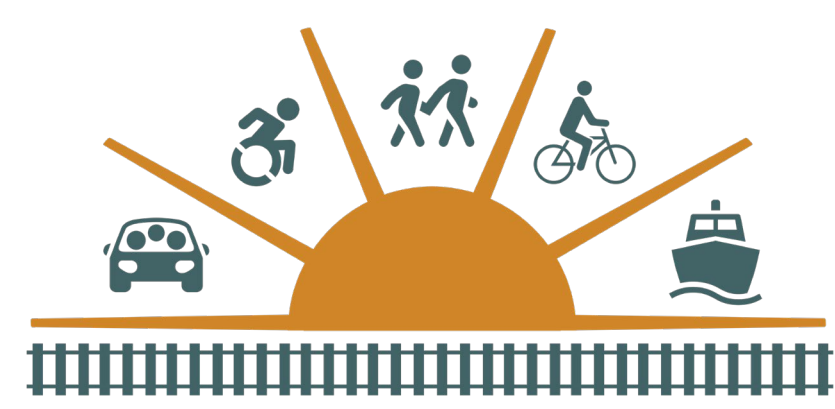


Add a sticker or note to this box if you like this seating style!



Add a sticker or note to this box if you like this seating style!





Examples of Railroad Fencing

Which style do you like the best?

Add a sticker or note to this box if you like this fence style!



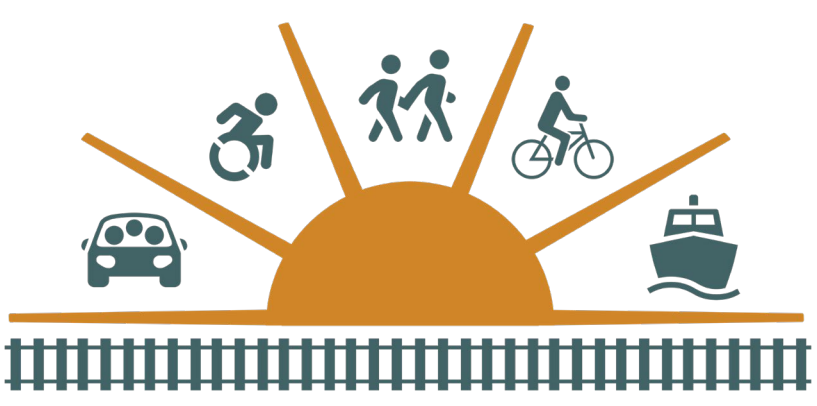
Add a sticker or note to this box if you like this fence style!

Add a sticker or note to this box if you like this fence style!



Add a sticker or note to this box if you like this fence style!





Port of Oakland, Truck Trips, & Overweight Trucks

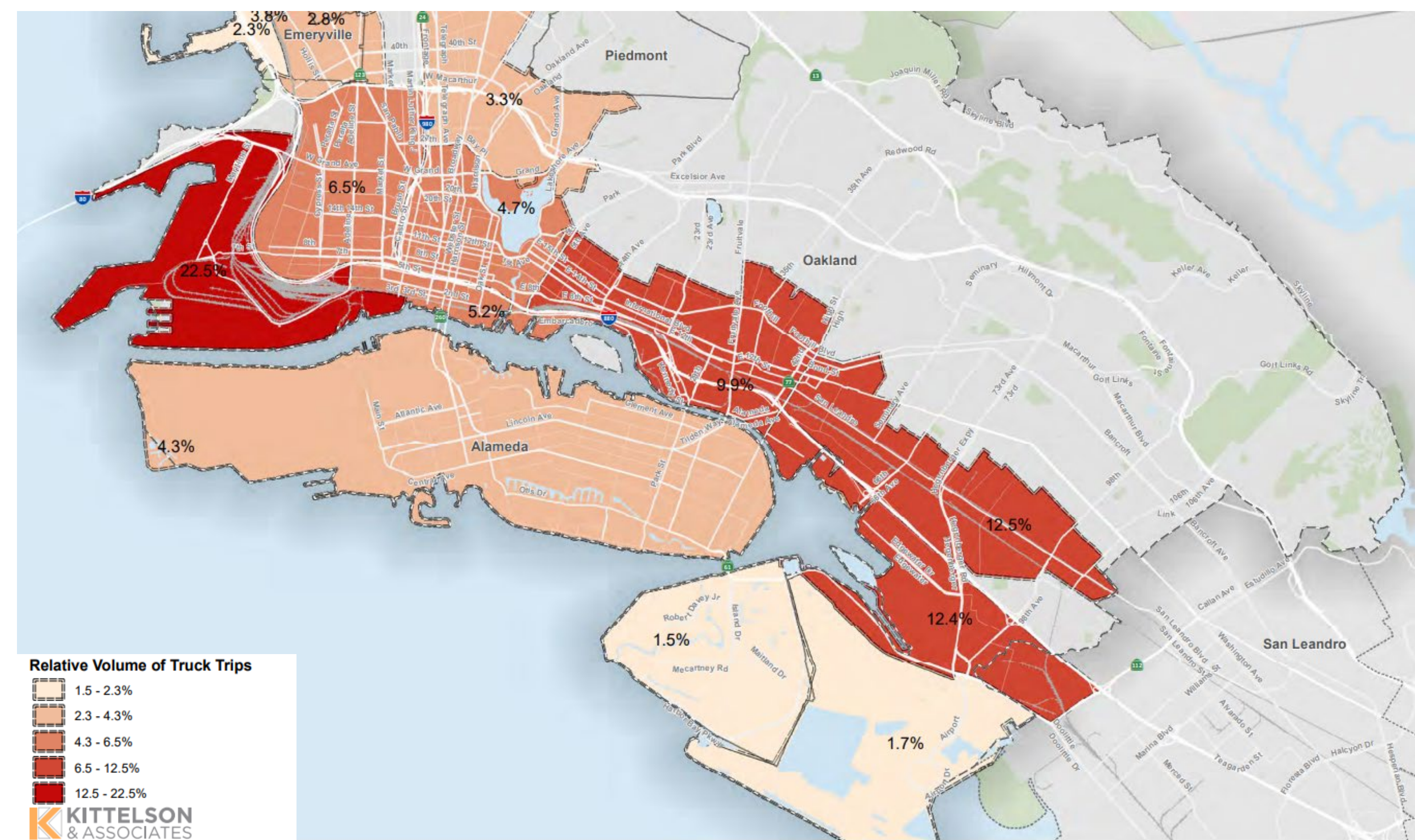
Port of Oakland & Volume of Truck Trips

The Port of Oakland is important to our local and regional economy.

- The Port loads and discharges more than 99% of the containerized goods moving through Northern California.
- Oakland is the 9th busiest container port in the United States (based on 2023 data)
- Oakland ranks among the four largest Pacific Coast ports for container cargo.

The Port of Oakland and eastern portion of Oakland are the largest generators of truck trips within Northern Alameda County.

Relative Volume of Truck Trips in Oakland (2019)

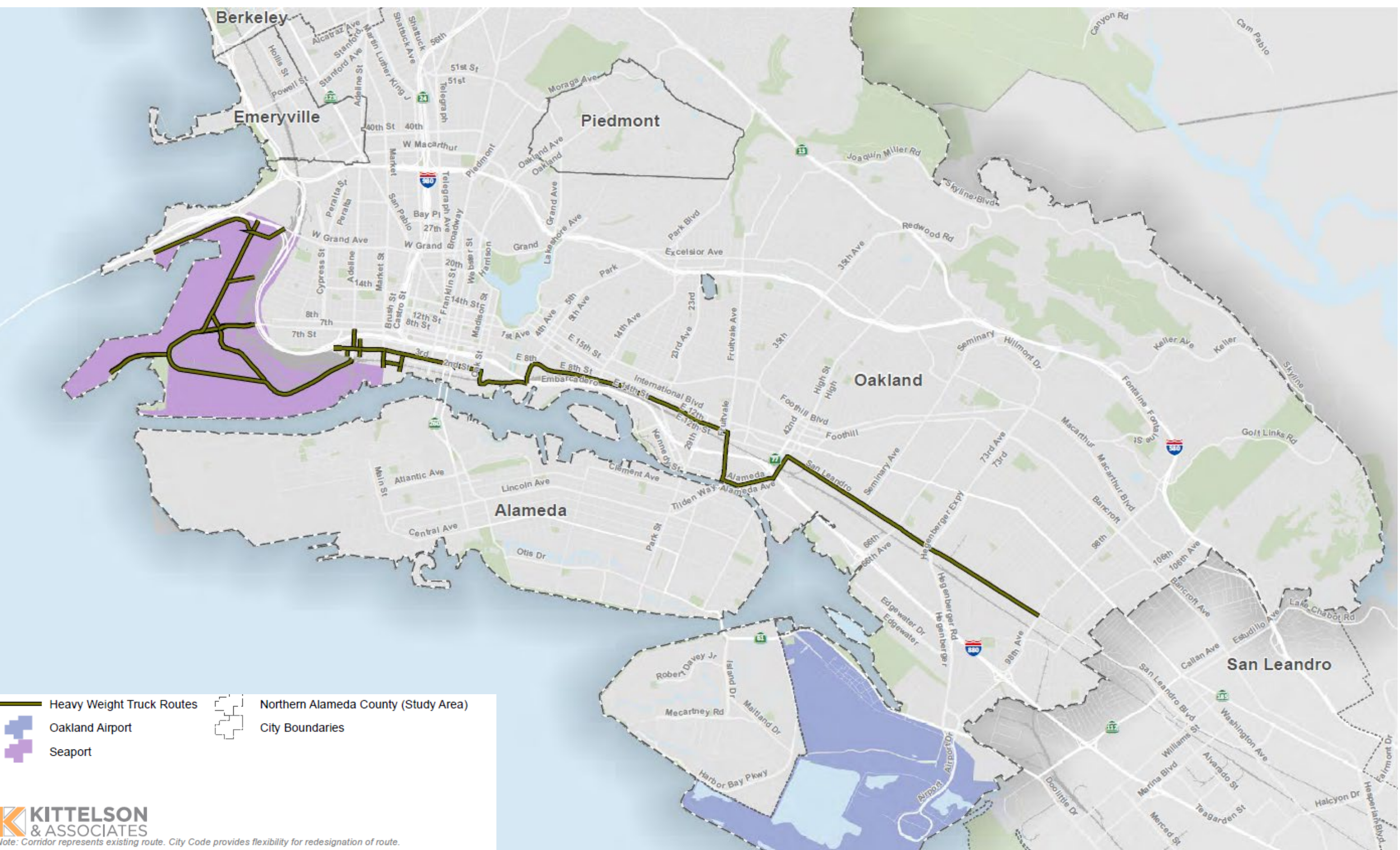


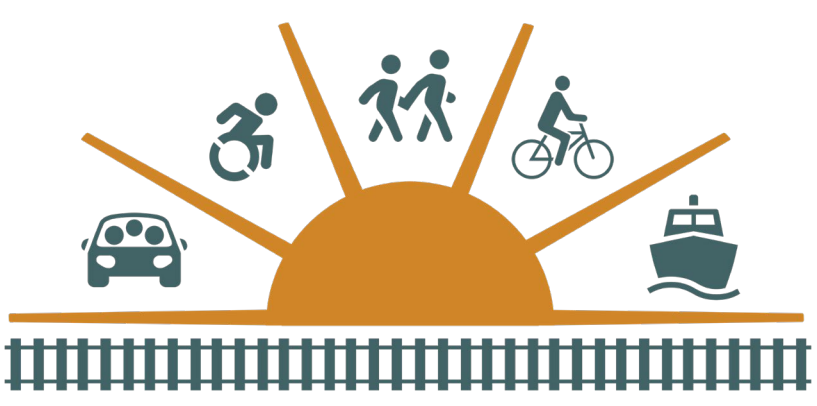
Overweight Trucks in Oakland

Trucks are restricted from using Caltrans state legal truck routes if they exceed 80,000 pounds or are greater than 65 feet long.

The City of Oakland and Port of Oakland maintain the joint Port-City of Oakland Heavyweight Container Permit Program, which allows vehicles up to 95,000 pounds to travel between the Port of Oakland and East Oakland on city roads.

Port-City of Oakland Heavyweight Container Permit Program Routes





Timeline for Development of Overweight Corridor

