

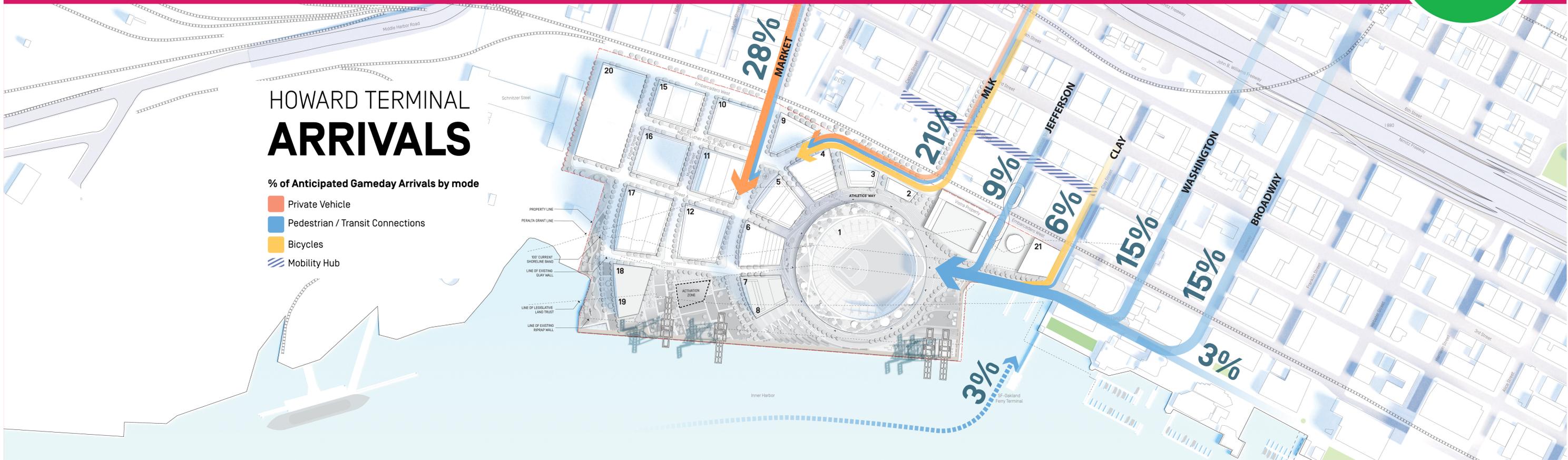
TRANSPORTATION PLAN – OVERVIEW



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**.

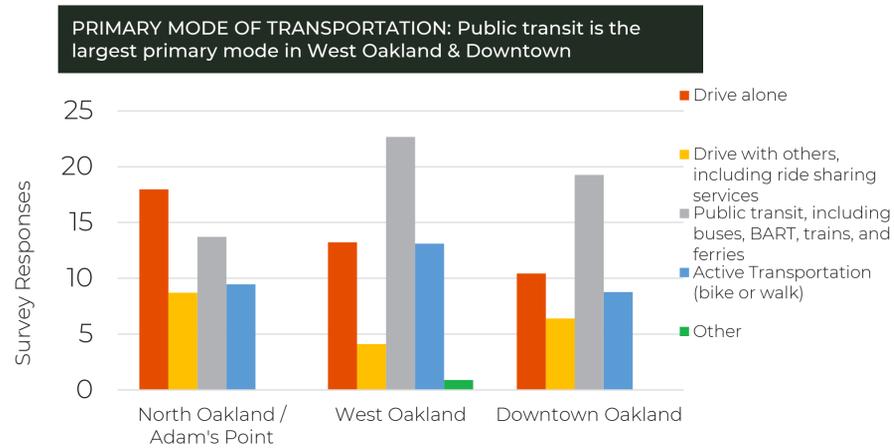
How the Transportation Plan interacts with the A's proposed project



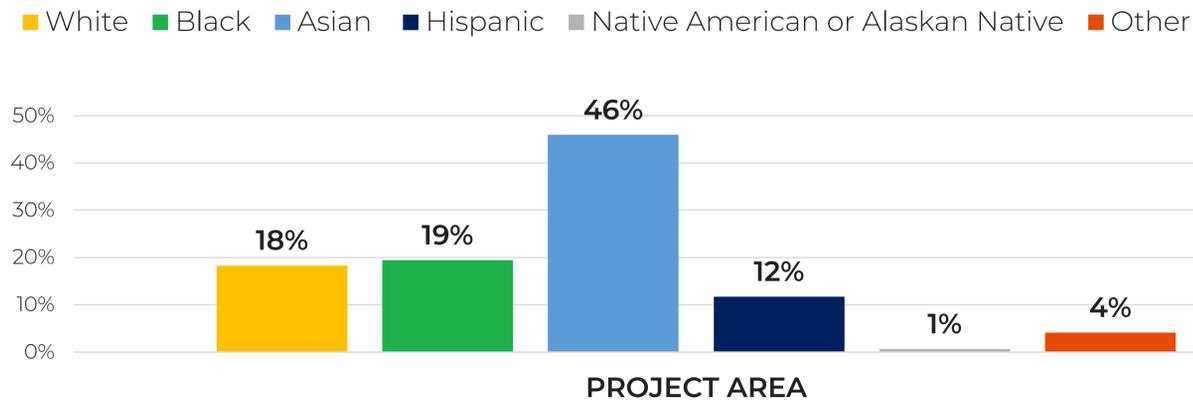


EQUITY ANALYSIS

PRIMARY MODE OF TRANSPORTATION



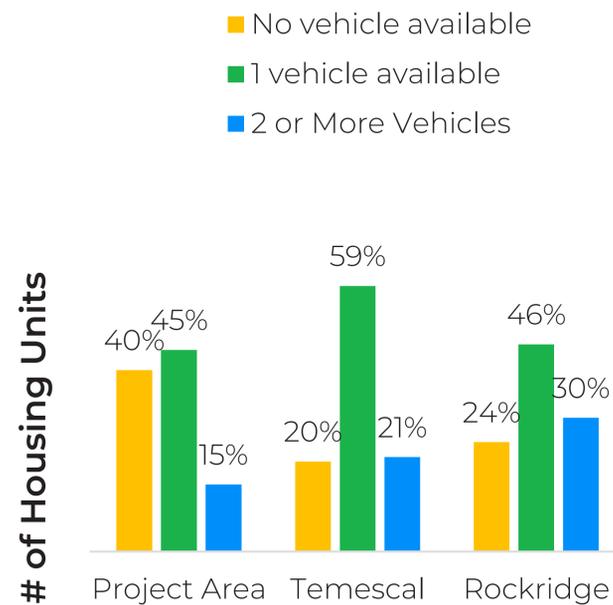
RESIDENTS' RACE



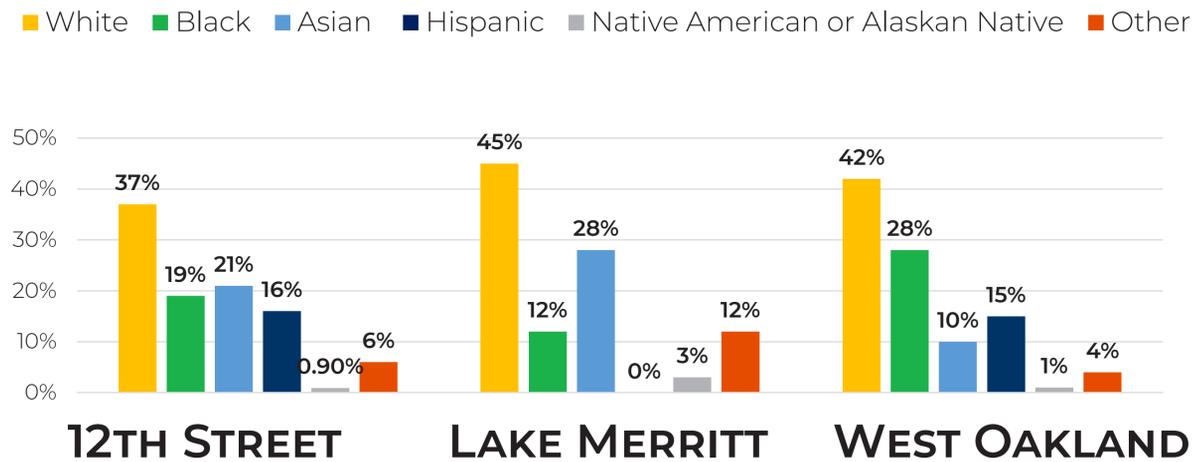
KEY TAKEAWAYS

- 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**

VEHICLES AVAILABLE PER RENTER OCCUPIED HOUSEHOLDS



BART RIDERS' RACE



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

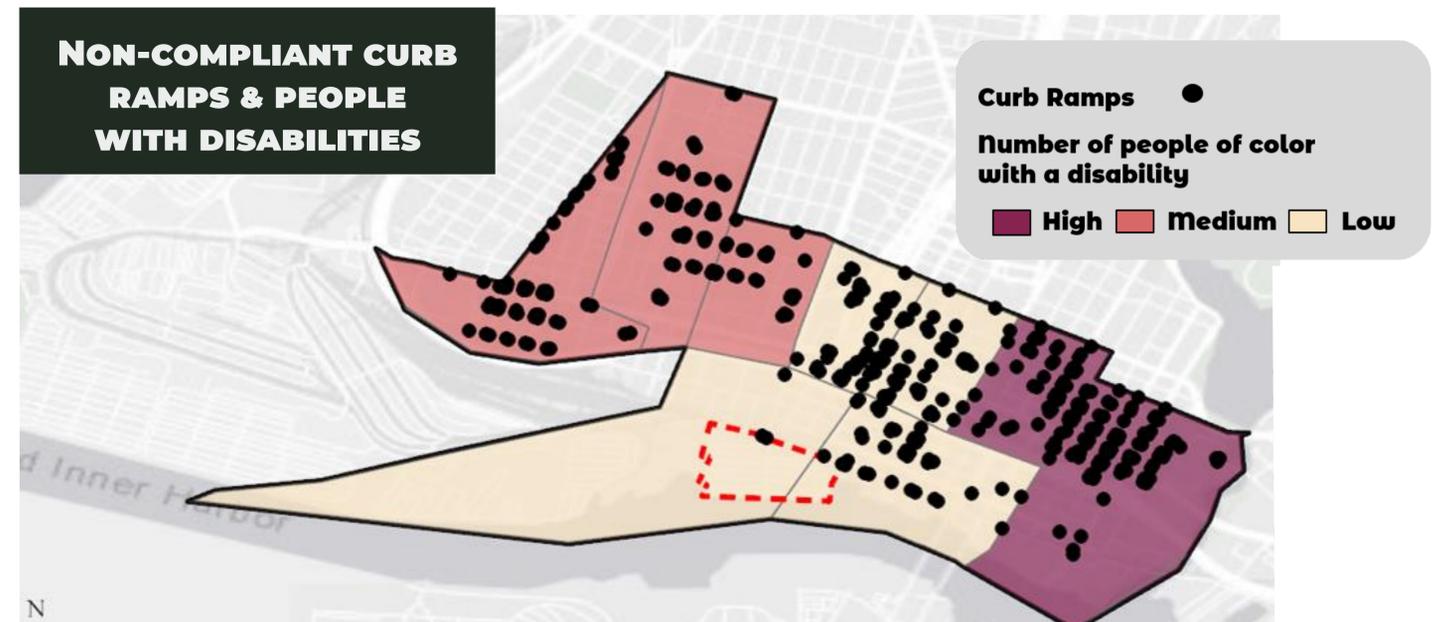
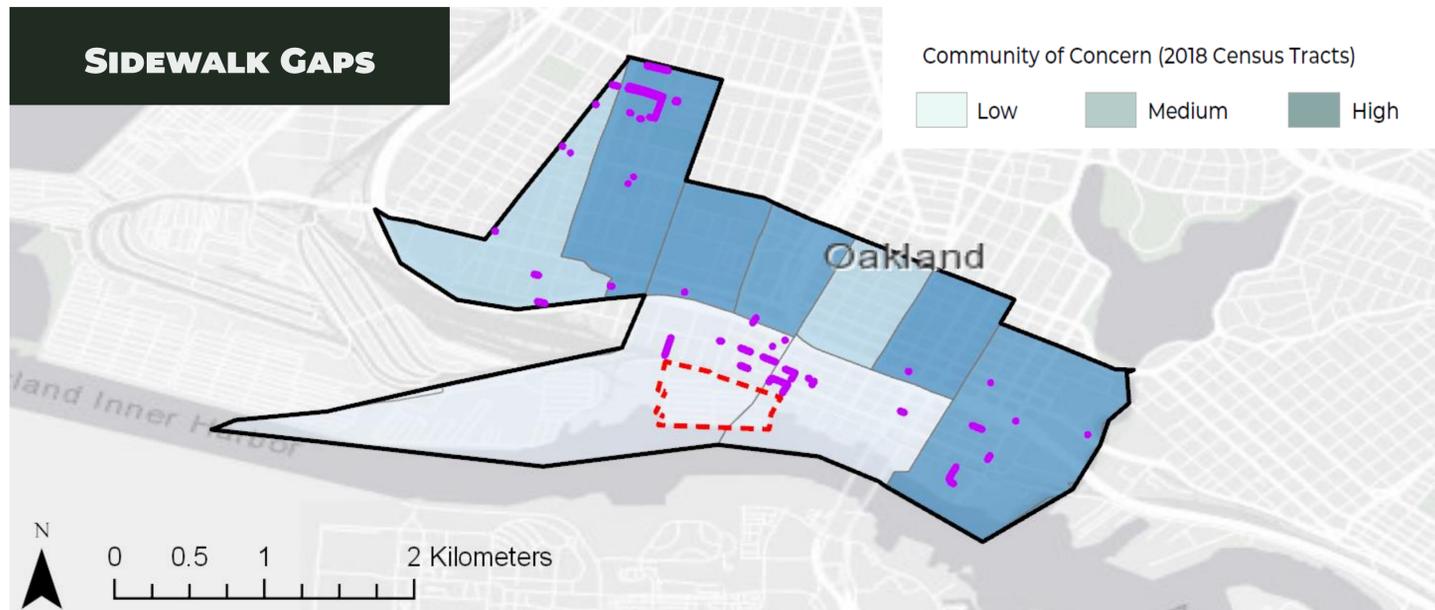
THE WALKING ENVIRONMENT



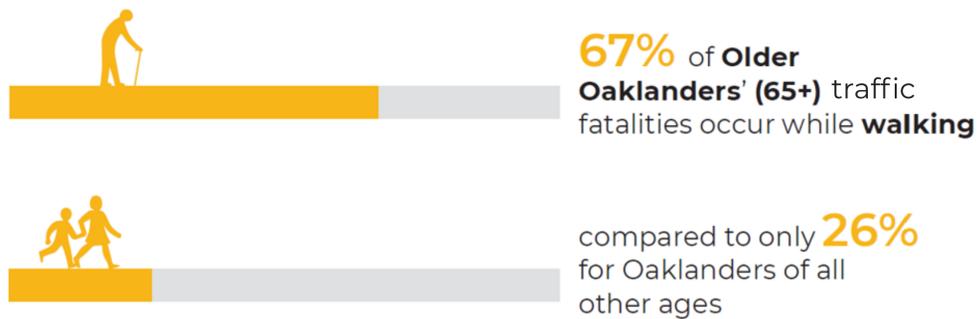
EQUITY ANALYSIS

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

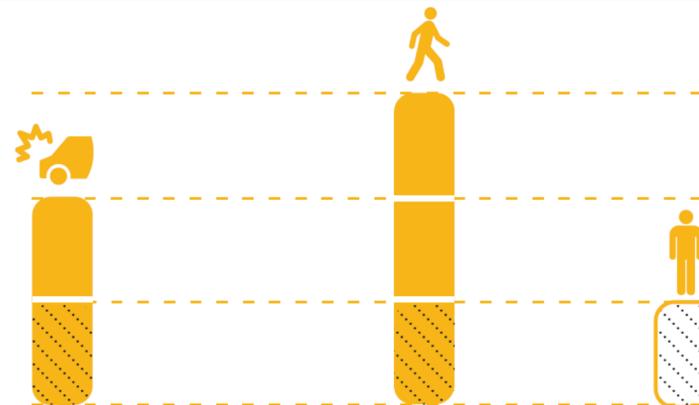
MANY NON-COMPLIANT CURB RAMPS WHERE PEOPLE OF COLOR WITH DISABILITIES LIVE



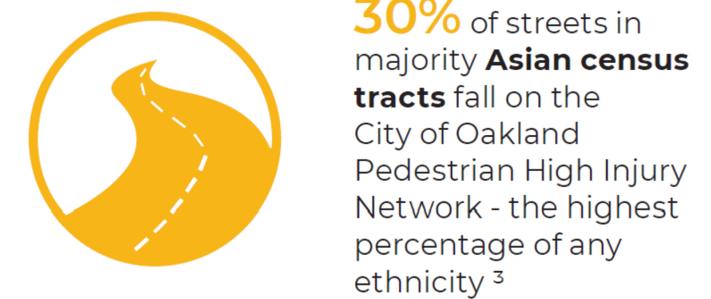
OLDER OAKLANDERS



BLACK OAKLANDERS



ASIAN OAKLANDERS



Black Oaklanders are

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**

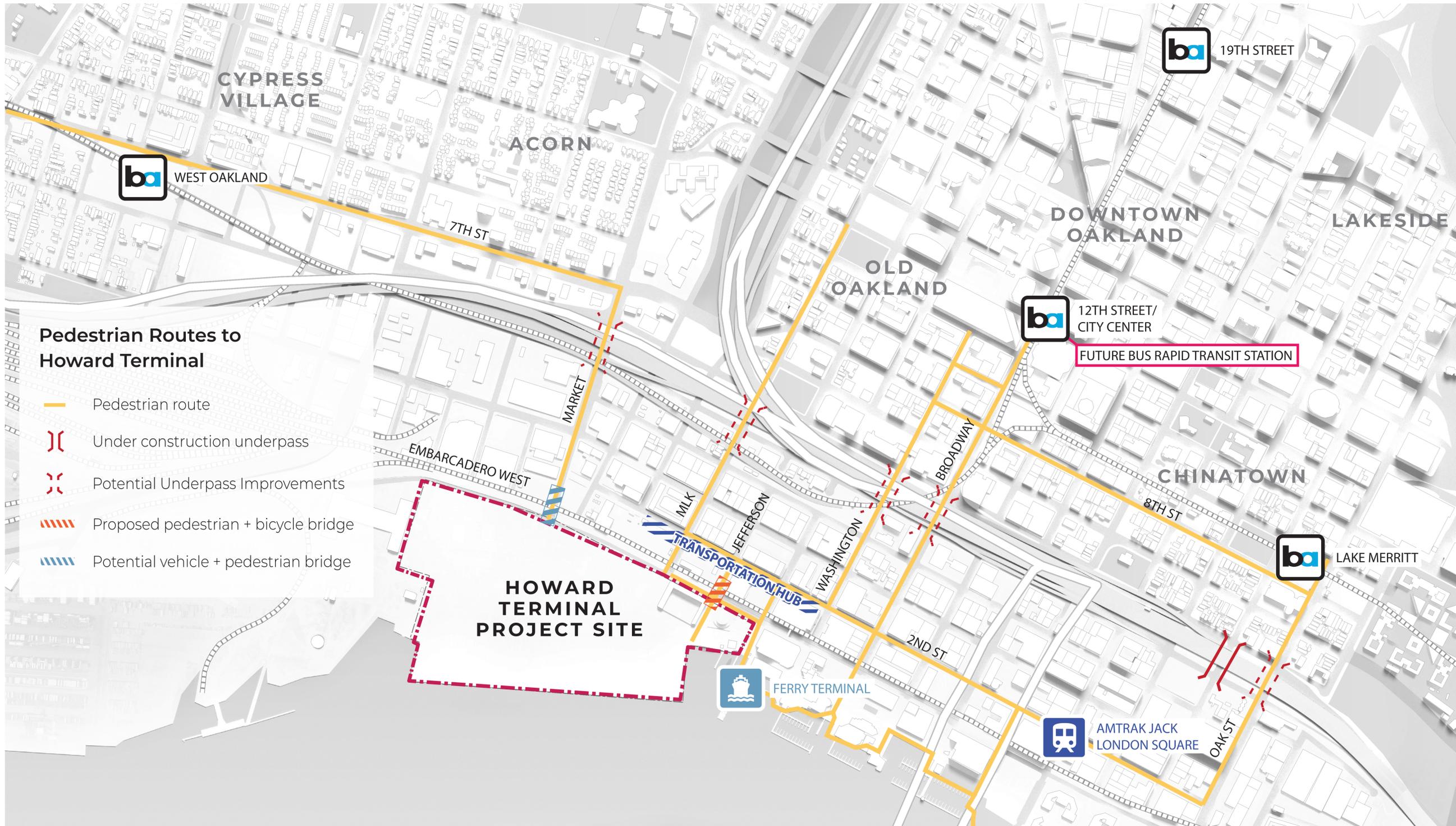
compared to all other Oaklanders

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



Bike Infrastructure

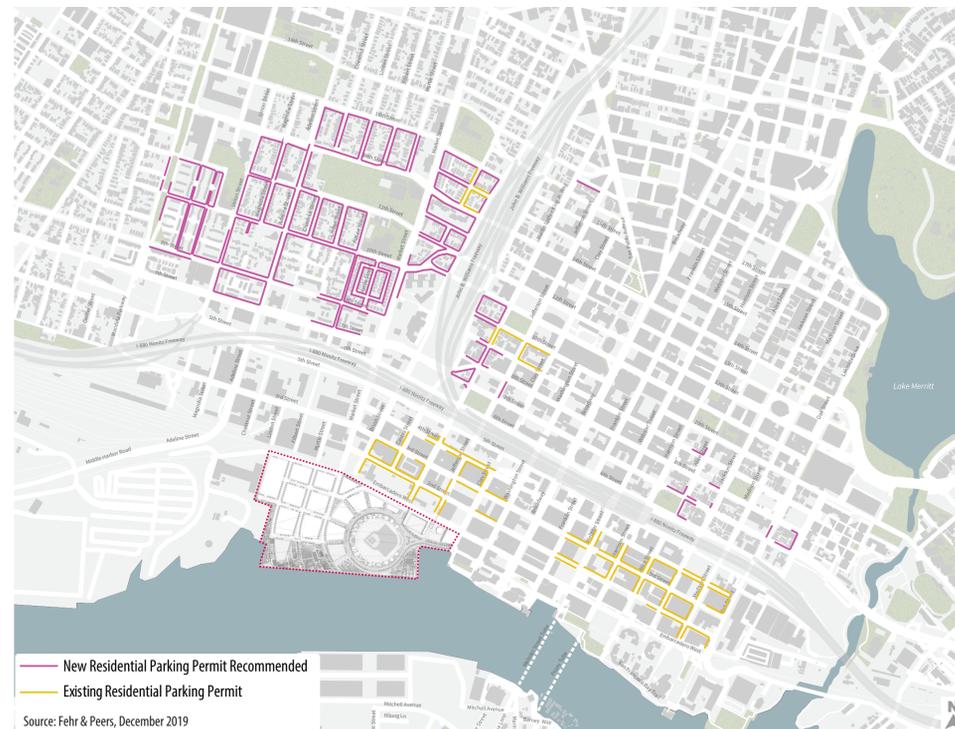
- Existing Proposed
- Off street path
 - Separated bike lane needed for A's project
 - Separated bike lane in other projects
 - Bike Lane
 - Bike Boulevard / Route
 - Proposed Pedestrian & Bicycle bridge
 - Existing Bike Share Station

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

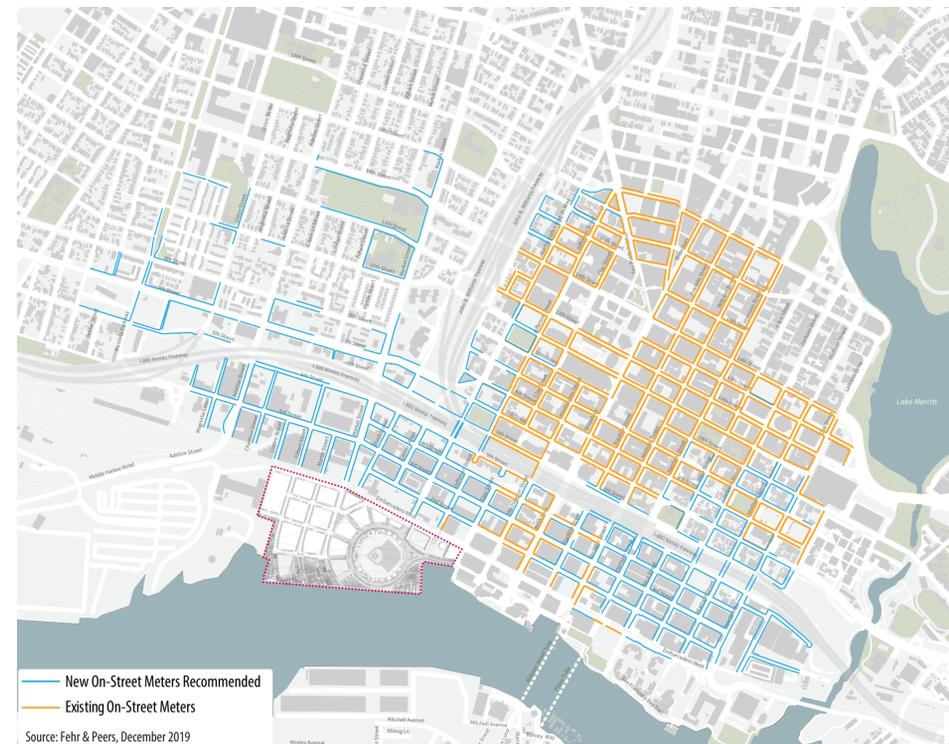
PROTECTING NEIGHBORHOOD PARKING • REDUCING TRAFFIC • IMPROVING EXPERIENCE

RESIDENTIAL PARKING PERMIT AREAS



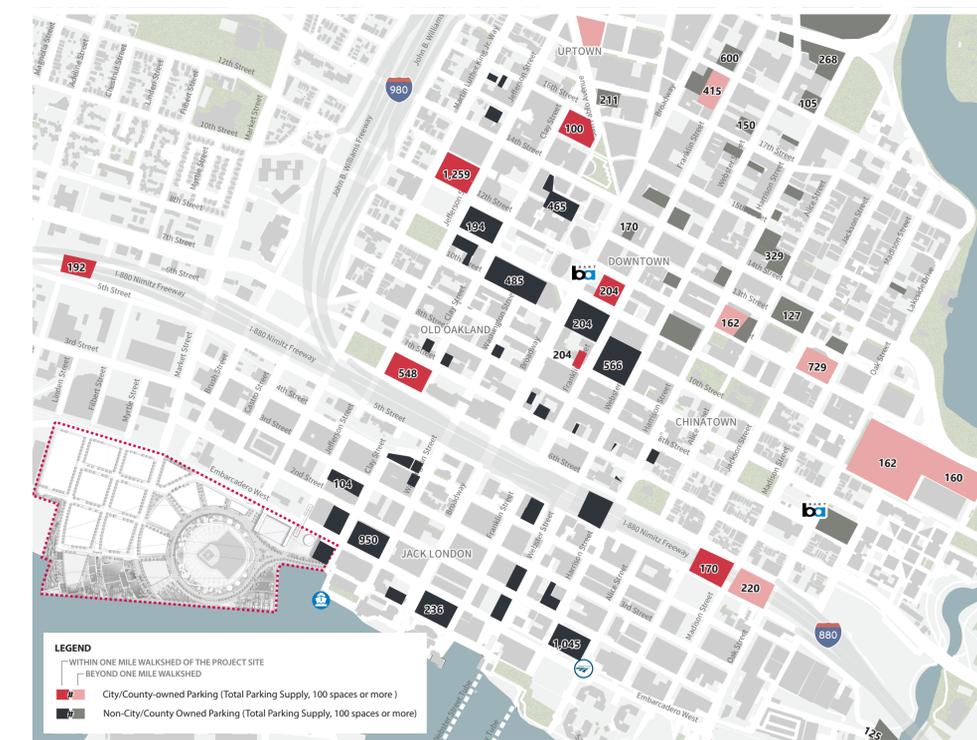
- Protects neighborhood on-street parking from being used for special event parking and by commuters parking in the area to ride BART or travel elsewhere
- Potential to provide discounted RPP to those with low incomes.
- Makes it easier to find parking until 11pm 362 days a year (not Thanksgiving, Christmas,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

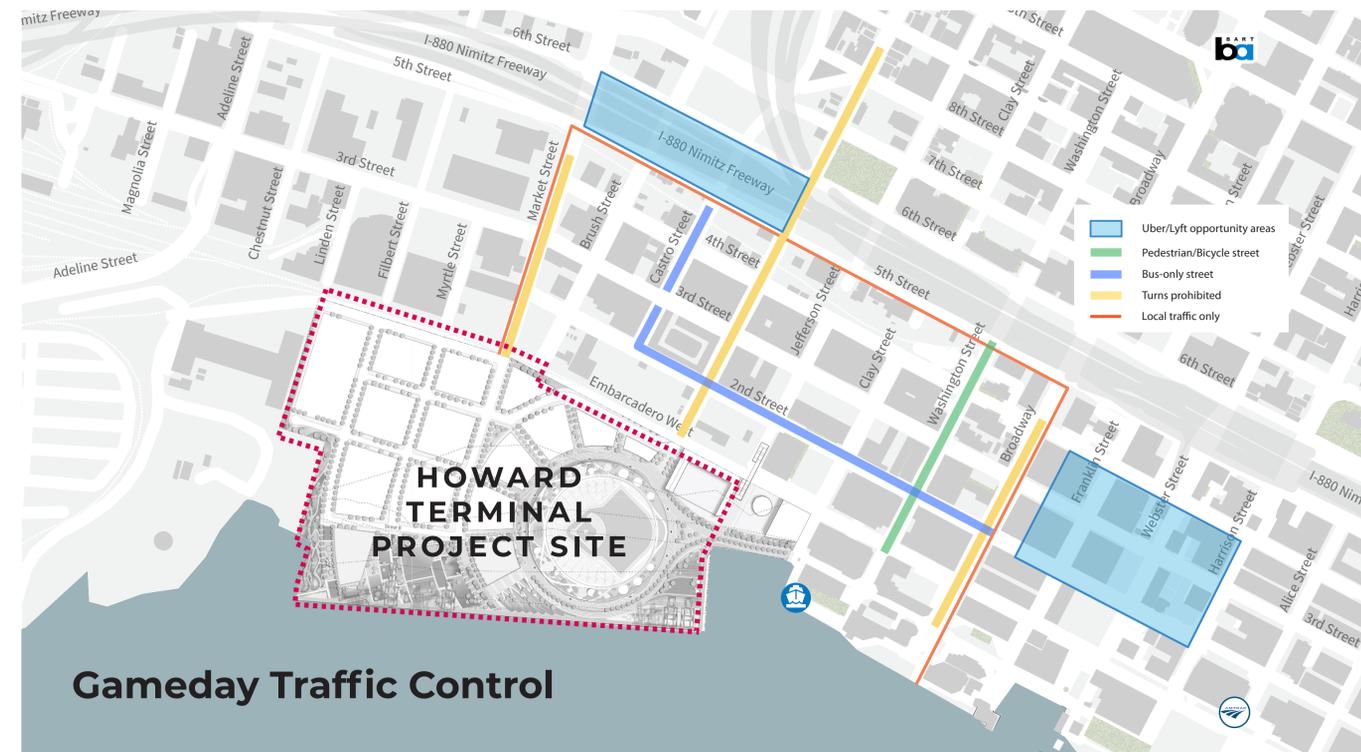
Mode	Weekday Evening	35,000 Fans (Sold Out)	Vehicles
Drive	50%	17,500	7,600
BART	23%	8,000	--
Uber, Lyft, etc.	16%	5,600	2,400
Walk	4%	1,400	--
Bus	3%	1,200	--
Bike	1%	400	--
Ferry	3%	900	--
Existing Coliseum (45,000 seats)			
Drive	70%	--	--
BART	23%	--	--
Uber, Lyft, etc.	7%	--	--
Bus, Walk, Bike	Less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

Primary Mode to Howard Terminal on Other Days

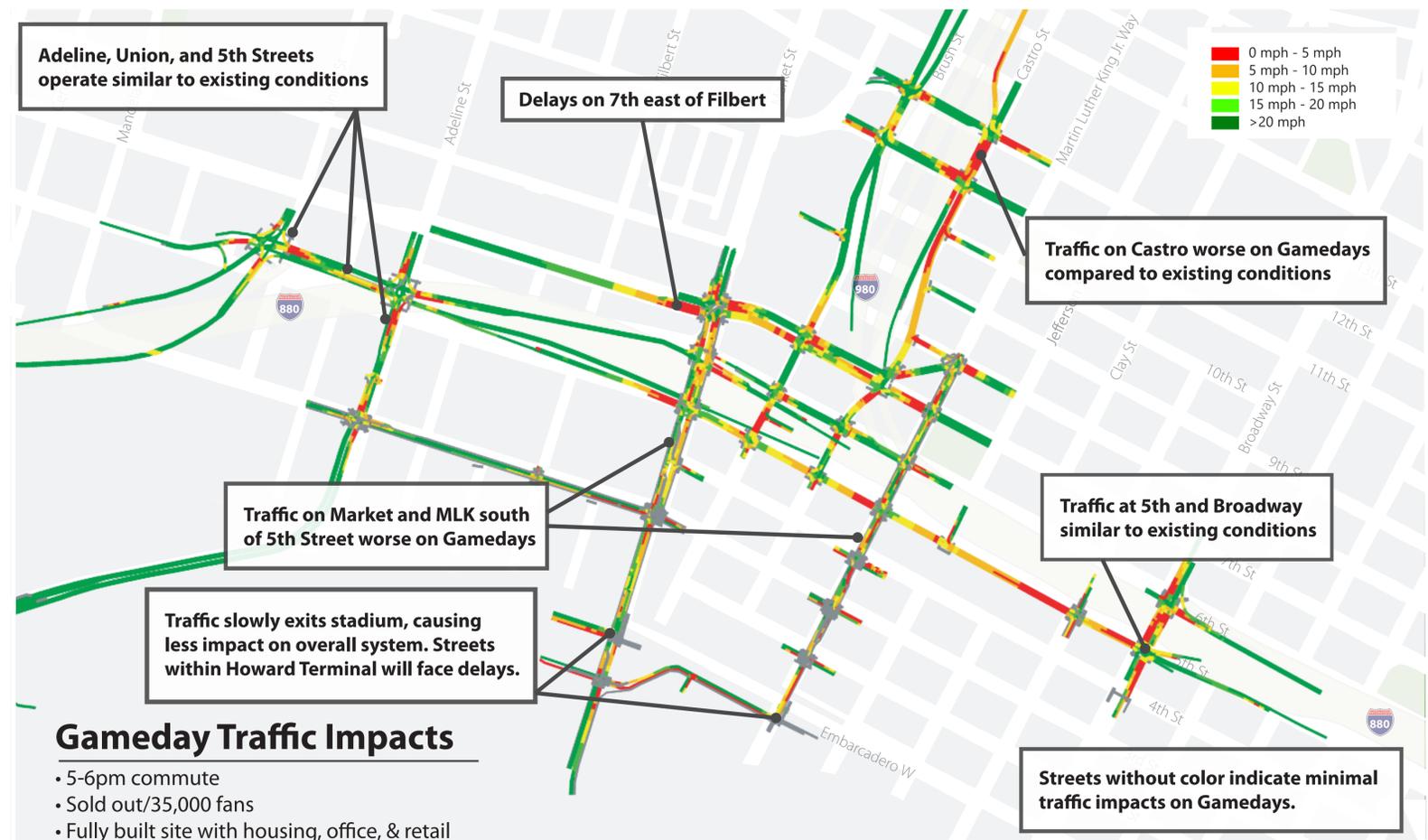
Mode	Percent of Trips
Drive	51%
Transit	34%
Walk	9%
Bike	7%

*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



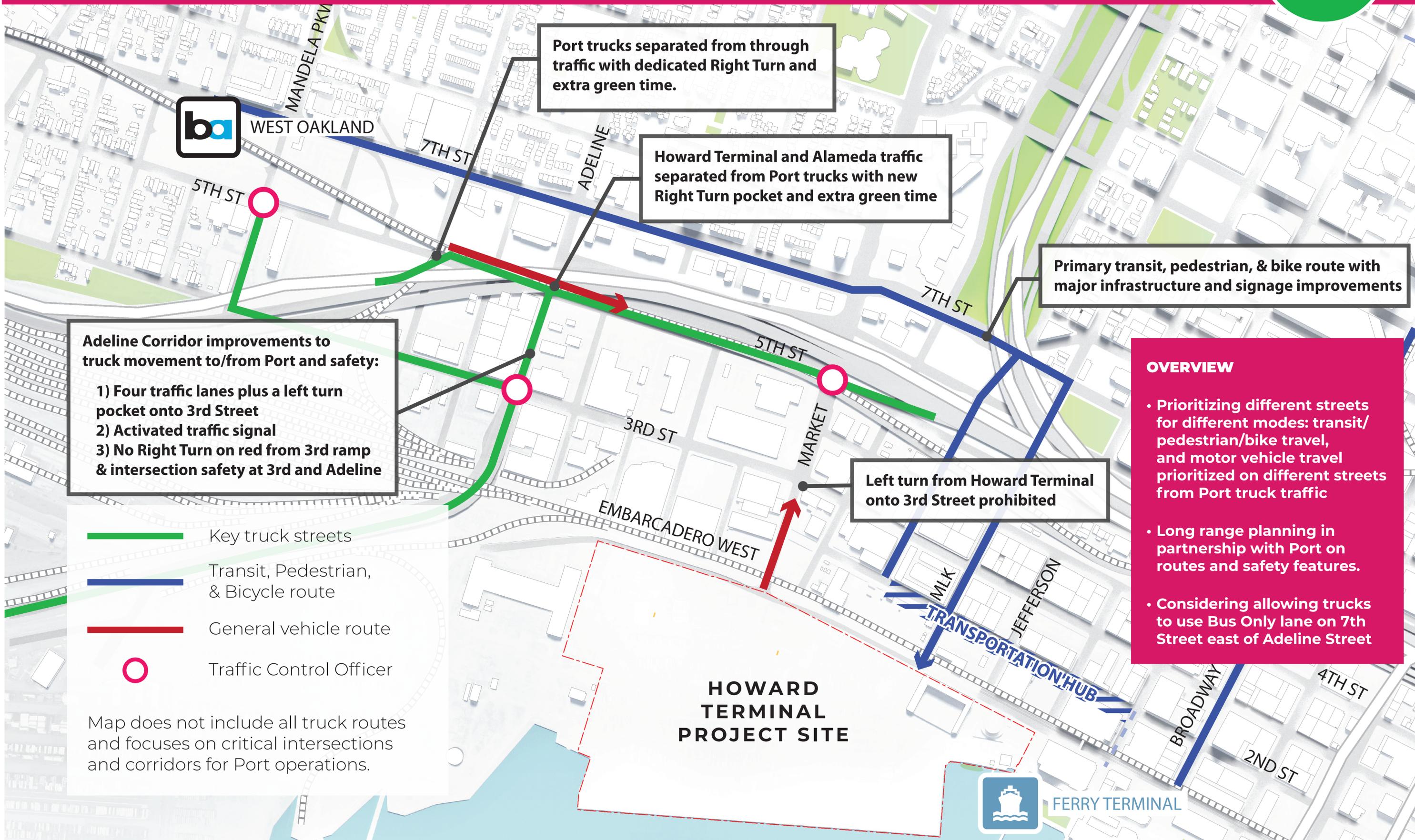
Gameday Traffic Control



Gameday Traffic Impacts

- 5-6pm commute
- Sold out/35,000 fans
- Fully built site with housing, office, & retail

TRUCKING & PORT OPERATIONS



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

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

Left turn from Howard Terminal onto 3rd Street prohibited

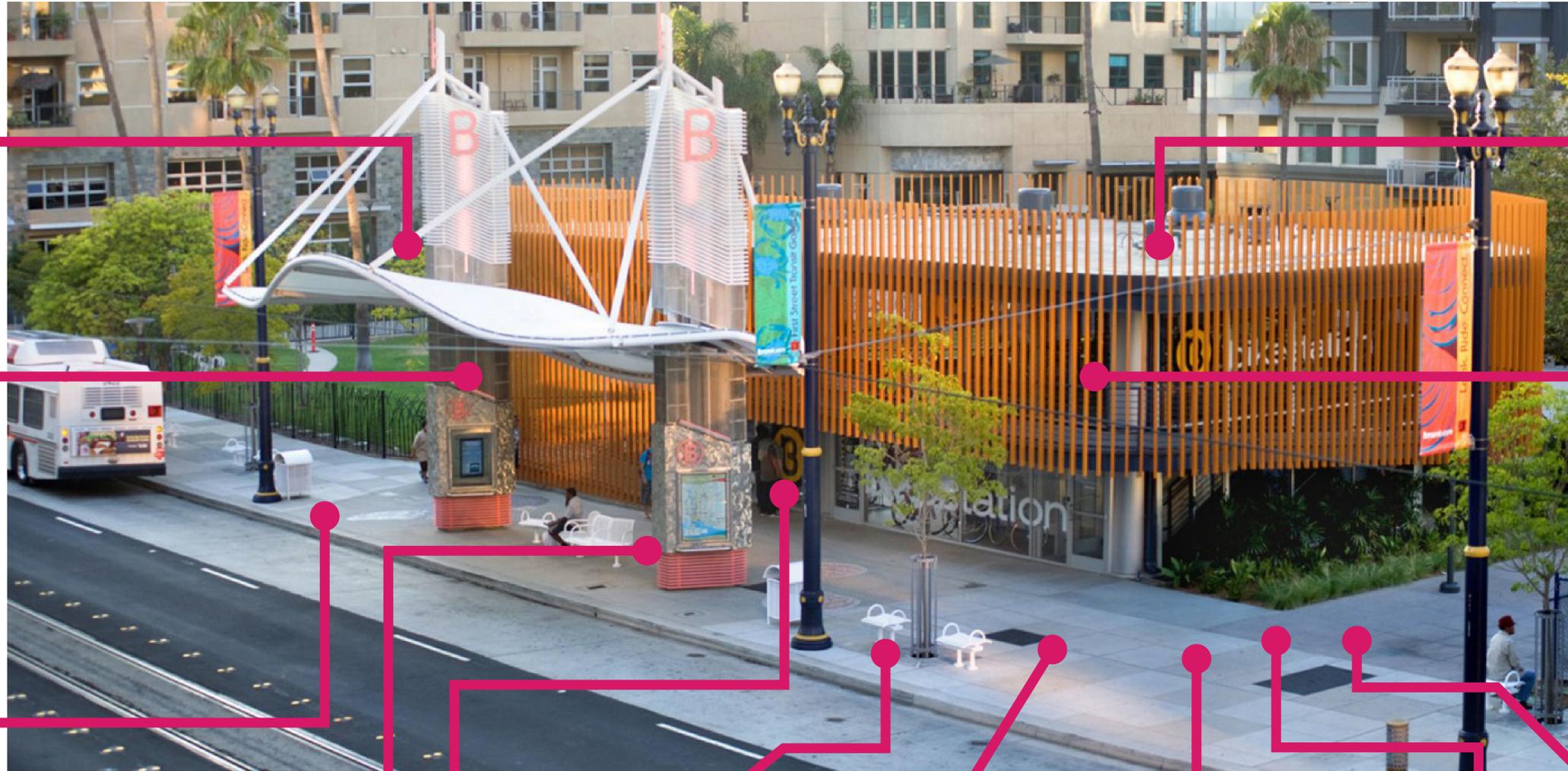
OVERVIEW

- 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

- Key truck streets
- Transit, Pedestrian, & Bicycle route
- General vehicle route
- Traffic Control Officer

Map does not include all truck routes and focuses on critical intersections and corridors for 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



HOWARD TERMINAL PROJECT SITE

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 | | |