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MEMORANDUM
HOWARD TERMINAL TRANSPORTATION SOLUTIONS

From: Vice Mayor Rebecca Kaplan
To: The Oakland City Council and Members of the Public
Re: **Solutions and Next Steps for Howard Terminal Transportation Issues**

Dear Colleagues and Members of the Public,

A variety of questions have been raised about how transportation and infrastructure issues will be handled for Howard Terminal. If they are handled well, plans could help remedy historic inequities, improve pedestrian and transit connectivity, and improve community health. And everyone must recognize the historic harm to communities, disproportionately Black communities, in West Oakland from transportation and infrastructure projects over many decades, which demolished existing communities, undermined Black-owned businesses and homes, worsened pedestrian safety, and cut apart community connections, often conducted by State, Federal and Regional bodies counter to the needs of the Oakland communities. In addition, Oakland's Chinatown has often been disregarded in transportation decisions. Pedestrian corridors have been torn apart and made more dangerous to serve the needs of car traffic for people who don't live or shop in the community.

As a result, when we talk about new coming plans for major investments, transportation, and infrastructure, we must ensure that those new projects are done in a way that benefits, and does not undermine, our communities, including those which have received disparate impacts for decades.

As of this July discussion, we do not yet have before us some documents which will be involved in next steps of project development including the Seaport Mitigation Plan, which is a requirement of the Port of Oakland's project terms. We are not yet voting on final project approvals. And so, as those next steps are conducted, it would be important to make sure that our efforts around transportation are done in a way to maximize positive benefit and effectiveness. We also must recognize that the State, Federal, Regional and other levels of government invested heavily in projects that involved the destruction of communities in Oakland, and which perpetuated air quality disparities. This is also a project of major regional significance, in a region that also fully relies on use of this Port, so it is vital that resources and strategies at all levels be part of the solution.

As more detailed plans for transportation/infrastructure are prepared, during the next steps for projects approvals, the following are suggested items to work on moving forward:

- a) All parties commit to work toward implementing transportation/infrastructure improvements in a manner that connects and supports communities and remedies inequities.
- b) All parties recognize that the improvements sought are of regional significance, help undo the harm of prior external decisions, and should be funded by multiple sources.
- c) We commit to working together to continue to pursue funding, including from State, Federal, Regional, and Countywide sources.
- d) A commitment to including Seaport Mitigation Measures, as described by the Port.
- e) To follow up regarding plans to provide fire station/fire boat in Jack London area

City Council
 July 20, 2021
 File # 21-0412

- f) A commitment to follow up with community groups regarding outstanding matters related to parking, environmental mitigations, Chinatown concerns, West Oakland neighbors
- g) Continue to work on plans for parking, including city-used sites eg under highway 880, and multi-level parking on the inland side of the tracks with above-grade walkway to project site to ensure pedestrian separation from hazards) and parking management (e.g. pre-reserved parking people pay for when people buy their game tickets, minimize circling)
- h) To pursue plans to provide safer above-grade pedestrian crossings, and minimize potential conflicts between people and trains and trucks.
- i) For the city to pursue reviving the city-owned parcel on Broadway between 6th and 7th Streets, which currently undermines the pedestrian flow of the vital Broadway corridor and Washington St., and seek a renewed use with ground floor activation, pedestrian welcoming design and uses, housing at all income levels, and more.
- j) To work with community to support efforts for air quality mitigations.
- k) For the City (and request also the County) to work on identifying other potential parcels in the surrounding area and pedestrian corridor to add to the improvements and housing options (and to remedy current uses that impede the pedestrian streetscape).
- l) To continue to pursue strategies to improve the movement of freight, including dedicated truck-ways and more, including in coordination with the Port and regional resources.
- m) To work with community to support efforts for cleaner trucks and reduced emissions.
- n) To provide expanded bicycle access, including with sufficient secure bicycle parking
- o) To coordinate together with other planned transportation projects to improve connectivity, including with the proposed bicycle/pedestrian crossing from Alameda to Oakland, and with the Broadway busway/shuttle project, and dedicated bus lanes.
- p) To pursue expanded ferry service to and from Jack London Square, including expanded frequency, and service from additional locations, including through regional resources.

<https://sf.streetsblog.org/2021/07/12/a-very-ferry-future-for-oakland/>



- q) To continue to work on and seek funding, including review available art funding, for lighting and beautification for walkways under Highway 880. See eg:

https://www.al.com/business/2013/06/public_art_project_to_light_un.html

Respectfully submitted,



Vice Mayor Rebecca Kaplan
Oakland City Councilmember At Large