

Howard Terminal Update

Council Briefing for
Committee on Economic
Development
July 2, 2019



City of
Oakland

Department of
Transportation



Background
and Context



Transportation
Plan



Next Steps



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Next Steps

Guiding Policy: Transit First

1996: “Transit-First Policy” adopted

Prioritizes public transit over vehicles due to the environmental, health, and equity benefits



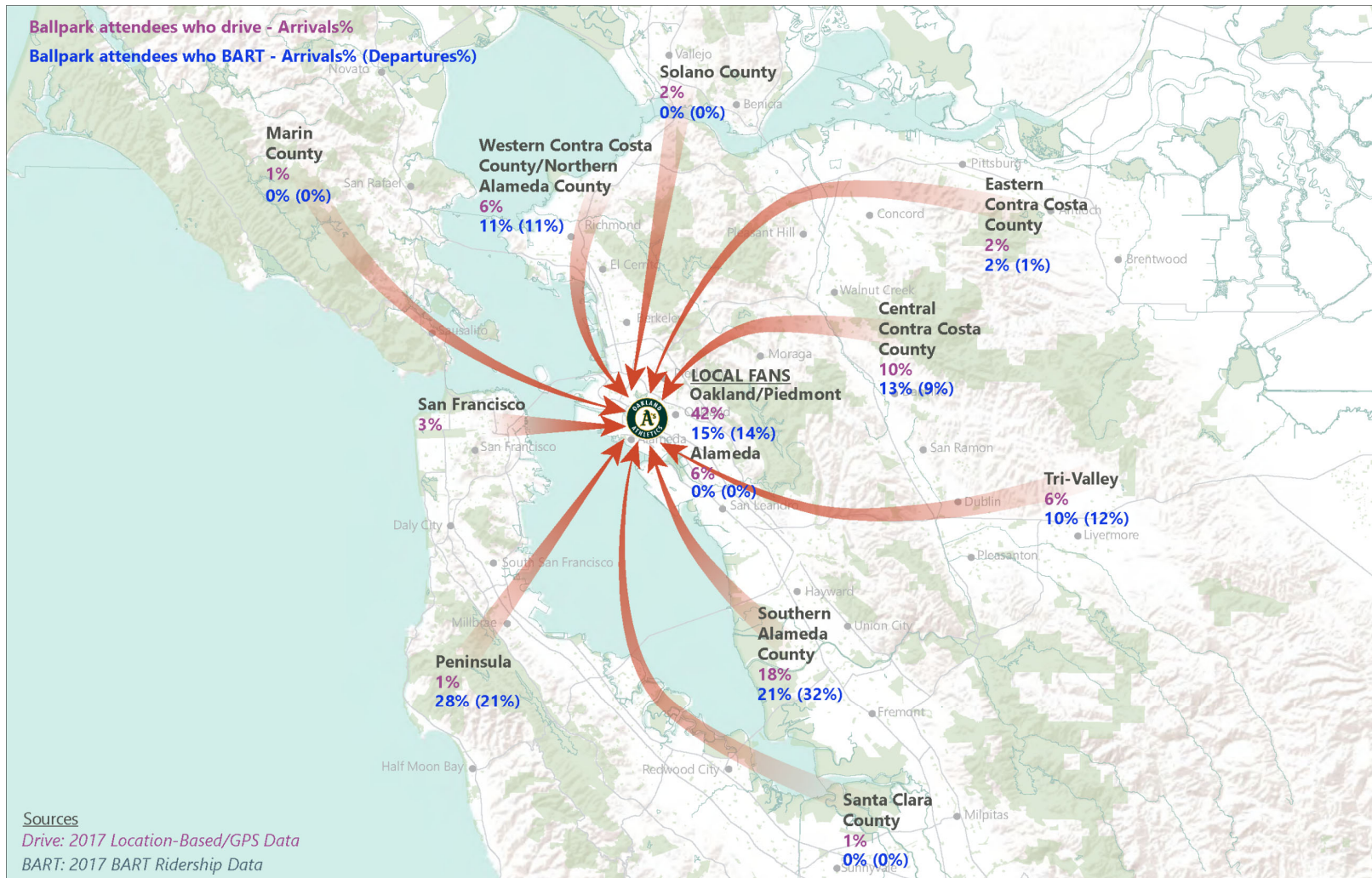
Guiding Policy: Complete Streets

**2013: “Complete Streets Policy”
adopted**

**Plan, design and build facilities
that are safe for people of all
ages and abilities to walk, bike,
and take public transit.**



Where People Are Coming From?



Site Opportunities and Constraints

Challenges:

- BART ~1 mile from development
- Railroad tracks and waterfront constrain access and circulation
- Maintain access for current residents and businesses

Benefits:

- More urban location will allow for more walk, bike, transit, scooter trips
- Ability to use existing garage capacity
- More commerce across neighboring business districts
- Opportunity to build transportation infrastructure that will benefit *all Oaklanders*



Credit: bisnow.com

Evaluation Criteria

1. **Conformance with City Policies and Plans**
2. **Reduce vehicle trips by 20%:** *AB 734 expedited approval and time-limited appeals process*
3. **CEQA: Reduce VMT per capita by 15% compared to region:** *Transportation Impact Review Guidelines (TIRG)*





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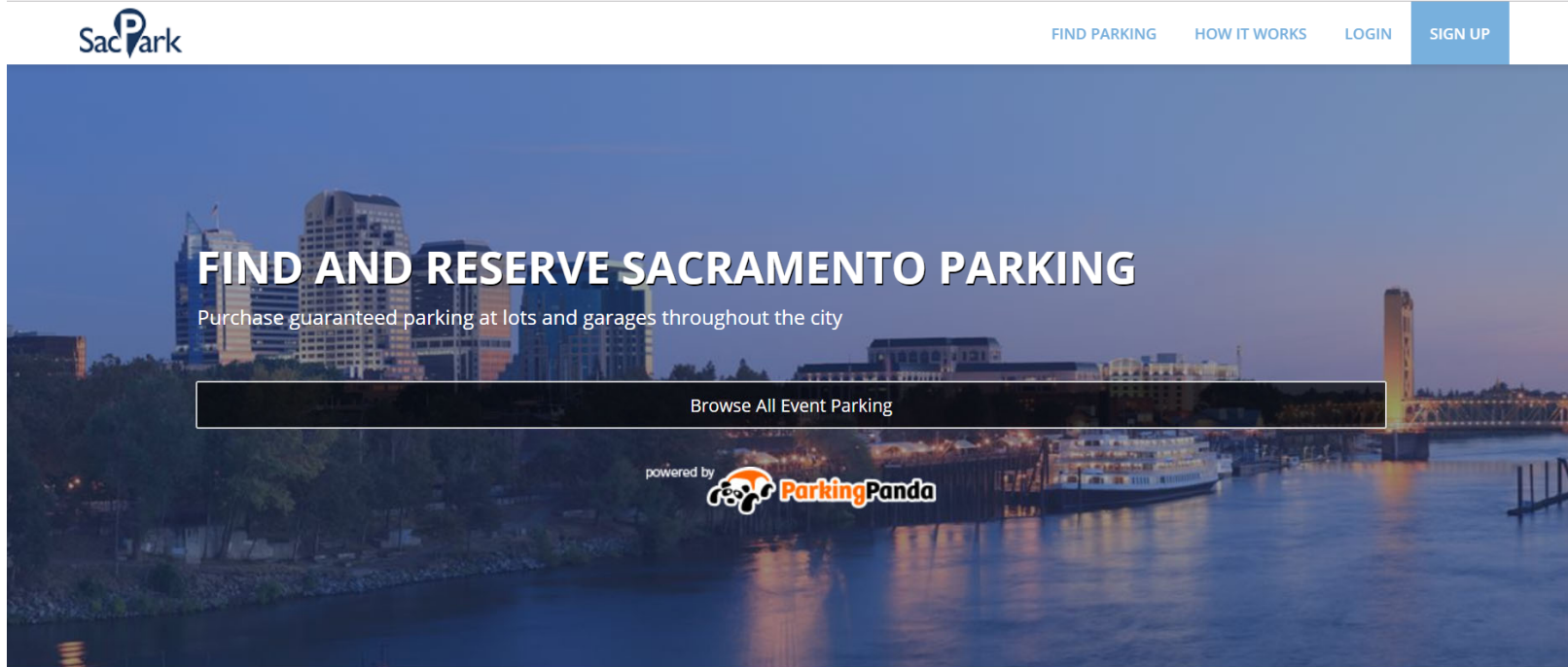
Parking Management

Parking **supply** and **price** are directly linked to whether or not people choose to **drive** or **more sustainable modes**



Photo: Greg Linhares, City of Oakland

SacPark



Credit: reserve.sacpark.org

- Downtown area parking reservation & management program run by City
- Established in conjunction with development of zero-parking Golden1 Arena
- In SacPark's first two weeks system generated nearly \$1 million in revenue from ticket holders only
- Over time, parking citations declined and parking revenue increased

Proposed Parking Strategies

- Reduced on-site parking
- Developing a city parking reservation system
- On street parking management tools:
 - RPP expanded hours and locations
 - More meters
 - Ability to meter until 10 PM and on Sundays/holidays
 - Dynamic pricing



Credit: www.parkme.com

TNC (Uber/Lyft) Management

- With parking restrictions, many would choose to take TNCs
- No local authority to regulate TNCs (CPUC regulates)
- Pick-up and drop-off activity must be managed



Credit: Sam Schwartz

TNC (Uber/Lyft) Management

- Proposal to limit activity to under freeway lots (0.5 miles from site), and 400 onsite vehicles per hour
- TNCs must voluntarily agree to participate
- Will enforce illegal pick-ups and drop-offs
- Considering restricting side streets to local access



Credit: Sam Schwartz

Transit

- With parking and TNC restrictions, need another way for people to arrive
- Project is seeking to improve the attractiveness of transit
- Benefits existing residents, essential for low-income and those with disabilities.

Figure 4: AC Transit Bus Frequency and Oakland Equity Index

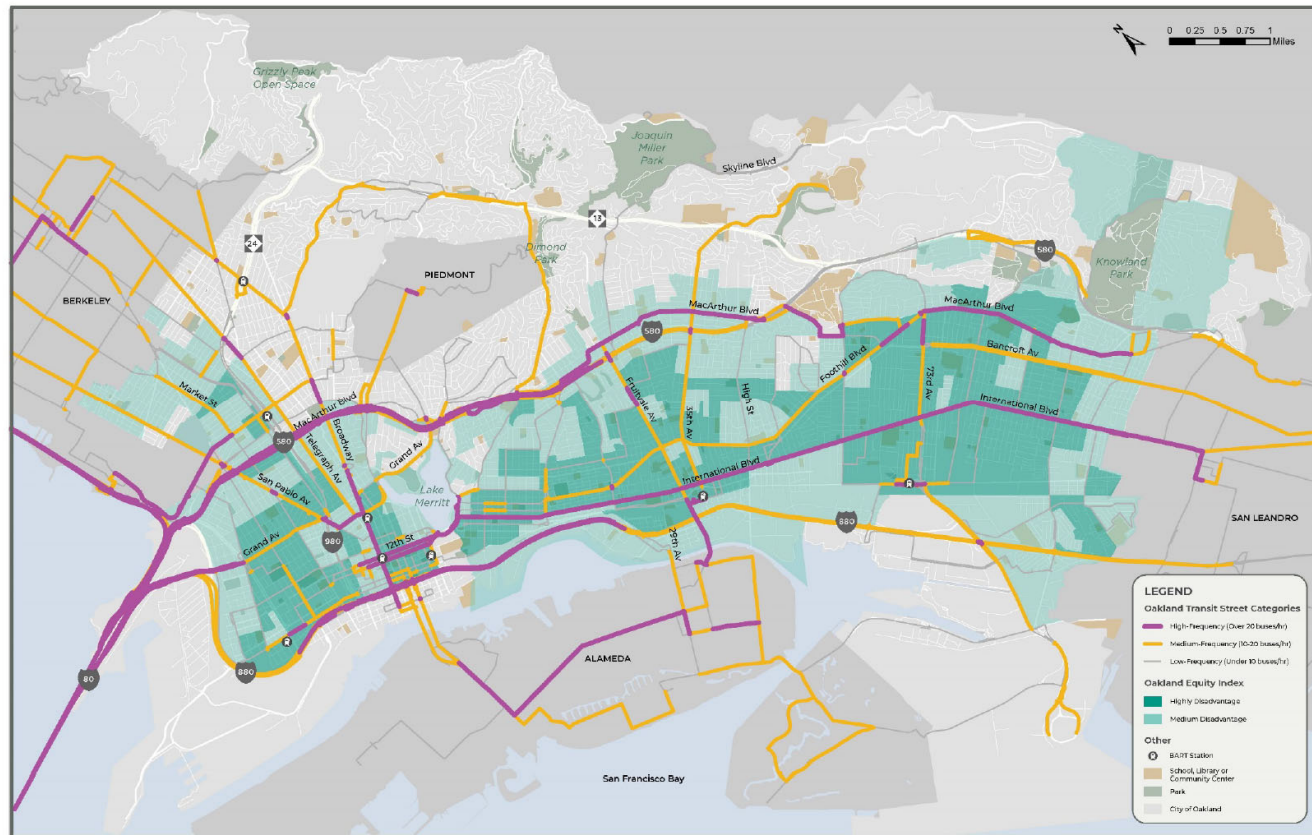


Image: OakDOT/AC Transit Draft Transit Action Strategy

Transit – Increasing speed and reliability

- Exploring bus lanes to connect to each BART station
 - Reduces transit times by 25%
 - Benefits are year-round
 - Improve reliability, key passenger experience metric



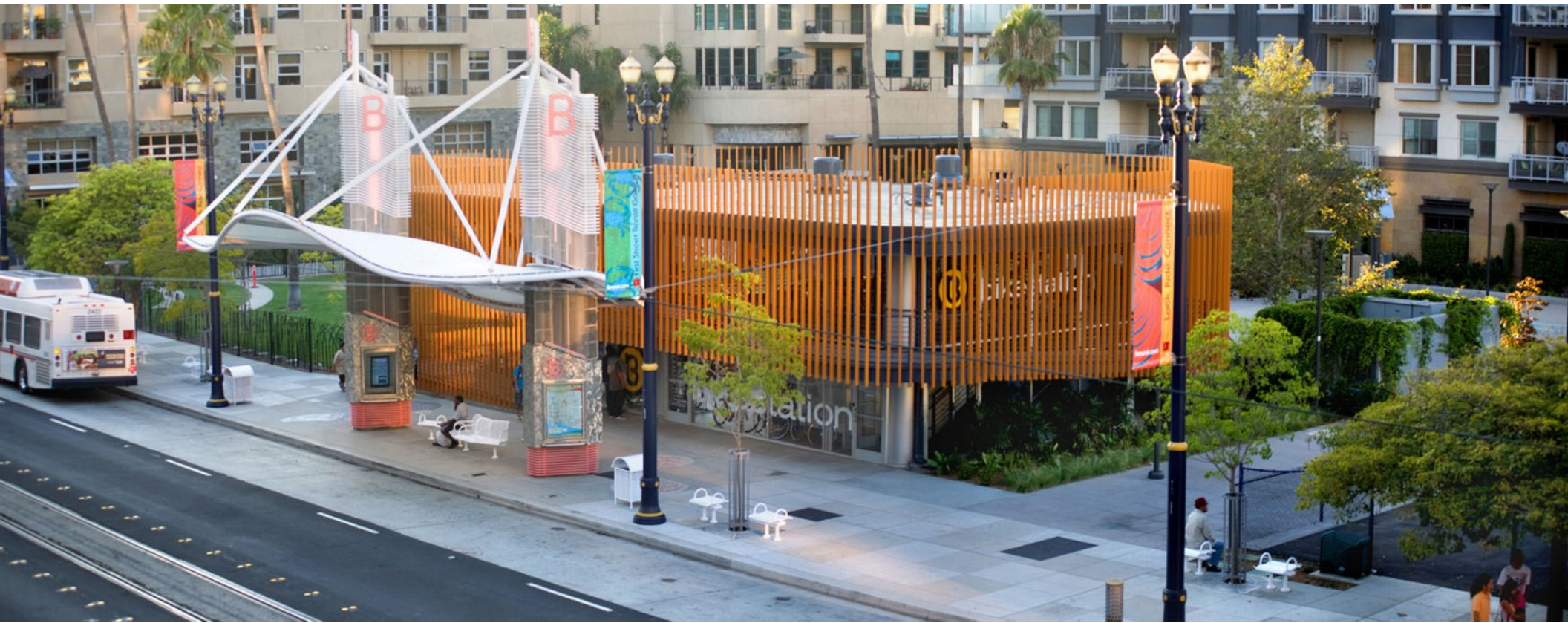
Credit: Maryland Transit Administration

Transit – Increasing affordability & connections

- AC Transit proposal to extend/modify routes = more transit connections and service for Oaklanders
- Fare bundling, passes, and discounts
- Schedule coordination with BART, ferries, Amtrak, etc.



Mobility Hub



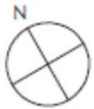
Credit: City of Long Beach

Mobility Hub



- Connections to transit, bike share, scooter share, etc.
- Bike valet/station to store bikes
- Restrooms, water fountains
- Other elements make this part of gameday experience



Second Crossing/BART Infill Station



Not to Scale

-  BART Route with Proposed Station Locations
-  Identifiable Districts within Downtown

Pedestrian Connections

Key pedestrian routes to each BART station being developed; considering:

- **12th St/Downtown:** Broadway, Washington & MLK; Washington ped only during gamedays
- **West Oakland:** 7th & 3rd Streets
- **Lake Merritt:** Oak, 8th, 2nd, & Water Streets

Evaluated for:

- Sidewalk and crossing improvements
- Evaluating sidewalk width, gaps and obstructions



Pedestrian Enhancements

Lighting, banners, other experiential improvements



Bicycle Connections

Proposed bike network connecting to each BART station; key projects:

- MLK cycletrack
- 3rd St bike lane improvements
- Embarcadero West path
- Additional routes being developed

Other amenities:

- Bike valet/bike station
- Bike parking



Pedestrian & Bicycle Grade Separation

Studying options for one grade separated Ped/Bike crossing at:

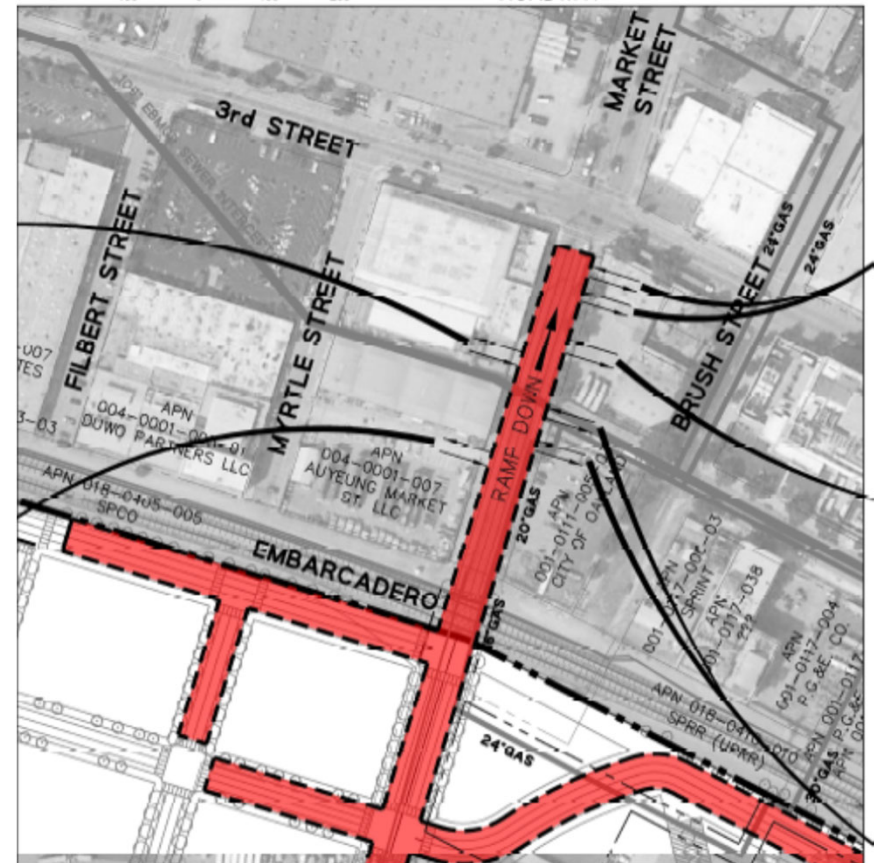
- Jefferson St
- Clay St
- Potentially Washington



Vehicle Access & Grade Separation

- Market Street main vehicle street
- Railroad tracks can be blocked for long periods of time
- Evaluating feasibility of grade separated crossing, especially at Market
- Assessing level of service (not a significance threshold under CEQA)

Underpass at Market Street

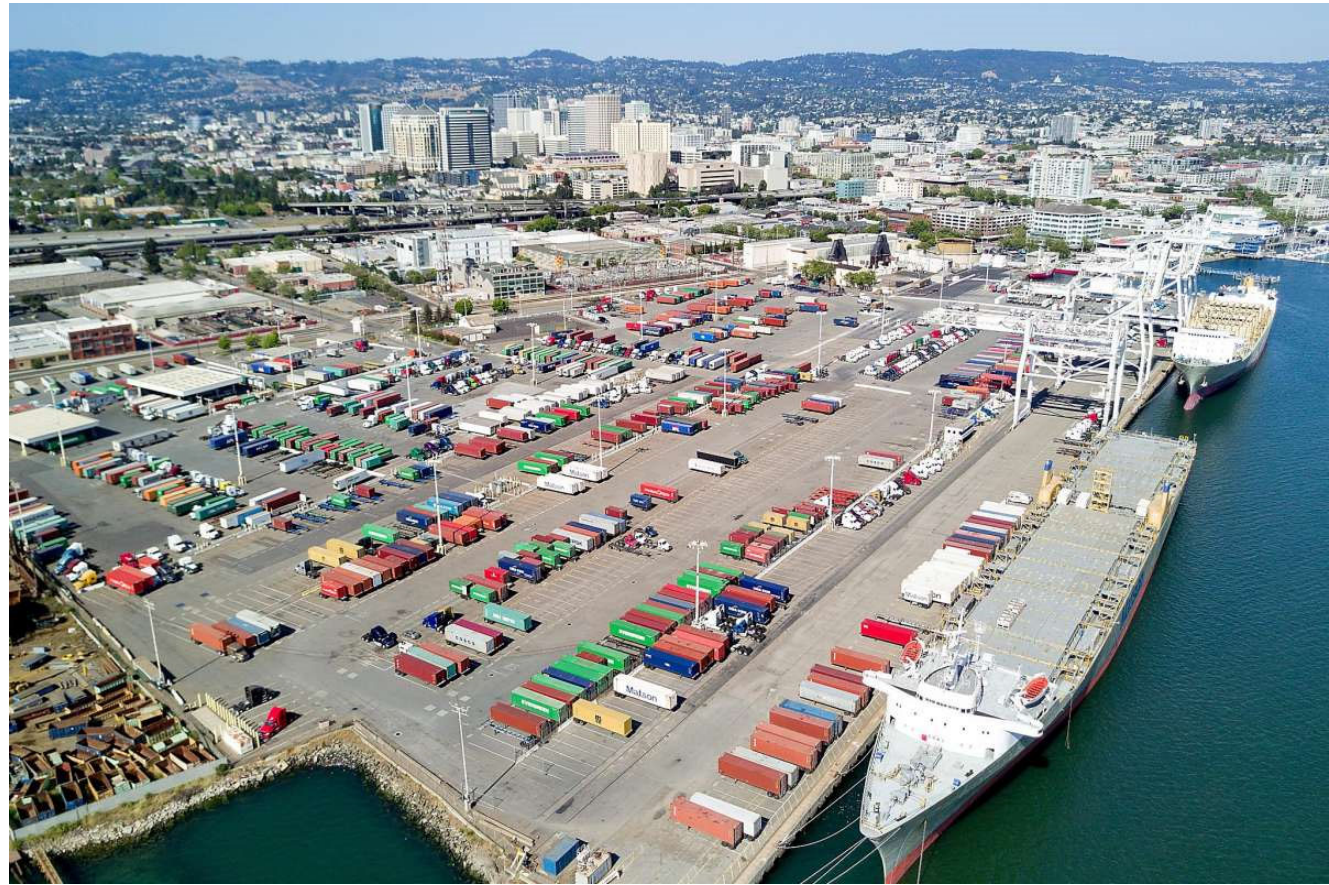


Credit: RSE and BKF Engineers

Port Truck Traffic

Port working with A's to:

- Ensure truck access and circulation with the project
- Ensure conformance with West Oakland Truck Management Plan
- Design for safety with growth



Credit: Noah Berger, SF Chronicle

Gondola



Credit: Oakland A's



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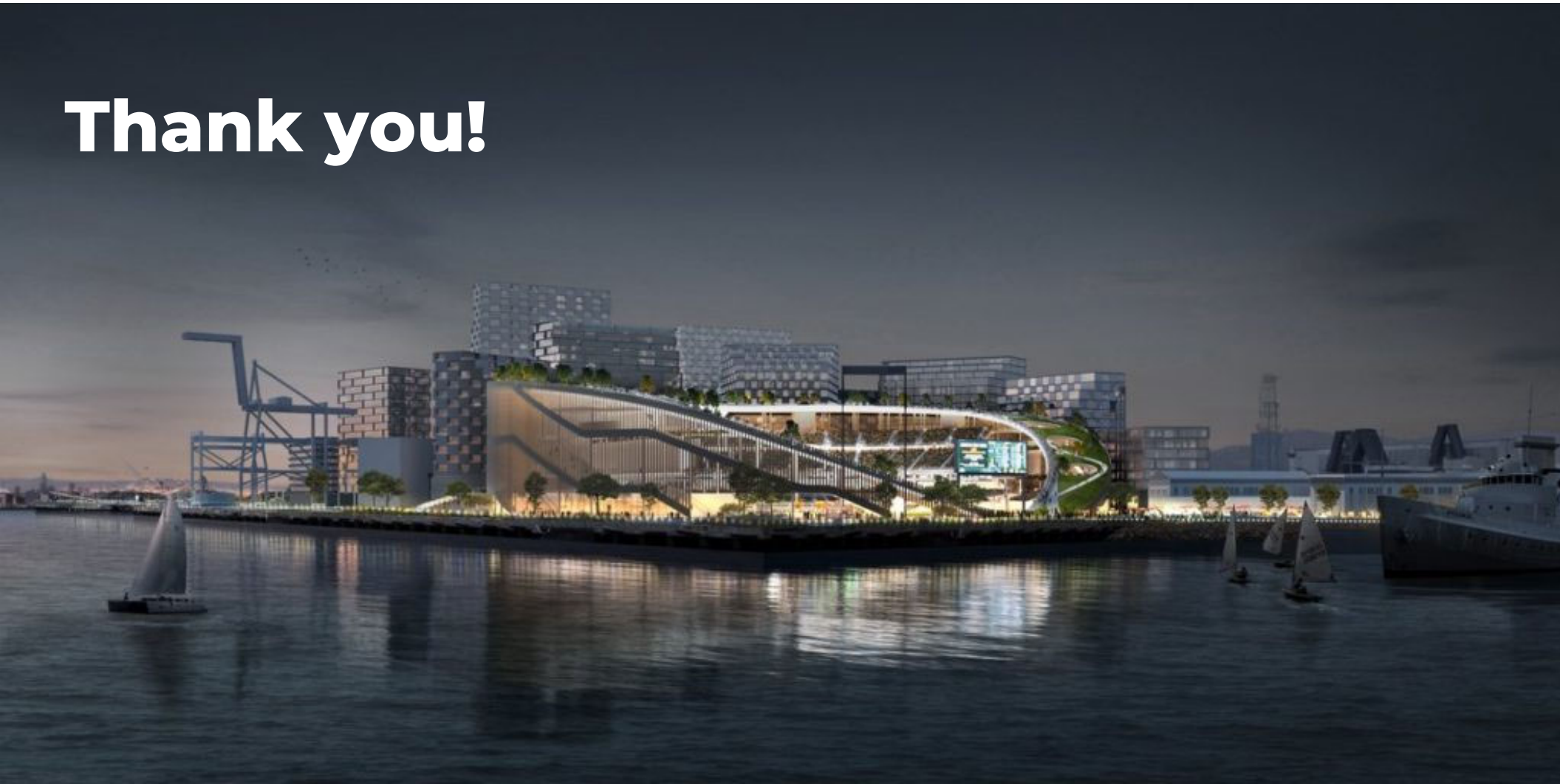


Next Steps

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- Further analysis with the applicant
- Council action needed on some items
- Identify implementation roles and responsibilities

Thank you!



Credit: Oakland A's