

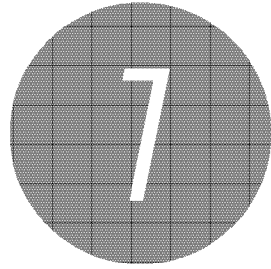
Howard Terminal Transportation Update

Council Briefing for Committee
on Economic Development
July 2, 2019

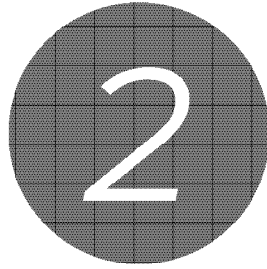


City of
Oakland

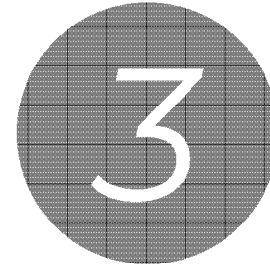
Department of
Transportation



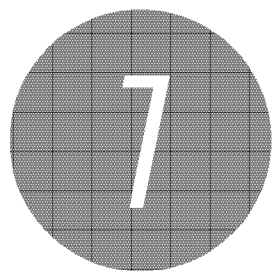
Background
and Context



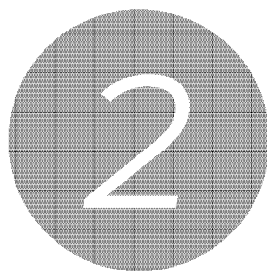
Transportation
Plan



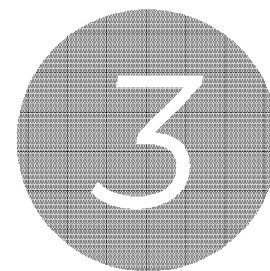
Next Steps



Background
and Context



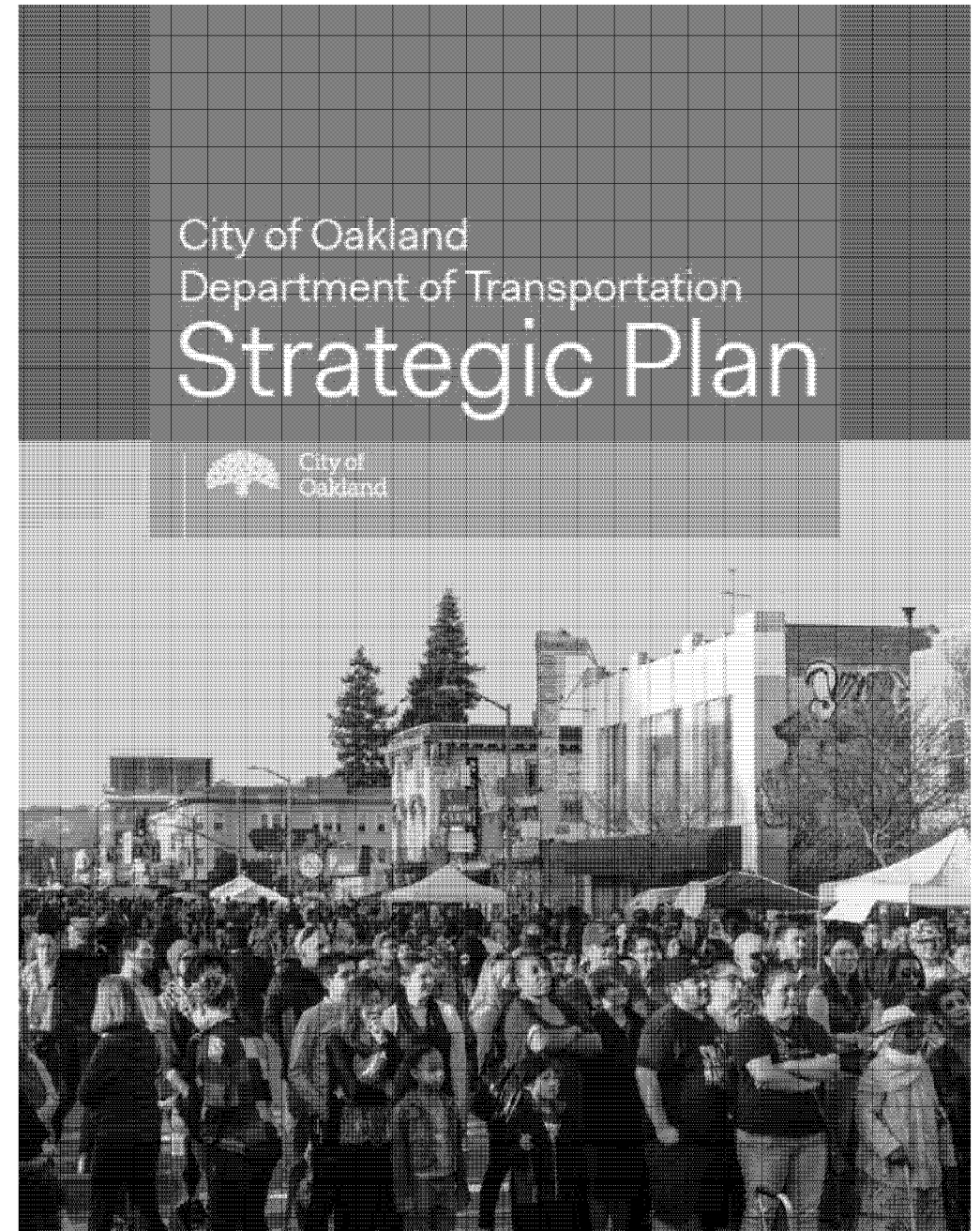
Transportation
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Next Steps

OakDOT Mission

Envision, plan, build, operate and maintain a transportation system for the City of Oakland and assure safe, equitable, and sustainable access and mobility for residents, businesses and visitors.



Transit First

1996: “Transit-First Policy” adopted

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



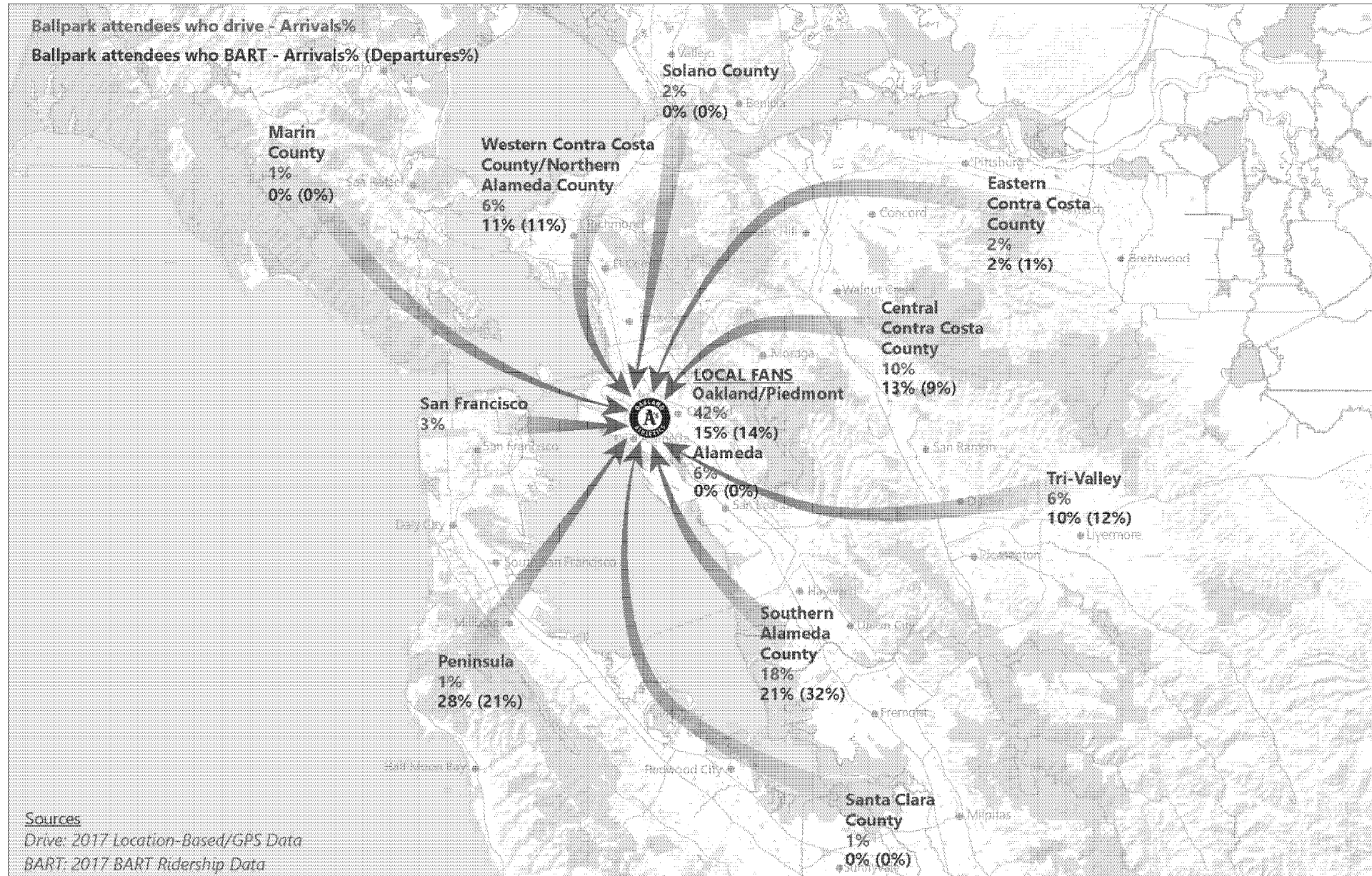
Complete Streets

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.
- Maintaining access for current residents and businesses

Benefits:

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

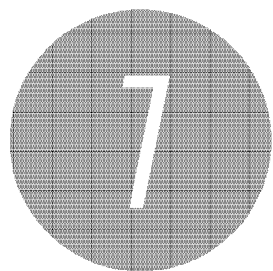


Credit: bisnow.com

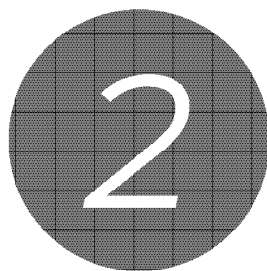
Evaluation Criteria

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)*

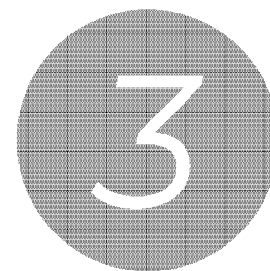




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Next Steps

Parking Management

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



Photo: Greg Linhares, City of Oakland

SacPark

SacPark

[FIND PARKING](#)

[HOW IT WORKS](#)

[LOGIN](#)

[SIGN UP](#)

FIND AND RESERVE SACRAMENTO PARKING

Purchase guaranteed parking at lots and garages throughout the city

[Browse All Event Parking](#)

powered by



Credit: reserve.sacpark.org

- More than 4,500 single space meters with sensors + garages
- In SacPark's first two weeks, available only to Kings season ticket holders, system had nearly \$1 million in revenue.

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 (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.
- Back up plan to restrict side streets to local access and prohibit curbside pick-up and drop-off.



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.



Credit: Paul Chinn / The Chronicle

Transit – Increasing speed and reliability

- Exploring bus lanes to connect to each BART station
 - Reduces transit times by 25%
 - Benefits are year-round



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
- Amtrak
- Ferry
- Schedule coordination



Mobility Hub



Credit: City of Long Beach

Mobility Hub



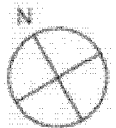
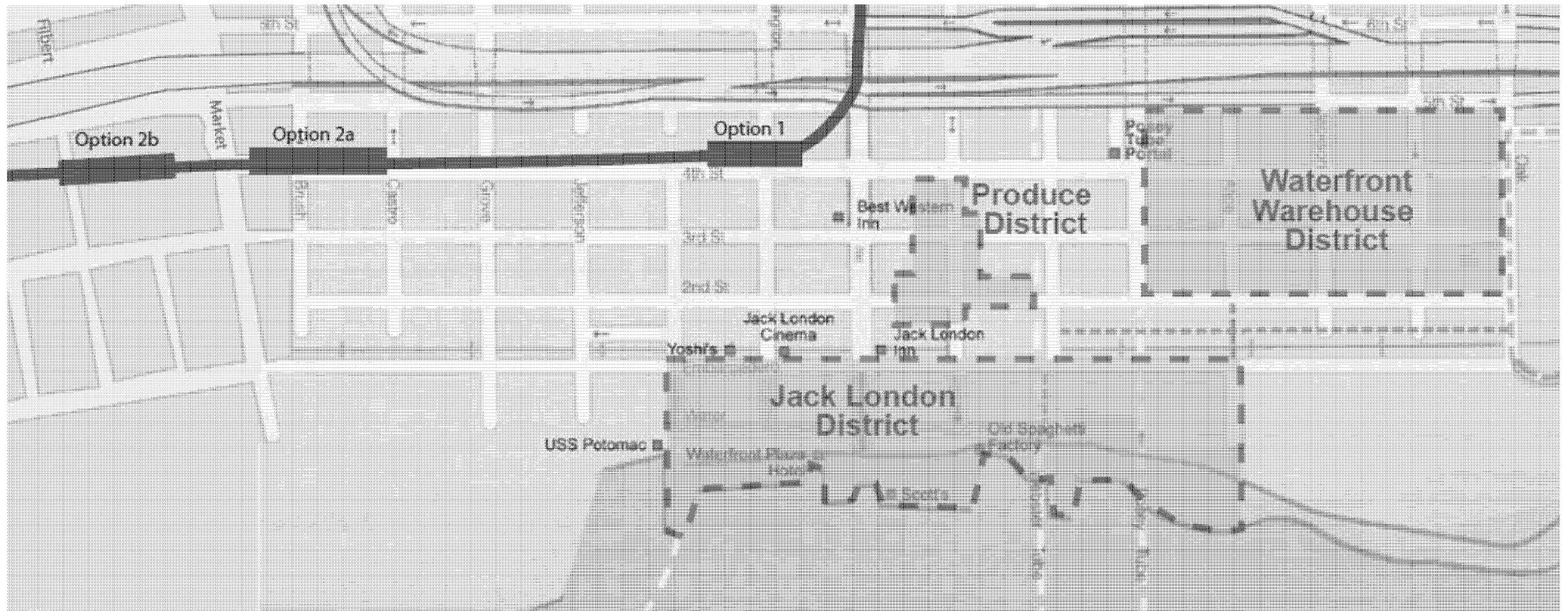
© 24.sapo.pt

Credit: www.bworkingspaces.pt





Credit: <https://thegolfclub.info>

Second Crossing/BART Infill



Not to Scale

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

Pedestrian and Bicycle Connections

- *Sidewalk and crossing improvements*
- *Evaluating sidewalk capacity*
- *Washington ped only during games*
- *Proposed bike lane network*
- *Bike valet, bikeshare, scooter share*



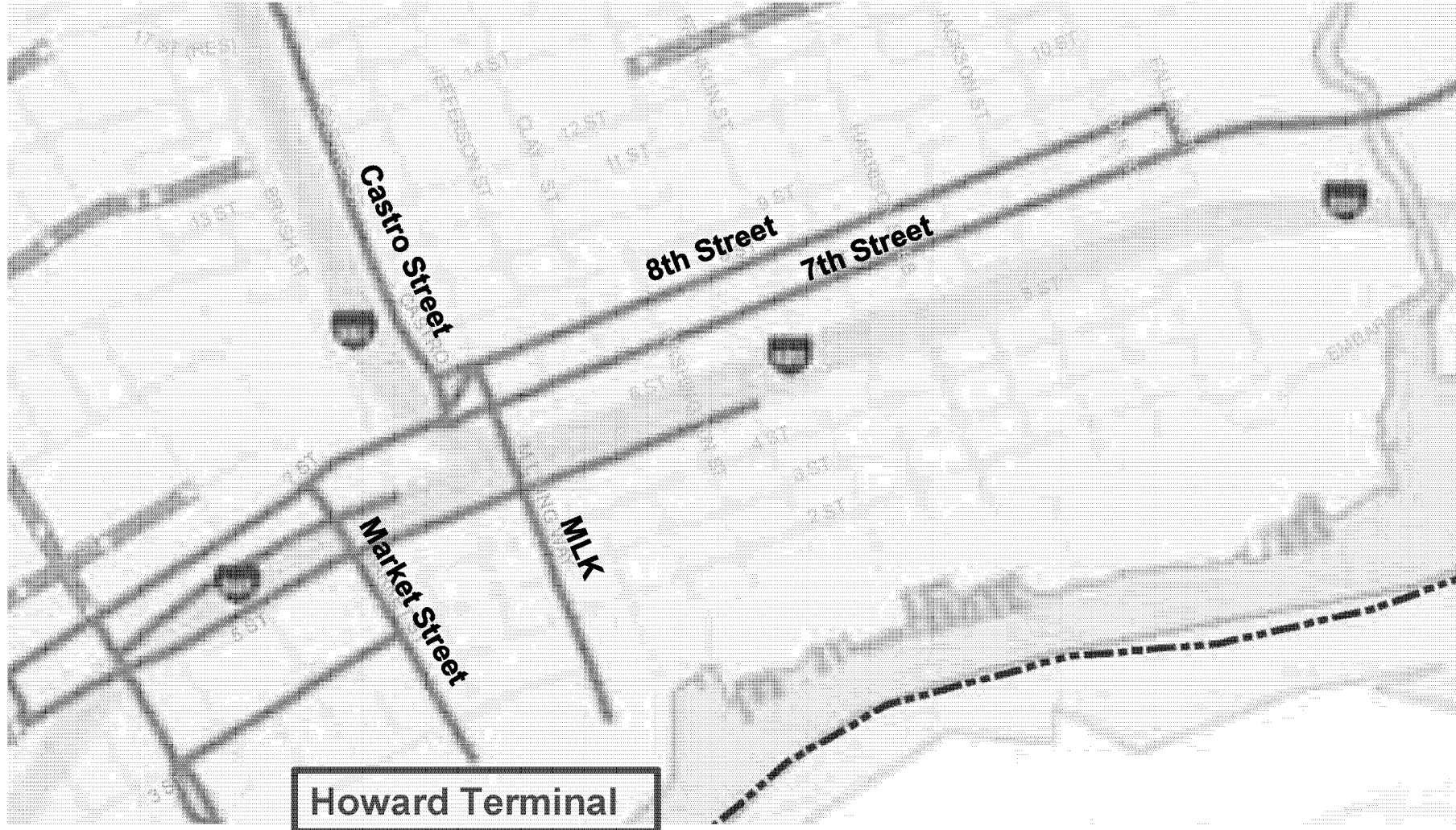
Pedestrian Enhancements

Lighting, banners, other experiential improvements



Credit: NoMa Parks Foundation

Existing Truck Routes



Port Truck Traffic

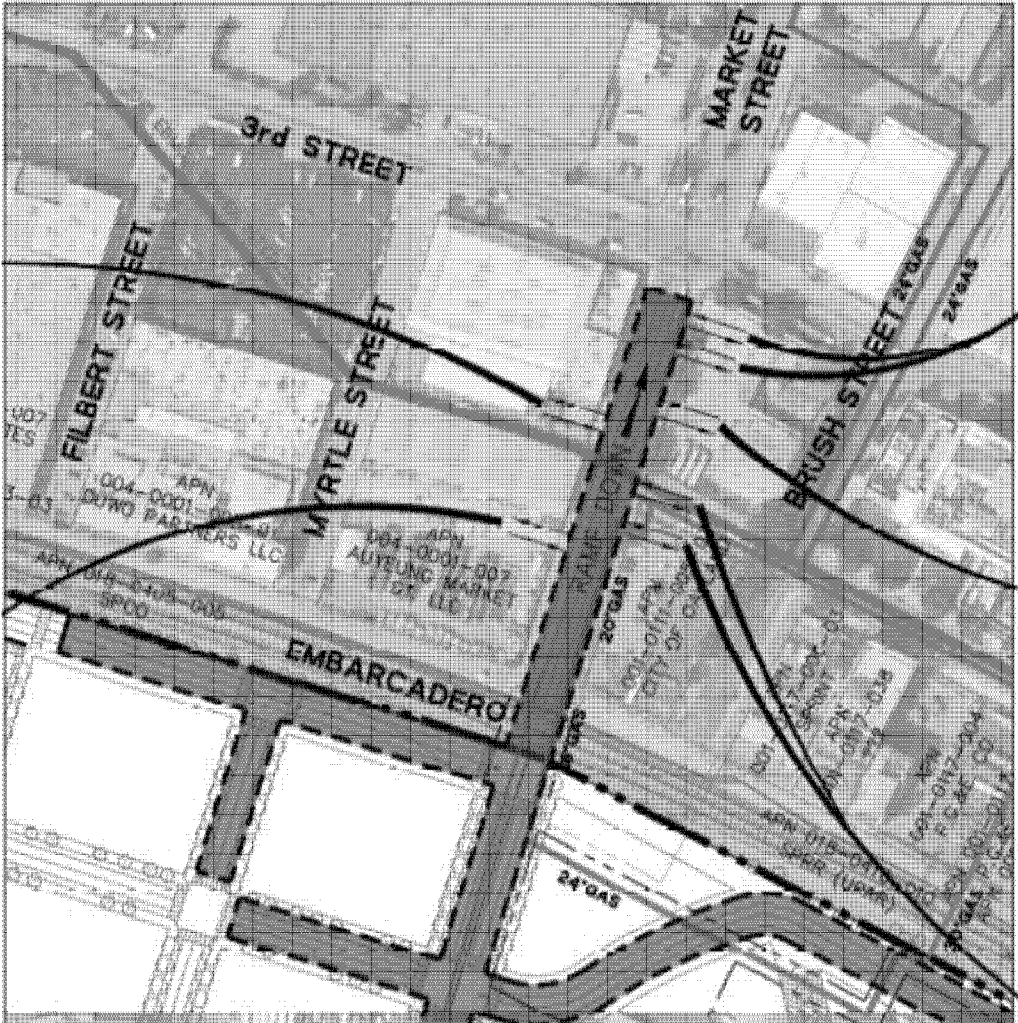
- *Howard Terminal tenants moving outside the port area.*
- *Port working with As and consultant to ensure truck access and circulation with the project.*



Credit: Noah Berger, SF Chronicle

Grade Separation

Underpass at Market Street

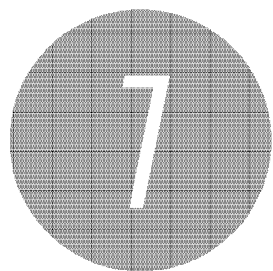


Credit: RSE and BKF Engineers

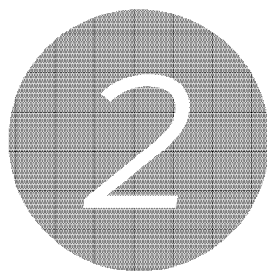
Gondola



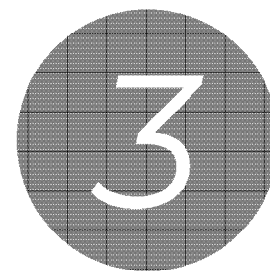
Credit: Oakland A's



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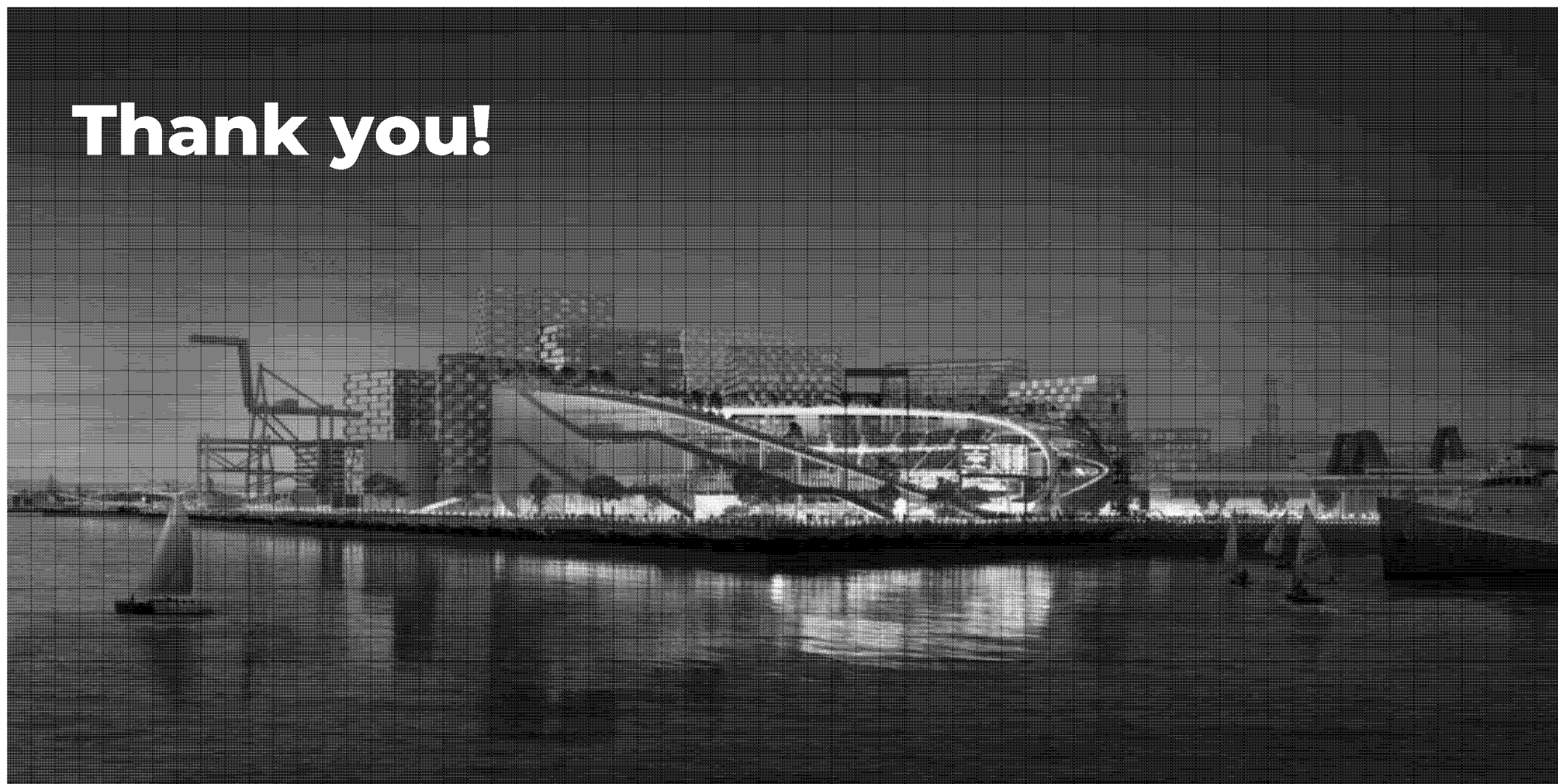


Next Steps

Next Steps

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

Thank you!



Credit: Oakland A's