

A's Howard Terminal Meeting
Off-site improvements
June 21, 2019

Broadway:

- To accommodate bus lanes, we can either remove bike lanes or parking
- Can either carry both options into the EIR or would need a decision/direction from City or Council soon
- If the 6 is extended further south, there would be over 20 buses per hour on Broadway.
- From 11th – 20th streets, bus lane not built yet
- Decision should consider potential bus/bike conflicts with buses pulling to the curb across the bike lane
- Most difficult area to design for bus lanes is under the freeway
 - On 5th St eastbound, there is a lot of traffic coming from Adeline (constraint factor) but there is a low volume northbound and a general purpose lane can be removed
 - Southbound between 5th and 7th would be more like a queue jump until 2023 (assuming Oakland-Alameda Access Project). Even without this project and only a queue jump between 5th and 7th Streets, traffic would generally be expected to lighten on Broadway because of the other bus lane changes (diverting some traffic to Webster Street) and queues would not be so bad between 5th and 7th streets.
 - Oakland – Alameda access project will eliminate an off ramp that will become a frontage road to Webster Street. Traffic would turn left on Webster into tube.
 - In terms of order of magnitude, assuming the Oakland – Alameda Access project, queues would be better than today, but would be worse than without a bus lane + Alameda Access project.
- Question of whether the \$10M set aside for streetcar but being used for bus lanes on Broadway could cover this extra segment. Intent was to connect downtown to MacArthur BART so it is unclear if money could be used for an extension in the opposite direction that is not documented in any current plans.
- Eliminating the planned bike lane on Broadway would also be a change of plans that would require vetting.
- No analysis yet on whether this the proposal for bus lanes would reduce travel times. It is likely to reduce travel time by a few minutes (without the loading time, there may be around a 25% improvement in travel time).
- Rob and Mohamad will schedule a meeting to further iterate on a potential concept design.

7th St:

- Bus only lanes would help at key intersections, like Market, Brush, and Castro and would be feasible.
- This section is also a truck route and has protected bike lanes to Washington Street planned.
- 7th Street is a transit street in DOSP. Route 62 is currently on 7th, the 29 and 36 are proposed to be rerouted onto 7th Street.
- Would be part of a Broadway to 7th Street to MLK bus lane network.
- An alternative strategy would be PM parking restriction for a transit only lane or queue jump lane in the eastbound direction. The westbound direction could potentially be permanent by removing one travel lane.

- F&Ps to Look at traffic impacts of the two potential configurations, including number of hours with congestion, and whether they overlap with truck activity hours.
- Embarcadero in San Francisco near the Ferry Building has a PM peak bike lane with a different alignment for a PM peak transit lane, which could serve as a design example.

MLK:

- Configuration would start at 2nd Street for buses if part of a 7th Street to MLK bus lane network.
- Existing proposal includes no parking from the railroad tracks to 3rd St for as little turning conflict as possible and to keep the railroad track area clear. There would be parking north of 3rd Street. If a turn lane is provided, there may be parking only on one side at that location.
- Bike plan has buffered lanes from 7th Street to San Pablo on MLK. There should be buffered bike lanes on this segment to be consistent.
- Need a turn lane for ballgames at 5th Street if vehicles have access to MLK, because of heavy pedestrian movements anticipated. Alternatively, turns could be restricted until 11th or 12th Street to better flush vehicles. In that case, traffic control officers may be needed to enforce it.
- For bikes, plans would need protected intersections, not mixing zones.
- Draft plans show paint and post design, but it should use concrete instead, because this is not a quick fix project - paint and post is a 5-year investment. Concrete is significantly more expensive. There is a question of whether a 3-foot curb segment is too narrow for concrete.
- Would need to check truck turn movements with proposed designs.
- Need to resolve how much of this the A's would be responsible for.
- For game day transit lanes, design would probably need bus boarding islands.
- There was a question of sidewalk width between 3rd Street and Embarcadero. F&Ps did look at ped queuing and LOS for sidewalk widths. In some cases, design may need curb extensions due to sidewalk obstructions.
- Design could entail some striping of wider sidewalks. In some furnishing zones the design could use decomposed granite (DG) or hardscape to create more walking width. OakDOT does not consider furnishing zones or space directly against the building to be usable space/pedestrian through zone. City would prefer tree grates over DG because they involve less maintenance and they are easier for people in wheelchairs.
- MLK is not a primary pedestrian corridor but it will be used by some pedestrians to access parking garages or by those seeking a faster route away from congested corridors.
- F&Ps is checking DOSP and other plans for any conflicts with proposals.

Market:

- Bike plan includes bike lanes, but notes that HT development may result in different plans
- For a potential grade crossing, what design standards would we be violating if the underpass was back to grade at by 3rd Street?

Adeline:

- Plan to prohibit northbound left turns to have two through lanes at 3rd Street.
- No crosswalk is proposed on the south side because the Port is concerned about trucks overshooting the stop bar that intersection. Council approval is required for the removal of any crosswalk.
- Removal of the crosswalk could actually make it more dangerous for pedestrians because trucks would not be expecting people to be walking there but they will because it's the most direct path. Should consider an advanced stop bar and continental cross walk.

- Explore 7th as a primary ped corridor.
- There was a question of whether there should be two through lanes southbound at this location as well. In the southbound direction, right turning trucks would have to swing into second lane slightly. This is not necessarily a problem and would entail local access only, as 3rd is not a truck street.
- There was a question of whether the Port created concepts for this intersection as part of the Truck Management Plan. Nicole was involved in a meeting with Pat McGowen and a consultant team to design improvements. The Port to check on this.
- The plan may have to include mid-block bump outs around utilities in narrow sidewalk areas. F&P to provide more detail on this.
- At 5th, there was a question about whether any pedestrian/bicycle safety improvements were considered in truck plan. The Port stated that yes, they were identified.
- There are bike lanes on Adeline Street in the bike plan but they include an asterisk re: need for compatibility with Howard Terminal ballpark project. F&Ps to check whether there is extra width available for bike lanes on this street.

Ped/Bike access:

- Washington and Broadway the primary pedestrian routes.
- Bike access is planned on Mandela to 3rd Street. Bollards could be used through the curve as protection. Bike lanes could extend to Market, then a two-way cycle track on MLK to the site.
- 3rd St has protected bike lanes from Market eastward in the bike plan (not buffered)
 - Would need turn boxes and would need to resolve with truck turns to Schnitzer Steel.
- Market has buffered bike lanes but it is only 52' wide south of 3rd and accommodates trucks to Schnitzer Steel, so there would not be room for bike lanes in that portion. F&P to explore neighborhood street connections from Market, such as along 4th St.
- City direction is that it is ok for bikes to have good connections on side streets rather than main arteries.
- MLK currently has protected bike lanes to 7th Street, buffered bike lanes north of that to 14th Street. No other vehicle improvements are being considered north of 8th Street.
- Washington is a connection to Old Town with bike lanes.
- 2nd St being considered for bus lanes. Can direct bikes to cross at Washington or Jefferson streets where there is a grade separation instead of through the 2nd Street transit zone. There is also a bike connection on Embarcadero. 2nd Street bike facility currently connects to a two-way bike facility on Oak Street.
- F&Ps to look into DSP and see if Produce Market stays on 3rd Street, to see if a bike facility could work on that street and prioritize transit on 2nd Street.
- Need an overall map with concept designs on it. Something to tell the story for public discussion.
 - Overview map and blown up areas of interest
 - Can be large format map that is zoomable for ease of use and that can be printed in tiles for attachment to CEQA document
 - For areas with small improvements can just have overview map with callouts.
 - Needs to be completed before the DEIR is published so that parties can be in agreement on included improvements. This is a critical path item.
 - F&Ps to send existing pedestrian network plan for feedback and to check for conflicts.
- Sidewalks on MLK are only 6 feet wide. Plan will need to move fencing back under the freeway overpass to make them wider, and also add lighting. F&Ps should show a similar project as an

examples for lighting improvements. A's have a landscape architect for the project, and they can also help with designs for key corridors such as Washington and Broadway. Consider Carmel properties as an example – need something better than 40th at MacArthur example.

- Question of whether this needs to be part of CEQA process. For CEQA documents, can just show a call out with pedestrian and lighting improvements.

Grade separations:

- Study assumed an 8% grade limit. Implication would be removal of property access between 2nd and 3rd streets and would require buying properties – an undesirable option.
- Jefferson and Clay Street pedestrian crossings are considered as variants because the railroad or CPUC could say no. However, they requested this.

EVA:

- Port has said no to EVA access via Adeline Street – that there should be nothing having to do with this project on Port property outside of Howard Terminal. Stated reason is because of potential future rail expansion.
- City believes we will need EVA access of some sort with separated grade crossing as part of the base project for safety reasons.
- This topic will be discussed in further detail at meeting on 7/12. Radiah to bring Port opinion and relevant staff. Need fire and police representation at that meeting.
- City can give assurances that will not ask for general traffic access and can propose design measures to make that the case.

Action items:

- City to investigate question of whether the \$10M set aside for streetcar but being used for bus lanes on Broadway could cover extra proposed bus lane segment, south of 11th Street.
- Rob and Mohammed to schedule a meeting to further iterate on a potential concept design for bus lanes on Broadway.
- F&Ps to Look at traffic impacts of the two potential configurations for bike lanes on 7th Street, including number of hours with congestion, and whether they overlap with truck activity hours.
- In general, F&Ps will be checking DOSP for any conflicts with proposals.
- F&Ps to check truck turn movements with all proposed designs.
- Need to resolve how much of this the A's would be responsible for.
- Port to check on question of whether they created concepts for intersection of 3rd Street and Adeline as part of the Truck Management Plan.
- F&Ps to look into DSP and see if Produce Market stays on 3rd Street, to see if a bike facility could work on that street and prioritize transit on 2nd Street.
- F&Ps to send existing pedestrian network map to group for feedback and identification of any conflicts.
- F&Ps to create large format, zoomable map showing concept designs for all off-site improvements.
- F&Ps/A's landscape architect to identify lighting project examples for inclusion in CEQA documents for area under highway overpass, particularly at MLK and Broadway.
- F&P/grade crossing consultant to identify what design exceptions would be needed for an option for grade crossing that is back up to grade by 3rd Street.
- Radiah to bring Port opinion on grade separated EVA access to Howard Terminal to grade separation meeting on Friday, July 12

- Nicole to talk with Molly about inviting fire and police representation to grade separation meeting on Friday, July 12