



Oakland-Alameda Access Project

SEPTEMBER 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland-Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.

PROJECT NEED

- Motorists experience heavy congestion on local roadways during morning and evening commute hours.
- Local roadways operate at poor levels of service due to high traffic volumes.
- Bottlenecks and delays affect motorists traveling between Posey and Webster Tubes, I-880 and I-980.
- Motorists must take indirect routes on Oakland/Chinatown streets to access the freeway.
- Active multimodal corridors result in vehicle-pedestrian conflicts.
- Poor access/connectivity exists for bicyclists and pedestrians due to the large footprint of I-880.



PROJECT BENEFITS

- Improves mobility and reduces traffic congestion for travelers between I-880 and I-980, the city of Alameda and downtown Oakland neighborhoods
- Reduces freeway-bound regional traffic on local roadways and within area neighborhoods
- Improves connectivity and safety for bicyclists and pedestrians within the project area
- Reduces conflicts between commute, neighborhood and truck traffic
- Reduces the barrier effect of I-880



Aerial view of Oakland-Alameda Access Project.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering and Environmental

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011.
- Public scoping meeting in fall 2017.
- Public hearing meeting in spring 2019.

PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

www.alamedactc.org/oakland-alamedaproject

COST ESTIMATE BY PHASE (\$ X 1,000)

| | |
|-------------------------------------------|------------------|
| Scoping | \$2,172 |
| Preliminary Engineering/ Environmental | \$10,929 |
| Final Design (PS&E) | \$9,000 |
| Right-of-Way | \$3,000 |
| Construction | \$88,200 |
| Total Expenditures | \$113,301 |

FUNDING SOURCES (\$ X 1,000)

| | |
|----------------------|------------------|
| Measure BB | \$75,000 |
| Measure B | \$8,101 |
| Federal | \$0 |
| State | \$0 |
| Regional | \$0 |
| TBD | \$30,200 |
| Total Revenue | \$113,301 |

SCHEDULE BY PHASE

| | Begin | End |
|----------------------------------------------|------------|-----------|
| Scoping | Late 2014 | Fall 2017 |
| Preliminary Engineering/ Environmental | Fall 2017 | Late 2020 |
| Final Design | Early 2021 | Late 2022 |
| Right-of-Way | Early 2021 | Late 2022 |
| Construction | Late 2022 | Late 2025 |

Note: Information on this fact sheet is subject to periodic updates.