



# Oakland-Alameda Access Project

NOVEMBER 2019

## 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 Document (EIR/Complex EA)

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011
- Public scoping meeting on September 28, 2017
- Reaching consensus on one alternative
- Technical studies are underway
- Draft Environmental Document (DED) in mid-2020
- Public hearing in mid-2020
- Final Project Approval and Environmental Document (PA&ED) in late 2020/early 2021

## 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](http://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
<b>Total Expenditures</b>	<b>\$113,301</b>

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$30,200
<b>Total Revenue</b>	<b>\$113,301</b>

### 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	Early 2023	Late 2026

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