



OAKLAND ALAMEDA ACCESS PROJECT

providing access and connections



Frequently Asked Questions

GENERAL PROJECT INFORMATION

What is the Oakland Alameda Access Project?

This important infrastructure project will identify potential freeway access and multi-modal roadway improvements between I-880, I-980 and the Posey/Webster Tubes that connect the cities of Oakland and Alameda.

What is the purpose of this project?

The project will reduce traffic congestion on local roadways and improve overall corridor mobility and connectivity for bicyclists and pedestrians by addressing the following transportation challenges:

- ✓ *Congested city streets with long travel delays*
- ✓ *Indirect routes to access the freeway and the Tube*
- ✓ *Operationally deficient intersections*
- ✓ *Vehicle-pedestrian conflicts within local neighborhoods (especially around Chinatown)*
- ✓ *Lack of pedestrian and bicycle connectivity*
- ✓ *I-880 overhead freeway structure as a visual and physical barrier*

What is the purpose of the Public Scoping Meeting?

The meeting will share project information and provide opportunity for input on the scope of the project and environmental review. Participants will be able to review displays, watch a brief presentation and speak with project team members. Comments can be submitted via comment cards or Court Reporter. If you are unable to attend the in-person scoping meeting, visit the online meeting anytime from September 15 through October 31.

Who is responsible for this project?

Alameda County Transportation Commission (Alameda CTC) is the project sponsor and Caltrans is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead. Alameda CTC and Caltrans are working in partnership with the cities of Oakland and Alameda as well as local and regional stakeholders.

How much will this project cost?

The estimated project cost of \$83 million for planning and construction could be funded through a number of sources including federal, state, regional and local funds such as Measure B/BB.

What is the current work being conducted by Alameda CTC and what are the next steps?

As part of the current phase of work, several alternatives were identified and a proposed project that best meets the purpose and need is being environmentally reviewed. Work includes analysis and review of environmental resources such as, but not limited to: traffic, air quality, noise, cultural and historic resources, communities, land use, right-of-way, utilities and more (visit alamedactc.org/oakland-alamedaproject for a detailed resource list). Following environmental review and approval of a preferred project scheduled for completion around winter 2019/2020, Alameda CTC will then begin Final Design followed by construction., estimated to start around 2021 and to be completed around 2024.

Does the proposed project require property acquisition?

Proposed project improvements are within existing public property, however, temporary construction easements may be required from private properties to rebuild driveways, landscaping or utility connections. Evaluations are also underway to determine potential utility relocation requirements as a result of the proposed project, which may change right-of-way requirements. A clear understanding of property impacts will be identified within the draft environmental document.

TRAFFIC

How does the proposed project discourage traffic from routing through Chinatown?

The proposed routes are faster and more direct offering better travel options for motorists and eliminating traffic through neighborhoods. The Jackson Horseshoe will provide dedicated access to northbound I-880/Jackson on-ramp from Alameda. Removing Broadway off-ramp and enhancing 6th Street creates a direct route to the Webster Tube. Other features that will improve roadway operations include directional signage, signal timing changes, and right turn modifications. Preliminary traffic analysis show reduced traffic volumes on Harrison Street, Webster, Jackson, 7th and 8th streets due to ramp reconfigurations.

Does this project address backups on the northbound I-880/Jackson on-ramp due to merging traffic from I-980?

The proposed project will remove the northbound I-880/Broadway off-ramp to eliminate weaving conflicts on the on-ramp between Jackson and Broadway, and provide a longer distance for traffic to merge from two lanes to one on the northbound Jackson on-ramp.

How will closing the Broadway off-ramp improve traffic?

Removal of the Broadway off-ramp will allow connection of 6th Street from Oak Street to Broadway and provide a direct route for traffic going to the Webster Tube. Also, widening the Oak Street off-ramp will accommodate increased traffic volumes and reduce off-ramp backups from spilling onto the freeway.

Have alternative crossings (i.e. shuttles, new crossing, etc.) from Alameda to Oakland been considered?

Yes, several alternative Estuary crossing options have been considered on previous studies but were determined to be infeasible due to environmental impacts and costs. The proposed project includes enhanced bicycle and pedestrian access through the Posey Tube. Alameda CTC is also coordinating with the City of Alameda to secure funding for other multimodal transportation solutions such as Bus Rapid Transit and Ferry Service to serve the travel demand for Alameda Point.

Have new developments been considered (i.e. Brooklyn Basin, Alameda Point, A's Ballpark)?

Estimated growth from Brooklyn Basin and Alameda Point are included in the traffic forecasts, however there is not a current traffic plan for the A's Ballpark to consider. The ballpark Environmental Impact Report (EIR) will address traffic patterns as well as identify impacts and needed mitigations for the A's Ballpark project.

The City of Oakland is developing a traffic plan for Chinatown; how does this project impact that plan?

The project team and the City of Oakland have been coordinating through monthly workshops to provide consistency between this project and other planned projects in the area, including Walk this Way, the Downtown Specific Plan (which includes the circulation plan) and Bicycle Master Plan Update to ensure the project does not preclude other potential Chinatown circulation improvements from the Downtown Specific Plan such as converting one-way streets to two-way.

PEDESTRIANS & BICYCLISTS

How does the proposed project address pedestrian access and safety throughout the corridor?

The proposed project will reroute freeway bound traffic out of neighborhoods, add traffic calming measures (i.e. curb bulb-outs, cross-walk striping, and sidewalk improvements) and modify some corridor intersections with heavy pedestrian traffic. The collective improvements will enhance connectivity between Alameda, Jack London Square and downtown Oakland.

Why spend money on bicycle/pedestrian improvements within the Posey Tube instead of a new facility across the Estuary?

Implementation of roadway, bike path and sidewalk improvements throughout Alameda is a top priority for the City of Alameda, including the Posey Tube which provides the main on/off access to the island. Widening the Westside of the Posey Tube to accommodate a one-way multi-use ADA accessible path on both sides of the tube is desired by both the City of Alameda and Caltrans. While this is an important near-term improvement for crossing the Estuary, other options are being considered for access including water shuttles, a bicycle/pedestrian bridge and new dedicated clean transit and bicycle/pedestrian tunnel.

POSEY TUBE

Are there impacts to the newly restored Posey Tube or surrounding surface level parking?

The project will not have impacts to the Portal building; however, some impacts will occur to the exit walls, portal stairs and railing inside the tube to accommodate the widened multi-use path. Parking improvements include additional spaces along 6th Street and better accessibility to lots beneath the I-880 freeway.

STAY ENGAGED!

Alameda CTC is committed to engaging the public in this important transportation project. To learn more, sign up to receive electronic updates or submit questions/concerns, visit alamedactc.org/oakland-alamedaproject.