



Frequently Asked Questions (FAQ)

GENERAL PROJECT INFORMATION

What is the Oakland Alameda Access Project?

The Oakland Alameda Access Project (proposed project), previously known as the I-880 Broadway-Jackson Interchange Improvements Project, is an important safety infrastructure project that includes freeway access and multimodal roadway improvements between I-880, I-980, and the Posey/Webster tubes (Tubes) that connect the cities of Oakland and Alameda.

What is the purpose of the Oakland Alameda Access Project?

The proposed project addresses numerous safety, connectivity, and mobility issues in Oakland Chinatown, Jack London District, and Alameda. The project will improve multimodal safety and reduce conflicts between regional and local traffic; enhance bicycle and pedestrian accessibility and connectivity; improve mobility and accessibility between I-880, the Posey & Webster Tubes, City of Oakland downtown neighborhoods, and the City of Alameda; and reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods. Specific transportation challenges the proposed project will address include:

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

What is the current status of the proposed project?

The project is currently in the preliminary engineering and environmental process phase. One Build Alternative and a No-Build Alternative were identified. The Build Alternative is the proposed project and is presented in the draft environmental document. Environmental reviews covered the following topics: existing and future land use, parks and recreational facilities, growth, community character and cohesion, relocations and real property acquisition, environmental justice, utilities/emergency services, traffic and transportation, pedestrian and bicycle facilities, visual/aesthetics, cultural resources, Section 4(f), hydrology and floodplain, water quality and stormwater runoff, geology/soils, paleontology, hazardous waste/materials, air quality, noise and vibration, energy, biological resources, climate change, and cumulative impacts. Following completion of the environmental document and approval of a preferred project in the summer of 2021, Alameda CTC will begin Final Design followed by construction. Construction is estimated to start in early 2023 and be completed in the summer of 2026.

What is the purpose of the Public Hearing?

Due to COVID-19, based on the Governor's Executive Order and Department of Public Health recommendations to stay at home, except as needed, in-person public hearings will not be held to maintain social distancing requirements. A virtual live public hearing will be held to share proposed project information and provide an opportunity for input on the scope of the proposed project and its environmental review. Participants will be able to review background information, watch a brief presentation, and view videos of simulated conditions.

How can I get involved?

Comments can be submitted via an online comment card, by telephone voice message anytime during the 60-day comment period, via e-mail, send a letter in the mail, or a court reporter. If you are unable to attend the virtual public hearing, visit the online public open house (OaklandAlamedaAccessProject.com) between September 29, 2020 and November 30, 2020.

Who is responsible for the proposed project?

Alameda County Transportation Commission (Alameda CTC) is the project sponsor. The California Department of Transportation (Caltrans) is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency. 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 the proposed project cost and how is it being funded?

The estimated proposed project cost is \$119.9 million for planning, design and construction, and would be funded through a number of sources, including federal, state, regional, and local funds such as Measure B/BB.

Does the proposed project require property acquisition?

No residential or business displacement is anticipated. Partial property acquisition will be required from one commercial property in Alameda. The transfer of right-of-way between Caltrans from the City of Oakland and the City of Alameda and a permanent maintenance easement from Laney College will be required.



TRAFFIC

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

The proposed project includes construction of a new direct route from the Posey Tube to the northbound I-880 Jackson on-ramp (Jackson Horseshoe) eliminating freeway-bound traffic driving through Chinatown. Removing the Broadway off-ramp and enhancing and extending 6th Street would result in a direct route to the Webster Tube. Other features include directional signage, signal timing changes, and right-turn modifications.

Does the proposed project address backups on the northbound I-880/Jackson on-ramp?

The northbound I-880/Broadway off-ramp would be removed 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 removal of the Broadway off-ramp improve traffic?

Removal of the Broadway off-ramp will allow for a continuous connection of 6th Street from Oak Street to Broadway and provide a direct route for traffic going to the Webster Tube without circulating through neighborhood streets. The Oak Street off-ramp will be widened to accommodate increased traffic volumes.

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

The proposed project includes enhanced bicycle and pedestrian access through the Tubes. Alameda CTC is also coordinating with the City of Alameda to study alternative crossings and secure funding for multimodal transportation solutions under a separate project.

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

Environmental analysis for the project has considered other planned projects in the area, including Walk this Way, the Downtown Oakland Specific Plan, the Oakland A's proposed new ballpark, and the Bicycle Master Plan Update. The draft environmental document considers these projects under community impacts and under cumulative analysis.

PEDESTRIANS AND BICYCLISTS

How does the proposed project address pedestrian access and safety?

The proposed project will re-route freeway-bound traffic out of neighborhoods, add safety measures (curb bulb-outs, pedestrian hybrid beacon, crosswalk striping, separated/protected and leading pedestrian interval traffic signal phases, no-turn-on-red restrictions) and provide sidewalk connectivity within the project study area. The collective improvements will enhance connectivity between Oakland Chinatown, Jack London District, Downtown Oakland, and Alameda.

How does the proposed project address bicycle access, safety, and connectivity?

The existing bicycle network will be expanded, providing enhanced connections between Alameda and Oakland, between downtown Oakland and the Jack London District, and across downtown. The proposed project includes construction of a total of over 1.5 miles of Class I multi-use paths, Class II bike lanes, and Class IV cycle-tracks. These facilities will provide improved separation and reduced conflicts between vehicles on the roadway and bicycle traffic. Safety will be further promoted by no-turn-on-red signal restrictions and one-way bicycle circulation within the Tubes.

Why spend money on bicycle/pedestrian improvements associated with the Tubes instead of a new facility across the Estuary?

The proposed bicycle/pedestrian improvements in the Tubes are important near-term improvements for providing enhanced access and connectivity between Oakland and Alameda while other long-term options are evaluated.

POSEY AND WEBSTER TUBES

What are the improvements in the Tubes?

In the Webster Tube, the western maintenance walkway will be opened to bicyclists and pedestrians traveling from Oakland to Alameda. The eastern walkway in the Posey Tube will be opened to pedestrians and bicyclists traveling from Alameda to Oakland. With walkways in both Tubes, bicyclists and pedestrians would still have access when one tube is closed for maintenance. Additional new bicycle and pedestrian facilities (e.g., paths, crosswalks, sidewalk extensions) will connect the Tubes to bicycle and pedestrian facilities in the cities Oakland and Alameda.

Are there impacts to the Posey Tube?

The proposed project will not impact the Portal building; however, portions of its eastern and western approach walls would be removed due to the proposed roadway improvements. In addition, the proposed bicycle and pedestrian ramp to the Posey Tube would require removal of the existing staircase to provide street-level Americans with Disabilities Act (ADA) compliant access to/from the tube.

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 to submit questions/concerns please visit OaklandAlamedaAccessProject.com.