Current Routes - Alameda to I-880/I-980

- Poney Tube to I-880
- I-880 to the Webster Tube
Project Background

1997 - 1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020

- 30 Years of planning with 3 unsuccessful attempts
- Included in 2000 Measure B ($8.1M) and 2014 Measure BB ($75M)
- 2014 HNTB Selected
- Public Scoping Meeting September 2017
- Public Hearing Meeting October 2020

LONG HISTORY

*EIR/EA: Environmental Impact Report/Environmental Assessment
Project Purpose & Need

- Improve **multimodal safety** and reduce conflicts between regional and local traffic;
- Enhance bicycle and pedestrian **accessibility and connectivity** within the project study area;
- Improve **mobility** and accessibility for travelers between I-880, SR-260, City of Oakland downtown neighborhoods, and the City of Alameda;
- **Reduce freeway-bound regional traffic**, and congestion on local roadways and in area neighborhoods.

Major Roadway Improvements

- **Realign** WB I-980 Jackson St off-ramp and reconstruct 5th St
- **Construct** right-turn from Posey Tube onto Horseshoe to NB Jackson St on-ramp
- **Widen** NB I-880 Oak off-ramp, remove NB I-880 Broadway off-ramp, **reconstruct** 6th St for multi-modal access (Oak St to Washington St)
- **Restripe** 7th St and improve intersections
- **Realign** Madison for 2-way travel between 4th to 6th St
- **Realign** Jackson for 1-way between 5th to 6th St
- **Realign** Oak St for multimodal access (2-way cycle track from 3rd to 9th St)
- **Realign** Broadway and 6th and 9th St
Safety Concerns

Collisions 2016-2018

<table>
<thead>
<tr>
<th>Total Collisions</th>
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</thead>
<tbody>
<tr>
<td>Oakland Police</td>
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<tr>
<td>Salvation Army</td>
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<tr>
<td>Chinese Garden</td>
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<tr>
<td>Park</td>
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</tbody>
</table>

Safety Improvements at Chinese Garden Park

1. Continuous sidewalk around park
2. Sidewalk bulb-outs
3. Remove free right turns
4. Pedestrian Hybrid Beacon (PHB)
5. New parking spaces
6. New bus stop
Safety & Operational Improvements at 5th St at Broadway

1. Webster Tube entrance shift east
2. Sidewalk bulb-outs
3. Pedestrian lead phase
4. Lane merge shifts from intersection to Webster Tube

Types of Bicycle Facility

**Class I**
Shared-Use Path
- 0.5 mile

**Class II**
Bike Lane (incl. protected lane)
- 0.22 mile

**Class III**
Bike Route (incl. sharrow, Bike Blvd)
- 0.1 mile

**Class IV**
Cycle Track
- 0.8 mile

This project will add over 1.5 miles of new bike facilities and 1.5 miles of new sidewalks in the project area!
Bike/Ped Safety and Access Improvements in Oakland

- Existing bike facility
- Existing sidewalk
- Class I – 0.3 miles
- Class II – 0.1 miles
- Class III – 0.1 miles
- Class IV – 0.8 miles
- New sidewalk – 0.7 miles
- Sidewalk removal – 0.06 miles
- Class II Bike Lane removal – 0.1 miles

Bike/Ped Safety and Access Improvements in Alameda

1. Widen and open walkway through Webster Tube and along Webster St, connecting to Mariner Square Loop (0.8 miles)
2. New Class II bike lane on Mariner Square Loop (0.12 miles)
3. Add crosswalks to connect ped/bike paths
4. New Class I path: Realign and widen path to 8 feet (0.2 miles)
5. Sidewalk extension on Mariner Square Loop (0.1 miles)
Tube Improvements

Proposed Pedestrian and Bicycle Signal Improvements
### Effect of Proposed Project - Summary

<table>
<thead>
<tr>
<th></th>
<th>SAFETY</th>
<th>CONNECTIVITY/ACCESSIBILITY</th>
<th>MOBILITY</th>
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</thead>
<tbody>
<tr>
<td><strong>AUTOS</strong></td>
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<tr>
<td>Freeway</td>
<td>Slight increase in peak period spacing and nonbound weaving section volumes.</td>
<td>Removal of Broadway off-ramp; offset by extended 6th St.</td>
<td>NB 880 weave between Jackson and 8th St. degrades slightly.</td>
</tr>
<tr>
<td>Streets</td>
<td>Substantial reduction in auto/ped conflicts, intersection improvements.</td>
<td>Enhanced circulation; accommodates future 880 off-ramp.</td>
<td>Volume decrease will lead to reduced delays.</td>
</tr>
<tr>
<td>Tubes</td>
<td>Non-standard curves offset by safety features &amp; speed limit reduction.</td>
<td>More direct access to/from 880, less conflict w/traffic.</td>
<td>Reduced peak period congestion and delays.</td>
</tr>
<tr>
<td><strong>PEGS</strong></td>
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<td>Streets</td>
<td>Walking &amp; biking, signal timing improvements, intersection upgrades, reduced auto volumes.</td>
<td>Pedestrian scale lighting; reduced shadow effect along 6th Street.</td>
<td>New sidewalks on 8th &amp; 9th Streets and Mariner Square Loop.</td>
</tr>
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<td>Tubes</td>
<td>Approaches incorporate crosswalks and are separated from vehicles.</td>
<td>New connectivity between walkways, 6th St., 4th St., Mariner Sq. Loop.</td>
<td>Webster Tube bike/ped walkway.</td>
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<tr>
<td><strong>BIKES</strong></td>
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<td>Streets</td>
<td>Higher standard bike facilities, no turn on red restrictions.</td>
<td>Expanded bike lane network; integration with City’s planned lanes.</td>
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</tr>
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<td>One-way bike circulation to reduce head-on conflicts</td>
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<td>Streets</td>
<td>Decreased conflicts with regional auto traffic.</td>
<td>Compatible with future 880 transit lanes.</td>
<td>Volume decrease leads to reduced delays; compatible w/880.</td>
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**Need for Contract Amendment**

- Comments to the draft Environmental Document
- Update to ADA requirements
- Refine and finalize new technical studies
- Multi-lingual events and outreach materials
- Refine design elements

<table>
<thead>
<tr>
<th>Key Activities</th>
<th>2015-2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024-2026</th>
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<tr>
<td>Draft Environmental Document - Public Hearing (October 2020)</td>
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<td>Final Environmental Document (August 2021)</td>
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<td>Final Design (2021 - 2023)</td>
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**Recommended Actions**

- Allocate $800,000 of Measure BB funds from Transportation Expenditure Plan Project 37 (TEP-37), the Oakland Alameda Access project, to the Project Approval and Environmental Document phase and
- Authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A14-0051 with HNTB for an additional amount of $800,000 for a total not-to-exceed amount of $10,293,000 to complete PA&ED phase services.