



7th Street Grade Separation West Project

MAY 2021

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation West project is in the heart of the seaport and is one critical element of the GoPort program which proposes to realign and construct a grade separation structure commencing west of the intersection of 7th Street and Maritime Street to encourage the use of rail over truck transport, and upgrade the roadway and multi-use path to current geometric standards.

The purpose of this project is to minimize a major truck-rail chokepoint on 7th Street, minimize delays and improve intermodal access to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Minimize conflicts between rail, vehicles, bicyclists and pedestrians.
- Support regional economic development and Port growth potential.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.



PROJECT BENEFITS

- Improves movements on the Primary Highway Freight System Intermodal Connectors
- Supports mode shift from trucks to rail
- Improves safety, efficiency and reliability of truck, rail and emergency responder access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Improves quality of life
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities



Congestion in the 7th Street/Maritime vicinity.



Truck queues looking south along Maritime Street towards the 7th Street/Maritime Street intersection.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on March 14, 2019.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Department of Transportation, Union Pacific Railroad, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$4,500
Final Design (PS&E)	\$16,000
Right-of-Way	\$30,500
Construction	\$260,000
Total Expenditures	\$311,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$20,500
TBD	\$290,500
Total Revenues	\$311,000

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2016	Spring 2019
Final Design	Spring 2019	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

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