

Questions & Answers

7th Street Grade Separation East Project (7SGSE)

Community Briefing & Listening Session

Tuesday, September 12, 2023

Hosted by Alameda County Transportation Commission in
Collaboration with the Port of Oakland

1. How will truckers and Dispatch access the cameras?

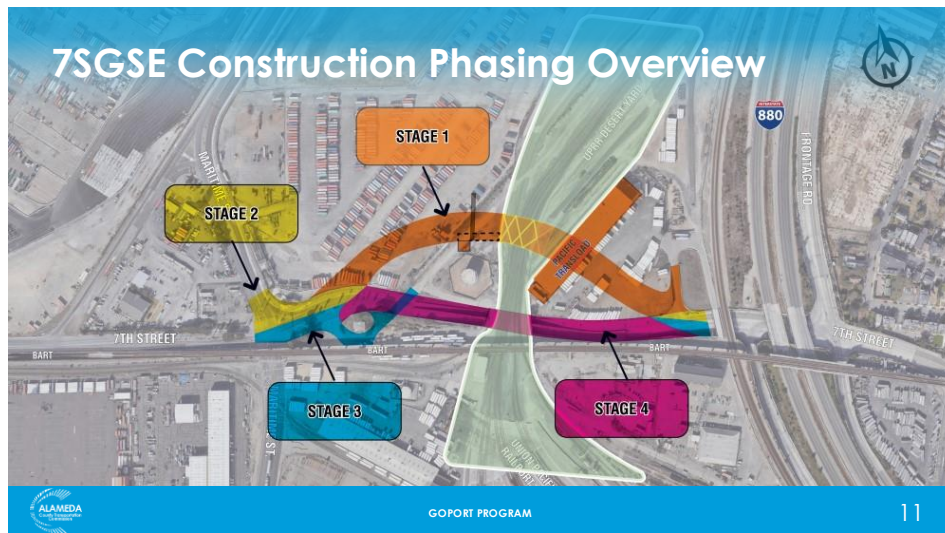
Laura Arreola, Port of Oakland:

As part of the FITS (Freight Intelligent Transportation System) Project, the Port is providing an app-based portal for users of the Port to access more information. This information includes cameras that oversee and overlook our Port Maritime areas, specifically showing traffic and other conditions at our Marine Terminals gates. The FITS project is 90% ready and we are testing it now. The app will be available to the Port truckers very soon and we would love to show our truckers how to work with the portal. In short, yes, truckers and users will be able to access information on Port cameras.

2. How is the connection made between Bay Street and 7th Street?

Eric Cordoba Project Manager:

The Bay Street and Maritime Street connections will generally connect at the same points on 7th Street with minor adjustments to meet design standards, similar to what is present today. The new 7th Street roadway alignment will be constructed along the orange shaded area as shown below. Our work includes building new retaining wall systems for the new roadway and new bridge structures for UPRR track facilities.



3. Will you have air pollution monitoring for the project?

Eric Cordoba, Project Manager:

Yes, definitely. We're going to be diligent. We have full-time inspection and management teams making sure that the contractor stays in compliance. The contractor will be sweeping the streets using a wet power vac dust control system as part of dust control. We will also comply with all noise control requirements. Additionally, we will follow all tree removal guidelines, though there is very little tree removal for this project.

4. What is shown in the rendering is a combined or shared use path. I have seen that a shared use path is no longer considered a best practice and that some form of vertical and/or horizontal separation, i.e. bollards at a minimum, is preferable from a safety and comfort standpoint (the concern being the most extreme conflict between say a fast bike rider vs. a mobility-impaired pedestrian). Will the path remain as a combined path?

Eric Cordoba, Project Manager:

Thank you for making thoughtful suggestions about possible ways to modify the project. As mentioned, the project started construction this month [September 2023]. The bicycle and pedestrian pathway and wall treatment (with a wall greening concept) will be implemented as part of the project's finished product. The bicycle/pedestrian pathway will be constructed as a multi-use pathway, consistent with City standards and as presented to the community during the project design period, which included extensive community input. As of now, the pathway is not scheduled to be divided to provide separate pathways for bicycle and pedestrian usage. However, we have made your suggestion known to the City. If design changes at this stage are possible, we will keep everyone updated.

5. Oakland Department of Transportation has referred to opportunities for extending the bike/walk pathway upgrades to Wood Street - Any comment on that?

Eric Cordoba, Project Manager:

We are currently following up on the City's intentions related to an extension of a bike/ped lane to Wood Street and will advise the Community of what we hear from the City.

6. What is the height of the bridge going to be? We have some oversized loads and want to be sure of the height of the bridge. We understand that Caltrans is potentially planning for 18 foot vertical height requirements for approaches to the Bay Bridge.

Eric Cordoba, Project Manager:

- Caltrans, City of Oakland, Port of Oakland, and Union Pacific Railroad (UPRR) all reviewed and approved the plans for conformance with their respective standards.
- The 7th Street Grade Separation East Project (7SGSE) was designed to meet Caltrans and Federal standards of 16 ft.-6 inches minimum vertical clearance. We improved upon these standards as follows:
 1. In the westbound direction, the new 7th Street minimum vertical clearance is designed at 17 ft.-2-3/4 inches.
 2. In the eastbound direction, the new 7th Street minimum vertical clearance is designed at 19 ft.-7-5/8 inches. The eastbound direction vertical clearance is slightly higher because the curved roadway geometry requires banking (superelevation) of the roadway design standards to be met, therefore the eastbound lanes are slightly lower elevation than the westbound lanes.
 3. The new 7th Street cross section includes two 12 ft. wide travel lanes in each direction with 4 ft. inside shoulders and 8 ft. outside shoulders.
 4. Stages 2 and 3 work which includes connections to Bay Street and Maritime Street intersections will be performed

to minimize truck traffic disruption to the extent possible on 7th Street and, when there is a need to temporarily close a lane, we will do so at night to avoid traffic disruptions.

- 7. You're saying it's 16-1/2 feet. I noticed Caltrans was trying to do a project where they were going to increase the height to 18 feet on the spaghetti-type offramps. Why aren't you building to 18 feet? I remember I attended a Caltrans meeting where they wanted to change the approaches to the Bay Bridge and that whole spaghetti offramps area, and they were changing the overpasses to get to 18 feet because of freight transportation.**

Please see the answer to question #6 above.