



# Oakland-Alameda Access Project

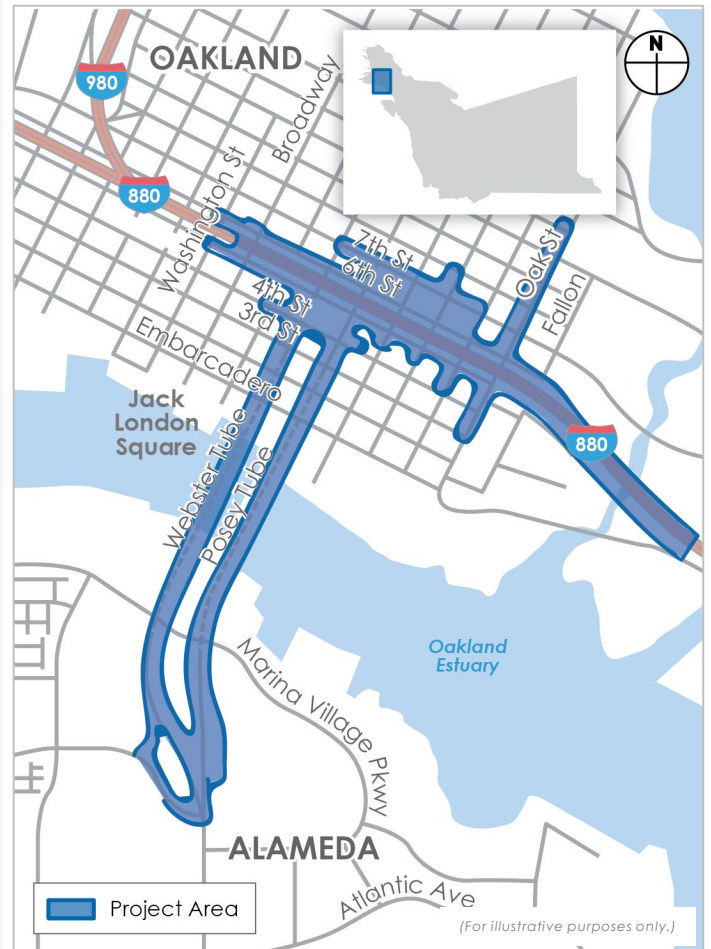
SEPTEMBER 2020

## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland-Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.

## PROJECT NEED

- Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect and access to/from the cities of Oakland and Alameda is circuitous
- Oakland Chinatown has a high volume of pedestrian activity and experiences substantial vehicle-pedestrian conflicts
- The I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District



## PROJECT BENEFITS

- Improves multimodal safety and reduces conflicts between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods, and the City of Alameda
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods



Aerial view of Oakland-Alameda Access Project.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering and Environmental Document (EIR/Complex EA)

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011
- Public scoping meeting on September 28, 2017
- Reaching consensus on one alternative
- Technical studies are complete
- Draft Environmental Document (DED) in fall 2020
- Public hearing in fall 2020
- Final Project Approval and Environmental Document (PA&ED) in mid-2021

## PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

[www.alamedactc.org/oakland-alamedaproject](http://www.alamedactc.org/oakland-alamedaproject)

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$10,929
Final Design (PS&E)	\$9,000
Right-of-Way	\$5,096
Construction	\$92,706
<b>Total Expenditures</b>	<b>\$119,920</b>

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$34,119
<b>Total Revenue</b>	<b>\$119,920</b>

### SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Mid 2021
Final Design	Early 2021	Late 2022
Right-of-Way	Early 2021	Late 2022
Construction	Mid 2023	Mid 2026

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