Oakland Alameda Access Project

MAY 2024

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to advance the Oakland Alameda Access Project, including multimodal safety improvements and changes to arterial roadway operations that will reduce freeway impacts on the local community. 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 vehicle-pedestrian-bicycle conflicts. After an extensive planning and community process, an alternative that best meets the project's purpose and need was selected. This alternative has been documented in the Final Environmental Document and is being carried into the final design phase, which commenced in February 2022.

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 in equity priority communities and will reduce incidents between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Creates more multimodal options helping to protect the climate
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods and the City of Alameda, some of which are equity priority communities that are low income and have been historically underserved
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods, reducing carbon emissions

Aerial view of Oakland Alameda Access Project.

Rendering of view at Harrison Street with bicycle lanes.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design—Plans, Specifications and Estimates (PS&E)

Environmental Document: Environmental Impact Report/ Environmental Assessment

- Final Environmental Document approved on August 16, 2021
- Final Project Report approved on February 2, 2022

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

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping	$2,172
Preliminary Engineering/ Environmental	$11,729
Final Design (PS&E)	$12,050
Right-of-Way	$6,966
Construction	$119,000
Total Expenditures	**$151,917**

FUNDING SOURCES ($ X 1,000)

Measure BB	$73,445
Measure B	$8,101
Federal	$0
State	$67,871
Regional	$0
Local - CMA TIP[1]	$2,500
Total Revenue	**$151,917**

[1]Congestion Management Agency Transportation Improvement Program (CMA TIP).

SCHEDULE BY PHASE

	Begin	End
Scoping	Summer 2009	Spring 2011
Preliminary Engineering/ Environmental	Fall 2017	Early 2022
Final Design	February 2022	Fall 2024
Right-of-Way	Early 2022	Fall 2024
Construction	Spring 2025	Summer 2028

Note: Information on this fact sheet is subject to periodic updates. Schedule assumes just-in-time funding.