

Oakland-Alameda Estuary Bridge

A New Bicycle-Pedestrian Connection

Project Initiation Document (PID) Phase
Transportation Commission Update
November 15, 2023



CONCEPTUAL RENDERING

A deficient and inequitable State Route 260

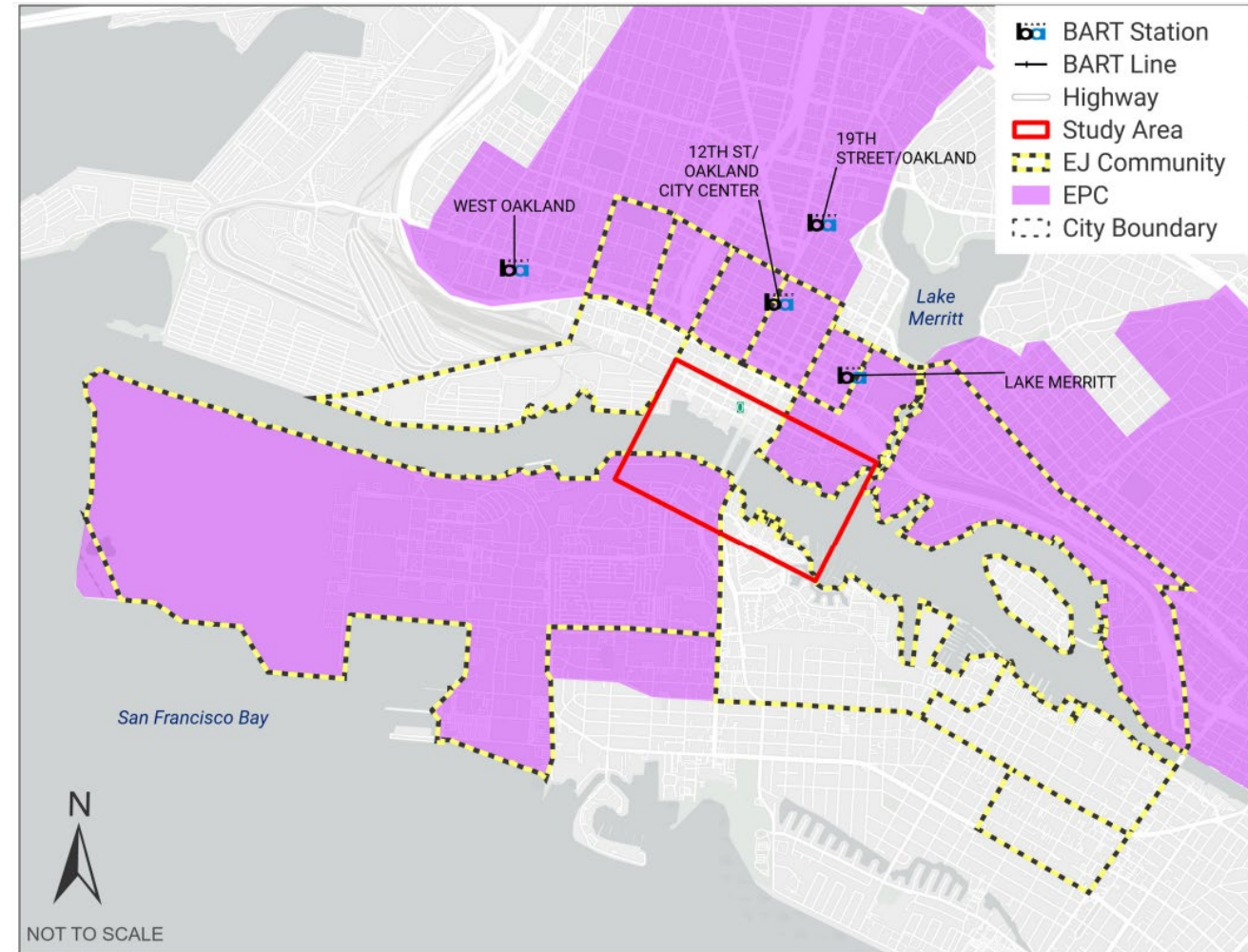


Almost one mile-long underground paths in Posey and Webster Tubes are not the solution

- Extremely narrow path (3')
- Loud noise from adjacent traffic
- Unpleasant
- Inadequate



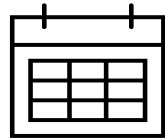
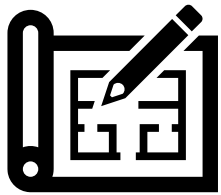
- **Reduce vehicle trips** traveling through equity priority communities
- **Improve health** by reducing air pollutants in EPC's and promoting increased physical activity
- **Reduce greenhouse gas emissions** with shift away from single-occupancy fossil fuel vehicles



A Project Initiation Document (PID) is a type of **Planning Study**

Identifies:

- Project scope, cost, and schedule



Key Components:

- High-level engineering and right-of-way needs
- Expected environmental documentation and studies
- Identify CEQA/ NEPA lead agencies
- Identify permitting needs
- Identify funding sources
- Outreach summary/future outreach plans
- Draft Purpose and Need

Technical Advisory Committee

- City of Alameda
- City of Oakland
- AC Transit
- Alameda County Transportation Commission
- Alameda County Public Works Agency
- Alameda County Planning Department
- BART
- CA Public Utilities Commission
- Caltrans District 4
- Capitol Corridor Joint Powers Authority
- MTC
- Port of Oakland
- U.S. Coast Guard
- Union Pacific Railroad
- WETA

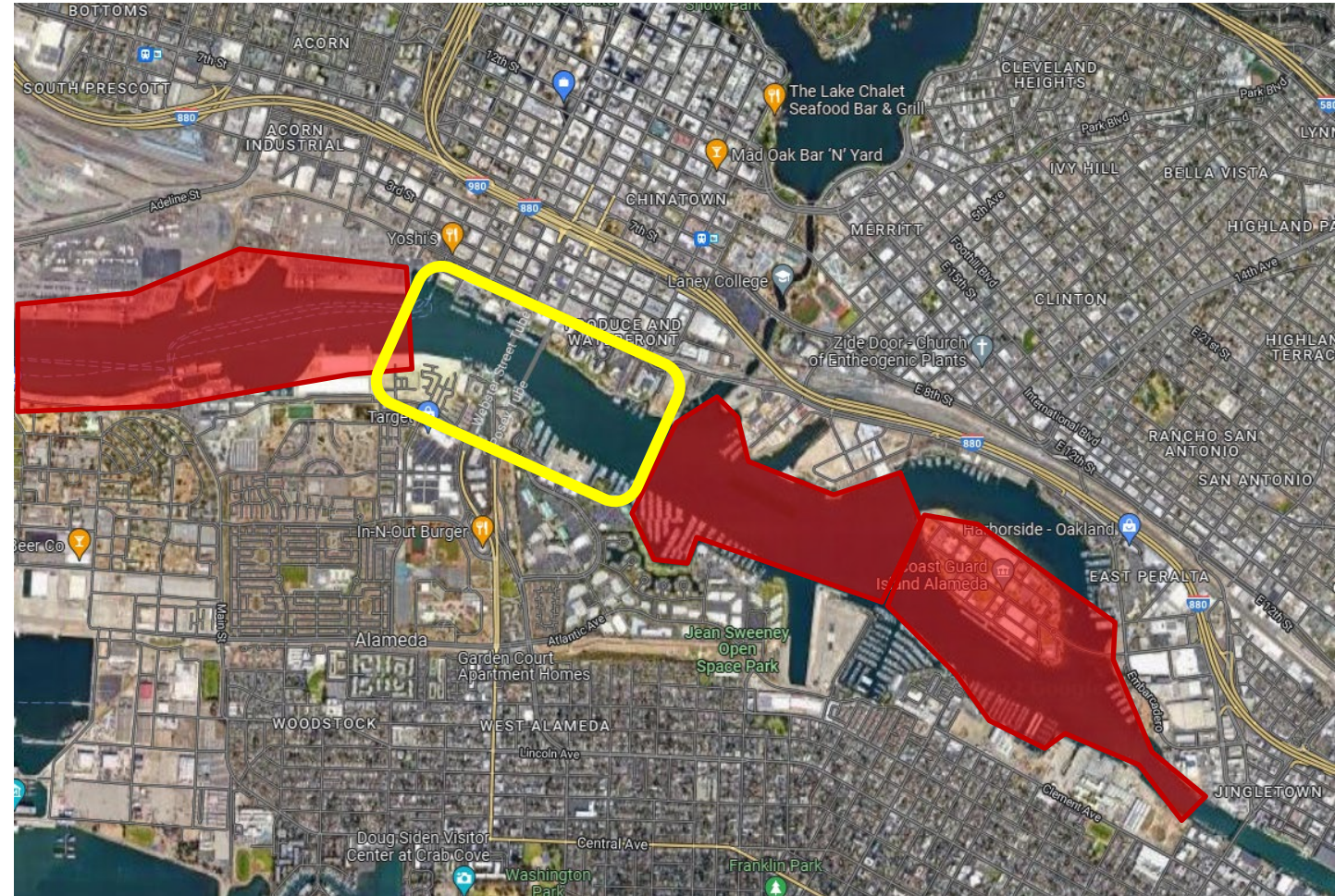
Stakeholder/Equity Advisory Committee

- Bike/Walk Advocacy
- Boating
- Business
- Cultural
- Disability
- Education
- Environmental Justice
- Environmental/Transportation Advocacy
- Faith
- Health
- Historic
- Homeowners
- Housing Advocacy
- Policy
- Youth

estuarybridge.org

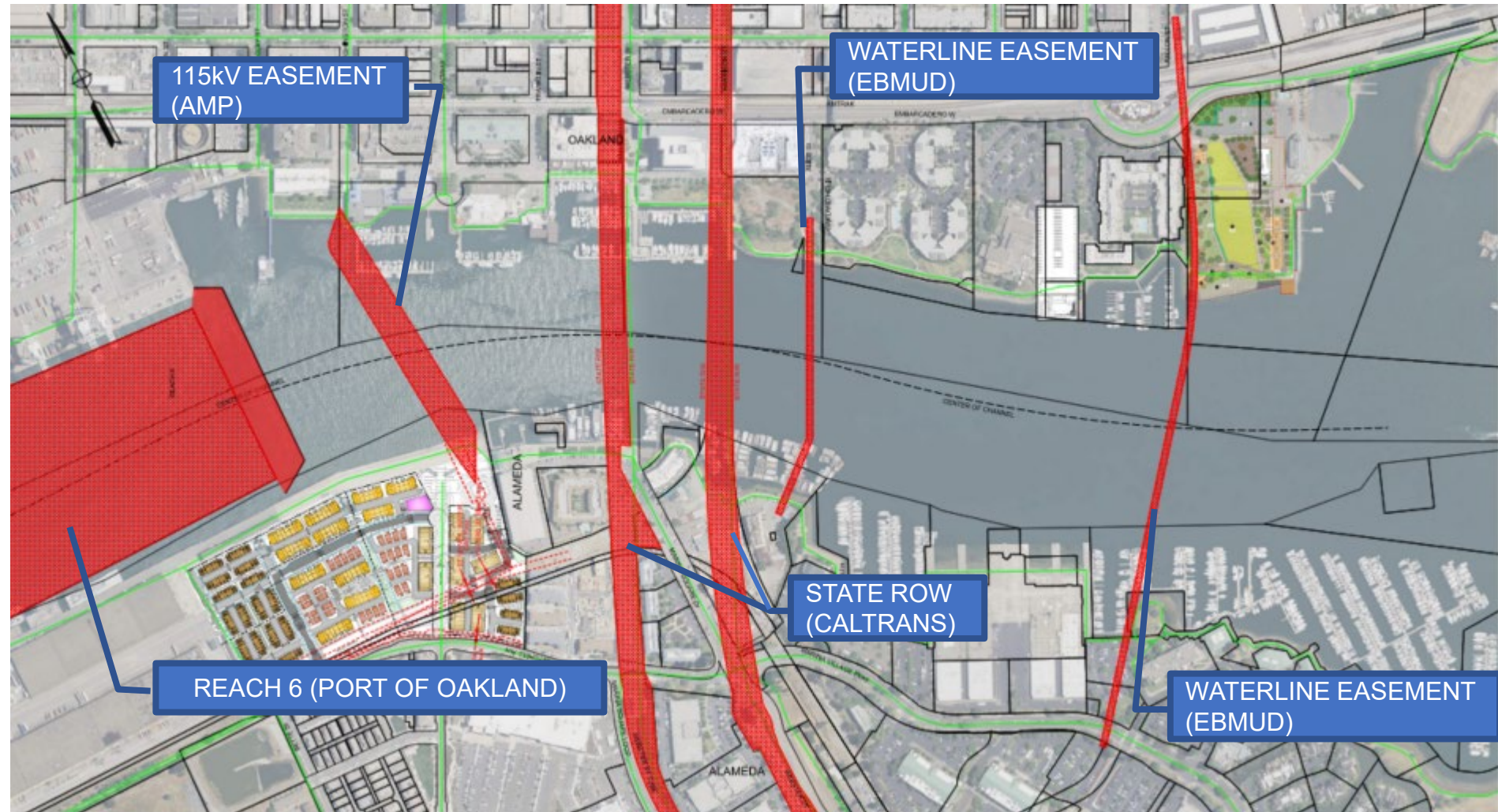
- **Reduce the barrier effect** of the Oakland Estuary on bicycle and pedestrian travel between western Alameda and downtown Oakland, especially for equity priority communities, by providing a comfortable, ADA-compliant, convenient, and low-stress crossing for people of all ages and abilities
- **Improve multimodal connectivity** between western Alameda and downtown Oakland to regional transit hubs, major destinations, recreational centers and trails, employment opportunities, and future urban infill projects
- **Encourage mode shift** away from single-occupant motor vehicle cross estuary trips to reduce greenhouse gas (GHG) emissions
- Provide a **zero-cost estuary crossing** for equity priority communities and environmental justice communities in western Alameda and downtown Oakland that reduces local air pollutants and promotes positive health outcomes
- **Increase resiliency** to climate change and disaster recovery by providing an additional estuary crossing

- Corridors west of Alameda Landing - Conflict with Port of Oakland's Reach 6
- Corridors east of Estuary Park – Redundant with Park Street Bridge
- **Final study area: Reach 6 to Estuary Park**



Constraints in Study Area

- Easements in Estuary
- Constraints in Oakland (Waterfront development and marinas)
- Constraints in Alameda (Waterfront development and marinas)



9



Key Planning Considerations:

1. **Usage.** Excellent connections, short approaches, and a small grade change
 - Higher usage
2. **Waterfront Compatibility.** Shorter approaches and smaller towers
 - Less impacts and more opportunities to complement existing waterfront uses
3. **Maritime Traffic.** Greater clearance over the water and longer spans
 - Less impacts on maritime uses of the estuary



12 Alternatives Considered in Alternatives Analysis



11



Screening Criteria Applied to Alternatives



12

Purpose and Need

- Barrier Effect
- Multimodal Connectivity
- Mode Shift
- Health outcomes

Design/Placemaking

- Touchdown and Urban Design
- Navigability
- Stakeholder Buy-In
- User Experience

Environmental

- Displacement
- 4(f)
- Hazardous Waste
- Cultural Resources
- Biological Resources

Alternative Screening														
Alternative	Purpose & Need Metrics				Design Metrics				Environmental Metrics					Total Alternative Score (Max 65) 50%/25%/25%
	1	2	3	4	5	6	7	8	9	10	11	12	13	
	Reduce the Barrier Effect of the Oakland Estuary on Equity Communities	Improve Multimodal Connectivity between Alameda and Oakland	Encourage Mode Shift from Single-Occupant Motor Vehicles	Positive Health Outcomes for Equity Communities	Touchdown Area - Urban Design	Navigability	Stakeholder Buy-In	User Experience	Displacements (Residential and Business)	Section 4(f) Constraints/ Opportunities	Hazardous Waste Contamination	Cultural Resources Sensitivity	Biological Resources	
7 - C1 - High Lift	4.3	2.8	2.0	4.0	1.1	3.6	0.2	2.0	1.3	4.0	1.0	2.5	5.0	35.7
8 - C2 - Low Bascule	4.3	2.8	3.5	4.0	1.0	0.6	0.2	2.6	1.3	4.0	1.0	3.0	5.0	36.5
1 - W1 - High Lift	5.0	2.3	2.0	3.5	3.6	4.6	1.6	1.4	4.0	4.0	3.0	1.5	4.0	40.6
9 - C3 - High Lift	4.3	3.3	1.5	4.0	2.1	4.0	1.0	1.0	5.0	5.0	4.0	3.0	4.0	41.4
5 - W5 - High Bascule	5.0	3.5	2.0	3.5	3.9	4.0	3.0	2.0	3.7	3.0	5.0	3.0	1.0	43.4
3 - W3 - High Lift	5.0	3.0	2.0	3.5	3.8	4.4	1.0	2.0	4.3	5.0	4.0	3.0	5.0	44.9
11 - E1 - High Lift	3.5	4.3	1.5	4.3	2.6	4.0	3.0	3.0	4.7	3.0	5.0	3.0	4.0	45.1
2 - W2 - Low Bascule	5.0	2.3	5.0	3.5	3.5	2.6	2.0	3.4	4.0	4.0	3.0	1.5	5.0	46.3
10 - C4 - Low Bascule	4.3	3.3	3.5	4.0	2.3	1.6	2.0	3.4	5.0	5.0	4.0	3.5	5.0	46.5
6 - W6 - Low Bascule	5.0	3.5	4.0	3.5	4.0	3.0	4.0	4.4	3.7	4.0	5.0	3.5	2.0	50.3
4 - W4 - Low Bascule	5.0	3.0	4.0	3.5	4.5	2.6	3.0	4.0	4.3	5.0	4.0	3.8	5.0	51.0
12 - E2 - Low Bascule	3.5	4.3	5.0	4.3	2.1	1.6	4.0	5.0	4.7	3.0	5.0	3.5	5.0	51.9



3 Top Alternatives



3 Top Alternatives being evaluated in PID



14

Washington-Fifth (W4)



Broadway-Fifth (W6)



Estuary Park-Alameda Park (E2)



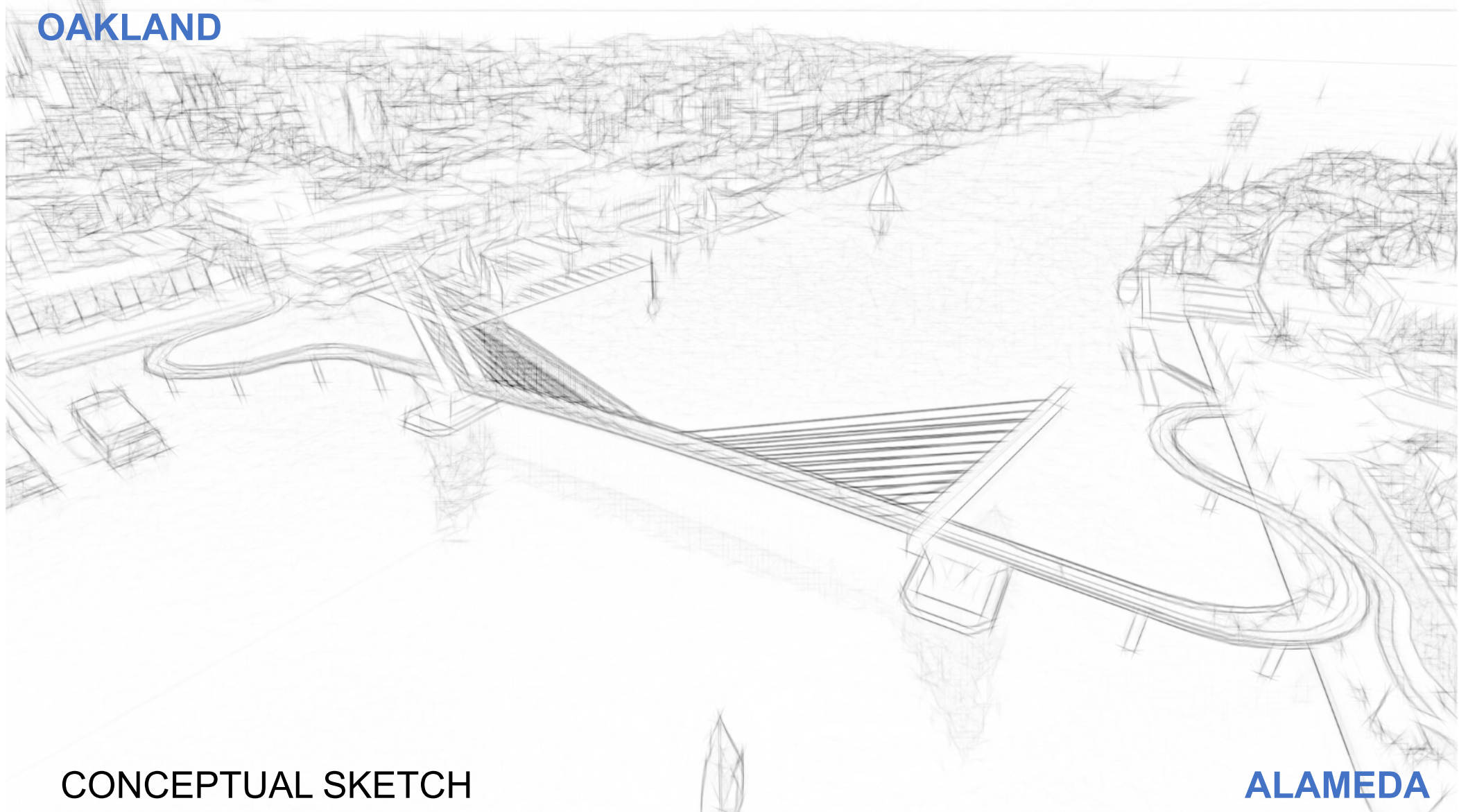
All Scored Relatively High:

- High usage
- High physical and social quality landings - civic open space (JLS and parks)
- Large curves without loops
- Shorter approaches

Common Features of All:

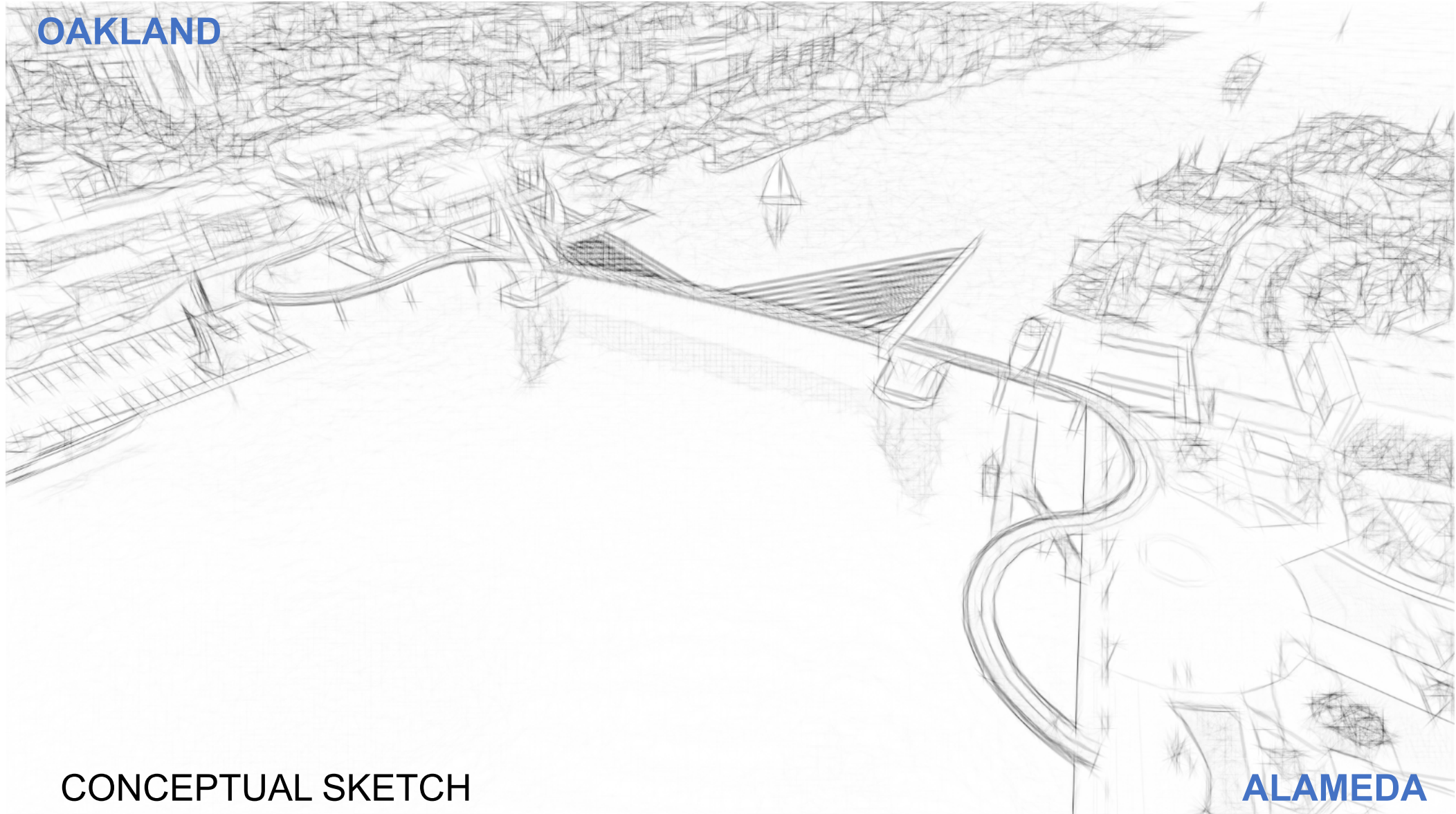
- 40' above water (vertical clearance)
- 400' span (horizontal clearance)

OAKLAND

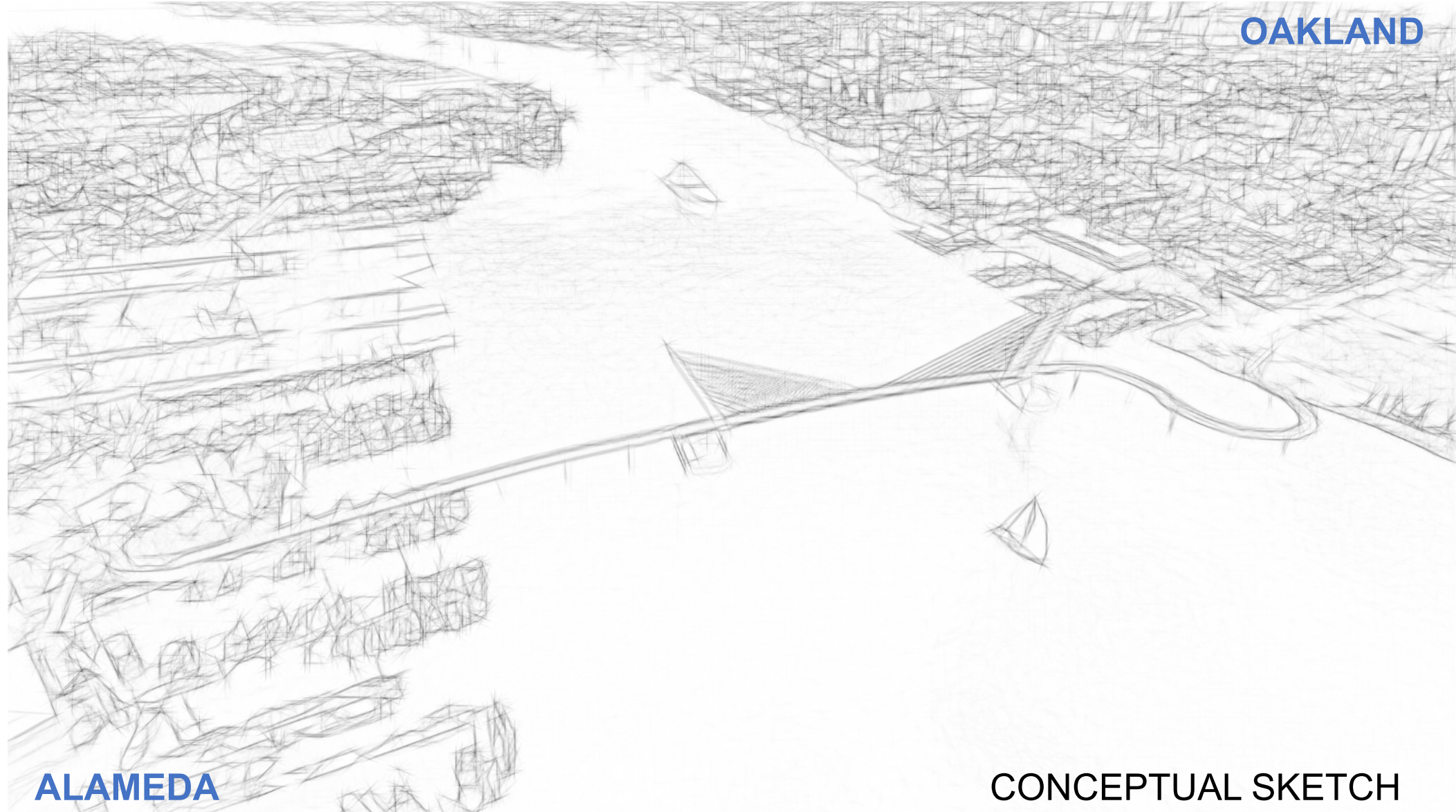


CONCEPTUAL SKETCH

ALAMEDA

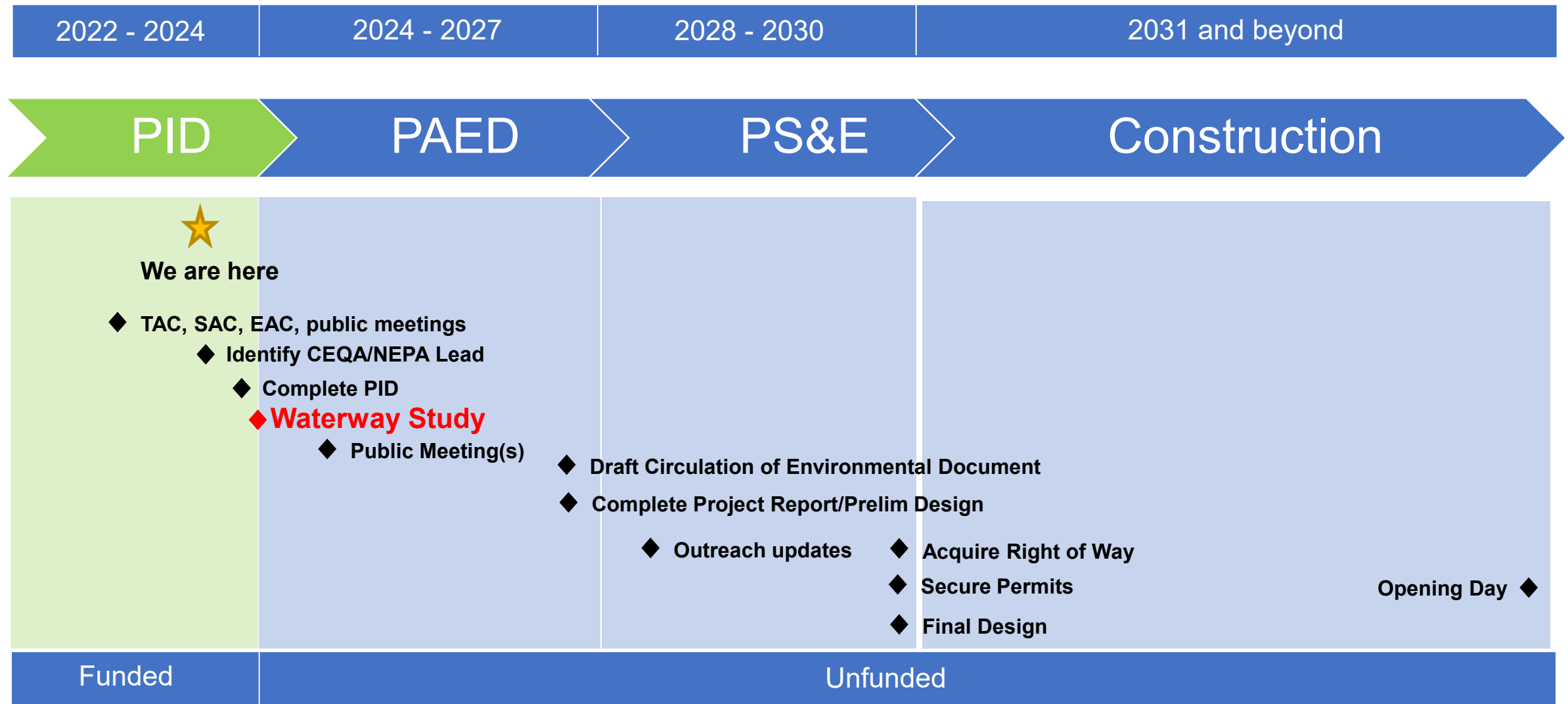


Estuary Park-Alameda Park (E2)



- Much support for the project: for commuting, recreating, accessing services
- Would greatly enhance Bay Trail connection
- Concerns from boaters and marinas about disruption of sailing and races
- Coast Guard navigational clearance requirements
- Concerns of new waterfront residents about view obstructions
- Needs to meet/exceed ADA requirements

Overall Project Schedule



- Complete PID
- Determine sponsor and environmental lead agencies
- Expand public engagement
- Develop implementation strategy
- Seek funds for next phase



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