

Oakland-Alameda Estuary Bridge

A New Bicycle-Pedestrian Connection

Project Initiation Document (PID) Phase

Transportation Commission

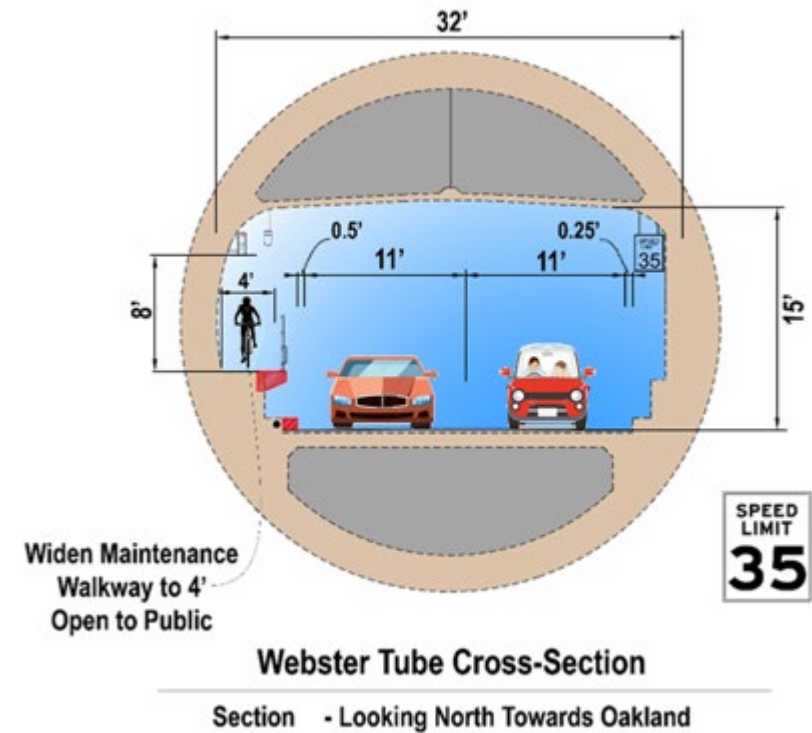
March 22, 2023

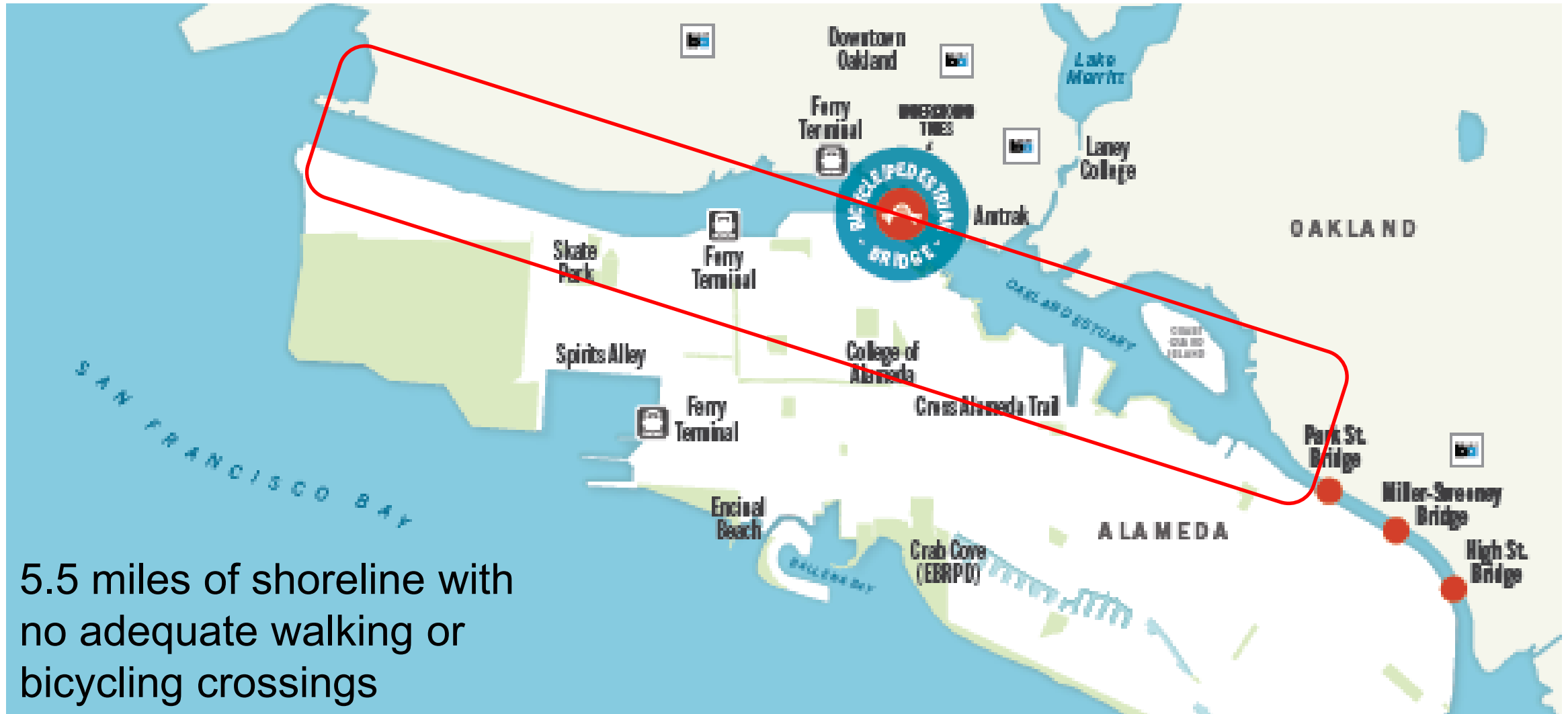


A Growing Region in Need of Access



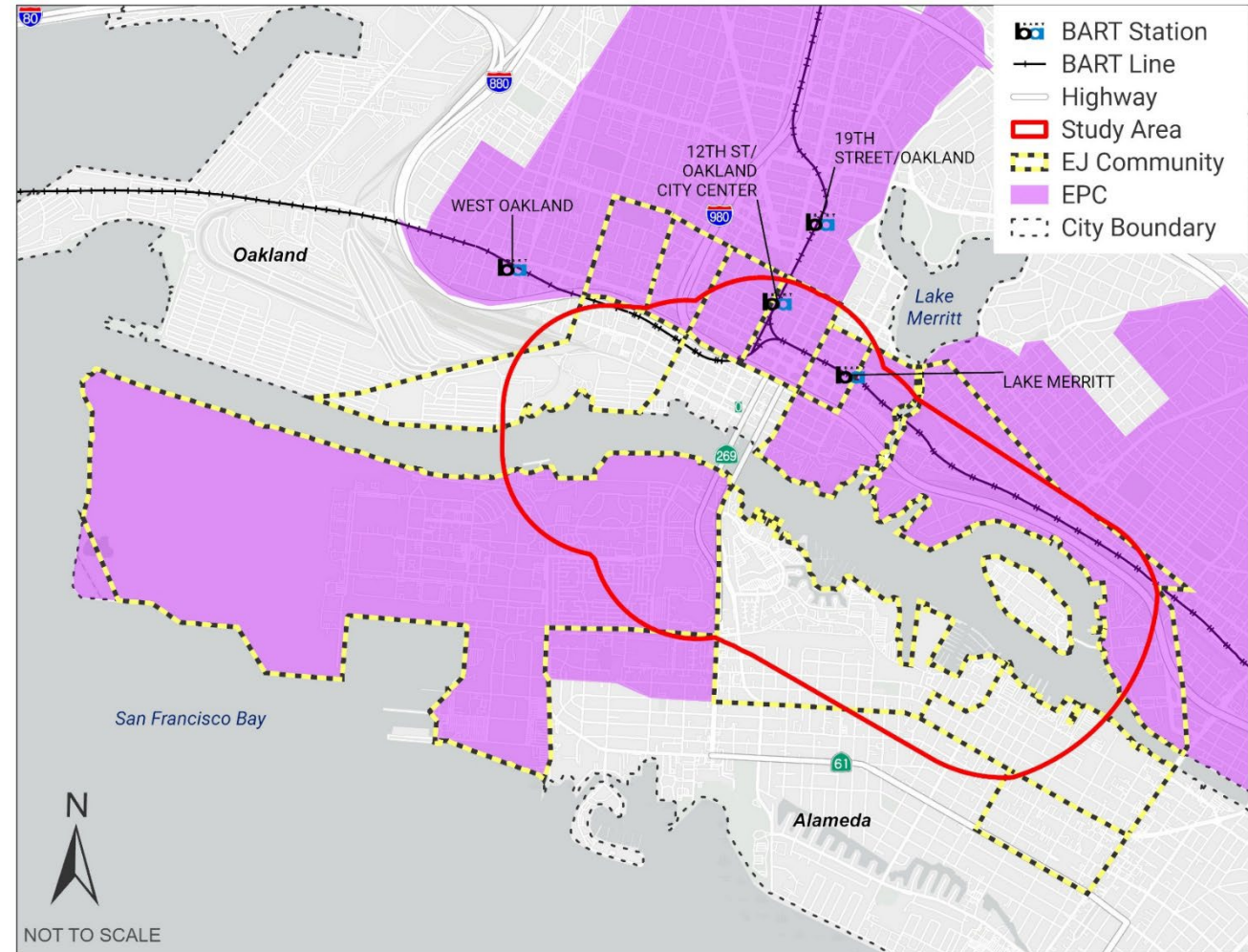
A Deficient and Inequitable State Highway 260



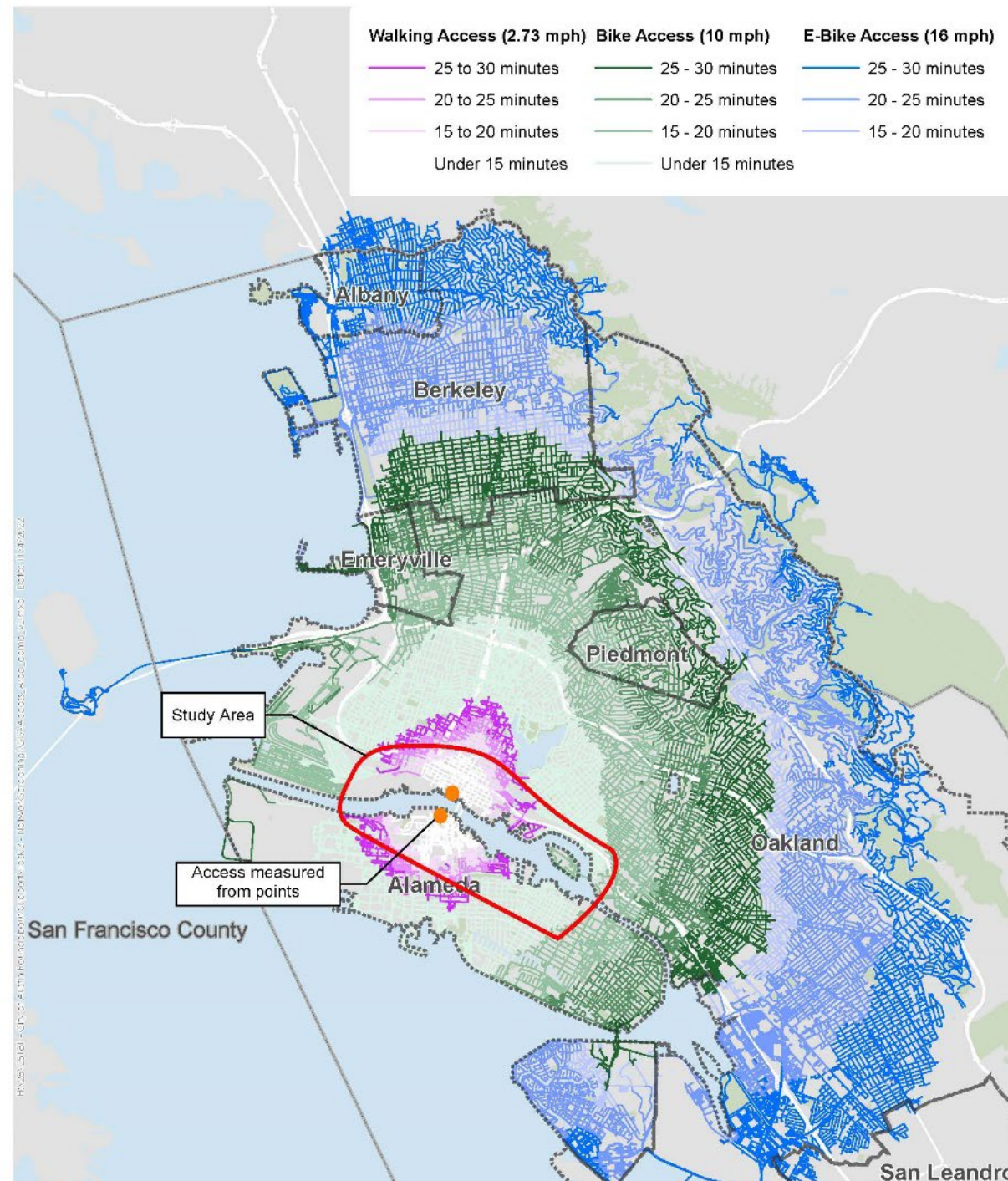


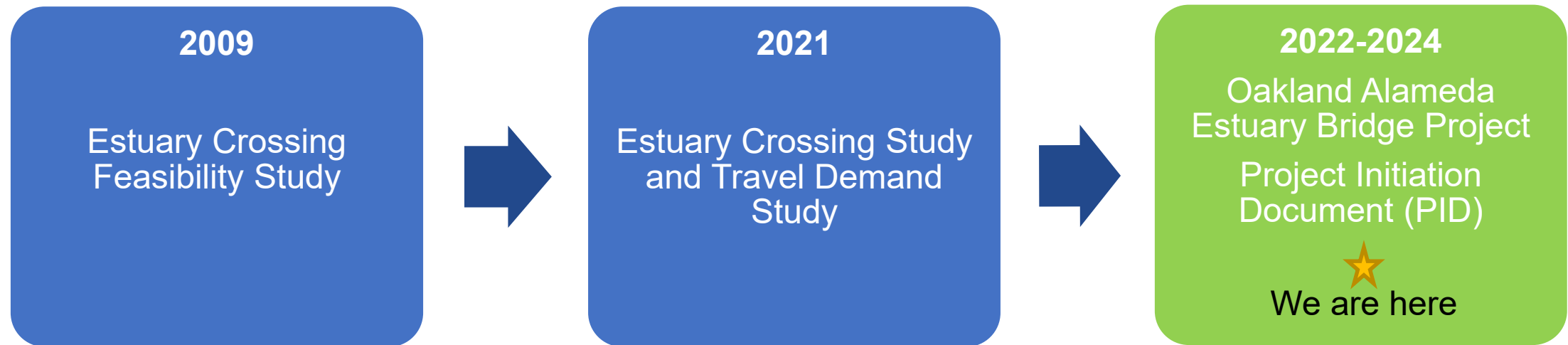
5.5 miles of shoreline with
no adequate walking or
bicycling crossings

- **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



Serves the Bay Area: People walking, biking and taking BART, ferries and buses.





All funded by Alameda CTC

Regional

- MTC Regional Active Transportation Network
- Caltrans District 4 Bicycle Plan and Pedestrian Plan
- Caltrans Bay Area Bike Highway Study (one of top 3 scoring corridors)
- Plan Bay Area 2050

County

- Alameda CTC Countywide Bikeways Network
- Alameda CTC Countywide Transportation Plan
- Alameda CTC Capital Improvement Plan
- North Alameda County Core Connections Plan

Local

- City of Oakland Draft Downtown Oakland Specific Plan
- City of Oakland Bicycle Plan
- City of Alameda General Plan
- City of Alameda Transportation Choices Plan
- City of Alameda Active Transportation Plan

PID Phase Objectives (2022-2024)



- ✓ Complete Project Initiation Document (PID)
 - ✓ Will have up to 3 bridge alternatives
- ✓ Engage community and leaders
 - ✓ Build project knowledge and support
- ✓ Set project up for success
 - ✓ Identify funding, project sponsor & environmental lead for next phase

Stakeholder Advisory Committee

- Bike/Walk Advocacy
- Boating
- Business
- Education
- Environmental/Transportation Advocacy
- Historic
- Homeowners

Equity Advisory Committee

- Cultural
- Disability
- Environmental Justice
- Faith
- Health
- Housing Advocacy
- Policy
- Youth

Technical Advisory Committee

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

Stakeholder Advisory Committee (invited)



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- ✓ Alameda Chamber of Commerce
- ✓ Alameda County Historical Society
- ✓ Alameda Landing
- ✓ Alameda Marina
- ✓ Alameda Transportation Management Association
- ✓ Alameda Yacht Club
- ✓ Barnhill Marina
- ✓ Barnhill Marina: Alameda Floating Home Association
- ✓ Bay 37 Pulte Homes
- ✓ Bike East Bay
- ✓ Bike Walk Alameda
- ✓ Central Basin
- ✓ CIM Group-Jack London Square
- ✓ College of Alameda
- ✓ Community Action for a Sustainable Alameda
- ✓ Downtown Oakland Association c/o CBRE
- ✓ Encinal Yacht Club
- ✓ Fifth Ave Marina
- ✓ Fortman Marina
- ✓ Grand Marina
- ✓ Island Yacht Club
- ✓ Jack London Improvement District
- ✓ Jack London Sq Marina

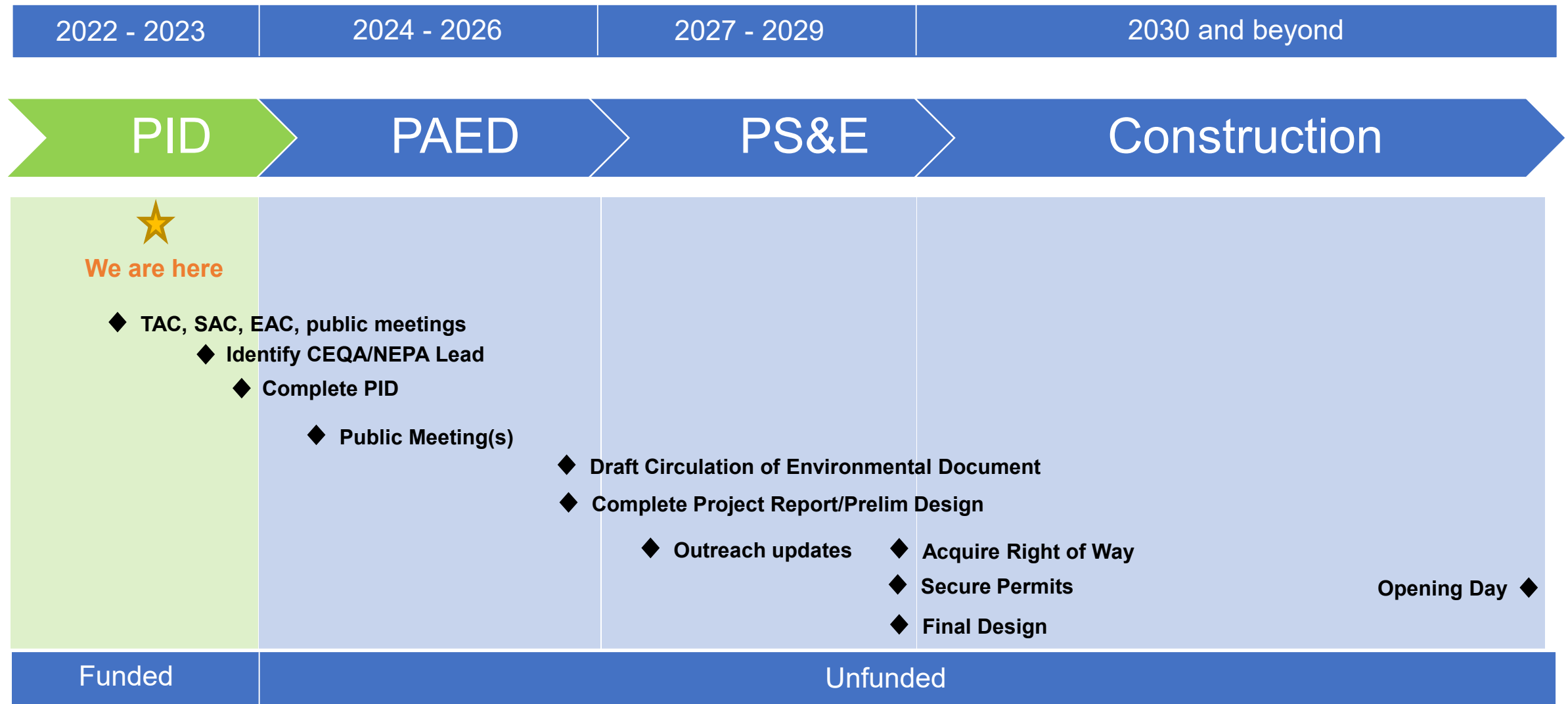
- ✓ Laney College
- ✓ Latitude 38 Sailing Magazine
- ✓ Marina Village Homeowners Association
- ✓ Marina Village Research Park (Blue Rise Ventures)
- ✓ Marina Village Yacht Harbor
- ✓ Mariner SQ Marina
- ✓ North Embarcadero Cove
- ✓ Oakland Athletics
- ✓ Oakland Chinatown Chamber of Commerce
- ✓ Oakland Chinatown Chamber of Commerce c/o Claremont Realty
- ✓ Oakland Yacht Club
- ✓ Park St. Marina
- ✓ Portobello Homeowners Association
- ✓ Portobello Marina
- ✓ SF Bar Pilots
- ✓ The Landing at Jack London Square
- ✓ Union Point Basin
- ✓ Vietnamese Chamber of Commerce (Oakland)
- ✓ Walk Oakland Bike Oakland
- ✓ West Alameda Business Association
- ✓ West Oakland Neighbors



- ✓ Ability Now Bay Area
- ✓ Alameda County, Health Care Services Agency
- ✓ Alameda County, Public Health Dept.
- ✓ Alameda Family Services
- ✓ Alameda Food Bank
- ✓ Alameda Island NAACP
- ✓ Alameda Point Collaborative
- ✓ Alameda Renters Coalition
- ✓ All Good Living Foundation
- ✓ Asian Health Services
- ✓ Asian Immigrant Women's Advocate
- ✓ Asian, Inc.
- ✓ Attitudinal Healing Connection
- ✓ Black Achievers Alliance
- ✓ Black Organizing Project
- ✓ Bohol Circle
- ✓ Buddhist Temple of Alameda
- ✓ Building Futures
- ✓ BWOPA (Black Women Organized for Political Action)
- ✓ Center for Empowering Refugees & Immigrants
- ✓ Center for Independent Living
- ✓ Central Baptist Church

- ✓ Chinese Community United Methodist Church
- ✓ Chinese for Affirmative Action
- ✓ Chinese Independent Baptist Church
- ✓ Chinese Presbyterian Church
- ✓ City Team Ministries
- ✓ Developmental Disabilities Council
- ✓ East Bay Asian Youth Center (EBAYC)
- ✓ East Bay Asian Local Development Corporation (EBALDC)
- ✓ East Bay Housing Organization
- ✓ Family Bridges
- ✓ Filipinos Advocates for Justice
- ✓ Greenbelt Alliance
- ✓ Harbor House
- ✓ Intertribal Friendship House
- ✓ Islamic Center of Alameda
- ✓ Lake Merritt United Methodist Church
- ✓ LightHouse for the Blind
- ✓ Links, Inc. Alameda/Contra Costa Chapter
- ✓ Love Fellowship Church of God in Christ
- ✓ Mary Help of Christians Church
- ✓ Native American Heritage Commission

- ✓ Oakland Asian Cultural Center
- ✓ Oakland Asian Students Educational Services
- ✓ Oakland Education Association (OEA)
- ✓ Operation Dignity
- ✓ Our Saviour Episcopal Church
- ✓ Pacific ADA Center
- ✓ Prescott Joseph Center
- ✓ St Barabas Catholic Church
- ✓ St Joseph Basilica
- ✓ St Patrick Parish
- ✓ St Philip Neri Church
- ✓ Taylor Memorial United Methodist Church
- ✓ The Buddhist Church of Oakland
- ✓ The Village of Love Foundation
- ✓ TransForm
- ✓ Vietnamese American Community Center
- ✓ West Oakland Community Health Clinic
- ✓ West Oakland Environmental Indicators Project
- ✓ West Oakland Health & Safety Collaborative (WOHSC)
- ✓ WORD Assembly Church





The Steps:

Local Agencies (Alameda and Oakland) complete PID per Caltrans Standards (with Alameda CTC funding)



Proposed (no agreements): Alameda CTC is Implementing Agency for PAED (Caltrans Lead Agency for environmental)



Proposed (no agreements): Bridge Added to State Highway System (owned and maintained by Caltrans)

- **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

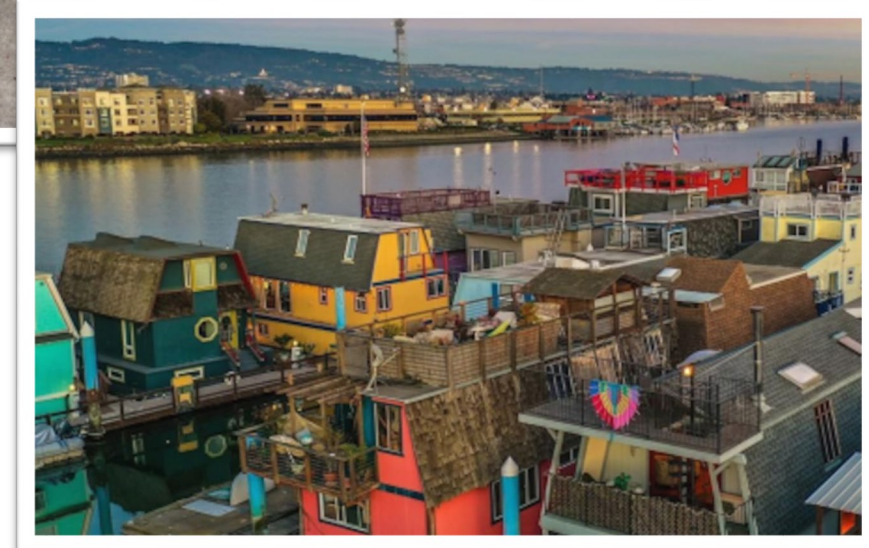
Prioritize locations close to:

- Where people live
- Where people want to go (jobs, services, shopping, recreation, etc.)
- Regional public transportation (BART, WETA, Amtrak, AC Transit)



Avoid locations that:

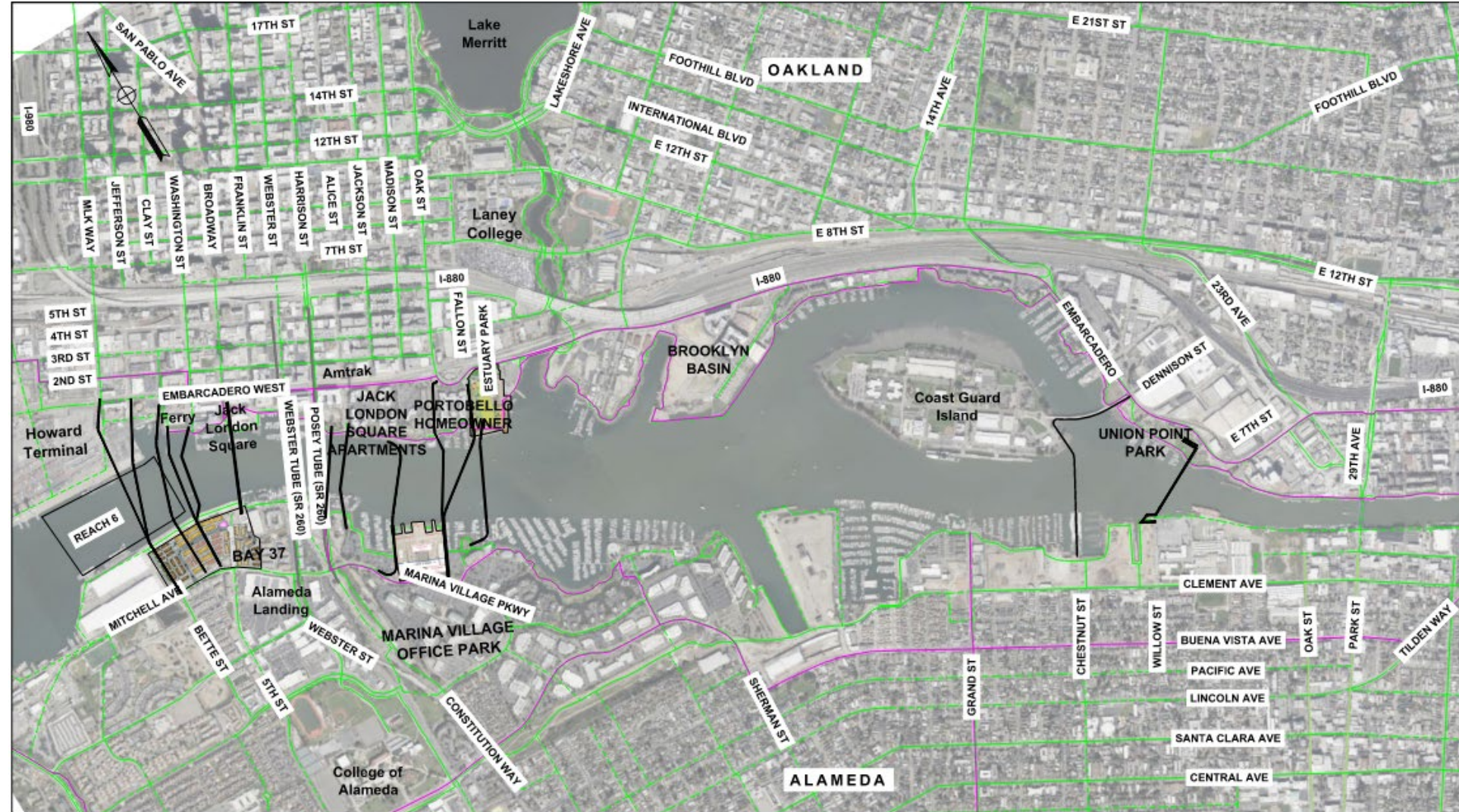
- Require acquisition of private property
- Disrupt existing urban waterfront environment



Creating the Study Area

Narrowed Study Area to:

- Avoid Reach 6 (Port of Oakland)
- Shorten the crossing distance
- Avoid duplicating Park St bridge access



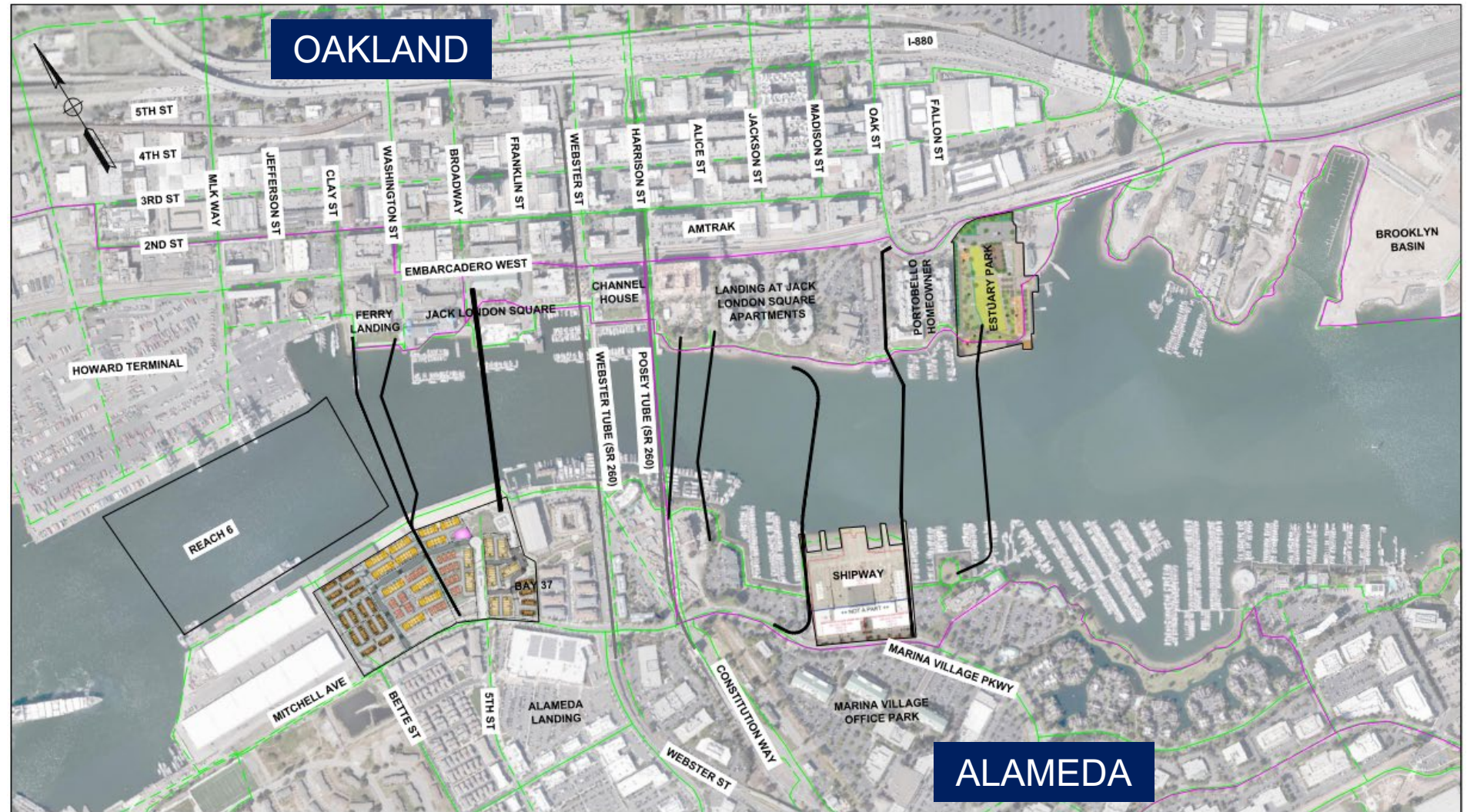
The Study Area

Oakland side:

- Clay Street to Estuary Park
- 10 blocks or $\frac{3}{4}$ of a mile

Alameda side:

- Alameda Landing Waterfront to Marina Village park
- 6/10 of a mile

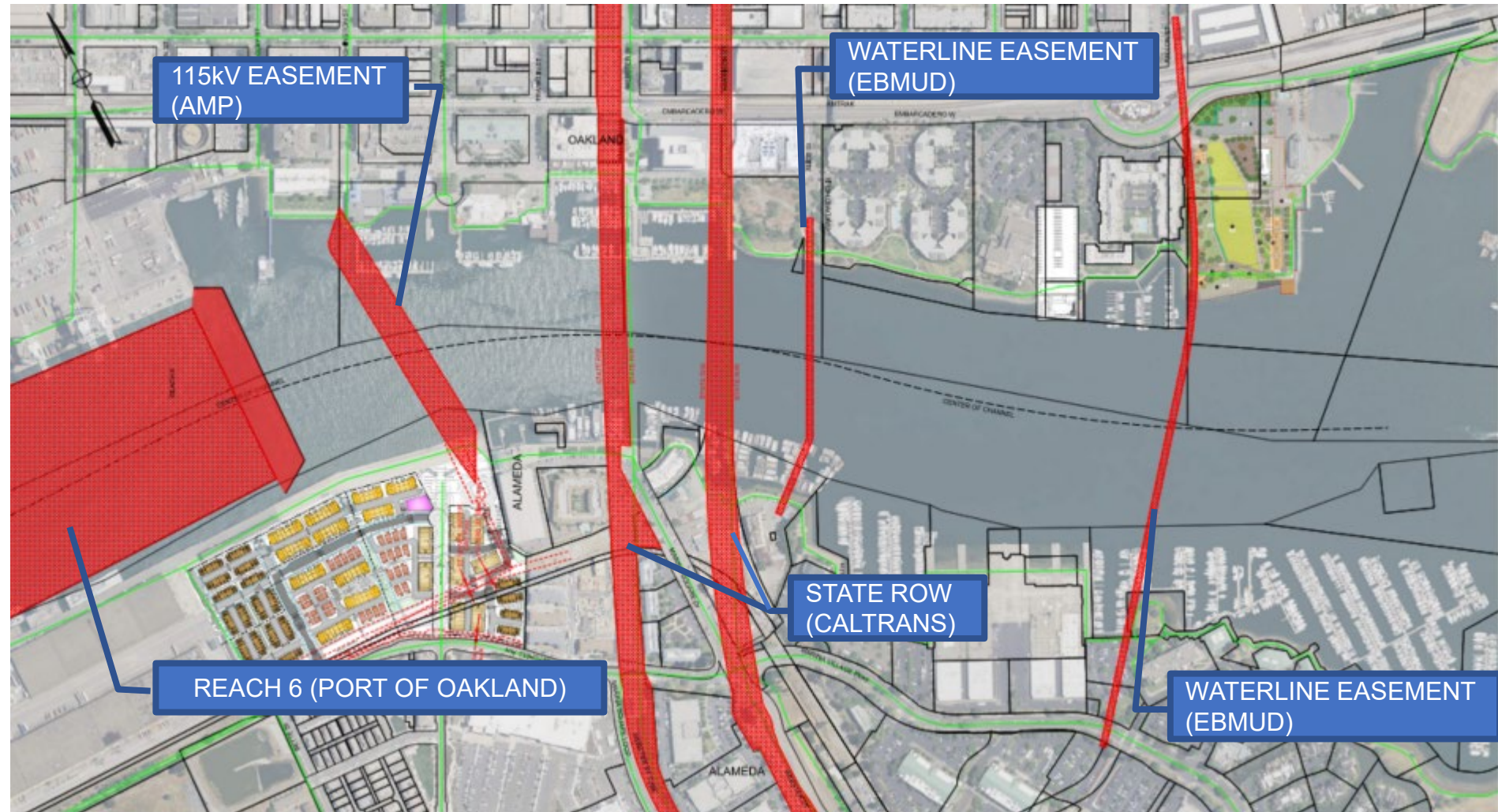


Constraints in Study Area

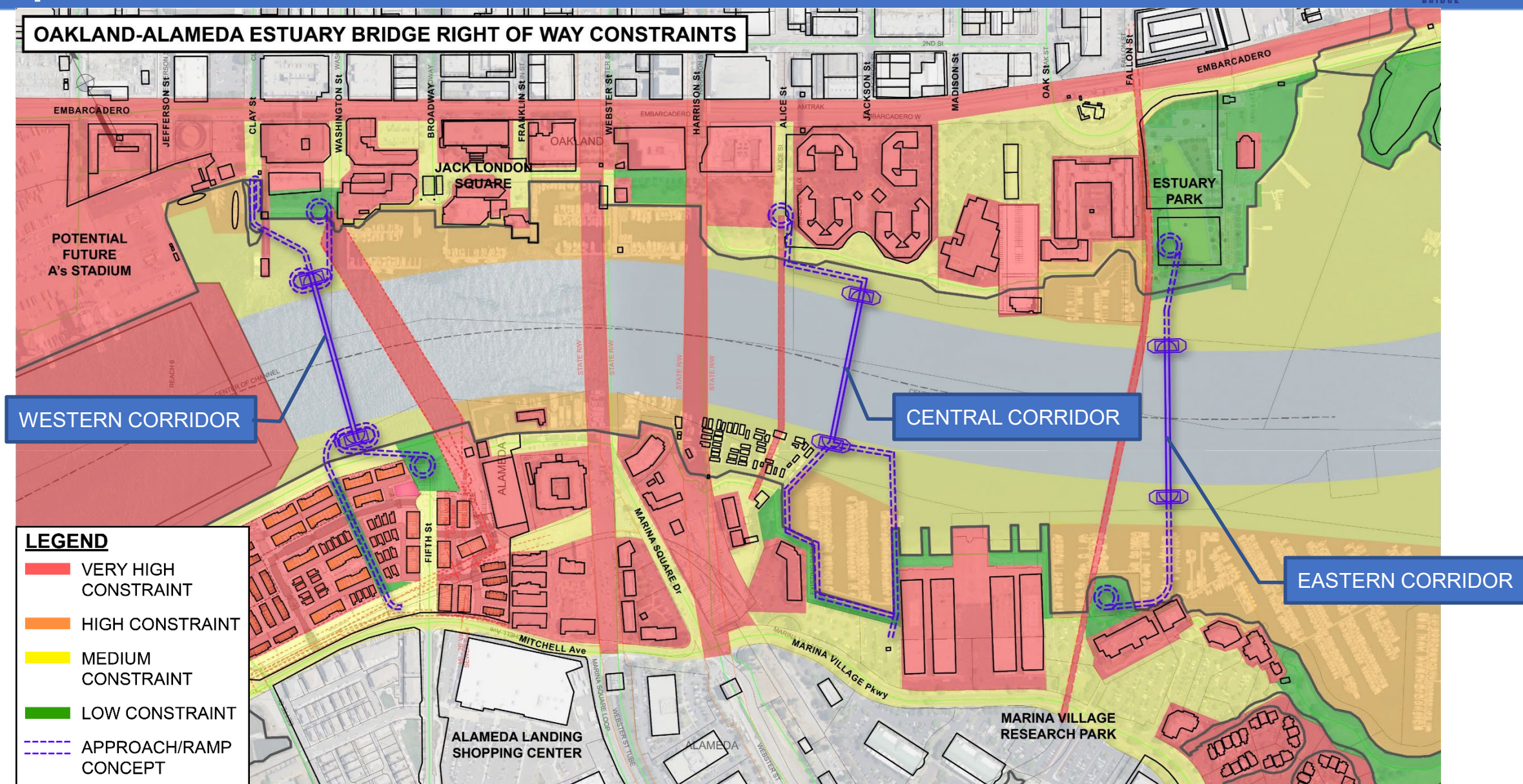
Easements in
Estuary (**red**)

and

Constraints in
Oakland and
Alameda
(waterfront
development and
marinas)



Top 3 Least-Constrained Corridors



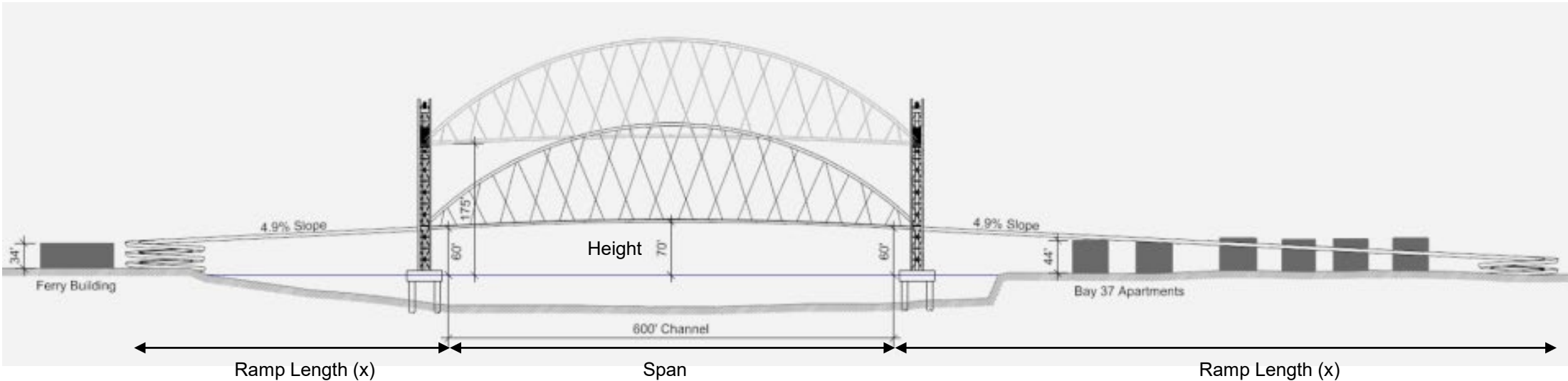
- Bridge deck height above water
- Bridge type (lift or bascule)
- Bridge span, between towers
- Open on demand vs scheduled openings
- Ramp lengths
- Ramp grades
- Ramp design (straight, helix, or other)

Variables are inter-connected and impact walking/biking usability, recreational and commercial boat activities, urban context, and cost. There will be trade-offs.

Bridge Design Criteria: Height and Length



Bridge Height (y)	Ramp Length (x)
70'	1200'
60'	1000'
50'	800'
40'	600'
30'	400'



- Continue PID work and meeting with TAC, SAC/EAC, stakeholders and regulatory agencies
- Present Update to Planning Board (April 10 - tentative) and Council (TBD)
- Community engagement
- Late 2023: Release draft PID



www.estuarybridge.org