

Estuary Crossing Discussion

Transportation Commission, Item 5C
September 28, 2016

Improving Bike/Ped Access across the Estuary

- Strong need for improvements
- History: 2009 Estuary Crossing Study
- Primary obstacle: Coast Guard navigational clearances
- Solution: Phased, multi-faceted approach



2009 Estuary Crossing Study

- Analyzed feasibility of 17 options, including 5 bridge options, tube improvements, and bus/water shuttles
- Multi-jurisdictional: Caltrans, the Coast Guard, Oakland and ACTC
- Near, mid and long term options studied

2009 Estuary Crossing Study: Outcomes

- Top bridge option: Moveable Bike/Ped Bridge. \$75 million to construct, \$1.5 million to operate annually. Practically infeasible:
 - Significant technical challenges at 600 feet long, making it one of longest moveable bridges in world.
 - Unpredictable closure times causing significant crossing delays during peak hours.
 - Significant opening/closing time required to reach 175 foot height when open.
- Recommended to only move forward if Coast Guard navigational clearance issues could be addressed.
- City to “work with stakeholders to determine if vessel restrictions during commute hours could be possible, vertical and horizontal clearances could be reduced and funding could be obtained.”
- Short-term: Improve Posey Tube
- Mid-term/Next Steps: Develop water shuttle/taxi alternative

City/Caltrans Actions: Since 2009

- Estuary Crossing Shuttle established in 2011
 - Accommodates 10 bicycles
- Posey Tube Walkway Improvements made by Caltrans (2016)
 - Upgraded walkway guardrails, and made other structural changes that widened pathway slightly and improved safety.
- Discussions with Coast Guard on navigational clearances (2016)
- Sent letter to Senator Boxer, indicating City welcomes her assistance in working with the Coast Guard (2016)

City Actions: Near Term

- Apply for grant funding for Water Shuttle Feasibility Study
- Request Caltrans submit Feasibility Study for Bridge Crossing
- Engage consultant bridge engineer to do peer review of 2009 Study
- Explore Posey Tube improvements that would double space for bicycling and improve ventilation
- Develop conceptual approach and next steps document for TC and CC approval
- Develop informational brochure with all current options for crossing the estuary

City Actions: Mid/Long Term

- Establish a water shuttle, in partnership with developers in Alameda and Oakland
- Re-design Posey Tube and approaches to better serve people walking/biking on both sides
- Once all constraints are addressed and funding found, build a new bicycle and pedestrian bridge
- Advocate for Miller-Sweeney Bridge replacement, with bike/ped/transit access
- Possible future BART station on west end with dual access between Alameda and Oakland