

# Alameda-Oakland Estuary Crossing Feasibility Study

North County



## PROJECT BENEFITS:

The feasibility study leads the way toward selecting the most desirable, cost efficient, and feasible alternative for a safe, convenient crossing for bicyclists and pedestrians across the Alameda-Oakland Estuary. The future crossing will connect the Bay Trail, residents, students, and employees in Alameda and Oakland, and reduce auto congestion in the Webster and Posey Tubes.

## PROJECT STATUS:

The final Feasibility Study, completed in August 2009, was presented to Alameda's City Council in September 2009.

Traveling between Alameda's West End and Downtown Oakland as a pedestrian or by bicycle is a formidable experience. The two cities are split by the one-thousand foot wide Alameda-Oakland Estuary. The only available crossing is the Posey Tube, an underwater tunnel primarily built for cars. Bicyclists and walkers must use a three-foot wide elevated pathway and endure the dark and polluted trek. The path is so narrow, that when two bicyclists meet, one of them must lift their bike over the guardrail so the other may pass. Even under these conditions, about 100 bicyclists and pedestrians are still using this route on an average weekday.

The City of Alameda has ranked an improved connection across the Oakland Estuary as its highest priority bicycle project since 1998. With this grant from ACTIA, the City is embarking on the first step toward an improved crossing – a feasibility study of the crossing options. The City hired a consultant to develop and evaluate eight to 10 alternatives, and then identified recommended preferred alternatives that warranted further study, design work and environmental analysis. The more promising options were studied in terms of constraints and costs, including building, operational, and maintenance costs. After preliminary design layouts were submitted, the Project Sponsor did extensive public outreach and developed and implemented a public engagement action plan, and completed stakeholder assessments and strategies for public engagement activities. The final feasibility study was developed and presented to Alameda's City Council in September of 2009.

## Project Budget and Funding

**TOTAL PROJECT COST** **\$410,797**

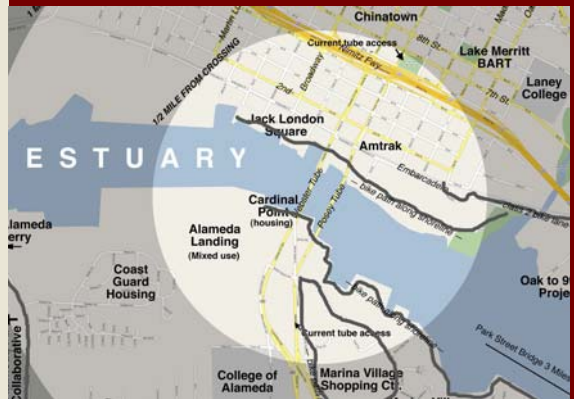
### Funding

ACTIA Bike/Ped Grant Award **\$100,000**

### Matching Funds

#### Sources:

City of Alameda (Measure B Local Funds)	<b>\$100,000</b>
Caltrans Planning Public Engagement Contract	<b>up to \$200,797</b>
City of Oakland	<b>\$10,000</b>



Project Area Map (courtesy of BikeAlameda)

## Project Schedule

Commence ACTIA Grant (Cycle 3)	July 1, 2007
Issue RFP for Consultant Work	October 2007
Execute Consultant Contract	February 2008
Draft Feasibility Study Complete	March 2009
Final Feasibility Study Complete	August 2009
Present Final Study to Alameda City Councils	September 2009
Expiration of Grant Funding Agreement	October 31, 2009

To find out more about this project, please contact the Project Sponsor.

## PROJECT SPONSOR:

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## Alameda County

**A**lameda County's half-cent transportation sales tax, known as Measure B, will generate more than \$3 billion over 20 years for transportation improvements in Alameda County. Over **\$80 million** is dedicated to **bicycle and pedestrian safety and access**. In voting for Measure B, which dedicated 5 percent of the sales tax revenue to bicycle and pedestrian projects and programs, Alameda County residents voiced their support for these time-honored modes of travel.

Measure B has transformed the way bicycle and pedestrian projects are financed in Alameda County by providing each city and the County with a steady, flexible stream of funding for making walking and biking improvements. The funds are being used to maintain facilities, close gaps and construct new facilities such as bike lanes and pedestrian crossings.

The Measure B bicycle and pedestrian funds are distributed in two ways. Seventy-five percent of the funds go directly to Alameda County cities and the County based on population. The remaining 25 percent funds countywide programs and projects, including a competitive grant program called the Measure B Bicycle and Pedestrian Countywide Discretionary Fund and a Countywide Bicycle and Pedestrian Coordinator. To date, ACTIA's grant program has funded 29 capital projects, programs and master plans totaling \$5.5 million. Three grant cycles have been completed, and the next one will be finished in spring 2009.



Updated April 2009

### Bicycle and Pedestrian Grant Program - Active Projects

Location*	Project	Sponsor	Grant Cycle	Measure B Funding Amount	Total Project Cost
N, C, E	BART Station Electronic Bicycle Lockers	BART	2	\$174,000	\$232,000
C	San Leandro Bay Trail Slough Bridge	City of San Leandro	1 + 3	\$1,000,000	\$3,600,000
E	Alamo Canal Trail Undercrossing of I-580: PS & E	East Bay Regional Park District	3	\$235,000	\$335,000
E	Iron Horse Trail Feasibility and Engineering Study	City of Livermore	3	\$70,000	\$168,000
E	Pleasanton Pedestrian & Bicycle Master Plan	City of Pleasanton	3	\$111,000	\$111,000
N	Alameda - Oakland Estuary Crossing Feasibility Study	City of Alameda	3	\$100,000	\$410,797
N	Aquatic Park Connection Streetscape Improvement Project	Berkeley Redevelopment Agency	3	\$65,000	\$1,225,000
N	Ashby BART/Ed Roberts Pedestrian and Bicycle Access and Safety Project	City of Berkeley	3	\$136,000	\$7,050,000
N	Buchanan Bicycle/Pedestrian Path	City of Albany	3	\$266,000	\$300,000
N	MacArthur Transit Hub Streetscape Improvement Project	City of Oakland	3	\$215,000	\$2,823,000
N	Travel Choice - Berkeley	City of Berkeley	3	\$190,000	\$637,000
N, C, S	Bicycle Racks for New Buses	AC Transit	3	\$20,000	\$120,000
N, C, S	Union Pacific RR Corridor Improvement Plan	Alameda County Public Works Agency	3	\$75,000	\$150,000
CW	Bicycle Safety Education Classes	East Bay Bicycle Coalition	3	\$38,000	\$41,250
CW	Safe Routes to Schools Alameda County Partnership	TransForm	3	\$729,000	\$1,270,480

\*C = Central, CW = Countywide, E = East, N = North, S = South

**Total**

**\$3,424,000**

**\$18,473,527**

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**Funded by Measure B Sales Tax 2002-2022**

