





# A Regional Problem: Bridging the Gap

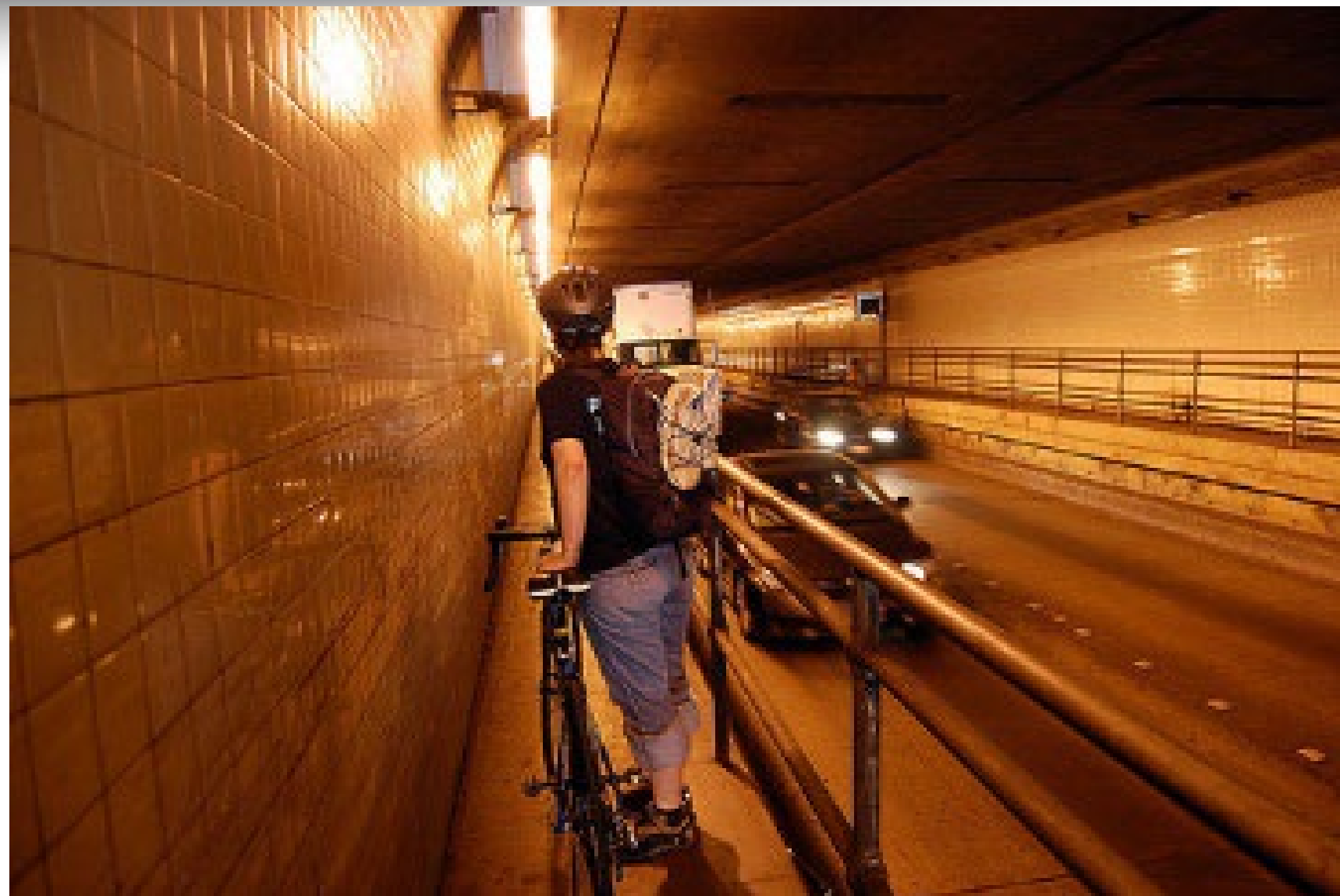


- Two major cities, but no pedestrian or bicycle connection between them
- Creates a 5.5 mile gap west of Park Street bridge
- Increases I-880 and SR 260 congestion and regional GHG emissions
- An environmental justice issue impacting vulnerable communities:
  - West Oakland, Chinatown, Fruitvale
  - West Alameda
- Impacts regional Bay Trail network

# SR 260 (Posey Tube): Bicycle and Pedestrian Deficiencies

Underground path is not the solution

- ¾ mile underground
- 36 inches wide
- User reactions
  - Scary
  - Unhealthy
  - Unpleasant
  - Once is enough, never again
- Opening a second path (in Webster Tube) is not the long term fix





# The Solution: Bicycle and Pedestrian Bridge



- Coast Guard supports
- Port of Oakland supports
- Alameda CTC Study estimates: 25,000 to 30,000 trips/week and 40,000 fewer auto trips/week
- Alameda CTC Funded Project Initiation Document (PID) Phase (\$1.5M)





# A Regional Solution to a Regional Problem



## Recommended in:

- MTC Regional Active Transportation Network
- Caltrans District 4 Bicycle Plan and Pedestrian Plan
- Caltrans Bay Area Bike Highway Study (one of top three scoring corridors)
- Alameda CTC Countywide Bikeways Network
- Alameda CTC Countywide Transportation Plan
- Alameda CTC Capital Improvement Plan
- 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 *Draft* Active Transportation Plan



# Project Area





# Thank you!



## Questions? Advice? Input?



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