

San Francisco Bay Trail

Steering Committee

September 22, 2022

Agenda Item 6.a.

Oakland-Alameda Bicycle/Pedestrian Bridge

Subject:

Report on Planning for an Oakland-Alameda Bicycle/Pedestrian Bridge

Background:

For fifteen years, the City of Alameda has been studying options for an improved bicycle and pedestrian crossing of the estuary between the west end of Alameda and Oakland near Jack London Square. Today, the City of Alameda, in close partnership with the City of Oakland, and with \$1.55 million in funding from the Alameda County Transportation Commission (Alameda CTC), is developing a Project Initiation Document (PID) for a new bicycle-pedestrian bridge. The PID will include the identification and in-depth technical study of three potential bridge alignments, extensive public and stakeholder engagement, and valuable input from Technical and Political Advisory Committees. The PID, which launched in August and is expected to be completed in 20 months, is a requirement for further county, regional, state, and federal funding. The intent is to have identified lead and sponsoring agencies to move the project forward through future phases, by the end of the PID phase.

Today, there are only two options to connect between Oakland and Alameda on foot or bike in the 5.5 linear miles of shoreline west of the Park Street Bridge: (1) pay a transit fare and ride the bus (5-30 minutes, depending on wait time for the bus and/or bike rack availability on the bus), or (2) travel via a narrow and uncomfortable three-foot wide underground pathway in the State Route 260 Posey Tube (an unpleasant 10-minute bike ride or 20-minute walk). With a bridge, people walking and biking would have an alternative to connect between west Alameda and Jack London Square, Amtrak, Downtown Oakland, two Oakland BART stations, and the growing networks of Bay Trail on both sides of the estuary. A 2021 Alameda CTC-led detailed technical feasibility and travel demand study concluded that building a bridge that meets U.S. Coast Guard (USCG) requirements is technically feasible and that 5,000 to 6,000 bicycle/pedestrian trips would be made over it each day. The USCG and the Port of Oakland both reviewed the 2021 study findings and support the project moving forward with further analysis.

The project is now included in nine adopted state, regional, county, and city plans, and two draft plans, as listed on the project webpage. The hope is that this new bridge would be considered the Bay Trail alignment in this area, replacing the Posey Tube.

A project fact sheet with key information about the project is attached and all of the background information can be found on the project webpage: www.alamedaca.gov/bridge.

Issues:

None

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Recommended Action:

Information

Attachments:

- A. Presentation Oakland-Alameda Bicycle/Pedestrian Bridge
- B. Bridge Fact Sheet

Reviewed:



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