



OAKLAND ALAMEDA ACCESS PROJECT

providing access and connections



12/5/19



Project Purpose

- ❑ **PROVIDE ROBUST MULTI-MODAL FACILITIES**
throughout I-880, Alameda, and Downtown Oakland
- ❑ **REDUCE CONGESTION AND CONFLICT**
between regional and local traffic by taking freeway-bound traffic off of local roads
- ❑ **IMPROVE CONNECTIVITY AND ACCESS**
for bicyclists and pedestrians within the project area



FINDING SOLUTIONSMOVING FORWARD

Project Location



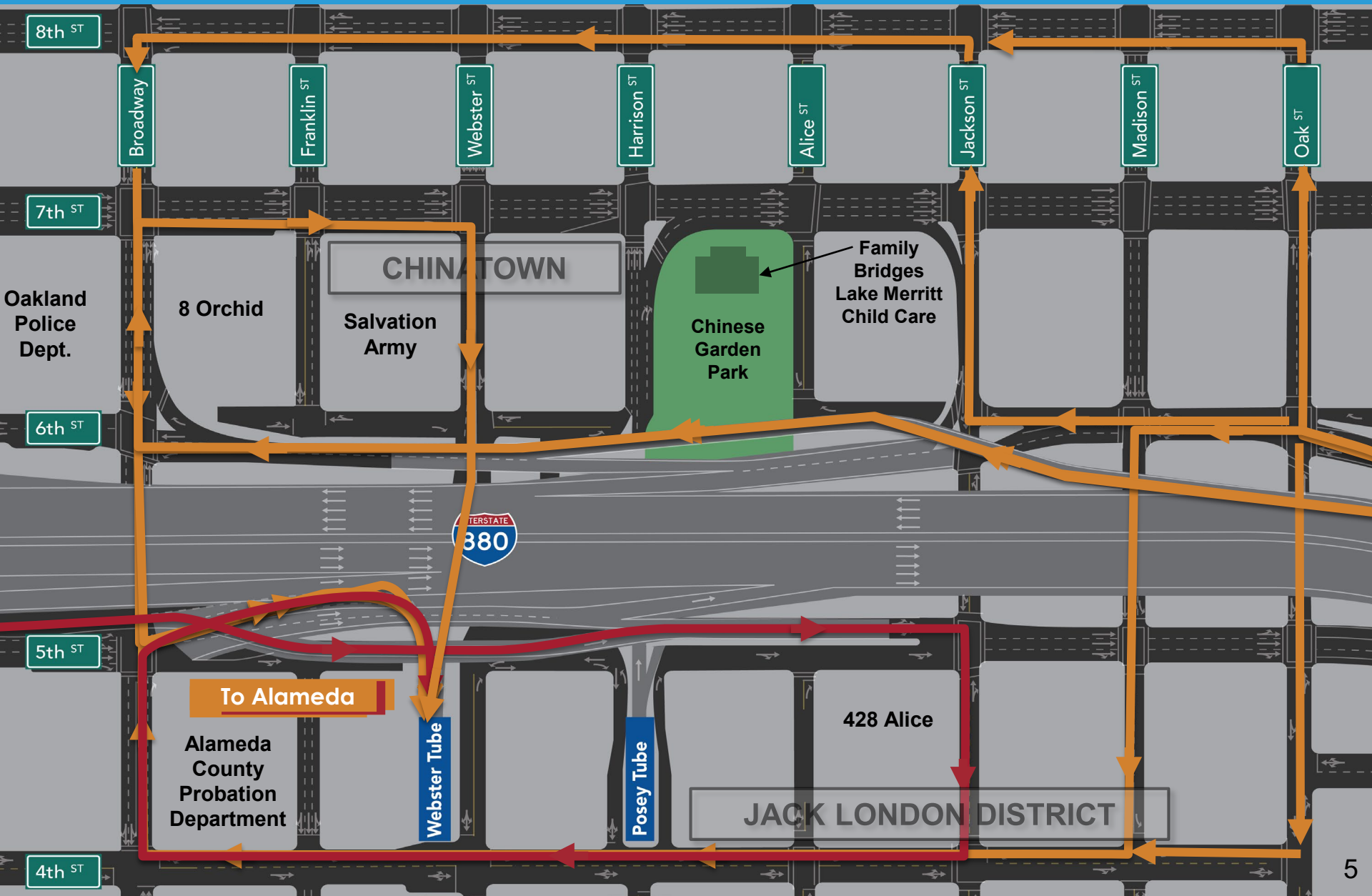
OAKLAND

ALAMEDA

Current Routes - Alameda to I-880/I-980



Current Routes - I-880/I-980 to Alameda



Roadway Improvements - Oakland

- 1 Construct** right-turn from Posey Tube onto Horseshoe to NB Jackson St on-ramp
- 2 Realign** SB I-980 Jackson St off-ramp and reconstruct 5th St
- 3 Remove** NB I-880 Broadway off-ramp and reconstruct 6th St for multi-modal access
- 4 Restripe** 7th St and improve intersections
- 5 Reconfigure** intersections at Broadway and 6th and 5th St
- 6 Restripe** Madison for 2-way travel (4th to 6th St) and Jackson for 1-way travel (5th to 6th)



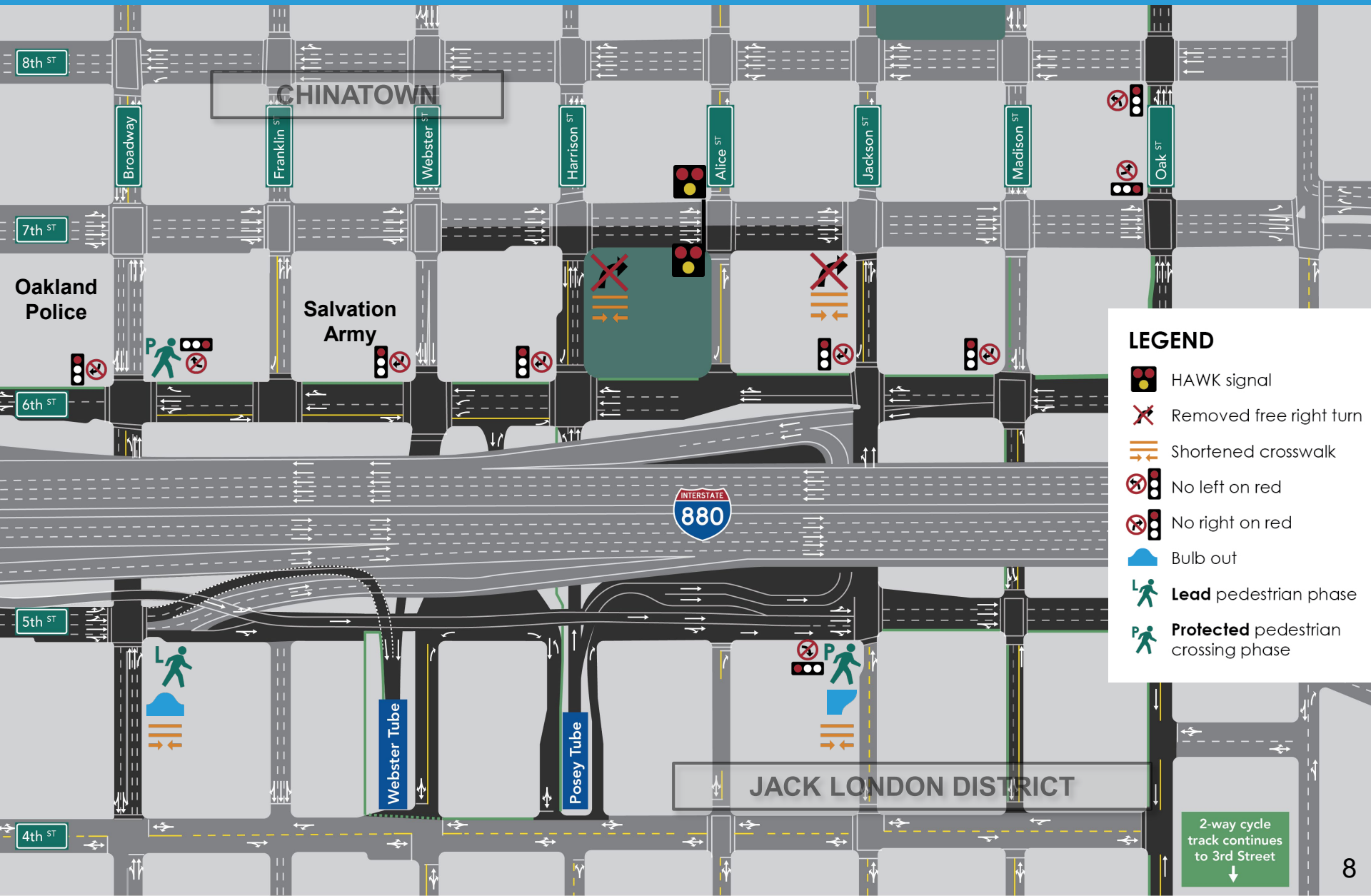
Safety Improvements

Total Collisions
2016-2018



Total Collisions 2016-2018

Safety Improvements



LEGEND

-  HAWK signal
-  Removed free right turn
-  Shortened crosswalk
-  No left on red
-  No right on red
-  Bulb out
-  **Lead** pedestrian phase
-  **Protected** pedestrian crossing phase

Proposed Routes – Alameda to I-880/I-980

Time Savings Per Vehicle



Posey Tube to NB I-880 Jackson on-ramp

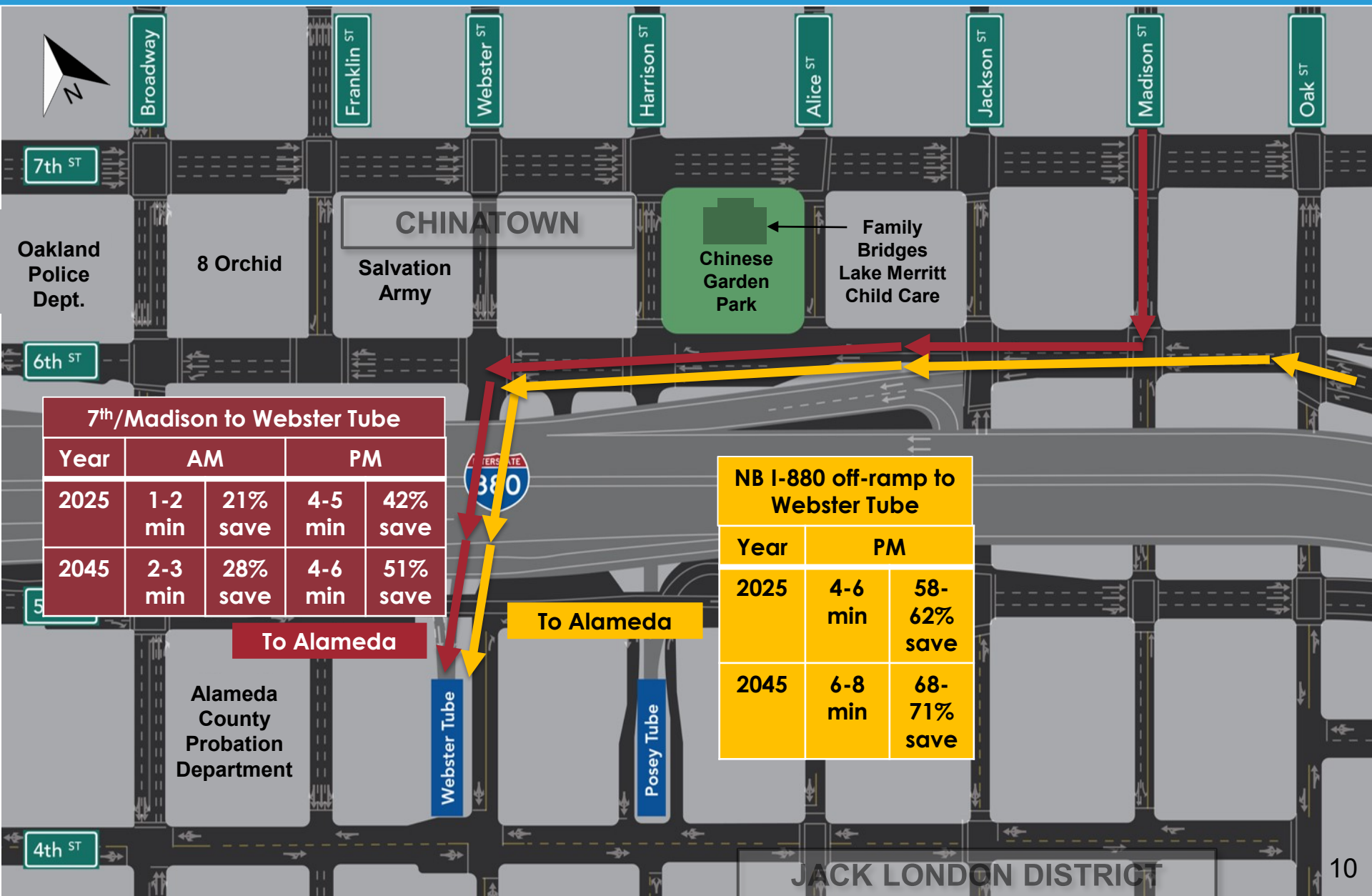
Year	AM	
2025	1+ min	32% save
2045	2.5 min	40% save

Posey Tube to SB I-880 Oak on-ramp

Year	AM	
2025	2 min	30% save
2045	3 min	45% save

Proposed Routes – Oakland and I-880 to Alameda

Time Savings Per Vehicle



7 th /Madison to Webster Tube				
Year	AM		PM	
2025	1-2 min	21% save	4-5 min	42% save
2045	2-3 min	28% save	4-6 min	51% save

NB I-880 off-ramp to Webster Tube		
Year	PM	
2025	4-6 min	58-62% save
2045	6-8 min	68-71% save

To Alameda

To Alameda

Conclusions

- Operational efficiencies and safety improvements for the surrounding area.
- Does not expand capacity.
- The proportion of diesel vehicles would not increase as a result of this Project.
- Intersections at LOS D, E, or F improve as a result of this Project.
- No changes to land use that would affect diesel traffic percentages as a result of this Project.
- The Project would not create a new, or worsen an existing, $PM_{2.5}$ violation.

Discussion and Questions



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alamedactc.org/oakland-alamedaproject



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Thank you