

ESTUARY CROSSING STUDY

ALAMEDA-OAKLAND BICYCLE-PEDESTRIAN CROSSING FEASIBILITY STUDY

Policy Advisory Committee Meeting | August 7, 2008 | Alameda City Hall West

In attendance:

Eric Angstadt, City of Oakland
John Eddy, Arup
Surlene Grant, Envirocom
Obaid Khan, City of Alameda
Qiyu Lin, Arup
Brad McCrea, BCDC

Matt Naclerio, City of Alameda
Gail Payne, City of Alameda
Diana Sherman, MIG
Nancy Skowbo, AC Transit
David Sulouff, U.S. Coast Guard
Dorin Tiutin, Port of Oakland

INTRODUCTION & OVERVIEW

Members of the Estuary Crossing Study Policy Advisory Committee gathered for the second time to review the study team's work on the various alternatives. The goal of this meeting was for the Policy Advisory Committee (PAC) to discuss and provide feedback on the project alternatives emerging as the most viable. The Group also reviewed the feedback from the spring community meetings..

MEETING MINUTES

The group made the following changes to the minutes of their previous meeting:

- Rephrase permitting surrounding tube (Coast Guard reference)
- Bridge needs to meet requirements of navigational system to be permitted
- Page 2, third bullet: AC Transit does operate 24/7

PROJECT ALTERNATIVES

Lifeline Structures

- Operational – would need to be maintained in earthquake
- Structural – must withstand 8.5 earthquake
- Structure/facility has to connect to lifeline network (e.g., lifeline freeway)
 - Funding for this is part of regional plan
 - Could tie into regional facility
- Jack London would be one of facilities
- Caltrans may find tube is not feasible
- Lifeline structure has:
 - At least one vehicle access
 - 25% of full highway loading
 - Visually will not be significant difference
- Has been discussed in community meetings
 - As emergency evacuation
 - With concern that it could be co-opted
- Response from community:
 - Largely from bikers, Alameda residents, and Oakland bike/ped
 - Want permanent solution
- Letter to go out to maritime community from Coast Guard

- Would like to know traffic needs of boats

FEEDBACK ON ASSESSMENT

- Water shuttle includes land improvements
 - Need to retrofit existing service facilities
- Existing ferry is inefficient
- Water crossing alignments
 - What is Option B's impact on shoreline?
 - Move B or add E because of proposed development
 - Alameda Landing should be one of options

QUESTIONS/COMMENTS

- Fare for taxi, etc.?
 - Will not be a part of this phase
 - Reports should include this – cost to users is part of feasibility
- AC Transit – bike facilities
 - Inside bus – takes seats from riders
 - Possible to have more bike equipped buses for Alameda-Oakland round trips
- Site plan/mock-up photos of bridge ramp/onramp will be included
- Short-term fix to tube?
 - Gain 6 inches, cost = \$50 million
 - Smooth out ride?
- Problems with current tube crossing:
 - Two-way crossing
 - Noise
 - Air
 - Lighting
- Trying to fit alternatives within short, medium and long-term solution
- Challenging to get funding for transportation bridge
- Landing on Jack London Square would be beneficial for the area
- Study was commissioned for bike/ped access, so that is the focus
- Reach out to recreational boating community, Jack London partners

BCDC feedback:

- Water taxi plus or minus
- Bridge – needs to be reviewed
- John to follow up with info for BCDC

Bring to the table:

- Developers – on Alameda and Oakland side

NEXT MEETING:

- October or November
- Memo 5 – to be sent out