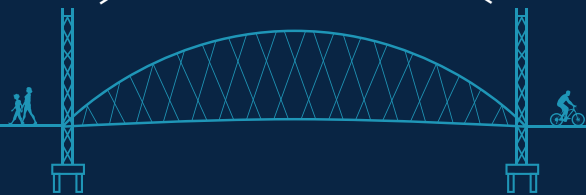




- BRIDGING THE GAP -



# THE ALAMEDA - OAKLAND BICYCLE/ PEDESTRIAN BRIDGE

The cities of Alameda and Oakland are working to create a vastly improved Alameda/Oakland Estuary crossing for people biking and walking between the two cities. A new bicycle/pedestrian lift bridge would create a comfortable, safe and enjoyable connection between the West End of Alameda, Jack London Square, Downtown Oakland, and two regional transit stations - 12th Street BART and Oakland Amtrak.

*Rendering is for communications purposes; final bridge location is under evaluation.*



## THE BENEFITS!

**35,000 - 42,000 pedestrian and bicycle trips** per week on a new bridge!\*

**40,000 fewer auto trips** per week on Oakland's Chinatown and Jack London streets\*

**Reduces air pollutants in West Alameda and West Oakland**, two adjacent vulnerable Equity Priority Communities

**Increases regional resiliency and Reduces greenhouse gas emissions**

**Greatly enhances pedestrian and bicycle access to Downtown Oakland** businesses, jobs, and regional transit hubs

**Improves public health** through active transportation

**Creates Bay Trail Connection** between our two cities

**Adds emergency access and evacuation routes** in the event of a regional disaster



*\*Estuary Crossing Study: Detailed Feasibility and Travel Demand Analysis (2021), [www.alamedaca.gov/bridge](http://www.alamedaca.gov/bridge)*



## WHY BUILD THE BRIDGE?



### CONNECTION

The Estuary is a barrier to sustainable travel between two East Bay cities, including BART stations, Amtrak & Oakland central job centers.



### NO GOOD OPTIONS

Webster and Posey tubes have one 3-foot two-way walking and biking path, adjacent to automobile lanes. Other estuary crossings are over 2.5 miles away.



### DISTANCE

Distance between the two cities over water: 1,000 feet or less. Length of subterranean narrow path: over 3/4 mile.



### COST

\$200 million (estimated)



2009

2016-2021

2021

2022

Estuary Crossing Study of 17 crossing alternatives

Bridge alignments studied; key stakeholder meetings held; inclusion in local, countywide and state plans

Detailed Feasibility Study and Travel Demand Analysis with U.S. Coast Guard and Port of Oakland concurrence

Award contract for Project Initiation Document Phase (\$1.5M in county transportation sales tax funds)