

FACT SHEET

ARTERIAL ROADWAY IMPROVEMENTS PROJECT

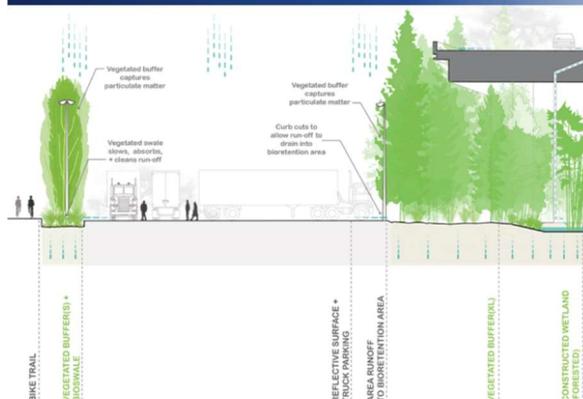


Project Scope

The roadway infrastructure serving the Port of Oakland (“Port”) is aging and lacks the capacity and resiliency to meet the growing demand for freight movement in the region. These conditions pose constraints on port operations, increasing transport delays, unreliability, and safety issues. The resulting productivity losses and higher costs reduce the economic competitiveness of the region and the State. In addition, historically disadvantaged communities adjacent to the Port have been disproportionately impacted by trucks traveling through neighborhoods and the lack of infrastructure investment. The **Arterial Roadway Improvements Project (“Project”)** is intended to reduce congestion, improve safety, and increase access across critical arterial routes serving the Port. The project consists of five (5) independent roadway improvement segments:

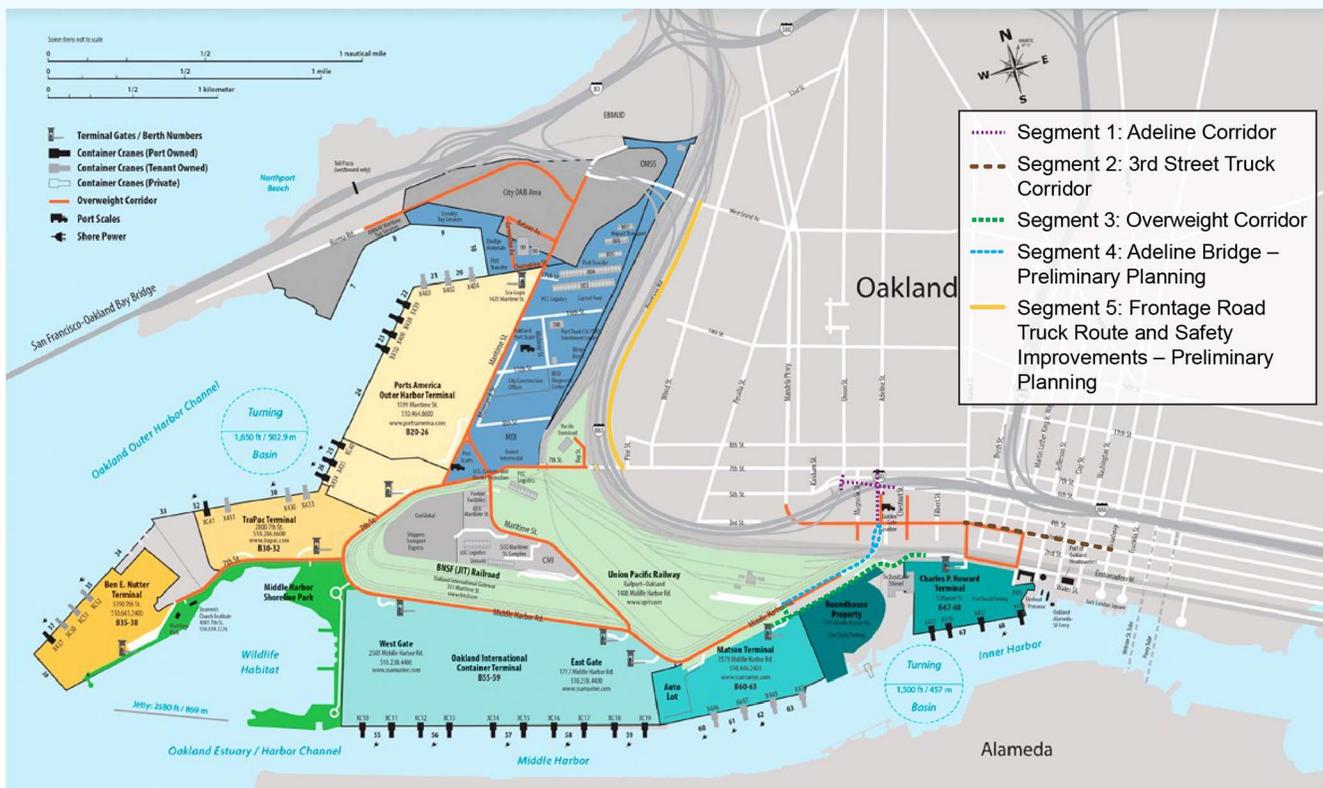
- **SEGMENT 1: Adeline Corridor** – Roadway improvements along Adeline Street between 3rd and 7th and on 5th Street between Union Street and Adeline Street to improve truck flow and reduce modal conflicts. Improvements include rehabilitating aging infrastructure, reconstructing existing curb ramps, removing tripping hazards along sidewalks, installing or modifying traffic signals, rehabilitating existing roadway pavement, installing directional signage, installing high visibility crosswalks, installing vehicle and bicycle lane striping, and installing pavement markings.
- **SEGMENT 2: 3rd Street Truck Corridor** – Roadway improvements to 3rd Street between Market Street and Broadway to rehabilitate aging infrastructure, improve sidewalks, reconstruct curb ramps, install directional signage, install high visibility crosswalks, vehicle lane striping, and pavement markings to improve circulation and safety along a designated heavy container permitted vehicle route.
- **SEGMENT 3: Overweight Corridor** – Development of a new vehicle route along Middle Harbor Road/Adeline Street connecting Adeline Street to Market Street via Embarcadero West that will accommodate heavy container permitted vehicles. The improvement will divert overweight vehicles from using the temporary route on 7th Street through Historically Disadvantaged neighborhoods and provide a redundant crossing over railroad tracks when Adeline Street bridge is retrofitted/rehabilitated/replaced or if the bridge becomes unusable in an emergency event.
- **SEGMENT 4: Adeline Bridge** – *Preliminary Planning* – Planning, design, and community outreach for the rehabilitation or reconstruction of the Adeline Street bridge spanning over the UPRR corridor. Adeline Street is on the National Highway System (“NHS”) and accommodates nearly half of all vehicles accessing the Port. Originally constructed in 1977, the bridge was not designed to accommodate heavy permitted container vehicle loads, is in poor condition per a recent Caltrans inspection, and has steep grades and a substandard horizontal alignment.
- **SEGMENT 5: Frontage Road Truck Route and Safety Improvements** – *Preliminary Planning* – Planning, design, and community outreach for a redesigned streetscape on Frontage Road between 7th Street and Grand Avenue for through-traffic, including trucks as well as a residential neighborhood-serving roads, a Class I bicycle route, improved sidewalks for pedestrians and related signage and signalization. The redesigned streetscape would also include improved public utilities, including storm water and hydrological systems improvements and landscape features to address drainage, filtration and noise and dust abatement.

Frontage Road Rendering Sample



Project Location

The Project is in the San Francisco Bay Area in Alameda County on arterial roadways within or utilized to access the Port. The Port links the San Francisco Bay Area, the Northern California Mega-region, and the interior U.S. to the Pacific Rim and broader world, providing access to global markets and opportunities for increased trade. The 1,300-acre Port complex includes 770 acres of marine terminals, numerous transload/warehouse companies, and is served by two Class I railroads. The Port’s facilities include six marine terminals served by more than 20 major ocean carriers, 20 deep-water berths equipped with 35 container cranes, and near-dock rail intermodal facilities operated by the UPRR and BNSF Railway. The Port is served by multiple Primary Highway Freight System (“PHFS”) routes on the National Highway Freight Network (“NHFN”) that provide connections into and out of the Bay Area, including I-80, I-580, and I-880. The Project segments are in the southeast area and along the eastern edge of the Oakland Seaport adjacent to the historically disadvantaged community of West Oakland (see map). The Adeline Bridge segment and a portion of the Adeline Corridor segment are located on the Primary Highway Freight System (“PHFS”). All the Project segments provide access to/from the Port to I-880 which is part of the NHFN.



Costs

Project Segment	Project Cost	PFIP Request	Port Matching Funds
SEGMENT 1: Adeline Corridor	\$11.76M	\$9.41M	\$2.35M
SEGMENT 2: 3rd Street Truck Corridor	\$9.92M	\$7.94M	\$1.98M
SEGMENT 3: Overweight Corridor	\$13.43M	\$10.74M	2.69M
SEGMENT 4: Adeline Bridge – Preliminary Planning	\$0.89M	\$0.71M	\$0.18M
SEGMENT 5: Frontage Road Truck Route and Safety Improvements – Preliminary Planning	\$2.97M	\$2.38M	\$0.59M
Total Project	\$38.97M	\$31.17M	\$7.79M

Schedule

Project Segment	PA&ED	PS&E	Ready To List	Right of Way	Construction
SEGMENT 1: Adeline Corridor	2023	2023-25	2025	2025	2026-2028
SEGMENT 2: 3 rd Street Truck Corridor	2023	2023-25	2025	2025	2025-2027
SEGMENT 3: Overweight Corridor	2023	2023-25	2025	2025	2026-2028
SEGMENT 4: Adeline Bridge – <i>Preliminary Planning</i>	2023	2023-25	NA	NA	NA
SEGMENT 5: Frontage Road Truck Route and Safety Improvements – <i>Preliminary Planning</i>	2023-2024	2024-25	NA	NA	NA

Benefits

The **Project's** anticipated benefits are aligned with the purpose, goals, and objectives of the PFIP including public health, equity, environmental, economic, improved goods movement efficiency to/from the Port of Oakland, safety, and system resiliency. Segments of the project address challenges with operational bottlenecks stemming from the condition of the Adeline Street bridge that impacts Port throughput and safety. The deficient condition of the Adeline Street Bridge is a safety hazard susceptible to seismic events, which could cut off port rail and truck access. Addressing the constraints on the bridge and roadway capacity and overweight loads increases the competitiveness of the Port. The new overweight corridor improves the resiliency of port operations should the Adeline Street bridge or any of the other two access points of the Port become blocked or shutdown, or in the event of a natural disaster or evacuation. The overweight corridor will also reduce emissions, noise, and safety impacts on Historically Disadvantaged neighborhoods by diverting the heavy container truck traffic away from the temporary 7th Street heavy truck route. Adeline Corridor, 3rd Street Truck Corridor, and Frontage Road Truck Route and Safety Improvements will improve truck movement efficiency and throughput, and will reduce modal conflicts between trucks and other modes of travel improving safety.



The Project segments on Adeline, 3rd, and 5th streets and the community planning efforts for Frontage Road represent an opportunity to bring tangible transportation improvements and solutions to the residents of West Oakland. Historically disadvantaged communities in the City have borne a disproportionate share of cargo and supply chain externalities in terms of congestion, noise, emissions, and pollution. These Project areas need additional investment in order to maintain transportation assets in a good state of repair and to provide infrastructure for vulnerable residents and families that are highly reliant on transit, biking, walking, and ADA accessible facilities. The corridor

improvements will help address the aging infrastructure serving the Port and surrounding communities. Multimodal improvements will help local roadways operate more efficiently and safely in a challenging dense urban environment where a mix of vehicles (passenger, transit, and freight) and active transportation and micro-mobility users interact. Outreach with the neighboring vulnerable, disadvantaged, low income, and BIPOC communities as part of the Frontage Road segments will help to incorporate community needs into the Project design.

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