



City of Alameda • California

April 27, 2021

Peterson Vollman, Planner IV
City of Oakland Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2214
Oakland California, 94612

Subject: Oakland Waterfront Ballpark Draft Environmental Impact Report

Dear Mr. Vollman:

Thank you for the opportunity to comment on the draft Environmental Impact Report (DEIR) for the Oakland A's and the City of Oakland's plan for a 35,000-seat waterfront stadium and regional entertainment center at Jack London Square. Located less than 1,000 feet from the City of Alameda and within blocks of the Broadway and Jackson Street on/off-ramps to the Webster and Posey Tubes, the stadium will be an exciting new regional venue, but it will also significantly impact the regional transportation system that serves the two cities and the region.

As documented on page 4-15-243 of the DEIR, the proposed project will cause a **significant degradation** and **significant and unavoidable impacts** to the regional transportation facilities (State Highway 61) in the northbound direction between Alameda and Oakland (the Posey Tube connection to I-880) and in the southbound direction between Oakland and Alameda (the Webster Tube). As documented in the DEIR, the existing regional roadway infrastructure is already at capacity. The adjacent segment of I-880 is one of the most congested segments of freeway in the Bay Area and serves Downtown Oakland and West Alameda. The Broadway and Jackson on and off ramps have been in a state of "deficiency" for over 20 years and getting worse each year. As the I-880 on-ramps and off-ramps become more congested, access from West Alameda to Oakland and the regional transportation system becomes more congested and less effective.

What the DEIR fails to discuss or disclose is that the existing pedestrian and bicycle facilities between downtown Oakland/Jack London Square and West Alameda, in the Posey and Webster Tubes, are inadequate, unhealthy and unsafe. The DEIR also fails to acknowledge that this significant degradation in the regional transportation facilities will also result in a significant degradation of AC Transit service between the two cities. The DEIR fails to disclose that the significant transportation impact to the regional roadway system, and the lack of walking, bicycling or transit alternatives to avoid the congestion will force people in cars to find alternative routes to avoid the game-day congestion. Those alternative routes will increase vehicle miles travelled and greenhouse gas emissions associated with the construction and operation of the stadium, for both Alameda and Oakland.

Planning, Building and Transportation
2263 Santa Clara Avenue, Room 190
Alameda, California 94501-4477
510.747.6800 • Fax 510.865.4053 • TTY 510.522.7538

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The DEIR states that adding auto travel lanes in the Webster and Posey Tubes is not a feasible mitigation. We agree. We disagree with the statement on page 243 that *“No other feasible mitigation measures are available to reduce the effect that the Project would have on the adversely affected roadway segments.”* Given the regional nature of this project, the existing inadequacies of the regional transportation facilities that connect and serve the two cities, and the commitments that both cities have made to reducing greenhouse gas emissions, supporting climate friendly, active modes of transportation (bicycling and walking), and “Transit First” policies, the City of Alameda recommends that the City of Oakland amend the recommended mitigation measures to include:

- **Transit:** Construction of bus priority lanes entering the Webster Tube and exiting the Posey Tubes on the Oakland side to facilitate the efficient and timely movement of AC Transit between the two cities on game days and during construction. As you know, Alameda does not have a BART station, and transit access to and through the Tubes is critical to core transit lines serving Alameda residents and workers.
- **Bicycle and Pedestrian Access:** Funding for supplemental bus, land shuttle, and/or water shuttle services between West Alameda (College of Alameda) and Jack London Square during construction and on game/event days to maintain connectivity for transit riders, bicyclists, and pedestrians during these times of peak congestion.
- **Bicycle-Pedestrian Bridge Easement.** Reservation of a public easement in Oakland for a future bicycle-pedestrian bridge between the City of Alameda and the planned “Pedestrian and Bicycle Overcrossing” required by Mitigation Measure TRANS-3b, the planned “Transit Hub” on 2nd Street, or some other feasible location within this area. The recently published [*Estuary Crossing Study: Detailed Feasibility and Travel Demand Analysis*](#) identifies the “Jack London Square/Alameda Landing” alignment (“A”) as one of the top bridge alignment alternatives, and the one that would have the highest ridership, even without accounting for a stadium/regional entertainment facility nearby. More specifically, the Oakland landing option in Alignment A4 (p. 42) demonstrates the potential feasibility of a bridge landing in this location. The City of Alameda has already preserved an easement for this alignment on the Alameda side. The Alameda CTC recently allocated \$1.55 million to the City of Alameda to prepare the Project Study Report for the Oakland-Alameda Bicycle Pedestrian Bridge, to advance this critical project. This broadly-supported bridge is specifically identified and recommended in the:
 - Caltrans District 4 Bicycle Plan,
 - Alameda Countywide Transportation Plan,
 - Alameda County Transportation Commission’s 10-Year Capital Improvement Plan,
 - Alameda Countywide Active Transportation Plan,
 - Oakland Downtown Specific Plan,
 - Oakland Bicycle Plan,
 - Alameda Transportation Choices Plan, and
 - Alameda Bicycle Plan.

The City of Alameda is committed to working with the City of Oakland, Alameda CTC, Caltrans and the Oakland A’s organization to design and build convenient, safe, greenhouse-gas-emission-reducing, multi-modal regional transportation facilities necessary to support Oakland, Alameda, and a world class waterfront ball park.

Sincerely,

Andrew Thomas

Andrew Thomas, City of Alameda Planning, Building and Transportation Director

Cc: Eric Levitt, City Manager