

**Application of Criteria for a Project of Air Quality Concern
Lake Merritt BART Bikeway
Project Summary for Air Quality Conformity Task Meeting: Sept 25, 2014**

Description

- Roadway Resurfacing and installation of ADA-compliant curb ramps
- Roadway striping and installation of bicycle lanes
- Project converts travel lanes to bike lanes in this extent:
 - o 8th Street (Harrison Street to Fallon Street) (one-way street: 4 lanes to 3 lanes)
 - o Madison Street (6th St to 19th St) (one-way street: 3 lanes to 2-3 lanes)
 - o Oak Street (6th St to 14th Street)(one-way street: 4 lanes to 3 lanes)

Background

- PES in process
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before October, 2014
- Schedule based on funding obligation for FY 2015

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Not a significant number of diesel vehicles on local streets
- No project changes to land use that would affect diesel traffic percentage
- Some project intersections forecast to reach LOS D,E, or F within projection period (both due to projected local/regional growth as well as implementation of the Lake Merritt Station Area Plan), **not** due to project.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

Not applicable

Lake Merritt BART Bikeways Project – City of Oakland

RTIP ID# <i>(required)</i> 240381				
TIP ID# <i>(required)</i> ALA130015				
Air Quality Conformity Task Force Consideration Date September 25, 2014				
Project Description <i>(clearly describe project)</i> The Lake Merritt BART Bikeways project will install high-quality bikeways serving Lake Merritt BART where none currently exist. The project includes bike lanes on the predominantly one-way streets that serve the station from the north, south, east and west: Madison Street from 19 th Street to 4 th Street; Oak Street from Embarcadero to 14 th Street; 8 th Street from Fallon Street to Harrison Street; and 9 th Street from Harrison Street to Fallon Street. Road diets (removal of one travel lane) to accommodate new bike lanes are planned for 8 th Street (4 lanes to 3 lanes), Madison Street (3 lanes to 2-3 lanes between 6 th and 14th), and Oak Street (4 lanes to 3 lanes between 6 th and 14th). The project includes the resurfacing of key roadway segments with severe deterioration in order to provide a path of travel that is safe for and supportive of bicycling. All curb ramps in the paving area will be upgraded to current standards.				
Type of Project: Bicycle and pedestrian facilities (exempt as per 40 CFR 93.126) Pavement resurfacing and/or rehabilitation (exempt as per 40 CFR 93.126)				
County Alameda	Narrative Location/Route & Postmiles Oakland central business district, Lake Merritt BART station area			
Lead Agency: City of Oakland				
Contact Person Bruce Williams	Phone# 510-238-7229	Fax# 510-238-7415	Email bwilliams@oaklandnet.com	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONS I or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption	<input type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	10/2013	10/2014		10/2015
End	10/2014	3/2015		10/2016
Project Purpose and Need (Summary): The project will install high-quality bikeways serving Lake Merritt BART from the four cardinal directions: north, south, east, and west. The proposed project will complete the “last mile” for trips originating in North Oakland, West Oakland, downtown, and the neighborhoods surrounding Lake Merritt. As of 2008, Lake Merritt BART had a 6% bicycle mode share, the sixth highest of the 43 stations in the BART system (2008 BART Station Profile Study). Despite this demand, there are no bikeways serving Lake Merritt BART.				

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

The project is located adjacent to Oakland's central business district, and provides access to Lake Merritt BART, Laney College, Alameda County offices, Oakland Museum of California, and Jack London Square. Land uses are predominantly institutional, residential, and small scale retail with little effect on diesel traffic.

Brief summary of assumptions and methodology used for conducting analysis

The Lake Merritt Station Area Plan EIR (Nov, 2013) provides an LOS analysis of all signalized intersections within the project area for existing condition and the plus project condition under current and forecasted (2035) traffic volumes. The Lake Merritt BART bikeway are assumed in all project scenarios (build and no-build, all years), as they are part of Oakland's adopted Bicycle Master Plan. AADT for project segments was derived by staff by counting peak hour volumes at each intersection in the road diet sections (from turning count estimates in the EIR), factoring these volumes up to AADT based on historical data, and then averaging intersection data to reach an average segment volume. LOS listed is for peak hour, not AADT. A manual count of truck traffic on 8th Street was completed in September, 2014, and similar truck traffic is assumed on other streets in the project area.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility (The facility is an on-street bike lane)

Street	No Build		Trucks		Build		Trucks	
	AAADT	LOS	#	%	AAADT	LOS	#	%
8 th Street	6,125	B	18	.3%	9,120	B	27	.3%
Madison	7,524	A/B	23	.3%	9,439	A/C	28	.3%
Oak	8,927	A/B	27	.3%	9,700	B/F	29	.3%

Build and No Build refers to Lake Merritt Station Area Plan, as analyzed in DEIR. LOS is intersection, not segment LOS, at peak hour. AADT is assumed equal with bike lane or without bikelane because no redistribution effect expected (see discussion below).

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2035

Street	No Build		Trucks		Build		Trucks	
	AAADT	LOS	#	%	AAADT	LOS	#	%
8 th Street	9,014	F	27	.3%	10,180	F	31	.3%
Madison	13,326	A/D	40	.3%	12,752	B/F	38	.3%
Oak	16,529	B/F	81	.3%	17,001	F	51	.3%

Note: see notes above, traffic is for the Lake Merritt Station Area Plan, Build & No Build scenario, 2035. Project traffic increase due to projected local growth by ABAG that is significantly in excess of historic patterns. Oakland does not expect these outcomes.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

No redistribution effects are anticipated from the Lake Merritt BART Bikeways project. The project is a minor alteration to existing roadways, removing one travel lane of several (3 to 4) on currently free flowing one-direction roadways, and which will still perform at LOS A to B upon completion of the bikeways project, so we wouldn't expect the bikeways project to shift traffic to other streets to any significant extent. In addition, the project will have some positive influence on reducing motor vehicle trips by encouraging mode share shift to bicycle and BART.

Comments/Explanation/Details (please be brief)

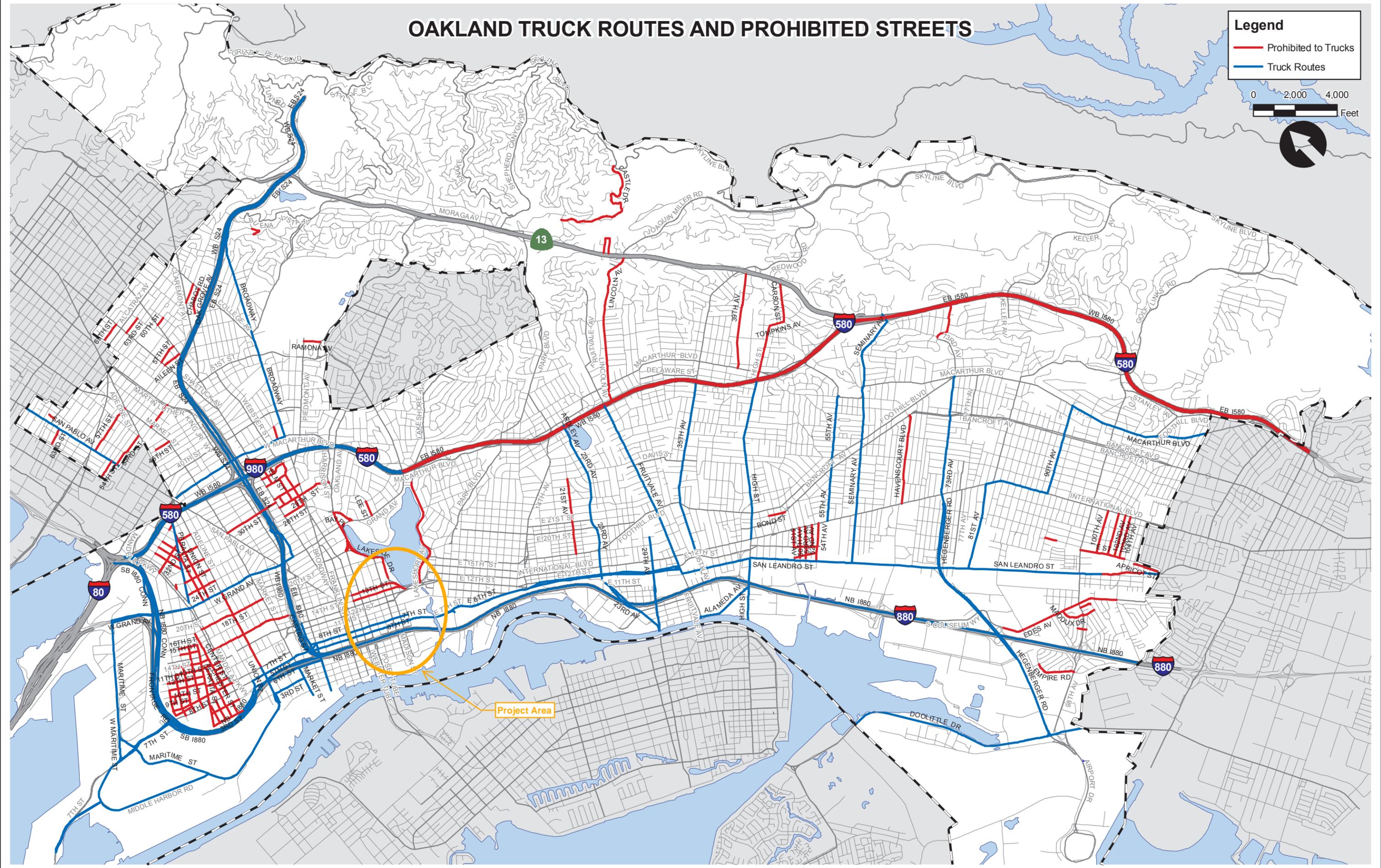
Regarding truck traffic/diesel generators in the project area. There are no immediate large-scale generators of diesel truck traffic in the project area, land uses in the vicinity of Lake Merritt BART are generally residential and institutional. It should be noted that nearby I-880 is a major regional truck route, serving the entire Bay Area and, more locally, the Port of Oakland. The 7th/8th couplet is a designated truck route, primarily as an I-880 reliever, with 7th Street coming south from the Port and 8th Street going north toward the Port. 8th Street is one of the project streets proposed for a lane reduction, and truck counts were collected on Tuesday, September 9th during the AM and PM peaks. During the peaks (4 hours total) only 3 3-axel trucks were observed. Parenthetically, in the recently completed Lake Merritt Station Area Specific Plan study, which included extensive community outreach, truck traffic in the project area was never identified as a significant issue, which is anecdotal evidence that the corridor is not being used extensively as an I-880 reliever. For the purposes of this analysis, we have assumed a similar truck volume (.3%) on other segments in the project area, and have projected that into the future, as no new truck generators are expected.

Regarding Level of Service for future conditions in project area. Current volumes and LOS on segments proposed for road diets, **with** assumed bike lane configuration, are all at LOS A and B during **peak periods**. Projected growth both locally and regionally results in LOS conditions at several intersections of Level F at peak, particularly at the Horizon year of 2035. The City does not expect these traffic conditions to come to pass, but for the purposes of EIR approval has recognized them as significant and unavoidable impacts, and will mitigate traffic conditions as much as possible. Mitigations include signal timing and signal interconnect to ease traffic along failing corridors, although this may result in increased congestion on side streets. Removal of bike lanes or curb side parking was judged infeasible in the EIR.

OAKLAND TRUCK ROUTES AND PROHIBITED STREETS

Legend

- Prohibited to Trucks
- Truck Routes



AVERAGE DAILY TRAFFIC and PEAK HOUR LEVEL OF SERVICE

LAKE MERRITT BART STATION AREA PLAN - NO PROJECT

LAKE MERRITT BART BIKEWAYS (ROAD DIET SEGMENTS ONLY)

AM/PM	AD EIR Intersection #	Streets	Lanes	PHV (current year)	PHV (2035)	CURRENT YEAR ADT	ADT 2035	Peak Hour LOS (current year)	Peak Hour LOS (2035)
AM	37	Madison St & 6th St	2	631	758	9,021	11,112	A	A
PM	37	Madison St & 6th St	2	771	969			A	B
AM	12	Madison St & 12th St	2	552	849	8,021	13,326	B	A
PM	12	Madison St & 12th St	2	789	1379			B	D
AM	5	Madison St & 14th St	2	415	769	5,531	11,381	B	F
PM	5	Madison St & 14th St	2	609	1338			B	F
		Madison Segment Average	2			7,524	11,940	A-B	A-F
AM	21	Oak St & 10th St	3	918	1038	8,697	11,765	B	D
PM	21	Oak St & 10th St	3	607	1025			A	B
AM	6	Oak St & 14th St	3	676	1521	9,158	21,294	B	F
PM	6	Oak St & 14th St	3	594	1432			B	F
		Oak Segment Average	3			8,927	16,529	A-B	B-F
AM	27	8th St & Jackson	3	536	654	6,125	9,014	B	F
PM	27	8th St & Jackson	3	499	869			B	F

Source: Lake Merritt BART Station Area Plan DEIR, Nov 2013

ADT was estimated by summing projected peak hour turning movements at subject intersections from DEIR, and factoring those up to ADT based on historical (2003) relationship between PHV and ADT in the subject area

Project analyzed in the DEIR is the Lake Merritt Station Area Plan, NOT the Lake Merritt BART Bikeways Project. The Bikeway project is considered part of the project description for both build and no-build scenarios

AVERAGE DAILY TRAFFIC and PEAK HOUR LEVEL OF SERVICE

LAKE MERRITT BART STATION AREA - WITH PROJECT

LAKE MERRITT BART BIKEWAYS (ROAD DIET SEGMENTS ONLY)

AM/PM	AD EIR Intersection #	Streets	Lanes	PHV (current year)	PHV (2035)	CURRENT YEAR ADT	ADT 2035	Peak Hour LOS (current year)	Peak Hour LOS (2035)
AM	37	Madison St & 6th St	2	757	830	11,132	12,599	A	D
PM	37	Madison St & 6th St	2	973	1128			B	E
AM	12	Madison St & 12th St	2	630	904	11,065	13,990	B	B
PM	12	Madison St & 12th St	2	1220	1435			C	B
AM	5	Madison St & 14th St	2	441	793	5,850	11,667	B	D
PM	5	Madison St & 14th St	2	642	1367			C	F
		Madison Segment Average	2			9,349	12,752	A-C	B-F
AM	21	Oak St & 10th St	3	1022	1081	10,025	12,563	F	F
PM	21	Oak St & 10th St	3	736	1122			C	F
AM	6	Oak St & 14th St	3	688	1528	9,374	21,438	B	F
PM	6	Oak St & 14th St	3	612	1445			B	F
		Oak Segment Average	3			9,700	17,001	B-F	F
AM	27	8th St & Jackson	3	778	747	9,120	10,180	B	F
PM	27	8th St & Jackson	3	763	973			B	F

Source: Lake Merritt BART Station Area Plan DEIR, Nov 2013

LOS - Existing Plus Project (Mitigated) Intersection Level of Service

ADT was estimated by summing projected peak hour turning movements at subject intersections from DEIR, and factoring those up to ADT based on historical (2003) relationship between PHV and ADT in the subject area

Project is the Lake Merritt Station Area Plan, NOT the Lake Merritt BART Bikeways Project

Environmental References:

Lake Merritt Station Area Plan

Draft Environmental Impact Report, November, 2013 (volume 1)

Section 3.2 Transportation and Traffic

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak043804.pdf>

Final Environmental Impact Report, July 28, 2014

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak048405.pdf>