

Lake Merritt BART Bikeways Project

For the Air Quality Conformity Task Force

Presented by

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Project Description

- Install Class 2 bikeways serving Lake Merritt BART from four cardinal directions:
 - Madison Street – 19th to 2nd Street
 - Oak Street – Embarcadero to 14th Street
 - 8th Street – Fallon Street to Harrison Street
 - 9th Street – Harrison Street to Fallon Street
- Project includes upgrade of all curb ramps to current standards
- Project fills key gap in Oakland Bike Master Plan

Purpose and Need

- Completes “last mile” for trips originating in North Oakland, West Oakland, and the neighborhoods around downtown and Lake Merritt.
- Lake Merritt BART has the sixth highest bicycle mode share in the system, @ 6% of all trips
- Currently no dedicated bike facilities in vicinity of station
- Increase safety of bicycling, and, potentially, further increase bicycle mode share

PROJECT LOCATION/CONTEXT

The Lake Merritt BART Bikeways Project connects bicyclists from the Bay Trail, North and West Oakland, and Lake Merritt and Downtown to the Lake Merritt BART Station.

Surrounding land uses include:

Institutional (County offices, Laney College, Oakland Museum)

Residential/Mixed Use (Chinatown, Jack London District, Gold Coast, Uptown)

Business (Lake Merritt, City Center)

Attachment 1: Project Limits and Location Map



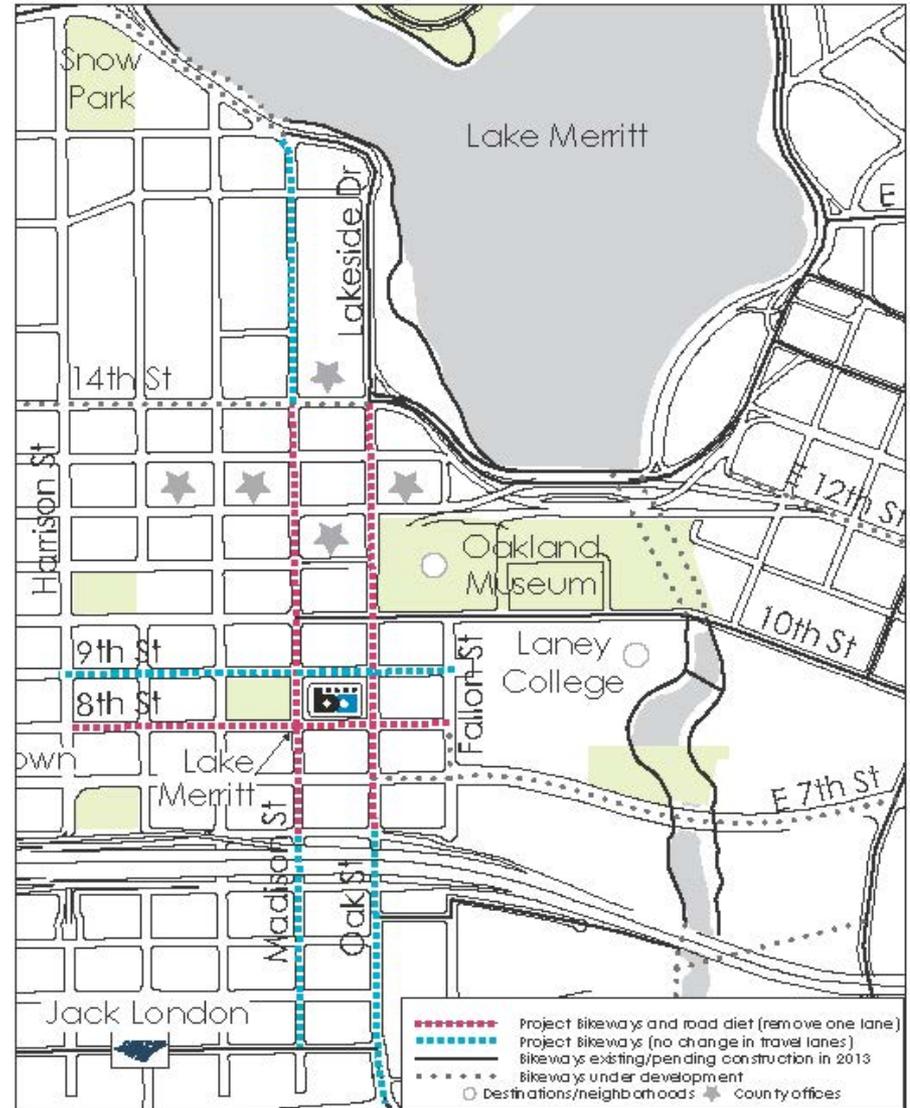
Road Diets

- Lake Merritt BART Bikeways require “road diets” in only a portion of the project:
 - 8th Street – Harrison to Fallon (4 lanes to 3 lanes)
 - Madison Street - 6th to 14th Streets (3 lanes to 2-3 lanes)
 - Oak Street – 6th to 14th (4 lanes to 3 lanes)
 - No road diet on 9th street

Road Diets

- Road diets remove one lane of 3 to 4 lane one way streets on Oak, Madison, 8th
- In other locations, new bike lanes can be fit by restriping

Lake Merritt BART Station Area Bikeways



Status

- Bike Lanes are adopted in Oakland's Bicycle Master Plan (2008)
- Lake Merritt Station Area Plan included bike lanes in project description for all build and no build alternatives.
- Final EIR to be approved in October, 2014
- Construction scheduled for 2015/6

Traffic

- Traffic was studied as a part of the Lake Merritt Station Area Plan EIR, which projects increased residential, office, institutional development
- Bikeways were assumed as part of all project scenarios
- All intersections perform well in opening year, no build (LOS A & B)
- In horizon year several intersections in both build and no build scenarios reach level F. due largely to ABAG projected growth that is significantly in excess of historical patterns. The City does not expect these outcomes.
- Bike lane project is not expect to shift traffic to other streets
- Truck traffic was separately counted on 8th Street, and found to be less than 1% of all traffic.

Traffic Volumes & LOS

AM/PM	Streets	Lanes	CURRENT YEAR ADT	ADT 2035	Peak Hour LOS (current year)	Peak Hour LOS (2035)
AM	Madison St & 6th St	2	9,021	11,112	A	A
PM	Madison St & 6th St	2			A	B
AM	Madison St & 12th St	2	8,021	13,326	B	A
PM	Madison St & 12th St	2			B	D
AM	Madison St & 14th St	2	5,531	11,381	B	F
PM	Madison St & 14th St	2			B	F
	Madison Segment Average	2	7,524	11,940	A-B	A-F
AM	Oak St & 10th St	3	8,697	11,765	B	D
PM	Oak St & 10th St	3			A	B
AM	Oak St & 14th St	3	9,158	21,294	B	F
PM	Oak St & 14th St	3			B	F
	Oak Segment Average	3	8,927	16,529	A-B	B-F
AM	8th St & Jackson	3	6,125	9,014	B	F
PM	8th St & Jackson	3			B	F



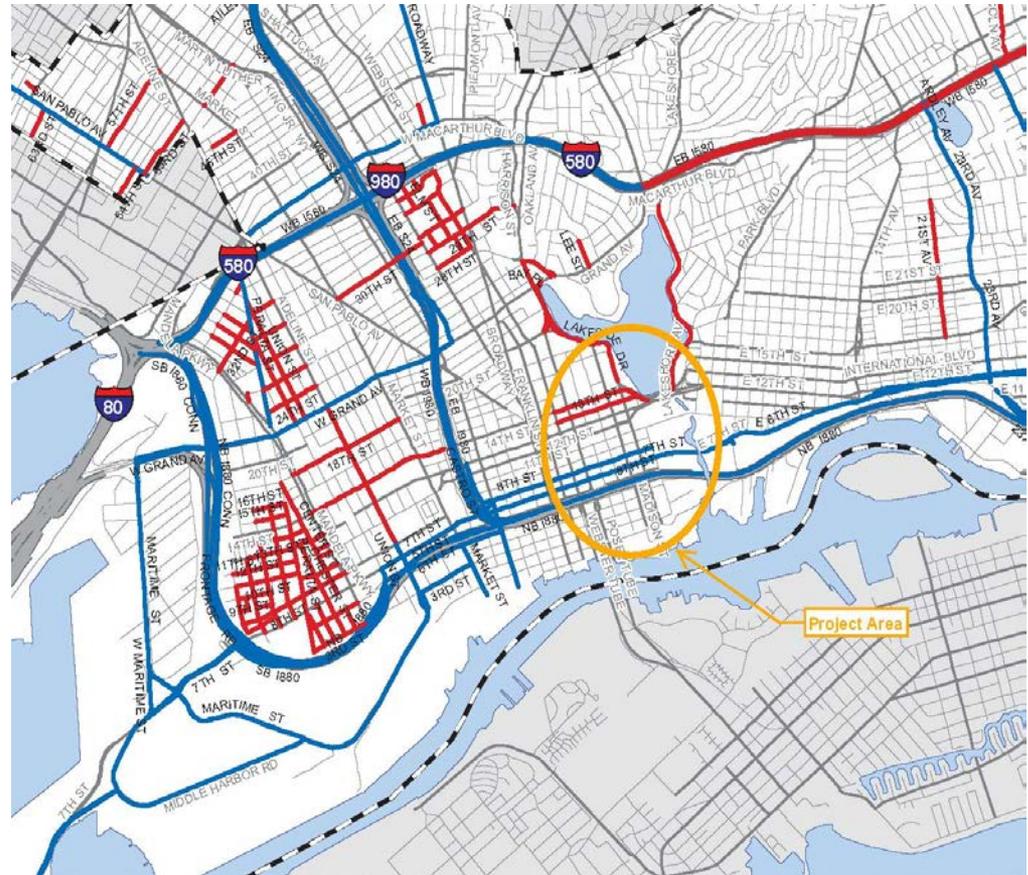
intersections on truck routes



truck prohibited intersections

Truck Traffic

- 7th and 8th are designated reliever routes to I-880
- Manual counts on 8th @ Jackson showed less than 1% of traffic was 3 axle trucks
- Not an attractive alternative to I-880 to access Port, due to Chinatown, traffic signals.
- No land uses will increase truck traffic in Project Area



Not a Project of Air Quality Concern

- Project will promote bicycling with new bicycle lanes
- Project will also enhance ADA access by improving all curb ramps
- The Lake Merritt Bikeways project has no direct impact on traffic volumes or truck traffic