

## CHAPTER III

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# Potential Impacts to Reconfigured 12th and 14th Streets at Lake Merritt

## A. Background

Within the foreseeable future, the City of Oakland will be reconfiguring 12th and 14th Streets south of Lake Merritt to create a six-lane boulevard. In response to direction from City staff, additional analysis was conducted to estimate project traffic impacts on the proposed reconfigured 12th and 14th Streets. Based on the analysis prepared by Fehr & Peers Transportation Consultants, dated May 18, 2006, (provided in **Appendix B**), the Oak to Ninth Avenue Project would not impact the operations of the proposed reconfiguration of this roadway system.

## B. Potential Traffic Impacts

### Level of Service (LOS) Analysis

The transportation impact analysis for Oak to Ninth Avenue Project focused on project impacts at the intersection level. Impacts to the freeways and other major regional roadways throughout Alameda County were also evaluated, based on the requirements of the Alameda County Congestion Management Agency (ACCMA). As documented in the Draft EIR, the analysis concluded that the intersections along both the west side and east side of the 12th/14th Street roadway segment would operate at acceptable service levels.

An additional level of analysis is presented in this addendum and estimates the 2025 level of service (LOS) for this roadway segment using the following information:

- Traffic volumes from adjacent intersections at 1st Avenue/International Boulevard, 1st Avenue/Foothill, and 5th Avenue/East 12th Street; based on the roadway configuration, it is likely that traffic on this roadway segment would pass through these three intersections. Volumes on the segment of 12th/14th Street adjacent to Lake Merritt were estimated by combining the traffic volumes at these intersections.
- The roadway capacity was estimated by applying a per lane capacity of 800 vehicles per hour. This capacity was used for the impact analysis on regional roadways, except

for freeway facilities. Therefore, the directional capacity on the 12th Street/14th Street roadway segment would be 2,400 vehicles per hour, in each direction.

The results of the LOS analysis are provided in **Table III-1**. As indicated in this table, the westbound direction is expected to be deficient during the AM period while the eastbound segment will be deficient during the PM period. In both cases, the addition of project traffic would increase the volumes on the deficient segments by less than 3 percent.

TABLE III-1 LOS RESULTS FOR 12TH/14TH STREET ROADWAY SEGMENT							
Period	Direction	2025 No Project			2025 With Project		
		Volume	V/C	LOS	Volumes	V/C	LOS
AM	Eastbound	894	0.37	A	912	0.38	A
AM	Westbound	2775	1.16	F	2850	1.19	F
PM	Eastbound	3290	1.37	F	3381	1.40	F
PM	Westbound	1262	0.53	A	1326	0.55	A

Source: Fehr & Peers, April 2006

## Impact Analysis

The following criterion was applied to determine if the project impacts on these roadway segments are significant:

- The project would cause a roadway segment on the Metropolitan Transportation System to operate at LOS F or would increase the V/C ratio by more than three (3) percent for a roadway segment that would operate at LOS F without the project

While the 12/14th Street roadway segments are not located on the Metropolitan Transportation System, the above criterion does relate to a roadway segment and was applied for this analysis. As indicated in the above table, the V/C ratio increases by 3 percent or less on all segments. The impact is therefore less than significant.