

APPENDIX B

Project Traffic Impacts on 12th and 14th Streets



MEMORANDUM

Date: May 18, 2006
To: Patrick Van Ness, Signature Properties
From: Chris Gray, Fehr & Peers
Subject: Oak to 9th Project Traffic Impacts on 12th/14th Street

1031-1998

At your request, we have conducted an additional analysis related project traffic impacts on 12th/14th Street in the City of Oakland adjacent to Lake Merritt. It is our understanding that the City of Oakland will be reconfiguring these roadways to create a six-lane boulevard along the waterfront. Our analysis below estimates whether or not the development of the Oak to 9th site would impact the operations of this reconfigured roadway system along Lake Merritt.

LEVEL OF SERVICE (LOS) ANALYSIS

The transportation impact analysis for Oak to 9th focused on project impacts at the intersection level. We also evaluated impacts to the freeways and other major regional roadways throughout Alameda County, based on the requirements of the Alameda County Congestion Management Agency (ACCMA).

Our previous analysis, as documented in the DEIR, concluded that the intersections along both the west side and east side of this roadway segment would operate at acceptable service levels.

As an additional level of analysis, presented in this memo, we also estimated the 2025 level of service for this roadway segment using the following information:

- Traffic volumes from adjacent intersections at First 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. By combining the traffic volumes at these intersections, we can estimate the volumes on the segment of 12th/14th Street adjacent to Lake Merritt
- The roadway capacity can be 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 this roadway segment would be 2,400 vehicles per hour, in each direction

The results of the LOS analysis are provided in Table 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.

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

To determine if the project impacts on these roadway segments is significant, we applied the following criteria:

- 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 these roadway segments are not located on the Metropolitan Transportation System, the above criteria 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.

We hope you find this information to be helpful. If you have any questions or comments about this analysis, please call me at 949.859.3200 or e-mail me at cgray@fehrandpeers.com.