

7th Street Phase II, Streetscape Project

For the Air Quality Conformity Task Force

Presented by
Mohammad Barati
Civil Engineer, Street & Structure Section
Oakland Public Works

Project Description

- Project will promote a roadway diet and reduce the number of travel lanes on 7th Street in each direction from 2 lanes to one lane.
- Project will install class II bike lanes in both directions, widen the sidewalks on the north side, construct bulbouts and upgrade all ADA ramps to new standards at all street crossings.
- There will be no change in traffic volume and no change in LOS.
- Project will connect the neighborhoods on the west side of 7th Street to West Oakland BART Station.

Purpose and Need

- 7th Street Phase II project is the extension of 7th Street West Oakland Transit Village project which constructed improvements in front of West Oakland BART Station.
- The project includes construction of safety improvements to benefit the pedestrian and bicyclists on neighborhood streets in West Oakland.
- The project is a roadway diet project and does not widen or create additional automobile travel lanes.
- There will be no added or expanded bus or rail stations resulting from this project.

- No increase in truck traffic is anticipated due to the project change.
- Roadway diet and inclusion of bike lanes in the project will make connection of 7th Street bike lanes to San Francisco Bay Trail easier in the future.
- The project will enhance the area by constructing bike and pedestrian facilities, increasing sidewalk width and install lighting which will have positive impact on the economy of the area.

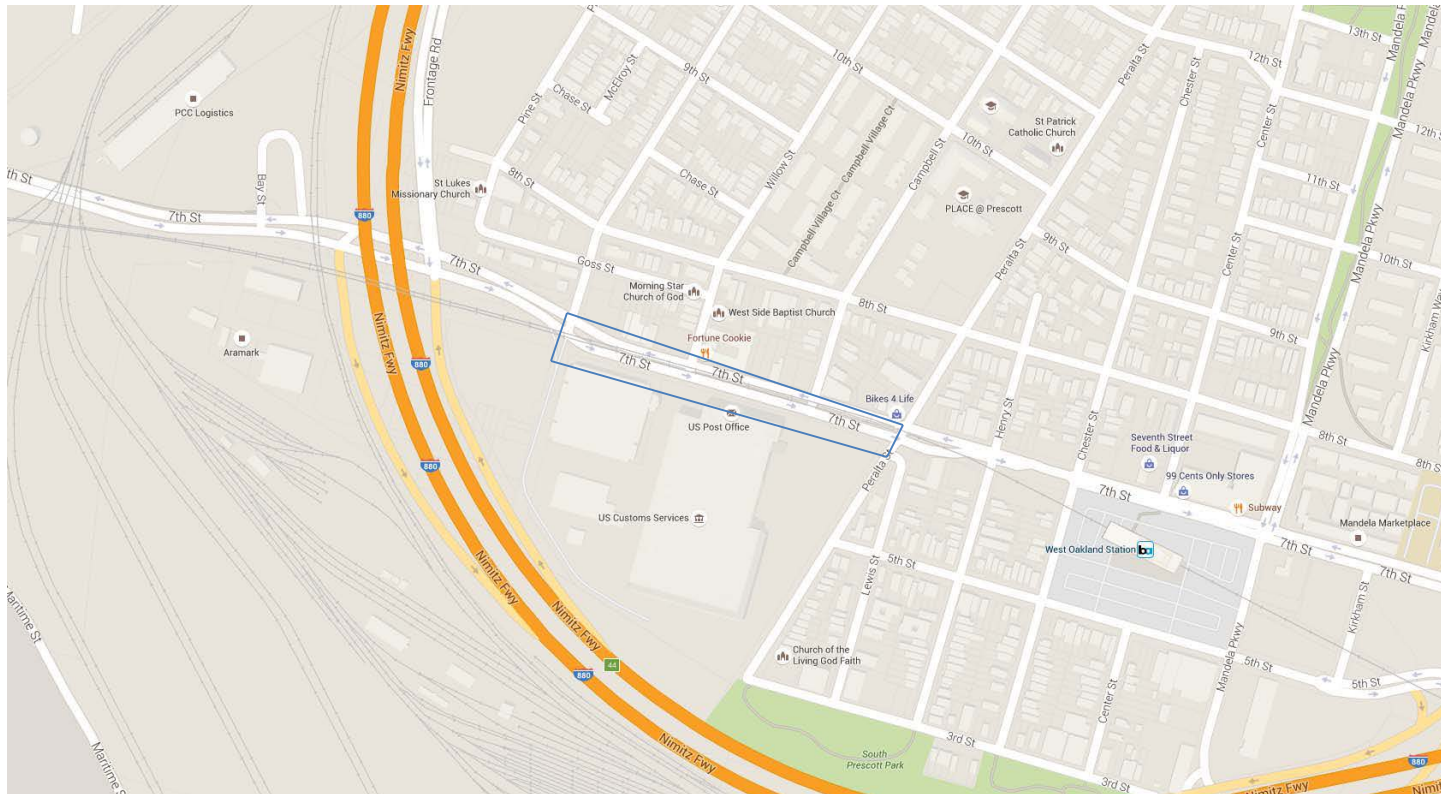
PROJECT LOCATION/CONTEXT

The 7th Street Phase II project extends from Peralta Street to Wood Street and is the continuation of 7th Street West Oakland Transit Village project which included the construction of improvements from Union Street to Peralta Street completed last year.

Surrounding land uses include:

Institutional (US Post Office)

Residential/Neighborhood Commercial. Access to I-880 and 80. Port of Oakland is nearby, but 7th Street in this area is not a truck route.



Traffic

- Traffic data has been assessed for opening and horizon years for build and no-build conditions for intersections of Wood Street and Peralta Street with 7th Street.
- Traffic data and analysis show that the project will not result in increased traffic based on the opening or horizon year models.
- The truck volume is between 6-11% of the peak hour traffic with total No. of trucks between 46-85 in the opening year and between 11-100 in the horizon year
- Annual Average Daily Traffic (ADDT) would be 7000 at the intersections based on daily volume from 2012 and extrapolation of turning movement counts in 2015.
- The LOS “B” does not change due to the project

Traffic Data

No Build LOS, AADT, % Trucks – Opening Year

Intersection	Peak Hour	No Build AADT	LOS	No of Trucks Peak	AAADT	Percentage %
7th / Peralta	831	8310 - 10388	B	46	460 - 575	6%
7th / Wood	789	7890 - 9863	B	85	850 - 1063	11%

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No Build LOS, AADT, % Trucks – Horizon Year 2035/2040

Intersection	Peak Hour	No Build AADT	LOS	No of Trucks Peak	AAADT	Percentage %
7th / Peralta	967	9670 - 12088	B	110	1100 - 1375	11%
7th / Wood	1055	10550 - 13188	B	100	1000 - 1250	9%

Build LOS, AADT, % Trucks – Horizon Year 2035/2040

Intersection	Peak Hour	No Build AADT	LOS	No of Trucks Peak	AAADT	Percentage %
7th / Peralta	1281	12810 - 16013	B	56	560 - 700	4%
7th / Wood	1010	10100 - 12625	B	50	500 - 625	5%

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 7th Street Phase II project has no direct impact on traffic volumes or truck traffic