

# INPUT SUMMARY

## LAKE MERRITT to BAY TRAIL CONNECTION

Input Booklet for First Public Meeting



## Program

1. **Presentation** (30 min)
  - a. Introduction
  - b. Tunnel, At-Grade, or Bridge
  - c. A Part of Oakland
  - d. User Experience
  - e. Geometry

2. **Group Q&A** (20 min)

3. **Your Input on Specific Topics** (60 min)

*There are 6 exhibits. Take a look at the images or models in each exhibit before recording your input about that exhibit.*

*Please visit exhibits in the order given in your own booklet (there are five versions of the booklet, each with a different order of exhibits).*

Your Exhibit Order:  
A B C D E F

**Please provide your name and email address below:**

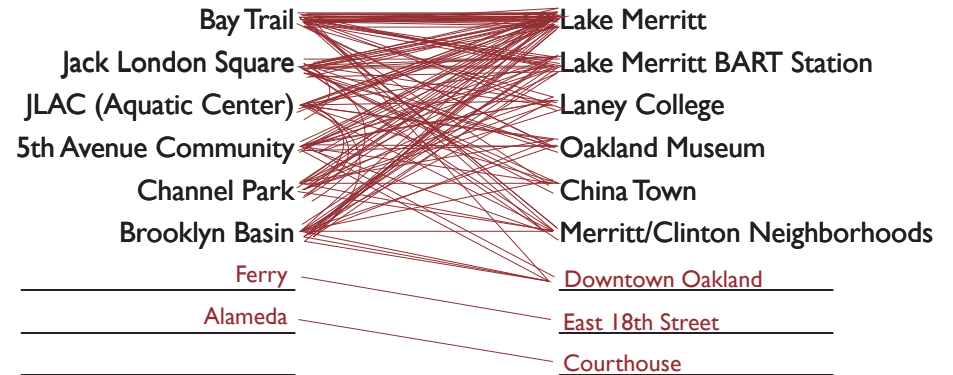
Name \_\_\_\_\_

email \_\_\_\_\_

*This booklet, and other materials presented in the meeting will be available online at [www.lm2bt.com](http://www.lm2bt.com) starting April 1st, 2014.*

## POSTER desire lines

**Draw lines between the origin-destination pairs served by the proposed project which you think would be most popular:**



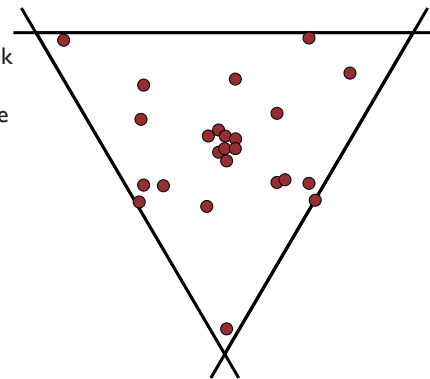
**How do you think people will use the proposed connection?**

### As a destination

For example, train buffs watching trains, or a walk around Lake Merritt including a trip down the channel to go up on a bridge.

### As a way to get places

What commuter desire lines will be served?  
What errands could people take care of using the connection?



### As part of a workout

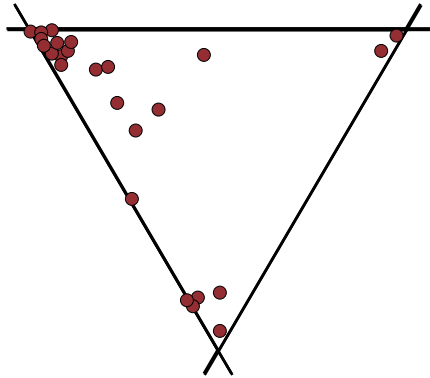
How could it best serve people out for exercise?

## QUESTIONS NOT RELATED TO A PARTICULAR EXHIBIT

### How important is a new crossing?

A new bike/ped crossing to connect Lake Merritt and the Bay Trail is a key investment Oakland's community. It will be well used by residents and tourists for outdoor recreation, fitness, and car-free commuting.

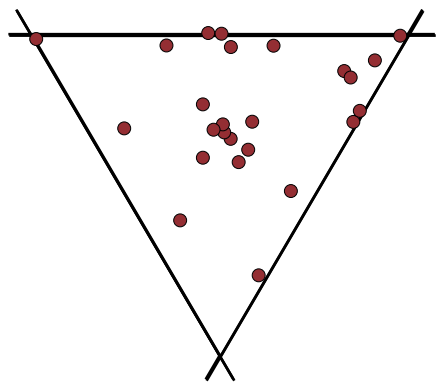
The importance of this crossing is not yet clear. Development in the area is incomplete, however in the next 5 or 10 years there will likely be enough demand to justify this project's designation as "high priority."



Existing bicycle and pedestrian connections between the Lake Merritt Channel trail and the Oakland Estuary will continue to be adequate for the foreseeable future, especially if improvements are made along existing routes on Oak and Fifth.

### If you had to pick a priority...

Low  
Cost



User  
Experience

Viewer Experience  
(as seen from the Bay Trail, Oakland Estuary, downtown Oakland, and Freeway, etc.)

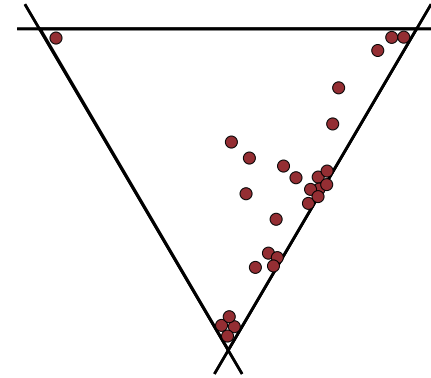
## EXHIBIT B seeing the bridge from a distance

### SLIDESHOW bike/ped bridges in the landscape

#### A Bridge seen from the freeway

Any new bridge should closely resemble standard vehicular highway overpass structures. An eye-catching bridge could be a distraction to drivers.

The project is a unique opportunity to create a signature landmark for the City of Oakland and the Bay Trail. A Lake Merritt to Bay Trail bridge will be seen millions of times each year by passing motorists.



The most important goal for the visual appearance of a bicycle/pedestrian bridge is to entice people to use it.

## EXHIBIT C touchdown area experience

### POSTER north touchdown area under freeway

#### User experience under the freeway

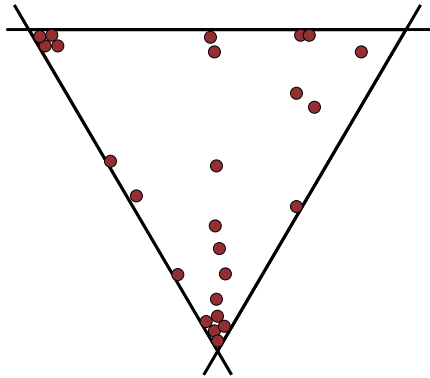
The Lake Merritt Channel pathway leading to the north side touchdown area will pass under the very wide (160 feet) I-880 freeway structure. Similar spaces in Oakland and elsewhere have been treated in various ways to make them more appealing for cyclists and pedestrians. Which of the examples shown on the poster do you think are most successful?

- Typology 1 - Greening Underpass \_\_\_\_\_ 18
- Typology 2 - Applied Facade Materials \_\_\_\_\_ 3
- Typology 3 - Light \_\_\_\_\_ 11
- Typology 4 - Scale \_\_\_\_\_ 4
- Typology 5 - Pace \_\_\_\_\_ 2
- Typology 6 - Sound \_\_\_\_\_ 0
- Typology 7 - Representational \_\_\_\_\_ 2

**POSTER south touchdown areas**

**South side landing?**

Connecting at the Aquatic Center is preferable because more people will be going this way to visit Jack London Square, the Aquatic Center, new open space.



Connecting at the new Channel Park is preferable because more people will be going this way to get to Brooklyn Basin, 5th Avenue community, etc.

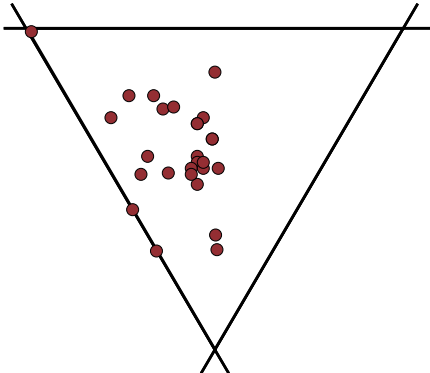
It is very important to strive for both travel direction choices being equally well served even if costly or difficult.

**POSTER mode split & mode separation**

**What distribution of user types do you expect?**

Cyclists

Runners



People strolling and stopping a lot

**EXHIBIT D going up and going down**

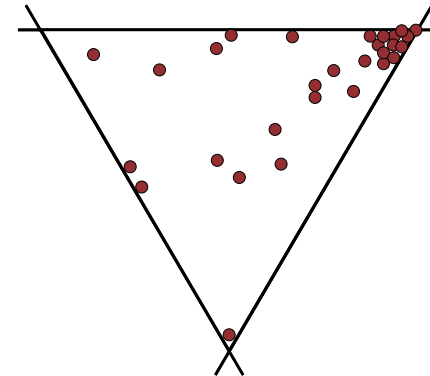
**SLIDESHOW cycling paths, pedestrian places**

*This slideshow focuses on two types of crossing facility pathways; those optimized for cycling (but can be used by pedestrians), and spaces designed for pedestrians (but can be used by cyclists).*

**Designing for Different Uses**

This will be an important bicycle recreation area and future commute route, so we should make the connection optimally efficient for cyclists. Avoid switchbacks, constricted ramps, and pedestrian amenities that can create impediments to smooth and safe cycling.

Because of its location, large numbers of all types of users will use the proposed connection. Designing for efficient bicycle travel and creating invitations for pedestrians to stop and enjoy need not be mutually exclusive.



The proposed project will be used by large numbers of pedestrians. The principles used for design of public pedestrian-friendly urban spaces apply to inclined pathways. Attention should be paid to materials, lighting, surface treatments, human scale detailing, and resting, stopping and viewing points. The pathways should feel like a place meant for pedestrians to enjoy, rather than just a functional walkway.

## EXHIBIT E on a bridge

### POSTER bridge spaces with protective fencing

#### Which of the following statements do you agree with more?

- Clear separation between fast and slow users is important. Cyclists should not have to slow or stop to get around pedestrians. Pedestrians should feel they are walking in a safe zone and do not need eyes in the back of their head.

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- Special mode separation features are not needed. Just provide gentle slopes and very wide pathways and all users will be well served.

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#### Have you used the new Lake Merritt pathway bridge at 12th Street? Do you think it is wide enough?

- I have used this bridge. \_\_\_\_\_ 18
- I have not used it. \_\_\_\_\_ 5
- I think it is wide enough. \_\_\_\_\_ 20
- I think it needs to be wider. \_\_\_\_\_ 3

#### Which one (or more) of the bridge spaces depicted do you feel most comfortable in?

- Example 1: American Tobacco Trail Bridge, Durham, NC \_\_\_\_\_ 1
- Example 2: Belmont Bicycle Bridge, Belmont, CA \_\_\_\_\_ 2
- Example 3: Untitled Crossing 1 \_\_\_\_\_ 4
- Example 4: Peace Bridge, Calgary, Alberta, Canada \_\_\_\_\_ 13
- Example 5: Brooklyn Bridge, New York City, NY \_\_\_\_\_ 2
- Example 6: Mary Ave. Bridge (Proposal), Cupertino, CA \_\_\_\_\_ 5
- Example 7: Treat Boulevard Bridge, Pleasant Hill, CA \_\_\_\_\_ 8
- Example 8: Jack London Overcrossing, Oakland, CA \_\_\_\_\_ 0
- Example 9: Snake Bridge, Tucson, AZ \_\_\_\_\_ 6
- Example 10: Berkeley I-80 Bridge, Berkeley, CA \_\_\_\_\_ 10
- Example 11: Mary Ave. Bridge, Cupertino, CA \_\_\_\_\_ 7
- Example 12: Untitled Crossing 2 \_\_\_\_\_ 0
- Example 13: Emeryville AMTRAK Bridge, Emeryville, CA \_\_\_\_\_ 0
- Example 14: Bryant Street Bridge, Portland, OR \_\_\_\_\_ 1
- Example 15: Vlaardingse Vaart Bridge, Vlaardingen, The Netherlands \_\_\_\_\_ 14
- Example 16: Untitled Crossing 3 \_\_\_\_\_ 0
- Example 17: Helix Bridge, Seattle, WA \_\_\_\_\_ 3
- Example 18: Untitled Crossing 4 \_\_\_\_\_ 1

**Oakland Bay Trail to Lake Merritt Connection**  
**1st Public Meeting March 27, 2014**  
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