METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center
Mount Hamilton Conference Room
375 Beale Street, Suite 800
(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

Conference Call Number: 888-273-3658 (Access Code: 9427202)

Thursday, December 1, 2016
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions

2. $PM_{2.5}$ Project Conformity Interagency Consultations

   a. Consultation to Determine Project of Air Quality Concern Status
      i. Enterprise Drive Complete Streets and Road Diet Project
      ii. Pittsburg Multimodal Transit Access Improvements Project
      iii. 19th Street BART to Lake Merritt Urban Gateway Project
      iv. Oakland: Shattuck and Claremont Bike/Pedestrian Improvements Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Projects with Regional Air Quality Conformity Concerns

   a. Review of the Regional Conformity Status for New and Revised Projects
      3a_Regional_AQ_Conformity_Review.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects_12-01-16.pdf

4. Consent Calendar

   a. October 27, 2016 Air Quality Conformity Task Force Meeting Summary

5. Other Items – NEPA Delegation/Assignment Discussion Follow-up

   Next Meeting: January 26, 2016

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov

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Memorandum

TO: Air Quality Conformity Task Force DATE: November 18, 2016

FR: Harold Brazil W. I.

RE: $PM_{2.5}$ Project Conformity Interagency Consultation

Project sponsors representing four projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	City of Newark	Enterprise Drive Complete Streets and Road Diet Project
2	City of Pittsburg	Pittsburg Multimodal Transit Station Access Improvements Project
3	City of Oakland	19th Street BART to Lake Merritt Urban Greenway Project
4	City of Oakland	Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) Project

2ai_Enterprise_Drive_Complete_Streets_and_Road_Diet_Project_Assessment_Form.pdf (for the Enterprise Drive Complete Streets and Road Diet project)

2aii_Pittsburg_Multimodal_Transit_Station_Access_Improvements_Project_Assessment _Form.pdf (for the Pittsburg Multimodal Transit Station Access Improvements project)

2aiii_19th_Street_BART_to_Lake_Merritt_Urban_Greenway_Project_Assessment_Form.pdf (for the 19th Street BART to Lake Merritt Urban Greenway project)

2aiv_Telegraph_Avenue_Bike&Ped_Improvements&Rd_Diet_Project_Assessment_Form.pdf (for the Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043) project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 111716.pdf** lists exempt projects under 40 CFR 93.126

Application of Criteria for a Project of Air Quality Concern

Project Title: Enterprise Drive Complete Streets & Road Diet Project

Project Summary for Air Quality Conformity Task Force Meeting: December 2016

Description

- Project will implement "road diet" and "complete streets" concepts to Enterprise Drive in the City of Newark
- Project limits on Enterprise Drive are between Filbert Avenue (eastern limit) and approximately 350 feet west of Wells Avenue (western limit)
- Convert 4-lane undivided roadway to 2 lanes with a single two-way left-turn lane
- Install a Class II dedicated bike lane in each direction on Enterprise Drive along the entire length of the project limits
- Upgrade all existing pedestrian curb ramps and traffic island passageways to meet current ADA accessibility standards

Background

- Project Environmental Scoping is complete (October 2016)
- No comments received on air quality
- Seeking air quality conformity determination as soon as possible
- Schedule based on deadline for OBAG funding allocation

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Roadway lane reduction project with no addition of lanes or widening of existing right-of-way
- Existing percentage of diesel vehicles on Enterprise Drive is 5%.
- No project changes to land use that would affect diesel traffic percentage

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Level of Service remains at LOS C or better with the lane reduction under both existing and future conditions
- Diesel vehicles represent 5% of traffic volume on Enterprise Drie
- No project changes to land use that would affect diesel traffic percentage

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- No state implementation plan for $PM_{2.5}$
- Therefore, not identified in plan as an area of potential violation

RTIP ID# RSTPL-5317(15)

TIP ID# ALA130027

Air Quality Conformity Task Force Consideration Date
December 2016

Project Description
The project will incorporate "complete street" and "road diet" concepts and strategies on a ¾ mile long section of Enterprise Drive between Filbert Street and a point 350 feet west of Wells Avenue, directly adjacent to the City of Newark's Dumbarton Transit Oriented District. The work will reduce the number of travel lanes on Enterprise Drive from two in each direction, to a single lane in each direction with a center two-way left-turn lane. Reducing the number of travel lanes from four to three will allow a new Class II dedicated bicycle lane to be added on either side of Enterprise Drive.

The project will also grind off 2.5" of the existing roadway pavement, perform localized base repairs as necessary, place a 2.5" asphalt concrete overlay and upgrade all existing pedestrian curb ramps as needed to meet current ADA accessibility standards.

Type of Project:
Road Diet, Bicycle and Pedestrian Improvements and Pavement Rehabilitation

County Alameda	The project is located in the City of Newark on a ¾ mile long section of Enterprise Drive between Filbert Avenue and a point 350 feet west of Wells Avenue. The Dumbarton Transit Oriented Development is situated directly adjacent to the project's western limit. **Caltrans Projects – EA#** n/a

Lead Agency: City of Newark

Jayson Imai	(510) 578-4671	(510) 578-4243	jayson.imai@newark.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	*Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

	X	**Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start				8/2017
End				10/2017

Project Purpose and Need (Summary): *(please be brief)*
The project will improve bicycle and pedestrian facilities on Enterprise Drive by providing new Class II bike lanes in each direction and upgrading pedestrian curb ramps to meet current ADA accessibility standards. These improvements are needed to improve bicycle and pedestrian access to planned residential and commercial developments in the Dumbarton Transit Oriented District located along Willow Street, directly to the west of Enterprise Drive.

The project will also perform pavement rehabilitation of the existing roadway surface. The current PCI of Enterprise Drive is 55.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Enterprise Drive is located within an industrial district of the City Newark. With the exception of Ash Street Park, adjacent land uses along Enterprise Drive are limited to commercial and industrial businesses. The Dumbarton Transit Oriented District (TOD) is located along Willow Street, directly to the west of Enterprise Drive. The Dumbarton TOD is currently entitled for the development of up to 2,500 residential units; up to 35,000 SF of retail; and up to 195,000 SF of office space.

The project will not directly cause changes in land use that would affect the percentage of diesel traffic.

Brief summary of assumptions and methodology used for conducting analysis
The State of Florida Department of Transportation 2013 Quality/Level of Service Handbook was used to determine a corridor-level Level of Service for Enterprise Drive. The FDOT 2013 Q/LOS Handbook uses HCM 2010 methodology and is recognized a leading planning application of the HCM for the evaluation of automobile LOS.

According to the information summarized in the FDOT 2013 Q/LOS Handbook, a four-lane undivided roadway has an estimated LOS C capacity of 1,100 vehicles per hour (vph). Similarly, a three-lane roadway has an estimated LOS C capacity of 900 vph. Current and projected traffic volumes on Enterprise Drive were derived from traffic counts performed in April 2016 at the Enterprise Drive and Filbert Street intersection as part of the Central Avenue Overcrossing Traffic Study. Truck percentages were derived based on vehicle classification counts performed on Enterprise Drive in October 2011.

A copy of the Traffic Report prepared by TJKM is attached.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year	ADT	Corridor LOS		% Trucks	Truck ADT
		Build	No-Build		
2016	5,485	LOS C or better	LOS C or better	5%	274

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year	ADT	Corridor LOS		% Trucks	Truck ADT
		Build	No-Build		
2040	6,285	LOS C or better	LOS C or better	5%	314

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A – this facility is not an interchange or intersection

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A – this facility is not an interchange or intersection

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A – this facility is not a bus, rail or intermodal facility/terminal/transfer point

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

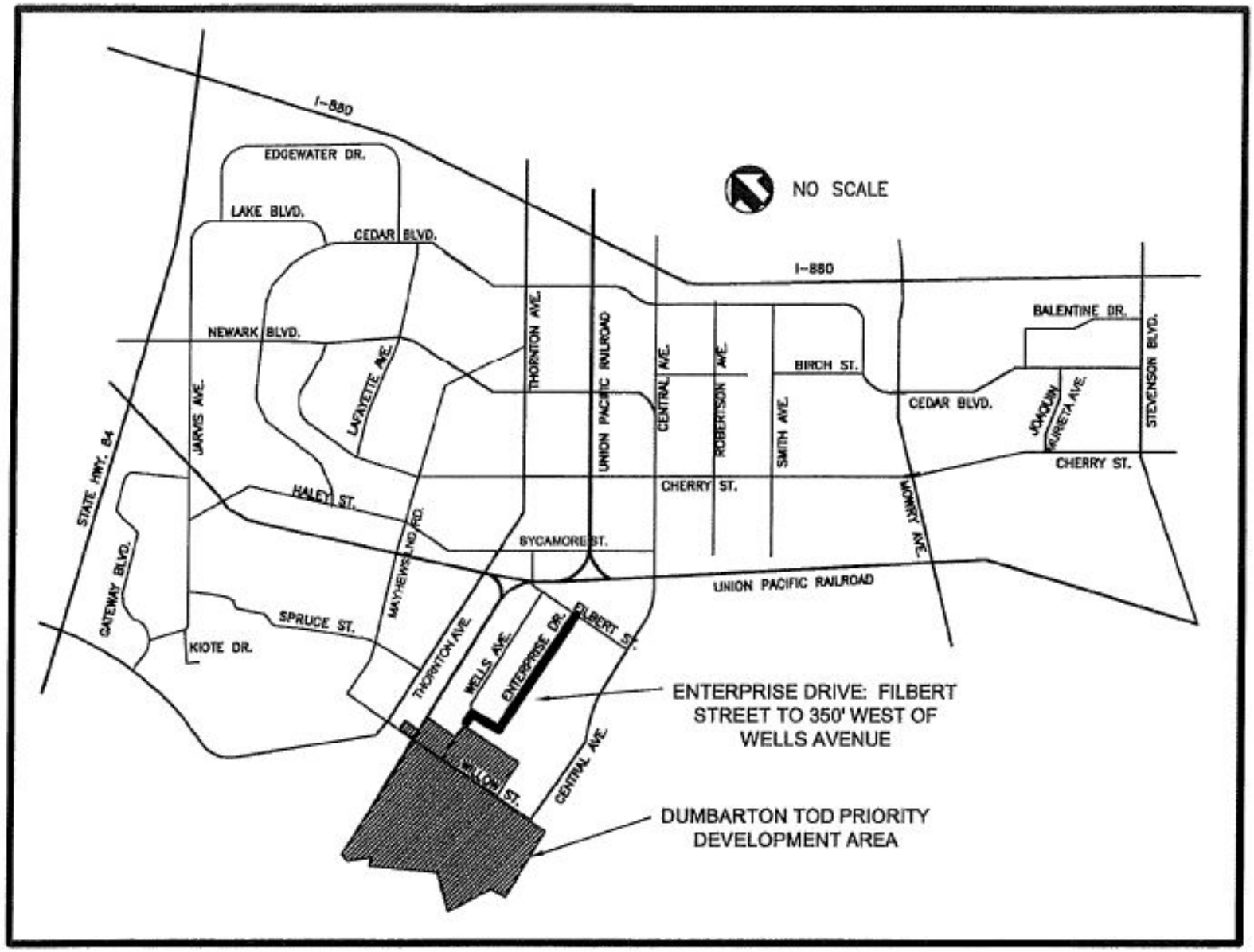
N/A – this facility is not a bus, rail or intermodal facility/terminal/transfer point

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Reducing Enterprise Drive from a 4-lne to 3-lane facility will slightly decrease the capacity of the roadway. This decrease in capacity may encourage drivers to utilize alternative routes to Enterprise Drive such as Wells Avenue or Central Avenue. However, because the Level of Service on Enterprise Drive is anticipated to be LOS C or better after the lane reduction, the redistribution of traffic due to the project is anticipated to be minimal.

Comments/Explanation/Details (please be brief)

ENTERPRISE DRIVE COMPLETE STREETS & ROAD DIET PROJECT



VICINITY MAP

Enterprise Drive Traffic Study

Project Description

The project is on Enterprise Drive in the City of Newark between 150 feet west of Aleppo Drive and Filbert Street. The project proposes to resurface and restripe a 3,913.5 foot long section of Enterprise Drive using road diet principles to create a complete street serving pedestrians, bicyclists, transit vehicles, automobiles and trucks. This section of Enterprise Drive is bordered by industrial uses with numerous driveways but also contains the Ash Street neighborhood park and the Newark Senior Center at the east end of the street. Enterprise Drive is controlled with a one-way stop sign at its T-intersection with Filbert Street. It has no other interruptions for the length of the project. The current speed limit is 35 mph.

Proposed Cross Section

The project will convert an existing four lane undivided roadway section with four 12-foot lanes and two ten foot parking lanes, on a curb to curb width of 68 feet, to a roadway with one 12 foot lane in each direction, a center two-way-left-turn-lane (TWLT), two 6-foot bicycle lanes, and two 10-foot parking lanes.

Enterprise Drive includes 47 private driveways in the section to be improved; the proposed TWLT lane will add to the safety of the street by facilitating movements in and out of these driveways.

Traffic Volumes

Based on counts made in April of 2016 near the east end of the project (at Filbert), there are 532 a.m. vehicles, 565 p.m. vehicles and 5,485 daily vehicles on Enterprise Drive. Based on traffic forecasts made by TJKM for the Central Avenue Overcrossing project in 2016, the estimated 2040 forecasts on Enterprise Drive are 580 a.m. peak hour vehicles, 677 p.m. peak hour vehicles and 6,285 daily vehicles. Enterprise Drive is largely built out and is not attractive as a through route; this is reflected by the relatively low growth rate.

Traffic Capacity

The three-volume 2010 Highway Capacity Manual (HCM 2010) devotes slightly more than one page to the determination of the capacity of a two-lane roadway with a center two-way left turn lane. This is the proposed "after" configuration of the project. Also, a four-lane undivided roadway is not a standard cross-section for HCM 2010 analysis.

To estimate the before and after capacity, TJKM utilized FDOT 2012 Table 4 for Class II urban roadways with speeds of 35 mph or less. The LOS C capacity for two lane streets is 660 vehicles per hour (vph) and for four lane divided streets is 1,310 vph. The estimated LOS C capacity for a four lane undivided street is 1,100 vph or more; for a three lane street the estimated LOS C capacity is about 900 vph or more. TJKM notes that the FDOT methods and results are

consistent with HCM 2010 methodology although neither HCM 2010 nor FDOT directly address the capacity analysis of three lane streets or four lane undivided streets. However, it is clear that the current four lane undivided roadway operates at LOS C or better and will continue to operate at LOS C or better as a two-lane street with a center TWLT lane. *(See more information of FDOT on the following page.)*

Additionally, a four-lane undivided roadway is not an efficient cross-section because it requires left turns to be made to and from the "fast" lane of the roadway, generally resulting in a poor safety record. Left turners must block traffic while waiting for gaps in on-coming traffic. At most volume levels, a two-lane roadway with a center TWLT lane has a much better safety record than a four-lane undivided facility. TJKM estimates that Enterprise Drive will continue to operate at LOS C but with an improved safety level. In addition, bicyclists will have their own marked lane in the after condition.

Bicycle Lanes

The Class II Bicycle Lanes proposed for this project are consistent with the City of Newark's Draft Bicycle Master Plan. This project will replace the existing Class III Bicycle Route with the upgraded Class II Bicycle Lanes.

Transit Usage

AC Transit Route 275 traverses the length of the proposed project on Enterprise Drive. Route 275 has existing stops at each end of the project – near Wells Avenue both eastbound and westbound and on Filbert Avenue at the Newark Senior Center. Route 275 links the Lido Faire Shopping Center near Cedar Avenue and Newark Avenue with the Union City BART station. Route 275 operates at 45 minute headways between 7 a.m. and 8 p.m. The wide parking lanes provided throughout the length of the new cross section will provide safe and ample room for the bus stops located near Wells Avenue.

The proposed road diet includes retention of twelve foot travel lanes which will eliminate narrowing of travel lanes frequently associated with road diets; this plus the new center TWLT lane will facilitate transit usage of Enterprise Drive. The new road will provide a safer facility for all automobiles, trucks, buses and bicycles.

Traffic Operations during Construction

Enterprise Drive will need to be re-constructed in short sections so that driveways will not be blocked for an excessive length of time. Under both existing and future conditions, there will be on-street parking available so that employees will be able to park temporarily off-site on street if necessary. It will be important for the City and the contractor to closely coordinate with all employers along the street to minimize the disruption to the businesses and the construction.

About FDOT Capacity Methodology Used in this Analysis

The State of Florida Department of Transportation published the 2013 Quality/Level of Service Handbook. The Handbook uses HCM 2010 methodology and is recognized as a leading planning application of the HCM for the evaluation of roadway levels of service. For capacity and automobile, pedestrian and bicycle quality/level of service analysis, the Highway Capacity Manual (HCM) is the foremost recognized and accepted analysis tool, while FDOT's Q/LOS Handbook and software are known as the main tool for planning uses of HCM, such as the Enterprise Drive analysis. TJKM used the FDOT tables, dated 2012, contained in the 2013 publication, to make the Enterprise Drive capacity analysis.

Prepared by Chris D. Kinzel, TJKM
October 26, 2016

Application of Criteria for a Project of Air Quality Concern
Project Title: City of Pittsburg Multimodal Transfer Facility
Project Summary for Air Quality Conformity Task Force Meeting: (December 1, 2016)

Description

- Propose Pittsburg BART MTF will enhance multimodal access to downtown Pittsburg, to nearby residential neighborhoods, and to the planned BART Pittsburg Center Station.
- BART is extending the Pittsburg/Bay Point line from Pittsburg/Bay Point to Antioch, with the new Pittsburg Center Station at Railroad Avenue between the eastbound and westbound lanes of State Route 4.
- The City of Pittsburg proposes the Multimodal Transfer Facility at the northeast corner of Railroad Avenue and California Avenue, just north of the proposed BART Pittsburg Center Station.
- Project will allow for temporary parking, passenger drop-off and pick-up, and bike racks and lockers, and will improve transfer to local bus service.
- Project also consists of off-site improvements such as two turn lanes (which will require minor traffic signal modifications to provide better access to the site), bus stop modifications on Railroad Avenue, and a paved Class I trail.
- Project will result in transit, pedestrian, and bicycle-related transportation access improvements, as well as public space improvements to support community development at Pittsburg's gateway to the downtown Pittsburg.
- Project will encourage alternative modes of transportation to the automobile (e.g. bicycling, walking, and transit).

Background

- Currently completing NEPA Categorical Exclusion (CE), with Caltrans, District 4 for review/approval.
- No public review is expected.
- Project funded with One Bay Area Grant (OBAG)
- Complete NEPA process and MTC approval by end of December 2016.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project.
- On Railroad Avenue in front of the proposed Multimodal Transfer Facility (at Center Drive), the AADT is approximately 21,170 vehicles.
- Project will generate primarily gasoline-powered vehicles, accessing the proposed 13-space kiss-n-ride lot.
- The number of additional peak-hour trips under the Pittsburg BART MTF will be 164 vehicles in the AM peak hour and 150 in the PM peak hour.
- Project will not significantly increase the number of diesel vehicles.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Signalized intersections affected by Project will operate at LOS D or better
- Project will generate primarily gasoline-powered vehicles, and not a significant number of diesel vehicles affecting intersections.
- No project changes to land use that would affect diesel traffic percentage.

(iii) New bus and rail terminals and transfer points?

- Project consists of temporary parking, passenger drop-off and pick-up, bike racks and lockers, and transfer improvements to local bus service.

- Project is not a major new bus terminal, and will not significantly increase the number of diesel vehicles congregating at one location.
- Project will modify access to an existing bus service along Railroad Avenue. Project is not anticipated to increase bus service to existing stations, and will not increase the number of buses compared to No Build.

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?
- An abbreviated State Implementation Plan for PM is currently under preparation.
- Therefore, not identified in revised plan as an area of potential violation.
- Nearest $PM_{2.5}$ violation occurred in 2013 in Concord, 9 miles southwest.

RTIP ID# 240744

TIP ID# CC-130039

Air Quality Conformity Task Force Consideration Date
December 1, 2016

Project Description *(clearly describe project)*
The Bay Area Rapid Transit Multimodal Transfer Facility (Pittsburg BART MTF) will enhance multimodal access to the planned BART station in the City of Pittsburg. BART is extending the Pittsburg/Bay Point line from Pittsburg/Bay Point to Antioch, with the new Pittsburg Center Station at Railroad Avenue between the eastbound and westbound lanes of State Route 4.

The City of Pittsburg would like to construct a Multimodal Transfer Facility at the northeast corner of Railroad Avenue and California Avenue, just north of the planned BART Pittsburg Center Station. The proposed project will allow for temporary parking, passenger drop-off and pick-up, and bike racks and lockers, and will improve transfer to existing local bus and paratransit services and to the planned BART Pittsburg Station. The project also consists of off-site improvements such as two turn lanes (which will require minor traffic signal modifications to provide better access to the site), bus stop modifications on Railroad Avenue, and a paved Class I trail adjacent to the state right of way.

The proposed project includes a 13-space kiss-n-ride lot for temporary parking, and does not provide any long-term parking. The Pittsburg BART MTF is not expected to increase the number of buses or rail trips to the planned BART Pittsburg Center Station and on local streets.

Type of Project:
Multimodal Transfer Facility

County Contra Costa	The Pittsburg BART MTF will be located at the northeast corner of Railroad Avenue and California Avenue, just north of the proposed Pittsburg Center Station. **Caltrans Projects – EA#**

Lead Agency: Caltrans

Contact Person	*Phone#*	*Fax#*	*Email*
Thomas Holstein Caltrans District 4, Office of Local Assistance	(510) 286-5250		tom.holstein@dot.ca.gov

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

☑ *Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Constructio n**	*Other*

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	June 2016	June 2016	October 2016	April 2017
End	December 2016	February 2017	January 2017	August 2017

Project Purpose and Need (Summary): *(please be brief)*
The Multimodal Transfer Facility will result in transit, pedestrian, and bicycle-related transportation access improvements, as well as public space improvements to support placemaking and community development at Pittsburg's gateway to the downtown Pittsburg priority development area. Completion of a multimodal kiss-n-ride lot/plaza will create a defined entry point/gateway for downtown Pittsburg, attract a critical mass of pedestrians, bicyclists and visitors to this area, and will encourage alternative modes of transportation to the automobile (e.g. bicycling, walking, and transit). Class 1 trails leading to and from this area will be constructed to complete existing gaps in the trails bicycle routes.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Surrounding land uses include residences to the north and east, the City of Pittsburg Civic Center to the west, and SR-4 to the south. Also south of the project site is the planned BART Pittsburg Center Station, to be located in the median of SR-4.

Brief summary of assumptions and methodology used for conducting analysis
A traffic analysis evaluated alternative conceptual designs. Level of service (LOS) and delay were determined by following the Highway Capacity Manual (HCM) 2000 and 2010 methodology, with the Synchro software. The Multimodal Transfer Facility will generate addition vehicle trips to the proposed kiss-n-ride, which will be primarily gasoline-powered vehicles. The number of additional peak-hour trips under the proposed project will be 164 passenger vehicles in the AM peak hour and 150 passenger vehicles in the PM peak hour. The proposed project is not expected to generate any truck traffic, and is not anticipated to change existing bus volumes on City streets.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The proposed Multimodal Transfer Facility is not a highway or street project, and will not generate any truck traffic. Intersections affected by the proposed project will operate at LOS D or better under both Build and No Build conditions, as summarized below.

Intersection	Existing AM Peak		Existing PM Peak		Proposed AM Peak		Proposed PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Railroad Avenue/ Center Drive	A	4.5	A	5.2	C	22.6	B	13.5
Railroad Avenue/ SR-4 WB Ramps-California Avenue	D	37.1	D	35.4	D	47.9	C	27.7

On Railroad Avenue in front of the proposed Multimodal Transfer Facility (at Center Drive), the AADT is approximately 21,170 vehicles under No Build and 22,730 under Build conditions. Truck AADT and truck AADT percentages are shown in Table 1 below.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Truck AADT and truck AADT percentages are shown in Table 1 below.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The proposed Multimodal Transfer Facility is not an interchange or intersection project, and will not generate any truck traffic. The AADT are summarized above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
The proposed Multimodal Transfer Facility is not an interchange or intersection project, and will not generate any truck traffic. The AADT are summarized above.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
The opening year is anticipated to be 2017. The proposed Multimodal Transfer Facility is not expected to generate additional bus arrivals during the year of opening. The proposed project will improve access to existing bus service on Railroad Avenue.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
2040 is the horizon year for the current transportation plan by the Metropolitan Planning Commission. The proposed Multimodal Transfer Facility is not expected to generate additional bus arrivals during the horizon year. The proposed project will improve access to existing bus service on Railroad Avenue.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Adverse traffic impacts on other transportation facilities are not anticipated under the proposed Pittsburg BART MTF.

Table 1

Scenario	AADT	Truck %	Truck AADT
Opening Year No Build	21,170	3%	640
Opening Year Build	22,730	3%	640
Design Year No Build	26,460	3%	790
Design Year Build	28,020	3%	790

Comments/Explanation/Details (please be brief)

The Pittsburg BART MTF will enhance multimodal access to downtown Pittsburg, to nearby residential neighborhoods, and to the planned BART Pittsburg Center Station. The proposed project also will encourage alternative forms of transportation such as transit, bicycling, and walking, which will reduce auto travel, regional greenhouse gases, and ozone precursor emissions. The proposed project consists of temporary parking, passenger drop-off and pick-up, bike racks and lockers, and transfer improvements to local bus service.

A traffic analysis has been completed that evaluated LOS, delay, and vehicle queueing at two study area intersections potentially affected by the Pittsburg BART MTF. Both signalized intersections will operate at LOS D or better. Under the CO Protocol screening procedures for projects in a CO maintenance area, only intersections at LOS E or F require detailed modeling. Therefore detailed CO modeling is not required for intersections under the proposed project, and the Pittsburg BART MTF complies with project-level conformity requirements for carbon monoxide (CO).

The proposed project will not significantly increase the number of diesel vehicles. The Pittsburg BART MTF is not considered a Project of Air Quality Concern (POAQC) under EPA transportation conformity guidance, for the following reasons:

- The Project is not a new or expanded highway project, and is not considered to significantly affect diesel truck traffic on area roadways.
- Traffic volumes on project-area roadways are well below the 125,000 AADT and 10,000 daily truck thresholds.
- The Project will generate primarily gasoline-powered vehicles arriving at the proposed kiss-n-ride.
- The Project will not affect project-area intersections with a significant number of diesel vehicles.
- The Project is not a major new bus terminal, and will not significantly increase the number of diesel vehicles congregating at one location.
- The Project will improve multimodal access to existing bus service, but will not generate additional bus trips compared to No Build.
- The Project will not affect rail service at the planned BART Pittsburg Center Station, to be located to the south.

Because the Pittsburg BART MTF is not considered a Project of Air Quality Concern (POAQC) under EPA criteria, a particulate hot-spot analysis is not required. The proposed project complies with the project-level conformity requirements for PM2.5.

Attachments:

Project Location Map
95% Lot Site Plan
Traffic Study (*Kimley-Horn and Associates, Inc., September 22, 2015*)

Attachment 1: Project Area Map

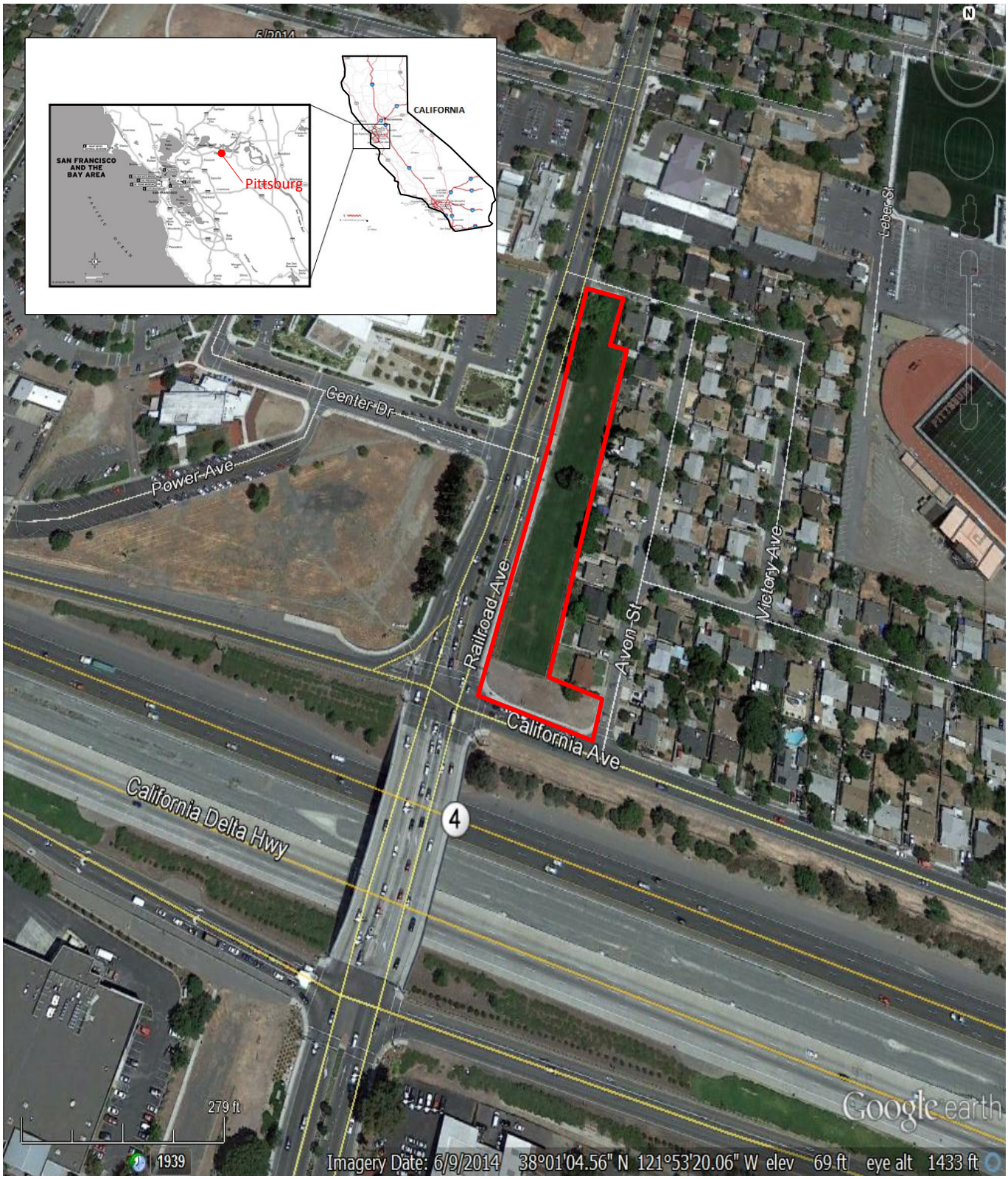


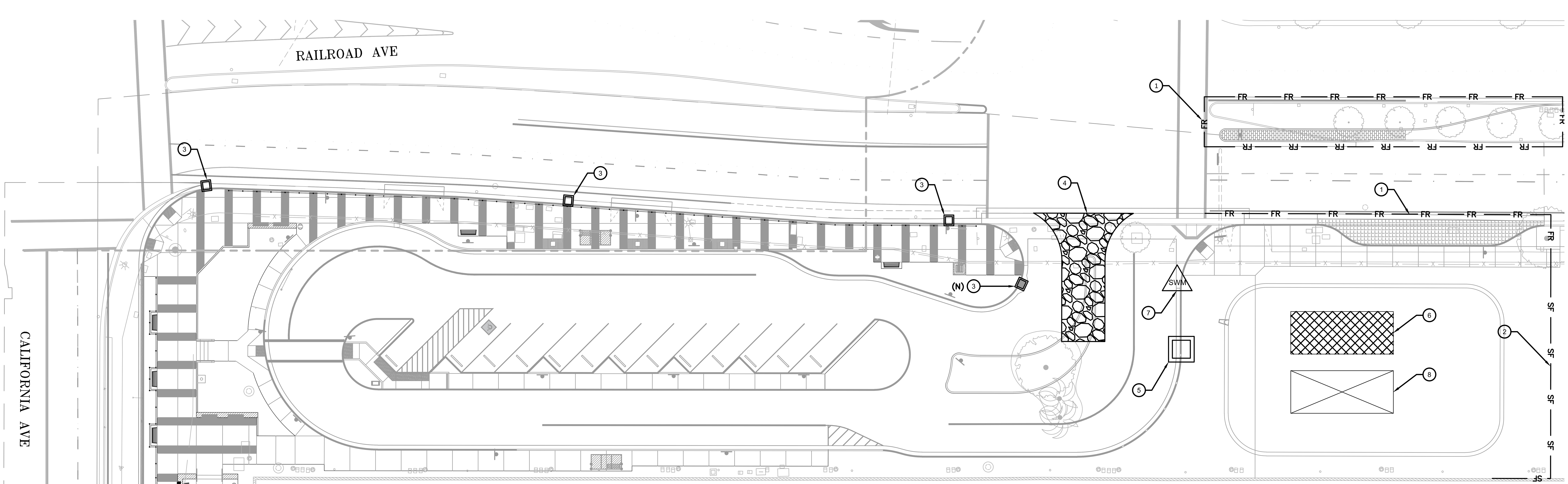
Figure 1: Project Area Map

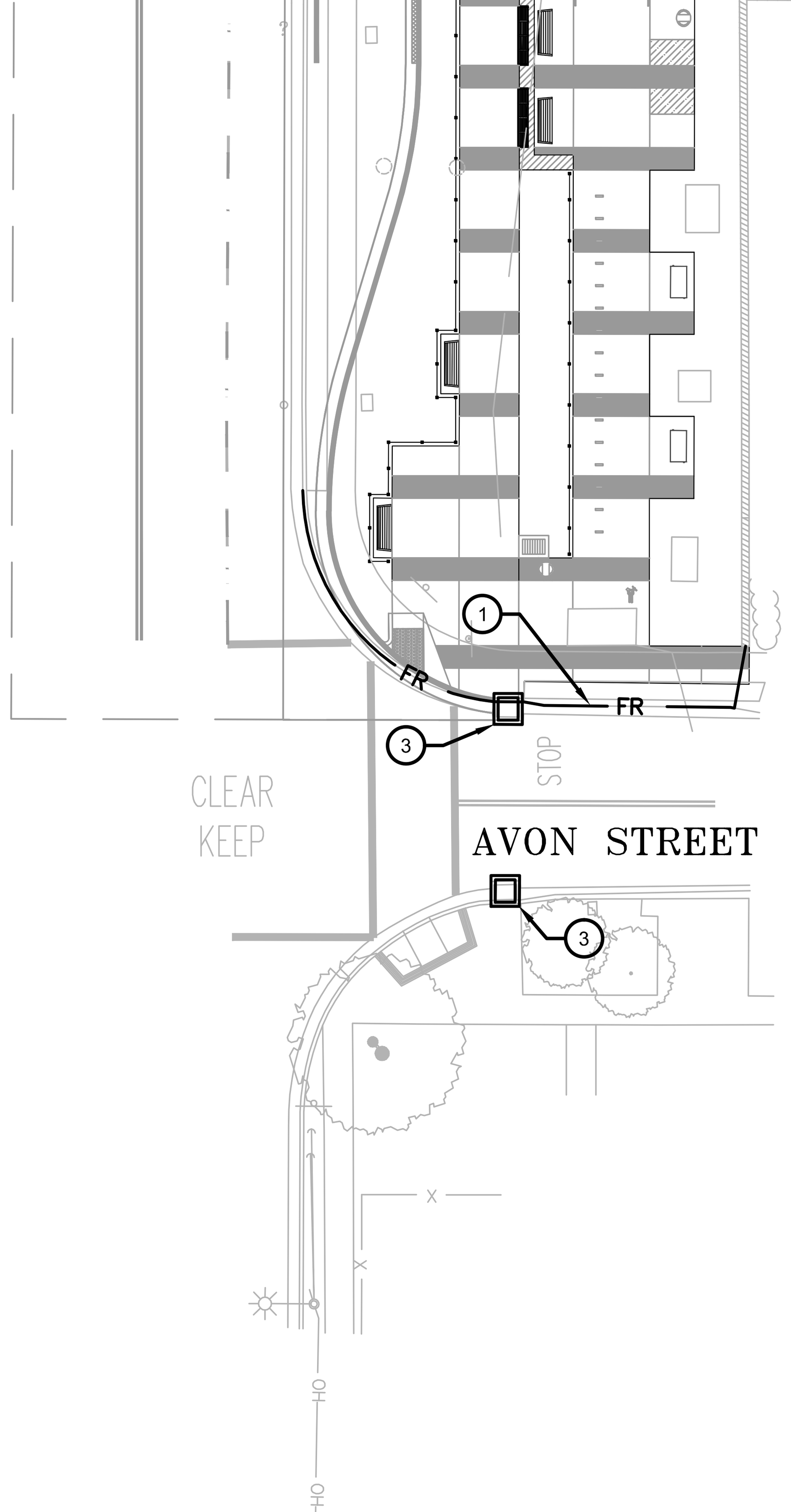
BART – Multimodal Transfer Facility

Federal Aid No. STPL 5127 (029)

NORTH

Attachment 2: 95% Site Plan





GENERAL SHEET NOTES:

1. EROSION CONTROL BMPS SHOWN ARE FOR BOTH EXISTING AND PROPOSED CONDITIONS AND SHOULD BE IMPLEMENTED AS APPROPRIATE.
2. EROSION AND BEST MANAGEMENT PRACTICE CONTROLS SHALL BE IMPLEMENTED, CONSISTENT WITH THE PLAN AND DETAILS PROVIDED HEREON.
3. EROSION AND SEDIMENT CONTROL DEVICES SHOWN ON THESE PLANS ARE THE MINIMUM NECESSARY. ADDITIONAL MEASURES MAY BE NECESSARY DURING CONSTRUCTION TO ADEQUATELY CONTROL EROSION AND SEDIMENT.
4. INSPECT EROSION CONTROL MEASURES AS REQUIRED BY THE CALIFORNIA GENERAL PERMIT (ORDER NO. 2009-0009-DWP) AND THE SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN. NECESSARY REPAIRS TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES AND CLEANUP OF SEDIMENT ARE TO BE MADE IMMEDIATELY.
5. SEDIMENT AND OTHER DEBRIS SHALL BE CLEANED FROM THE UPSTREAM SIDE OF FENCES WEEKLY AND AFTER EACH PRECIPITATION EVENT.

EROSION CONTROL NOTES:

1. FIBER ROLLS
2. SILT FENCE
3. INLET PROTECTION
4. STABILIZED CONSTRUCTION ENTRANCE
5. CONCRETE WASHOUT AREA
6. STOCKPILE LOCATION
7. SOLID WASTE MANAGEMENT LOCATION
8. CONTRACTOR STAGING AREA. EXACT LOCATION TO BE DETERMINED BY CONTRACTOR

LEGEND:

- SUGGESTED STOCKPILE LOCATION
- SUGGESTED CONTRACTOR STAGING AREA
- STABILIZED CONSTRUCTION ENTRANCE
- FR — FR — FIBER ROLL
- SF — SF — SILT FENCE
- SWM — SOLID WASTE MANAGEMENT
- INLET PROTECTION
- CONCRETE WASHOUT

0 20 40 60
SCALE FEET
1" = 20'

REGISTERED PROFESSIONAL ENGINEER
JEROME DE VERRIER
No. C60334
Exp. 6/30/18
CIVIL
STATE OF CALIFORNIA

PREPARED UNDER THE DIRECTION OF:
TranSystems
JEROME DE VERRIER
10-18-2016
DATE:

ACCEPTED FOR USE:
FRITZ MCKINLEY
City Engineer
Date:

City of Pittsburg

EROSION CONTROL PLAN MULTIMODAL FACILITY

BART MULTIMODAL TRANSFER FACILITY PROJECT
CONTRACT 2013-19

DRAWN: JSV
CHECKED: JDG
REVIEWED: JDV
DATE: 10/16/2016
SCALE: 1"=20'

DATE	REV	DESCRIPTION	BY

SHEET NO.
4 OF 59

DWG. NO.
C-001

Attachment 3: Kimley-Horn Traffic Analysis

Kimley»Horn

Final MEMORANDUM

To:	Mr. Sean Williams Civil Engineer City of Pittsburg, Development Services
From:	Ben Huie, PE Kimley-Horn and Associates, Inc.
Date:	September 22, 2015
Subject:	Pittsburg Railroad Avenue eBART Multi-modal Transit Facility (eMTF) Traffic Analysis

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the City of Pittsburg (City) to develop alternative conceptual designs for the eBART Multi-modal Transit Facility (eMTF or Project) serving the proposed Railroad Avenue eBART Station. The proposed eMTF will be located on the east side of Railroad Avenue between Victory Avenue and California Avenue and enhances access to the future eBART station by incorporating transit stops, short-term parking, bicycle racks, and a pick-up and drop-off zone.

To evaluate the effectiveness of traffic operations for each of the alternative conceptual designs, a traffic analysis was performed to evaluate the level of service, delay, and vehicle queuing at the two study intersections. Internal queuing for each of the alternative conceptual designs were also evaluated. A Draft Memorandum was submitted to the City on August 25, 2015. This Final Memorandum summarizes the updated analysis approach, findings, and recommendations.

METHODOLOGY

The traffic analysis evaluated level of service, delay, and vehicle queuing at the following two study intersections:

1. Railroad Avenue / Center Drive
2. Railroad Avenue / SR-4 WB On-ramp – California Avenue

LEVEL OF SERVICE AND DELAY

The level of service and delay was determined by following the Highway Capacity Manual (HCM) 2000 and 2010 methodology within the Synchro software. Based on the City of Pittsburg General Plan, both intersections are to operate at LOS D or better.

QUEUING

Vehicle queuing for each study intersection was analyzed using the HCM 2000 methodology. The 95th percentile length was compared to the turn packet storage length to determine if queues would exceed the storage length. For the queuing analysis a typical vehicle length of 25 feet was used. The

City of Pittsburg does not have standards for queuing impacts. For the purpose of this analysis, a queuing impact was considered to occur under conditions where project traffic causes the queue in a left turn pocket to extend beyond the turn pocket by 25 feet of more into adjacent traffic lanes that operate separately from the left turn lane. Locations where the right turn pocket storage is exceeded are not considered potentially hazardous because the right turn movement typically goes during the same phase as the through movement and the additional vehicles that spill out of the turn pocket will likely not hinder nor disrupt the adjacent through traffic.

Internal queuing within the site was also evaluated based on length of queue storage and arrival and departure rates of vehicles utilizing the site. For the analysis it was assumed that during the AM peak, the majority of the vehicles were utilizing the loading zone for drop-off activity and assumed an average dwell time of 30 seconds per vehicle. During the PM peak, it was assumed that the majority of vehicles were utilizing the loading zone for pick-up activity and assumed an average dwell time of 60 seconds per vehicle. A vehicle length of 22 feet was used in this analysis.

EXISTING CONDITION

Existing intersection turning movement counts at each intersection were provided by the City. The counts were collected in January and March 2015 during the weekday AM (6:30 AM – 8:30 AM) and weekday PM (4:00 PM – 6:00 PM) peak periods. No adjustments were made to account for the different data collection months, however northbound and southbound volumes were balanced between the two intersections for each peak period. Volume balancing adjustments were conservatively completed by increasing the lower volume to match the higher volume. Existing turning movement counts are included in **Attachment A**.

Using existing volumes and existing lane geometry, a Synchro model was developed for the study area during the weekday AM and PM peak hours. This model was used to evaluate existing level of service, delay, and queuing for existing conditions.

LEVEL OF SERVICE AND DELAY

Table 1 lists the level of service and delay for the two study intersections. As shown in **Table 1**, all study intersections function within acceptable levels of service in existing conditions. Analysis sheets are provided in **Attachment B**.

Table 1: Existing Level of Service Summary

#	Intersection	LOS Criteria	Intersection Control	Existing			
				AM Peak		PM Peak	
				LOS	Delay	LOS	Delay
1	Raiload Avenue / Center Drive	D	Signal	A	4.5	A	5.2
2	Railroad Avenue / SR-4 WB Ramps - California Avenue	D	Signal	D	37.1	D	35.4

QUEUING

Table 2 summarizes the queues during the Existing Condition. As shown in **Table 2**, the majority of the queues do not exceed its storage length except for the following movements:

- Northbound Left-Turn at Intersection 1 - Railroad Avenue/Center Drive (AM peak)
- Southbound Left-Turn at Intersection 2 - Railroad Avenue/California Avenue (PM peak)

Analysis sheets are provided in **Attachment B**.

Table 2: Existing Queuing at Study Intersections

Scenario	Turning Movement	Intersection					
		Railroad Ave/ Center Dr #1			Railroad Ave/ California Ave #2		
		Link	AM	PM	Link	AM	PM
Existing	EBL	135	<25	<25			
	EBR	100	<25	<25			
	WBL						
	WBR						
	NBL	100	161	<25	400	127	183
	NBR						
	SBL				125	158	140
	SBR						

Note: Locations where the queue length exceeds the link storage by 25 feet or more are shown in shaded cells.

PROPOSED IMPROVEMENTS AND CONCEPT PLANS

Kimley-Horn developed and presented conceptual designs for three alternatives to the City. The City suggested further design of an additional concept, Alternative 4. In the memorandum analysis, results for Alternative 1 and Alternative 4 are discussed in detail. Initial traffic analysis for Alternative 2 and Alternative 3 were conducted, but after discussion with the City, it was decided that Alternative 2 and Alternative 3 should be excluded from the further analysis due to potential operational or safety concerns. It was determined that the internal circulation for Alternative 2 was not suitable for the project. Alternative 3 showed potential significant traffic impacts and there were safety concerns with the entrance for the Project site.

PROJECT TRIP GENERATION

Trip generation was based off of daily trips stated in the Draft Environmental Impact Report (DEIR) for the East Contra Costa BART Extension dated September 2008. The DEIR reported that the Pittsburg Railroad Station would have 190 daily round trips for drop-off.

Table 3 summarizes the number of roundtrips for the AM and PM peak. Daily trips were converted to AM and PM peak trips based on information in the 2008 BART Station Profile Study. The 2008 BART Station Profile Study reported percentages of riders traveling to various destinations during the morning, afternoon, and evening times. It was assumed that the AM peak hour trips would be equivalent to the percentage of BART riders traveling to work in the morning (86%) and that the PM peak trips would be equivalent to the percentage of BART riders traveling home during the evening (79%). By applying the percentages in the 2008 BART Station Profile Study, the AM and PM peak hour trips are 164 vehicles and 150 vehicles, respectively. **Attachment C** includes excerpts from the 2008 BART Station Profile Study that was used in the analysis.

Table 3: Project Trip Generation Estimates

Peak Period	Percent of Daily Trips	Peak Hour Trips
AM peak	86%[A]	164 vehicles
PM peak	79%[B]	150 vehicles
[A] AM peak period percentage is equal to the percentage of BART riders traveling to work in the morning. [B] PM peak period percentage is equal to the percentage of BART riders traveling home in the evening.		

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Project trip distribution was developed for the proposed Project based on *Home Origin Maps* that were included in the 2008 BART Station Profile Study. The *Home Origin Maps* show home locations for BART riders for a particular station by mode. The map for the closest current station, Pittsburg/Bay Point Station, was used. From the map it was determined which locations would attract existing riders to the proposed Project. The project trip distribution percentages are shown in **Table 4**. **Attachment D** is the edited map used to determine the trip distribution. It should be noted that **Attachment D** was initially used to determine the trip distribution for the proposed project. Trips primarily originated from north of, south of and east of the project site. The City reviewed the trip distribution and commented that a percentage of the trips originating from the north would instead access the site from the west via Center Drive.

Table 4: Project Trip Distribution

Direction	Trip Distribution Percentage
North	15%
South	55%
East	25%
West	5%

Based on the assumed trip distribution, project trips were assigned to the two study intersections. Since the Project is for drop-off and pick-up activities, it was assumed that trips would come from and return to the same direction. Alternative 1 and Alternative 4 have the same trip assignment since vehicles can only enter and exit the site from the intersection of Railroad Road / Center Drive. **Attachment E** illustrates the project trip assignment. **Attachment F** illustrates the existing plus project volumes.

ALTERNATIVE 1

Alternative 1 will have vehicles entering the site off of Railroad Avenue at Center Drive and can either pull into the passenger pick-up and drop off area or bypass the area to the short-term parking area. Vehicles may circle through the site or exit the site at the intersection of Railroad Avenue / Center Drive. Alternative 1 also proposes that an exclusive westbound right turn lane be constructed at the intersection of Railroad Avenue and SR-4 WB Ramps-California Avenue. At the intersection of Railroad Avenue / Center Drive, it is proposed that an exclusive southbound left turn lane be constructed and the west leg be restriped to include a left-turn lane, a shared right-through lane, and a right turn lane. The signal timing at Railroad Avenue would consist of protected lefts for all approaches. Figure for Alternative 1 is shown in **Attachment G**.

LEVEL OF SERVICE AND DELAY

Table 5 lists the level of service and delay for the two study intersections. As shown in **Table 5**, all study intersections function within acceptable levels of service with Alternative 1.

Table 5: Level of Service Summary for Existing and Alternative 1

#	Intersection	LOS Criteria	Intersection Control	Existing				Alternative 1					
				AM Peak		PM Peak		AM Peak			PM Peak		
				LOS	Delay	LOS	Delay	LOS	Delay	Δ Delay	LOS	Delay	Δ Delay
1	Raiload Avenue / Center Drive	D	Signal	A	4.5	A	5.2	C	22.6	18.1	B	13.5	8.3
2	Railroad Avenue / SR-4 WB Ramps - California Avenue	D	Signal	D	37.1	D	35.4	D	47.9	10.8	C	27.7	-7.7

Additional analysis was conducted to determine the level of service and delay if the signal at the intersection of Railroad Avenue / Center Drive operated on split phases for the eastbound and westbound approaches. The intersection would operate at an acceptable level of service with split phasing with an LOS B and 12.5 seconds of delay in the AM peak and with an LOS A and 8.5 seconds of delay in the PM peak.

Analysis sheets are provided in **Attachment B**.

QUEUING

Table 6 summarizes the queues with Alternative 1. As shown in **Table 6**, with the improvements proposed in Alternative 1, the majority of the queues are contained within the available storage lengths except for the following movements:

- Westbound Left-Turn at Intersection 1 - Railroad Avenue/Center Drive (AM and PM peaks)
- Northbound Left-Turn at Intersection 1 - Railroad Avenue/Center Drive (AM peak)

- Westbound Right-Turn at Intersection 2 - Railroad Avenue/California Avenue (AM peak)

Analysis sheets are provided in **Attachment B**.

Table 6: Existing and Alternative 1 Queuing at Study Intersections

Scenario	Turning Movement	Intersection					
		Railroad Ave/ Center Dr #1			Railroad Ave/ SR 4 WB Ramps-California Ave #2		
		Link	AM	PM	Link	AM	PM
Existing	EBL	135	<25	<25			
	EBR	100	<25	<25			
	WBL						
	WBR						
	NBL	100	161	<25	400	127	183
	NBR						
	SBL				125	158	140
	SBR						
Existing + Project (Alternative 1)	EBL	135	<25	<25			
	EBR	100	<25	<25			
	WBL	60	171	165			
	WBR				105	162	108
	NBL	100	156	29	400	125	417
	NBR						
	SBL	250	59	44	125	115	117
	SBR						

Note: Locations where the queue length exceeds the link storage by 25 feet or more are shown in shaded cells.

At Intersection 1, the westbound left turn queue will exceed the 60-foot turn pocket during the AM and PM peaks. The westbound approach is part of the proposed site and any overflow from the left-turn will be contained in the site, and therefore this is not a queuing impact.

At Intersection 1, the northbound left turn queue will exceed the 100-foot turn pocket during the AM peak. However, this is a pre-existing deficiency that occurs in the Existing condition without the project. The project did not increase the queue by at least one vehicle length (25 feet), and therefore this is not a queuing impact.

At Intersection 2, the westbound right turn queue will exceed the 105-foot turn pocket during the AM peak. As stated in the Methodology section, queuing impacts were not considered for right turns since spill out for right turns will likely not impede the adjacent through traffic and therefore this is not a queuing impact.

For Alternative 1, there is a storage length of approximately 200 feet (approximately 9 vehicles or 22 feet per vehicle) for the loading area. The internal site queuing analysis found that there will be no overflow for the passenger loading zone during both the AM and PM peak periods.

An additional queuing analysis was conducted at the intersection of Railroad Avenue / Center Drive to determine the change if the signal operated with split phases for the eastbound and westbound approaches. The queue lengths for the analysis are shown in **Table 7**. The same movements still exceed the storage length with split phasing. Analysis sheets are provided in **Attachment B**.

Table 7: Queuing at Intersection of Railroad Avenue / Center Drive with Split Phasing

Scenario	Turning Movement	Split Phase		
		Link	AM	PM
Alternative 1	EBL	135	<25	<25
	EBR	100	<25	<25
	WBL	60	162	158
	WBR			
	NBL	100	165	29
	NBR			
	SBL	250	49	44
	SBR			

Note: Locations where the queue length exceeds the link storage by 25 feet or more

ALTERNATIVE 4

Alternative 4 will have vehicles entering the site at the intersection of Railroad Avenue / Center Drive and can either pull into the passenger pick-up and drop off area to the right or park in the short-term parking spaces. There is also bus parking around the bend. Vehicles may circle through the site or

exit the site at the intersection of Railroad Avenue / Center Drive. Alternative 4 also proposes that an exclusive westbound right turn lane be constructed at the intersection of Railroad Avenue / SR-4 WB Ramps-California Avenue. At the intersection of Railroad Avenue / Center Drive, it is proposed that an exclusive southbound left turn lane be constructed and the west leg be restriped to include an exclusive left-turn lane, a shared right-through lane, and a right turn lane. The signal timing at the intersection of Railroad Avenue – Center Drive would consist of protected lefts for all approaches. The concept design for Alternative 4 is shown in **Attachment G**.

LEVEL OF SERVICE AND DELAY

Table 8 lists the level of service and delay for the two study intersections. As shown in **Table 8**, all study intersections function within acceptable levels of service with Alternative 4.

Table 8: Level of Service Summary for Existing and Alternative 4

#	Intersection	LOS Criteria	Intersection Control	Existing				Alternative 4					
				AM Peak		PM Peak		AM Peak			PM Peak		
				LOS	Delay	LOS	Delay	LOS	Delay	Δ Delay	LOS	Delay	Δ Delay
1	Raiload Avenue / Center Drive	D	Signal	A	4.5	A	5.2	C	22.6	18.1	B	13.5	8.3
2	Railroad Avenue / SR-4 WB Ramps - California Avenue	D	Signal	D	37.1	D	35.4	D	47.9	10.8	C	27.7	-7.7

Additional analysis was conducted to determine the level of service and delay if the signal at the intersection of Railroad Avenue / Center Drive operated on split phases for the eastbound and westbound approaches. The intersection would operate at an acceptable level of service with split phasing with an LOS B and 12.6 seconds of delay in the AM peak and with an LOS A and 8.5 seconds of delay in the PM peak.

Analysis sheets are provided in **Attachment B**.

QUEUING

Table 9 summarizes the queues with Alternative 4. As shown in **Table 9**, with the improvements proposed in Alternative 4, the majority of the queues are contained within the available storage lengths except for the following movements:

- Westbound Left-Turn at Intersection 1 - Railroad Avenue/Center Drive (AM and PM peaks)
- Northbound Left-Turn at Intersection 1 - Railroad Avenue/Center Drive (AM peak)
- Westbound Right-Turn at Intersection 2 - Railroad Avenue/California Avenue (AM peak)

Analysis sheets are provided in **Attachment B**.

At Intersection 1, the westbound left turn queue will exceed the 135-foot turn pocket during the AM and PM peaks. The westbound approach is part of the proposed site and any overflow from the left-turn will be contained in the site. Therefore, this is not a queuing impact.

At Intersection 1, the northbound left turn queue will exceed the 100-foot turn pocket during the AM peak. However, this is a pre-existing deficiency that occurs in the Existing condition without the project. The project did not increase the queue by at least one vehicle length (25 feet), and therefore this is not a queuing impact.

At Intersection 2, the westbound right turn queue will exceed the 105-foot turn pocket during the AM peak. As stated in the Methodology section, queuing impacts were not considered for right turns since spill out for right turns will likely not impede the adjacent through traffic and therefore this is not a queuing impact.

Table 9: Existing and Alternative 4 Queuing at Study Intersections

Scenario	Turning Movement	Intersection					
		Railroad Ave/ Center Dr #1			Railroad Ave/ SR 4 WB Ramps-California Ave #2		
		Link	AM	PM	Link	AM	PM
Existing	EBL	135	<25	<25			
	EBR	100	<25	<25			
	WBL						
	WBR						
	NBL	100	161	<25	400	127	183
	NBR						
	SBL				125	158	140
	SBR						
Existing + Project (Alternative 4)	EBL	135	<25	<25			
	EBR	100	<25	<25			
	WBL	135	171	165			
	WBR				105	162	
	NBL	100	156	29	400	125	183
	NBR						
	SBL	250	59	56	125	115	139
	SBR						

Note: Locations where the queue length exceeds the link storage by 25 feet or more are shown in shaded cells.

For Alternative 4, there is a storage length of approximately 180 feet (approximately 8 vehicles or 22 feet per vechile) for the loading area. The internal site queuing analysis found that there will be no overflow for the passenger loading zone during both the AM and PM peak periods.

An additional queuing analysis was conducted at the intersection of Railroad Avenue / Center Drive to determine the change if the signal operated with split phases for the eastbound and westbound approaches. The queue lengths for the analysis are shown in **Table 10**. The same movements still exceed the storage length with split phasing. Analysis sheets are provided in **Attachment B**.

Table 10: Queuing at Railroad Avenue / Center Drive with Split Phasing

Scenario	Turning Movement	Split Phase		
		Link	AM	PM
Alternative 4	EBL	135	<25	<25
	EBR	100	<25	<25
	WBL	135	162	158
	WBR			
	NBL	100	165	29
	NBR			
	SBL	250	49	44
	SBR			

Note: Locations where the queue length exceeds the link storage by 25 feet or more

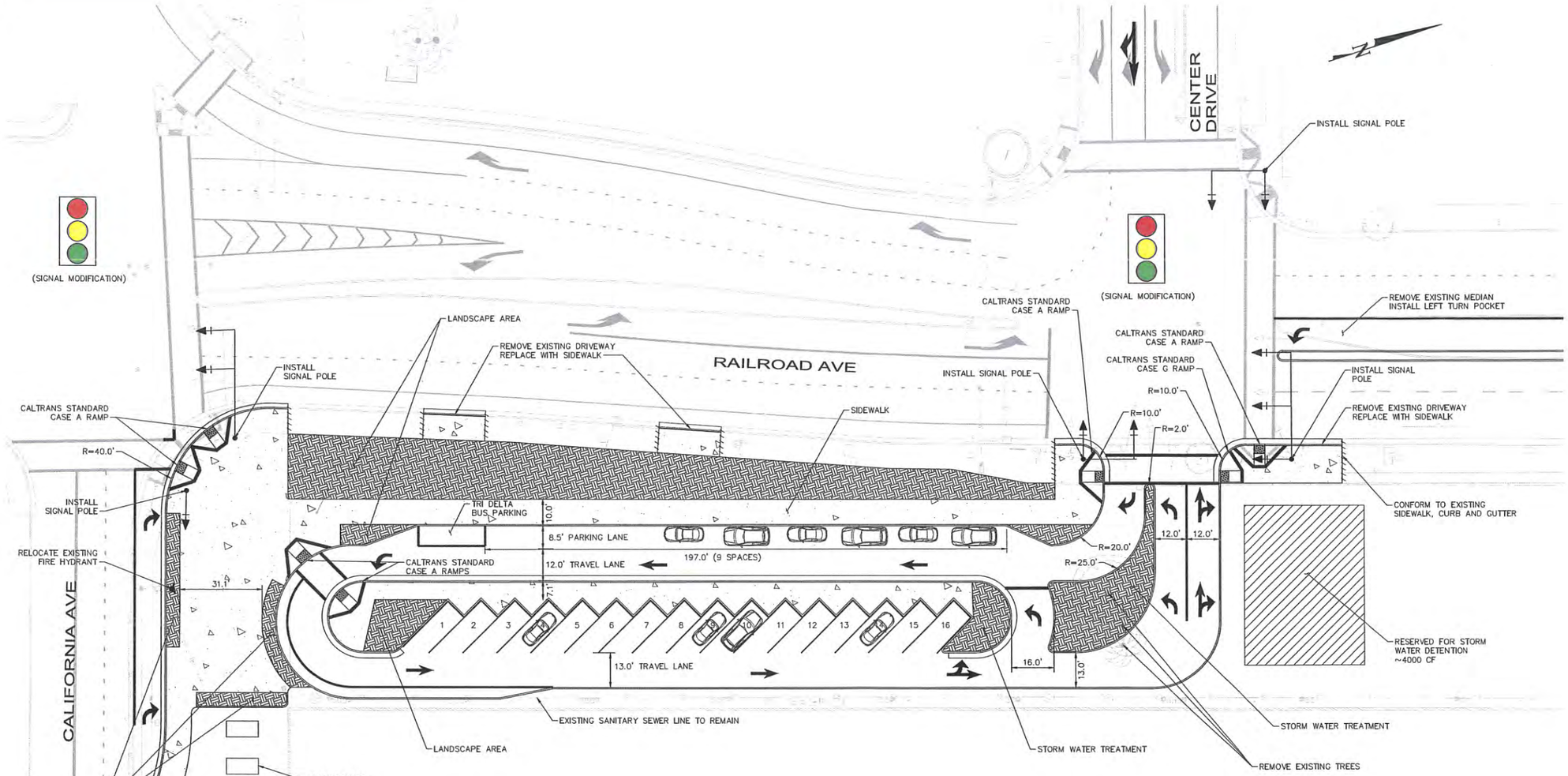
CONCLUSION

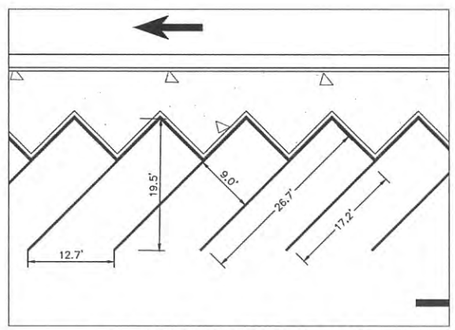
The purpose of the analysis was to evaluate the potential transportation impacts for the proposed eBART Multi-modal Transit Facility for the proposed Railroad Avenue eBART Station. The analysis evaluated the level of service, delay, and queuing at two study intersections under Existing conditions and under two proposed Alternative conditions. Internal site queuing was also evaluated for each Alternative condition.

The analysis found that under both Alternative 1 and Alternative 4 conditions, the study intersections will operate at acceptable levels of service. It should be noted that for Alternative 1 and Alternative 4, the study intersections will operate identically in regards to level of service, delay, and intersection queuing due to the similar lane geometry at the study intersection. The only difference between the two Alternatives is the storage length for the westbound left lane at the intersection of Railroad Avenue / Center Drive. It was also concluded that both Alternative 1 and Alternative 4 will provide adequate storage lengths for pick-up and drop off activities.

Attachment G

Alternative Conceptual Designs





PARKING STALL DETAIL
NTS

PITTSBURG eMTF
RAILROAD AVE AT CALIFORNIA AVE
ALTERNATIVE 1

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

Kimley»Horn

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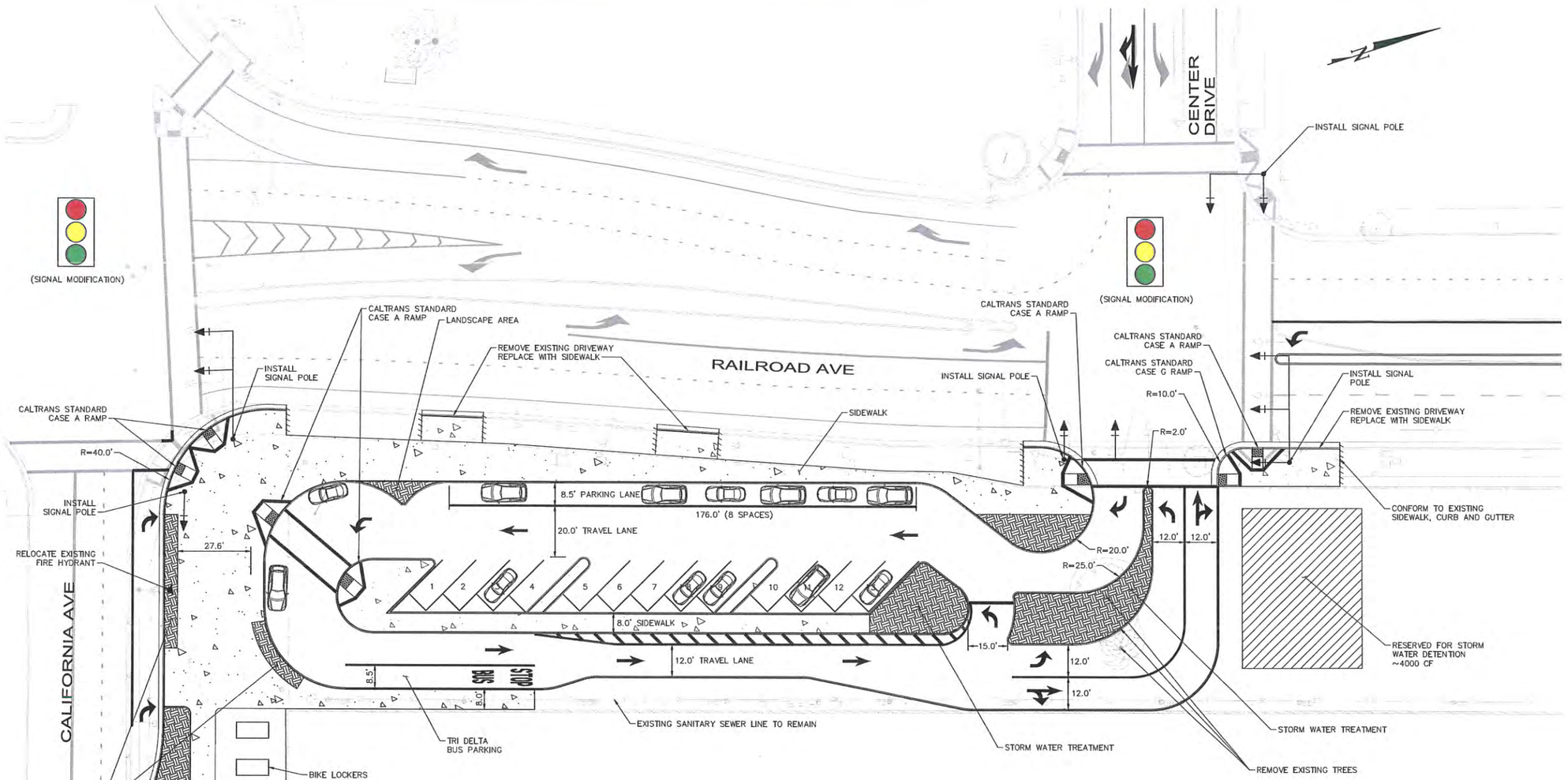

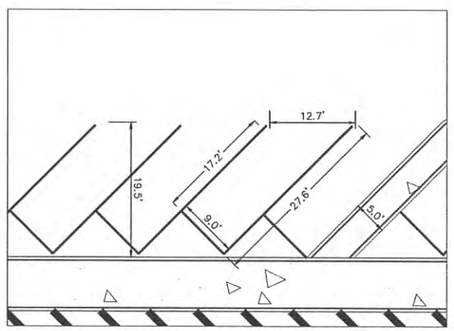

PARKING STALL DETAIL
NTS

PITTSBURG eMTF
RAILROAD AVE AT CALIFORNIA AVE
ALTERNATIVE 4

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

Kimley»Horn

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Application of Criteria for a Project of Air Quality Concern
19th Street BART to Lake Merritt Urban Greenway
Project Summary for Air Quality Conformity Task Force Meeting: December 1, 2016

Description

- Active Transportation Program (ATP) project located on 20th Street between Broadway and Harrison Street. Project will implement a road diet and reduce one travel lane in each direction. Project will install Class II bicycle lanes in both directions, raised medians, and sidewalk extensions.
- Project improves the east-west link in the Downtown Oakland roadway network and the local connection between Broadway and Harrison Street to employment centers, businesses, and other downtown destinations.
- Project will enhance bicycle and pedestrian features in the area to promote modal shifts.
- There will be no change in traffic volumes by the project.

Background

- NEPA process for Initial Study/Environmental Assessment (IS/EA) almost complete
- No comments received on air quality thus far
- Seeking air quality conformity determination on the December 1, 2016 meeting.
- Schedule based on funding obligation for FY 2017

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Road diet with no change in anticipated traffic volume or truck percentages as a result of this project

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles represent 2%-7% of intersection traffic volume during peak hours
- Intersections are at LOS B & C. Two intersections drop to a level D from C within projection period (both due to projected local/regional growth as well as anticipating trips associated with Kaiser project)
- No project changes to land use that would affect diesel traffic percentage
-

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- Effective February 8, 2013, San Francisco Bay Area nonattainment area was determined by the EPA to have attained the 2006 24-hour fine particle (PM2.5) National Ambient Air Quality Standard (NAAQS).
- No state implementation plan for PM_{10}
- Therefore, not identified in plan as an area of potential violation

RTIP ID# *240381*

TIP ID# *ALA150044*

Air Quality Conformity Task Force Consideration Date
December 1, 2016

Project Description *(clearly describe project)*
This work is an Active Transportation Program (ATP) project located on 20th Street between Broadway and Harrison Street. The project will implement a road diet and reduce one travel lane in each direction. The project will install Class II bicycle lanes in both directions, raised medians, and sidewalk extensions. The project includes curb, gutter, sidewalk, storm drain, and traffic signal modifications, upgrading to American Disability Act (ADA) compliant ramps, signage, and striping. This project will facilitate access for walking and biking and thereby encourage more people to use alternative methods of travel.

Type of Project:
ATP project involving a road diet on 20th Street and providing bike and pedestrian environment improvements along roadway and at intersections.

County	*Narrative Location/Route & Postmiles*
Alameda	Within City of Oakland along 20th Street between Broadway and Harrison Street
	Caltrans Projects – EA#

Lead Agency: City of Oakland

Contact Person	*Phone#*	*Fax#*	*Email*
Edmond Siu	510-238-3172		esiu@oaklandnet.com

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X *Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2016	2017		2018
End	2017	2018		2019

Project Purpose and Need (Summary): *(please be brief)*
The project will reduce lanes in each direction and the road diet will provide additional sidewalk space and install Class II bicycle lanes. Existing sidewalk width along the corridor does not provide sufficient capacity for the high pedestrian volumes located in the area. The corridor provides access to several major bicycle corridors as well as serving the area's many employers, businesses, and downtown destinations. The project location provides an important east-west connection within the bicycle and pedestrian networks of the Downtown and Uptown districts.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project is located in Oakland's central business district, and provides surrounding access to 19th Street BART, Lake Merritt, major bicycle corridors, various large commercial offices, and downtown destinations. Traffic generated in this area is predominantly passenger vehicles in addition to transit, and basic service vehicles such as delivery, waste disposal, and emergency services.

Brief summary of assumptions and methodology used for conducting analysis

The 20th Street Complete Streets Study (November 2013) performed by Fehr and Peers and peak hour traffic operations at signalized intersections were evaluated using Synchro software and the Highway Capacity Manual (HCM) methodology. Vehicle, pedestrian, and bicycle counts were performed in May 2013 for the study, and supplemented with other historical counts available.

Heavy vehicle volume was counted in the peak hour and did not exceed 3.2% of total intersection volume at intersections contained within the project area. The analysis of heavy vehicles in the project area included buses, which account for a majority of those vehicles. The 3.2% is a conservative assumption for the total diesel trucks on the roadway. The project location is not located on a City of Oakland truck route and Harrison Street north of 20th Street is prohibited to trucks. No additional truck volume is anticipated between the Build and No Build scenarios. Additional projections for 2030 do not expect additional trips for trucks and remains at a maximum of 3.2%.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year: 2020
AADT: 12,028, 3.2% (385) Trucks

Location	No Build (LOS)	Build (LOS)
20th/Broadway	B	B
20th/Franklin	B	B
20th/Webster	C	C
20th/Harrison	B	C

LOS is intersection, not segment LOS, at peak hour. AADT is assumed equal between Build and NO Build scenarios. Build condition assumes project plus addition of Kaiser development trips.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Design Year: 2030
AADT: 10,404, 3.2% (333) Trucks

Location	No Build (LOS)	Build (LOS)
20th/Broadway	C	C
20th/Franklin	B	B
20th/Webster	C	D
20th/Harrison	D	D

LOS is intersection, not segment LOS, at peak hour. AADT is assumed equal between Build and NO Build scenarios. Build condition assumes project plus addition of Kaiser development trips.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Implementation of a road diet on 20th Street is not anticipated to redistribute traffic. The project will continue to operate acceptably in future lane reduction scenarios. The project will have some positive influence on reducing motor vehicle trips by encouraging mode share shift to bicycle, bus, and BART.

Comments/Explanation/Details (please be brief)

20th Street functions as a significant east-west link in the Downtown Oakland network and the intent of the project improvements is to encourage and increase the use of the street for pedestrians and bicyclists while facilitating the movement of motor vehicles at a safe speed limit. The improvements will have minimal impacts on auto congestion as evidenced by the intersection LOS in all scenarios continuing to operate at acceptable levels by the City of Oakland.

The project is not considered a POAQC, as defined in 40 CFR 93.123(b), for the following reasons:

- The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles. It is a road diet project and does not widen or create additional automobile travel lanes. One travel lane is being reduced in each direction and class II bicycle lanes are being added. There will be no increase in diesel vehicles on the street anticipated due to the project.

- The project does not include intersections that are or will be at LOS D, E, or F with a significant number of diesel vehicles. From the Fehr and Peers Complete Streets Study, "The lane reduction concept was tested using Synchro traffic operations software. In the near-future, Kaiser is anticipated to redevelop and grow their existing campus at the northside of the Harrison Street intersection. As a conservative approach, the existing traffic volumes from May 2013 were added to the anticipated new trips associated with the Kaiser project (Kaiser Office Center DEIR, 2010)…. To address concerns about traffic increases in future years, cumulative plus project volumes from the Kaiser Center Office DEIR were also tested under a lane reduction scenario. All intersections would continue to operate acceptably in 2030 under a lane reduction scenario. All signalized intersections would operate at LOS C, with the exception of 20th Street/Webster Street and 20th Street/Harrison Street, which would operate at LOS D." Diesel vehicles represent a maximum of 6.6% of intersection peak traffic volume, which does not constitute a significant portion of total traffic that would degrade the operation of the intersection.

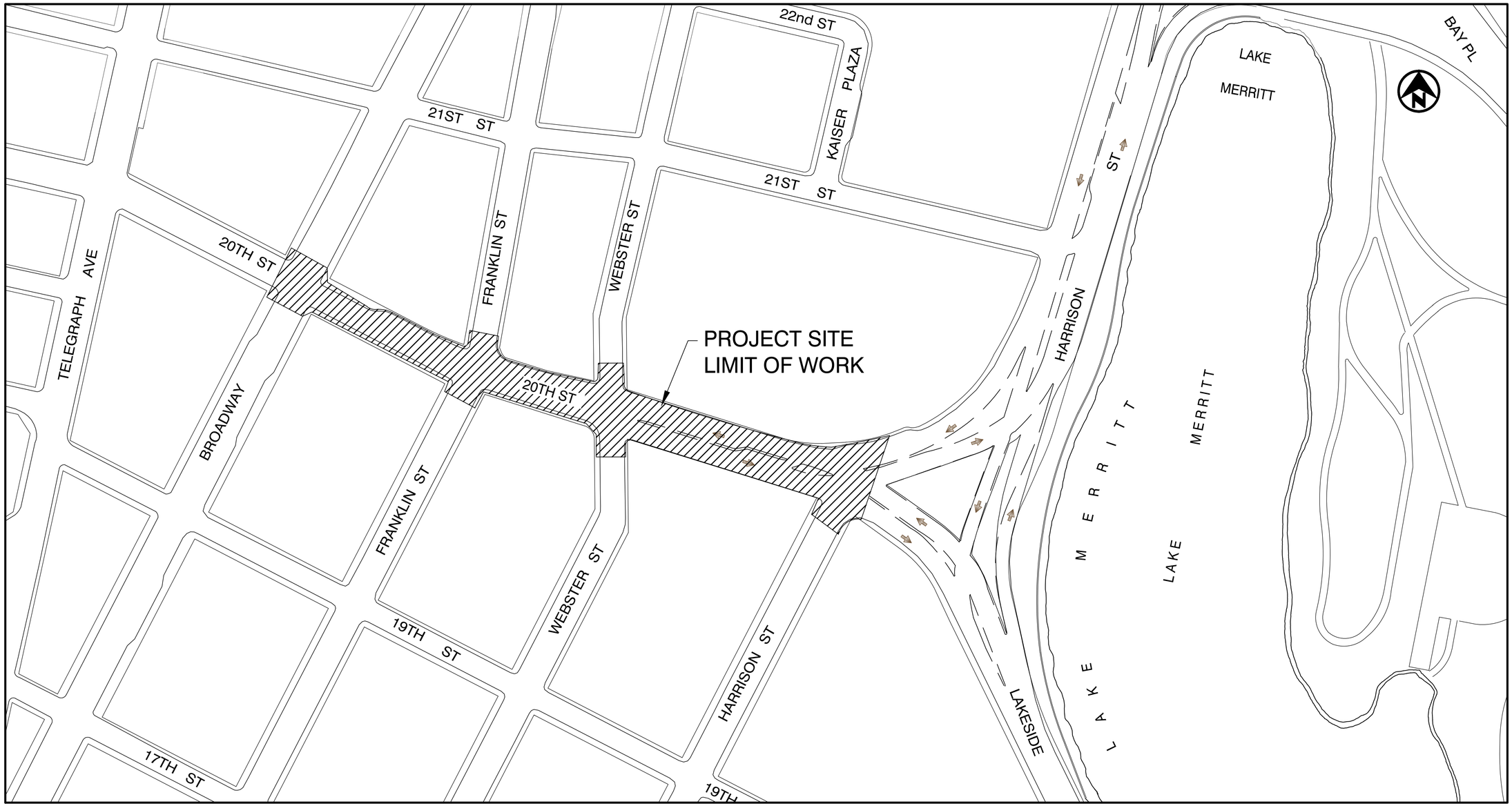
- The project does not include construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location.

- The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location.

- The project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 applicable implementation plan or implementation plan submission as sites of violation or possible violation. Effective February 8, 2013, San Francisco Bay Area nonattainment area was determined by the EPA to have attained the 2006 24-hour fine particle (PM2.5) National Ambient Air Quality Standard (NAAQS).

Therefore, the project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit Hot-spot analysis. The project will not create a new or worsen an existing PM2.5 violation.

Attachments:
1 – Vicinity Map, City of Oakland Truck Routes, Project Concept Plan
2 – Traffic Counts
3 – 20th Street Complete Streets Study



LOCATION MAP

NOT TO SCALE

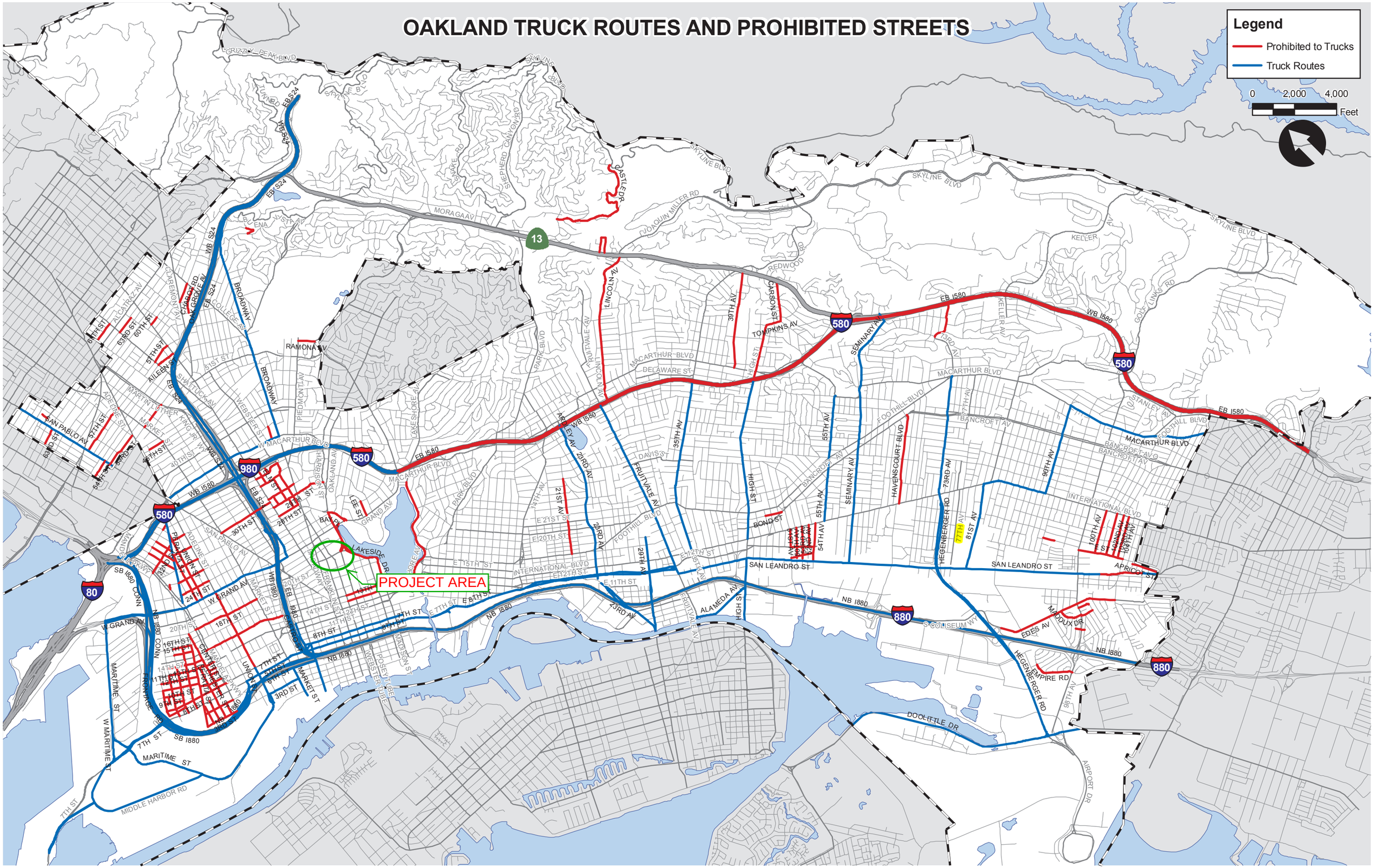
LIMITS OF WORK

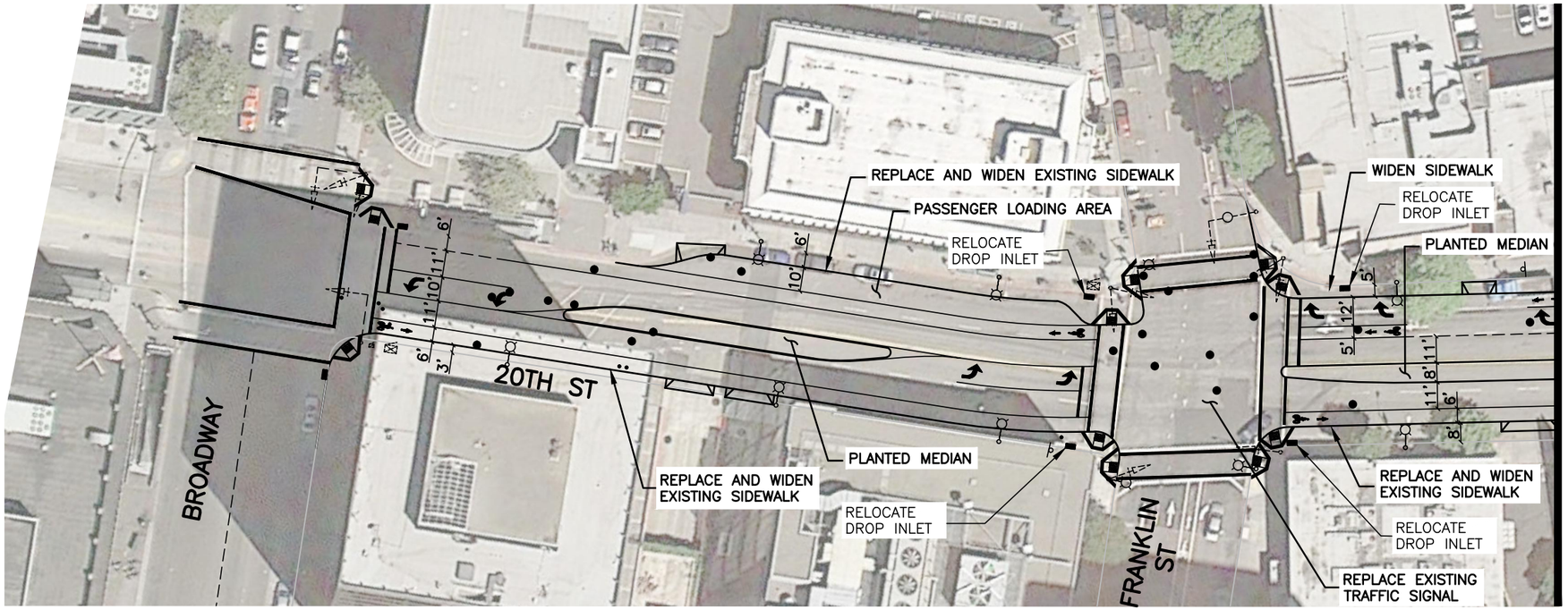
CITY OF OAKLAND
BUREAU OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA
SUITE 4314 OAKLAND, CA 94612
(510) 238-3437, FAX (510) 238-7227

20TH STREET PROJECT, HARRISON ST TO BROADWAY STREETSCAPE PROJECT

VICINITY MAP

OAKLAND TRUCK ROUTES AND PROHIBITED STREETS





NOTES:

1. EXISTING MANHOLES SHOWN TO BE ADJUSTED TO GRADE AS NECESSARY.
2. ROADWAY IS ASSUMED TO BE RECONSTRUCTED FROM CURB TO CURB.
3. ALL STREET LIGHTS ARE TO BE REPLACED.

60 0 60 120
30 0 30 60

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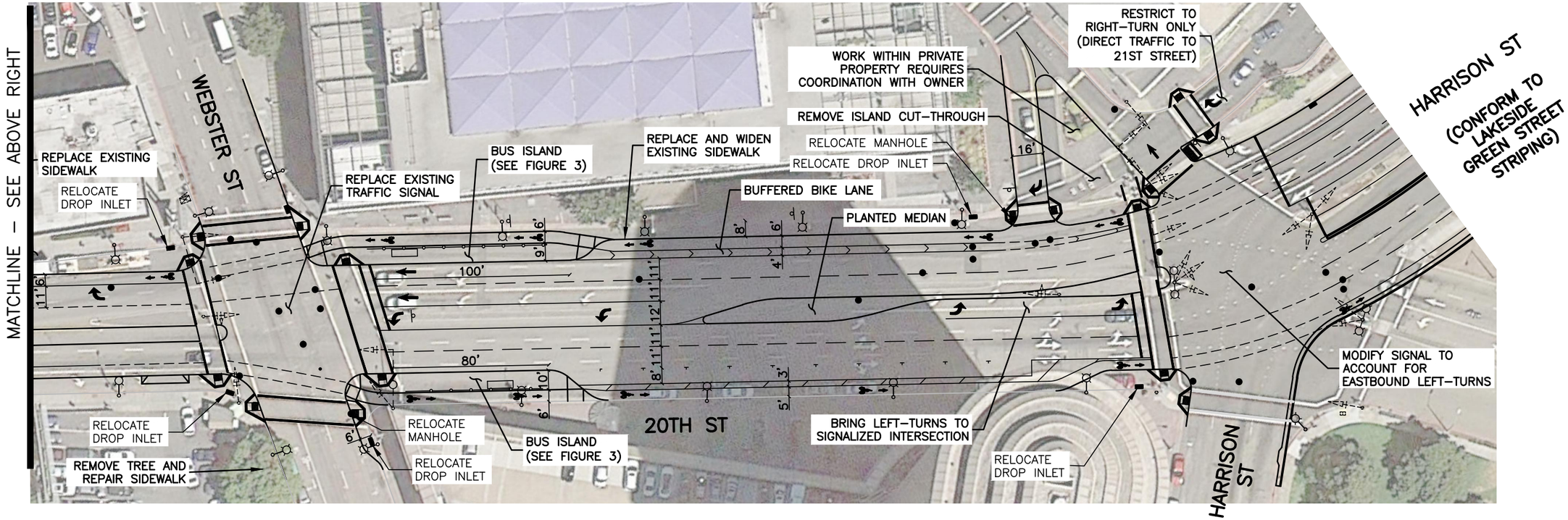
FULL SIZE 22x34 (1"=30')



FEHR & PEERS
100 Pringle Avenue Walnut Creek, CA 94596
Suite 600 (925) 930-7100

Nov 19, 2013
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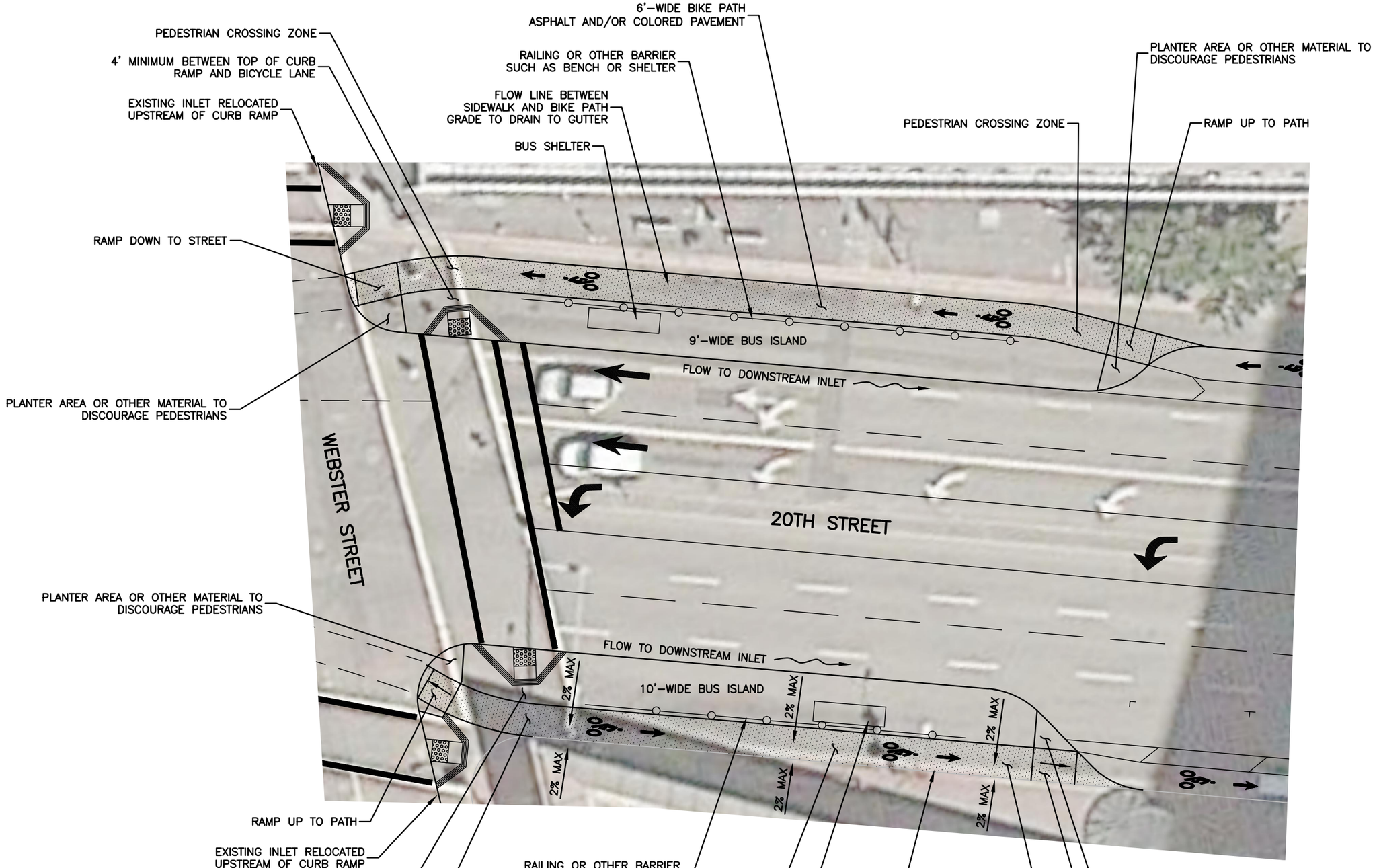
20TH STREET: BROADWAY TO HARRISON STREET
FIGURE 8



FEHR & PEERS
100 Pringle Avenue Suite 600 Walnut Creek, CA 94596 (925) 930-7100

SCALE: HALF SIZE 11x17 (1"=40')
FULL SIZE 22x34 (1"=20')

Nov 19, 2013
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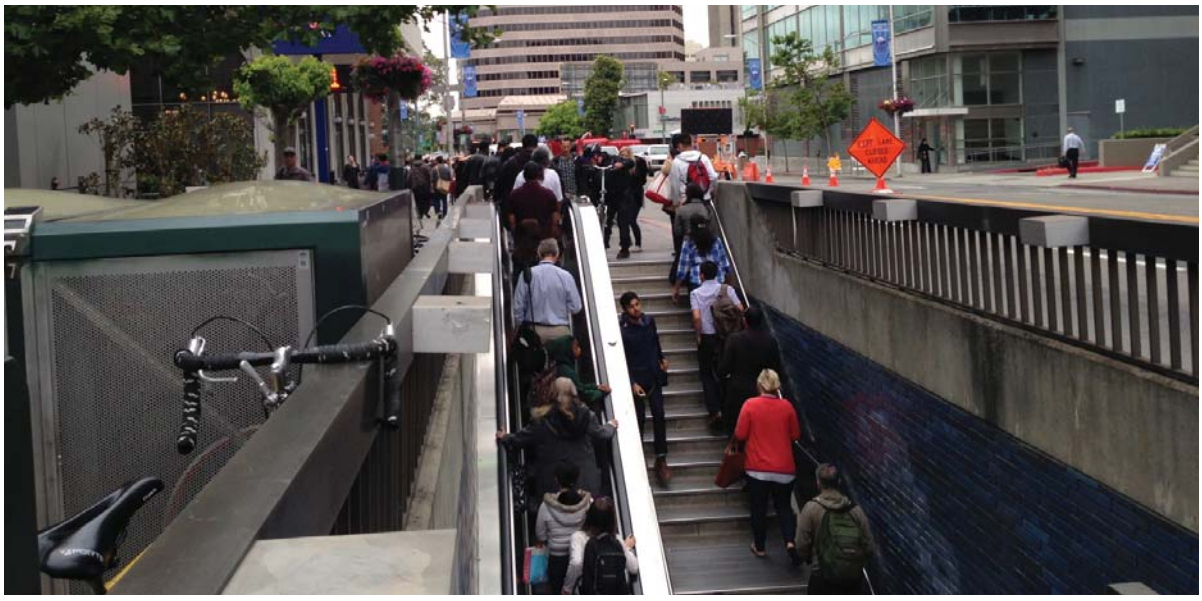
20TH STREET: BUS ISLANDS
FIGURE 9

20th Street Complete Streets Study



Prepared by:

FEHR PEERS

1330 Broadway, Suite 833

Oakland, CA 94612

Prepared for the:

CITY OF OAKLAND

November 2013

Table of Contents

Appendices

INTRODUCTION

This report presents existing conditions analysis, proposed cross-sections and improvements, and traffic operations analysis for the 20th Street Complete Streets Study, led by the City of Oakland Transportation Services Division. The study area consists of 20th Street between San Pablo Avenue and Harrison Street/Lakeside Drive.

STAKEHOLDER OUTREACH

The City of Oakland engaged AC Transit planning and engineering staff, BART, Lake Merrit/Uptown Business Improvement District (BID), and the Downtown Oakland Association to provide feedback and guidance on the project. The City of Oakland hosted two meetings with stakeholder groups. The first focused on existing conditions on the project and related planning efforts. In addition to the stakeholder meetings, a walking audit through the corridor was conducted with the stakeholders.

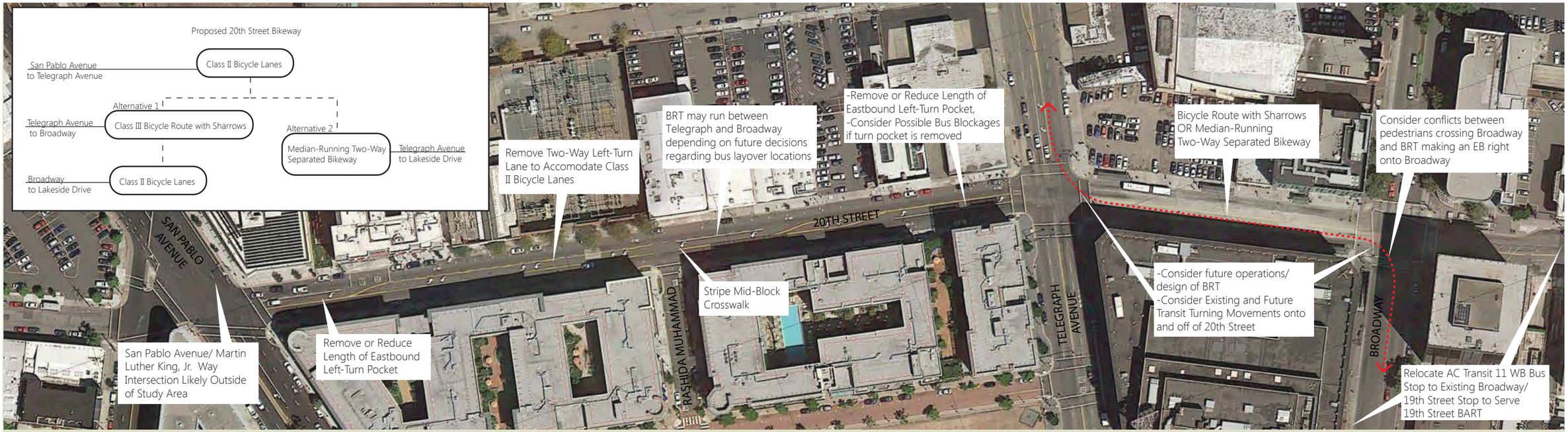
On the morning of May 29, 2013, the City of Oakland hosted a walking audit to discuss and observe issues on 20th Street during the AM peak period. Representatives from AC Transit, BART, City of Oakland, Fehr & Peers, and the BID participated. The existing issues and opportunities identified during the walking audit are presented on **Figure 1** and described in detail in the following sections.

EXISTING CONDITIONS

The following section presents existing conditions on 20th Street between San Pablo Avenue and Harrison Street/Lakeside Drive. This study assumes a baseline scenario that consists of existing conditions between San Pablo Avenue and Harrison Street. East of Harrison Street, it is assumed that the Snow Park/Lakeside Green Streets/Measure DD improvements, which are partially funded, are part of the baseline condition. As such, the Study assumes that the existing 20th Street/Harrison Street intersection will be reconfigured as a four-leg intersection, including a two-way Kaiser driveway at the north leg of the intersection. The Lakeside Drive/Harrison Street intersection will be reconfigured such that Lakeside Drive intersects Harrison Street at 90-degrees.

Pedestrian Environment

Pedestrian volumes on the corridor are high and typically pulse through the corridor with the arrival of BART trains at the 19th Street BART Station, located on the northeast corner of the 20th Street/Broadway intersection. Due to the location of the portal on the north side of 20th Street, most pedestrians use of the north side of the roadway, many of them accessing major employers located along 20th Street and



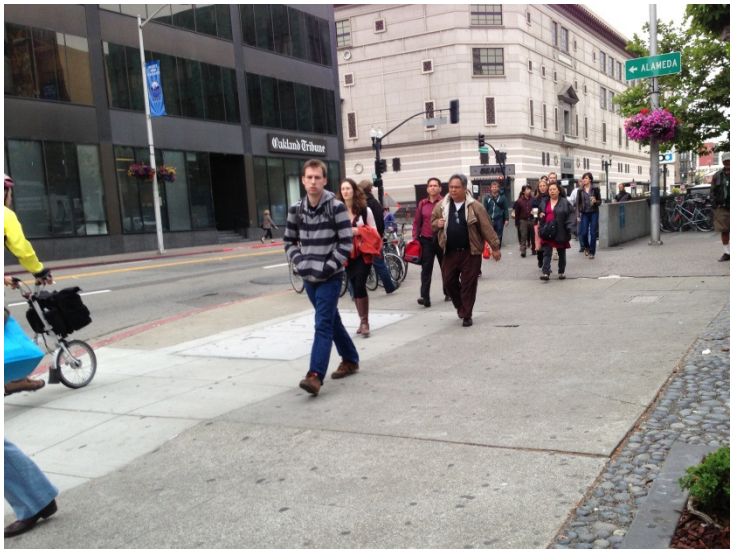
Corridor-Wide Considerations
-Upgrade Curb Ramps, As Needed
-Consider 17th and 19th Streets Couplet as an Alternative Bikeway
-Consider transportation impacts of potential redevelopment of parcels along and adjacent to the corridor

Walking Audit Summary

Figure 1

FEHR & PEERS

farther north including Kaiser Permanente and Caltrans. **Figure 2** presents the pedestrian volumes. The corridor is also used by pedestrians traveling from their home to BART.



Existing sidewalk widths vary throughout the corridor, but in general, do not provide sufficient capacity for the high pedestrian volumes. Sidewalks are typically eight to ten feet in width between Broadway and Harrison. Development between Webster and Harrison has larger setbacks with pedestrian paths that functionally widen the sidewalk area; however, the sidewalk within public right-of-way is typically nine feet on the south side of the street and as narrow as six feet on the north side. In this block, several obstructions further reduce the functional width of the public sidewalk on the north side of the street, including an unused bus stop with bench and several large highway-scale wayfinding signs for the Oakland Convention Center on wooden posts. The City of Oakland's Pedestrian Master Plan (2002) designates 20th Street as part of the Secondary Pedestrian Network in the Downtown Pedestrian District, which recommends a "through passage zone" of six feet and a total sidewalk width of ten feet. However, given that it provides connections between major employers and transit, and based on the observed pedestrian demand, sidewalk widths recommended for primary routes are more appropriate.

Crosswalks are marked at all signalized intersection along the corridor, except at the Harrison Street/20th Street intersection, where pedestrian crossing is prohibited across the east leg. One side-street stop controlled intersection occurs on the corridor at the intersection with Rashida Muhammad Street, which does not have any marked crosswalks across 20th Street. Across 20th Street, crosswalks are typically 70 to 90 feet in length.

Existing (2013) Bicycle and Pedestrian PM Peak Hour Volumes
Figure 2

FEHR & PEERS

Bicycle Environment

The City of Oakland's *Bicycle Master Plan* (2007) designates 20th Street as a proposed bikeway between San Pablo Avenue and Lakeside Drive. 20th Street between San Pablo Avenue and Franklin Street is designated as a Class 3A Arterial Bicycle Route, signifying a Class 3 Bicycle Route with sharrows on a constrained urban corridor. 20th Street between Franklin Street and Lakeside Drive is designated as a proposed Class 2 Bicycle Lane. Currently, the roadway is marked with sharrows between San Pablo Avenue and Telegraph Avenue.

20th Street provides an important east-west connection within the bicycle network of the Downtown and Uptown districts. The corridor provides access to several major bicycle corridors, including San Pablo Avenue to the west, Telegraph Avenue, Broadway, and Harrison Street/Lakeside Drive, funneling bicycle traffic east-west to the 19th Street BART station and to the area's many employers. 20th Street also provides a connection to many of the restaurants and nightlife of the Uptown district, centered on Telegraph Avenue. The City has recently approved plans for Class 2 Bicycle lanes on Harrison Street/Lakeside Drive through to the 20th Street/Harrison Street intersection. Additionally, the City is currently studying bikeway concepts on Telegraph Avenue connecting to 20th Street.

Bicycle volumes are presented on **Figure 2**. According to the 2008 BART Station Area Profile, of the 2,485 19th Street BART home origin riders, 6 percent of those rode bicycles to transit.

Bicycle parking is provided at several locations on the corridor in the form of U-racks, which each hold two bicycles. At the 19th Street BART portal on the northeast corner of 20th Street/Broadway, four e-lockers are provided at the street level as well as two wave racks and nine staple racks. Additional short-term bicycle parking is provided in the BART station area below the street level. Four staple racks are also provided in the AC Transit bus stop area between Telegraph Avenue and Broadway.

Transit Environment

AC Transit provides bus service along 20th Street, and the 19th Street BART Station provides regional commuter rail access to the area. In addition to those services, several area residential and commercial developments provide shuttle service on 20th Street to the 19th Street BART station, utilizing the existing pull out area just east of the BART portal at the northeast corner of the 20th Street/Broadway intersection to pick up and drop off passengers.

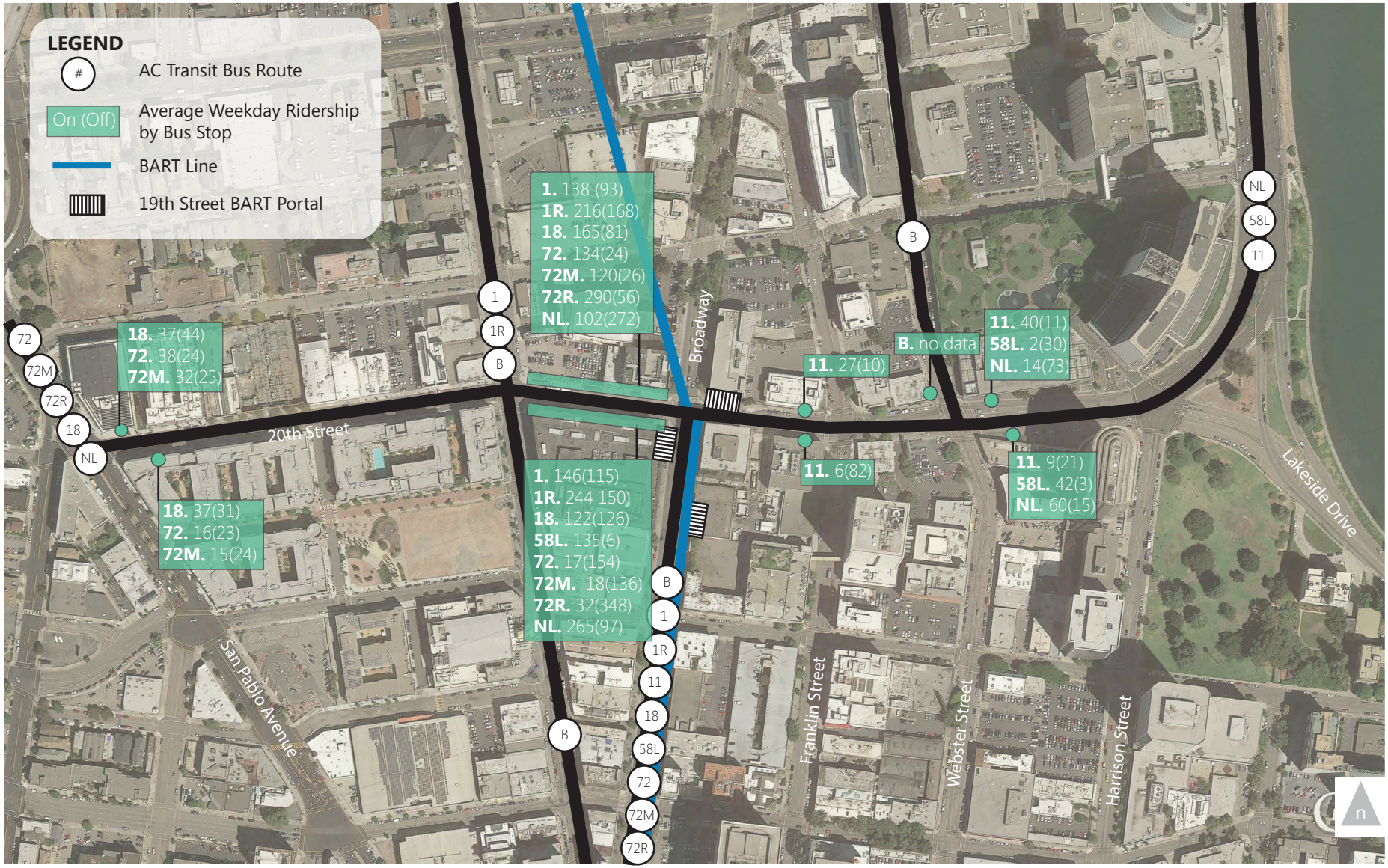
AC Transit

AC Transit primarily operates the 1, 1R, 11, 18, 58L, 72, 72R, 611, 800, 805, NL, and the B on the corridor. Schedules and headways for each of those bus routes are presented in **Table 1**. The block of 20th Street between Telegraph Avenue and Broadway provides stops for all routes operating on 20th Street and provides a transfer point between AC Transit and BART service. Bus stops are staggered along the block, with three bus shelters with real-time travel information provided in each direction. The 18, 72, and 72R operate on 20th Street between San Pablo Avenue and Broadway. The 11, 58L, 611, and 805 provide service via Harrison Street to Downtown Oakland and operate between Harrison Street/Lakeside Drive intersection and Broadway. The NL stops on 20th Street and continues west to West Grand Avenue and provides service to the Transbay Terminal in San Francisco. Additionally, the B operates on 20th Street between Webster Street and Telegraph Avenue and stops on Webster Street at 20th Street. Ridership by route is presented on **Figure 3**.

TABLE 1
AC TRANSIT SERVICE ON 20TH STREET

Route	Weekday		Weekend	
	Hours	Peak Hour Headway	Hours	Peak Hour Headway
1	5:00 AM to 1:00 AM	15 to 20 minutes	5:00 AM to 1:00 AM	15 to 20 minutes
1R	5:30 AM to 8:30 PM	10 minutes	7:30 AM to 1:00 AM	15 minutes
11	6:00 AM to 8:30 PM	30 minutes	7:00 AM to 8:30 PM	30 minutes
58L	7:00 AM to 8:00 PM	30 minutes	No weekend service	
72	5:00 AM to 1:00 AM	30 minutes	5:00 AM to 1:00 AM	30 minutes
72R	6:00 AM to 8:15 PM	10 to 15 minutes	6:00 AM to 8:15 PM	10 to 15 minutes
72M	6:00 AM to 12:30 AM	30 minutes	6:00 AM to 1:00 AM	30 minutes
611	7:40AM to 8:15AM 3:15 PM to 3:40PM	one trip only	No weekend service	
802	12:00AM to 5:30AM	60 minutes	12:00AM to 5:30AM	60 minutes
805	12:00 AM to 6:30 PM	60 minutes	12:00 AM to 6:30 PM	60 minutes
NL	5:00 AM to 1:00 AM	15 minutes	5:00 AM to 12:30 AM	15 minutes

Source: AC Transit, 2013



AC Transit Bus Routes and Average Weekday Ridership on 20th Street

Figure 3

FEHR & PEERS

BART

Based on the *2008 BART Station Profile*, 9,794 riders enter 19th Street BART on an average weekday (in 2012, this number has increase to 11,630 average weekday entries). Of those riders, 2,485 are coming from home and of those, 70 percent of home origin riders walked to BART. Approximately 75% of trips from 19th Street are worker trips that originated elsewhere in the BART system. Additionally, 11 percent of 19th Street home-origin BART riders arrive by transit. Table 13 summarizes existing BART service to the 19th Street BART station and includes AM and PM peak hour ins and outs as well as average daily ins and outs. **Figure 3** presents the 19th Street BART portals in the vicinity of 20th Street.

TABLE 2
BART SERVICE AT 19TH STREET BART STATION

Route	Weekday		Ridership at 19th Street BART Station[1]		Weekend	
	Hours	Headway	Ins	Outs	Hours	Headway
PITTSBURG/BAY POINT - SFO	4:00 AM to 1:00 AM	15 to 20 minutes	930 (2,370) [11,630]	2,340 (990) 11,520	8:00 AM to 1:30 AM	20 minutes
RICHMOND - FREMONT	4:00 AM to 1:30 AM	15 to 20 minutes			8:00 AM to 1:30 AM	20 minutes
RICHMOND - MILLBRAE	4:00 AM to 9:00 PM	15 to 20 minutes			No weekend service	

1. AM Peak Hour Ridership (PM Peak Hour Ridership) [Daily Ridership]
Source: BART, November 2012.

Auto Environment

20th Street provides an east-west link in the Downtown Oakland roadway network. It distributes traffic from regional routes such as San Pablo Avenue and Telegraph Avenue to the employment centers and businesses of Downtown and Uptown. It also provides an important local connection between Broadway and Harrison Street to major destinations downtown.

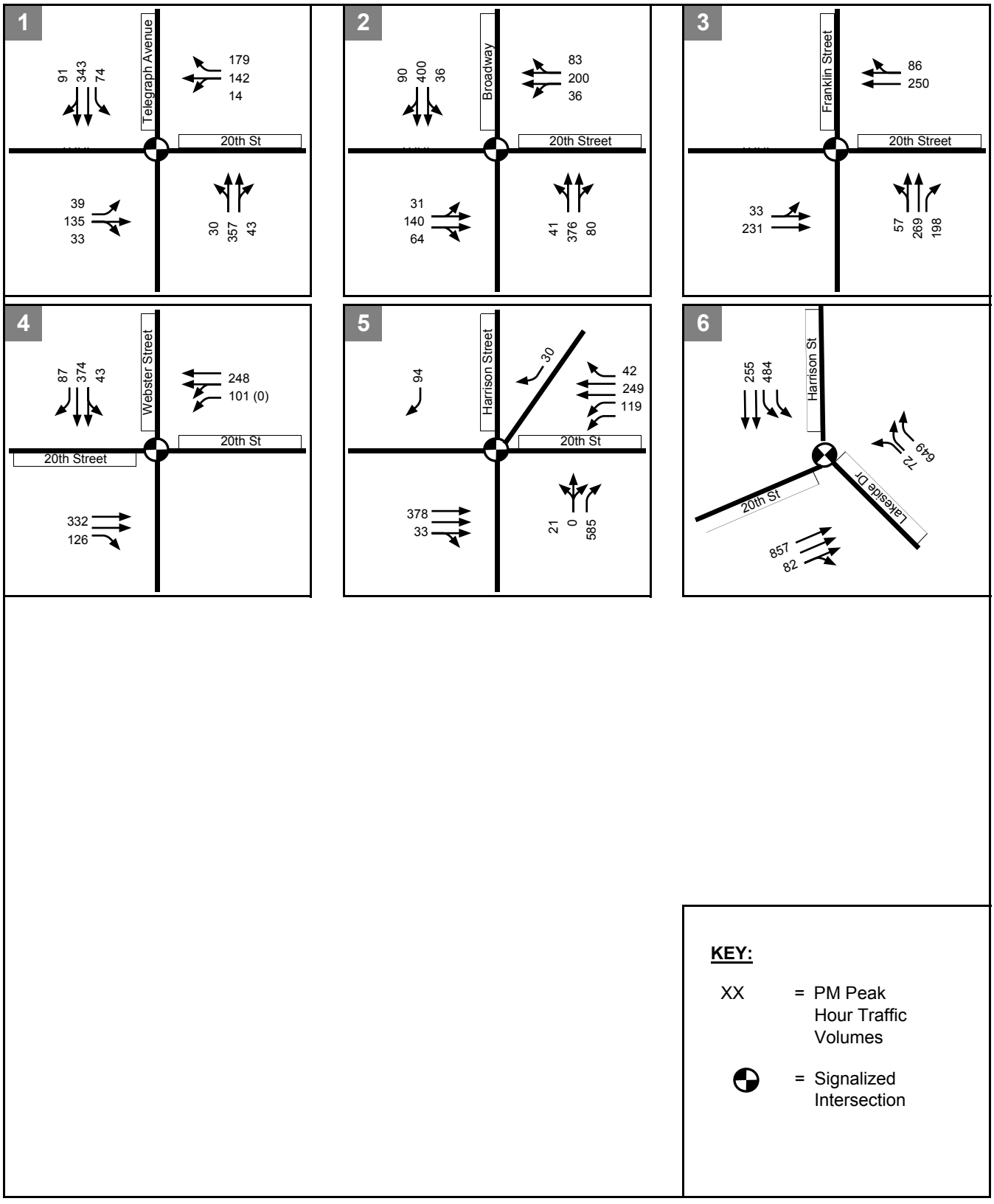
20th Street/Thomas L. Berkeley Way is primarily a four-lane roadway extending between Castro Street and Lakeside Drive/Harrison Street. Between San Pablo Avenue and Telegraph Avenue, 20th Street has one lane in each direction with a two-way left-turn lane. Signalized intersections are located at San Pablo Avenue, Telegraph Avenue, Broadway, Franklin Street, Webster Street, Harrison Street, and Lakeside Drive. 20th Street is side-street stop controlled at Castro Street, and the intersection at Rashida Muhammad is side-street stop controlled. Existing volumes and geometry are presented on **Figure 4**.

Traffic currently operates acceptably throughout the corridor, with level of service B or C at all signalized intersections during the PM peak hour as shown in Table 3.

TABLE 3
EXISTING (2013) CONDITIONS PEAK HOUR LEVELS OF SERVICE

Location	Control[1]	Peak Hour	Existing Conditions		Existing Conditions Plus Kaiser	
			Delay	LOS[2]	Delay	LOS[2]
Rashida Muhammad Street & 20th Street	SSSC	PM	1 (11)	A (B)	1 (11)	A (B)
Telegraph Avenue & 20th Street	Signal	PM	15	B	15	B
Broadway & 20th Street	Signal	PM	14	B	14	B
Franklin Street & 20th Street	Signal	PM	16	B	18	B
Webster Street & 20th Street	Signal	PM	25	C	25	C
Harrison Street/Kaiser Access & 20th Street	Signal	PM	20	B	30	C
Lakeside Dr. & 20th Street	Signal	PM	20	B	21	C

Notes:
1. Signal = signalized intersection, SSSC = side street stop controlled intersection, AWSC = all-way stop controlled intersection
2. For signalized intersections, average intersection delay and LOS based on the 2000 HCM method is shown. For side-street stop-controlled intersections, delays for worst approach and average intersection delay are shown: intersection average (worst approach)
3. LOS = Level of Service
Source: Fehr & Peers, 2013.



EXISTING (2013) PM PEAK HOUR VOLUMES

FIGURE 4

ALTERNATIVES CONSIDERED

All alternatives studied are presented on **Figure 5**. Two alternatives were studied for the 20th Street corridor, both of which propose removing one travel lane in each direction between Broadway and Harrison Street:

- **Alternative 1 – Lane Reduction with Shoulder-Running Bicycle Lanes and Sidewalk Widening**: Remove a travel lane in each direction and provide six foot bicycle lanes, a median, and widened sidewalks.
- **Alternative 2 – Lane Reduction with Median-Running Two-Way Separated Bikeway and Sidewalk Widening**: Remove a travel lane in each direction and provide a 16-foot wide two-way separated bikeway with bicycle signals, and widened sidewalks

Alternative 1 was identified as the preferred solution for the corridor due to the short-length of the median-running facility and required bicycle signal improvements required under Alternative 2. Space allocation by mode for existing conditions and the preferred alternative is shown on **Figure 6.**

In addition, two alternatives were developed for the block between 20th Street between Telegraph and Broadway:

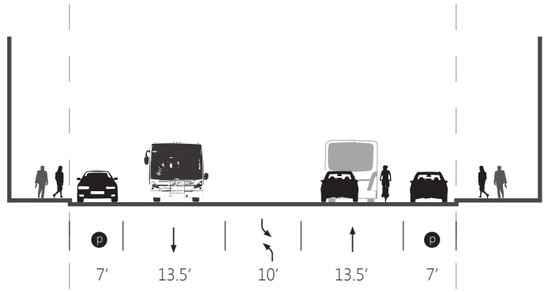
- **Alternative 1 – Transit Mall with Median-Running Advisory Bicycle Lanes**: Convert curbside lanes to a bus stop zone with textured pavement and convert inside travel lanes to bus-only travel lanes with median-running advisory bicycle lanes.
- **Alternative 2 – Transit Mall with Green-Backed Sharrows**: Convert curbside lanes to bus stop zone with textured pavement and convert inside travel lanes to bus-only travel lanes with green-backed-sharrows centered on the lane.

Both alternatives considered were discarded. As such, no changes are proposed between Telegraph Avenue and Broadway.

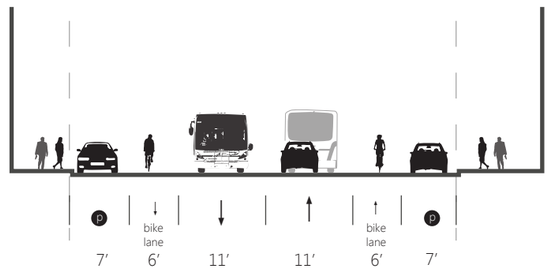
Between San Pablo Avenue and Telegraph Avenue, removal of the two-way center left-turn lane with bicycle lane striping was the only alternative considered.

San Pablo Avenue to Telegraph Avenue

ex 2 Travel Lanes + Sharrows + Center Left-Turn Lane

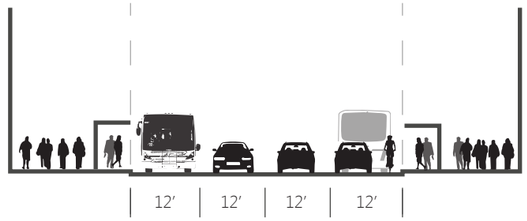


1 2 Travel Lanes + Class II Bicycle Lanes

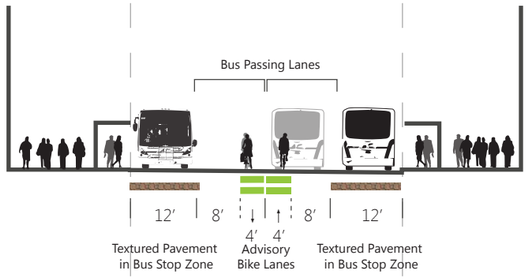


Telegraph Avenue to Broadway

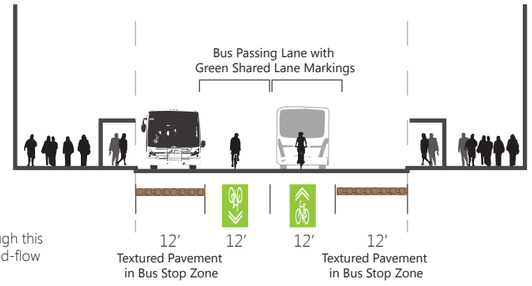
ex 4 Travel Lanes



1 2 Transit-Only Lanes + 2 Transit-Only Passing Lanes with Median-Running Adivsory Bicycle Lanes



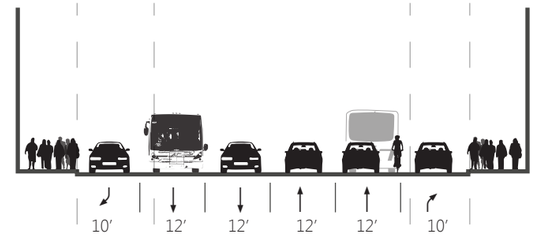
2 2 Transit-Only Lanes + 2 Transit-Only Passing Lanes* with Super Sharrows



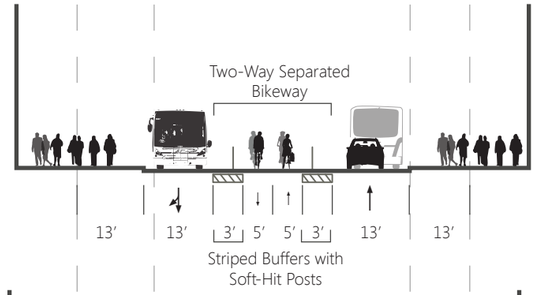
*If auto traffic is maintained through this block, these lanes would be mixed-flow

Broadway to Harrison Street

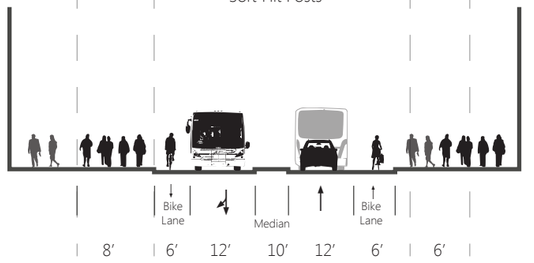
ex 4 Travel Lanes + Narrow Sidewalks

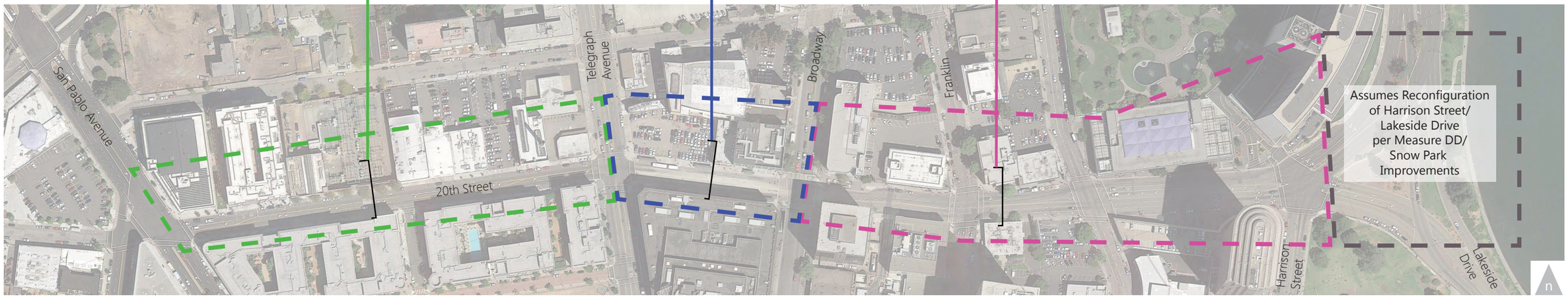


1 2 Travel Lanes + Median Two-Way Separated Bikeway + Widened Sidewalks



2 2 Travel Lanes + Median + Class II Bicycle Lanes + Widened Sidewalks

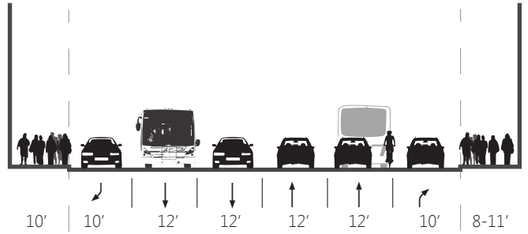




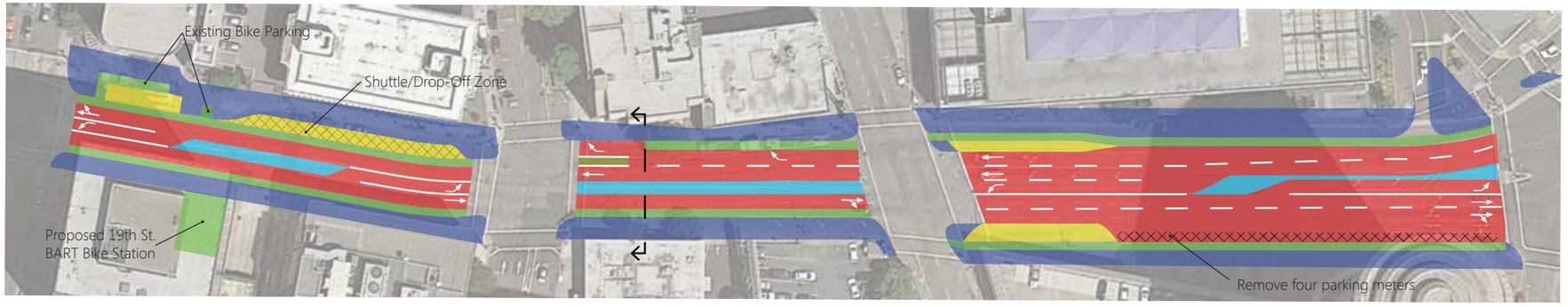
Summary of 20th Street Complete Streets Proposed Concept Alternatives by Segment
Figure 4

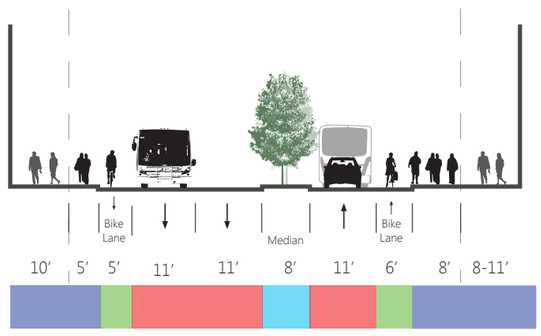
FEHR & PEERS

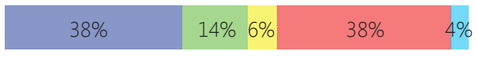
Existing Conditions

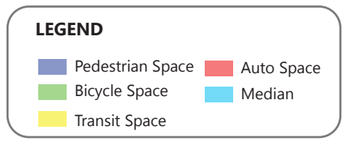


Proposed Project Class II Bicycle Lanes with Sidewalk Widening









Spatial Allocation of Public Right-of-Way by Mode for Existing and Proposed 20th Street Cross-Sections
Figure 6

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PROPOSED IMPROVEMENTS

The following section presents the preferred 20th Street concept between San Pablo Avenue and Harrison Street/Lakeside Drive.

San Pablo Avenue to Telegraph Avenue

Proposed improvements on this section are presented on **Figure 7**. On the western portion of the corridor, six-foot Class II Bicycle Lanes are proposed in each direction between San Pablo Avenue and Telegraph Avenue. Travel lanes are proposed at 11 feet. The proposed parking stall width is 7 feet.

Accommodation of bicycle lanes would require removal of the existing center left-turn lane, which is currently underutilized due to the small number of driveways and the single low-volume side street – Rashida Muhammad Street. To avoid potential delay for AC Transit buses traveling eastbound on 20th Street, the addition of a short ten-foot wide left-turn pocket at the eastbound approach at Telegraph Avenue is proposed. Though eastbound left-turn volumes are low, this will provide space for left-turning vehicles to queue and therefore avoid delaying buses proceeding through at the intersection. To accommodate the left-turn pocket, removal of seven existing parking spaces on the north side of the street is required. At the San Pablo Avenue intersection, accommodation of bicycle lanes requires the removal of three parking stalls on the north side of the street.

Additionally, an unsignalized marked crosswalk on the westbound approach of 20th Street/Rashida Muhammad Street is proposed. ADA curb ramps are also proposed at this location.

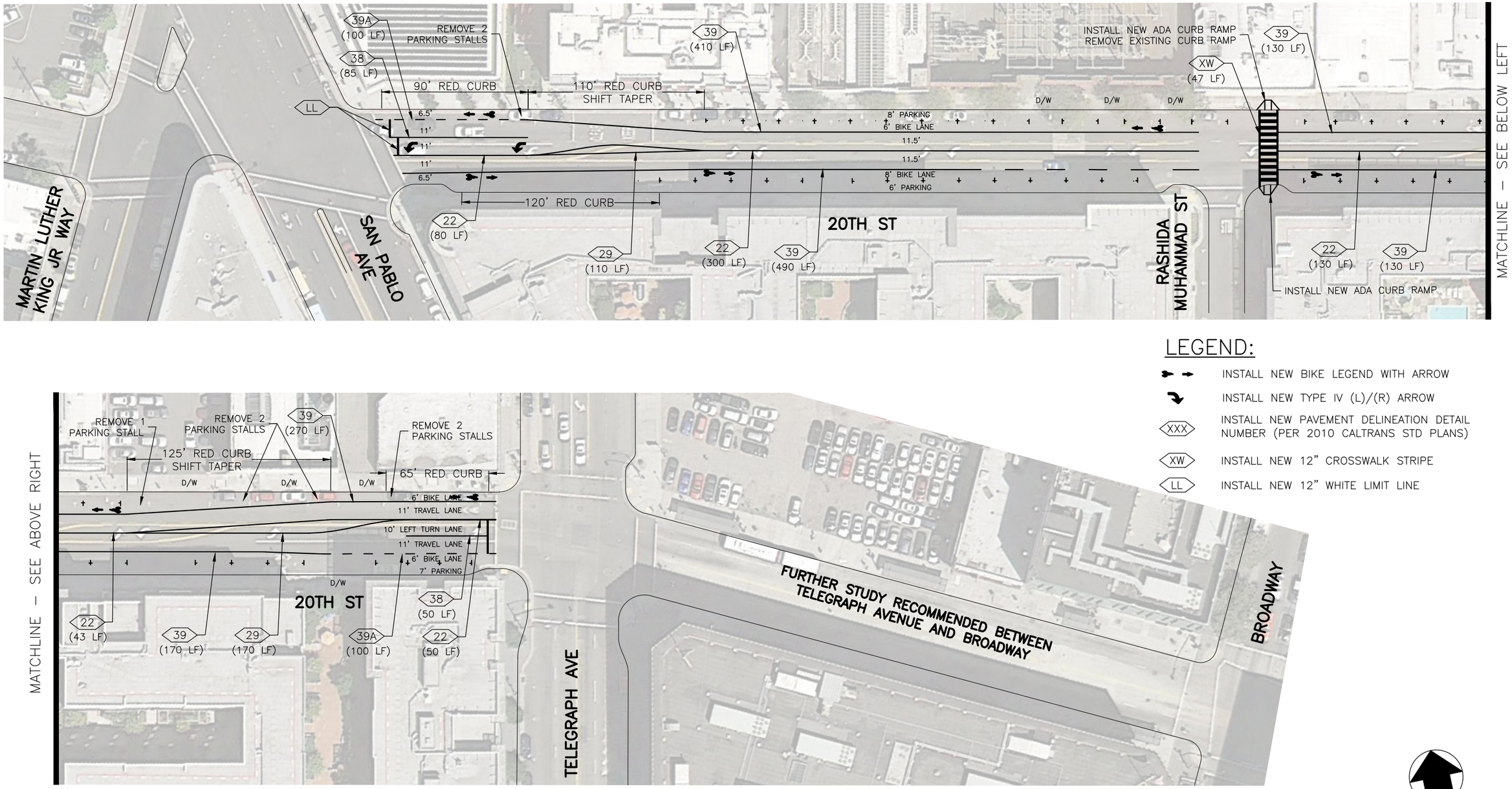
Telegraph Avenue to Broadway

No changes are proposed between Telegraph Avenue and Broadway. Further study of a potential transit mall on this block is recommended.

Broadway to Harrison Street

Figure 8 shows proposed improvements in this section. Between Broadway and Harrison Street, a lane reduction is proposed, with one lane removed in each direction. Remaining travel lanes are reduced to 11 foot travel lanes with turn pockets. The excess width from the lane narrowing and lane reduction is reallocated to six-foot Class II Bicycle Lanes in both direction, a raised median, and sidewalk extensions.

Specific improvements are detailed below.



LEGEND:

- INSTALL NEW BIKE LEGEND WITH ARROW
- INSTALL NEW TYPE IV (L)/(R) ARROW
- XXX — INSTALL NEW PAVEMENT DELINEATION DETAIL NUMBER (PER 2010 CALTRANS STD PLANS)
- XW — INSTALL NEW 12" CROSSWALK STRIPE
- LL — INSTALL NEW 12" WHITE LIMIT LINE

NOT FOR CONSTRUCTION

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60 0 60 120
30 0 30 60

SCALE: HALF SIZE 11x17 (1"=60')
FULL SIZE 22x34 (1"=30')

Nov 19, 2013
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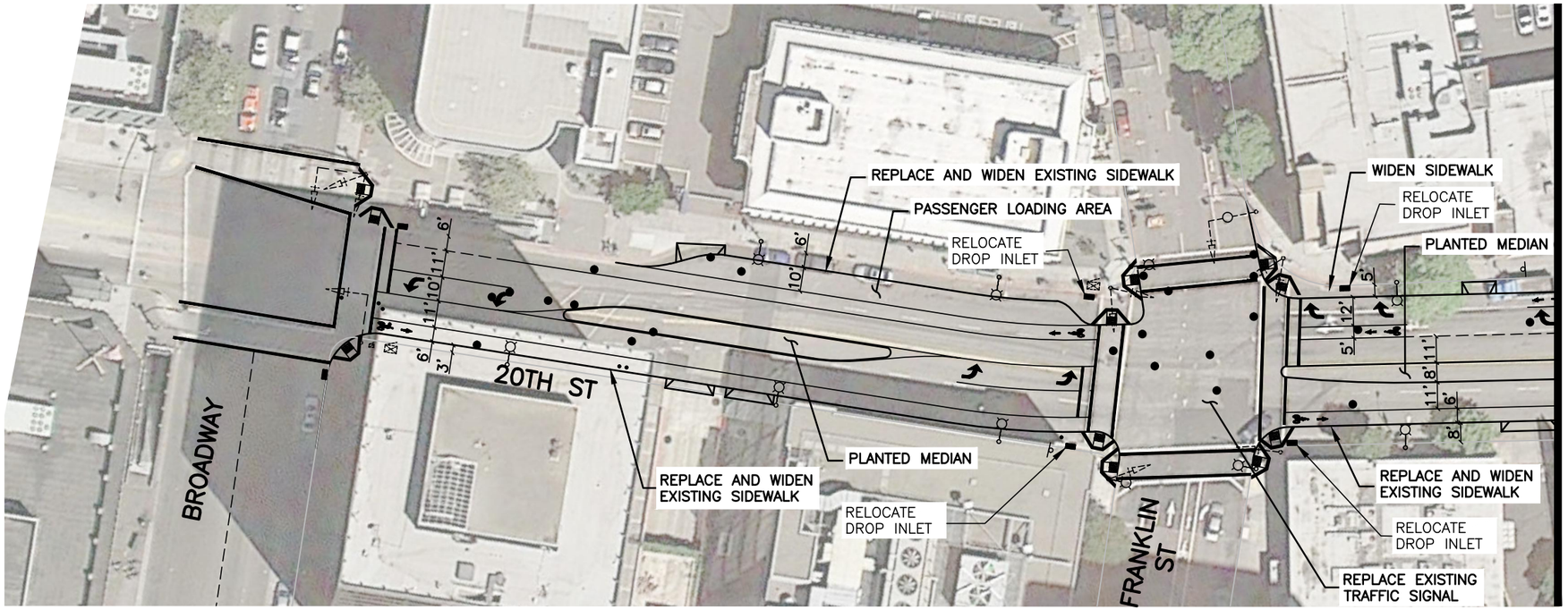
20TH STREET: SAN PABLO AVENUE TO TELEGRAPH AVENUE
FIGURE 7

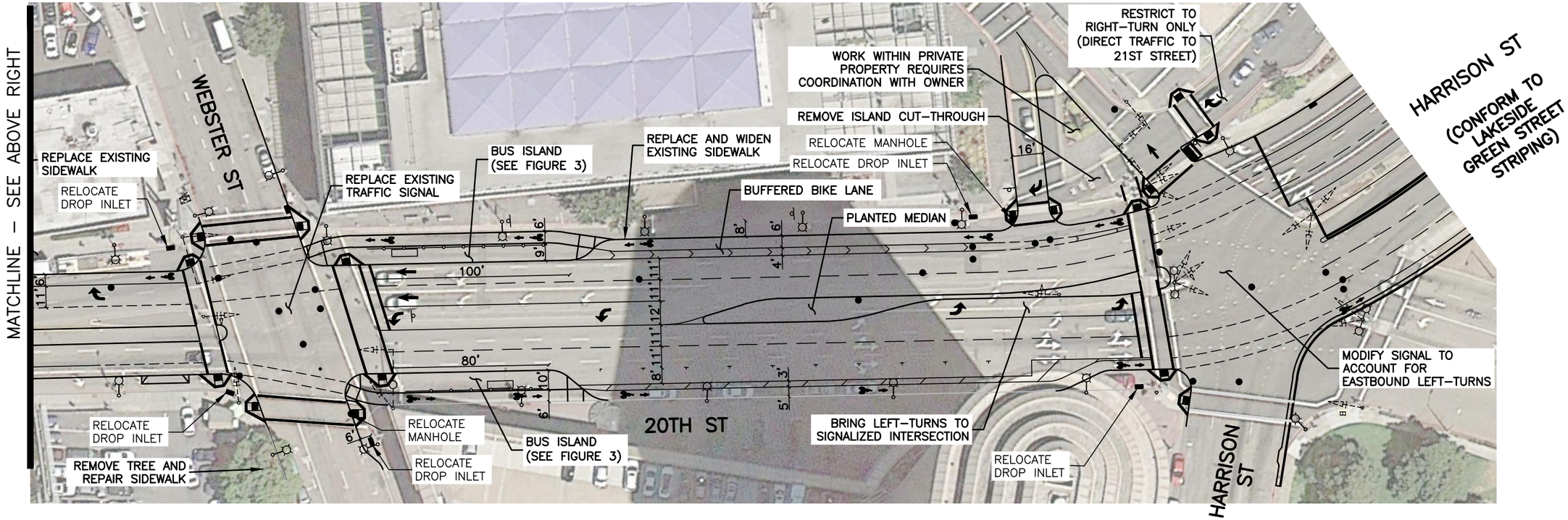


NOTES:

1. EXISTING MANHOLES SHOWN TO BE ADJUSTED TO GRADE AS NECESSARY.
2. ROADWAY IS ASSUMED TO BE RECONSTRUCTED FROM CURB TO CURB.
3. ALL STREET LIGHTS ARE TO BE REPLACED.

60 0 60 120
30 0 30 60

SCALE: HALF SIZE 11x17 (1"=60')
FULL SIZE 22x34 (1"=30')



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Nov 19, 2013
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20TH STREET: BROADWAY TO HARRISON STREET
FIGURE 8

Sidewalk Extensions

Between Broadway and Franklin Street, the north side of the sidewalk is widened by six feet at the formalized Kiss and Ride/Shuttle pullout area, and the south side is widened by three feet. Between Franklin and Webster Streets, the sidewalk is widened a minimum of five feet on the north side and eight feet on the south side. Between Webster and Harrison Streets, the north side is widened by eight feet. Where sidewalk could only be widened on one side of the roadway or the other, the north side was favored based on the existing higher pedestrian volumes on that side of the street, which are due in part to the 19th Street BART portal being located on the north side of the street. In addition, reconstruction of the existing sidewalk is recommended on the north side of 20th Street from Broadway to Harrison Street, and on the south side of 20th Street from Broadway to Webster Street to replace non-ADA compliant driveways, remove tripping hazards, and provide a uniform sidewalk where it is being extended.

Bicycle Lanes

Bicycle lanes are proposed between Broadway and Harrison Street, connecting to the proposed bike lanes east of Harrison Street. Between Broadway and Webster Street, a six foot bike lane is proposed in each direction. East of Webster Street, excess space is proposed as a striped buffer for the bicycle lanes. On the south side of the street east of Webster, it is recommended that the parking lane be to the left of the bicycle lane to create a one-way separated bikeway. The buffer would be located between the parking and bicycle lane and would provide for auto loading and unloading and passenger circulation.

Median

A raised median is proposed between Broadway and Harrison Street. The median varies between eight and 12 feet and ends at the left-turn pockets at intersections. The median provides a pedestrian refuge at Franklin and Webster Streets on the westbound and eastbound approaches respectively. The Oakland Fire Department requires a 26-foot clearance from curb to curb. There are locations where 26 feet would not be provided based on the current concept. The median should be designed to support the load of an outrigger at appropriate intervals along these pinch points. Further discussion with the Fire Department is needed during the design process.

Parking

Currently there are 17 metered parking spaces on 20th Street between Broadway and Harrison Street. The proposed design eliminates nine metered parking stalls at three locations. Three metered stalls are removed from the proposed Kiss and Ride/Shuttle drop-off area. This is to formalize this zone as short-term drop-off only. Two metered stalls would also be removed on the south side of 20th Street between

Broadway and Franklin to reduce roadway width on this block. Four metered parking stalls would also be removed on the south side of 20th Street between Webster Street and Harrison Street to accommodate the proposed bus bulb and buffered bike lane.

Broadway Intersection

A westbound left-turn pocket is proposed at Broadway to support buses turning onto Broadway toward Downtown Oakland.

Franklin Street Intersection

Directional curb ramps are proposed at all corners. A curb extension is proposed on the northwest corner to create a pull-out area to accommodate kiss and ride and shuttles that pick-up and drop-off at 19th Street BART. The ten foot median on the east side of the intersection allows for a median refuge for the east crosswalk. Curb radii are reduced on all corners. The existing westbound AC Transit bus stop, serving the 11, 611, and 805, would be removed, as all three routes already provide service to the 19th Street BART area, with an existing stop on Broadway at 19th Street. Two westbound lanes approaching Franklin Street would be maintained, with the outside lane becoming a trap right-turn lane at the intersection. The purpose of the second lane is needed to accommodate the bus stop at Webster Street (see below).

Webster Street Intersection

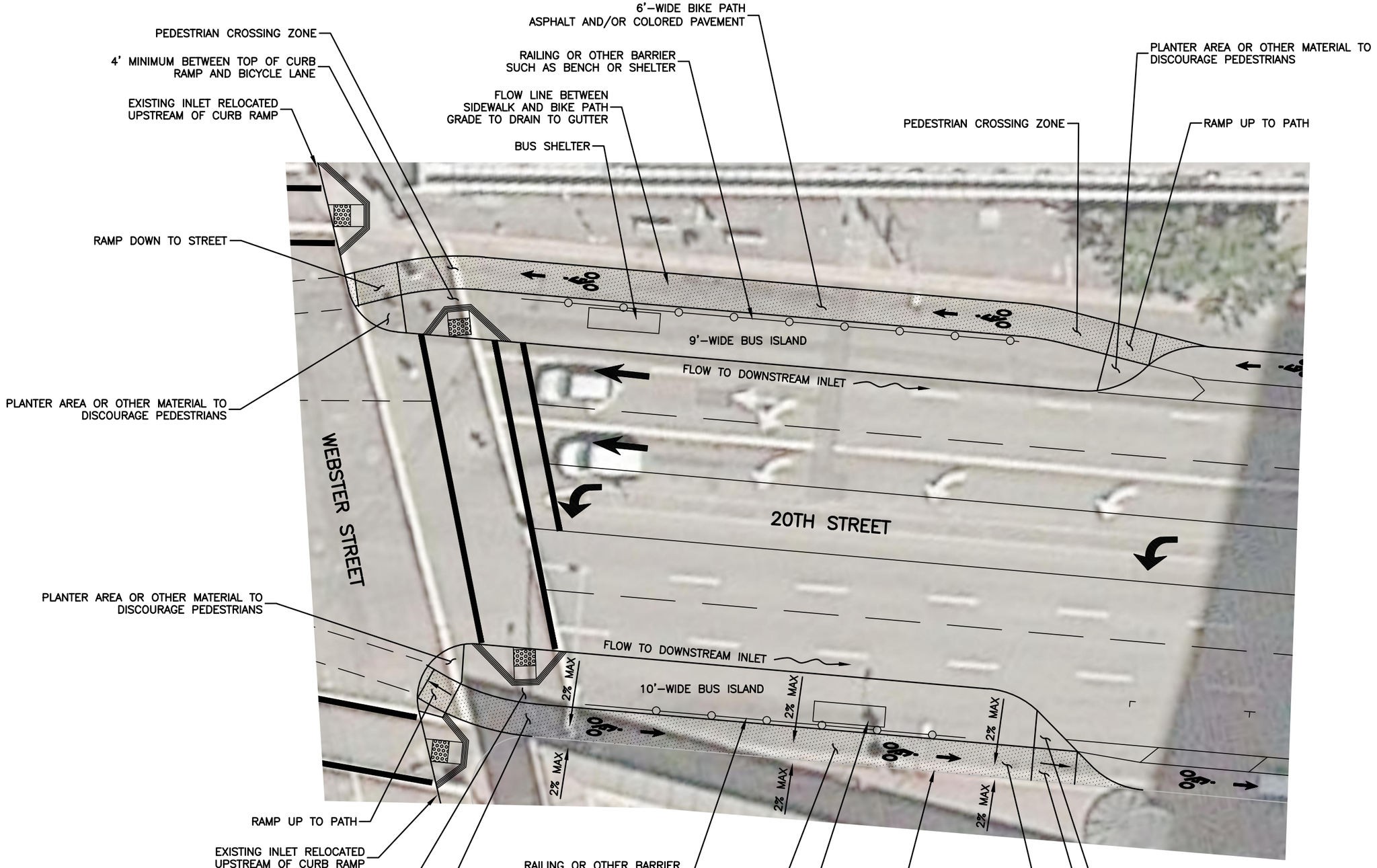
At Webster Street, sidewalk extensions shorten the crossing distance by approximately 32 feet. The raised median on the west leg of the intersection provides a median refuge. A curb extension on the southeast corner bulbs out six feet to provide directional curb ramp and increase pedestrian waiting area. Curb radii are reduced at all corners, particularly at the northeast corner of the intersection, where westbound right-turns are not permitted due to Webster Street being one-way southbound. Directional curb ramps are provided at each intersection.

Bus Bulbs at Webster Street

Figure 9 presents a detail of the proposed bus bulbs east of the 20th Street/Webster Street intersection. The westbound (near-side) and eastbound (far-side) bus stops areexisting stop locations that are proposed as bus bulbs. The bus bulbs extend out from the sidewalk area and allow for buses to stop in the travel lane, which can reduce delay for buses by allowing them to stop and load in the travel lane. The bicycle lane wraps around the backside of the bus bulb and ramps up to the sidewalk level, which removes bus-bicycle conflicts in the bus stop area. The bus bulbs provide space for bus shelters and reduce the crossing distance at intersections. The existing bus furnishings, including the additional out of

service bus stop on the north side of street, would be removed, as would the overhead Oakland Convention Center signs, which could be replaced with more context-sensitive signage.

To minimize pedestrian-bicycle conflicts, a decorative fence/railing is proposed behind the bus bulb to channelize pedestrians to the east and west ends of the bus bulb to clarify where bicyclists can expect pedestrian traffic. During the PM peak period, an average of six pedestrians per cycle was counted. Therefore, sufficient space should be provided between the curb and the bicycle lane such that six pedestrians can be queued at the signal and not block the bicycle lane. Not including the curb ramp itself, the area immediately adjacent to the ramp is approximately 120 square feet, providing approximately 20 square feet per pedestrian which is significantly higher than minimums required for transit platforms. Additionally, a minimum of four feet should be provided between the top of the ramp and the bike lane to allow space for wheelchairs.



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SCALE: HALF SIZE 11x17 (1"=40')
FULL SIZE 22x34 (1"=20')

Nov 19, 2013
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20TH STREET: BUS ISLANDS
FIGURE 9

Harrison Street Intersection

At Harrison Street, roadway geometry changes are proposed on the west and north legs of the intersection. The existing eastbound left which operates outside of the existing signal is proposed to be integrated into the signal, bringing the eastbound left-turns up to the advanced stop bar. The Kaiser Driveway would be reconfigured to improve pedestrian access. The existing cut-through to accommodate circulation of the westbound pick-up/drop-off area in front of Kaiser would be removed. Vehicles would then be directed to 21st Street. Directional curb ramps would be installed and crosswalk restriped to accommodate a more direct pedestrian path through this area.

Drainage Considerations

With modification to nearly all of the curb and gutter along the corridor being relocated, substantial grading design work related to drainage will be required. In general, the road slopes towards Harrison Street. The existing cross slope of 20th Street ranges from flat to up to eight percent. As the sidewalk is extended into the street, the cross slope will increase as the roadway must slope must increase to meet the extended sidewalk. To maintain standard cross slopes, we are assuming the roadway will be reconstructed. Reconstruction of most of the sidewalk will also help resolve grade issues.

Inlets at the existing face of curb will need to be relocated to the new face of curb. In most cases, the existing inlet will be replaced with a manhole to act as a junction box, while new pipe will be required to the relocated inlet at the new curb. At the proposed bus bulbs east of Webster Street, existing inlets on Webster Street will be relocated to collect drainage just upstream of the crosswalks. Water will then flow east along the face of the bus bulb to downstream inlets on 20th Street, similar to existing conditions. A detailed topographic survey will be needed along with detailed utility mapping information during the design phase of the project to develop drainage plans.

Traffic Operations Analysis

The lane reduction concept was tested using Synchro traffic operations software. In the near-future, Kaiser is anticipated to redevelop and grow their existing campus at the northside of the Harrison Street intersection. As a conservative approach, the existing traffic volumes from May 2013 were added to the anticipated new trips associated with the Kaiser project (Kaiser Office Center DEIR, 2010). The results of the Existing Plus Project Plus Kaiser scenario indicate that traffic would continue to operate acceptably on the corridor, with a slight degradation from LOS B to LOS C near the Kaiser site at 20th Street/Harrison Street and Harrison Street/Lakeside Drive. To address concerns about traffic increases in future years, cumulative plus project volumes from the Kaiser Center Office DEIR were also tested under a lane reduction scenario. All intersections would continue to operate acceptably in 2030 under a lane reduction scenario. All signalized intersections would operate at LOS C, with the exception of 20th Street/Webster

Street and 20th Street/Harrison Street, which would operate at LOS D. **Table 3** presents the Existing Plus Project Plus Kaiser and Cumulative Plus Project Plus Kaiser results. **Appendices B and C** present the Existing Plus Project Plus Kaiser and Cumulative Plus Project Plus Kaiser detailed results and volumes.

TABLE 3
EXISTING PLUS PROJECT AND CUMULATIVE (2030) CONDITIONS PEAK HOUR LEVELS OF SERVICE

Location	Control[1]	Peak Hour	Existing		Existing Plus Project Plus Kaiser		Cumulative Plus Project Plus Kaiser	
			Delay	LOS[2]	Delay	LOS[2]	Delay	LOS[2]
Rashida Muhammad Street & 20th Street	SSSC	PM	1 (11)	A (B)	1 (11)	A (B)	1 (11)	A (B)
Telegraph Avenue & 20th Street	Signal	PM	15	B	14	B	21	C
Broadway & 20th Street	Signal	PM	14	B	16	B	29	C
Franklin Street & 20th Street	Signal	PM	16	B	14	B	18	B
Webster Street & 20th Street	Signal	PM	25	C	28	C	38	D
Harrison Street/Kaiser Access & 20th Street	Signal	PM	20	B	29	C	36	D
Lakeside Dr. & 20th Street	Signal	PM	20	B	20	C	24	C

Notes:
1. Signal = signalized intersection, SSSC = side street stop controlled intersection, AWSC = all-way stop controlled intersection
2. For signalized intersections, average intersection delay and LOS based on the 2000 HCM method is shown. For side-street stop-controlled intersections, delays for worst approach and average intersection delay are shown: intersection average (worst approach)
3. LOS = Level of Service
Source: Fehr & Peers, 2013.

Cost Estimate

A conceptual cost estimate was developed for the preferred alternative. The cost estimate was developed from the plan shown in Figure 2. The cost estimate was developed using the following assumptions:

- 20th Street between Broadway and Harrison Street will be reconstructed
- Traffic signals at Franklin Street and Webster Street will be replaced
- Traffic signals at Broadway and Harrison Street will be modified
- All street lighting will be replaced between Broadway and Harrison Street
- Traffic control = 5%, Mobilzation = 10%, and construction engineering/management = 15% of construction costs
- A 20% contingency was applied to the construction cost give the conceptual nature of the plan
- Environmental clearance and final design will be 15% of construction costs
- City administration costs will be 10% of construction costs

The total estimate for construction came to $4.1 million, with an additional $615 thousand for environmental clearance and design and $410 thousand for City administrative and oversight costs. This results in a grand total of $5.125 million for the design and construction of the project. **Figure 10** provides a detailed breakdown of costs.

Fehr & Peers - Unit Cost Estimate Tool

Project: 20Th Street-Complete Street Project
Location: 20Th Street between Harrison Street and Broadway, Oakland CA.
Date: 11/18/2013

FEHR PEERS

Signing and Striping

I.D	Signing	Unit of Measure	Unit Cost	Enter Quantity	TOTAL
	Install New Sign on New Post	Each	$ 800.00	6	$4,800.00
	Install New Sign Panel on Existing Post	Each	$ 500.00	17	$8,500.00
					$13,300.00

I.D	Striping	Unit of Measure	Unit Cost	Enter Quantity	TOTAL
	Detail 8 - 4" White Skid	L.F.	$ 1.00	775	$ 775.00
	Detail 24 - 4" Solid Yellow	L.F.	$ 1.25	725	$ 906.25
	Detail 38A - Channelizing Line (Left/Right Lanes)	L.F.	$ 5.00	395	$ 1,975.00
	12" Limit Line/Crosswalk	L.F.	$ 6.60	1674	$ 11,048.40
	Detail 39 - Bike Lane	L.F.	$ 1.00	2180	$ 2,180.00
	Detail 39A - Bike Lane Intersection Line	L.F.	$ 1.00	400	$ 400.00
	8' Arrow (Thermo) @ 15 Sq. Ft each	S.F.	$ 8.50	255	$ 2,167.50
	Bike Lane Legend (Bike Symbol and Arrow)	EA	$ 200.00	16	$ 3,200.00
					$ 22,652.15

Electrical

I.D	Electrical	Unit of Measure	Unit Cost	Enter Quantity	TOTAL
	Traffic Signal Modification (20th Street/Broadway)	LS	$ 100,000.00	1	$ 100,000.00
	Install Full New Signal (20th Street/Franklin Street)	LS	$ 350,000.00	1	$ 350,000.00
	Install Full New Signal (20th Street/Webster Street)	LS	$ 350,000.00	1	$ 350,000.00
	Traffic Signal Modification (20th Street/Harrison Street)	LS	$ 150,000.00	1	$ 150,000.00
	Install New Street Electrolier - With Foundation	EA	$ 3,000.00	20	$ 60,000.00
					$ 1,010,000.00

Civil

I.D	Paving/Curb	Unit of Measure	Unit Cost	Enter Quantity	TOTAL
	Roadway Grading/Paving	SF	$ 15.00	9000	$ 135,000.00
	Concrete Curb & Gutter	LF	$ 40.00	3110	$ 124,400.00
	Bus Stop Island/Amenities	SF	$ 20.00	2300	$ 46,000.00
	Concrete Driveway	SF	$ 15.00	2264	$ 33,960.00
	Concrete Sidewalk	SF	$ 15.00	31615	$ 474,225.00
	Curb Ramp	EA	$ 4,000.00	28	$ 112,000.00
	Concrete Curb (Median)	LF	$ 15.00	1440	$ 21,600.00
					$ 947,185.00

I.D.	Utilities	Unit of Measure	Unit Cost	Enter Quantity	TOTAL
	Storm Drainage Drop Inlet - Relocation	EA	$ 15,000.00	10	$ 150,000.00
	Manhole - Relocation	EA	$ 25,000.00	2	$ 50,000.00
	Manhole - Adjust Grade	EA	$ 3,000.00	20	$ 60,000.00
					$ 260,000.00

I.D.	Demo/Removal	Unit of Measure	Unit Cost	Enter Quantity	TOTAL
	Remove/Salvage Existing Street Electrolier	EA	$ 1,000.00	20	$ 20,000.00
	Demo Pavement/Median/Sidewalk	SF	$ 2.00	110440	$ 220,880.00
	Remove Tree	EA	$ 800.00	1	$ 800.00
					$ 241,680.00

I.D.	Aesthetic/Architectural	Unit of Measure	Unit Cost	Enter Quantity	TOTAL
	Planting area	SF	$ 12.00	6830	$ 81,960.00
	Additional Streetscape Elements	LS	$ 50,000.00	1	$ 50,000.00
					$ 131,960.00

SUBTOTAL	$ 2,626,777.00
5% Traffic Control	$ 131,339.00
10% Mobilization	$ 262,678.00
15% Construction Engineering/Administration	$ 394,017.00
TOTAL	$ 3,414,811.00
20% Contingency	$ 682,962.00
TOTAL CONSTRUCTION	$ 4,097,773.00
15% Design & Environmental	$ 614,666.00
10% City Administration	$ 409,777.00
TOTAL COST ESTIMATE	**$ 5,122,216.00**

Figure 10

Application of Criteria for a Project of Air Quality Concern
Project Title: Claremont Avenue/Shattuck Avenue (HSIP7, ALA150043)
Project Summary for Air Quality Conformity Task Force Meeting: December 1, 2016

Description

- Elimination of slip-right turn at Claremont Avenue/Telegraph Avenue intersection
- Lane reduction ("road diet") on Claremont Avenue from Telegraph Avenue to Martin Street
- Raised median refuge islands at uncontrolled crosswalks on Claremont Avenue between Telegraph Avenue and Clifton Street
- Raised curb extension and ADA ramp at Vicente Way/Claremont Avenue
- Signal modifications at Shattuck Avenue/Alcatraz Avenue
- Raised curb extensions, ADA ramps, and Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled crosswalks on Shattuck Avenue between 49th and 61st Streets

Background

- Traffic Studies completed November 2016
- No comments received on air quality
- Seeking air quality conformity determination on or before December 1, 2016
- Schedule based on deadline for HSIP funding allocation and NEPA clearance

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Roadway lane reduction project from 4 travel lanes to 2 travel lanes with a middle two-way left turn lane, and no widening of existing right-of-way
- No change in traffic volume or truck percentages on Claremont Avenue or Shattuck Avenue

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles represent less than 3% of intersection traffic volume
- Intersections level of service does not degrade below LOS C
- No project changes to land use that would affect diesel traffic percentage
-

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM_{10} or $PM_{2.5}$ implementation plan as site of violation?

- No state implementation plan for $PM_{2.5}$
- Therefore, not identified in plan as an area of potential violation

RTIP ID# *(required)* 240746

TIP ID# *(required)* ALA150043

Air Quality Conformity Task Force Consideration Date
December 1, 2016

Project Description *(clearly describe project)*

On Claremont Avenue between Telegraph Avenue and Clifton Street, the project is a road diet reducing two travel lanes to one travel lane and bike lane in each direction, with two-way left turn lane. Between Clifton Street and Hudson Street, the project will include southbound striped buffers to separate the bike lane from the travel lane and parking lane. The project will extend one block to the north (to Martin Street) to allow the transition to take place in order to eliminate one through lane for the receiving approach.

Other related work on Claremont Avenue includes: elimination of the slip right-turn at Telegraph Avenue by constructing sidewalk and bulb-out at the northeast corner (new curb, gutter, sidewalk, ADA-compliant ramp, modifications to existing drainage facilities, and new traffic signal poles), high-visibility ladder striping, raised median refuges at unsignalized crossings, and raised curb extensions.

On Shattuck Avenue, the project consists of constructing corner and mid-block bulb-outs (curb, gutter, sidewalk, ADA-compliant ramps, and drainage facilities modifications) at several uncontrolled crosswalks between 49th and 61st Streets. Other work at these locations also includes new signal poles for flashing beacons and high-visibility ladder-type crosswalks. On Shattuck Avenue and Alcatraz Avenue, the signal modification includes striping new left turn pockets and installing new signal poles.

Type of Project:
Bicycle and Pedestrian Safety Improvements

County	*Narrative Location/Route & Postmiles*
Alameda	Claremont Avenue and Shattuck Avenue are local streets located in the City of Oakland, Alameda CTC Planning Area 1 (North). **Caltrans Projects – EA#** N/A

Lead Agency:

Contact Person	*Phone#*	*Fax#*	*Email*
Si Lau	510.238.6105	510.238.7415	slau@oaklandnet.com

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	*Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2016	2017	N/A	2018
End	2016	2018	N/A	2020

Project Purpose and Need (Summary): *(please be brief)*
This project will address bicycle and pedestrian safety concerns on Claremont Avenue and Shattuck Avenue through a road diet; which may include bulb-outs (curb, gutter, sidewalk work); signal modifications and pedestrian enhancements (flashing beacons, high-visibility crosswalks, ADA-compliant ramps); and signing and striping work.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The proposed project is within an urban environment containing multi-family residential and commercial land uses. Project is not expected to generate additional diesel traffic.

Brief summary of assumptions and methodology used for conducting analysis
Vehicle Methodology
Peak hour traffic operations at signalized intersection under the Recommend Project were evaluated using the Synchro software and the 2010 Highway Capacity Manual (HCM) methodology.

Transit Methodology
N/A

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build year 2020:
AADT: 7,026 vehicles, 3% trucks
LOS= B

No-build year 2020:
AADT: 7,026 vehicles, 3% trucks
LOS=B

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

RTP Build Horizon Year 2040:
AADT: 9,463 vehicles, 3% trucks
LOS=C

RTP No-Build Horizon Year 2040:
AADT: 9,463 vehicles, 3% trucks
LOS=B

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Increased non-motorized travel and reduced traffic loading on this street segment.

Comments/Explanation/Details (please be brief)
None

OK15-0049.02_X_ShattuckCorr

LEGEND

Study Intersection

Project Area

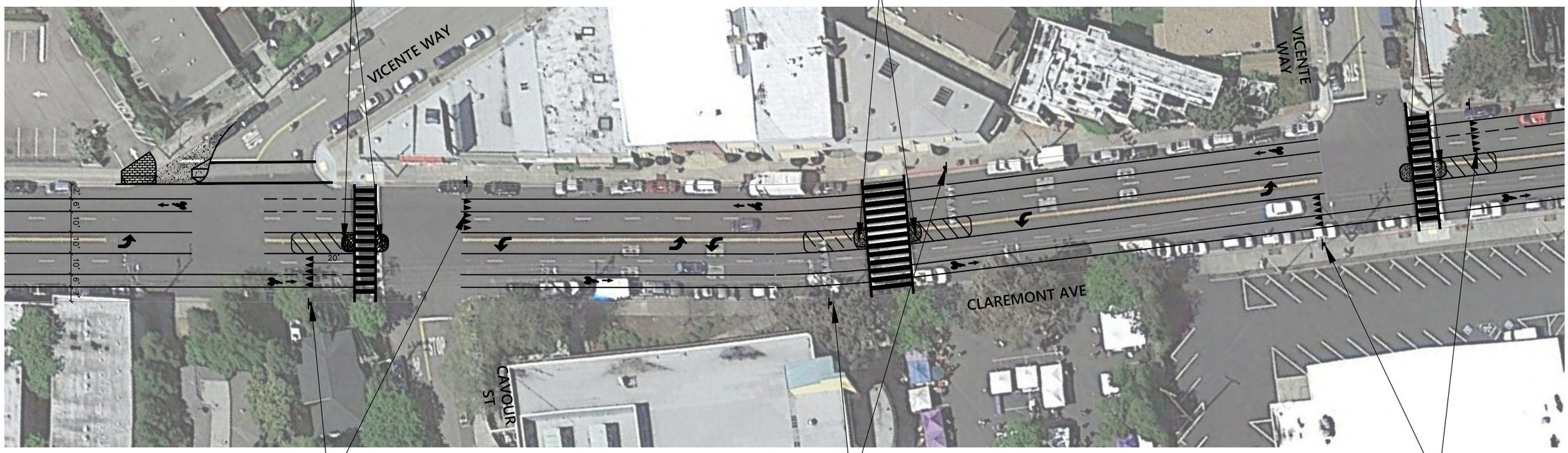
Figure 1

Project Location and Study Intersections

GENERAL NOTE:

1. REMOVE ONE TRAVEL LANE IN EACH DIRECTION AND CONVERT TO CLASS II BICYCLE LANES AND TWO-WAY LEFT TURN LANE BETWEEN TELEGRAPH AVENUE AND CLIFTON STREET.

NOTE: EACH VIEWPORT REFLECTS CM1 UNCONTROLLED CROSSWALK ENHANCEMENTS & CM3 ROAD DIET



ATTACHMENT 4A

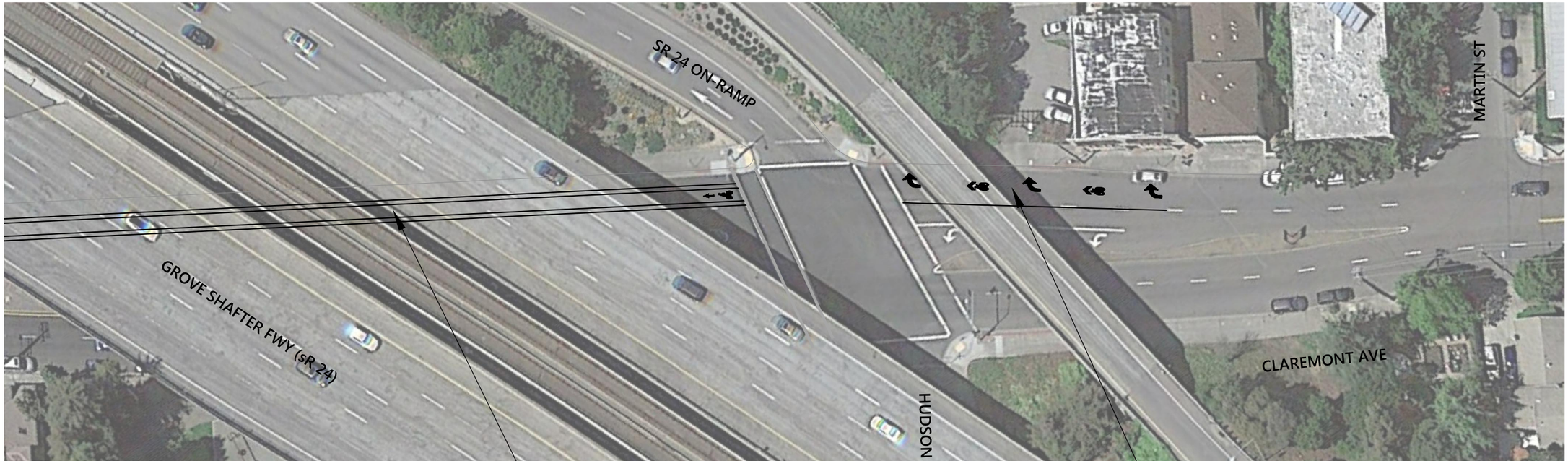
Claremont Ave
between Telegraph Ave and Clifton Street

GENERAL NOTES:

1. REMOVE ONE TRAVEL LANE IN EACH DIRECTION AND CONVERT TO CLASS II BICYCLE LANES AND TWO-WAY LEFT TURN LANE BETWEEN TELEGRAPH AVENUE AND CLIFTON STREET

2. REMOVE SOUTHBOUND TRAVEL LANE AND CONVERT TO CLASS II BICYCLE LANE WITH TRAVEL LANE AND PARKING SIDE BUFFER BETWEEN CLIFTON STREET AND HUDSON STREET.

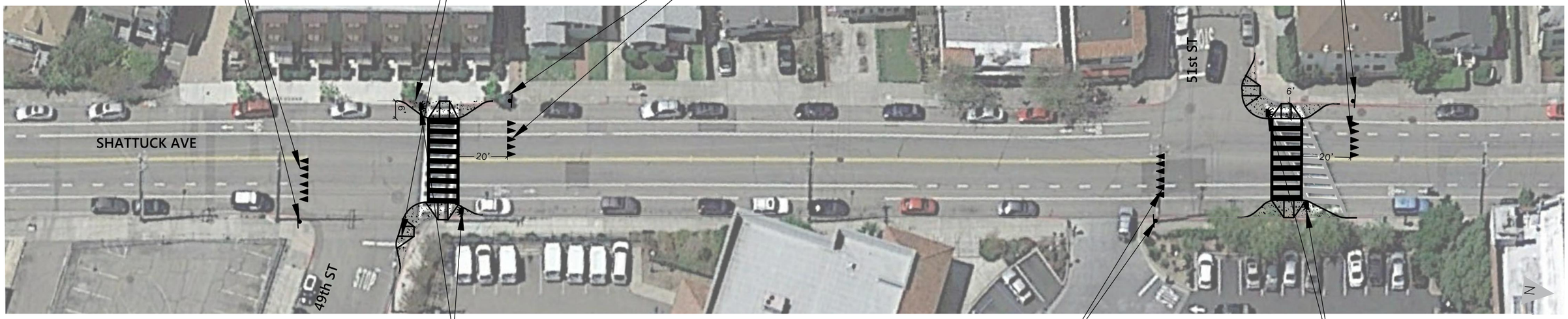
NOTE: EACH VIEWPORT REFLECTS CM3 ROAD DIET

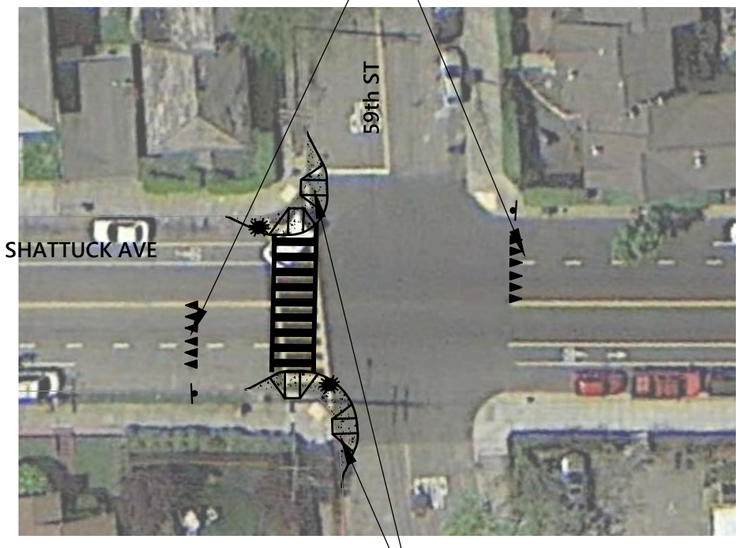


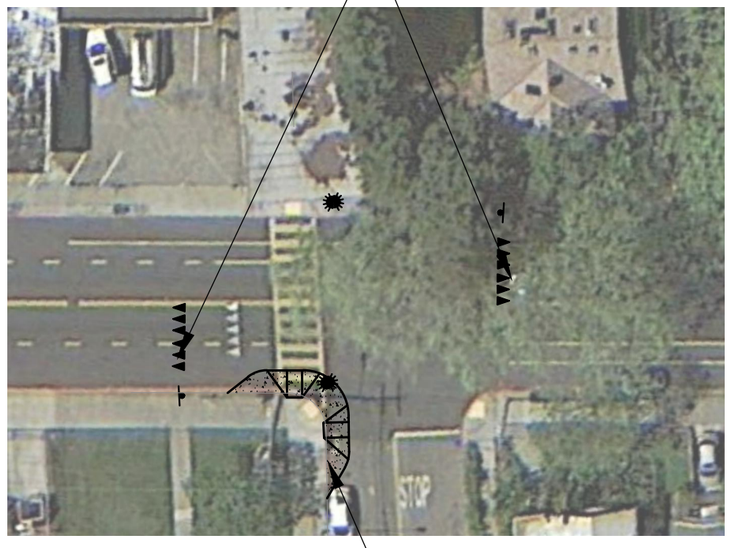
ATTACHMENT 4B

Claremont Ave

between Clifton St and Martin St







NOTE: EACH VIEWPORT REFLECTS CM1 UNCONTROLLED CROSSWALK ENHANCEMENTS

ATTACHMENT 4C

Shattuck Ave Crossing Improvements at 49th, 51st, and 59th Streets

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force DATE: December 1, 2016

FR: Adam Crenshaw W. I.

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2017 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration (FTA) and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Proposed Revision to an Existing Project in the TIP

Staff has received a request from Marin County Transit to revise the scope of their *Relocate Transit Maintenance Facility* project. This project was originally included in the 2015 TIP as a project non-exempt from regional air quality conformity under 40 CFR 93.126 or 40 CFR 93.127 as we did not have enough information on the location of the project to determine whether or not it would qualify for a Categorical Exclusion (CE) under 23 CFR 771. Only the preliminary engineering (PE) portion of the scope and funding for this project were included at that time. As PE is not a capital phase, the Task Force concurred at its August 27, 2015, meeting that this project as described did not need to be included in the regional air quality conformity analysis when it was added to the 2017 TIP. This project was subsequently included as a PE only project in the 2017 TIP as adopted by the Commission in September, 2016.

After further discussions with the project sponsor and FTA regarding the potential location of the project, staff is confident that the project will qualify for a CE and thus be exempt from regional air quality conformity analysis under 40 CFR 93.126. Staff is proposing to revise this project in the TIP to include the right-of-way and construction phases of the project and to change the regional air quality conformity status to "Exempt (40 CFR 93.126) – Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771". Staff is requesting the Task Force's concurrence that these revisions do not require an update to the regional air quality conformity analysis on the 2017 TIP.

New Projects Staff Are Proposing to Include in the 2017 TIP

Staff has received requests from sponsors to add four new individually listed projects and 27 new group listed projects to the 2017 TIP. Attachment A includes a list of these proposed new projects along with the regional air quality category that staff believes best describes the projects.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

J:\SECTION\PLANNING\AIRQUAL\TSKFORCE\2016\7-28-16\Draft\3a_Regional_AQ_Conformity_Review.docx

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review						
Santa Clara	SCL170002	VTA	VTA BART Phase II TOD and Station Access Planning	In Santa Clara County: In the vicinity of planned BART stations: Perform study of TOD and Station Access Planning	Santa Clara County: The BART Silicon Valley Phase II Station Area Access and TOD Study will identify multimodal access needs and TOD opportunities to promote redevelopment and accessibility at the BART Phase II stations. The resulting plan lays the groundwork for sustainable redevelopment along the Phase II route to the benefit of increased transit ridership, economic development, and increased vibrancy of station areas. $1.52M in Other Federal funds are Transit Oriented Development Planning Pilot Program funds	EXEMPT (40 CFR 93.126) - Planning and technical studies
Alameda	6388	Union City Transit	Union City Transit Travel Time Improvement	Union City: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus stops from near side to far side.	Travel time improvement: AC Transit's South Alameda County Major Corridors (SACMC) Travel Time Improvement Project was developed in coordination with cities of Fremont, Hayward, San Leandro, and Union City; County of Alameda, and Caltrans and includes implementing segments of Adaptive Traffic Control Systems (ATCS), corridor-wide Transit Signal Priority (TSP), signal coordination and relocation of key bus stops from near side to far side. This listing covers the Union City portion of this project.	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects
San Mateo	SM-170005	Caltrain	South San Francisco Caltrain Station Improvements	South San Francisco: SSF Caltrain Station: Demolish and reconstruct the existing station with a new ADA compliant station that meets current Caltrain standards	The proposed project includes demolition and reconstruction of the existing South San Francisco station, construction of new 700-feet long center platform, an ADA-compliant pedestrian underpass, track improvements, and a new shuttle/drop-off area. The existing South San Francisco Caltrain station has reached the end of its useful life and is also operationally deficient and does not meet current Caltrain standards for passenger amenities. The project will reconstruct the station to meet current Caltrain standards, including ADA compliance and will also improve operational efficiency and eliminate the "hold-out" rule. Currently, if a train is loading/unloading passengers at the station a train in the opposite direction must "hold" outside the station area until the other train departs. With the new center-board platform, the "hold-out" rule will be eliminated and trains passing through the station area will not be delayed. No new service is being provided to this station with the reconstruction project. Caltrain service at this station will remain at current levels.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
Regional	6400	MTC	Spare the Air Youth	Regional: Education and Outreach: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs for youth and families.	Regional: Education and Outreach: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs for youth and families. Program elements include: Bay Area Bike Mobile, the ECO2School program and the Family Biking Workshops program	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	VAR170005	Caltrans	GL: SHOPP - Mobility	In Alameda, Contra Costa, and Solano counties, on Routes 80, 580 and 980 at various locations. Install traffic operations systems (TOS).	In Alameda, Contra Costa, and Solano counties, on Routes 80, 580 and 980 at various locations. Install traffic operations systems (TOS).	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Contra Costa	VAR170006	Caltrans	GL: SHOPP - Roadway Preservation	In Richmond, El Cerrito, San Pablo, Pinole and Hercules, from Alameda County line to Route 4. Pavement rehabilitation.	In Richmond, El Cerrito, San Pablo, Pinole and Hercules, from Alameda County line to Route 4. Pavement rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Solano	VAR170006	Caltrans	GL: SHOPP - Roadway Preservation	In and near Rio Vista, from Currie Road to Sacramento County line. Roadway rehabilitation.	In and near Rio Vista, from Currie Road to Sacramento County line. Roadway rehabilitation.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Alameda	VAR170007	Caltrans	GL: SHOPP - Collision Reduction	Near Oakland, at the McCosker property on East Bay Regional Parks District (EBRPD) land. Required environmental mitigation (site 2) for EA 17240, EFIS 04 0000 0455, PPNO 0086Z. (Financial Contribution Only.)	Near Oakland, at the McCosker property on East Bay Regional Parks District (EBRPD) land. Required environmental mitigation (site 2) for EA 17240, EFIS 04 0000 0455, PPNO 0086Z. (Financial Contribution Only.)	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Santa Clara	VAR170007	Caltrans	GL: SHOPP - Collision Reduction	In and near Los Altos Hills, at ramps to Page Mill Road. Improve signing and striping at ramp intersections with local road.	In and near Los Altos Hills, at ramps to Page Mill Road. Improve signing and striping at ramp intersections with local road.	EXEMPT (40 CFR 93.126) - Pavement marking
Alameda	VAR170007	Caltrans	GL: SHOPP - Collision Reduction	In Berkeley and Albany, from Route 13 to east of El Cerrito Separation. Install concrete median barriers and lighting.	In Berkeley and Albany, from Route 13 to east of El Cerrito Separation. Install concrete median barriers and lighting.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Alameda	VAR170007	Caltrans	GL: SHOPP - Collision Reduction	In Fremont, from north end of Dumbarton Bridge to south of the Toll Plaza. Install outer separation barrier between route and frontage road.	In Fremont, from north end of Dumbarton Bridge to south of the Toll Plaza. Install outer separation barrier between route and frontage road.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Sonoma	VAR170007	Caltrans	GL: SHOPP - Collision Reduction	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips.	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170008	Caltrans	GL: SHOPP - Emergency Response	In Emeryville, at MacArthur Boulevard ramps to Route 580 and San Pablo Avenue Overcrossing (Route 123). Construct subsurface and horizontal drains, and reconstruct pavement.	In Emeryville, at MacArthur Boulevard ramps to Route 580 and San Pablo Avenue Overcrossing (Route 123). Construct subsurface and horizontal drains, and reconstruct pavement.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170008	Caltrans	GL: SHOPP - Emergency Response	In and near Corte Madera, from 1.4 miles to 0.5 mile south of Tamalpais Drive. Reconstruct culvert riser and repair slope.	In and near Corte Madera, from 1.4 miles to 0.5 mile south of Tamalpais Drive. Reconstruct culvert riser and repair slope.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
Alameda	VAR170008	Caltrans	GL: SHOPP - Emergency Response	Near Pacifica, at the Tom Lantos Tunnels. Perform outstanding environmental mitigation commitments.	Near Pacifica, at the Tom Lantos Tunnels. Perform outstanding environmental mitigation commitments.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Alameda	VAR170008	Caltrans	GL: SHOPP - Emergency Response	Near Belmont, at 1.4 miles south of Route 92. Repair pipe system and backfill sinkhole environmental mitigation.	Near Belmont, at 1.4 miles south of Route 92. Repair pipe system and backfill sinkhole environmental mitigation.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
San Mateo	VAR170009	Caltrans	GL: SHOPP - Mandates	In Burlingame, Hillsborough, and Millbrae, from Barroilhet Avenue to Millbrae Avenue. Upgrade curb ramps and sidewalks to ADA standards.	In Burlingame, Hillsborough, and Millbrae, from Barroilhet Avenue to Millbrae Avenue. Upgrade curb ramps and sidewalks to ADA standards.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Napa	VAR170010	Caltrans	GL: SHOPP - Bridge Preservation	In Calistoga, at Napa River Bridge No. 21-0018. Replace bridge.	In Calistoga, at Napa River Bridge No. 21-0018. Replace bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170010	Caltrans	GL: SHOPP - Bridge Preservation	In Oakland, at Lake Merrit Channel Bridge No. 33-0027 and 5th Avenue overhead. Bridge replacement.	In Oakland, at Lake Merrit Channel Bridge No. 33-0027 and 5th Avenue overhead. Bridge replacement.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Napa	VAR170010	Caltrans	GL: SHOPP - Bridge Preservation	Near Napa, at Sarco Creek Bridge No. 21-0008. Plant establishment for bridge replacement project.	Near Napa, at Sarco Creek Bridge No. 21-0008. Plant establishment for bridge replacement project.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Napa	VAR170010	Caltrans	GL: SHOPP - Bridge Preservation	In Calistoga, at Napa River Bridge No. 21-0018. Environmental mitigation and plant establishment for bridge replacement project.	In Calistoga, at Napa River Bridge No. 21-0018. Environmental mitigation and plant establishment for bridge replacement project.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 33C0025, CASTLEWOOD DRIVE OVER ARROYO DE LA LAGUNA, 0.1 MI E/O FOOTHILL RD. Replace existing two-lane bridge with a new two-lane bridge.	BRIDGE NO. 33C0025, CASTLEWOOD DRIVE OVER ARROYO DE LA LAGUNA, 0.1 MI E/O FOOTHILL RD. Replace existing two-lane bridge with a new two-lane bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 33C0373L, EDGEWATER DRIVE SB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY. Replace existing two-lane bridge with a new two-lane bridge	BRIDGE NO. 33C0373L, EDGEWATER DRIVE SB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY. Replace existing two-lane bridge with a new two-lane bridge	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 33C0373R, EDGEWATER DRIVE NB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY. Replace existing two-lane bridge with a new two-lane bridge	BRIDGE NO. 33C0373R, EDGEWATER DRIVE NB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY. Replace existing two-lane bridge with a new two-lane bridge	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. PM00159,Bridge Preventive Maintenance Program (BPMP) various bridges in Contra Costa County.	BRIDGE NO. PM00159,Bridge Preventive Maintenance Program (BPMP) various bridges in Contra Costa County.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 28C0206, W. CYPRESS RD OVER CONTRA COSTA CANAL, 0.06 MI W ROSE AVE. Replace existing two-lane bridge with a new two-lane bridge	BRIDGE NO. 28C0206, W. CYPRESS RD OVER CONTRA COSTA CANAL, 0.06 MI W ROSE AVE. Replace existing two-lane bridge with a new two-lane bridge	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 28C0270, MAIN STREET OVER CONTRA COSTA CANAL, .01 MI SE/O OAKLEY RD. Rehabilitate existing bridge (no added capacity)	BRIDGE NO. 28C0270, MAIN STREET OVER CONTRA COSTA CANAL, .01 MI SE/O OAKLEY RD. Rehabilitate existing bridge (no added capacity)	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 35C0025, MAIN ST OVER PILARCITOS CREEK, 0.25 MI S/O S.H. 92. Rehabilitate existing historic bridge. No added capacity	BRIDGE NO. 35C0025, MAIN ST OVER PILARCITOS CREEK, 0.25 MI S/O S.H. 92. Rehabilitate existing historic bridge. No added capacity	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 35C0041, CLOVERDALE RD OVER BUTANO CREEK, NORTH BUTANO PARK ROAD. Scour countermeasure and treat deck with methacrylate	BRIDGE NO. 35C0041, CLOVERDALE RD OVER BUTANO CREEK, NORTH BUTANO PARK ROAD. Scour countermeasure and treat deck with methacrylate	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. PM00153, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of South San Francisco.	BRIDGE NO. PM00153, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of South San Francisco.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR170012	Alameda County	GL: Highway Bridge Program	BRIDGE NO. 37C0529, CROY RD OVER UVAS CREEK, 2.1 MI W UVAS RD. Replace existing two-lane bridge with a new two-lane bridge	BRIDGE NO. 37C0529, CROY RD OVER UVAS CREEK, 2.1 MI W UVAS RD. Replace existing two-lane bridge with a new two-lane bridge	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Air Quality Conformity Task Force
Summary Meeting Notes
October 27, 2016

Participants:

Ginger Vagenas – EPA
Yolanda Rivas – Caltrans
Kevin Nguyendo – Caltrans
Andrea Gordon – BAAQMD
Dominique Paukowits – FTA
Rodney Tavitas – Caltrans
Adam Crenshaw – MTC
Harold Brazil – MTC

1. **Welcome and Self Introductions**: Harold Brazil (MTC) called the meeting to order at 9:40 am.

2. **Projects with Regional Air Quality Conformity Concerns**

   a. **Review of the Regional Conformity Status for New and Revised Projects**

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2017 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Projects with Proposed Revisions

1. **US 101 HOV/HOT from Santa Clara to I-380**

Adam Crenshaw (MTC) indicated that both the current scope and proposed additional scope are already included in the conformity analysis and the project schedule is not be changed by this revision MTC staff is requesting the Task Force's concurrence that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

Ginger Vagenas (EPA) asked for confirmation that nothing being moved to an earlier implementation timeframe and Mr. Crenshaw made the confirmation. Mr. Crenshaw added the project sponsor will not have all the funds identified for the project before the year 2020 and the Task Force agreed with MTC staff's request on this project.

New Projects

2. **Bay Bridge Forward – Casual Carpool Enhancements**

Mr. Crenshaw stated this project is located in San Francisco and along I-80 corridor in the East Bay and it would be a pilot project for new casual carpool pick-up locations on key arterials and provide amenities (e.g., signage, wi-fi access, lighting, shelters, etc.) at each location to increase user safety and support casual carpooling. Mr. Crenshaw went on to say the locations will replace existing parking

locations and MTC staff does not believe that the level of traffic generated by these changes will be regionally significant.

Ms. Vagenas asked if this project would be small enough where it would not be captured in the travel demand modeling done in the regional transportation conformity analysis and Mr. Crenshaw stated that MTC staff believed the impact from the project would not be great enough to be represented in the regional travel model. Rodney Tavitas (Caltrans) concurred with Mr. Crenshaw's comments. Andrea Gordon (BAAQMD) and Dominique Paukowits (FTA) asked if the casual carpool pick-up locations had been identified for this project and (if so) might the new pick-up locations cause more congestion in the corridor and Mr. Crenshaw responded by indicating the pick-up locations are not yet available, but this project could come back to the Task Force thru the project-level conformity process. There were no other comments on this project and the Task Force agreed with MTC staff's request on this project.

3. Bay Bridge Forward – West Grand HOV/Bus Only Lane

Mr. Crenshaw stated this project is located in Oakland on the West Grand Ave. on-ramp between the I-80/I-580 split. Mr. Crenshaw indicated that there would be a conversion of about 1,500 feet of existing shoulder into a HOV/Bus only lane (Lanes 19 and 20) at the SFOBB toll plaza to reduce delay for carpools, vanpools, and buses. Mr. Crenshaw went on to say that this lane is being added only within an existing interchange and that the project is not proposing to change the number of lanes either before or after the interchange. Because of this, MTC staff believes that the project should be considered Non-Exempt, Not Regionally Significant and Rodney Tavitas (Caltrans) agreed and added the distance of the project's limits is less than a mile. There were no other comments on this project and the Task Force agreed with MTC staff's request on this project.

4. Bay Bridge Forward – Commuter Parking Initiative

Mr. Crenshaw stated this project is located in Oakland and would use existing commuter parking lots under I-880 and I-80 freeways (I-880/High St., I-880/Fruitvale Ave., and I-80/Buchanan Ave.) to support carpooling and transit use and to connect users to existing/planned AC Transit Transbay express bus services. Mr. Crenshaw went on to say that the construction of parking lots are not exempt from regional air quality conformity under 40 CFR 93.126 or 40 CFR 93.127, but these parking lots will be constructed in areas already served by existing transit service and no changes to that service is being proposed as part of this project. Because of this, MTC staff believes that the project should be considered Non-Exempt, Not Regionally Significant. Ms. Paukowits asked how the price of the parking is determined and Mr. Crenshaw was not sure and would get back to Ms. Paukowits. There were no other comments on this project and the Task Force agreed with MTC staff's request on this project.

5. Bay Bridge Forward - Employer-Based TDM/Flex on-Demand Transit

Mr. Crenshaw stated this project involves the establishment of a new, demand-responsive transit service and, as such, cannot be considered exempt from regional air quality conformity analysis. Mr. Crenshaw went on to say that since the service does not have a fixed route and schedule, the addition of this service would not be captured by the model MTC uses as part of the Air Quality Conformity Analysis. Because of this, MTC staff believes that the project should be considered Non-Exempt, Not Regionally Significant. Ms. Paukowits asked The Task Force agreed with MTC staff's request on this project.

3. Consent Calendar

a. September 22, 2016 Air Quality Conformity Task Force Meeting Summary

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.

4. Other Items

Mr. Crenshaw began a NEPA Delegation/Assignment discussion by sharing information from a letter that Caltrans Director Malcolm Dougherty sent to the California Transportation Commission (CTC) alerting the CTC of a pending lapse of California's waiver of sovereign immunity. Without this waiver of sovereign immunity, California will lose its ability to approve environmental documents on behalf of Federal Highways Administration (FHWA). Mr. Tavitas indicated that there could be a lapse of month or two for approval of environmental documents to occur, but still maintain NEPA assignment. Ms. Vagenas asked for a copy of Director Dougherty's letter and Mr. Tavitas provided it to the Task Force members. Further discussion on this issue will occur at the December 1, 2016 meeting.