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 Meeting

Metropolitan Transportation Commission

Join Zoom Meeting @
https://bayareametro.zoom.us/j/91757999690

Meeting ID: 917 5799 9690

(Additional Zoom Meeting Call-In Info on Next Page)

September 24, 2020
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. Central Avenue Safety Improvements Project
      ii. West Grand Ave Bus/HOV Lane Extension Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      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
      3_Regional_AQ_Conformity_Review_092420.pdf
      3_Attachment-A_List_of_Proposed_New_Projects_092420.pdf

4. Consent Calendar

   a. August 27, 2020 Air Quality Conformity Task Force Meeting Summary

5. Other Items

   Next Meeting: October 22, 2020

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov

Harold Brazil is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting
https://bayareametro.zoom.us/j/91757999690

Meeting ID: 917 5799 9690
One tap mobile
+14086380968,,91757999690# US (San Jose)
+16699006833,,91757999690# US (San Jose)

Dial by your location
- +1 408 638 0968 US (San Jose)
- +1 669 900 6833 US (San Jose)
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 312 626 6799 US (Chicago)
- +1 646 876 9923 US (New York)
- +1 301 715 8592 US (Germantown)
- 877 853 5247 US Toll-free
- 888 788 0099 US Toll-free

Meeting ID: 917 5799 9690
Find your local number: https://bayareametro.zoom.us/u/adFIx7Beui

Join by SIP
91757999690@zoomcrc.com

Join by H.323
162.255.37.11 (US West)
162.255.36.11 (US East)
115.114.131.7 (India Mumbai)
115.114.115.7 (India Hyderabad)
213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia)
64.211.144.160 (Brazil)
69.174.57.160 (Canada)
207.226.132.110 (Japan)
Meeting ID: 917 5799 9690

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: September 16, 2020

FR: Harold Brazil W. I.

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

Project sponsors representing three 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 Alameda	Central Avenue Safety Improvements Project
2	MTC	West Grand Ave Bus/HOV Lane Extension Project

2ai_Central_Avenue_Safety_Improvements_Project_Assessment_Form.pdf (for the Central Avenue Safety Improvements project)

2aii_West_Grand_Ave_Bus_HOV_Lane_Extension_Project_Assessment _Form.pdf (for the West Grand Ave Bus/HOV Lane Extension project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 091620.pdf** lists exempt projects under 40 CFR 93.126.

Project Assessment Form for $PM_{2.5}$ Interagency Consultation

Project Title: Central Avenue Safety Improvements
Project Summary for Air Quality Conformity Task Force Meeting: September 24, 2020

Description

- State Route 61 is in the east part of the corridor for 0.7 miles.
- In the study area, there are 12 schools with over 5,000 students enrolled.
- The corridor is a truck route, and truck volumes represent less than 1.5 percent of all motorist volumes at Webster St.
- Project will implement a "road diet" and "complete street" concepts on Central Avenue in the City of Alameda for 1.7 miles, which includes a reduction from four to three lanes, a center turn lane and bike lanes.
- The San Francisco Bay Trail is in the west part of the corridor for 0.6 miles, and the concept includes a protected bikeway for part of the bay trail section and adjacent to two schools.
- The concept recommends three roundabouts and signal modifications at two intersections to improve operations and safety.
- Other improvements include curb extensions at 14 intersections, 3 pedestrian refuge islands, rectangular rapid fire beacons at 5 locations, 9 new crosswalks, street trees and rain gardens.
-

Background

- Working with Caltrans on a Project Approvals and Environmental Document (PA&ED), which is expected to be completed in early 2021. A NEPA Cat Ex is anticipated.
- No comments received on air quality thus far.

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?

- Truck volumes represent less than 1.5 percent of all motorist volumes at Webster St., and no change in truck percentages is expected.
- Lane reduction project and not a new or expanded highway project.
- No change in traffic volume or truck percentages is expected from this project, especially since a mode shift to bicycling is expected due to the inclusion of bikeways and the presence of 5,000 students and 1,000 ferry riders.
- A Bicyclist Level of Traffic Stress (LTS) analysis was completed to evaluate the impacts of the project on bicyclist circulation, and shows an overall increased comfort, which is expected to cause a mode shift from driving to bicycling.

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

- This project does not change land uses that would affect diesel traffic percentage.
- In the Build scenario, delay increases at a few locations but decreases at most locations. Converting to roundabouts significantly reduces delays at the three intersections, especially the Central Avenue & Pacific Avenue/Main Street and Central Avenue & Third Street/Taylor Avenue intersections..

(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?

- The Bay Area Air Quality Management District adopted the 2017 Bay Area Clean Air Plan on
- April 19, 2017.
- On January 9, 2013, U.S. EPA issued a final rule confirming that monitoring data shows that the
- Bay Area currently meets the 24-hour PM2.5 national standard.
- Therefore, the project does not affect areas identified in plan as areas of potential violation.

RTIP ID# *(required)* 17-01-0004

TIP ID# *(required)* ALA170049

Air Quality Conformity Task Force Consideration Date
September 24, 2020

Project Description *(clearly describe project)*
On Central Ave from Main St to Sherman St: Implement multimodal street improvements including reduction from 4 to 2 travel lanes, a center turn lane, bike lanes, a 2-way separated bikeway, and 3 roundabouts. The City Council approved this concept in February 2016 except for the Webster Street intersection, and the City is working with Caltrans on the Project Approvals and Environmental Document (PA&ED) since the corridor is partially on State Route 61. The PA&ED is expected to be completed in the spring 2021.
Conceptual drawings are attached.

Type of Project: Complete streets and safety improvements.

County	*Central Avenue in Alameda from Main Street to Sherman Street* **Caltrans Projects – EA#** 1Q390K

Lead Agency:

Contact Person	*Phone#*	*Fax#*	*Email*
Gail Payne	510-747-6892		gpayne@alamedaca.gov

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: 2021 (exact date to be determined)

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2020	2020		2022
End	2021	2022		2023

Project Purpose and Need (Summary): *(please be brief)*
The project provides safety and mobility improvements by constructing roundabouts and other traffic calming measures, a protected bikeway, and pedestrian and transit improvements. The project will connect the community to 12 nearby schools with a combined enrollment of over 5,000 students, the San Francisco Bay Trail, existing and proposed ferry terminals and the NAS Alameda PDA. The project will close a 1.5 mile gap in a cross-town bikeway and connect a Community of Concern to transit, schools and active recreational opportunities.

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

The corridor is divided into three segments:
1) West: includes three schools on corridor, several charter/magnet schools in the west end, residential area, the Bay Trail and the former Naval Air Station that is being redeveloped.
2) Central: The land uses include residential with intermittent commercial, a magnet school and a city park.
3) East: The land uses include residential with intermittent commercial.
The traffic volumes total 16,100 vehicles per day with a maximum of 17,500 vehicles per day expected as a maximum future build-out scenario. Central Avenue is designated as State Highway 61 between Webster Street and Sherman Street, and is a designated truck route with truck volumes representing less than 1.5 percent of all motorist volumes.
The project does not increase traffic capacity and will not result in additional automobile or truck traffic.

Brief summary of assumptions and methodology used for conducting analysis

The staff/consultant team used community input, existing City policies, and FHWA and other best practice documents to determine the recommended safety improvements. The project area is under the 20,000 vehicle per day threshold that FHWA uses as an upper limit for feasible motor vehicle travel lane reduction projects even when considering buildout of the City and Alameda Point at a maximum of 17,500 vehicles per day.

Intersection delay and level of service (LOS) based on the Highway Capacity Manual (HCM) methodology were used as the metrics for traffic operations analysis. The Synchro traffic analysis software (version 10) was used to analyze traffic operations at the study intersections. For corridor travel time analysis, SimTraffic models were developed based on Synchro models for the PM peak hour.

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

In the 2023 Build scenario, delay mostly either decreases or does not increase significantly at the study intersections along Central Avenue. Converting to roundabouts significantly reduces delays at the three intersections, especially the Central Avenue & Pacific Avenue/Main Street and Central Avenue & Third Street/Taylor Avenue intersections. The Central Avenue & Fifth Street intersection operates at LOS E during the AM peak hour. It is recommended that this intersection be signalized as part of the future Alameda Point development project.

During the AM peak hour, compared to No Build, the delays for the Central Avenue & Webster Street and Central Avenue & Eighth Street intersections increase and LOS changes from D to E and C to D, respectively. This is primarily attributable to geometry changes and corresponding signal phases, including the need to provide a protected bicycle signal phase for the two-way cycle track.

During the PM peak hour, the Central Avenue & Webster Street intersection operates at LOS D. Even though the Central Avenue & Eighth Street intersection operates at LOS F, the delay is reduced compared to No Build. All other study intersections along Central Avenue operate at LOS C or better.

There are currently almost 16,100 vehicles per day. In the Opening Year, the City estimates a maximum of 16,400 vehicles per day with the existing truck percent of less than 1.5 percent of all motorist volumes.

Intersection Delay and LOS - 2023 AM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave & Main St/Pacific Ave	Signalized	90.1	F	Roundabout	6.9	A
2	Central Ave & Third St/Taylor Ave	Side-Street Stop	103.9 (SB)*	F	Roundabout	7.1	A
3	Central Ave & Fourth St	Signalized	10.4	B	Signalized	17.0	B
4	Central Ave & Fifth St	All-Way Stop	18.9	C	All-Way Stop	47.4	E
5	Central Ave & Webster St	Signalized	37.1	D	Signalized	57.8	E
6	Central Ave & Eighth St	Signalized	31.8	C	Signalized	52.9	D
7	Central Ave & Encinal Ave/Sherman St	Signalized	21.9	C	Roundabout	8.0	A
8	Santa Clara Ave & Webster St	Signalized	8.4	A	Signalized	8.7	A
9	Santa Clara Ave & Eighth St	Signalized	16.0	B	Signalized	16.0	B
10	Santa Clara Ave & Sherman St	All-Way Stop	19.6	C	All-Way Stop	19.5	C
11	Lincoln Ave & Webster St	Signalized	14.0	B	Signalized	14.2	B
12	Lincoln Ave & Eighth St	Signalized	20.5	C	Signalized	20.7	C
13	Lincoln Ave & Sherman St	Signalized	14.2	B	Signalized	14.3	B

Intersection Delay and LOS - 2023 PM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave at Main St/Pacific Ave	Signalized	120.1	F	Roundabout	5.6	A
2	Central Ave at Third St/Taylor Ave	Side-Street Stop	34.2 (SB)*	D	Roundabout	5.8	A
3	Central Ave at Fourth St	Signalized	9.3	A	Signalized	13.4	B
4	Central Ave at Fifth St	All-Way Stop	11.7	B	All-Way Stop	16.1	C
5	Central Ave at Webster St	Signalized	38.4	D	Signalized	43.1	D
6	Central Ave at Eighth St	Signalized	129.5	F	Signalized	114.0	F
7	Central Ave at Encinal Ave/Sherman St	Signalized	21.2	C	Roundabout	8.8	A
8	Santa Clara Ave at Webster St	Signalized	6.6	A	Signalized	7.4	A
9	Santa Clara Ave at Eighth St	Signalized	16.2	B	Signalized	16.2	B
10	Santa Clara Ave at Sherman St	All-Way Stop	18.5	C	All-Way Stop	18.5	C
11	Lincoln Ave at Webster St	Signalized	12.8	B	Signalized	10.8	B
12	Lincoln Ave at Eighth St	Signalized	18.9	B	Signalized	19.4	B
13	Lincoln Ave at Sherman St	Signalized	16.2	B	Signalized	16.2	B

Source: Study team analysis

*Side-street stop-controlled intersection. Worst delay of the stop-controlled approaches (southbound in this case) is reported.

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

In the 2040 Build scenario, delay mostly either decreases or does not increase significantly at the study intersections along Central Avenue. Converting to roundabouts significantly reduces delays at the three intersections, especially the Central Avenue & Pacific Avenue/Main Street and Central Avenue & Third Street/Taylor Avenue intersections. The Central Avenue & Fifth Street intersection operates at LOS E during the AM peak hour. It is recommended that this intersection be signalized as part of the future Alameda Point development project.

During the AM peak hour, compared to No Build, the delays for the Central Avenue & Webster Street and Central Avenue & Eighth Street intersections increase and LOS changes from D to E. This is primarily attributable to geometry changes and corresponding signal phases, including the need to provide a protected bicycle signal phase for the two-way cycle track.

During the PM peak hour, the Central Avenue & Webster Street intersection operates at LOS E, while the and Central Avenue & Eighth Street intersection operates at LOS F. At the Central Avenue & Eighth Street intersection, the delay is reduced significantly compared to No Build. All other study intersections along Central Avenue operate at LOS C or better.

There are currently almost 16,100 vehicles per day. When considering buildout of the City and Alameda Point, the City estimates a maximum of 17,500 vehicles per day with the existing truck percent of less than 1.5 percent of all motorist volumes.

Intersection Delay and LOS - 2040 AM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave & Main St/Pacific Ave	Signalized	164.3	F	Roundabout	7.1	A
2	Central Ave & Third St/Taylor Ave	Side-Street Stop	593.8 (SB)*	F	Roundabout	7.9	A
3	Central Ave & Fourth St	Signalized	10.5	B	Signalized	17.4	B
4	Central Ave & Fifth St	All-Way Stop	34.3	D	All-Way Stop	49.7	E
5	Central Ave & Webster St	Signalized	36.1	D	Signalized	73.0	E
6	Central Ave & Eighth St	Signalized	40.9	D	Signalized	67.2	E
7	Central Ave & Encinal Ave/Sherman St	Signalized	23.4	C	Roundabout	8.8	A
8	Santa Clara Ave & Webster St	Signalized	10.1	B	Signalized	8.4	A
9	Santa Clara Ave & Eighth St	Signalized	16.1	B	Signalized	16.2	B
10	Santa Clara Ave & Sherman St	All-Way Stop	22.1	C	All-Way Stop	22.1	C
11	Lincoln Ave & Webster St	Signalized	13.2	B	Signalized	32.6	C
12	Lincoln Ave & Eighth St	Signalized	24.4	C	Signalized	28.6	C
13	Lincoln Ave & Sherman St	Signalized	14.3	B	Signalized	14.4	B

Intersection Delay and LOS - 2040 PM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave at Main St/Pacific Ave	Signalized	203.6	F	Roundabout	6.0	A
2	Central Ave at Third St/Taylor Ave	Side-Street Stop	224.0 (SB)*	F	Roundabout	6.1	A
3	Central Ave at Fourth St	Signalized	9.6	A	Signalized	14.1	B
4	Central Ave at Fifth St	All-Way Stop	18.3	C	All-Way Stop	18.8	C
5	Central Ave at Webster St	Signalized	39.1	D	Signalized	66.0	E
6	Central Ave at Eighth St	Signalized	177.6	F	Signalized	139.9	F
7	Central Ave at Encinal Ave/Sherman St	Signalized	22.2	C	Roundabout	10.8	B
8	Santa Clara Ave at Webster St	Signalized	7.6	A	Signalized	6.4	A
9	Santa Clara Ave at Eighth St	Signalized	16.2	B	Signalized	16.4	B
10	Santa Clara Ave at Sherman St	All-Way Stop	19.5	C	All-Way Stop	19.7	C
11	Lincoln Ave at Webster St	Signalized	15.3	B	Signalized	28.6	C
12	Lincoln Ave at Eighth St	Signalized	24.9	C	Signalized	35.2	D
13	Lincoln Ave at Sherman St	Signalized	18.3	B	Signalized	18.6	B

Source: Study team analysis

*Side-street stop-controlled intersection. Worst delay of the stop-controlled approaches (southbound in this case) is reported.

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

In the 2023 Build scenario, delay mostly either decreases or does not increase significantly at the study intersections along Central Avenue. Converting to roundabouts significantly reduces delays at the three intersections, especially the Central Avenue & Pacific Avenue/Main Street and Central Avenue & Third Street/Taylor Avenue intersections. The Central Avenue & Fifth Street intersection operates at LOS E during the AM peak hour. It is recommended that this intersection be signalized as part of the future Alameda Point development project.

During the AM peak hour, compared to No Build, the delays for the Central Avenue & Webster Street and Central Avenue & Eighth Street intersections increase and LOS changes from D to E and C to D, respectively. This is primarily attributable to geometry changes and corresponding signal phases, including the need to provide a protected bicycle signal phase for the two-way cycle track.

During the PM peak hour, the Central Avenue & Webster Street intersection operates at LOS D. Even though the Central Avenue & Eighth Street intersection operates at LOS F, the delay is reduced compared to No Build. All other study intersections along Central Avenue operate at LOS C or better.

There are currently almost 16,100 vehicles per day. In the Opening Year, the City estimates a maximum of 16,400 vehicles per day with the existing truck percent of less than 1.5 percent of all motorist volumes.

Intersection Delay and LOS - 2023 AM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave & Main St/Pacific Ave	Signalized	90.1	F	Roundabout	6.9	A
2	Central Ave & Third St/Taylor Ave	Side-Street Stop	103.9 (SB)*	F	Roundabout	7.1	A
3	Central Ave & Fourth St	Signalized	10.4	B	Signalized	17.0	B
4	Central Ave & Fifth St	All-Way Stop	18.9	C	All-Way Stop	47.4	E
5	Central Ave & Webster St	Signalized	37.1	D	Signalized	57.8	E
6	Central Ave & Eighth St	Signalized	31.8	C	Signalized	52.9	D
7	Central Ave & Encinal Ave/Sherman St	Signalized	21.9	C	Roundabout	8.0	A
8	Santa Clara Ave & Webster St	Signalized	8.4	A	Signalized	8.7	A
9	Santa Clara Ave & Eighth St	Signalized	16.0	B	Signalized	16.0	B
10	Santa Clara Ave & Sherman St	All-Way Stop	19.6	C	All-Way Stop	19.5	C
11	Lincoln Ave & Webster St	Signalized	14.0	B	Signalized	14.2	B
12	Lincoln Ave & Eighth St	Signalized	20.5	C	Signalized	20.7	C
13	Lincoln Ave & Sherman St	Signalized	14.2	B	Signalized	14.3	B

Intersection Delay and LOS - 2023 PM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave at Main St/Pacific Ave	Signalized	120.1	F	Roundabout	5.6	A
2	Central Ave at Third St/Taylor Ave	Side-Street Stop	34.2 (SB)*	D	Roundabout	5.8	A
3	Central Ave at Fourth St	Signalized	9.3	A	Signalized	13.4	B
4	Central Ave at Fifth St	All-Way Stop	11.7	B	All-Way Stop	16.1	C
5	Central Ave at Webster St	Signalized	38.4	D	Signalized	43.1	D
6	Central Ave at Eighth St	Signalized	129.5	F	Signalized	114.0	F
7	Central Ave at Encinal Ave/Sherman St	Signalized	21.2	C	Roundabout	8.8	A
8	Santa Clara Ave at Webster St	Signalized	6.6	A	Signalized	7.4	A
9	Santa Clara Ave at Eighth St	Signalized	16.2	B	Signalized	16.2	B
10	Santa Clara Ave at Sherman St	All-Way Stop	18.5	C	All-Way Stop	18.5	C
11	Lincoln Ave at Webster St	Signalized	12.8	B	Signalized	10.8	B
12	Lincoln Ave at Eighth St	Signalized	18.9	B	Signalized	19.4	B
13	Lincoln Ave at Sherman St	Signalized	16.2	B	Signalized	16.2	B

Source: Study team analysis

*Side-street stop-controlled intersection. Worst delay of the stop-controlled approaches (southbound in this case) is reported.

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

In the 2040 Build scenario, delay mostly either decreases or does not increase significantly at the study intersections along Central Avenue. Converting to roundabouts significantly reduces delays at the three intersections, especially the Central Avenue & Pacific Avenue/Main Street and Central Avenue & Third Street/Taylor Avenue intersections. The Central Avenue & Fifth Street intersection operates at LOS E during the AM peak hour. It is recommended that this intersection be signalized as part of the future Alameda Point development project.

During the AM peak hour, compared to No Build, the delays for the Central Avenue & Webster Street and Central Avenue & Eighth Street intersections increase and LOS changes from D to E. This is primarily attributable to geometry changes and corresponding signal phases, including the need to provide a protected bicycle signal phase for the two-way cycle track.

During the PM peak hour, the Central Avenue & Webster Street intersection operates at LOS E, while the Central Avenue & Eighth Street intersection operates at LOS F. At the Central Avenue & Eighth Street intersection, the delay is reduced significantly compared to No Build. All other study intersections along Central Avenue operate at LOS C or better.

There are currently almost 16,100 vehicles per day. When considering buildout of the City and Alameda Point, the City estimates a maximum of 17,500 vehicles per day with the existing truck percent of less than 1.5 percent of all motorist volumes.

Intersection Delay and LOS - 2040 AM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave & Main St/Pacific Ave	Signalized	164.3	F	Roundabout	7.1	A
2	Central Ave & Third St/Taylor Ave	Side-Street Stop	593.8 (SB)*	F	Roundabout	7.9	A
3	Central Ave & Fourth St	Signalized	10.5	B	Signalized	17.4	B
4	Central Ave & Fifth St	All-Way Stop	34.3	D	All-Way Stop	49.7	E
5	Central Ave & Webster St	Signalized	36.1	D	Signalized	73.0	E
6	Central Ave & Eighth St	Signalized	40.9	D	Signalized	67.2	E
7	Central Ave & Encinal Ave/Sherman St	Signalized	23.4	C	Roundabout	8.8	A
8	Santa Clara Ave & Webster St	Signalized	10.1	B	Signalized	8.4	A
9	Santa Clara Ave & Eighth St	Signalized	16.1	B	Signalized	16.2	B
10	Santa Clara Ave & Sherman St	All-Way Stop	22.1	C	All-Way Stop	22.1	C
11	Lincoln Ave & Webster St	Signalized	13.2	B	Signalized	32.6	C
12	Lincoln Ave & Eighth St	Signalized	24.4	C	Signalized	28.6	C
13	Lincoln Ave & Sherman St	Signalized	14.3	B	Signalized	14.4	B

Intersection Delay and LOS - 2040 PM Peak Hour - No Build and Build Condition

ID	Location	No Build			Build		
		Control Type	Delay (sec)	LOS	Control Type	Delay (sec)	LOS
1	Central Ave at Main St/Pacific Ave	Signalized	203.6	F	Roundabout	6.0	A
2	Central Ave at Third St/Taylor Ave	Side-Street Stop	224.0 (SB)*	F	Roundabout	6.1	A
3	Central Ave at Fourth St	Signalized	9.6	A	Signalized	14.1	B
4	Central Ave at Fifth St	All-Way Stop	18.3	C	All-Way Stop	18.8	C
5	Central Ave at Webster St	Signalized	39.1	D	Signalized	66.0	E
6	Central Ave at Eighth St	Signalized	177.6	F	Signalized	139.9	F
7	Central Ave at Encinal Ave/Sherman St	Signalized	22.2	C	Roundabout	10.8	B
8	Santa Clara Ave at Webster St	Signalized	7.6	A	Signalized	6.4	A
9	Santa Clara Ave at Eighth St	Signalized	16.2	B	Signalized	16.4	B
10	Santa Clara Ave at Sherman St	All-Way Stop	19.5	C	All-Way Stop	19.7	C
11	Lincoln Ave at Webster St	Signalized	15.3	B	Signalized	28.6	C
12	Lincoln Ave at Eighth St	Signalized	24.9	C	Signalized	35.2	D
13	Lincoln Ave at Sherman St	Signalized	18.3	B	Signalized	18.6	B

Source: Study team analysis

*Side-street stop-controlled intersection. Worst delay of the stop-controlled approaches (southbound in this case) is reported.

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

Not applicable

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

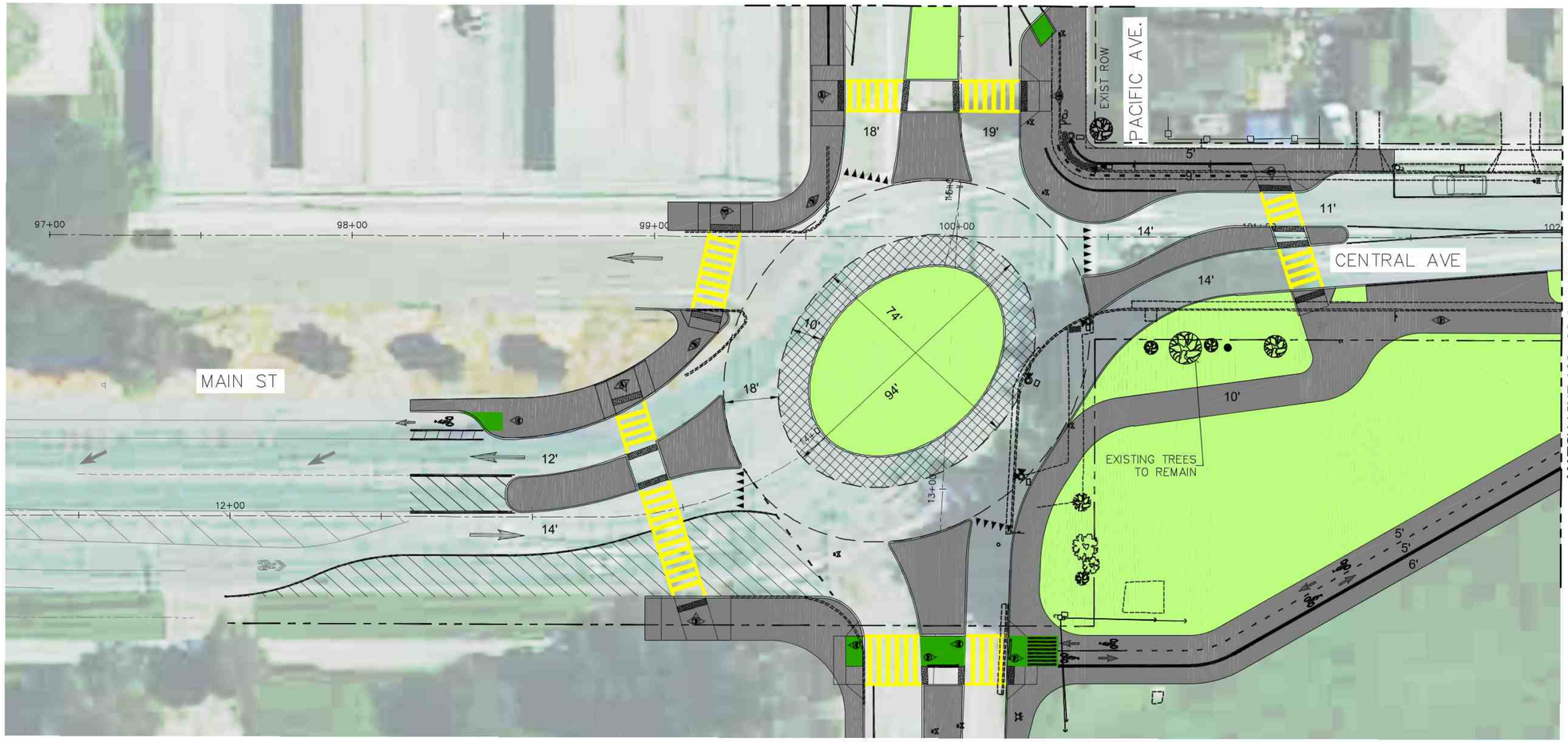
Not applicable

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

Due to the road diet implemented on Central Avenue between Third Street/Taylor Avenue and Encinal Avenue/Sherman Street, it is projected that some traffic would be diverted from Central Avenue to Lincoln Avenue, via Webster Street and Eighth Street. The diversion has little impact on Santa Clara Avenue and Taylor Avenue. Due to diversion, delay for the Lincoln Ave & Webster St and Lincoln Ave & Eighth St intersections increases during both AM and PM peak hours but LOS does not exceed D.

Comments/Explanation/Details (please be brief)

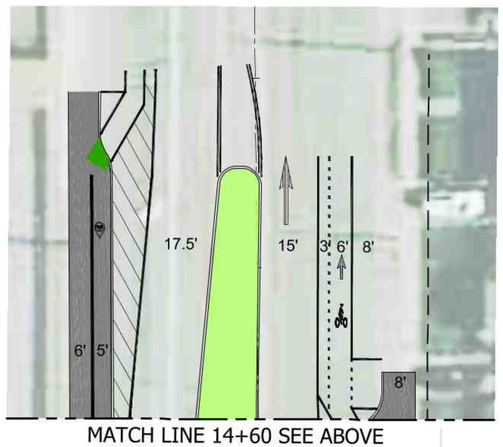
MATCH LINE 14+60 SEE BELOW



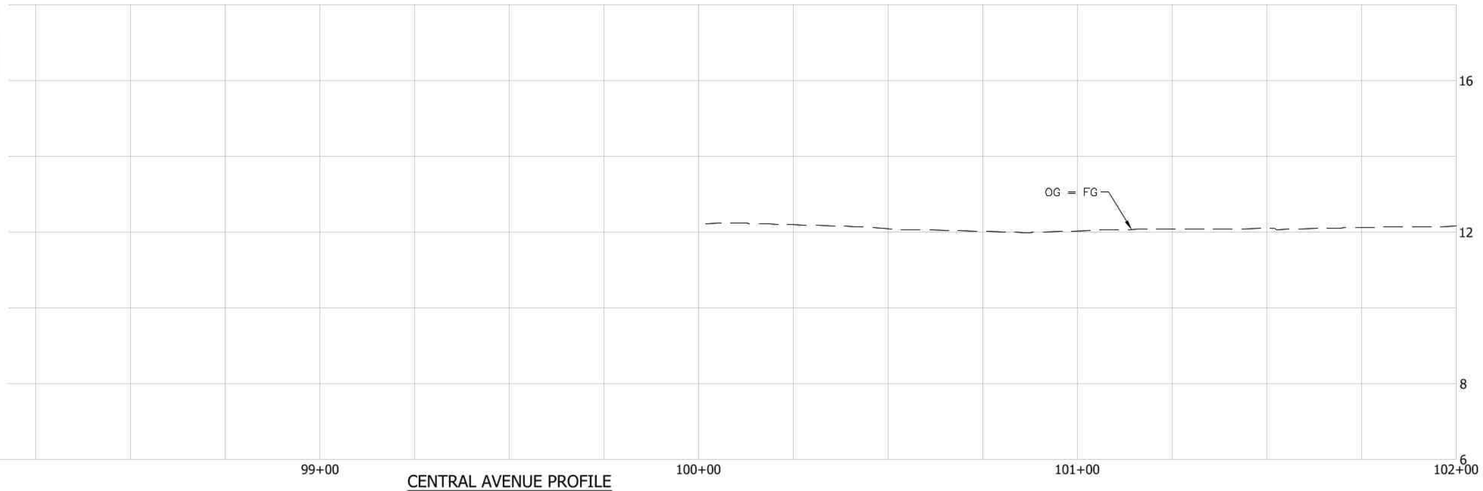
MATCH LINE 102+00 SEE CONTRACT SHT. NO. CP02

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION



MATCH LINE 14+60 SEE ABOVE



CENTRAL AVENUE PROFILE

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

N

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

CITY OF ALAMEDA

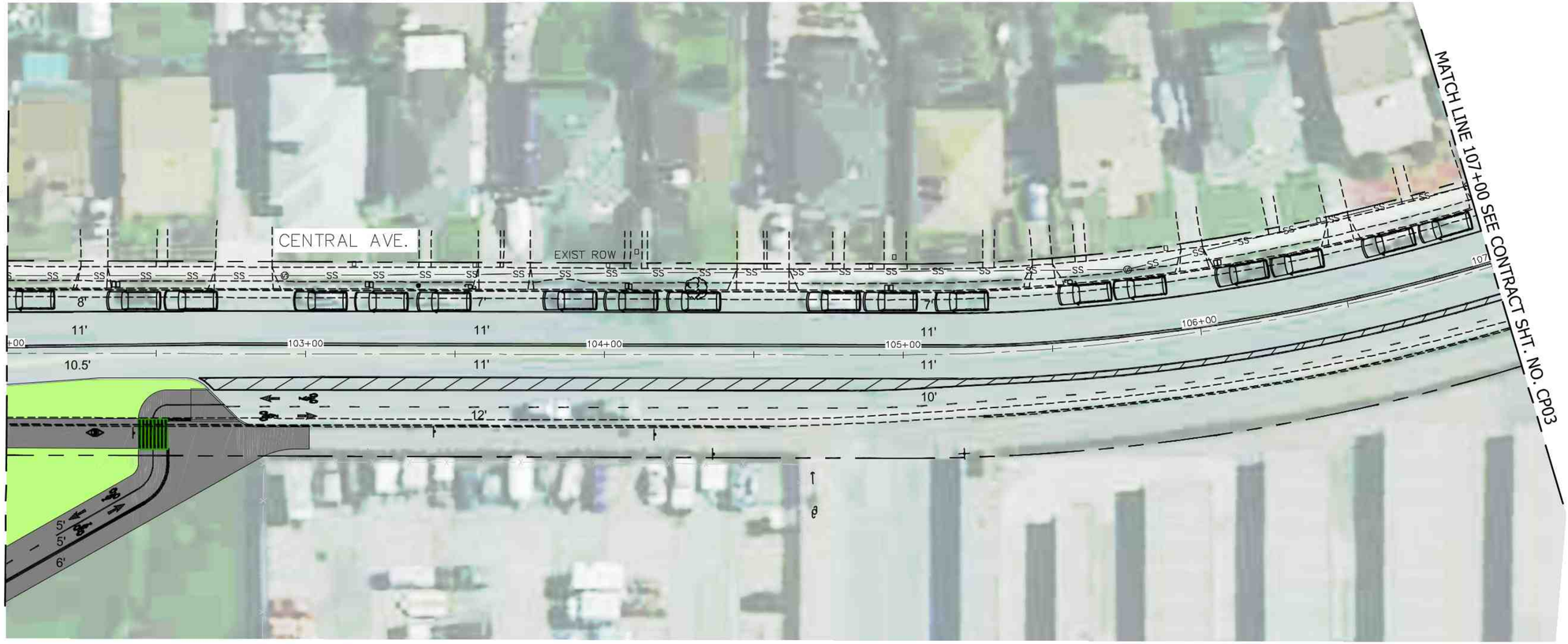
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

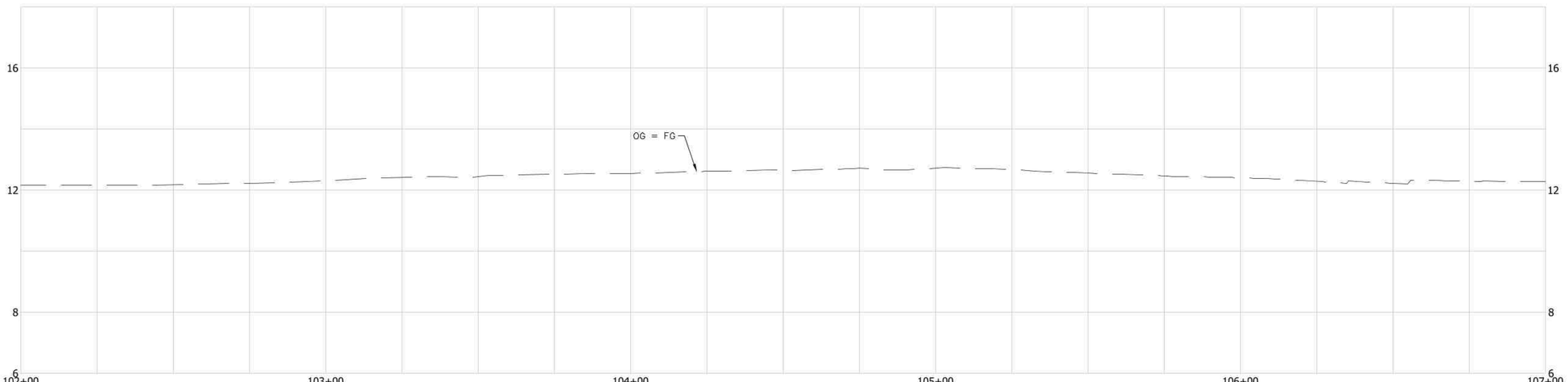
PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP01.DWG
SHEET NO.
CP01
08 OF 27

DAVIDD May 15, 2020 – 6:12pm C:\cdmext\davidd\d0431796\RDWY_PP01.dwg

MATCH LINE 102+00 SEE CONTRACT SHT. NO. CP01



MATCH LINE 107+00 SEE CONTRACT SHT. NO. CP03



CENTRAL AVENUE PROFILE

30% SUBMITTAL - NOT FOR CONSTRUCTION

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

CITY OF ALAMEDA

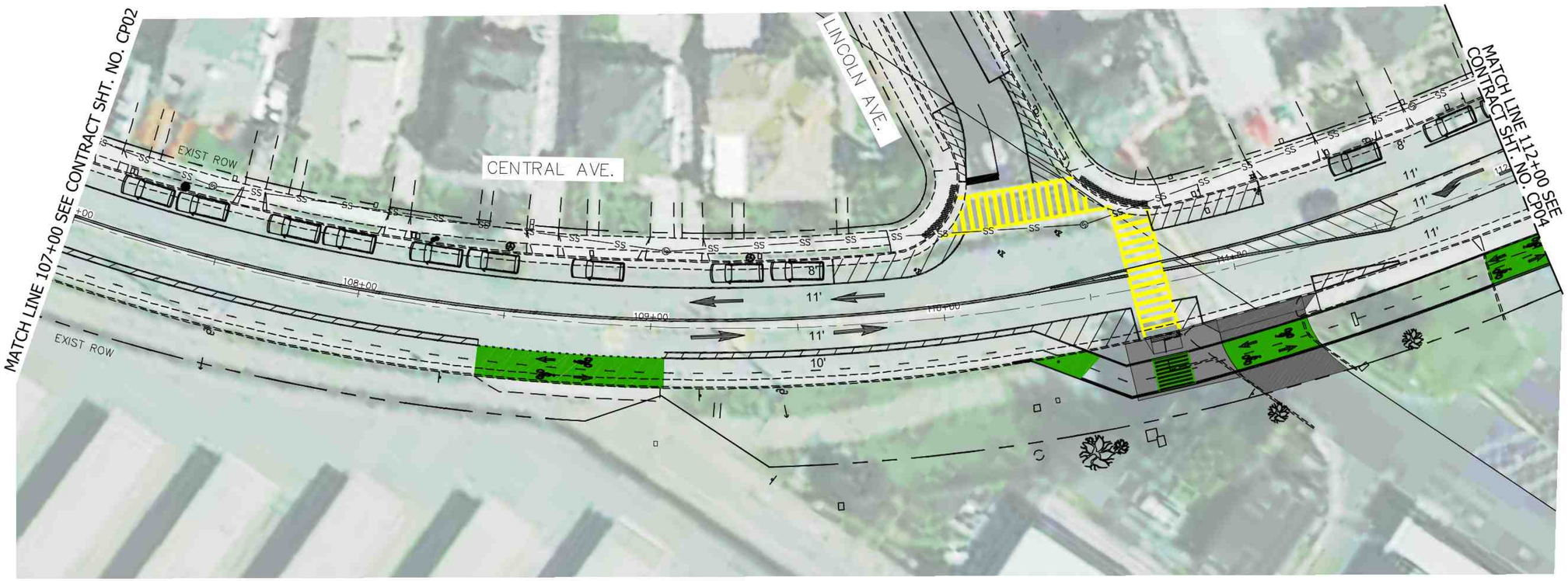
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP02.DWG

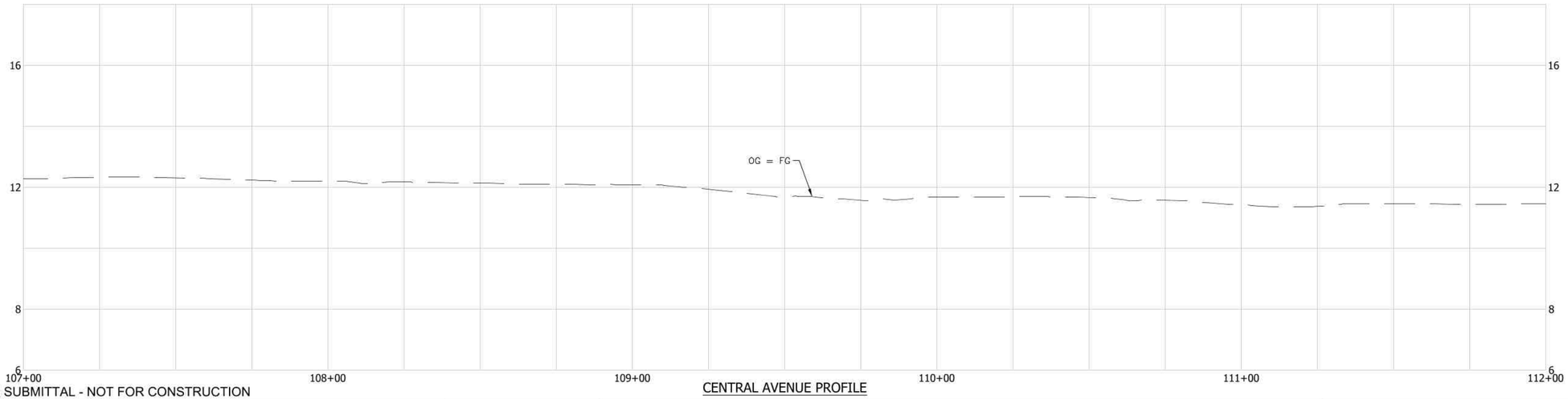
SHEET NO.
CP02
09 OF 27

DAVIDD May 15, 2020 – 6:13pm C:\cdmext\davidd\d0431796\RDWY_PP02.dwg



LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION



CENTRAL AVENUE PROFILE

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

N

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

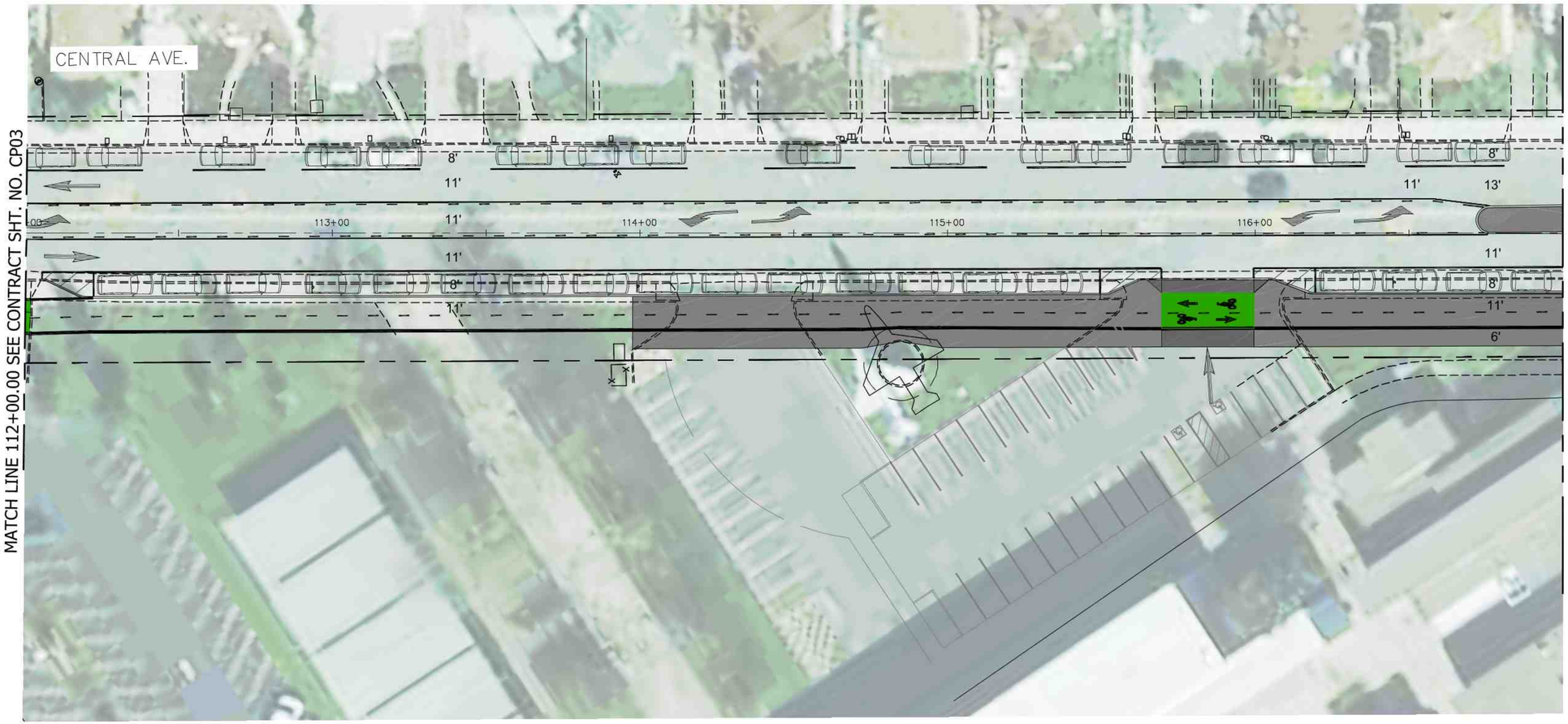
CITY OF ALAMEDA

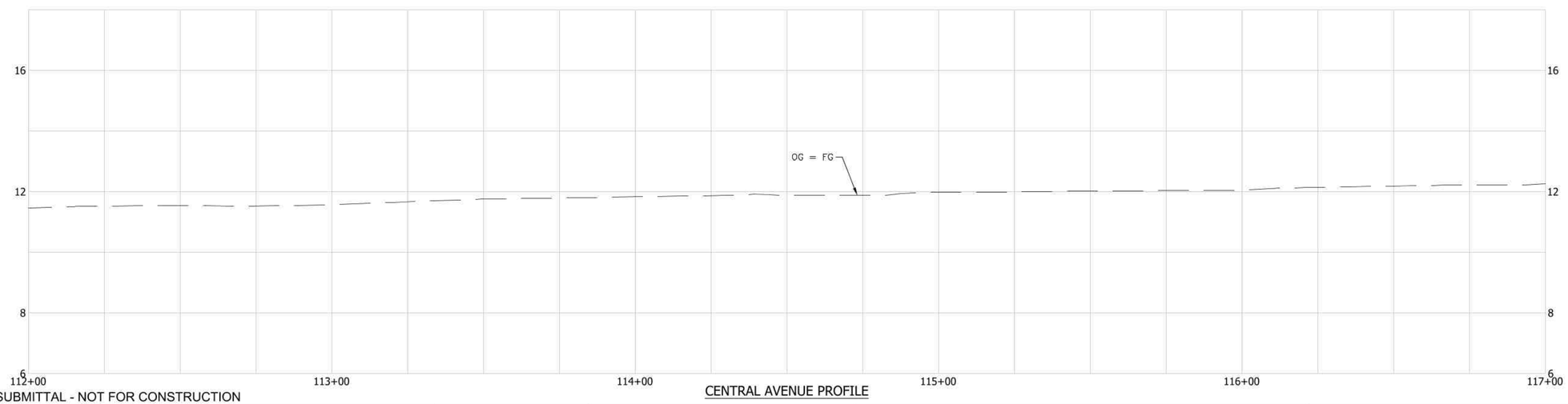
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP03.DWG

SHEET NO.
CP03
10 OF 27





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO–WAY LEFT TURN LANE
- TWO–WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

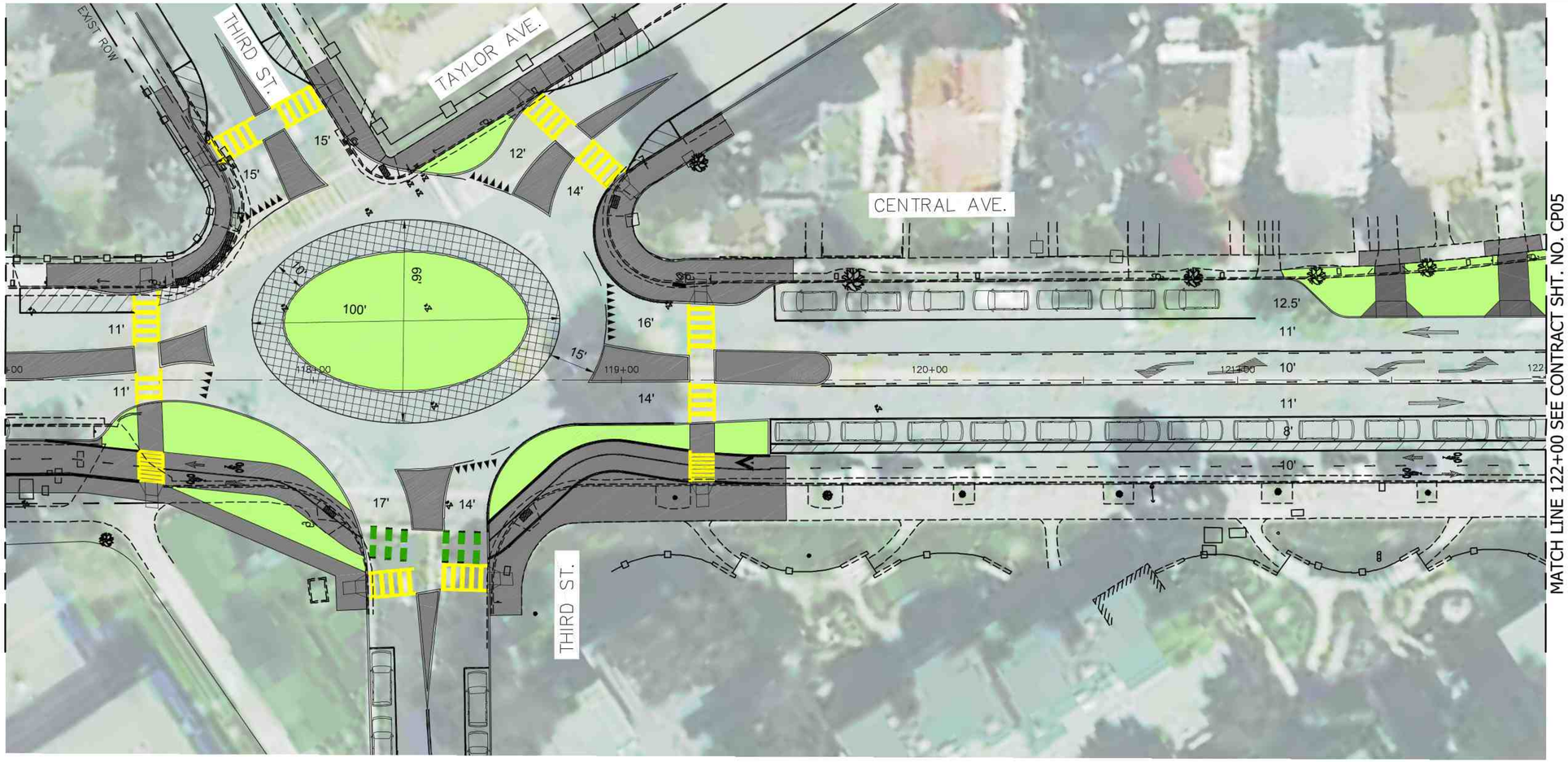
CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

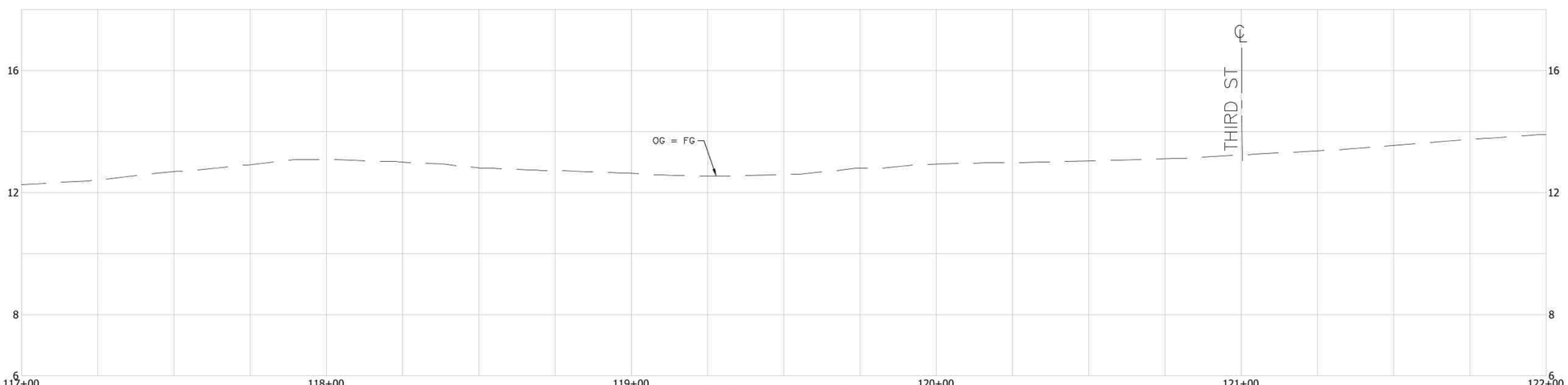
CITY OF ALAMEDA

CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX–XXXXX
FILE NAME: **RDWY_PP04.DWG**
SHEET NO.
CP04
11 OF 27





CENTRAL AVENUE PROFILE

30% SUBMITTAL - NOT FOR CONSTRUCTION

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO–WAY LEFT TURN LANE
- TWO–WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

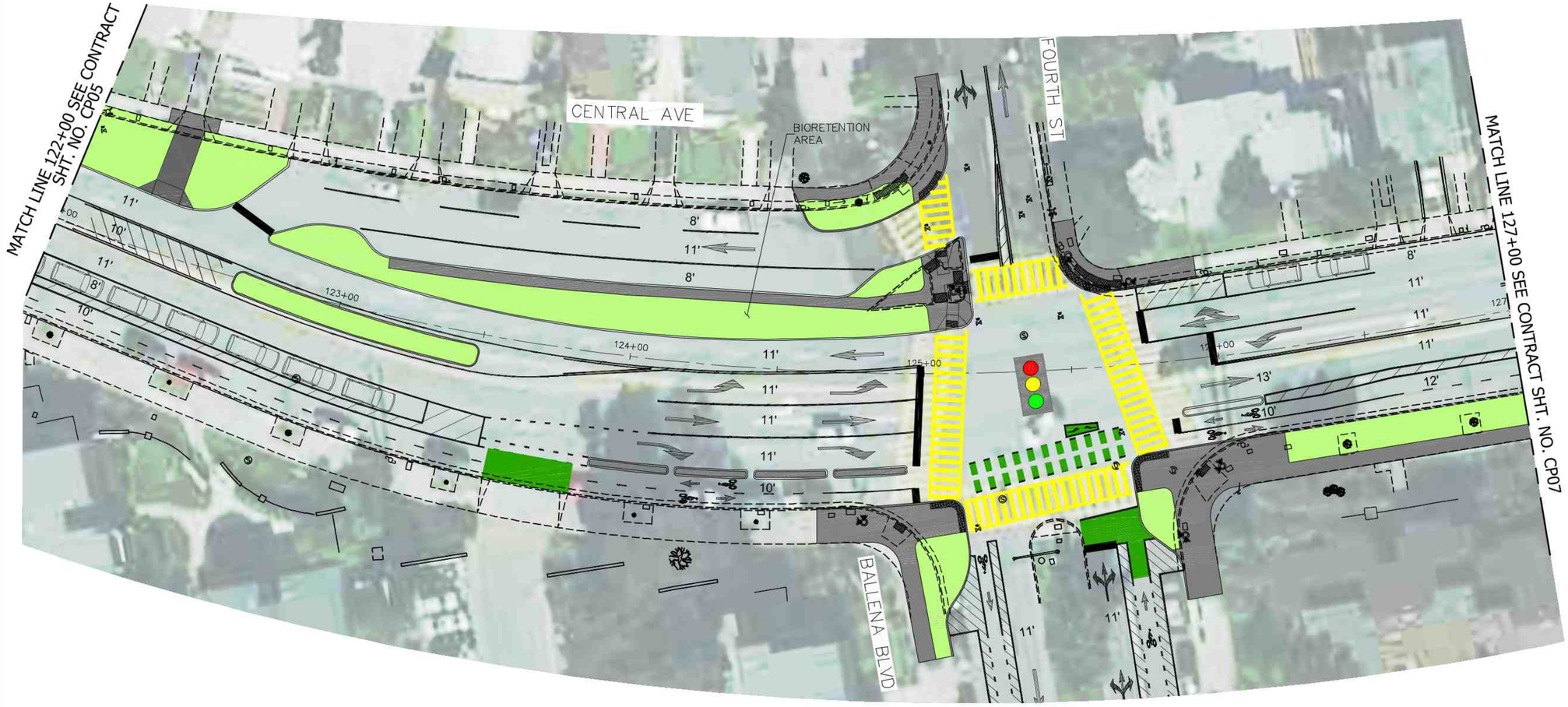
CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

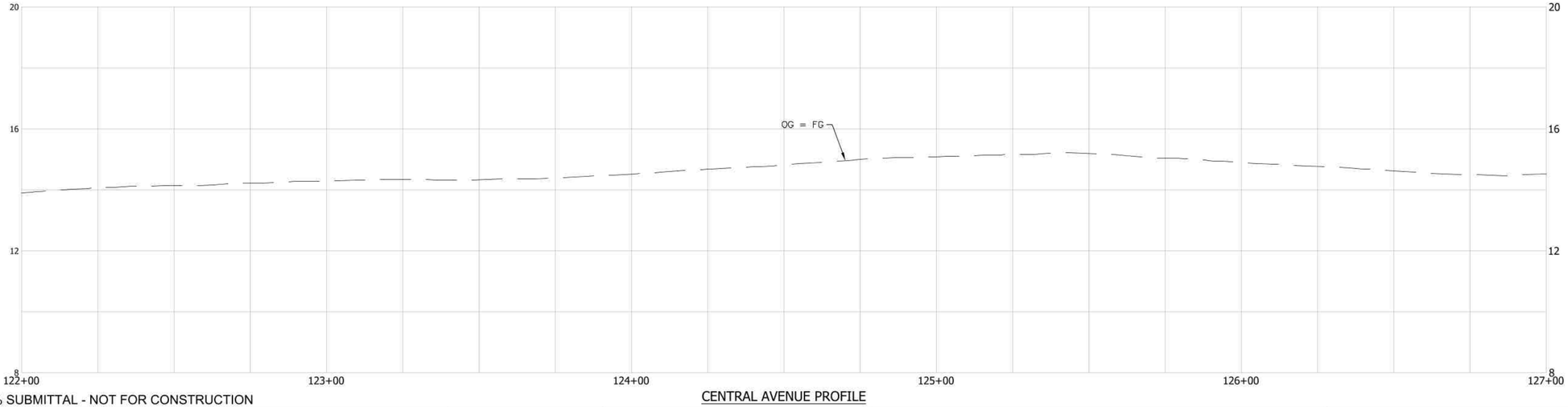
CITY OF ALAMEDA
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX–XXXXX
FILE NAME: RDWY_PP05.DWG
SHEET NO.
CP05
12 OF 27

DAVIDD May 15, 2020 – 6:15pm C:\cdmext\davidd\d0431796\RDWY_PP05.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

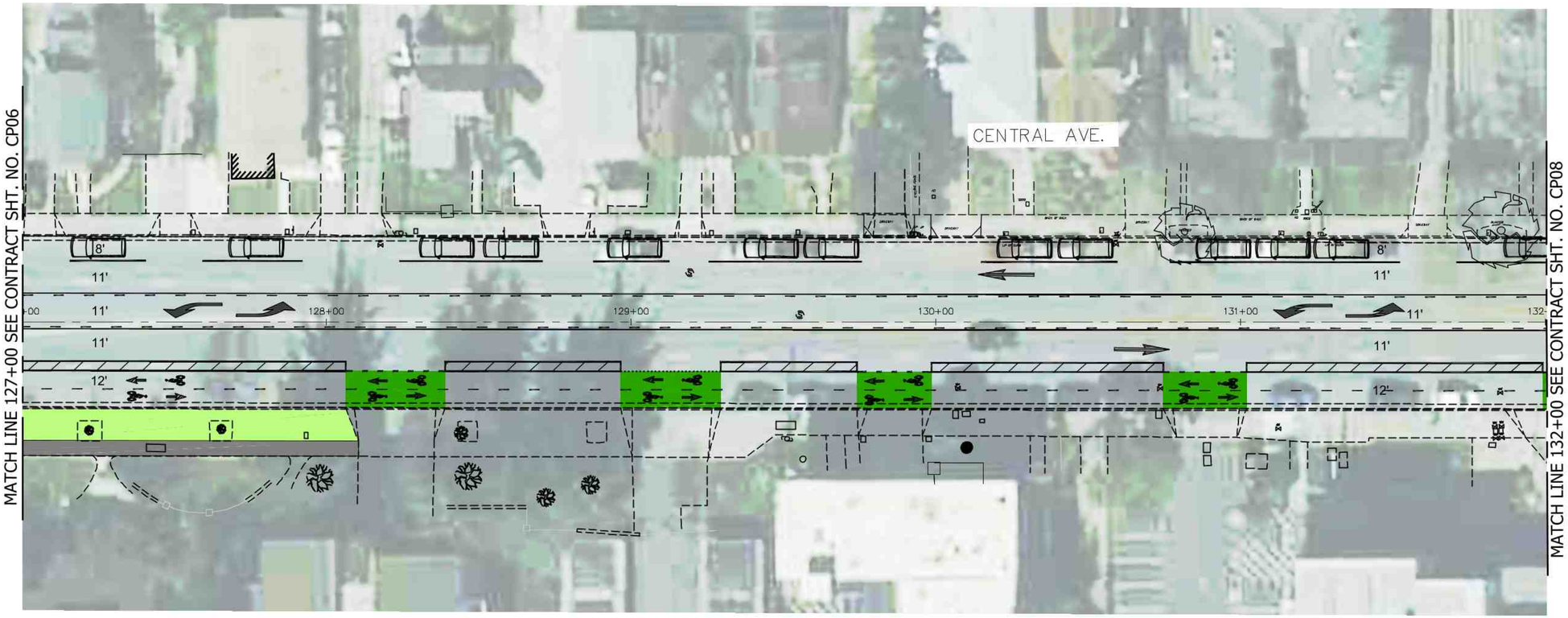
CITY OF ALAMEDA

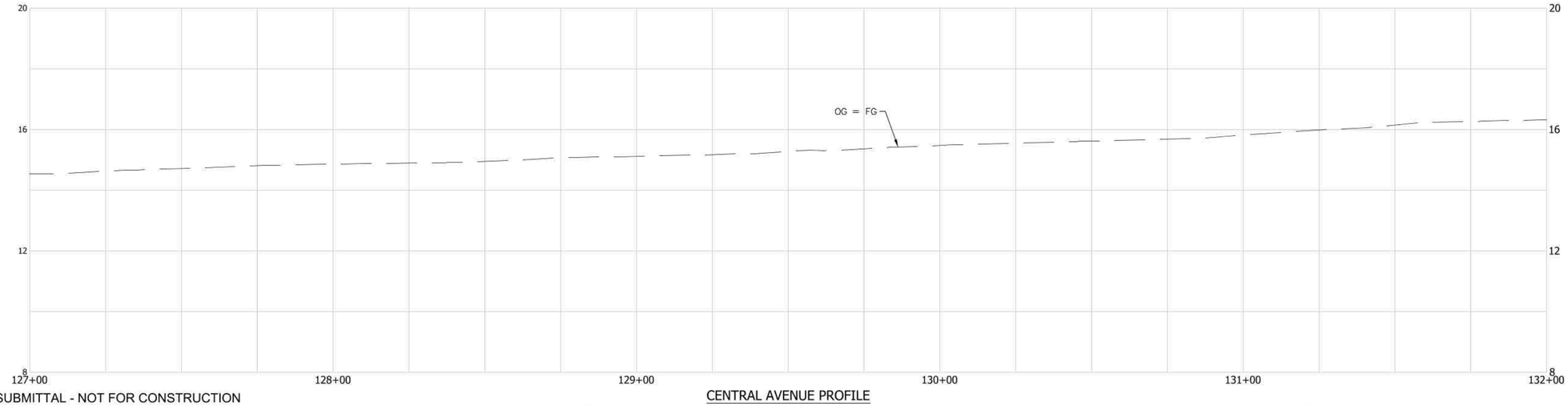
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP06.DWG
SHEET NO.
CP06
13 OF 27

DAVIDD May 15, 2020 – 6:16pm C:\cdmext\davidd\d0431796\RDWY_PP06.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

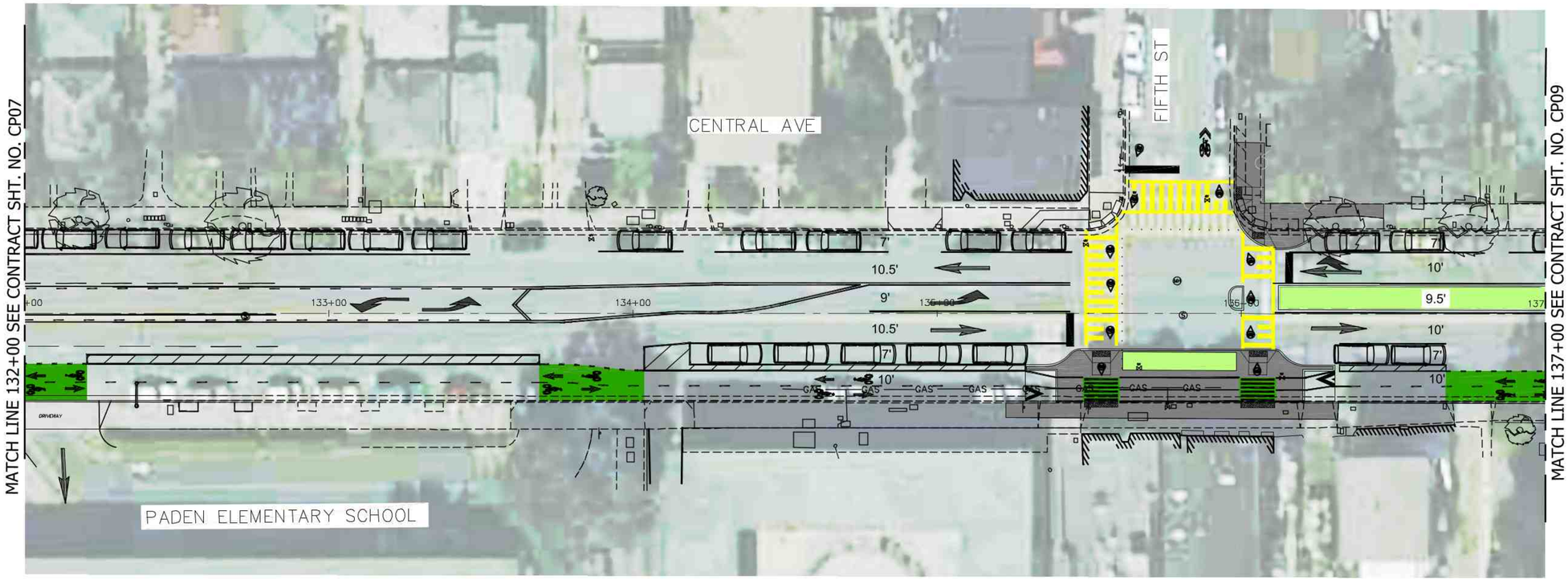
CITY OF ALAMEDA

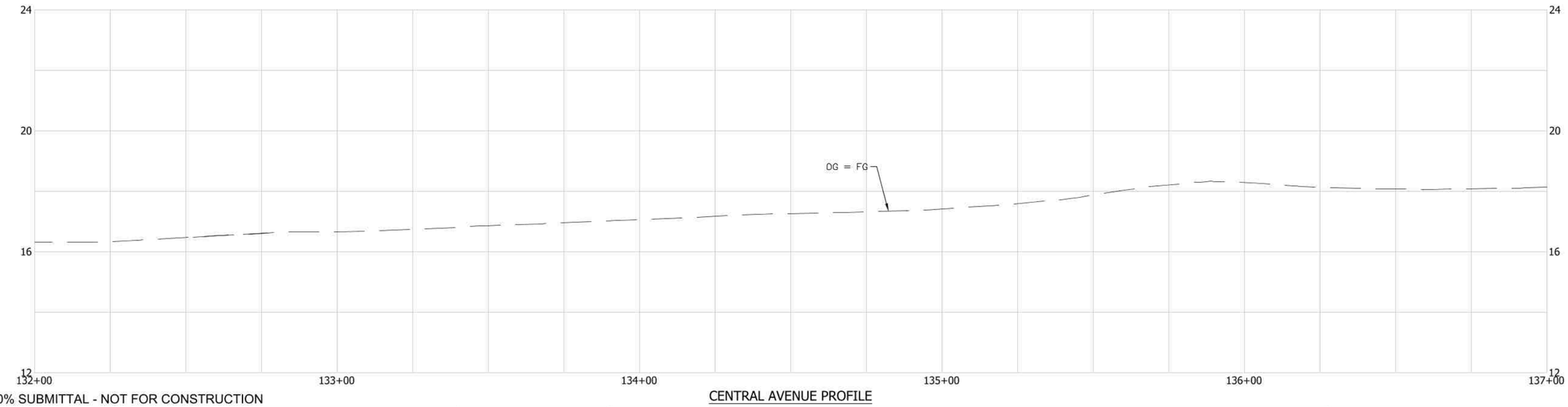
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP07.DWG

SHEET NO.
CP07
14 OF 27





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

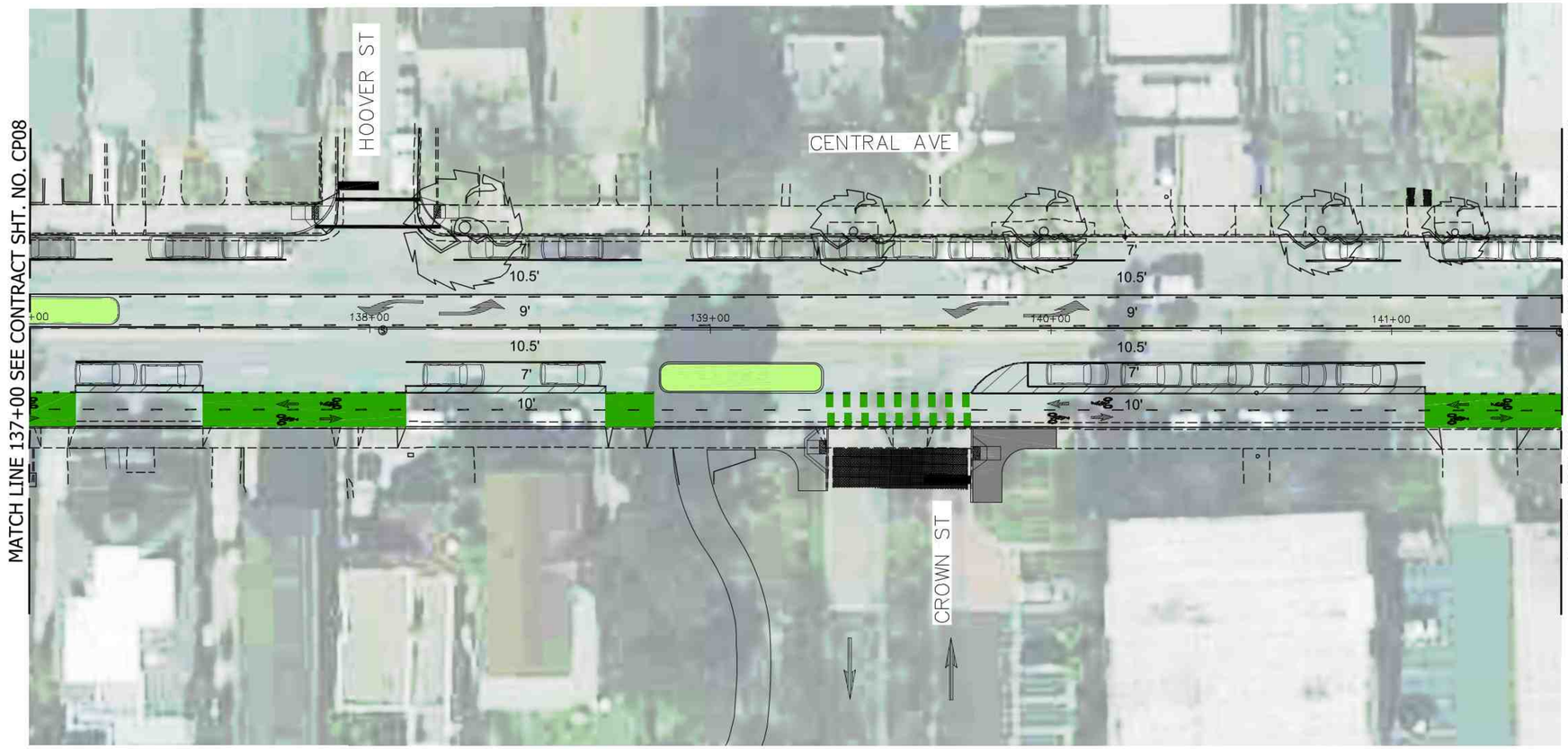
CITY OF ALAMEDA

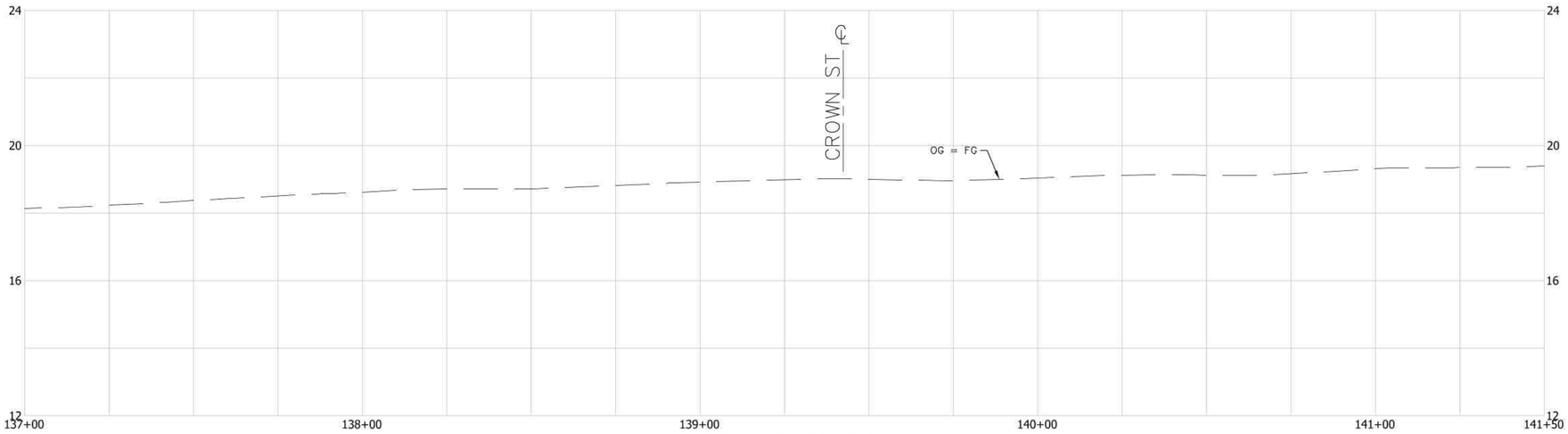
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP08.DWG

SHEET NO.
CP08
15 OF 27





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

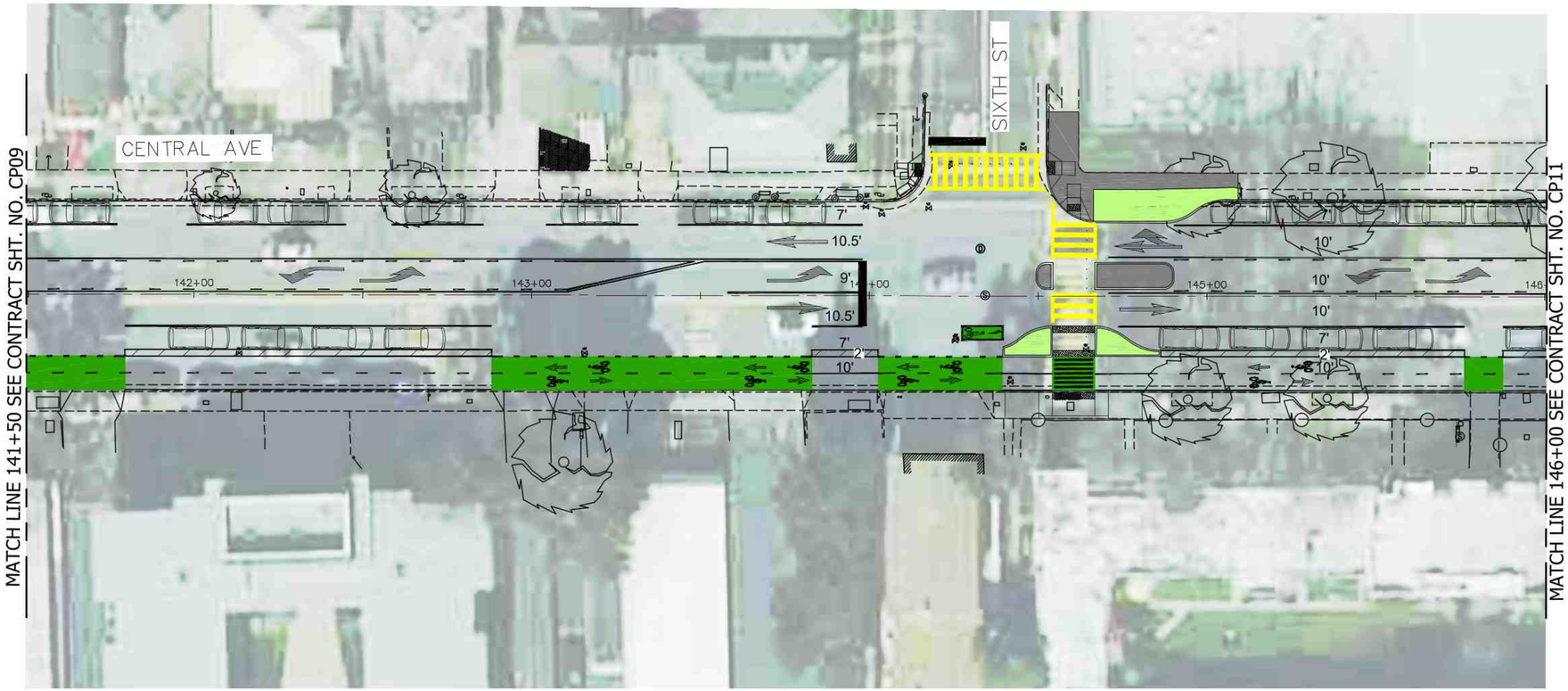
CITY OF ALAMEDA

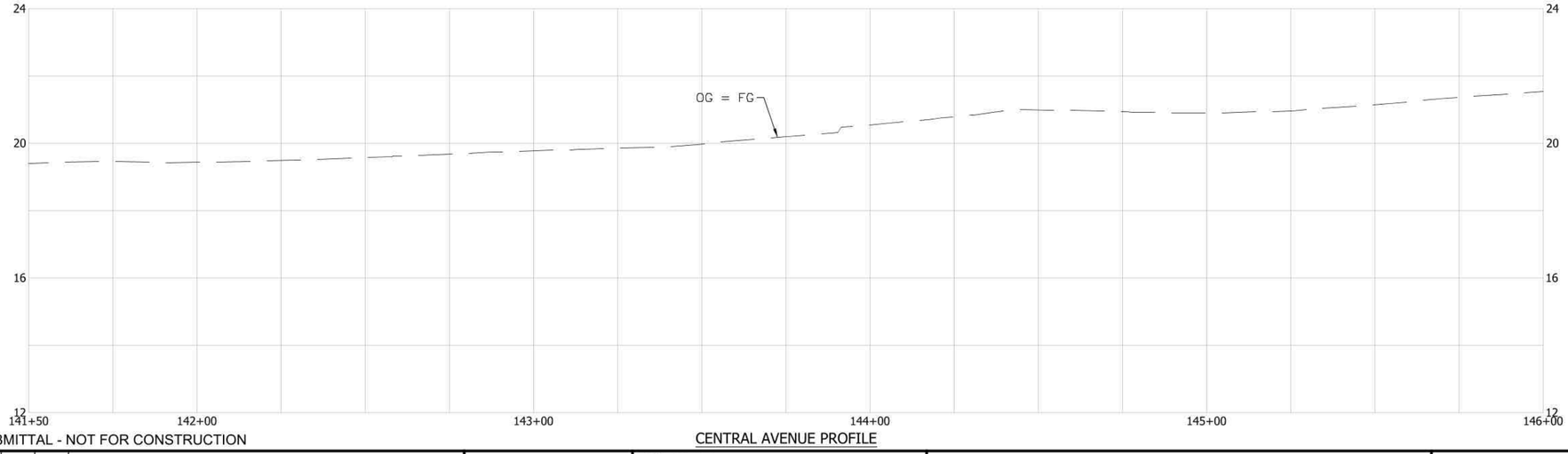
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP09.DWG
SHEET NO.
CP09
16 OF 27

DAVIDD May 15, 2020 – 6:18pm C:\cdmext\davidd\d0431796\RDWY_PP09.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

CITY OF ALAMEDA

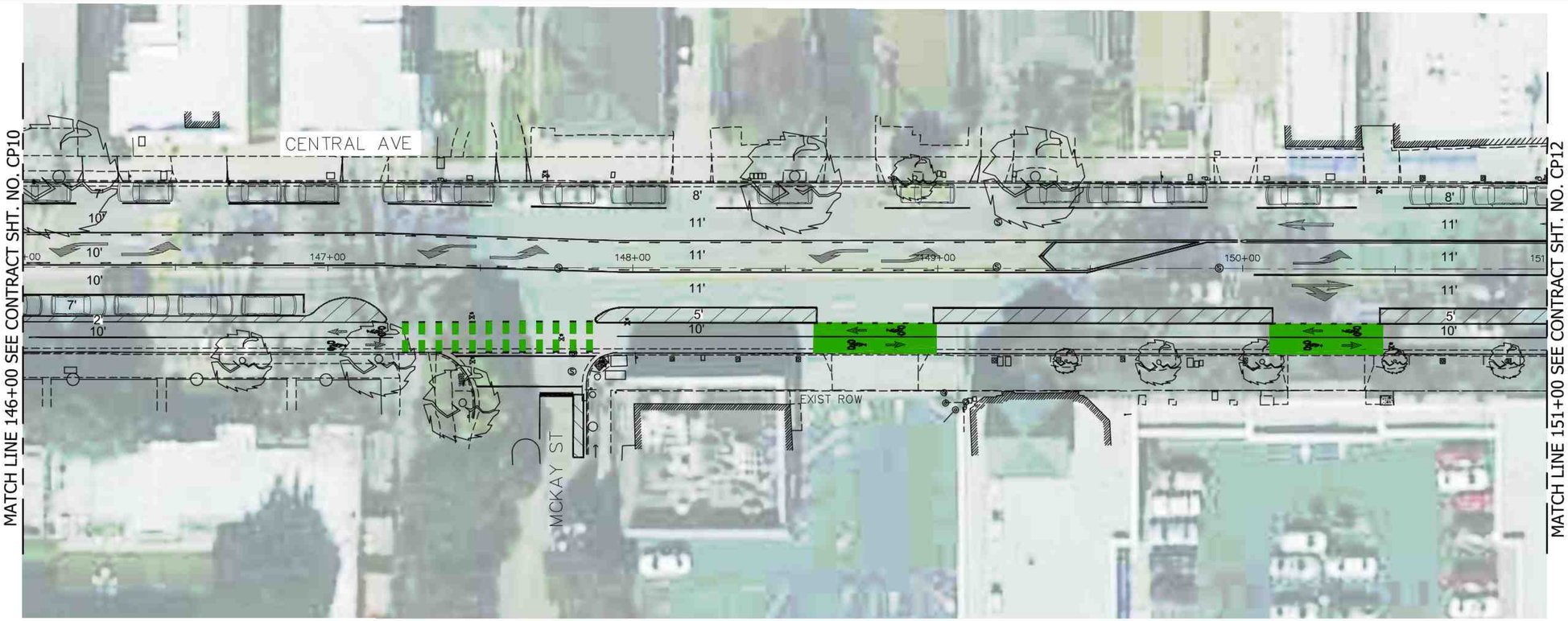
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

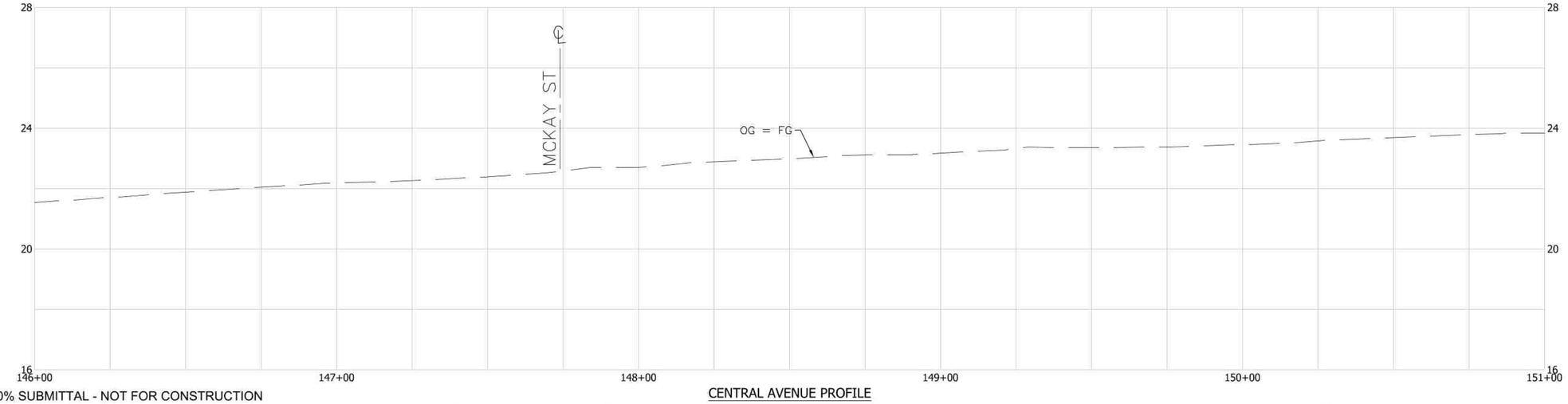
ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP10.DWG

SHEET NO.
CP10
17 OF 27

DAVIDD May 15, 2020 - 6:18pm C:\cdmext\davidd\d0431796\RDWY_PP10.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

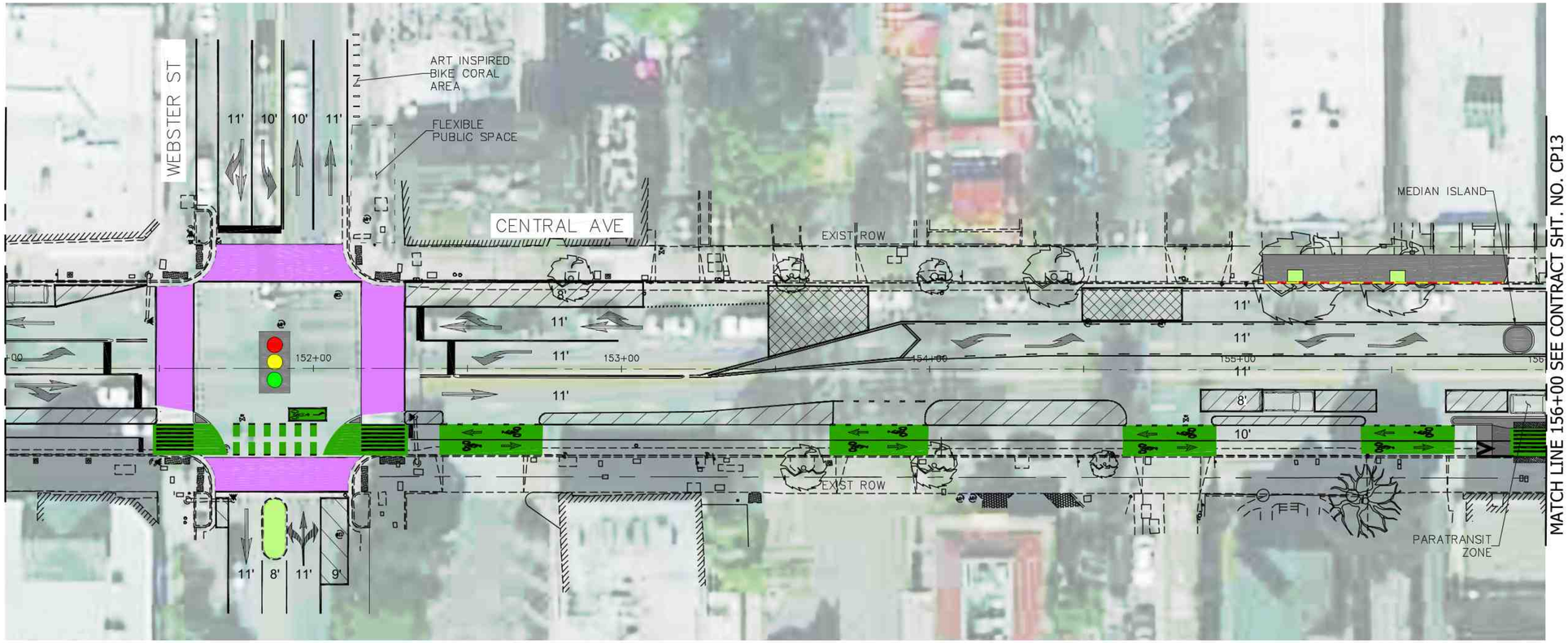
CITY OF ALAMEDA

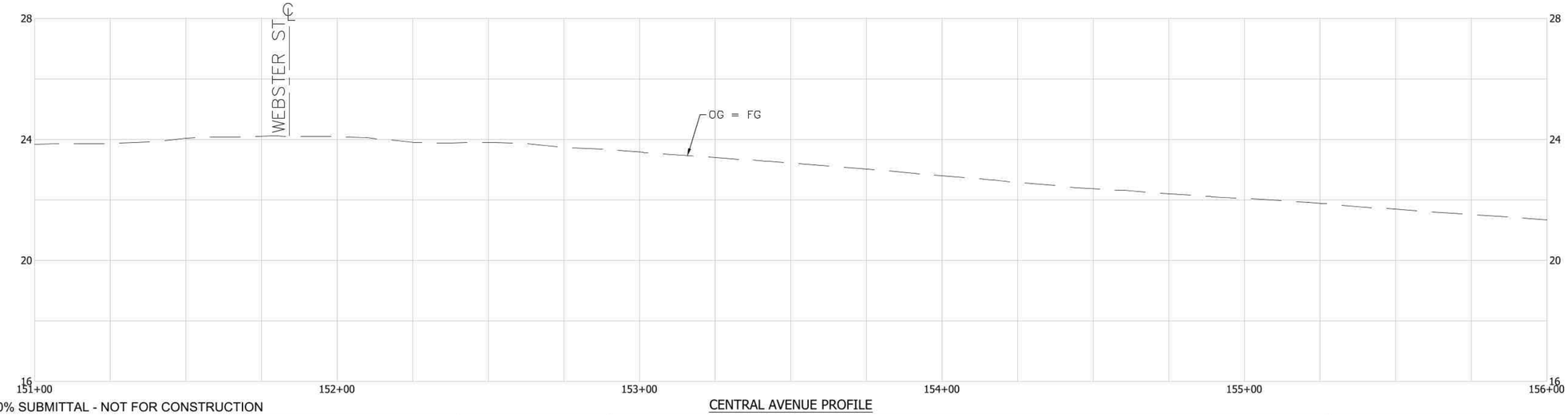
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP11.DWG
SHEET NO.
CP11
18 OF 27

DAVIDD May 15, 2020 - 6:19pm C:\cdmext\davidd\d0431796\RDWY_PP11.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

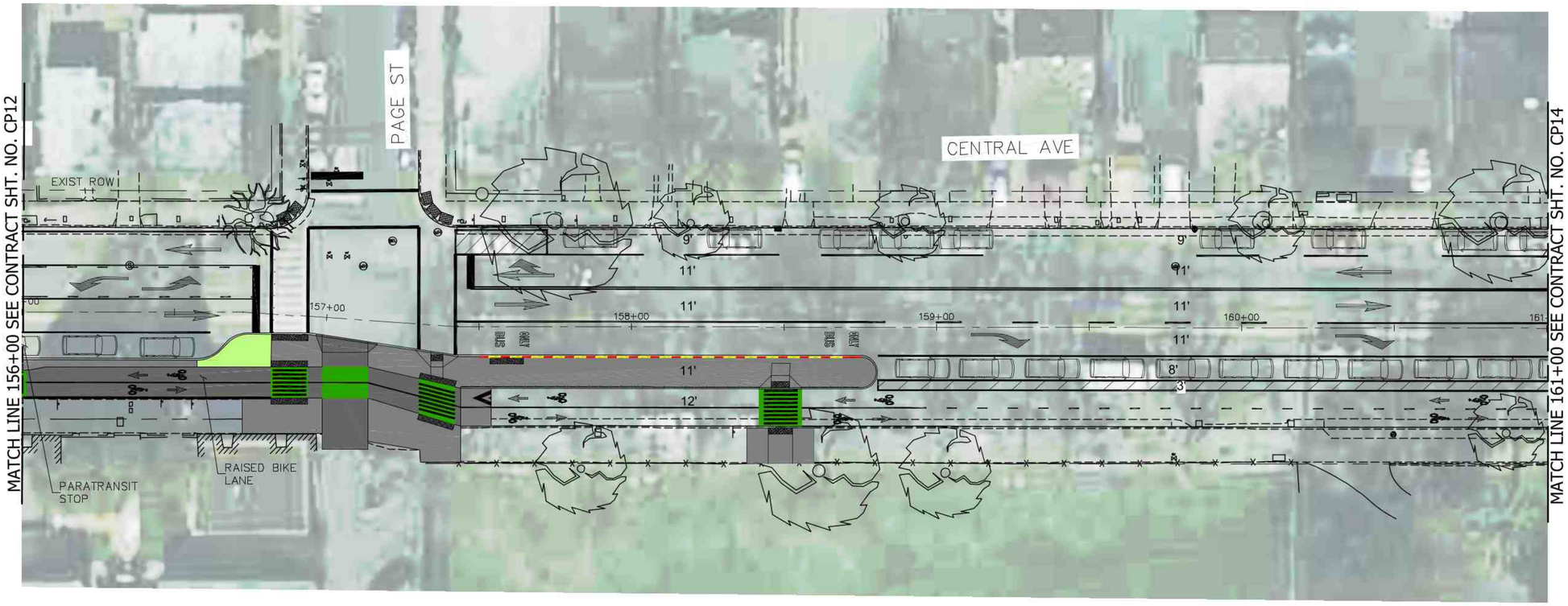
CITY OF ALAMEDA

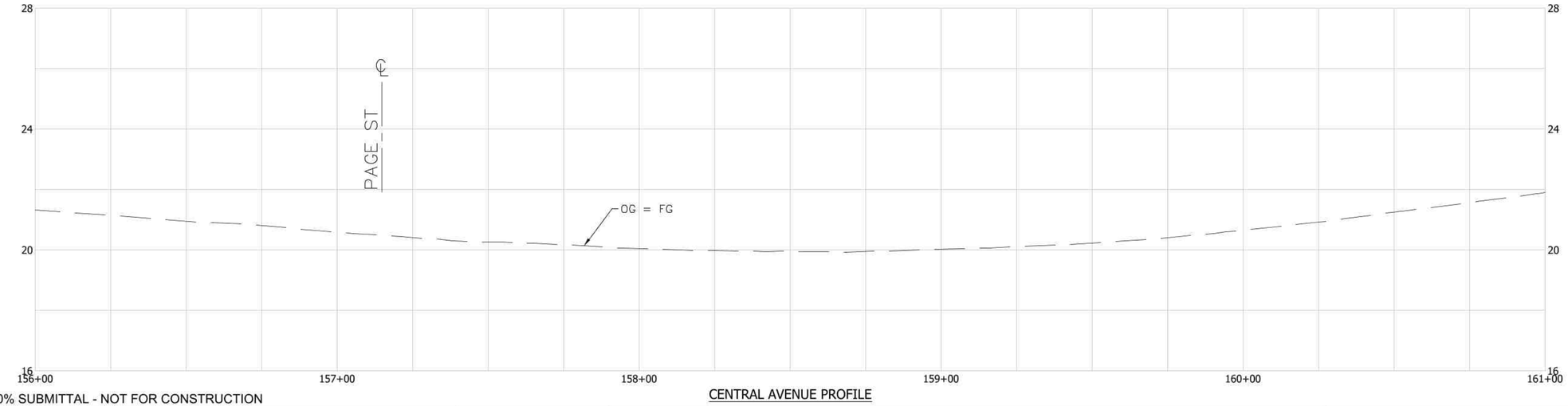
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP12.DWG
SHEET NO.
CP12
19 OF 27

DAVIDD May 15, 2020 - 6:19pm C:\cdmext\davidd\d0431796\RDWY_PP12.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

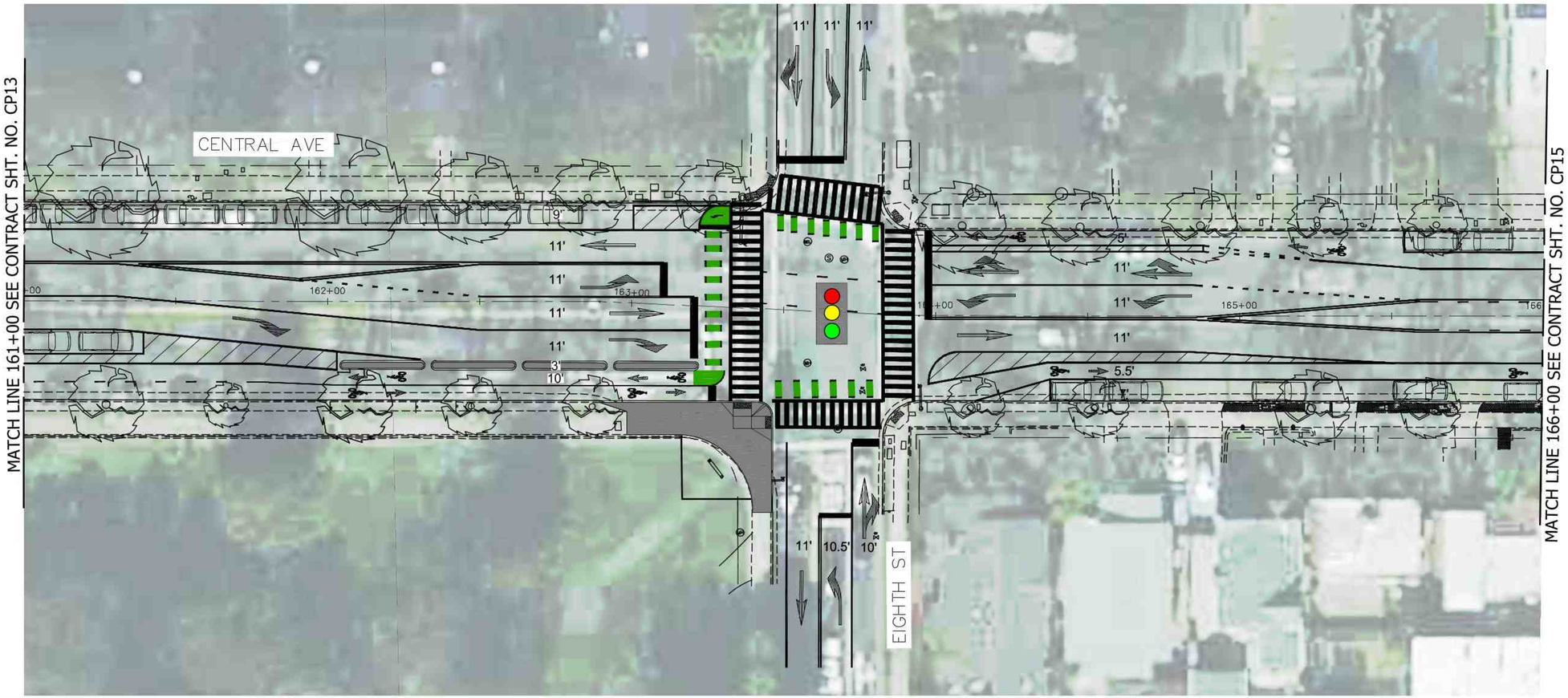
CITY OF ALAMEDA

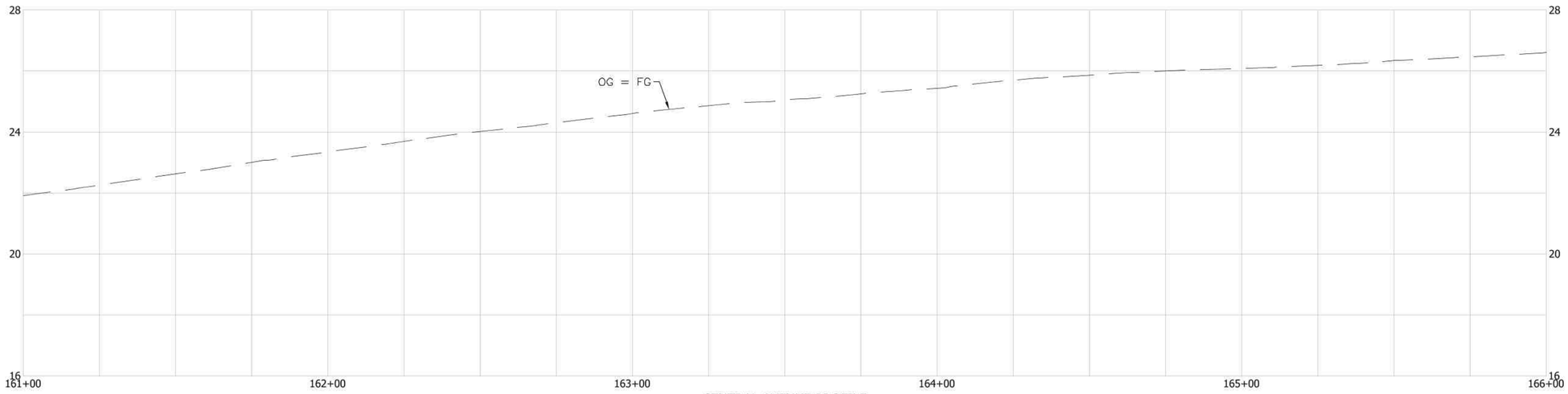
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP13.DWG
SHEET NO.
CP13
20 OF 27

DAVIDD May 15, 2020 – 6:20pm C:\cdmext\davidd\d0431796\RDWY_PP13.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

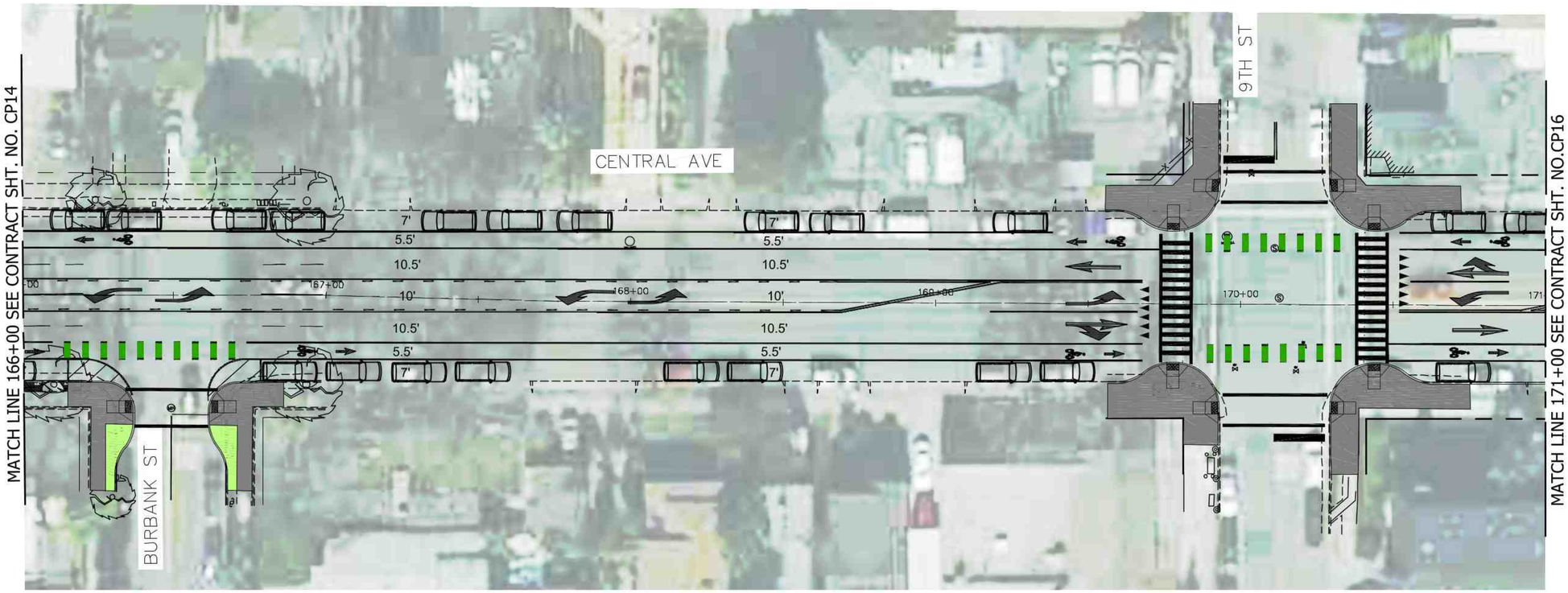
CITY OF ALAMEDA

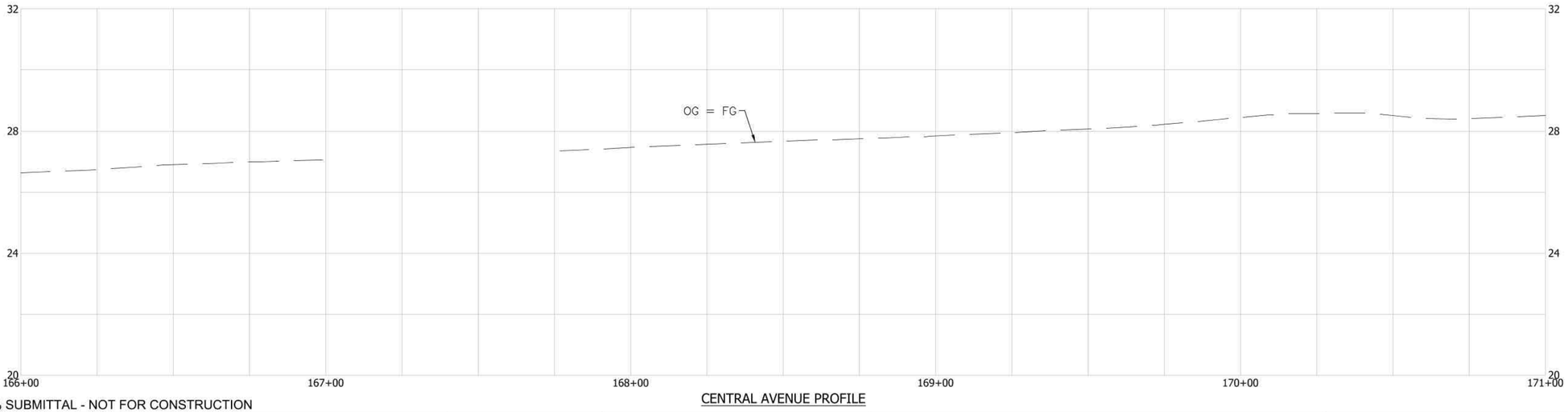
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP14.DWG

SHEET NO.
CP14
21 OF 27





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

2 1 0 2 4
SCALE IN FEET
VERTICAL SCALE

20 10 0 20 40
SCALE IN FEET
HORIZONTAL SCALE

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

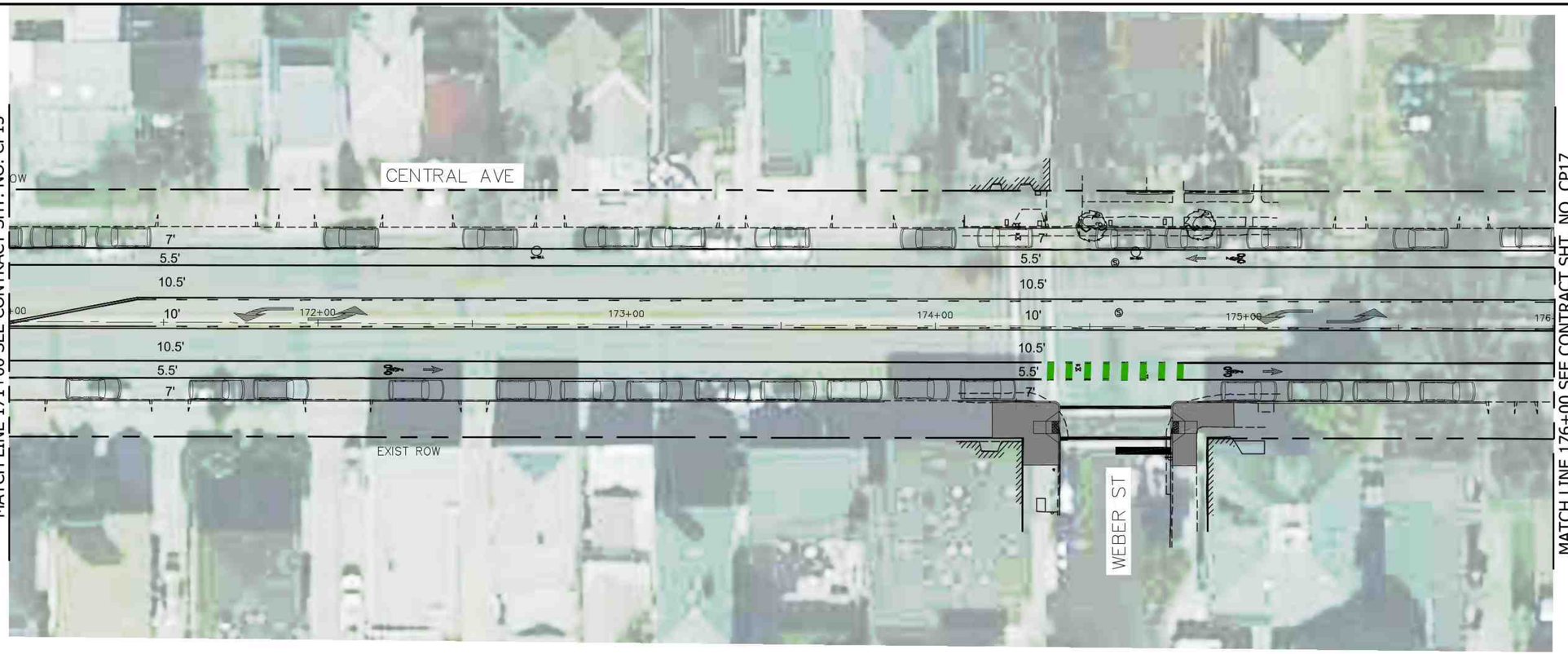
CITY OF ALAMEDA

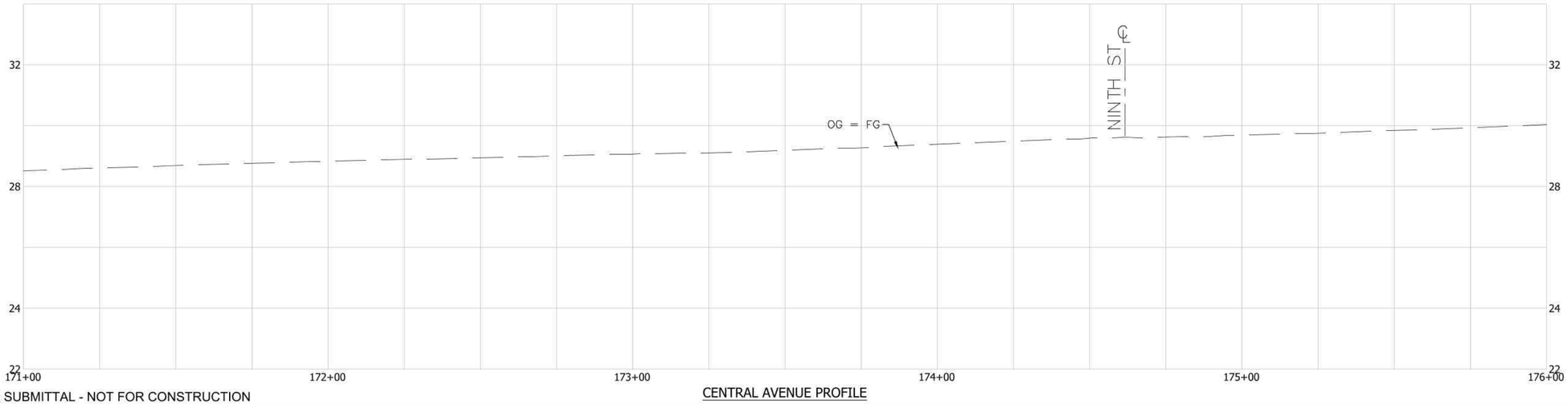
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP15.DWG

SHEET NO.
CP15
22 OF 27





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

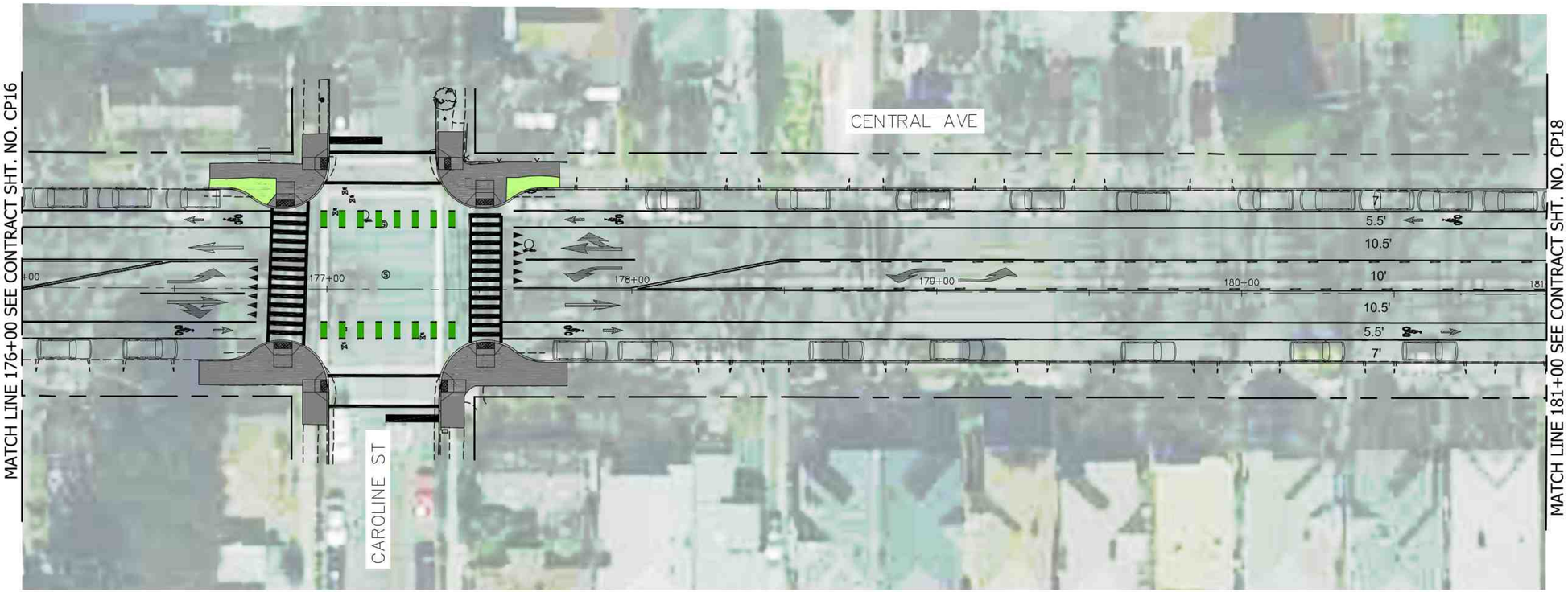
CITY OF ALAMEDA

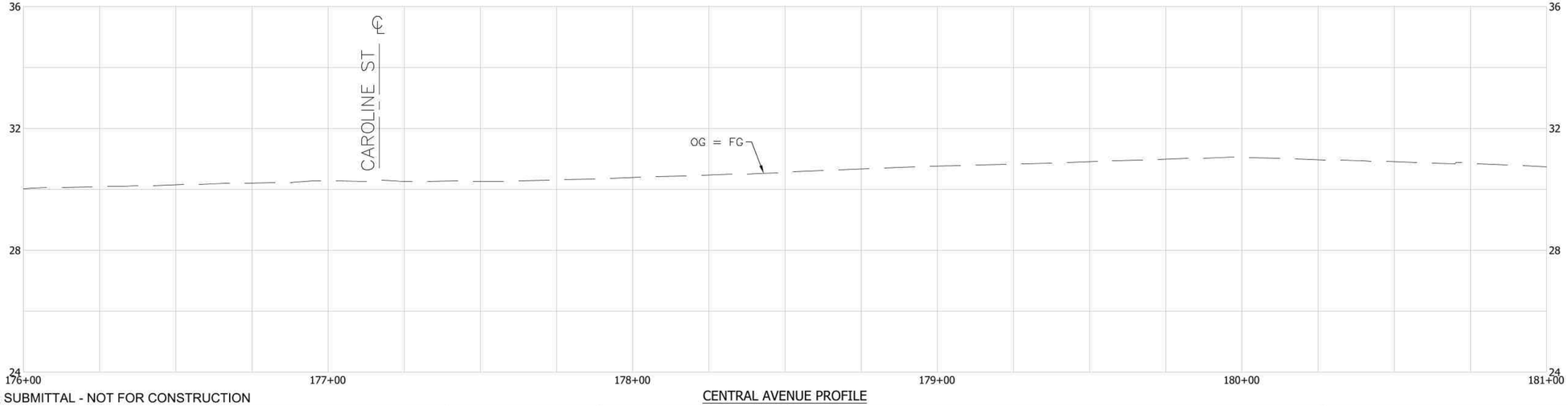
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP16.DWG
SHEET NO.
CP16
23 OF 27

DAVIDD May 15, 2020 - 6:22pm C:\cdmext\davidd\d0431796\RDWY_PP16.dwg





LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

CENTRAL AVENUE PROFILE

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

CITY OF ALAMEDA

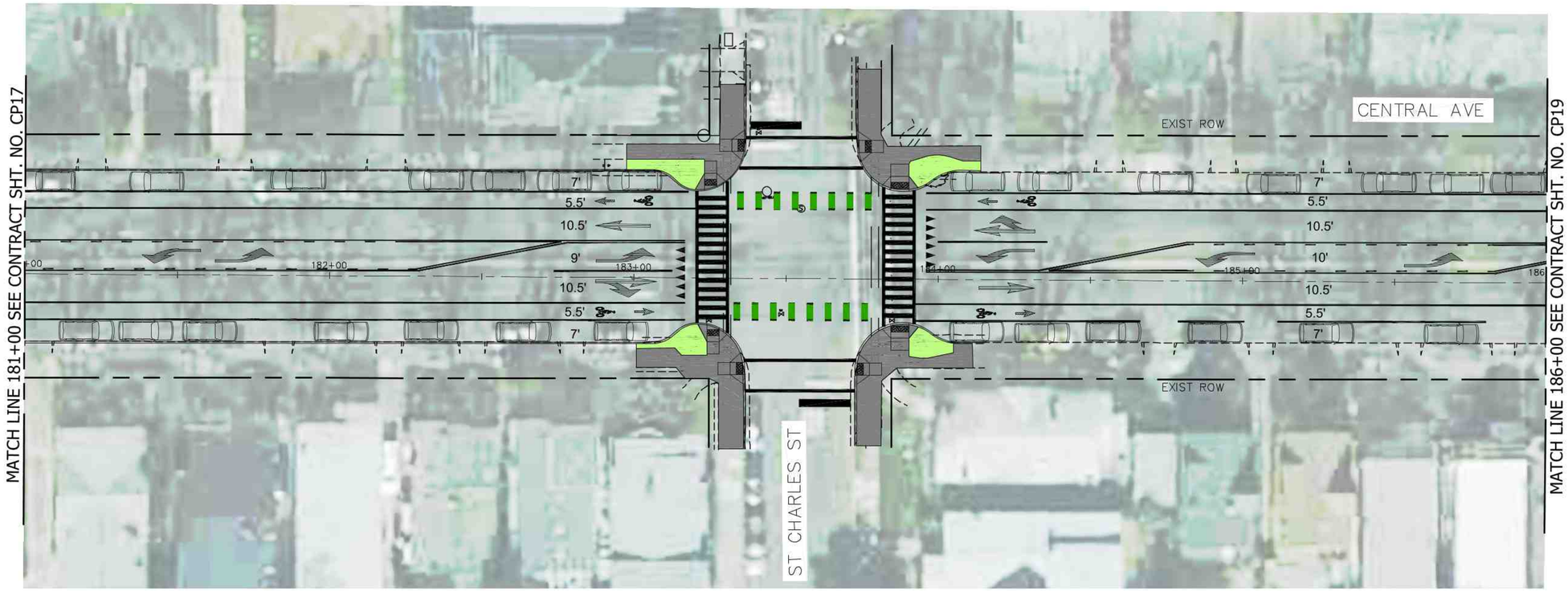
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

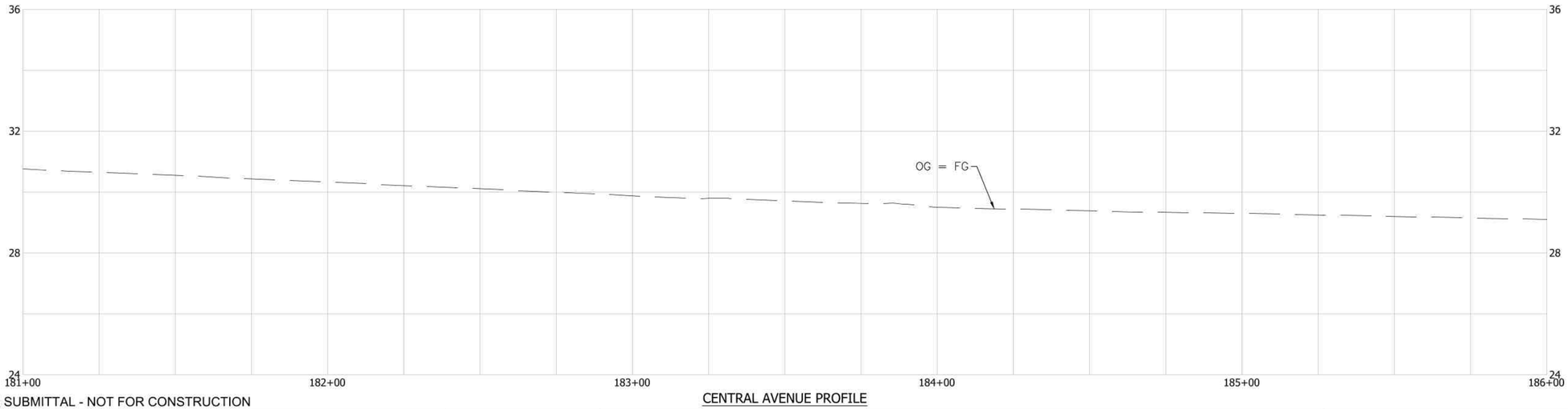
ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP17.DWG

SHEET NO.
CP17
24 OF 27

DAVIDD May 15, 2020 - 6:22pm C:\cdmext\davidd\d0431796\RDWY_PP17.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

CITY OF ALAMEDA

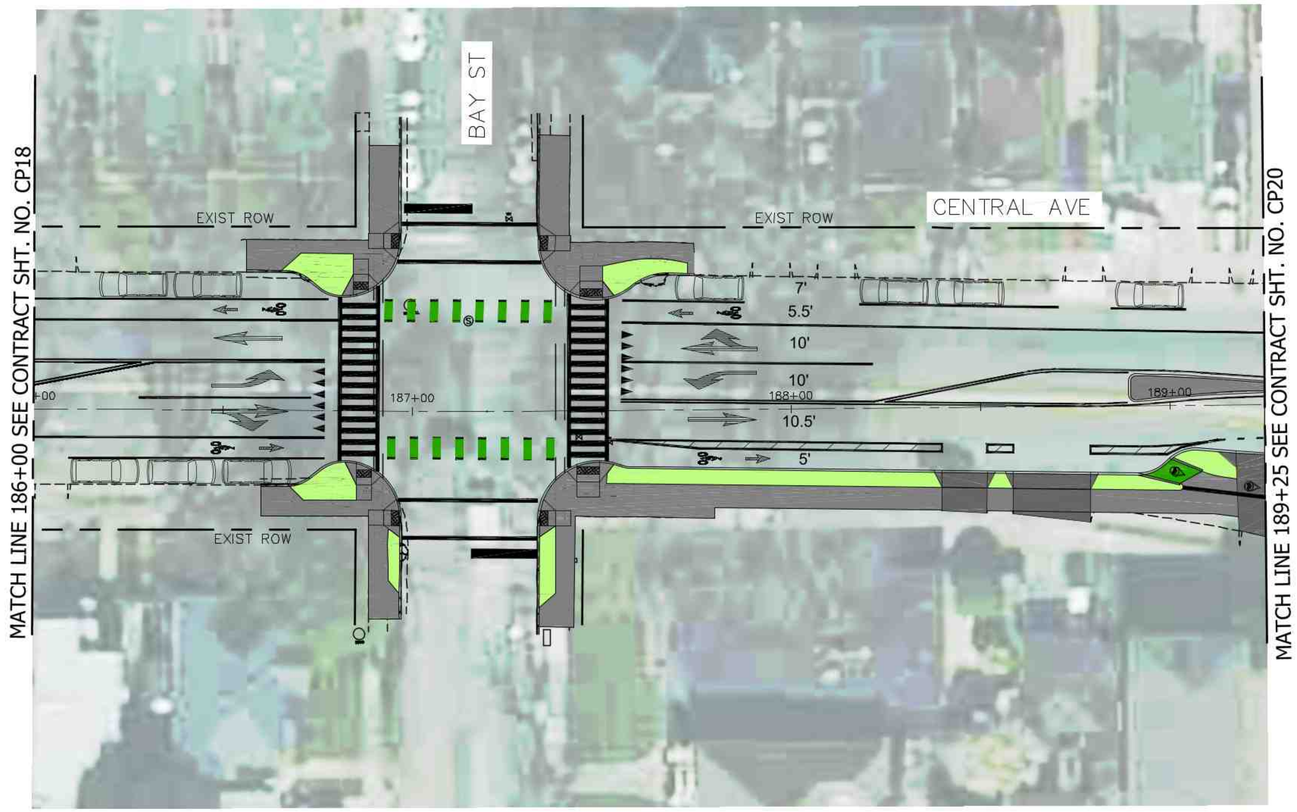
CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

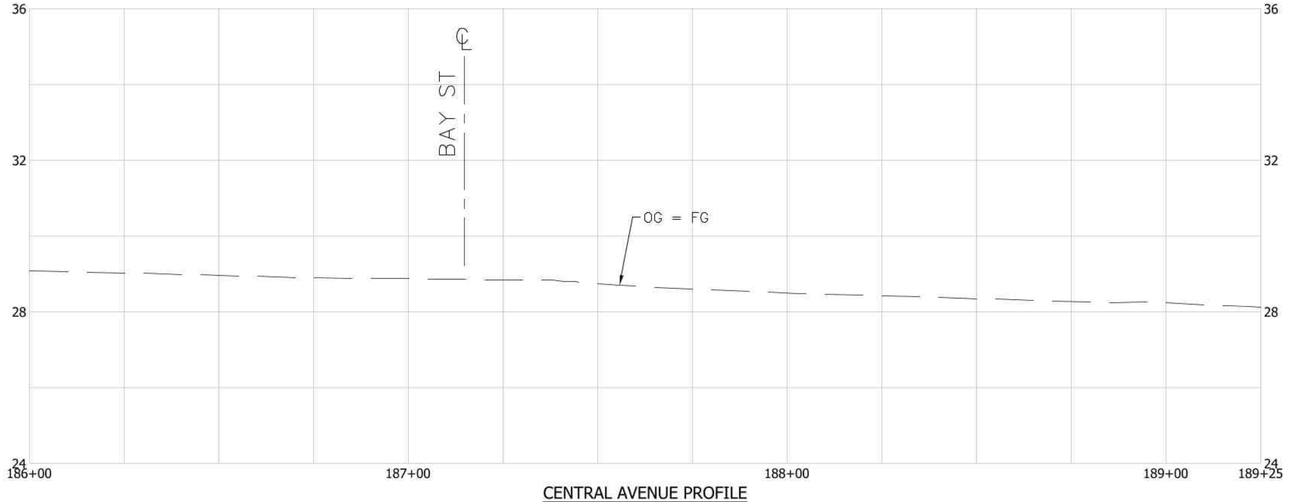
ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP18.DWG

SHEET NO.
CP18
25 OF 27

DAVIDD May 15, 2020 – 6:23pm C:\cdmext\davidd\d0431796\RDWY_PP18.dwg





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

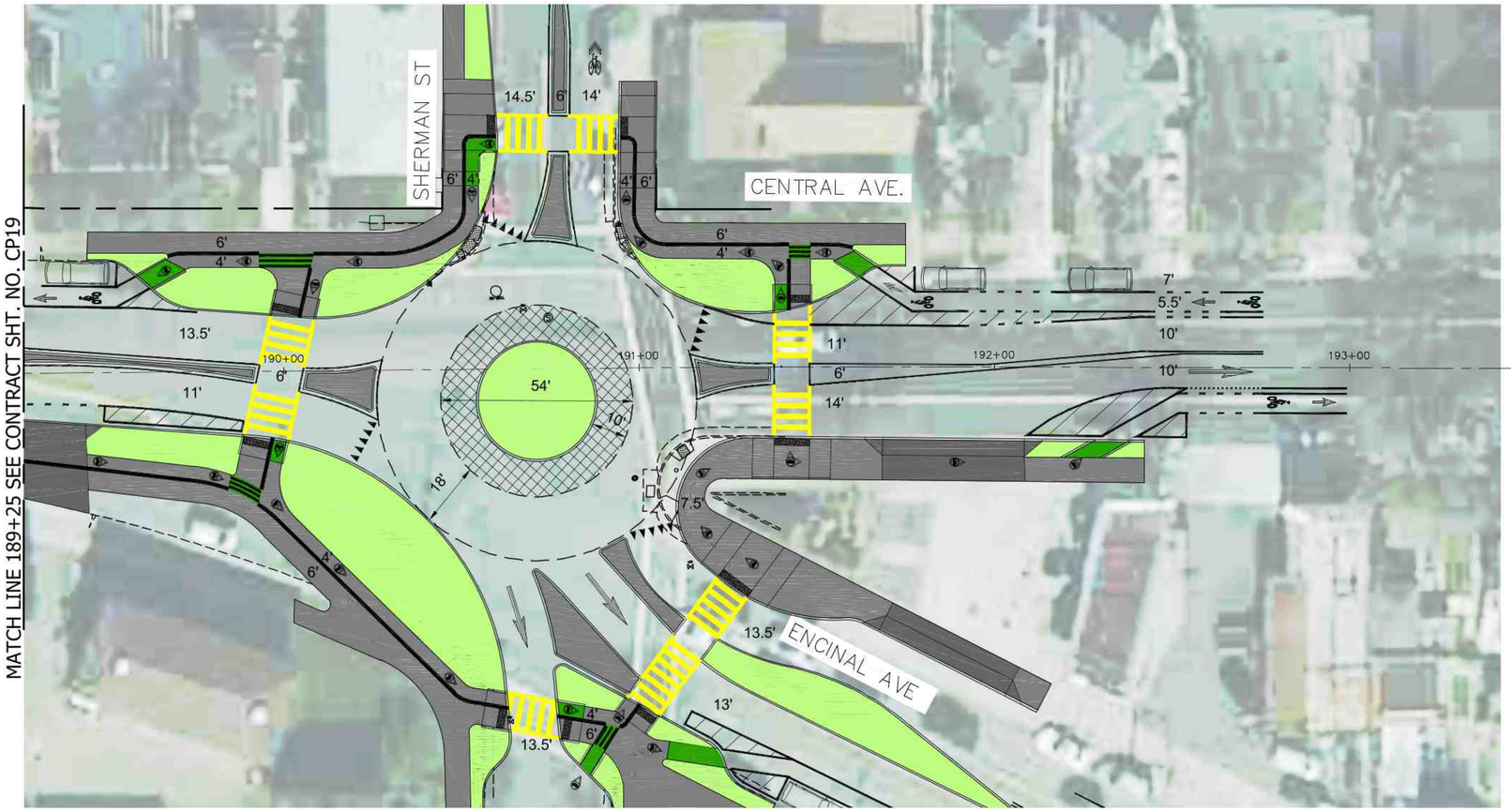
CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

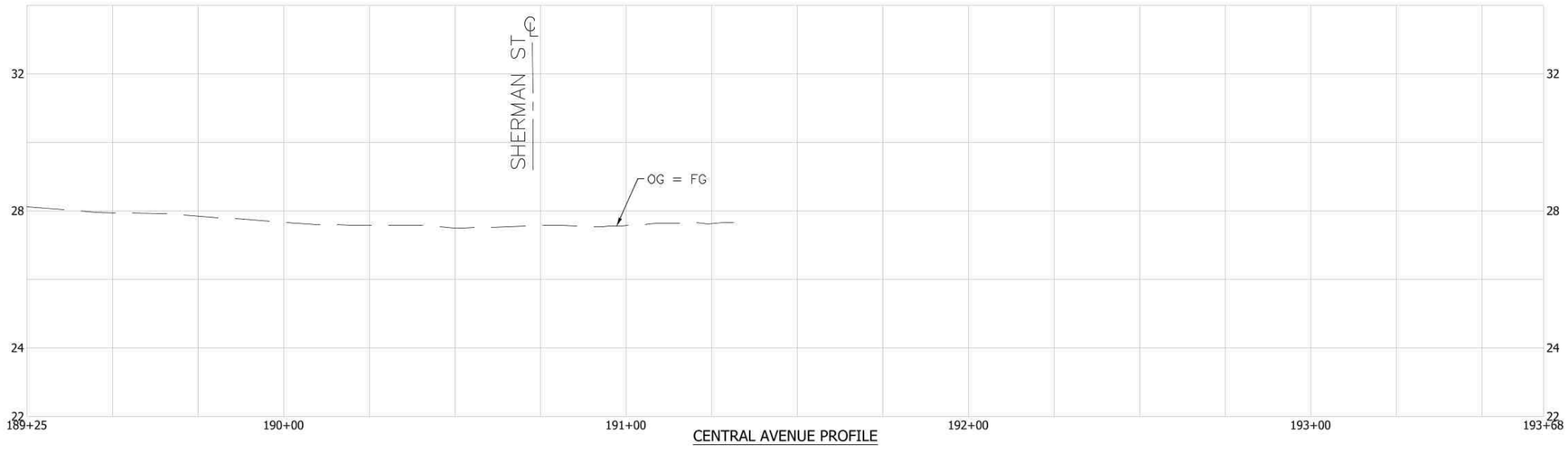
CITY OF ALAMEDA

CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP19.DWG
SHEET NO.
CP19
26 OF 27





CENTRAL AVENUE PROFILE

LEGEND:

- ROADWAY CHANNELIZATION ELEMENTS
- TWO-WAY LEFT TURN LANE
- TWO-WAY PROTECTED BIKE LANE
- CONVENTIONAL BIKE LANE
- CROSSING TREATMENTS AT MINOR CROSSINGS
- CROSSING TREATMENTS AT MINOR CROSSINGS
- ROADWAY BARRIER HATCH
- ADA CURB RAMP
- PARKING LANE
- PROPOSED FACE OF CURB WITH SIDEWALK
- FLEXIBLE POST, CONCRETE BUFFER, OR LANDSCAPE BASED TREATMENT
- DECORATIVE CROSSWALK TREATMENT BY COMMUNITY
- PROPOSED DRIVEWAY
- EXISTING CURB & GUTTER TO REMAIN
- SIGNALIZED INTERSECTION

N

SCALE IN FEET
VERTICAL SCALE
2 1 0 2 4

SCALE IN FEET
HORIZONTAL SCALE
20 10 0 20 40

30% SUBMITTAL - NOT FOR CONSTRUCTION

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: M. BJORK
DRAWN BY: M. BJORK
SHEET CHK'D BY: M. BJORK
CROSS CHK'D BY: S. SCHUSTER
APPROVED BY: S. SCHUSTER
DATE: MAY 2020

CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: (415) 495-6201

CITY OF ALAMEDA

CENTRAL AVENUE SAFETY IMPROVEMENTS PROJECT

ROADWAY PLAN AND PROFILE, CHANNELIZATION

PROJECT NO. XXXXX-XXXXX
FILE NAME: RDWY_PP20.DWG
SHEET NO.
CP20
27 OF 27

DAVIDD May 15, 2020 – 6:24pm C:\cdmext\davidd\d0431796\RDWY_PP20.dwg

Central Ave Safety Improvement Project

Air Quality Task Force – September 2020

Central Ave: Project Overview

- Goal: Improve safety and access, calm traffic, and improve access
- Safety Improvements
  - Road diet with bikeway
  - High visibility crosswalks
  - Bus stops and islands
  - Roundabouts

Central Ave: Project Schedule

Outreach	October 2020
Transportation Commission	November 18, 2020
City Council	Dec 15, 2020 or Jan 5, 2021
Environmental Document	CEQA: Late 2020 NEPA: Early 2021
Final Design	2021
Construction	2022

Central Ave: Project Impacts

- **Safety**: 22-24 fewer collisions in 5 year period
- **Bikeway**: For entire corridor with protected bikeway between west end and Washington Park
- **Corridor travel time**: Decreases by 12-17 minutes (due to roundabouts and signal timing changes)
- **Parking** (on-street): Eliminates 70 spaces - 20% loss

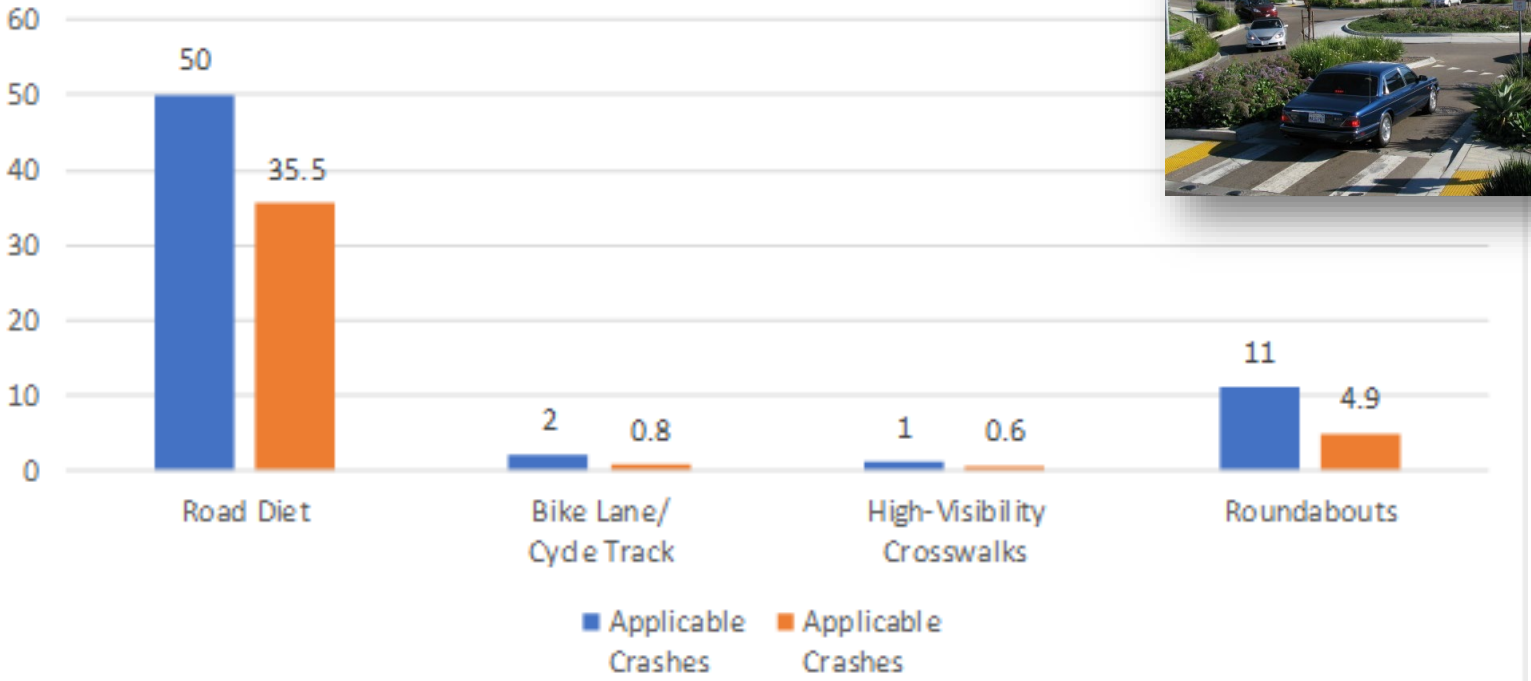
Central Ave: Project Impacts

Average Annual Daily Traffic (AADT)

Scenario	No Build	Build
2018 AADT	16,100	
Growth Rate	1.01%	0.37%
2023 AADT	16,900	16,400
2040 AADT	20,100	17,500

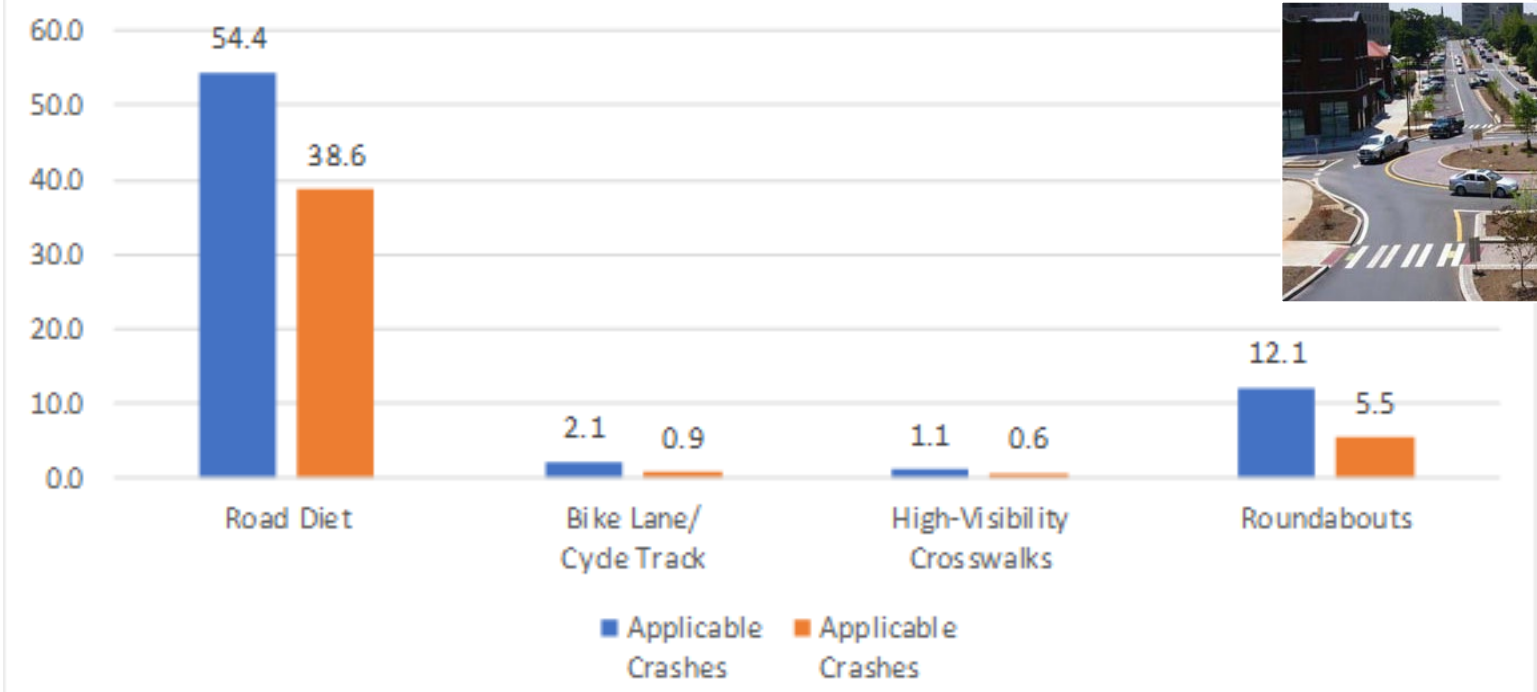
Central Ave: Safety (2014-2018)

22 fewer collisions in 5 years



Central Ave: Safety (2045)

24 fewer collisions in 5-year period in 2045

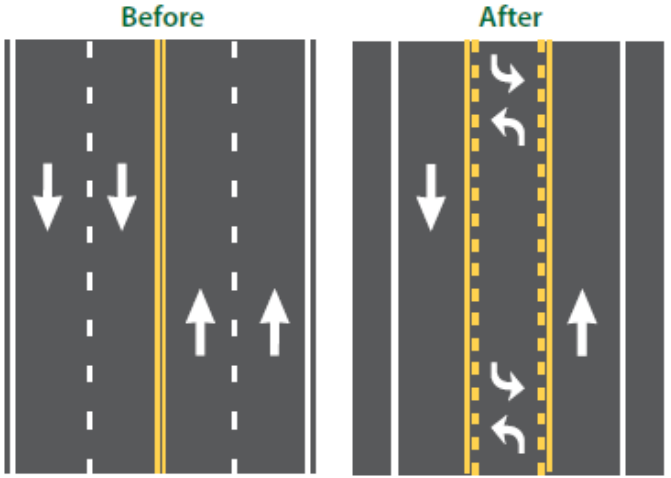


Central Ave: Parking Impacts

- Parking (on-street):
  - City policy to prioritize safety over parking
  - Eliminates over 70 spaces totaling 20% of parking
    - Most impacted: Fourth Street to Page Street
    - Underutilized off-street parking
  - Purpose:
    - Increases visibility and safety at intersections and driveways
    - Provides standard travel lane, parking and bikeway widths
    - Improves bus stop zones

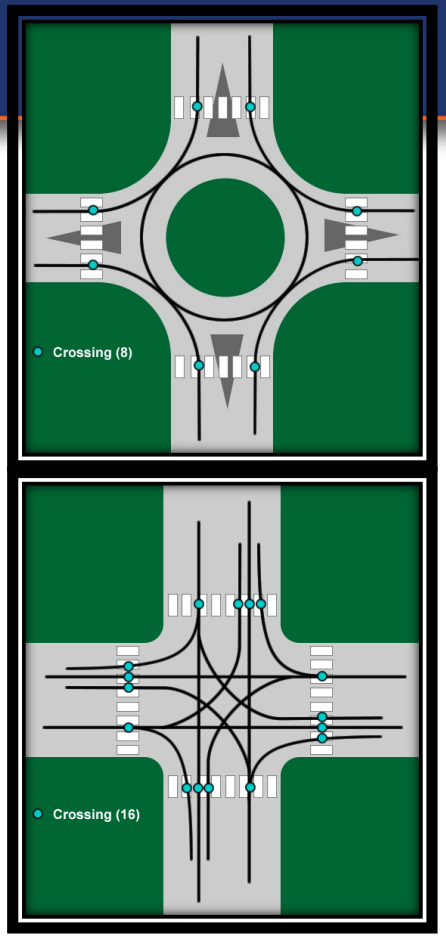
Road Diet Benefits

- According to the Federal Highway Administration:
  - Reduces collisions by up to 47%
  - Reduces speeds by at least 3 mph
  - Less severe collisions
  - Fewer vehicle lanes to cross
  - Better visibility of pedestrians
  - Provides space for bicyclists
  - Smoother travel flow



Roundabout Benefits

- According to FHWA:
  - Reduces fatal and serious injury crashes by 78-82%
  - Results in lower vehicle speeds: 15-25 MPH
  - Are safer, more efficient, less costly and more aesthetically appealing
  - Pedestrians are faced with simpler decisions and are generally safer at roundabouts



Project Title: West Grand Ave Bus/HOV Lane Extension
Project Summary for Air Quality Conformity Task Force Meeting: August 2020

Description

- Project will convert approximately half a mile of the existing right shoulder on West Grand Avenue to a bus lane in the westbound direction, between the Frontage Road intersection and the on-ramp to the Bay Bridge.
- The lane will be designated as a full time bus lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours.
- Project will also provide a multi-use path for bicyclists and pedestrians along the eastbound direction on West Grand Avenue, utilizing the existing sidewalk and right shoulder, between Maritime Street and Mandela Parkway.

Background

- Seeking air quality conformity determination on or before September 30, 2020.

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
- No change in traffic volume or truck percentages are anticipated
-

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

- 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? – Not Applicable

RTIP ID# *(required)* 17-10-0033

TIP ID# *(required)* ALA170011

Air Quality Conformity Task Force Consideration Date
Aug 2020

Project Description *(clearly describe project)*

As part of the Bay Bridge Forward initiative to improve transit access and increase person throughput on the Bay Bridge corridor, the Metropolitan Transportation Commission, in collaboration with Caltrans and the City of Oakland, is undertaking the West Grand Avenue Bus/HOV Lane Extension Project in the City of Oakland. This project will convert approximately half a mile (2,500 feet) of the existing right shoulder on West Grand Avenue to a bus lane in the westbound direction, between the Frontage Road intersection and the on-ramp to the Bay Bridge. The lane will be designated as a full-time bus lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours. In addition, the project will also provide a multiuse path for bicyclists and pedestrians along the eastbound direction on West Grand Avenue, utilizing the existing sidewalk and right shoulder, between Maritime Street and Mandela Parkway.

Type of Project:

A short extension of bus lane (HOVs allowed during the peak period) for a half mile, or 2,500 feet, and construction of multi-use path for bicyclists and pedestrians.

County	*Narrative Location/Route & Postmiles*
Alameda	West Grand Ave On-Ramp Bus/HOV Lane Extension **–** PM: 0.92R-R34.6R (Note: The bus/HOV lane extension is approximately 0.5 miles long, the post miles were obtained from Caltrans, which reflects the West Grand Ave on-ramp merging with the I-880 connector). **Caltrans Projects – EA#** 04-0AA77

Lead Agency: MTC

Contact Person	*Phone#*	*Fax#*	*Email*
Kevin Chen	415-778-5338		kchen@bayareametro.gov

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: October 19, 2020

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	Sep 2019	Apr 2020	NA	Dec 2020
End	Jul 2020	Oct 2020	NA	May 2021

Project Purpose and Need (Summary): *(please be brief)*

Purpose: The purpose of this project is to improve person throughput crossing the San Francisco-Oakland Bay Bridge by improving traffic operations at the bridge approaches, reducing delays, and improving travel time reliability for buses.

Need: Excessive and recurring queues occur on the eastern part of the West Grand Ave on-ramp and on westbound West Grand Ave that spill over onto the Maritime St intersection.

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

The project would occur primarily in existing West Grand Ave right-of-way. The zoning designations surrounding the project area allow industrial, commercial, and mixed-use/urban community uses.

Brief summary of assumptions and methodology used for conducting analysis

Opening Year AADT's were obtained from traffic counts conducted in November 2017. Since project construction would be completed in 2021, data from November 2017 is considered representative of Opening Year conditions. The project is not anticipated to generate additional vehicular trips, therefore Build and No Build conditions are considered the same. Horizon Year 2040 AADT's were obtained from MTC's Travel Demand Model adopted for Plan Bay Area 2040.

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

Roadway Segment	Existing/Opening Year Build/No Build		
	AADT	Trucks	
		Percentage (%)	Number
West Grand Ave	17,010	4.8%	813
West Grand Ave On-Ramp	10,969	4.3%	472

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

Roadway Segment	Horizon Year 2040 Build/No Build		
	AADT	Trucks	
		Percentage (%)	Number
West Grand Ave	27,974	4.8%	1,337
West Grand Ave On-Ramp	15,994	4.3%	688

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

NA – 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

NA – 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

The project provides a short bus lane, but does not change the number of buses on this route. It is anticipated that the short distance of the bus/HOV lane extension will have no impact on the number of buses on this route.

Build: 57 buses per day, 100% diesel buses
No Build: 57 buses per day, 100% diesel buses

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

Build: 57 buses per day, 100% diesel buses
No Build: 57 buses per day, 100% diesel buses

Note that the diesel buses on this route are Year 2013 or newer, and are compliant with CARB regulations on PM and NOx.

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

None. The project extends the bus/HOV lane by approximately 2,500 feet. The short extension will have no impact on the number of buses on this route, and no impact on the capacity or truck percentages. There will be no redistribution of traffic.

Comments/Explanation/Details (please be brief)

Please see attached Figures.

PROJECT LOCATION MAP

LEGEND:

PROJECT LIMITS

AECOM
100 W. San Fernando St,
Suite 200
San Jose CA 95113

West Grand Avenue Bus/HOV Lane Extension Project

DISTRICT 4, OAKLAND, CA - ALAMEDA COUNTY
Ala 880S PM 0.92R to Ala 880 PM R34.6R

June 2020

West Grand Ave Bus/ HOV Lane Extension

BayBridge Forward

PROJECT DESCRIPTION

The Metropolitan Transportation Commission (MTC) is undertaking the West Grand Avenue Bus/HOV Lane Project in the City of Oakland to provide operational improvements and increase person throughput on the San Francisco-Oakland Bay Bridge (SFOBB).

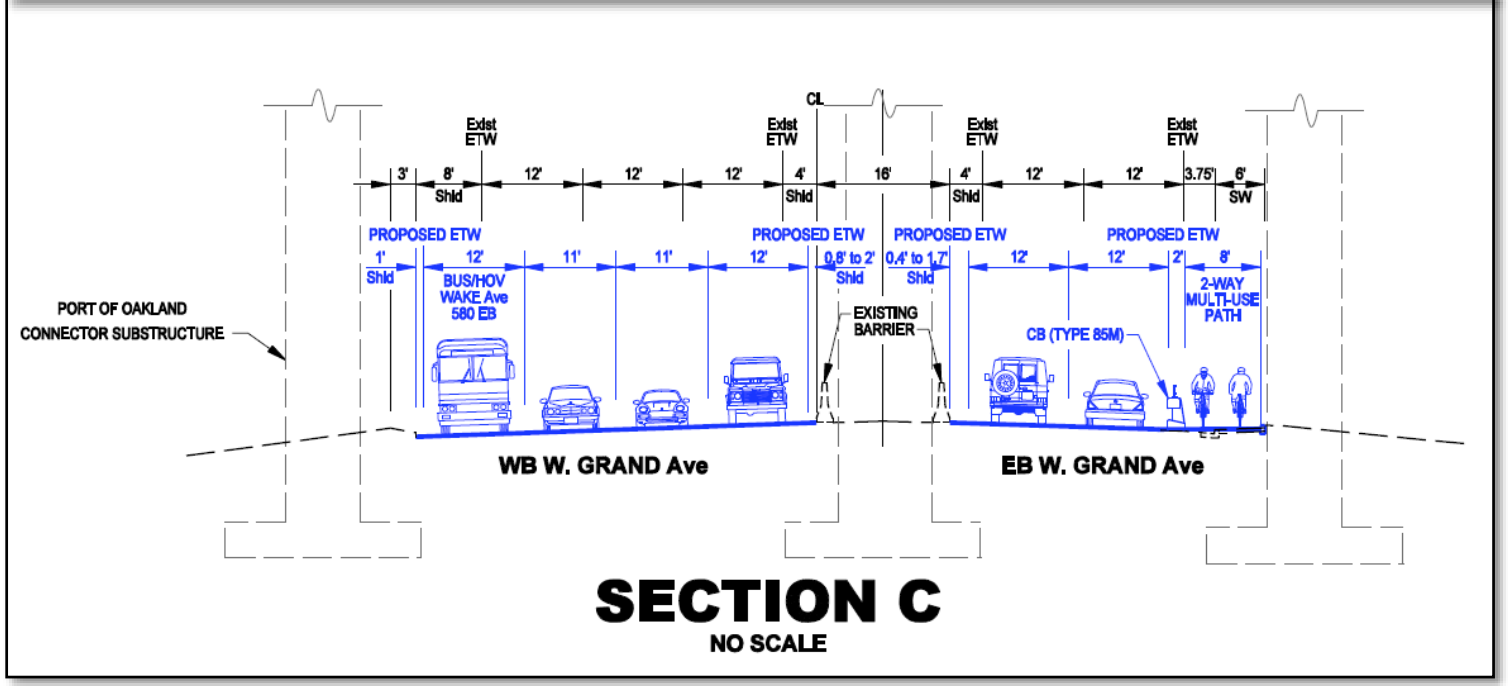
Construction for Phase 1 was completed in January 2019, which converted the existing right shoulder along the on-ramp to the SFOBB to a Bus/HOV lane.

Phase 2 is expected to open mid 2021 and will provide additional access and operational improvements for carpools and buses by converting the existing westbound right shoulder on West Grand Ave between the I-580 Eastbound on-ramp and the intersection of West Grand Ave with Frontage Road. In addition, a Multi-Use Path for bicyclists and pedestrians will be constructed on eastbound West Grand Ave between Maritime Street and Mandela Parkway.

PROJECT PARTNERS

MTC · Caltrans · CITY OF OAKLAND

West Grand Ave Bus/HOV Lane Extension – Typical Cross Section



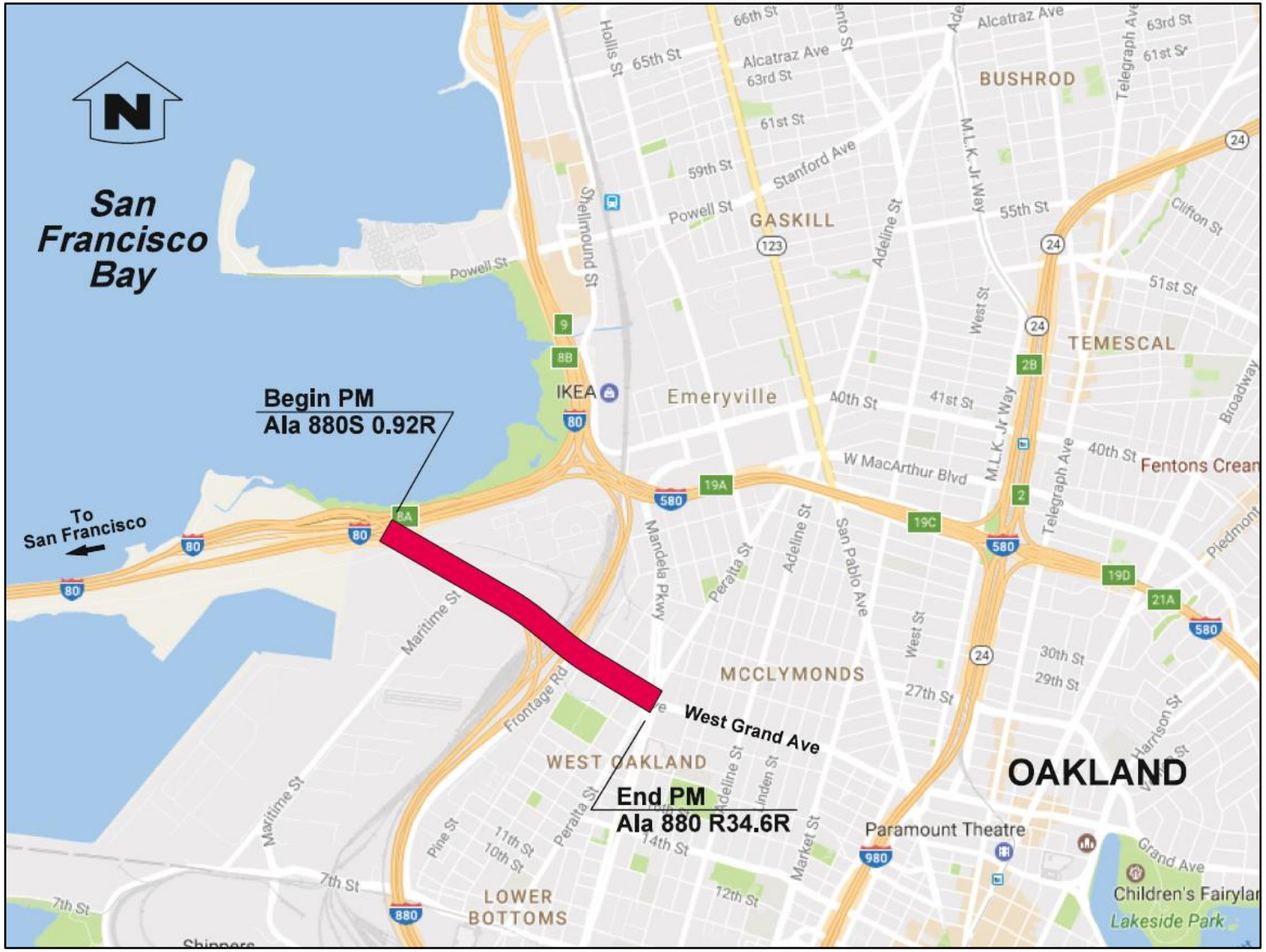
SECTION C
NO SCALE

West Grand Avenue Bus/HOV Lane Extension

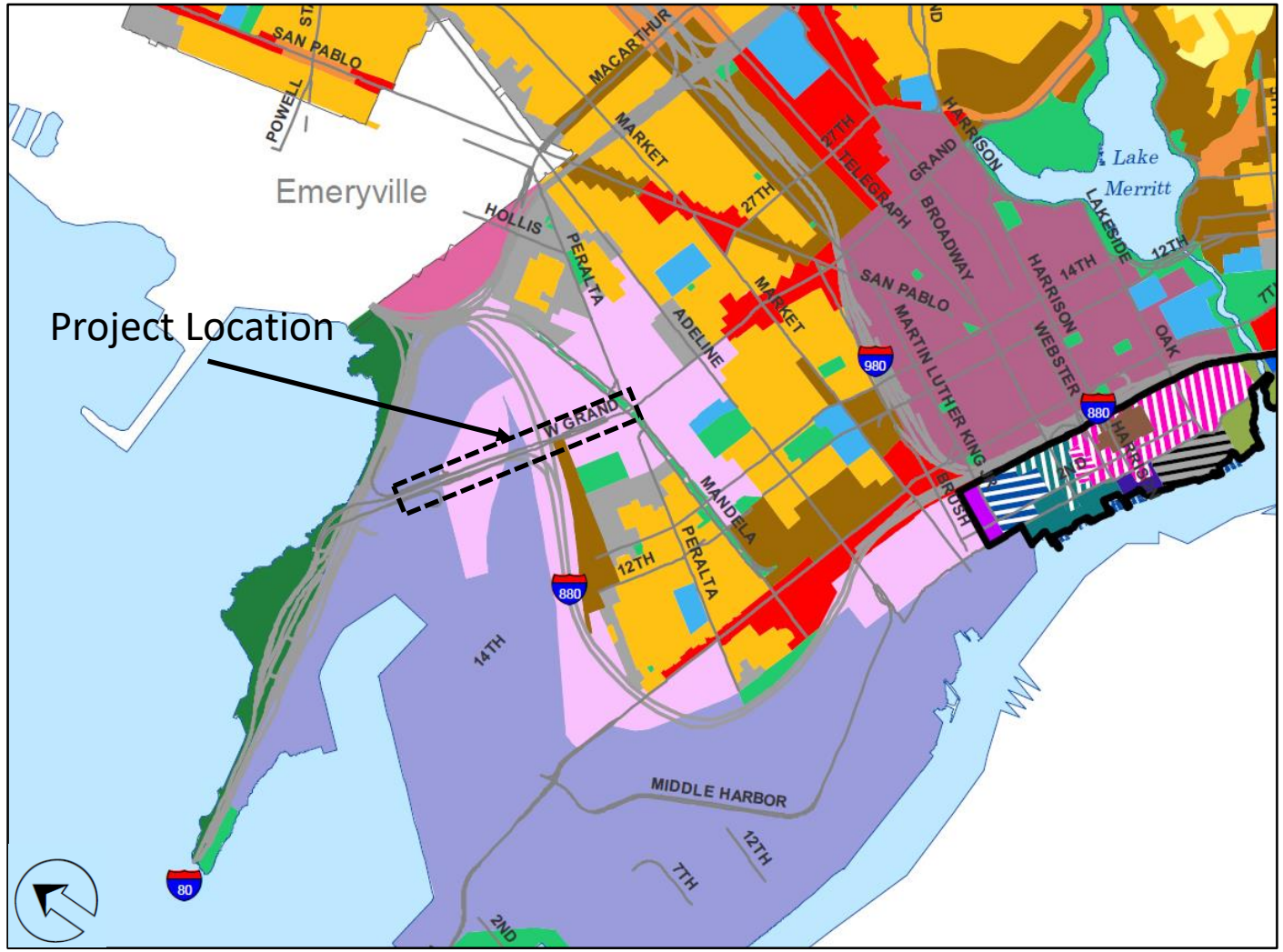
Air Quality Conformity Task Force Presentation

September 24, 2020

Project Location



Land Uses



General Plan Designations

- Hillside Residential
- Detached Unit Residential
- Mixed Housing Type Residential
- Urban Residential
- Neighborhood Center Mixed Use
- Community Commercial
- Housing and Business Mix
- Central Business District
- Regional Commercial
- Business Mix
- General Industry and Transportation
- Institutional
- Resource Conservation
- Urban Park and Open Space

Source: City of Oakland, 2015

Purpose and Need

Purpose

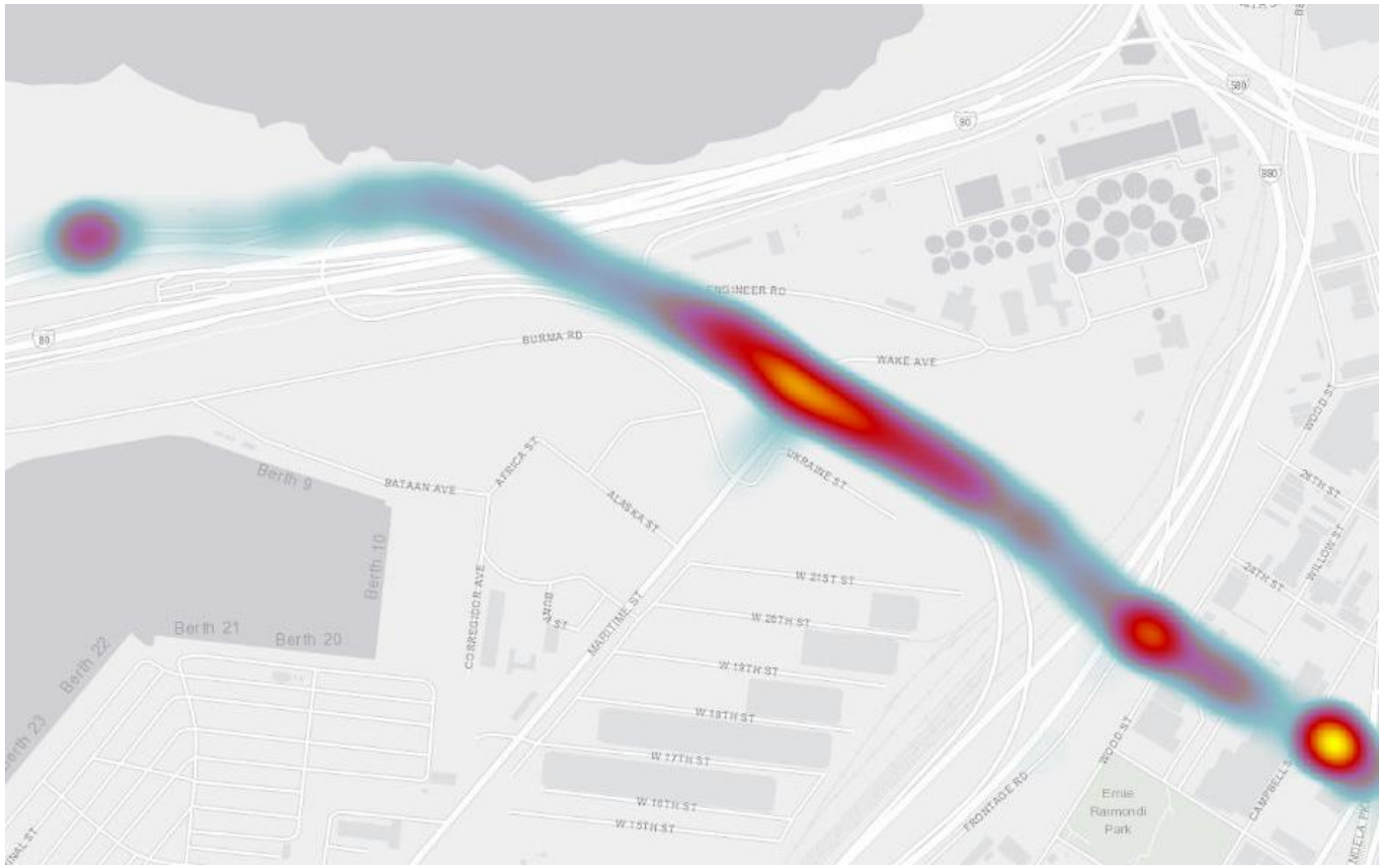
The purpose of this project is to improve person throughput crossing the San Francisco-Oakland Bay Bridge by improving traffic operations at the bridge approaches, reducing delays, and improving travel time reliability for buses. The project also improves bike/ped accessibility by completing critical gaps in the Oakland bicycle network.

Need

Excessive and recurring queues occur on the eastern part of the West Grand Ave on-ramp and on westbound West Grand Ave that spill over beyond the Maritime St intersection. Gaps in the Oakland bicycle network impose barriers to accessing existing bicycle infrastructure and promoting active transportation as an alternative mode.

AC Transit – NL Transbay Route GPS Data

- GPS location data from AC Transit NL buses
- 2019 AM Peak Period
- Bus Travel Times Between Frontage Road and Maritime Street:
  - Min: < 1 minute
  - Max: 22 minutes



Project Description

As part of the Bay Bridge Forward initiative to improve transit access and increase person throughput on the Bay Bridge corridor, the Metropolitan Transportation Commission, in collaboration with Caltrans and the City of Oakland, is undertaking the West Grand Avenue Bus/HOV Lane Extension Project in the City of Oakland. This project will:

- Convert approximately half a mile (2,500 feet) of the existing right shoulder on West Grand Avenue to a bus lane in the westbound direction, between the Frontage Road intersection and the on-ramp to the Bay Bridge;
- The lane will be designated as a full-time bus lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours;
- In addition, the project will also provide a multi-use path for bicyclists and pedestrians along the eastbound direction on West Grand Avenue, utilizing the existing sidewalk and right shoulder, between Maritime Street and Mandela Parkway.

Project Exhibit

Summary of Traffic Data

Roadway Segment	Existing/Opening Year Build/No Build		
	AADT	Trucks	
		Percentage (%)	Number
West Grand Ave	17,010	4.8%	813
West Grand Ave On-Ramp	10,969	4.3%	472

Roadway Segment	Horizon Year 2040 Build/No Build		
	AADT	Trucks	
		Percentage (%)	Number
West Grand Ave	27,974	4.8%	1,337
West Grand Ave On-Ramp	15,994	4.3%	688

Summary of Buses

- The AC Transit NL Transbay Route Runs Along the Project Area

- Number of Westbound Buses Per Day: 57
  - Same for Project, and No Project Conditions
  - Same for Opening Year and RTP Horizon year

- Buses are 100% diesel, the bus fleet on the NL route is Year 2013 or newer, and are compliant with CARB regulations on PM and NOx

Conclusion

- This project will improve travel speeds and reduce delays for buses and HOVs;
- The 2,500 feet lane extension will be dedicated as a full time buses-only lane, while allowing high occupancy vehicles (HOVs) to access the lane during the peak commute hours;
- The project does not increase the number of buses on this route;
- The project has no impact on the capacity of truck percentage, and there will be no redistribution of traffic;
- The project is included in the current adopted regional transportation plan (Plan Bay Area 2040), and assessed in the latest Plan and TIP's regional transportation conformity analysis;
- This project should not be considered a project of air quality concern.

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
ALA	ALA190029	Union C Transit	Union City Transit Electric Bus Procurement	Union City Transit: Fleet: Replace existing buses with zero-emission battery-electric buses.	Union City Transit: Fleet: Replace existing buses with zero-emission battery-electric buses. Union City Transit (UCT) has eight (8) compressed natural gas (CNG) heavy-duty transit buses that are nearing end of useful life and are eligible for replacement beginning in 2020. The vehicles are requiring expensive repairs to components that are at the end of useful life. Instead of constantly investing in new components, UCT is seeking funding to migrate its fleet towards zero-emission vehicles. The eight (8) UCT vehicle stalls will require modification in order to accommodate vehicle charging, this will be an expansion within the existing facilities without increasing the parking footprint. This project will familiarize Union City Transit with electric vehicles in advance of future procurements to replace its remaining ten (10) CNG heavy-duty transit buses by 2028 and to ultimately convert the entire fixed-route and demand-response fleets by 2030.	Mass Transit - Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
CC	CC-190016	CC County	Pleasant Hill Road Overcrossing Bridge Rehab	Unincorporated Lafayette: Pleasant Hill Road over Taylor Blvd 0.6 miles east of Geary Road: Rehabilitate Pleasant Hill Road Overcrossing to remove current structural deficiency status	Unincorporated Lafayette: Pleasant Hill Road over Taylor Blvd 0.6 miles east of Geary Road: Rehabilitate Pleasant Hill Road Overcrossing to remove current structural deficiency status, replacing the bridge deck, creating a soil retaining system at the bridge abutments, widening the shoulders, repairing the approach and departure roadway sections and repaving them as needed, and other repairs (Figure 3). The soil retaining system will be built under the cantilever portions of the abutments for erosion control to prevent the approach roadway fill from eroding from behind the abutments. The depth of excavation will depend on the type of the system selected (e.g. soil backfilling, rock or concrete pavement slope protection, or a soil retaining wall) and can range from a few feet to 15 feet. The shoulder will be widened at the ramp from westbound Pleasant Hill Road and require grading. The maximum depth of the associated excavation is estimated to be 2 feet. Existing metal bridge railings will be replaced with upgraded crash-worthy concrete railings. Standard metal beam guardrails will be installed at the structure approaches. Vertical clearance warning signs will be installed. The bridge deck and approach and departure roadways will be restriped.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
MRN	MRN190016	Marin County	San Antonio Road Bridge 27C0051	Marin County & Sonoma County : San Antonio Road : Replace Bridge	San Antonio Bridge spans San Antonio Creek between Marin and Sonoma Counties. New bridge will be parallel to existing historic bridge Bridge 27C0051 BRLO5927(104)	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

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: September 24, 2020

FR: Adam Crenshaw

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 add into the 2019 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.

Changes Staff is Proposing to Include in the 2019 TIP

Staff is proposing to add some projects to the 2019 TIP. The description of the new projects along with the regional air quality category that staff believes best describes the projects are included on Attachment A.

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\2020\9-24-20\Draft\3_Regional_AQ_Conformity_Review_092420.docx

Review of the Regional Conformity Status for New and Revised Projects - 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							
1	ALA	ALA190029	Union City Transit	Union City Transit Electric Bus Procurement	Union City Transit: Fleet: Replace existing buses with zero-emission battery-electric buses.	Union City Transit: Fleet: Replace existing buses with zero-emission battery-electric buses. Union City Transit (UCT) has eight (8) compressed natural gas (CNG) heavy-duty transit buses that are nearing end of useful life and are eligible for replacement beginning in 2020. The vehicles are requiring expensive repairs to components that are at the end of useful life. Instead of constantly investing in new components, UCT is seeking funding to migrate its fleet towards zero-emission vehicles. The eight (8) UCT vehicle stalls will require modification in order to accommodate vehicle charging, this will be an expansion within the existing facilities without increasing the parking footprint. This project will familiarize Union City Transit with electric vehicles in advance of future procurements to replace its remaining ten (10) CNG heavy-duty transit buses by 2028 and to ultimately convert the entire fixed-route and demand-response fleets by 2030.	Exempt - 93.126 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2	CC	CC-190017	CCTA	CCTA Automated Driving System	Contra Costa County: Various Locations: Implement 3 demonstration projects that will provide mobility choices to transportation-challenged and underserved communities, while guiding and advancing automated driving systems toward shared mobility.	Contra Costa County: Various Locations: Implement 3 demonstration projects that will provide mobility choices to transportation-challenged and underserved communities, while guiding and advancing automated driving systems toward shared mobility. Project 1-Rossmoor First Mile/Last Mile Fixed route SAV shuttle service that will provide increased transit accessibility for the elderly and people with disabilities. Project 2-County Hospital Accessible Transportation in Martinez. On-demand wheelchair accessible AV shuttle service designed to support people who are transportation challenged and provide increased access to the County Hospital. Project 3-Personal Mobility on I-680 Corridor. Prepare a portion of the I-680 Corridor for future CAVs. Install new and upgraded V2I and V2V 4G/5G communications to accommodate CAV technology, along with the implementation of innovative operational strategies.	Exempt - 93.126 - Grants for training and research programs
3	CC	7154	CCTA	Bay Area MOD	CCTA: In the I680 Corridor and surrounding communities: Develop an integrated and scalable platform & application (app) aimed at reducing traffic congestion	CCTA: In the I680 Corridor and surrounding communities: Develop an integrated and scalable platform & application (app) aimed at reducing traffic congestion. The Bay Area MOD app will be a one-stop shop to assist travelers with mobility choices by seamlessly connecting multiple forms of shared and active transportation. The Bay Area MOD will provide real-time multi-modal trip planning options based on a user¿s origin and destination. The app will include a uniform payment system and offer incentives based on time of day and mode in an effort to incentivize and reward desired travel behaviors.	Exempt - 93.126 - Grants for training and research programs

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
	County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
4	CC	7152	EBRPD	SF Bay Trail Point Molate	EBRPD: Along the shoreline connecting the bike/pedestrian trail over the Richmond-San Rafael bridge to the Point Molate Beach Park in the City of Richmond: Construct SF Bay Trail segment	EBRPD: Along the shoreline connecting the bike/pedestrian trail over the Richmond-San Rafael bridge to the Point Molate Beach Park in the City of Richmond: Construct SF Bay Trail segment. Most of this segment of Bay Trail will be constructed within a 1.1 mile easement donated to EBRPD from Chevron Corporation, granting access to shoreline previously closed to the public. The project proposed to construct 1.25 miles of Bay Trail, highlight some of the rich history within the project area, and restore and enhance portions of the SF Bay shoreline for better species habitat and public enjoyment.	Exempt - 93.126 - Bicycle and pedestrian facilities
5	SF	SF-190009	TBJPA	TJPA: COVID-19 Emergency Transit Operations	TJPA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including costs to shutdown, maintain and restart service, purchase of PPE and supplies, and administrative leave.	TJPA: Systemwide: Capital, planning and operating assistance related to the coronavirus public health emergency including administrative leave; removal of health and safety hazards, such as additional vehicle and facilities cleanings; costs associated with shutting down and/or restarting service; materials like hand sanitizer, gloves, soap, and cleaners; emergency protective gear relevant to the emergency; temporary service, that is not part of regular service, provided in response to the emergency; and essential delivery services.	Exempt - 93.126 - Emergency relief (23 U.S.C. 125)
6	SF	SF-190010	SF DPW	Alemany Interchange Improvements, Phase 2	San Francisco: On Alemany Blvd at the intersection of San Bruno Ave to Peralta Ave: Construct a multi-use path, new traffic signals, and crosswalks.	San Francisco: On Alemany Blvd at the intersection of San Bruno Ave to Peralta Ave: Construct a multi-use path, new traffic signals, and crosswalks. Phase 2 of the Alemany Interchange Improvements project will address these issues with the following- 1. New shared use path connecting San Bruno Ave to the Alemany Farmers Market for people walking and bicycling. 2. New signalized crossing with new curb ramps connecting the shared use path to the Alemany Farmers Market 3. Modified signalized crossing with new curb ramps connecting the shared use path to the south of Alemany Blvd./San Bruno Ave. 4. New extended sidewalk/bulbout on the southwest corner of Alemany Blvd and San Bruno Ave 5. New trees adjacent to the shared path to replace removed trees and add greening to complement future potential greening projects by the City or community groups. 6. New stormwater collection basins to help alleviate stormwater runoff during large storm events for immediate relief as well as a part of a potential future stormwater improvement project to the entire Alemany Blvd corridor. The improvements will activate the Alemany Interchange, making the area a safe and welcoming space for pedestrian and bicyclist traffic.	Exempt - 93.127 - Intersection signalization projects at individual intersections
7	SF	7168	SFMTA	SFMTA Zero Emission Bus Procurement	SFMTA: Fleet: Procure and deploy battery-electric buses into revenue service.	SFMTA: Fleet: Procure a total of 12 new 40 foot battery-electric buses. Three buses from each of four vendors will be stationed at the Woods bus facility and will be evaluated in revenue service for at least one year. The result of the Pilot Project will steer the future procurement and deployment strategy for introducing battery-electric buses into regular service.	Exempt - 93.126 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet

Review of the Regional Conformity Status for New and Revised Projects - Attachment A							
	County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
8	SOL	SOL190023	STA	Solano Regional Transit Improvements - TIRCP 2020	STA: Throughout Solano County and Solano Express Bus stops at various stations: Network integration planning and implementation of various transit and access improvements	STA: Systemwide: Network Integration Planning (Real-time Transit Coordination Equipment and SolanoExpress Bus Rapid Transit Implementation and Electrification Plan); At Fairfield Transportation Center, Sacramento Valley Station, Suisun-Fairfield Amtrak Station, Walnut Creek BART Station, Vallejo Transit Center: In-Line Charging Infrastructure; At the Vacaville Transit Center: Bike/ped connection and access improvements, transit signal prioritization improvements, ticketing improvements for SolanoExpress; At the Fairfield-Vacaville Hannigan Train Station: Train station parking lot improvements, bike/ped connection and access improvements; and At the Fairfield Transportation Center: West Texas St pedestrian connection, new SolanoExpress stop at westbound I-80 and West Texas St	Exempt - 93.126 - Construction or renovation of power, signal, and communications systems
9	SOL	SOL190024	STA	I-80/I-680/SR 12 Interchange Phase 2A	Solano County: I-80/I-680/SR-12 Interchange: Complete the construction of the I-80 connection to SR 12W that was started with the Construction Package 1.	Solano County: I-80/I-680/SR-12 Interchange: Complete the construction of the I-80 connection to SR 12W that was started with the Construction Package 1. The existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.	Exempt - 93.127 - Interchange reconfiguration projects

Air Quality Conformity Task Force
Summary Meeting Notes
August 27, 2020

Participants:

Panah Stauffer – EPA
Dick Fahey – Caltrans
Kevin Krewson – Caltrans
Dominique Kraft – FTA
Chris Katrak – Caltrans
Daisy Laurino – Caltrans
Lexie Arellano – Caltrans
Jeff Zimmerman – AECOM
Jesse Han – Caltrans
Joon Kang – Caltrans
Tanzeeba Kishwar – Caltrans
Rodney Tavitas– Caltrans
Kevin Chen – MTC
Ashley Nguyen – MTC
Cathy Chea – MTC
Andrea Gordon – BAAQMD
Ross McKeown – MTC
Adam Crenshaw – MTC
Harold Brazil – MTC

1. **Welcome and Self Introductions**: Harold Brazil (MTC) called the meeting to order at 9:35 am.

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

   a. **Consultation to Determine Project of Air Quality Concern Status**

      i. **Interstate 280 Pavement Rehabilitation Project**

Kevin Krewson (Caltrans) began the Interstate 280 Pavement Rehabilitation project presentation by indicating that the project is primarily pavement rehabilitation project (approximately) 11 miles long in Santa Clara County. Mr. Krewson said the Interstate 280 Pavement Rehabilitation project is a Capital Preventive Maintenance (CAPM) project and proposes to replace failed PCC slabs and repair and resurface AC pavement on Highway 280 from the San Mateo County line in the north to Foothill Blvd in the south. Mr. Krewson added ramps and existing paved gore areas will also be resurfaced and within the project limits, pedestrian facilities at ramp termini and intersections will be upgraded to meet current standards.

Mr. Krewson went on to say that the traffic staging plan developed for the Interstate 280 Pavement Rehabilitation project requires the left side shoulder of SB 280 in the area of Magdalena Ave to be upgraded for a traffic detour and studies indicated that using this upgraded shoulder as an extension of the SB HOV lane would greatly improve highway operation at minimal cost. Mr. Krewson mentioned a Contract Change Order (CCO) will be created during construction to add 3200' to the SB HOV lane of the project, relocating the start to begin north of the Magdalena exit ramp.

Mr. Krewson also mentioned that Caltrans saw an opportunity, (since Caltrans was already upgrading the shoulder to extend this HOV lane 3200 feet to the area where the lane drops off) to construct a continue four lanes through this segment of the freeway.

Panah Stauffer (EPA) asked if when the shoulder is being upgraded to turn it into a lane or is it just being upgraded for rehabilitation and Mr. Krewson answered by saying if the striping was not done, the shoulder would still be there. Ms. Stauffer also asked

requested both additional overall traffic and truck traffic data during the analysis discussion to inform the conformity determination for the Task Force. After the meeting, Andrew Metzger (Circlepoint) provided the requested information which was distributed to the Task Force via email.

Final Determination: After receiving the requested additional information and with input from EPA, FTA, FHWA (deferring their determination to Caltrans) and Caltrans, the Task Force concluded that Interstate 280 Pavement Rehabilitation project was not of air quality concern.

b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity

i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

Task Force members had no comments.

Final Determination; With input from FTA, FHWA, EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_Exempt List 08182020.pdf** are exempt from $PM_{2.5}$ project level analysis.

c. Consultation to Determine Project of Air Quality Concern Status

i. West Grand Ave Bus/HOV Lane Extension Project

Kevin Chen (MTC) presented the West Grand Ave Bus/HOV Lane Extension project as one of the Bay Area Forward Initiative projects MTC has undertaken with the intent to really improve the operations of the buses. Mr. Chen went on to say that the West Grand Ave Bus/HOV Lane Extension project includes construction in the westbound direction only, where there is a conversion of the existing shoulder into a bus/HOV lane – with no added pavement.
Kevin Chen: On the south side or this month direction we are keeping the two eastbound lanes. Then we again we are turning the existing sidewalk and narrower shorter.

Ashley Nguyen (MTC) stated that her project team is requesting the task force thinking on whether this is a project of air quality concern. Ms. Nguyen added that her group didn't the West Grand Ave Bus/HOV Lane Extension project had a high air quality impact because there are no changes in truck traffic and the project is just trying to get the buses out of the congestion, so that they don't sit an idle and congestion.

Kevin Chen added the West Grand Ave Bus/HOV Lane Extension project seeks to encourage people to use transit as the region comes out of Covid-19 restrictions and support AC Transit, as an operator, to be able to maintain the bus headways.

Panah Stauffer (EPA) referred to the current traffic situation and how single occupancy vehicles are increasing at the project location and asked for the the build and no build ADT numbers for trucks, non-trucks and buses and diesel vehicles just like any other project – understanding that the lane in question is an HOV lane. Ms. Nguyen indicated that the requested traffic data for the West Grand Ave Bus/HOV Lane Extension project will be submitted to the Task Force (via email from Harold Brazil (MTC)) for their review.

Final Determination: The Task Force will defer their determination on the West Grand Ave Bus/HOV Lane Extension project until receipt of their requested traffic data.

3. Projects with Regional Air Quality Conformity Concerns

Adam Crenshaw (MTC) stated MTC is proposing to add four individually listed projects to the 2019 TIP – the Task Force had no comments.

4. Consent Calendar

a. July 23, 2020 Air Quality Conformity Task Force Meeting Summary

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

5. Other Items

Rodney Tavitas (Caltrans) received a promotion and was congratulated by the Task Force, but he will remain in contact with the group.

Adam Crenshaw (MTC) the federal approval of the Amended Plan Bay Area/2019 TIP Conformity Analysis and thanked the Task Force members for expediting the process.