

**Project Information**

Project Name: **Oregon-Page Mill Expwy Improvements**  
Sponsor: **Santa Clara County** TIP ID: **SCL050080** RTP ID: **230706**  
Agency: **Santa Clara County** Mode: **LOCAL ROAD** Sub Mode:  
Project Type: **EXPRESSWAY** Trans. System: **LOCAL RD** Purpose: **SYSTMGMT** County: **Santa Clara**  
Proj. Desc.: **Santa Clara County; On the Oregon-page Mill Exwy btw US 101 and SR 82; Traffic improvements including traffic signal upgrade, optimizing timing plans & bike and ped facilities.**  
RTP Title: **Make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)**

**Step 1: Project Identification**

- 1: Does this project have any federal funding? **Yes**
- 2: Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010? **Yes**
- 3: Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126?  
Project Type Selected: **None Applies** **No**
- 4: Is the project exempt from regional air quality conformity under 40 CFR 93.127?  
Project Type Selected: **Intersection channelization projects.** **Yes**
- 5: Is the project exempt from regional air quality conformity under 40 CFR 93.128?  
Project Type Selected: **None Applies** **No**
- 6: Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)?  
Project Type Selected: **None Applies** **No**

**Dates for Interagency Consultation**

Requested Date of Interagency Consultation: **JUL-SEP, 2011**  
Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:  
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine POAQC:

**Dates for PM2.5 Hot-Spot Analysis**

Meeting Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:  
Action Date of PM2.5 consultation via Air Quality Conformity Task Force to determine review hot-spot analysis:

**Project Title: Oregon Expressway Improvements**

**Description**

In Palo Alto, on Oregon Expressway between West Bayshore Road and Bryant Street:

- Upgrade traffic signals and optimize signal timing plans for entire segment.
- Provide pedestrian and bicycle crossing improvements for 7 intersections.
- Add channelization within existing right-of-way to separate turning traffic from through traffic on 5 intersections.
- At 3 unsignalized intersections on the cross streets, restrict vehicle left turns and vehicle crossings of Oregon Expressway.

**Background**

- Intersection channelization element of the project is triggering the need for PM 2.5 Assessment Form.
- NEPA process for Categorical Exemption is under review by Caltrans Local Assistance.
- No comments received on air quality thus far.
- Seeking air quality conformity determination on or before September 2011.
- Schedule based on timeline to request obligation of federal funds for construction.

**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
- Primarily a signal coordination and bicycle/pedestrian safety enhancement project that includes intersection channelization improvements to enhance operations and safety.
- No change in traffic volume or truck percentages on Oregon Expressway or its cross streets
- Through truck traffic on Oregon Expressway is prohibited by city ordinance

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

- Diesel vehicles represent 1% of intersection traffic volume
- All intersections except one are at LOS C or better. One intersection currently at LOS E will be improved to LOS D with project.
- No project changes to land use that would affect diesel traffic percentage

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

- Not Applicable

*(iv) Expanded bus and rail terminals and transfer points?*

- Not Applicable

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

- No state implementation plan for  $PM_{2.5}$  (due by December 2012)
- Therefore, not identified in plan as an area of potential violation

**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

<b>RTIP ID#</b> <i>(required)</i> 230706					
<b>TIP ID#</b> <i>(required)</i> SCL050080					
<b>Air Quality Conformity Task Force Consideration Date</b> September 2011					
<b>Project Description</b> <i>(clearly describe project)</i> In Palo Alto, on Oregon Expressway between West Bayshore Road and Bryant Street: <ul style="list-style-type: none"> <li>• Upgrade traffic signals and optimize signal timing plans for entire segment.</li> <li>• West Bayshore Road intersection – provide pedestrian and bicycle crossing improvements.</li> <li>• Greer Road, Louis Road, Middlefield Road, Cowper Street, and Bryant Street intersections – add channelization within existing right-of-way to separate turning traffic from through traffic; provide pedestrian and bicycle crossing improvements.</li> <li>• Indian Drive and Waverley Street intersections (unsignalized) – eliminate left turns onto Oregon Expressway.</li> <li>• Ross Road – eliminate left turns and through traffic on Ross (restrict to right-out only onto Oregon Expressway); install a pedestrian/bicycle signal for crossing Oregon Expressway.</li> </ul>					
<b>Type of Project:</b> Intersection Channelization <i>Pick one project type:</i> New State highway, Change to existing State highway, New regionally significant street, Change to existing regionally significant street, New interchange, Reconfigure existing interchange, Intersection Channelization, Intersection signalization, Roadway realignment, Bus, rail or intermodal facility/terminal/transfer point, Truck weight/inspection station					
<b>County</b> Santa Clara	<b>Narrative Location/Route &amp; Postmiles</b> Project is located on Oregon Expressway in Palo Alto between West Bayshore Road and Bryant Street (1.2-mile section). Attachment A provides a project location map.  <b>Caltrans Projects – EA#</b> 04-925719				
<b>Lead Agency:</b> Santa Clara County					
<b>Contact Person</b> Michael Griffis	<b>Phone#</b> 408-573-2447	<b>Fax#</b> 408-441-0276	<b>Email</b> mike.griffis@rda.sccgov.org		
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X	PS&E or Construction	Other
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
Exempt	X	<b>Section 6004 – Categorical Exemption</b>	<b>Section 6005 – Non-Categorical Exemption</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	Jan 2010	Jan 2010	N/A	Nov 2011	
<b>End</b>	Aug 2011 (est)	Aug 2011 (est)	N/A	Oct 2012	

## PM<sub>2.5</sub> Project Assessment Form for Interagency Consultation

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

Oregon Expressway is a 4-lane arterial with a speed limit of 35 mph that extends from US 101 to El Camino Real (SR 82). The project covers a 1.2-mile section of Oregon Expressway. This section of Oregon is characterized by closely spaced intersections (9 intersections within 1.2 miles), an outdated traffic signal system, and intersection designs that are pedestrian unfriendly and create conflicts between turning and through motor vehicles on the cross streets. Three of the intersections in the project area are along school routes and; therefore, have a high number of students walking and bicycling across Oregon. This project will smooth traffic flow by improving traffic signal coordination; eliminate the vehicle/vehicle and vehicle/pedestrian conflicts at the intersections by adding channelization on the cross-streets; and, enhance safety for the students crossing Oregon Expressway by providing pedestrian crossing improvements and intersection redesign.

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

Single-family neighborhoods, schools, parks, and neighborhood commercial. No diesel traffic generators are located in the surrounding land uses. Attachment B provides a map of the surrounding land uses.

### **Brief summary of assumptions and methodology used for conducting analysis** *(please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived)*

A traffic operations analysis was completed for the AM and PM peak periods to evaluate the proposed project. The analysis looked at each intersection individually under the existing and proposed project conditions and for the entire corridor to determine the benefits of the improvements on corridor-wide operations. Intersection evaluation was completed using TRAFFIX traffic model software. For the corridor-wide evaluation, Synchro<sup>®</sup> signal timing software was used.

Traffic, pedestrian, and bicycle volumes were collected during the fall of 2008 at all study intersections.

Truck percentage of traffic is based on staff observations. Truck traffic is minimal because city ordinance prohibits through truck traffic on Oregon Expressway. Only trucks needing access to the residential areas and neighborhood commercial areas along Oregon Expressway are allowed onto the expressway and its cross streets.

**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

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

Intersection	No Build LOS (AM/PM)	Build LOS (AM/PM)
Oregon Expy/West Bayshore Road	B/B	B/B
Oregon Expy/Indian Drive	Unsignalized (N/A)	
Oregon Expy/Greer Road	B/B	C/C
Oregon Expy/Louis Road	C/C	C/C
Oregon Expy/Ross Road	Unsignalized (N/A)	
Oregon Expy/Middlefield Road	E/E	D/D
Oregon Expy/Cowper Street	B/B	B/B
Oregon Expy/Waverley Street	Unsignalized (N/A)	
Oregon Expy/Bryant Street	C/B	C/C

Oregon Expressway	AADT	# of Trucks	% of Trucks	Truck AADT
No Build	40,380	404	1%	404
Build	40,380	404	1%	404

**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**

Horizon year (2035) LOS and AADT data for these Oregon Expressway intersections are not available. Traffic projections were not required for NEPA clearance because this is an operational and safety project, not a LOS project.

**PM<sub>2.5</sub> Project Assessment Form for Interagency Consultation**

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

N/A

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

N/A

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

N/A

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

N/A

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

The project will not create increased traffic volumes on Oregon Expressway; therefore, there would be little or no redistribution of traffic from local streets onto Oregon Expressway or from Oregon Expressway onto local streets. Eliminating the left and through travel from the three unsignalized cross streets onto Oregon Expressway is projected to result in a total of 36 AM and 38 PM trips diverted one block to a signalized intersection.

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

### Comments/Explanation/Details *(please be brief)*

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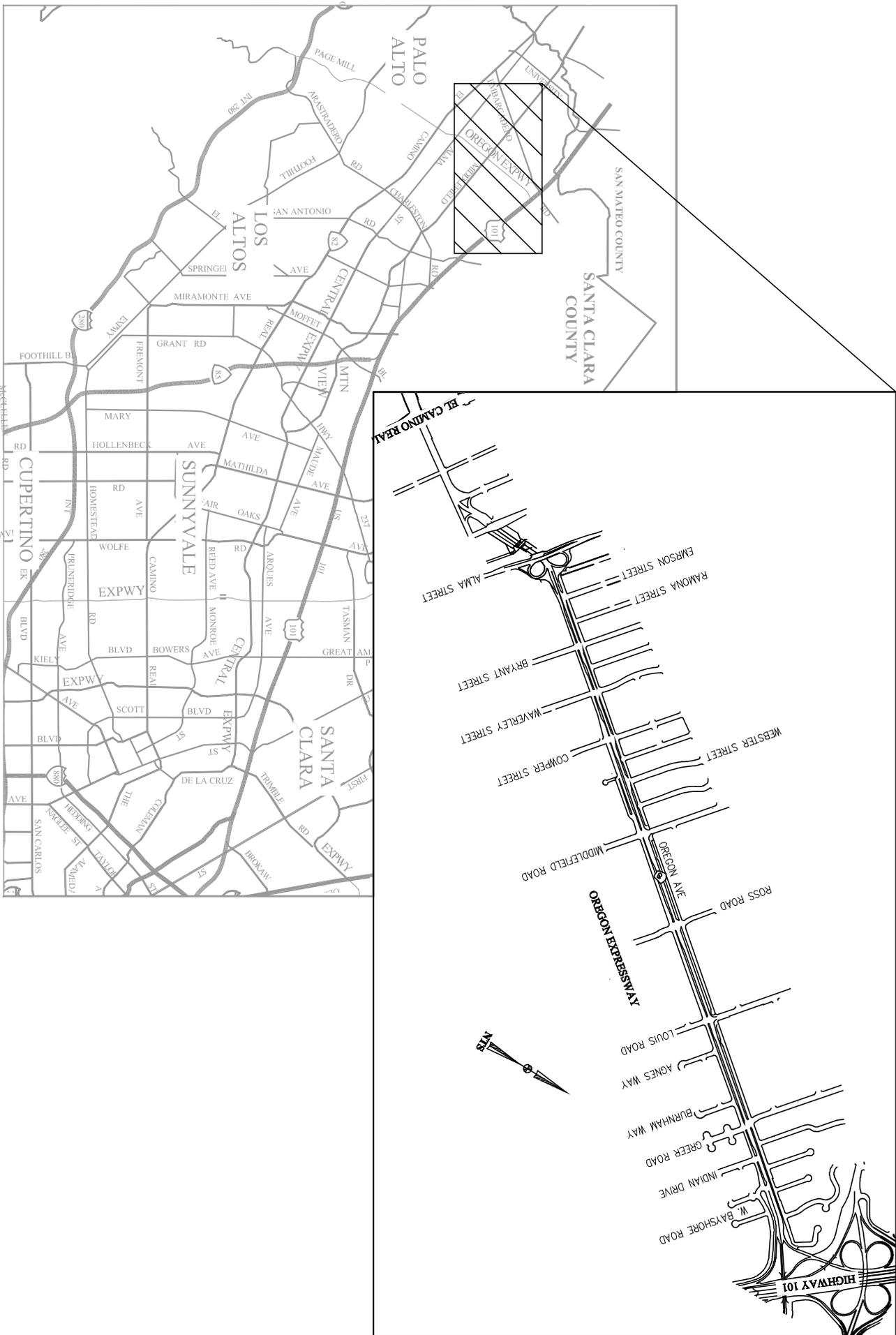
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- Therefore, not identified in plan as an area of potential violation

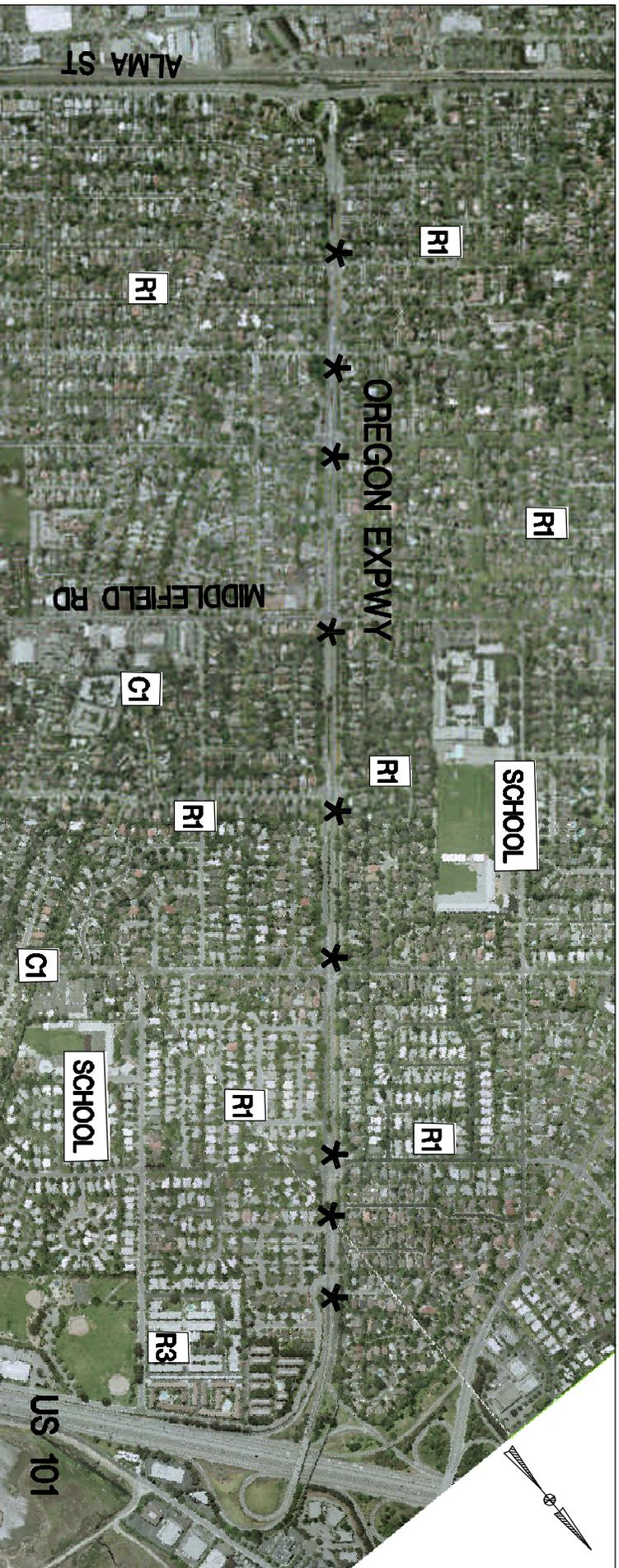
The link to the Oregon Expressway Improvement Project Concept Report, which includes a traffic analysis, is available at:

<http://www.OregonExpressway.info>

# OREGON EXPRESSWAY IMPROVEMENT PROJECT

## VICINITY MAP SANTA CLARA COUNTY





- \* Project Intersection
- R1 Single-family residential
- R3 Multi-family residential
- C1 Neighborhood commercial

**Attachment B**

**OREGON EXPRESSWAY IMPROVEMENT PROJECT  
LAND USE MAP  
SANTA CLARA COUNTY**