

<b>RTIP ID#</b> <i>(required)</i>					
<b>TIP ID#</b> <i>(required)</i>					
<b>Air Quality Conformity Task Force Consideration Date</b>					
<b>Project Description</b> <i>(clearly describe project)</i> For MLK, 1.2 miles from West Grand to 40th Street. Phase I components: (1) from West Grand to 40th Streets: a road diet from two lanes to one in each direction with a center turn lane, including a Class II bike lane; and (2) from 32nd to 35th Streets: new sidewalks, bulb-outs, one near-side to far-side bus stop relocation at 34th Street, improved crosswalks, pedestrian fixtures. For Peralta (no road diet), two miles from 3rd to 36th Streets. There is currently one lane of traffic in each direction and no bike lanes. Phase I components include: (1) from 7th to 36th Streets, striping for bike lanes; (2) 7th to 10th: new sidewalks and pedestrian fixtures; and (3) 32nd to Haven: pedestrian plaza and pedestrian amenities.					
<b>Type of Project:</b> Bike and Pedestrian improvements to neighborhood arterial streets – MLK and Peralta. Road diet on Peralta.					
<b>County</b>	<i>Narrative Location/Route &amp; Postmiles</i>				
Alameda	Caltrans Projects – EA# N/A				
<b>Lead Agency:</b>					
<i>Contact Person</i>	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i>		
Mohammad Barati	510-238-7280		mbarati@oaklandnet.com		
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	<i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>	
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<i>Exempt</i>	<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>				2015	
<b>End</b>				2016	

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

Safety Improvements to benefit pedestrians and bicyclists on neighborhood streets in West Oakland

- Road diet (MLK)
- Bulb outs
- Cross walk improvements
- Bike lanes
- Bus Stop relocations

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

Peralta: Immediate surroundings are largely residential/neighborhood commercial with a mix of industrial/warehouse uses near Peralta/Grand. Port facilities are adjacent across 880. MLK: largely residential.

**Brief summary of assumptions and methodology used for conducting analysis**

Traffic Counts, peak period intersection turn movement counts collected. 2035 future traffic forecasts completed using the Alameda Countywide travel demand model. LOS analysed for AM and PM peak hours according to Highway Capacity Manual (2000). Road diet on MLK tested with SYNCHRO.

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

MLK only: 6200 ADT , 500 peak hour (trucks not studied)

**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**

MLK only: 6800 ADT (trucks not studied)

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

**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**

**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**

**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**

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

This project has minimal effects on traffic. There is no road diet on Peralta. MLK road diet will have minimal redistributive effect because traffic is currently light for the size of the roadway.

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

This project introduces traffic calming elements to two neighborhood arterial streets in West Oakland. MLK street will have a road diet from 2 lanes in each direction to 1 lane with a center turn lane. The intent of all the improvements is to increase the safe use of these streets for pedestrians and bicyclists, while encouraging traffic to stay at or below the speed limit. Due to the fact that these are not highly congested streets, these improvements will have minimal impacts on auto congestion.

