



METROPOLITAN
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COMMISSION

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Memorandum

TO: Air Quality Conformity Task Force

DATE: September 26, 2013

FR: Adam Crenshaw

W. I.

RE: Interagency Consultation for Non-Exempt, Not Regionally Significant Projects in Proposed TIP Amendment 13-07

The purpose of this memo is to seek the Air Quality Conformity Task Force's concurrence that three projects that staff is currently proposing to add to the 2013 TIP in November as part of TIP Amendment 2013-07 will not significantly impact regional transportation air quality and that their addition to the 2013 TIP will not trigger a revision to the Transportation Air Quality Conformity Analysis on the 2013 TIP.

MTC staff requests the Conformity Task Force's concurrence that the three projects below be deemed Non-Exempt, Not Regionally Significant for regional conformity purposes as these projects would not affect the regional transportation model used in analyzing regional air quality conformity. Each project below includes a brief discussion regarding the conformity issues pertaining to the project and an explanation of staff's recommendation. MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes at this time.

Proposed 2013 Transportation Improvement Program (TIP) Amendment

The 2013 TIP is financially constrained and covers the six fiscal years FY 2012-13 through FY 2017-2018. MTC adopted the 2013 TIP on July 18, 2013 (Resolution No. 4075). In addition, MTC made a conformity determination that finds the 2013 TIP and *Plan Bay Area* conform to applicable federal air quality standards and implementation plans (Resolution No. 4076). Both the 2013 TIP and conformity determination were approved by FTA/FHWA on August 12, 2013.

The projects outlined below are not currently included in the 2013 TIP. MTC staff is proposing an amendment to the 2013 TIP (TIP Revision 2013-07) to add these projects with funding for capital phases within the six years of the TIP. Amendment 2013-07 is scheduled to be considered by the Commission at their November 20, 2013 meeting.

1. Enterprise Drive Complete Streets and Road Diet

FMS ID: 5799

Sponsor: City of Newark

Description: Newark: Enterprise Drive between Filbert Street and approximately 350 feet west of Wells Avenue adjacent to the Dumbarton Transit Oriented Development plan area: Implement Road Diet and rehabilitate pavement

Expanded Description: This project will provide a full asphalt concrete pavement overlay on Enterprise Drive between Filbert Street and a conform limit approximately 350 feet west of

Wells Avenue at the easterly limit of the Dumbarton Transit Oriented Development PDA. The scope of work will include a full width grind of the existing asphalt concrete surface, localized patch paving where necessary, a minimum 0.20-foot thick asphalt concrete pavement overlay, grade adjustment of utilities, and pavement restriping. Bicycle improvements will include a conversion from a Class III bike route to Class II bike lanes on both sides of the street. Installation of bike lanes would require reduction from two travel lanes in each direction to single travel lanes in each direction with a two-way center turn lane. Existing curbside parking will remain.

Conformity Issue

The project above is a road diet project and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, the project area has traffic volumes under 20,000 ADT and is not regionally significant; therefore it would not be modeled for conformity at the regional level.

2. Hearst Avenue Complete Streets

FMS ID: 5861

Sponsor: City of Berkeley

Description: Berkeley: Hearst St from Shattuck to Gayley: Implement access and safety improvements including: bicycle lanes and pavement markings, sidewalk gap closure, bus stop improvements, pavement resurfacing and reconfiguration, road diet and traffic signals

Expanded Description: The project includes pavement rehabilitation (overlay), new Class 2 bicycle lanes (conventional and buffered), bicycle box pavement markings, sharrows, a 900 ft. sidewalk gap closure, ADA curb ramps, travel lane reconfiguration, new medians, pedestrian beacons, speed feedback signs, new and modified traffic signals with transit priority and emergency vehicle detection. The major improvements of this project include: 1) Implement road diet on Hearst from Shattuck to Arch/LeConte - Convert 4 lanes two-way and 2 parking lanes to 2 travel lanes two-way, center turn lane, 2 parking lanes and bike lanes; 2) Closing a sidewalk gap on the north side of the UC Berkeley campus; 3) Extending Class II Bicycle lanes from Shattuck to Euclid, closing the bicycle access gap on the north side of the UC Berkeley campus; 4) Improving pedestrian crossings at Walnut, Oxford, Spruce, Arch/LeConte, Euclid, Le Roy and Gayley/La Loma through flashing beacons and new or upgraded traffic signals; 5) Improving bus stops at Arch/Le Conte and Euclid

Conformity Issue

The project above is a road diet project and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, the project area has traffic volumes under 20,000 ADT and is not regionally significant; therefore it would not be modeled for conformity at the regional level.

3. Shattuck Complete Streets and De-couplet

FMS ID: 5856

Sponsor: City of Berkeley

Description: Berkeley: Shattuck Ave, Shattuck Square and Berkeley Square from Allston Way to University Ave intersection: Reconfigure travel lanes and parking, repair pavement and make other improvements

Expanded Description: The project will repair and reconfigure Shattuck Avenue from Allston Way at the southern edge of the Downtown Berkeley BART Station Area 3 blocks

north through the Shattuck/University Ave. intersection. There is currently a couplet of two 1-way street segments for 2 blocks between Center Street and University Avenue, which requires that northbound Shattuck traffic must turn left (westbound) onto University Ave. for ½ block, then right (northbound) back onto Shattuck Avenue north of University. The project proposes to reconfigure the west leg of Shattuck Ave. into 2-way street, including new traffic signals, curb modifications, median relocation, relocated pedestrian refuge, concrete bus pads, bus stops, and roadway striping. The east side will have turn restrictions for use by local traffic, angled parking and buses. The project also repaves the street, repairs the sidewalk, upgrades curb ramps and installs new roadway and pedestrian-scale lighting. Opportunity sites for bio-swale or other Low-Impact Development storm-water treatments are also included. The de-couplet includes: Shattuck Ave from University to Addison convert from 3 lanes one-way and 2 parking lanes to 4 lanes two-way with a center turn lane and no parking; Shattuck Square from University to Addison convert from 4 lanes one-way and 2 parallel parking lanes to 2 lanes one-way and 2 diagonal parking lanes; Shattuck Ave from Addison to Center convert 3 lanes one-way and two parking lanes to 4 lanes two-way and one parking lane; Berkeley Square from Addison to Center convert 3 lanes one-way, 1 parallel parking lane and 1 bus stop lane to 2 lanes one-way, 1 diagonal parking lane and one bus stop lane.

Conformity Issue

The projects above includes road diet and expansion elements meant to de-couple two one-way roads and may not currently be treated as exempt from regional-level conformity under 40 CFR 93.126 or 40 CFR 93.127. However, the segments of the project undergoing road diets have traffic volumes under 20,000 ADT and the segments undergoing expansion are shorter than the ¼ mile threshold typically used for modeling projects. The project is not regionally significant. Therefore this project would not be modeled for conformity at the regional level.