

RTIP ID# (required) 22274

TIP ID# (required) SM-130023

Air Quality Conformity Task Force Consideration Date
October, 2013

Project Description (clearly describe project)

- Project will modify 9 traffic signals on Willow Road between Middlefield Road and Hamilton Avenue by upgrading the traffic signal controllers and cabinets, upgrading the vehicle and pedestrian signal heads, and purchasing and deploying traffic signal adaptive software modules to establish a traffic signal coordinated adaptive system along the Willow Road corridor
- Project will improve traffic signal synchronization beyond the Time of Day coordination plan implemented in 2012 on Willow Road in conjunction with the MTC PASS Project.
- This project will make use of the new traffic signal communication (fiber optics) infrastructure that C/CAG is currently installing in conjunction with its SMART Corridor project.

Type of Project:
Traffic Synchronization Project

County Narrative Location/Route & Postmiles

San Mateo Caltrans Projects – EA#

Lead Agency:

Contact Person Rene C. Baile	Phone# (650) 330-6775	Fax# (650) 327-5497	Email rcbaile@menlopark.org
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Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

X	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
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Scheduled Date of Federal Action:

NEPA Delegation – Project Type (check appropriate box)

x	<i>Exempt</i>	Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption
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Current Programming Dates (as appropriate)

	PE/Environmental	ENG	ROW	CON
Start	10/2013			5/2014
End	3/2014			9/2014

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

- To improve traffic flow for vehicles on Willow Road, including transit and trucks, especially during the peak traffic hours, thereby reducing travel times, delays, and emissions of air pollutant particles by deploying an adaptive coordinated traffic signal system.

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

Commercial; Residential; School; Hospital

Brief summary of assumptions and methodology used for conducting analysis

- Highway Capacity Manual (HCM) Methodology for Signalized Intersections on a Principal/Minor Arterial
- Synchro Traffic Signal Synchronization Software analysis

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

See Attachment B

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

See Attachment B

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)

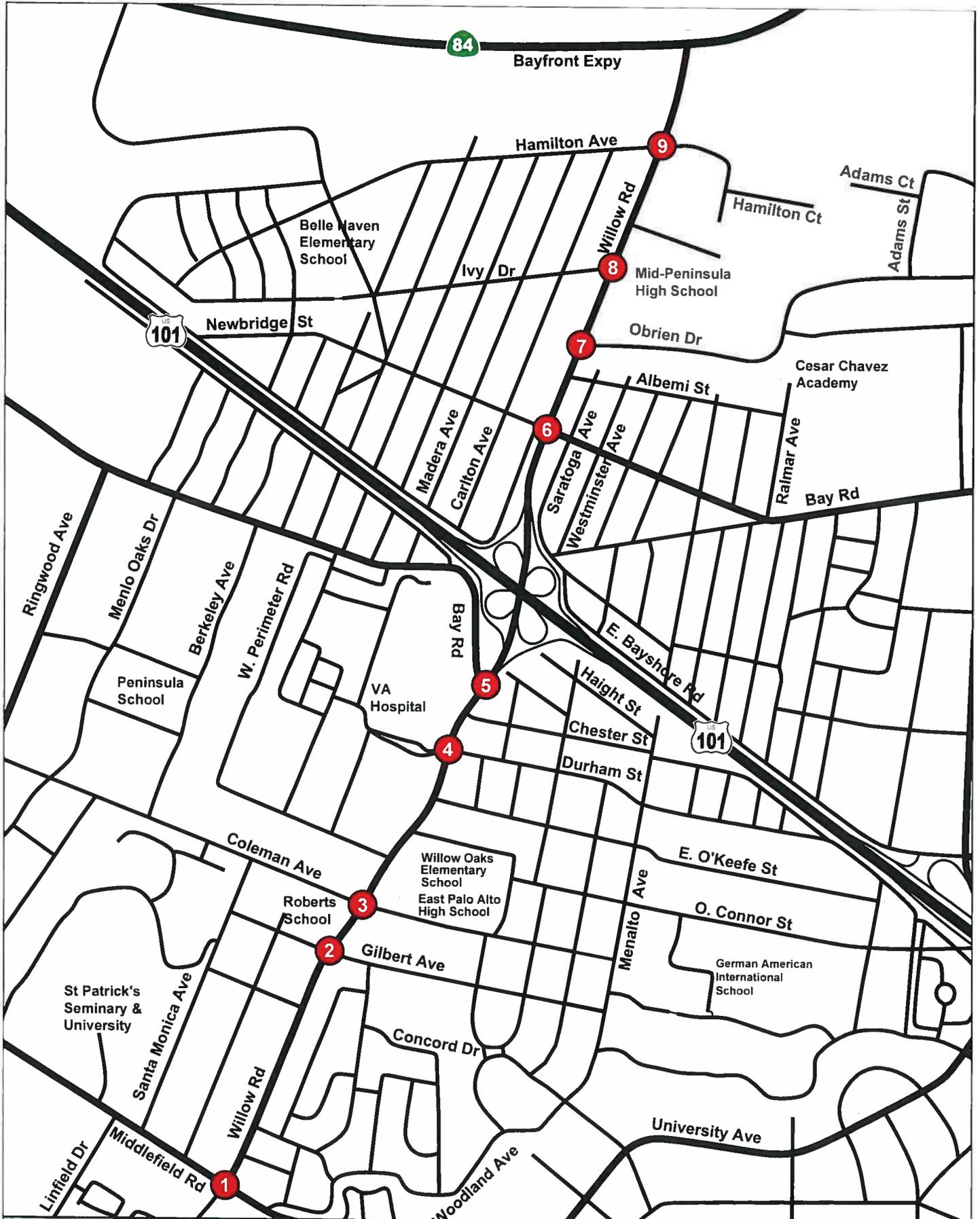
-This project will reduce unnecessary traffic delays on the main line (Willow Road) and the side streets intersecting Willow Road, resulting in a more efficient traffic flow on Willow Road

- It will potentially bring more traffic to Willow Road, relieving traffic congestion on parallel corridors such as Marsh Road and University Avenue that do not currently have this adaptive system. The adaptive system should be able to accommodate this increase in traffic.

Comments/Explanation/Details (please be brief)

- The ultimate goal of this project is to implement the most advanced type of coordinated traffic signal system that will provide the most efficient traffic flow on Willow Road and least unnecessary delays to Willow Road and the side streets connecting to Willow Road, resulting in the least emission of air pollutant particles.

ATTACHMENT A



CITY OF MENLO PARK

Vicinity Map

Figure 1