

Application of Criteria for a Project of Air Quality Concern

Project Title: Loyola Bridge (#37C0117) Channelization Project
Project Summary for Air Quality Conformity Task Force Meeting: January 2014

Description

Project will rehabilitate the existing Loyola Bridge over Foothill Expressway in the City of Los Altos providing for traffic channelization by adding left turn lanes, shoulders for bicycle use, and ADA-compliant sidewalks for pedestrian use.

Background

- Project has received a NEPA Categorical Exclusion and is in Design phase.

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 channelization and bicycle/pedestrian safety enhancement project that includes bicycle and pedestrian facilities.
- No change in traffic volume or truck percentages on Loyola Bridge or Foothill Expressway.

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

- Diesel vehicles represent 2% of intersection traffic volume. This percentage includes diesel trucks and diesel buses, or any large vehicle exceeding three (3) axles.
- Westbound approach to Loyola Bridge exhibiting LOS E to improve, and delays decrease
- 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 PM₁₀ or PM_{2.5} implementation plan as site of violation?—Not Applicable

PM_{2.5} Project Assessment Form for Interagency Consultation

RTIP ID# (required) 22873																						
TIP ID# (required) VAR110045 HBP-ID3724																						
Air Quality Conformity Task Force Consideration Date January 2014																						
Project Description (clearly describe project) In Los Altos, Loyola Bridge over Foothill Expressway – rehabilitate existing bridge including: traffic channelization by providing left turn lanes, shoulders for bicycle use, and ADA-compliant sidewalks for pedestrian use. Changes to bridge are shown below:																						
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Existing Bridge</th> <th style="text-align: center;">Rehabilitated Bridge</th> </tr> </thead> <tbody> <tr> <td>Length</td> <td>75 feet</td> <td>75 feet</td> </tr> <tr> <td>Width</td> <td>40 feet</td> <td>72 feet</td> </tr> <tr> <td>Travel Through Lanes</td> <td>2 (14 feet each)</td> <td>2 (12 feet each)</td> </tr> <tr> <td>Left Turn Lanes</td> <td>0</td> <td>2 (one each direction)</td> </tr> <tr> <td>Bicycle/Pedestrian</td> <td>No shoulders/5-foot sidewalks</td> <td>6-foot shoulders/5-foot sidewalks</td> </tr> </tbody> </table>						Existing Bridge	Rehabilitated Bridge	Length	75 feet	75 feet	Width	40 feet	72 feet	Travel Through Lanes	2 (14 feet each)	2 (12 feet each)	Left Turn Lanes	0	2 (one each direction)	Bicycle/Pedestrian	No shoulders/5-foot sidewalks	6-foot shoulders/5-foot sidewalks
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Type of Project: Bridge rehabilitation and channelization																						
County Santa Clara	Narrative Location/Route & Postmiles Bridge crosses Foothill Expressway in Los Altos. (Attachment A. Regional Map and Project Location) Caltrans Projects – EA# 04-985778																					
Lead Agency: Santa Clara County																						
Contact Person Dawn Cameron	Phone# 408-573-2465	Fax# 408-441-0276	Email dawn.cameron@rda.sccgov.org																			
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)																						
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other																		
Scheduled Date of Federal Action: 9/3/12																						
NEPA Delegation – Project Type (check appropriate box)																						
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption		<input type="checkbox"/> Section 6005 – Non-Categorical Exemption																			
Current Programming Dates (as appropriate)																						
	PE/Environmental	ENG	ROW	CON																		
Start	3/3/12	10/22/12	11/20/13	3/4/14																		
End	9/3/12	11/15/13	12/16/13	7/22/14																		

Project Assessment Form for PM_{2.5} Interagency Consultation

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

Loyola Bridge is a short, narrow bridge over Foothill Expressway that is rated as functionally obsolete. The bridge has no shoulders. The bridge has sidewalks but no pedestrian ramps.

On the west side of the bridge, 7 local roads and 2 expressway ramps merge within 400 feet of the bridge entrance. On the east side, arterials providing direct connections to cities of Mountain View and Sunnyvale meet at the bridge and connect to Foothill Expressway. Foothill Expressway is a popular bicycle route. A neighborhood commercial center with a bicycle store located off the east side of the bridge generates high levels of bicycle traffic on the bridge. The bridge is also well-used by school children walking and bicycling to school from homes on the west side of the bridge to the east side of the bridge. The combination of the various merging roadways, high bicycle use, and the narrow bridge lead to circulation and safety issues at the entrances to the bridge. The project includes widening the deck to add left turn lanes and additional pavement markings at the western side of the bridge to channelize the automobile traffic. The project also includes adding shoulders and ADA-compliant sidewalks.

Attachment B illustrates the design layout and channelization improvements.

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

Single-family neighborhoods, schools, parks, and neighborhood commercial are the primary land uses. Immediately adjacent to the bridge is a neighborhood commercial center with a few small shops that do not require significant truck deliveries. A block away is a US Post Office which sends some of its delivery trucks over the bridge to connect with neighborhoods along Foothill Expressway and on the other side of the bridge. No diesel traffic generators are located in the surrounding land uses. Attachment C provides a map of the surrounding land uses.

PM_{2.5} Project Assessment Form for Interagency Consultation

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)

The LOS information provided below is from the *Loyola Corners Commercial Area Traffic Circulation Study* conducted in 2008. This study evaluated various circulation concepts for the Loyola Corners area and included an LOS analysis for the bridge approaches under existing conditions for both no build and build on the bridge project. The AADT shown below is from traffic counts conducted by the Santa Clara County Roads & Airports Department in 2010. The amount of truck traffic is based on staff observations. It is low because there are no major truck traffic generators in the area.

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	Build
		LOS (AM/PM)	LOS (AM/PM)
Loyola Bridge – Eastbound approach		B/B	B/B
Loyola Bridge – Westbound approach		D/E	D/D

Loyola Bridge	AADT	# of Trucks	% of Trucks	Truck AADT
No Build	4,320	86	2%	86
Build	4,320	86	2%	86

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 (2040) LOS and AADT data for Loyola Bridge were not developed as part of the project study. Traffic projections were not required for NEPA clearance because this is an operational and safety project, not a LOS project.

The Expressway Plan 2040 projected a 68% increase in ADT for Foothill Expressway, which runs under the bridge. A conservative assumption that there would be a similar ADT growth for traffic using the bridge ingress and egress to Foothill Expressway results in an estimated AADT of 7,128 for the bridge in 2040. The total number of diesel vehicles is likely to stay the same or increase nominally as most of the traffic growth will be due to increased housing and jobs, and not diesel vehicle trip generators.

Project Assessment Form for PM_{2.5} 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 Loyola Bridge; therefore, there would be little or no redistribution of traffic from local streets onto Loyola Bridge.

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

i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Primarily an operational channelization and bicycle/pedestrian safety enhancement project.
- No change in traffic volume or truck percentages on Loyola Bridge or its cross streets

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

- Diesel vehicles represent less than 3% of bridge traffic.
- LOS on western side of bridge is LOS B or better. LOS on eastern side of bridge is currently D/E (AM/PM peak) and improves to LOS D/D after 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 PM₁₀ or PM_{2.5} implementation plan as site of violation?

- Not Applicable

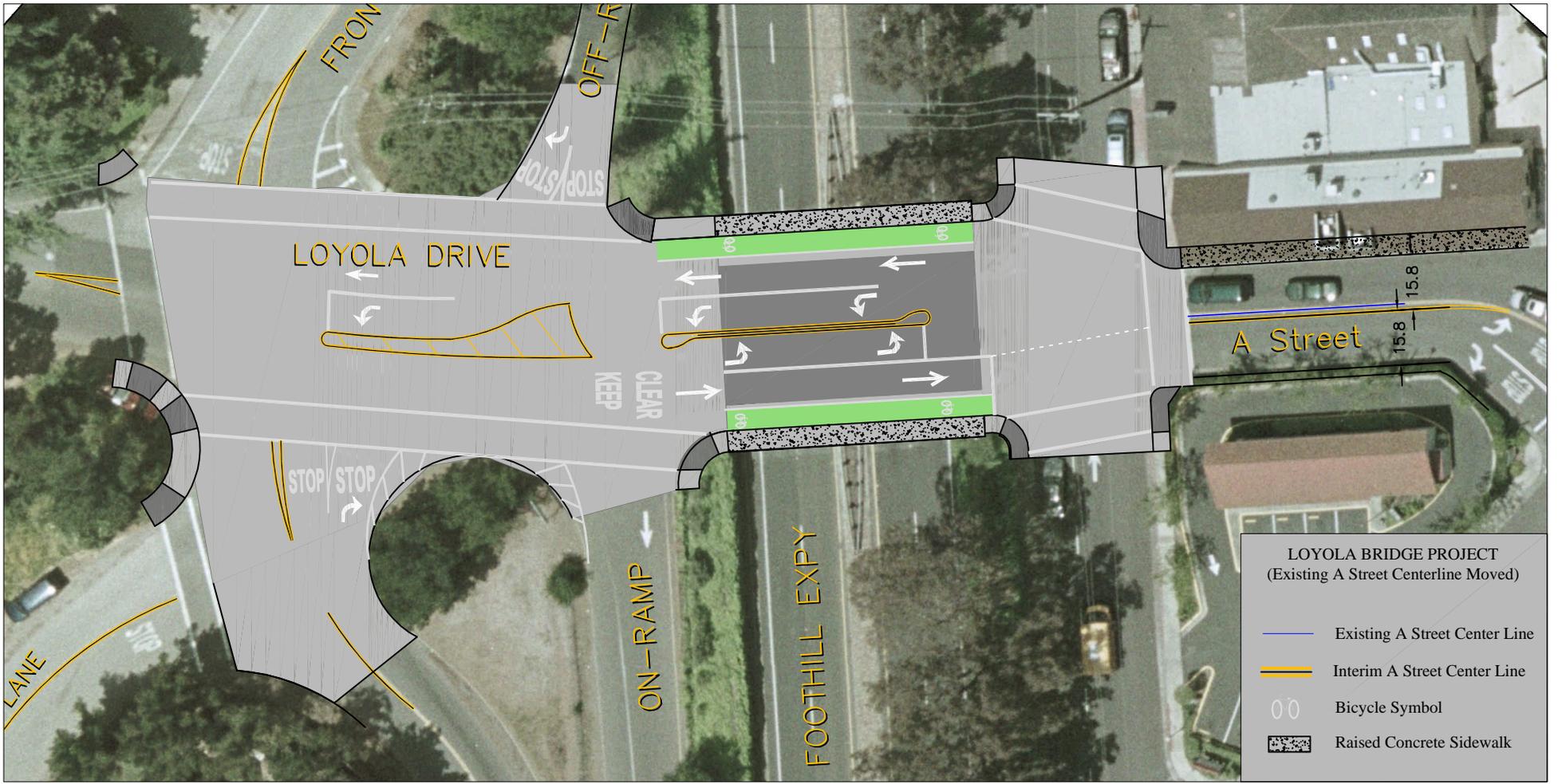
Attachment A1. Regional Map: Loyola Bridge





Attachment A2: Project Location

Attachment B Project Concept Plan





Attachment C: Surrounding Land Uses