

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

## Application of Criteria for a Project of Air Quality Concern

**Project Title: Last-Mile Bike and Pedestrian Access to BART**

**Project Summary for Air Quality Conformity Task Force Meeting: TBD**

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### Description

- Project will install Class 2 bicycle lanes, Class 3 bicycle routes, sidewalk/ADA improvements (as needed), and minor traffic signal modifications at four signalized intersections.
- Project will include a reduction of one (1) vehicle lane on Clayton Road, Concord Boulevard, Grant Street, and Oakland Avenue.
- Project will improve the conditions for multi-modal transportation in the City of Concord by creating bike lanes and improving pedestrian facilities in downtown Concord adjacent to the BART station.
- Four signalized intersections will be improved to include bicycle detection at Clayton Road/Grant Street, Concord Boulevard/Grant Street, Grant Street/Willow Pass Road, and Oakland Avenue/Clayton Road.
- The traffic signal at Clayton Road/Grant Street will be improved to include southbound protected left-turn phasing for enhanced pedestrian and traffic safety.
- No bus stops will be relocated or added.
- This project should not create any additional trips by diesel-powered vehicles.

### Background

- This project is funded through the OneBayArea Grant (OBAG) program and has been selected by the Contra Costa Transportation Authority and approved by the Metropolitan Transportation Commission.
- The environmental review process has not yet started, but will be completed with the funds designated for this project.

### 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
- Bicycle and pedestrian improvements — there will be a reduction in the number of vehicle lanes in the project area
- No anticipated change in traffic volumes, number of diesel vehicles, or diesel vehicle percentage of traffic inside or outside of the project area

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

- Clayton Road and Concord Boulevard are both included as part of the City of Concord's designated truck route system within the downtown area (see attached "Truck Routes" map). Grant Street, Oakland Avenue and Mt. Diablo Street are not a part of the City's truck route network and hence experience no significant number of diesel vehicles (possibly limited to 2% of daily traffic volumes on these streets).
- Two intersections are mostly affected by this project: Clayton Road/Grant Street and Concord Boulevard/Grant Street due to lane reductions/traffic signal modifications. Both intersections will continue to operate at LOS C or better in the Build scenario under both opening year and design year conditions in the AM and PM peak hours.
- This project does not change land use and will not lead to an increase in traffic volumes or an increase in diesel vehicle number or percentage of daily traffic volumes inside or outside of the project area.

*(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<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- The project does not affect areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation. Furthermore, the project area is not identified in the plan as an area of possible violation.

<b>RTIP ID# (required)</b> 240744				
<b>TIP ID# (required)</b> CC-130006				
<b>Air Quality Conformity Task Force Consideration Date</b> TBD				
<b>Project Description (clearly describe project)</b> This project proposes corridor enhancements along five roadways in Downtown Concord to provide last mile bicycle and pedestrian connections to Concord BART from the west, east, and south. Along Concord Boulevard and Clayton Road between Sutter Street and Grant Street, the project will install buffered bike lanes to provide new east-west connections through Downtown and to Concord BART. The project will convert one of the travel lanes on each road into a buffered bike lane. Both roadways operate in one direction; Concord Boulevard travels toward downtown and Clayton Road travels away from downtown. Green skip-stripe pavement would be used in bike-auto conflict zones. On Grant Street between Concord Boulevard and Oak Street, the project will add Class II bike lanes connecting to existing short-term and long-term bicycle parking at the BART plaza, as well as to Todos Santos Plaza. The unsignalized intersection of Grant Street/Oak Street, adjacent to the BART station area, will be converted to a raised intersection with stop-control to control traffic in a priority walking, biking and transit area as well as to meet existing pedestrian desire lines. The existing signal at Grant Street/Clayton Road will be modified to include protected southbound left-turn phasing. East of the BART station, Oakland Avenue will be reconfigured from four-lanes to three between Mount Diablo Street and Clayton Road with Class II bike lanes in both directions to provide last mile connections to BART. The existing high-visibility crosswalks at Oakland Avenue/Prospect Street and Oakland Avenue/Atlantic Street will be enhanced with pedestrian crossing warning system (e.g. RRFB or LED blinker signs). Mt. Diablo Street from Oakland Avenue to the BART Bus Access Roadway will be a Class III route with sharrows to direct bicyclists from the Class I path paralleling Mesa Street to the bike path parallel to the BART Bus Access road, connecting to the BART bike parking area.				
<b>Type of Project:</b> <b>Bicycle and Pedestrian Improvements</b>				
<b>County</b> CC	<i>Narrative Location/Route &amp; Postmiles</i> <b>City of Concord, CA</b> <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b>				
<i>Contact Person</i> Ray Kuzbari	<i>Phone#</i> (925) 671-3129	<i>Fax#</i> (925) 671-3381	<i>Email</i> ray.kuzbari@cityofconcord.org	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>X Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Delegation – Project Type (check appropriate box)</b>				
<i>Exempt</i>	<b>Section 6004 – Categorical Exemption</b>		<b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	Jan 2014	Feb 2014	May 2014	May 2015
<b>End</b>	July 2014	Nov 2014	Nov 2014	Nov 2015

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

Roadways in the Downtown Concord PDA are currently configured to maximize automobile throughput, with four to five lane cross-sections of single direction traffic, despite being in close proximity to key community assets such as Todos Santos Plaza and the Concord BART Station. The wide streets are built with reserve capacity for the existing and future average daily trips, and designated bicycle routes on Concord Boulevard and Grant Street (CCTA Bike Plan, 2009) do not provide adequate support for bicyclists, who are forced to ride amidst two to five lanes of traffic. There is an absence of continuous bike facilities that provide adequate connections between Downtown Concord BART and Downtown Concord and the surrounding Priority Development Area. Despite this, only 56% of all Concord BART patrons drive alone to BART. Currently, 11% walk, 7% take transit, and 3% bike to BART (2008 Station Profile). BART parking lots are generally full by 8:00 am on weekdays, reflecting the need for improved walking and biking access to BART. On the east side of the BART station, the distance between controlled intersections is approximately 1,500 feet on multi-lane Oakland Avenue, with two unsignalized marked crosswalks providing pedestrian access to BART closer to the station area. Based on peak auto volumes, assumed pedestrian volumes, and the existing cross-section, both crosswalks are candidates for pedestrian crossing warning enhancements, such as RRFBs or LED blinker signs. In order to provide a safe biking and walking environment for existing Downtown employees and BART riders and to attract new walking and biking trips, investments in a comfortable, convenient and safe dedicated and enhanced bicycle and pedestrian facilities are critical.

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

The surrounding land uses include mixed-use residential, commercial, office, and BART station.

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

This project is focused on improving the mobility and safety of bicyclists, pedestrians and transit riders. It involves no new or expanded highways and no change in traffic volumes or truck percentages on the affected streets within the project limits or any other streets in the area. As shown below, no negative change in intersection LOS is expected as a result of the project. Additionally, this project should not lead to any increase in the number of diesel vehicles. As such, the criteria for a project of air quality concern should not apply to this project.

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

Installation of the proposed bicycle, pedestrian and traffic signal improvements is expected to occur in Fiscal Year 2015-16. LOS at critical intersections mostly affected by this project is summarized below:

<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>No Build</u>	<u>Build</u>	<u>No Build</u>	<u>Build</u>
Clayton Road/Grant Street	A	B	B	B
Concord Blvd/Grant Street	B	B	B	B

The ADT, truck ADT and % trucks are all listed below for each street within the project limits. (The ADTs are also representative of AADTs.) Truck (or heavy vehicle) traffic on Grant Street, Oakland Avenue and Mt. Diablo Street is limited to local deliveries, school buses, public utility vehicles, and refuse collection vehicles. Truck traffic represents up to 2% of the ADT on these streets.

<u>Street</u>	<u>ADT</u>	<u>Truck ADT</u>	<u>% Trucks</u>
Clayton Road	15,842	485	3.0%
Concord Boulevard	15,497	595	3.8%
Grant Street	4,010	80	2.0%
Oakland Avenue	10,564	215	2.0%
Mt. Diablo Street	6,630	135	2.0%

No change in the ADT, truck percentage or truck ADT is expected on any of these streets as a result of the proposed project (Build scenario).

**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**

Year 2040 forecasts for LOS, ADT, Truck ADT and % Trucks are listed below. Turning movement/ADT forecasts are based on the Contra Costa Transportation Authority (CCTA) travel demand forecasting model. % Trucks is expected to remain unchanged from current levels.

<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>No Build</u>	<u>Build</u>	<u>No Build</u>	<u>Build</u>
Clayton Road/Grant Street	B	B	B	C
Concord Blvd/Grant Street	C	C	B	C

<u>Street</u>	<u>ADT</u>	<u>Truck ADT</u>	<u>% Trucks</u>
Clayton Road	19,900	595	3.0%
Concord Boulevard	19,700	750	3.8%
Grant Street	7,000	140	2.0%
Oakland Avenue	14,100	280	2.0%
Mt. Diablo Street	8,850	175	2.0%

No change in the 2040 ADT, truck percentage or truck ADT is expected on any of these streets as a result of the proposed project (Build scenario).

**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*)**

No redistribution of vehicular traffic is anticipated due to the implementation of the proposed project. As such, there should be no impact on other facilities as a result of this project.

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

We appreciate the Air Quality Conformity Task Force review of this project and hope that the project information provided in this Project Assessment Form and supplemental attachments are in sufficient level of detail to facilitate this PM<sub>2.5</sub> Interagency Consultation.

The proposed project includes minor traffic signal modifications at two intersections on Clayton Road and on Concord Boulevard, which may have triggered the need for the PM<sub>2.5</sub> Interagency Consultation. Nonetheless, this project is not expected to create more congestion or increase the volume of diesel-powered vehicles on the streets within the project limits or any other streets in the City of Concord. Therefore, no negative environmental or air quality impacts are anticipated as a result of this project. The project will significantly increase the safety and comfort of multimodal users in downtown Concord near BART without increasing the vehicular capacity of the roadways in the area. This project is designed to improve the safety and movement of bicyclists, pedestrians and transit users.

Based on the project information provided in this report, we believe that it should not be considered a project of air quality concern and, therefore, should not be required to complete PM<sub>2.5</sub> hot-spot analysis for project-level conformity determination.

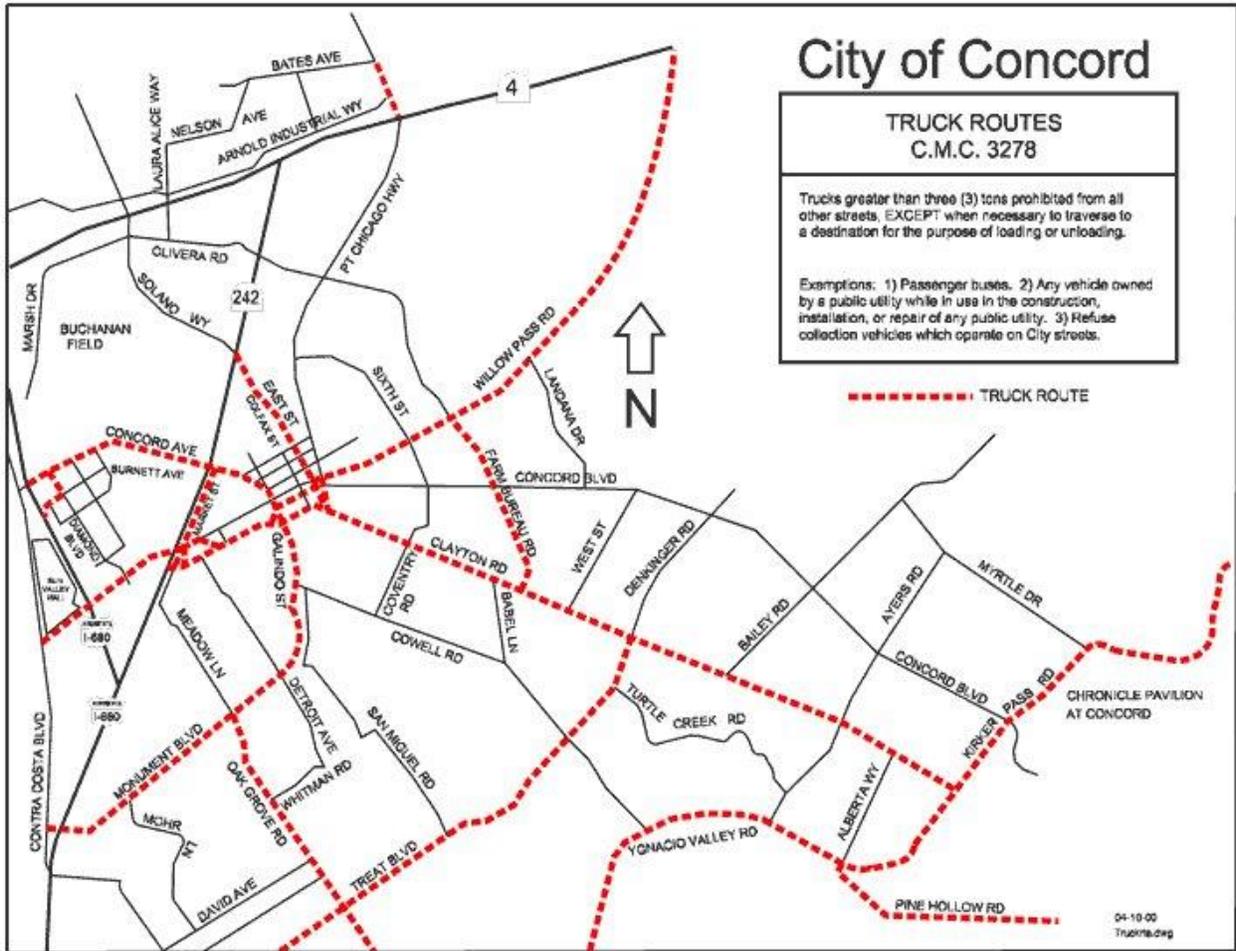
# City of Concord

## TRUCK ROUTES C.M.C. 3278

Trucks greater than three (3) tons prohibited from all other streets, EXCEPT when necessary to traverse to a destination for the purpose of loading or unloading.

Exemptions: 1) Passenger buses. 2) Any vehicle owned by a public utility while in use in the construction, installation, or repair of any public utility. 3) Refuse collection vehicles which operate on City streets.

----- TRUCK ROUTE





# Last-Mile Bike and Pedestrian Access to BART

Surrounding Land Uses and Project Limits  
CC-130006



## Legend

**Landuse Generalized Zoning Categories**

 Residential	 Commercial	 Downtown Mixed Use	 Park	 Project Limits
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