

Application of Criteria for a Project of Air Quality Concern
Project Title: Ocala Avenue Improvement Project

Project Summary for Air Quality Conformity Task Force Meeting:

The project is located in the City of San Jose on Ocala Avenue between Daytona Drive and East Capitol Expressway, a distance of approximately 0.55 mile. The project will install new sidewalks on the south side of Ocala Ave to fill in existing sidewalk gaps, upgrade the ADA curb ramps, install new traffic signal, raised median curb and pedestrian scale street lights and enhance existing bike lanes. Following project completion, there will be a safe sidewalk pathway and bike lane for pedestrian and bicycles which will encourage more students to walk or bike to school.

Description:

- Install new traffic signal at Ocala Ave and Adrian Way intersection.
- Raised median curb will be installed along most of Ocala Avenue between Daytona Drive and Capitol Expressway.
- Upgrade the existing bike lanes to a buffered bike lane.
- Fill in the sidewalk gap on South side of Ocala Ave between approximately Adrian Way and Capitol Expressway.
- Upgrade all curb ramps to ADA compliance.

Background

- Ocala Avenue is a key corridor within the East San Jose area that connects Meyer Elementary School at Daytona Drive to Capitol Expressway. With only a sidewalk on the north side of Ocala, pedestrians walking along the south side of the street must use a dirt pathway (sometimes in the road as well) to reach Meyer Elementary School.
- This project takes into consideration history of prior vehicle/pedestrian collisions along this corridor, high pedestrian volumes, specifically during AM and PM peak hours and around school operation hours, accident data analysis was performed on the collision history for these sections using both the Statewide Integrated Traffic Records System (data provided through the University of California at Berkeley's Transportation Injury Mapping System) and the City of San Jose's traffic collision database (TAPS). The analysis showed that a high percentage of these collisions were directly linked to activities that could be prevented or minimized through the installation of sidewalks, raised median curbs and traffic signal.
- The project is funded by the Highway Safety Improvement Program with a local match for both design and construction.

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?
 - a. Not a new or expanded highway project.
 - b. Local Street project.
 - c. No change in overall traffic volume or truck percentages as a result of the project.
- (ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?
 - a. LOS at all intersections remain the same as existing or better due to the project.
- (iii) New bus and rail terminals and transfer points?
 - a. Not applicable.
- (iv) Expanded bus and rail terminals and transfer points?
 - a. Not applicable.
- (v) Affects areas identified in PM2.5 implementation plan as site of violation?
 - a. There is not currently a state implementation plan for PM2.5. Therefore, this is not identified in the plan as an area of potential violation.

RTIP ID# (required)				
TIP ID# (required) VAR110007				
Air Quality Conformity Task Force Consideration Date June 24, 2014				
Project Description (clearly describe project) The project will install new sidewalk, traffic signal, raised median curbs, pedestrian scale street lights and enhance existing bike lanes on Ocala Ave between Daytona Drive and Capitola Expressway, distance of approximately 0.55 miles.				
Type of Project: Local roadway improvement.				
County SCL	Narrative Location/Route & Post miles 04-SJS-0 Caltrans Projects – EA# n/a			
Lead Agency: CITY OF SAN JOSÉ				
Contact Person Amy Chan	Phone# (408) 793-6947	Fax# (408) 292-6090	Email amy.chan@sanjoseca.gov	
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: tbd				
NEPA Delegation – Project Type (check appropriate box)				
<input checked="" type="checkbox"/> Exempt	<input 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	4/1/2014	TBD	N/A	TBD
End	5/1/2014	TBD	N/A	TBD
Project Purpose and Need (Summary): (please be brief) Ocala Avenue is a key corridor within the East San Jose area that connects Meyer Elementary School at Daytona Drive to Capitol Expressway. With only a sidewalk on the north side of Ocala, pedestrians walking along the south side of the street must use a dirt pathway (sometimes in the road as well) to reach Meyer Elementary School. Figure 1, Area Location Map, highlights Ocala's proximity to other key destinations and schools in the vicinity. Taking into consideration prior collisions along this corridor, high pedestrian volumes especially during the AM and PM peak hours due to the traffic around the local elementary school, and nearby development and expansion of Capitol Expressway, a detailed evaluation of collision records and possible countermeasures was warranted, particularly given the expected increase in both area population and vehicular traffic volumes in the future. This evaluation of bicyclist, pedestrian, and motorist collision records revealed common collision risk factors and proposed several countermeasures to enhance user safety within the proposed multimodal project corridor.				

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

The surrounding land uses include residential units and schools.

Brief summary of assumptions and methodology used for conducting analysis

The proposed improvements on Ocala Avenue align with the City of San José General Plan and the San Jose Bike Plan 2020. This project will not lead to any increase in diesel traffic.

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

Estimated construction completion year is estimated to be 2016. The roadway improvement will not increase the traffic volume or the # of trucks on the corridor. It is anticipated that this project will help improve the LOS among the adjacent intersections and more importantly increase safety of pedestrian and bicycles.

Table1 Analysis of future signal on Adrian and Ocala

	Delay (sec)	LOS
Before (unsignalized) Existing AM	1.5	A (C*)
After (signalized) Existing AM	10.2	B+
*Worst case scenario		

Table 1 shows the average delay and level of service at the intersection of Adrian Way and Ocala Ave during the AM peak hour. Currently the intersection is a one-way stop controlled intersection. This intersection is being signalized as part of the Safety Improvement Project within the area. Under existing conditions, the minor street (Adrian Way) approach operates at LOS C. After signalization, the intersection would operate at LOS B.

Street	Segment	Scenario	Total bi-dir. PH Volumes	Estimated ADT Range
Ocala Ave	e/o Leeward	Existing	1,600	16,000 to 26,700
Ocala Ave	w/o Leeward	Existing	1,300	13,000 to 21,700

General Notes:

1. AM peak-hour traffic volumes in San Jose typically range from 6% to 10% of ADT depending on the location.
2. Based on Existing traffic count performed March 2014.

As for Truck numbers, the vehicle type was not distinguished separately in these counts. But still we do not anticipate our improvements (traffic signal, median, and sidewalk) will increase trucks on this corridor and this project is not located on any of the City of San Jose's truck routes. (Please see City of San Jose truck route map at the end of this assessment form)

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

No change on LOS and # truck volume.

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

Not applicable.

Comments/Explanation/Details (please be brief)

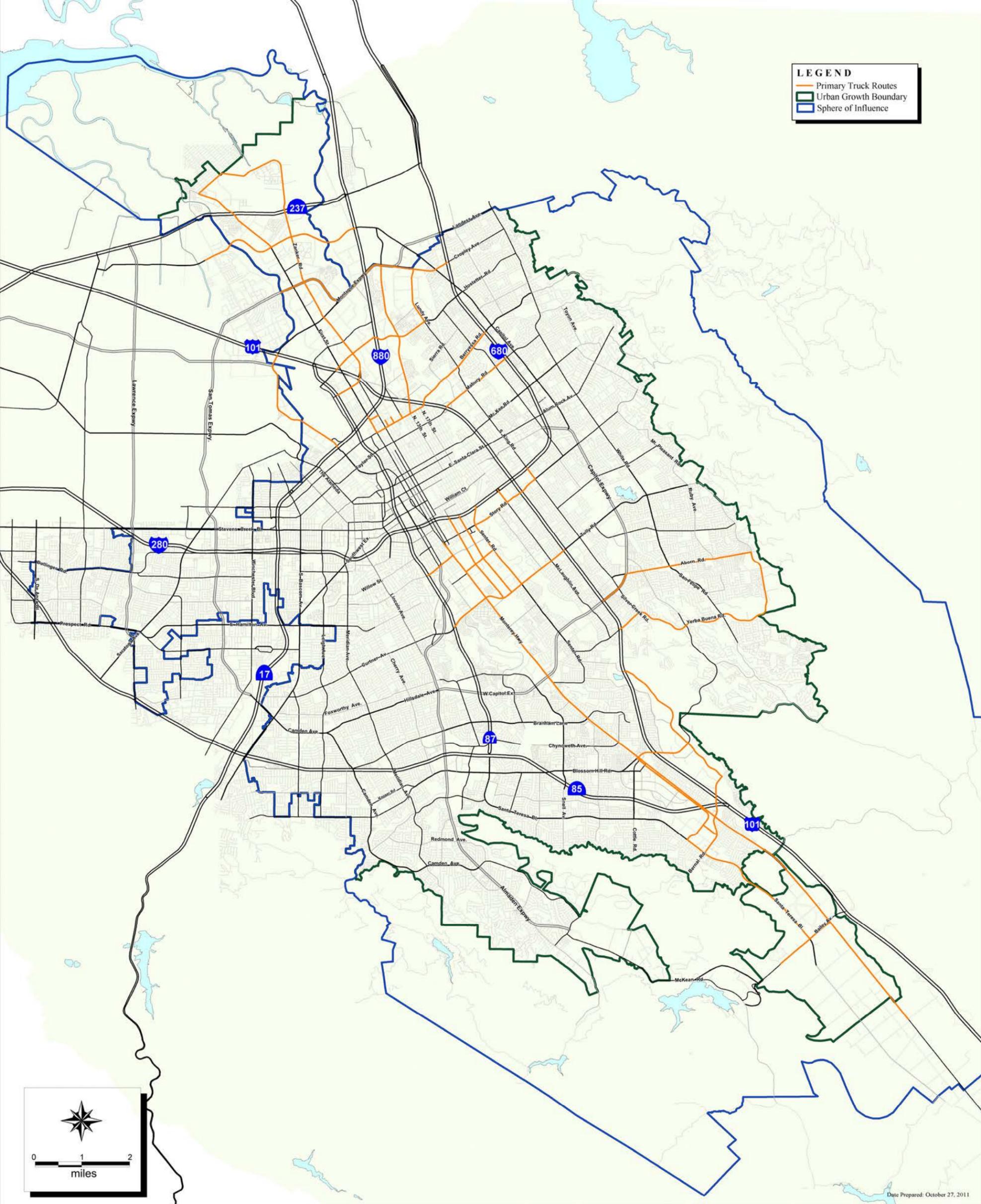
The proposed project will improve the safety of pedestrian and bicycles along the corridor which will encourage people to walk or bike. The project will emphasize the complete streets principle which will include enhanced crosswalks, ADA compliant curb ramps, raised median curbs, buffered bike lane and pedestrian scale lighting to accommodate all users.

Figure 1 – Area Location Map
Ocala Avenue Improvement Project



ENVISION SAN JOSE 2040 GENERAL PLAN

PRIMARY TRUCK ROUTES DIAGRAM



LEGEND

- Primary Truck Routes
- Urban Growth Boundary
- Sphere of Influence

A north arrow is located in the bottom left corner. Below it is a scale bar showing 0, 1, and 2 miles.