$PM_{2.5}$ Project Assessment Form for Interagency Consultation

RTIP ID# *(required)* **240381**

TIP ID# *(required)* **ALA110028**

Air Quality Conformity Task Force Consideration Date
May 2015

Project Description *(clearly describe project)*
The project is located along Hearst Avenue between Henry Street and La Loma Avenue/Gayley Road. The project will implement a complete street/road diet reducing lanes from 4 to 2 lanes between Shattuck Avenue and Le Conte Avenue with center turn lane pockets and medians. The project will add buffered Class II bike lanes between Shattuck Avenue and Le Conte Avenue. A buffered bike lane will continue eastbound from Le Conte Avenue to Euclid Avenue. Shared bike lanes (Class III) will be designated to the westbound direction from Le Conte Avenue to La Loma Avenue/Gayley Road and in the eastbound direction between Euclid and La Loma Avenue/Gayley Road.

A sidewalk gap closure will be implemented on the south side of Hearst Avenue from Le Conte Avenue intersection to Euclid Avenue. The curb return radii will be reduced and new curb ramps will be installed at the SW, NW and NE corners of Hearst and La Loma Avenue/Gayley Road. Curb ramp bulb-outs will be installed at the corners of Hearst and NE corner of Walnut Street, NE corner of Oxford, NE and south side of Arch Street and Le Conte Avenue intersection, south side of Euclid Avenue, and north side of Leroy Avenue. All non-compliant curb ramps will be upgraded.

A traffic signal will be added to the Hearst Avenue and Le Roy Street Intersection. Signal modification will be implemented at the intersection of Hearst and Oxford Street, Le Conte Avenue, Euclid Avenue, and La Loma Avenue/Gayley Road. Bus stop improvements will be made at Le Conte Avenue, Euclid Avenue, and Le Roy Street.

Existing striping will be removed, the roadway will be rehabilitated, and new striping will be installed.

Type of Project: Roadway realignment (Road Diet)

County	**Narrative Location/Route & Postmiles:**
Alameda	Local Road, Hearst Avenue between Henry Street and La Loma Avenue/Gayley Road **Caltrans Projects – EA#** N/A

Lead Agency: City of Berkeley

Contact Person	**Phone#**	**Fax#**	**Email**
Don Irby	510-981-6439		dirby@ci.berkeley.ca.us

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt		**Section 6004 – Categorical Exemption**	**Section 6005 – Non-Categorical Exemption**
	X		

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	January 2015	December 2014	June 2015	June 2016
End	June 2015	July 2015	July 2015	August 2016

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Project Purpose and Need (Summary): *(please be brief)*
The Hearst Avenue project from Shattuck Avenue to the La Loma and Gayley intersection is on the north side of the University of California, Berkeley. The project is used by all modes of transportation: pedestrian, bicycle, passenger vehicles, trucks, and buses.

Purpose:

The purpose of the project is to improve bicycle facilities and pedestrian and transit access on Hearst Avenue from Shattuck Avenue to the La Loma and Gayley intersection. The project will close an existing gap in the sidewalk, reduce pedestrian crossing distances, reduce travel lanes to eliminate multiple-threat conditions, create safer facilities for bicyclists including buffered and shared bike lanes, and improve bus and shuttle stops. The project will manage traffic speeds and improve safety with flashing beacons, speed feedback signs, and traffic signalization. New left turn lanes, lane reconfiguration, and pavement repair will support motor vehicle traffic. The project will also rehabilitate the pavement.

Need:

The project embraces the complete street model to encourage bicycle, pedestrian, and transit use in the City of Berkeley by creating safer facilities.

The project will also improve safety. Collision statistics include: 2000-2010 SWITRs Collision Data Reports 1 pedestrian fatality, 15 bicycle-involved collisions (13 injury), and 28 pedestrian-involved collisions (26 injury).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The project is located on the north side of the University of California Berkeley Campus. Access to the Lawrence Berkeley National Laboratory is on the east side of the project.
Surrounding land use of the project area is a mixture of University Buildings, single family and multi-family residential, and light commercial.

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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)*

Most vehicular, pedestrian, and bicyclist traffic volumes along Hearst Avenue were collected along Hearst Avenue in January and May 2012, and supplemented with other counts in 2008 and 2009.

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

Opening Year 2016:

Current ADT 10,400, 4% (416) Trucks

Table 2: Existing Conditions Peak Hour Level of Service and Delay

#	Intersection	Control	Existing AM Peak Hour		Existing PM Peak Hour		Existing + Project AM Peak Hour		Existing + Project PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Hearst Ave. / Shattuck Ave.	Signal	13.7	B	18.3	B	15.9	B	19.7	B
2	Hearst Ave. / Walnut St.	1-Stop	9.7	A	12.8	B	11.0	B	18.6	C
3	Hearst Ave. / Oxford St[1].	Signal	25.2	C	28.8	C	19.2	B	20.2	C
4	Hearst Ave. / Spruce St.	1-Stop	10.7	B	26.9	D	10.7	B	27.1	D
5	Hearst Ave. / Arch St. / Le Conte Ave.[2]	Signal	13.9	B	14.8	B	13.5	B	19.7	B
6	Hearst Ave. / Euclid Ave.[3]	Signal	15.1	B	19.2	B	19.6	B	22.9	C
7	Hearst Ave. / Le Roy Ave.	1-Stop (New Signal)	17.9	C	13.6	B	8.1	A	11.6	A
8	Hearst Ave. / La Loma Ave. / Gayley Rd.	Signal	9.6	A	15.4	B	9.7	A	19.0	B
9	Virginia St. / Shattuck Ave.	2-Stop	39.9	E	80.3	F	39.9	E	80.3	F
10	Virginia St. / Oxford St.	2-Stop	39.7	E	36.0	E	40.7	E	39.1	E
11	Virginia St. / Spruce St.	4-Stop	7.8	A	7.8	A	7.9	A	8.1	A
12	Virginia St. / Arch St.	4-Stop	7.5	A	7.5	A	7.5	A	7.6	A
13	Virginia St. / Scenic Ave.	4-Stop	7.7	A	7.6	A	7.8	A	7.8	A
14	Cedar St. / Spruce St.	4-Stop	13.5	B	13.0	B	13.6	B	13.2	B

The table was prepared for and included in the "Traffic Assessment of Hearst Avenue Complete Street Project," February 2015, prepared by Parisi Transportation Consulting. Traffic Counts for Virginia and Cedar Streets were conducted by Parisi Transportation Consulting in 2015. Fehr and Peers collected vehicular, pedestrian, and bicyclist traffic volumes on Hearst Avenue in 2012, and supplemented with other counts in 2008 and 2009 provided in the Hearst Avenue Complete Streets Study.

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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

Future Traffic Volumes have not been performed. Traffic Volumes are not anticipated to increase. As stated in the "Northeast Quadrant Science and Safety Projects EIR" from 2001, for future 2020 traffic:

"For the 2020 analysis, the traffic volumes from the City of Berkeley General Plan Update EIR were reviewed to determine if a growth rate could be applied to estimate the traffic volumes reflecting the cumulative baseline year 2020 conditions for the NEQSS Projects. This review indicated no clear trend for a particular rate of increase, making the application of a single growth rate inappropriate in developing the future cumulative baseline traffic volumes."

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)*

"This traffic assessment builds on the *Hearst Avenue Complete Streets Study* by estimating the effects of the proposed traffic circulation changes that would result upon implementation of the plan. These include potential traffic re-routing that could result from proposed traffic restrictions, changes to traffic delay due to modifications in intersection geometry and control, and changes to traffic signal phasing. The analysis used recently collected traffic, bicycle, and pedestrian counts, field-verified intersection configuration and control data, and Highway Capacity Manual procedures to estimate existing and projected traffic delay.

All intersections along Hearst Avenue will remain within the City's threshold for traffic delay, level of service (LOS) "D". In some cases, the average delay reduces due to changes in signal control (i.e., Hearst Avenue at Oxford Street and Le Roy Avenue). Other intersections are projected to operate with slightly more delay, but primarily due to the addition of pedestrian-only crossing phases (i.e., Hearst Avenue at Arch Street / Le Conte and Euclid Avenue).

Intersections along Virginia Street and Cedar Street were analyzed to assess potential project impact to parallel corridors. Two unsignalized intersections, Virginia Street / Shattuck Avenue and Virginia Street / Oxford Street, have minor-approaches controlled by stop sign that currently operate at LOS "E" or worse. At Virginia Street / Shattuck Avenue, the east and westbound stop-controlled movements are projected to remain the same with the project (LOS "E/F" (a.m. / p.m.)). The project impact falls within the City's threshold for significance.

At Virginia Street / Oxford Street, the westbound stop-controlled movement currently operates at LOS"E/E". The project-related traffic diversions add to the northbound right turn, which is not the critical movement (i.e., the westbound movement). The project-related traffic are projected to increase average traffic delay by approximately one second during the a.m. peak hour and by approximately three seconds in the p.m. peak hour. The project impact falls within the City's threshold for significance.

Virginia Street's intersections with Spruce Street, Arch Street, and Scenic Avenue are projected to remain at LOS "A". Cedar Street at Spruce Street is projected to remain at LOS "B".

Based on the findings summarized above, the project would not trigger additional mitigation. The results of the traffic study indicate that the project accomplishes its goal of improving the conditions for bicyclists and pedestrians, including public transit riders, without significantly affecting motor vehicle traffic flow."

-Excerpt from Parisi Transportation Consulting, February 2015, "Traffic Assessment of Hearst Avenue Complete Street Project"

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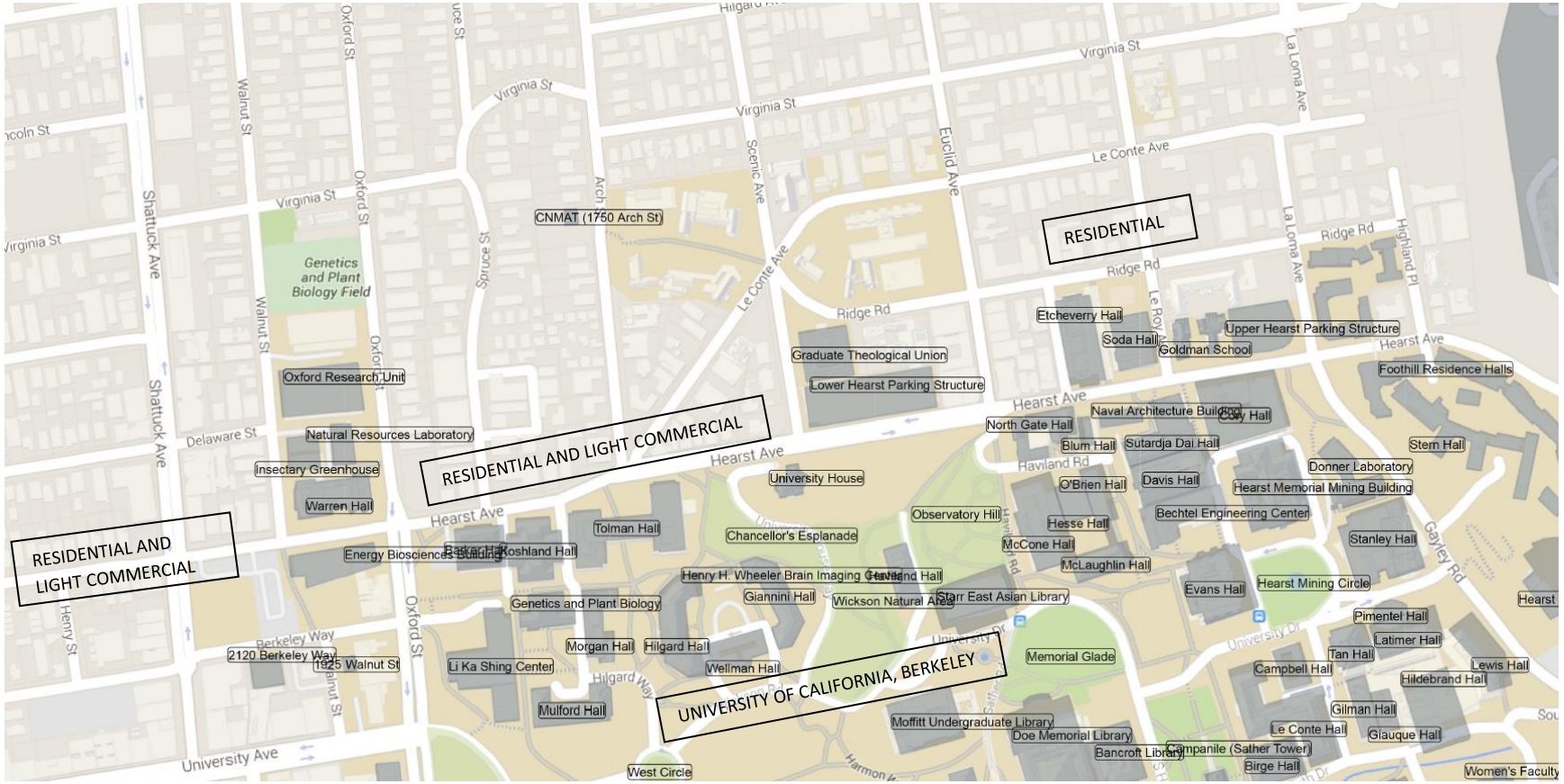
Comments/Explanation/Details *(please be brief)*
The project is not considered a POAQC, as defined in 40 CFR 93.123(b), for the following reasons:
• The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles.
• The project does not include intersections that are or will be at LOS D, E, or F with a significant number of diesel vehicles.
• The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location.
• The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location.
• The project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is reducing lanes from 4 to 2, but there is no significant change in LOS for the proposed project and will remain within the City's threshold for traffic delay.

Therefore, the project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The project will not create a new or worsen an existing PM2.5 violation.

Hearst Avenue Complete Streets
City of Berkeley



Hearst Avenue Complete Streets
City of Berkeley
Vicinity Map