



METROPOLITAN
TRANSPORTATION
COMMISSION

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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Claremont Conference Room – 2nd Floor
101 Eighth Street, Oakland

Conference Call Number: 888-273-3658 (Access Code: 9427202)

Thursday, August 27, 2015
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
HSIP Sonoma Boulevard (SR 29) Road Diet Project
2a_HSIP_Sonoma_Boulevard_SR29_Road_Diet_Project_Assessment_Form.pdf
2a_Attachment_1_Fehr_&_Peers_Traffic_Impact_Report.pdf
2a_Attachment_2_Traffic_Engineer_Tech_Memo.pdf
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
3a_Regional_AQ_Conformity_Review.pdf
3a_Attachment-A_List_of_Proposed_New_Projects.pdf
4. Draft Transportation Conformity Analysis for the Amended Plan Bay Area and 2015 Transportation Improvement Program (Update)
5. Consent Calendar
 - a. July 23, 2015 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: September 24, 2015

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov



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Memorandum

TO: Air Quality Conformity Task Force

DATE: August 14, 2015

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

A project sponsor representing one project, seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project is as follows:

No.	Project Sponsor	Project Title
1	City of Vallejo	HSIP Sonoma Boulevard (SR 29) Road Diet Project

2a_HSIP_Sonoma_Boulevard_SR29_Road_Diet_Project_Assessment_Form.pdf (for the HSIP Sonoma Boulevard (SR 29) Road Diet project)

In addition, for this month's meeting there are no projects to review on the 40 CFR 93.126 exempt list of projects.

Project Title: CML 5030 (057) HSIP Sonoma Boulevard (SR 29) Road Diet

Project Summary for Air Quality Conformity Task Force Meeting: August 27, 2015

Description

- This work is a Highway Safety Improvement Program (HSIP) project located along Sonoma Boulevard (State Route 29) between York Street and Kentucky Street. The project will implement a road diet to reduce travel lanes from 4 to 3, add a two-way left-turn lane, and add bike lanes. The project consists of removing the existing striping, installation of Type II slurry, pavement markings, striping of new Class II bike lanes on both sides of Sonoma Boulevard, striped bulb-outs at crosswalks, and bicycle loop detectors.

Background

- PES forms and documents have been approved, and the remaining item is air quality conformity determination.
- No comments received on air quality thus far
- Seeking Air Quality Conformity determination on the August 27, 2015 meeting.

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?

- This is not a new or expanded highway project
- There will be no change in traffic volume or truck percentages as a result of this project.

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

- Trucks represent only 8% of the roadway traffic volume
- Intersections are at LOS B & C and all but one remain the same. The one affected drops to a level C from B. D.
- There are no current foreseeable changes to land use that would affect diesel traffic percentages in the future on this route.

(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

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# 240746				
TIP ID# SOL110037				
Air Quality Conformity Task Force Consideration Date August 27, 2015				
Project Description <i>(clearly describe project)</i> This work is a Highway Safety Improvement Program (HSIP) project located along Sonoma Boulevard (State Route 29) between York Street and Kentucky Street. The project will implement a road diet to reduce travel lanes from 4 to 3, add a two-way left-turn lane, and add bike lanes. The project consists of removing the existing striping, installation of Type II slurry, pavement markings, striping of new Class II bike lanes on both sides of Sonoma Boulevard, striped bulb-outs at crosswalks, and bicycle loop detectors.				
Type of Project: HSIP project involving bicycle and pedestrian facilities, and a road diet.				
County Solano	Narrative Location/Route & Postmiles: Sonoma Blvd. from York St. to Kentucky St. in the City of Vallejo Caltrans Projects – EA# <u>04/SOL/29/2.12-2.55/Vallejo</u>			
Lead Agency: City of Vallejo				
Contact Person Emi Pearce	Phone# 707-648-4697	Fax# 707-648-4691	Email emi.pearce@cityofvallejo.net	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<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:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption		<input type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	11/2013			
End	11/2015			
Project Purpose and Need (Summary): <i>(please be brief)</i> This section of Sonoma Boulevard has a history of accidents. The project will reduce lanes from 4 to 3 for a road diet as part of a future “complete streets” implementation. The road diet will reduce the number of conflicting travel lanes for pedestrians and provide additional buffer space while crossing Sonoma Boulevard. The road diet will also reduce the sideswipe and broadside collisions by providing additional buffer space between directions of travel reducing the number of lanes in each direction. There have also been collisions involving vehicles entering traffic from parking lanes and the addition of bike lanes would also provide a buffer area to assist sight distance for oncoming traffic to improving safety when entering the roadway.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> From York Street to Kentucky Street facing the north direction on Sonoma Boulevard (SR29), the project area and surroundings are fully developed with public roads, commercial uses, parking lots, and single and multi-family residential buildings. General terrain of the project slopes gently up to the north and the surface characteristic is a paved urban roadway. Lincoln Elementary School is located adjacent to Sonoma Boulevard on the east side of the project on Carolina Street. The traffic generated in this area is predominantly passenger vehicles, and basic service vehicles such as delivery service, waste disposal, and fire response that serve all residential neighborhoods.				

Project Assessment Form for PM_{2.5} 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)*

Traffic Counts from **August 2011** show and ADT of 14,000 vehicles per day. The peak hour volumes are between 400 and 600 vehicles per hour in each direction of travel. AM peak hours for the corridor are 7-9 AM and PM peak hours for the corridor are 4-6 PM.

The projected growth for the future Annual Daily Traffic is between **15,000** and **19,000** through the corridor. From the traffic study performed by Fehr and Peers in August of 2012, "The proposed road diet... can accommodate the anticipated future demand.

Many cities have successfully implemented road diets on facilities that served up to 23,000 daily vehicles." The traffic study prepared by Fehr and Peers is attached for reference. A second study by the City provided pedestrian counts and peak hour traffic counts for Sonoma Blvd. at Virginia St. and Sonoma Blvd. at Carolina St. The study confirmed that the pedestrian counts were low enough that protected left turn movements would not be required.

In an email dated January 21, 2014, from Einar A. Acuna, Senior Transportation E. E., Caltrans, District 4 - Signal Operations, Mr. Acuna provided the initial review and stated that "the City of Vallejo can move forward with the HSIP project without having to provide protected left turns. The volumes counts are such that changing from 2 lanes each direction (with permissive left turn) to 1 through lane and 1 left turn lane each direction and keeping the permissive left turns will not impact operations too severely while allowing traffic to safely align itself into the proper lane."

The pedestrian data is attached for reference. Daytime lane closures will be required during construction. The project will mitigate the impacts of construction on public traffic, transit, and pedestrians as follows:

- All emergency and transit agencies will be notified of the construction work.
- A minimum of one lane of traffic in each direction will be required to remain open at all times.
- Access to driveways and side streets will be maintained or alternative access will be provided.
- Traffic Control systems will comply with State Standards.
- No night work shall be allowed.

The period for the majority of the construction requiring lane closures is anticipated to be approximately four weeks. No detours are planned.

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

Opening year is expected to be summer 2016. Based upon LOS table used for the City's General Plan Update both the "build" and "no build" LOS will be "B". Truck traffic is limited to residential delivery, garbage and general public works services.

An addition vehicle count including truck traffic was collected in January 2015. In it, truck traffic was found to be 8% of daily volume (4-axle and greater).

Project Assessment Form for PM_{2.5} Interagency Consultation

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

The horizon year based on the 2011 Fehr and Peers Report is 2030. Traffic growth was based on the Solano Transportation Authority (STA) model.

In the Fehr and Peers report table 2-2 levels of service are listed. In the same report, table 2-3 provides levels of service at each affected intersection on Sonoma Boulevard for the “build” and “no build” options. Information from table 2-2 and table 2-3 and combined and listed in the table below.

INTERSECTION PEAK HOUR LEVELS OF SERVICE COMPARISON								
Location	Control	Peak Hour	Existing No Project		Existing With Project (No Build)		Future (Year 2030) With Project (Build)	
			Delay	LOS	Delay	LOS	Delay	LOS
1. Sonoma Boulevard/SR-37 Westbound Ramps	Signal	AM	16	B	16	B	25	C
		PM	24	C	24	C	48	D
2. Sonoma Boulevard/SR-37 Eastbound Ramps	Signal	AM	21	C	21	C	24	C
		PM	30	C	30	C	48	D
3. Sonoma Boulevard/Redwood Street	Signal	AM	17	B	19	B	21	C
		PM	27	C	28	C	44	D
4. Sonoma Boulevard/Tennessee Street	Signal	AM	18	B	22	B	27	C
		PM	22	C	29	C	38	D
5. Sonoma Boulevard/Georgia Street	Signal	AM	13	B	14	B	14	B
		PM	15	B	17	B	19	B
6. Sonoma Boulevard/Curtola Parkway	Signal	AM	17	B	17	B	19	B
		PM	19	B	19	B	23	C

Source: Fehr & Peers, May 2012

Based upon the report, only one LOS would be changed if the road diet was implemented. At Tennessee and Sonoma the level of service would go from a level B to C. At the horizon year, both in the “build” and “no build” scenarios, the LOS would be identical. In the horizon year, no LOS would be lower than a D with or without the road diet.

Based on the January 13, 2015 count, **truck traffic in January 2015 was 8% and in 2030 is also projected to be 8% of the vehicles per day.** There are no additional stops created and the LOS is essentially unaffected by the road diet, resulting in no anticipated delays.

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

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

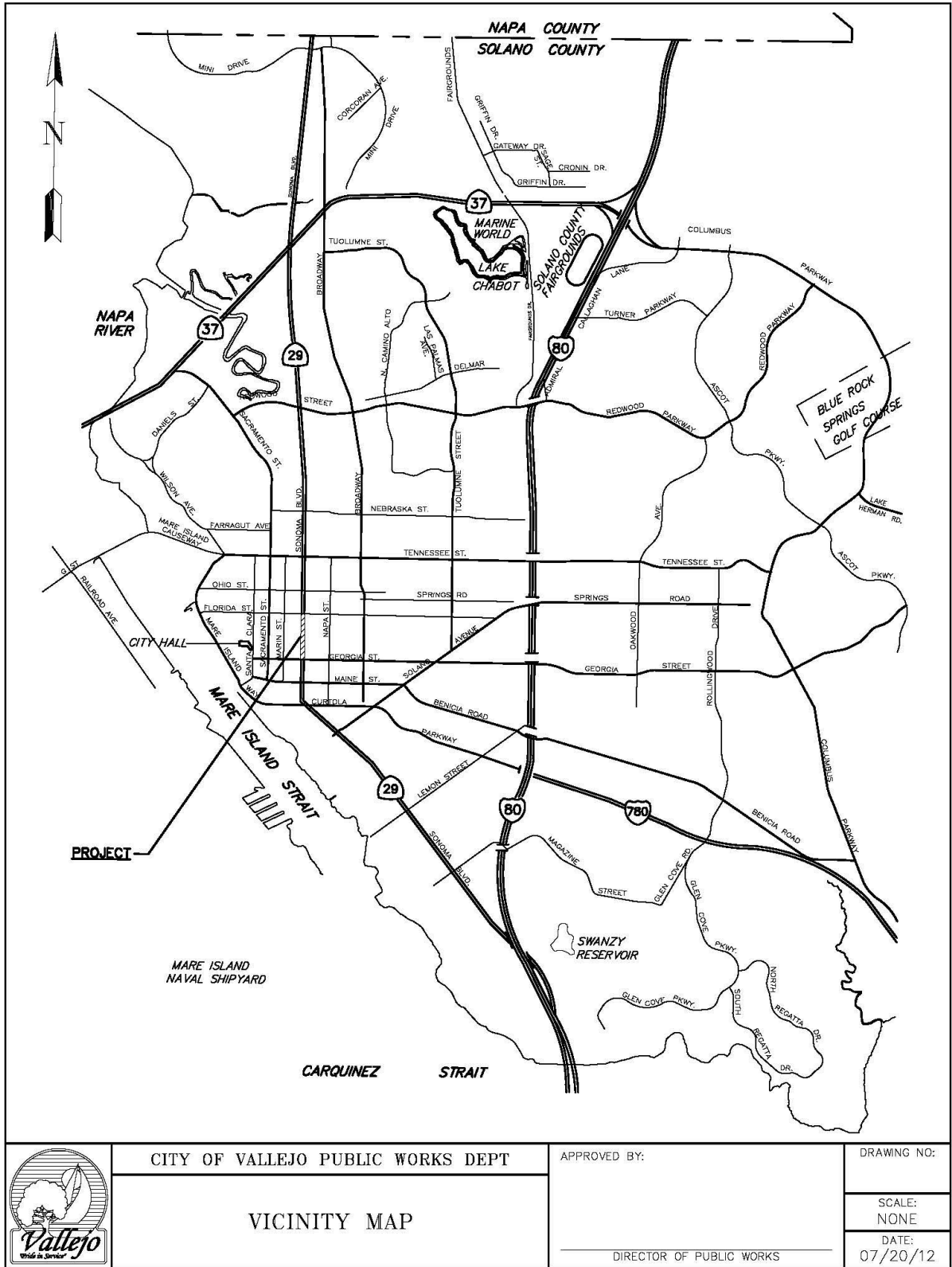
Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Implementation of a road diet on Sonoma Boulevard is not anticipated to redistribute traffic. Sonoma Boulevard is a state route that provides access through the City in a north-south direction. The access and lane configuration at the end points are not modified and therefore will be able to accommodate traffic and not cause back up on Oakwood Avenue. Volumes will not be affected by the change from 4 to 2 lanes, and access to and from side streets onto Sonoma Boulevard will improve.

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

Sonoma Boulevard functions as a significant north-south roadway in this area, has mostly older commercial and Lincoln Elementary School along its frontage. The area is completely built out.

The roadway diet will help business customers on Sonoma, residents who live around Oakwood Avenue, and provide safer passage for pedestrians, bicyclists, and vehicles wanting to use or make left turns from Oakwood Avenue.





MATCH LINE



MATCH LINE

VERIFY SCALES

0	1	2	3
<small>3 SCALES ON ORIGINAL PLAN</small>			
<small>IF NOT SHOWN, NOTES ON THIS SHEET, ALWAYS SCALE ACCORDINGLY</small>			

SCALE: 1"=60'
DATE: JUN 2, 2024

HEI HARRISON ENGINEERING INC.
300 TAYLOR BLVD, SUITE 100 • PLEASANT HILL, CA 94523
PHONE: (925) 961-0990 • FAX: (925) 961-0462



CITY OF VALLEJO
355 SANTA CLARA STREET
VALLEJO, CA 94590
PHONE: (707) 666-8422

PROJECT FOOT PRINT MAP
HSP SONOMA BLVD PROJECT

SHEET
L-1
1 OF 1



Engineering Division · 555 Santa Clara Street · Vallejo · CA · 94590 · 707.648.5251

Technical Memorandum

For HSIP Sonoma Boulevard Project (York Street to Kentucky Street)

Subject: Traffic Impact

Date: January 31, 2014

To: Tom Holstein, Environmental Planner
Caltrans Office of Local Assistance – District 4

From: Jill A. Mercurio, Assistant Public Works Director/City Engineer

Background

The proposed improvements on Sonoma Boulevard will be the first of many phases to implement a vision that has been developed through the Sonoma Boulevard Corridor Design Plan which has been a collaborative effort between the City of Vallejo, Caltrans, and community to improve traffic safety for all users of this vital corridor through the City of Vallejo.

The project is located along Sonoma Boulevard (State Route 29) between York Street and Kentucky Street. The project will implement a road diet to reduce travel lanes from 4 to 3, add a two-way left-turn lane, and add bike lanes.

The project consists of removing the existing striping, installation of Type II slurry, pavement markings, striping of new Class II bike lanes on both sides of Sonoma Boulevard, and bicycle loop detectors.

Traffic Volumes

Traffic Counts from August 2011 show an ADT of 14,000 vehicles per day. The peak hour volumes are between 400 and 600 vehicles per hour in each direction of travel. AM peak hours for the corridor are 7-9 AM and PM peak hours for the corridor are 4-6 PM.

Long Term Effects

The projected growth for the future Annual Daily Traffic is between 15,000 and 19,000 through the corridor. From the traffic study performed by Fehr and Peers in August of

2012, "The proposed road diet... can accommodate the anticipated future demand. Many cities have successfully implemented road diets on facilities that served up to 23,000 daily vehicles." The traffic study prepared by Fehr and Peers is attached for reference.

A second study by the City provided pedestrian counts and peak hour traffic counts for Sonoma Blvd. at Virginia St. and Sonoma Blvd. at Carolina St. The study confirmed that the pedestrian counts were low enough that protected left turn movements would not be required. In an email dated January 21, 2014, from Einar A. Acuna, Senior Transportation E. E., Caltrans, District 4 - Signal Operations, Mr. Acuna provided the initial review and stated that "the City of Vallejo can move forward with the HSIP project without having to provide protected left turns. The volumes counts are such that changing from 2 lanes each direction (with permissive left turn) to 1 through lane and 1 left turn lane each direction and keeping the permissive left turns will not impact operations too severely while allowing traffic to safely align itself into the proper lane." The pedestrian data is attached for reference.

Short Term Effects (Construction Period)

Daytime lane closures will be required during construction. The project will mitigate the impacts of construction on public traffic, transit, and pedestrians as follows:

- All emergency and transit agencies will be notified of the construction work.
- A minimum of one lane of traffic in each direction will be required to remain open at all times.
- Access to driveways and side streets will be maintained or alternative access will be provided.
- Traffic Control systems will comply with State Standards.
- No night work shall be allowed.

The period for the majority of the construction requiring lane closures is anticipated to be approximately four weeks. No detours are planned.

Please contact me at (707) 648-5251 or jmercurio@ci.vallejo.ca.us if you have any questions.

Sincerely,

Jill A. Mercurio
Assistant Public Works Director/City Engineer



appendix B
fehr & peers report

2.3 CIRCULATION, TRANSPORTATION, AND PARKING

The existing conditions chapter presents the physical and operational characteristics of the transportation system within the project corridor. The project corridor is shown in Figure 1.

2.3.1 Street Network

Regional Network

State Route 29 (SR-29) is a major north-south highway that connects Napa County to the north, and Lake County to the north of Napa County and Interstate 80 (I-80) in Vallejo to the south. Through Vallejo, SR-29 is Sonoma Boulevard. It runs along the western side of the City, providing two travel lanes in each direction. Sonoma Boulevard is a divided roadway north of Couch Street with a posted speed limit of 40 mph. It is undivided south of Couch Street, with a posted speed limit of 35 mph between Couch Street and Illinois Street and 30 mph south of Illinois Street. The annual average daily traffic (AADT) increases going north along Sonoma Boulevard, from 12,300 vehicles at Maine Street to 16,000 vehicles at Tennessee Street and 27,000 vehicles at the SR-37 junction¹. Sonoma Boulevard is part of the state truck network and is designated as a Terminal Access (TA) route, which permit large STAA-designated trucks². The average annual daily truck traffic (AADTT) increases going north, from 460 vehicles at Maine Street to 520 vehicles at Tennessee Street and 710 vehicles at the SR-37 junction¹.

State Route 37 (SR-37) is an east-west highway that connects Highway 101 (US-101) in Novato to the west and Interstate 80 (I-80) in Vallejo to the east. In the vicinity of the project, SR-37 is a restricted access freeway that provides two travel lanes in each direction. The posted speed limit is 65 mph. Access to Sonoma Boulevard is provided via the SR-37/SR-29 interchange in northern Vallejo. The annual average daily traffic is 30,500 vehicles west of the SR-37/SR-29 interchange and 65,000 vehicles east of the interchange¹.

Local Street System

Curtoia Parkway is a 4-lane east-west arterial road that extends between Mare Island Way to the west and Interstate 780 (I-780) to the east. In the vicinity of the project corridor, the posted speed limit is 35 mph to the west and 40 mph to the east of Sonoma Boulevard.

Georgia Street is an east-west collector street that extends between Mare Island Way to the west and Ascot Parkway east of I-80. In the project area, it is 2-lanes to the west of Sonoma Boulevard and 4-lanes to the east. The posted speed limit is 25 mph.

Redwood Street is a 4-lane, east-west arterial road that extends between Sacramento Street to the west and I-80 to the east. In the vicinity of the project corridor, the posted speed limit is 30 mph.

Sereno Drive is a 4-lane east-west collector street that extends between White Slough to the west and Fairgrounds Drive to the east. In the vicinity of the project corridor, the posted speed limit is 25 mph.

¹ Caltrans, 2010, <http://traffic-counts.dot.ca.gov/>.

² Surface Transportation Assistance Act (STAA) of 1982 legalized operation of large STAA-designated trucks with a 48-foot semitrailer, an unlimited overall length, and an unlimited kingpin-to-rear-axle (KPRA) distance on the National Network.

Tennessee Street is a 4-lane, east-west arterial road that extends between Mare Island Way to the west and Columbus Parkway to the east. In the vicinity of the project corridor, the posted speed limit is 30 mph.

2.3.2 Traffic Operations

Traffic operations for the study area were analyzed using the Synchro (Version 7) software program. Synchro is based on procedures outlined in the Transportation Research Board's *2000 Highway Capacity Manual* (HCM). The results of the analysis include a descriptive term known as level of service (LOS). LOS is a measure of traffic operating conditions, which varies from LOS A (indicating free flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity resulting in long queues and delays). Table 2-1 summarizes the relationship between the average control delay per vehicle and LOS for signalized intersections.

TABLE 2-1 INTERSECTION LEVEL OF SERVICE THRESHOLDS		
Level of Service	Signalized Intersection Control Delay (sec/veh) ¹	General Description
A	0 – 10.0	Little to no congestion or delays.
B	10.1 – 20.0	Limited congestion. Short delays.
C	20.1 – 35.0	Some congestion with average delays.
D	35.1 – 55.0	Significant congestion and delays.
E	55.1 – 80.0	Severe congestion and delays.
F	> 80.0	Total breakdown with extreme delays.

Notes:
 1. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.
 Source: *Highway Capacity Manual*, Chapter 16 (Signalized Intersections), Transportation Research Board, 2000.

Traffic operations was evaluated at six major intersections along the Project corridor including:

1. Sonoma Boulevard / SR-37 Westbound Ramps
2. Sonoma Boulevard / SR-37 Eastbound Ramps
3. Sonoma Boulevard / Redwood Street
4. Sonoma Boulevard / Tennessee Street
5. Sonoma Boulevard / Georgia Street
6. Sonoma Boulevard / Curtola Parkway

The analysis was performed for three scenarios including Existing (No Project), Existing With Project, and Future With Project conditions. The Project scenarios assume that the North/Central North corridors provide two travel lanes in each direction and that a road diet is implemented in the South/Central South corridors to provide one travel lane in each direction.

Existing Conditions

The existing conditions analysis was based on AM and PM peak hour traffic counts collected between 7-9 AM and 4-6 PM in August 2011. Existing peak hour traffic volumes and lane configurations are presented in Figure 2. Table 2-2 presents the intersection level of service results for all six study intersections. As shown, all study intersections are currently operating at LOS C or better during both AM and PM peak hours.

TABLE 2-2 EXISTING CONDITIONS INTERSECTION PEAK HOUR LEVELS OF SERVICE				
Location	Control	Peak Hour	Delay ²	LOS ³
1. Sonoma Boulevard / SR-37 Westbound Ramps	Signal	AM PM	16 24	B C
2. Sonoma Boulevard / SR-37 Eastbound Ramps	Signal	AM PM	21 30	C C
3. Sonoma Boulevard / Redwood Street	Signal	AM PM	17 27	B C
4. Sonoma Boulevard / Tennessee Street	Signal	AM PM	18 22	B C
5. Sonoma Boulevard / Georgia Street	Signal	AM PM	13 15	B B
6. Sonoma Boulevard / Curtola Parkway	Signal	AM PM	17 19	B B

Source: Fehr & Peers, May 2012.

Project Conditions

Future (Year 2030) traffic volumes were derived from the Solano Transportation Authority (STA) Travel Demand Model (TDM). The base year and future year model projections were used to calculate annual growth rates which were applied to the existing traffic counts.

Figures 3 and 4 presents the Existing With Project and Future With Project peak hour traffic volumes and lane configurations assuming the proposed geometric improvements are implemented at the study intersections.

Table 2-3 presents the level of service results under Existing With Project and Future With Project conditions. The Existing No Project results are also provided in the table. As shown, under all scenarios, all six study intersections are anticipated to operate at LOS D or better during the weekday AM and PM peak hours. More detailed analyses (i.e. corridor-wide microsimulation, multi-modal level of service) is recommended to assess the potential impacts of the proposed improvements on operations along the corridor.

Based on the traffic operations analysis, northbound and southbound right-turn pockets are not necessary at the study intersections along the project corridor. However, right-turn pockets would improve operations and should be considered where curb extensions are not provided.

Based on the projected growth derived from the STA model, the future year Annual Daily Traffic (ADT) is between 15,000 and 19,500 in the South and Central South corridors and between 26,000 and 33,000 in the North and Central North corridors. The proposed road diet along the South and Central South corridors can accommodate the anticipated future demand. Many cities have successfully implemented road diets on facilities that served up to 23,000 daily vehicles. For the North and Central North corridors, four lane divided arterial roadways have a two-way capacity of approximately 35,000 daily vehicles so the future demand can be accommodated.

**TABLE 2-3
 INTERSECTION PEAK HOUR LEVELS OF SERVICE COMPARISON**

Location	Control	Peak Hour	Existing No Project		Existing With Project		Future (Year 2030) With Project	
			Delay	LOS	Delay	LOS	Delay	LOS
1. Sonoma Boulevard / SR-37 Westbound Ramps	Signal	AM	16	B	16	B	25	C
		PM	24	C	24	C	48	D
2. Sonoma Boulevard / SR-37 Eastbound Ramps	Signal	AM	21	C	21	C	24	C
		PM	30	C	30	C	48	D
3. Sonoma Boulevard / Redwood Street	Signal	AM	17	B	19	B	21	C
		PM	27	C	28	C	44	D
4. Sonoma Boulevard / Tennessee Street	Signal	AM	18	B	22	C	27	C
		PM	22	C	29	C	38	D
5. Sonoma Boulevard / Georgia Street	Signal	AM	13	B	14	B	14	B
		PM	15	B	17	B	19	B
6. Sonoma Boulevard / Curtola Parkway	Signal	AM	17	B	17	B	19	B
		PM	19	B	19	B	23	C

Source: Fehr & Peers, May 2012.

2.3.3 Existing Pedestrian and Bicycle Network

This section describes the existing pedestrian and bicycle facilities within the project corridor.

Pedestrian Facilities

Typical pedestrian facilities include sidewalks, crosswalks, and pedestrian signals at signalized intersections. The existing pedestrian facilities along the project corridor are illustrated on Figure Z3. Sidewalks are generally provided on both sides of the project corridor, except on Sonoma Boulevard north of the SR-37 Eastbound ramp and between Sereno Drive and Ifland Way where sidewalks are intermittent. All six of the major intersections analyzed provide crosswalks on at least one approach crossing Sonoma Boulevard and the side street. The exception is at the SR-37 Westbound ramp, where only one crosswalk approach is provided on Sonoma Boulevard across the ramp. Pedestrian signals are also provided for crosswalks at all study intersections.

Bicycle Facilities

Sonoma Boulevard currently lacks bicycle facilities. Marin Street, which parallels Sonoma Boulevard to the west, provides a Class II bike lane extending from Alabama Street to Capitol Street. Tennessee Street provides a Class III bike route between Mare Island Way to the west and I-80 to the east. Other roadways with Class III bike routes intersecting the Project corridor include Louisiana Street, Nebraska Street, and Lewis Brown Drive.

2.3.4 Existing Transit Service Overview

Surface transit service providers in the project vicinity include Vallejo Transit, Napa County VINE, and Amtrak. Vallejo Transit provides local and regional bus service with connections to the Vallejo Ferry Terminal and the El Cerrito Del Norte, Pleasant Hill and Walnut Creek BART stations. The Napa County VINE also provides bus service to various destinations in Napa County. Additionally, Amtrak provides limited bus service to Martinez, Napa, and McKinleyville. Figure Z4 presents the existing transit services provided along the project corridor. The Baylink Ferry provides high speed ferry service to and from San Francisco. Each service is described below.

Vallejo Transit

Six Vallejo Transit bus routes operate along the project corridor on weekdays, and two routes operate on weekends. The characteristics of the Vallejo Transit routes operating in the area are summarized in



Exhibit 2-1: Vallejo Transit Center at Sacramento Street and Marin Street

Table 2-4. The six bus routes cover most of the Sonoma Boulevard corridor with gaps between Curtola Parkway and York Street and between Florida Street and Tennessee Street. Service is most concentrated between Valle Vista Ave and Sereno Drive, with all six bus routes running through this area. The Sereno Transit Center is a major transit point between Vallejo Transit bus routes and is located just to the east of the project corridor on Sereno Drive, between Sonoma Boulevard and Broadway. The Vallejo Transit Center, located at Sacramento Street and York Street is the major transit point in the southern part of the City. Opened in June 2011, it serves numerous bus lines and

bridges Old Town with the ferry terminal and waterfront.

Local fares as of June 2008 are \$1.75 for youth and adults, and \$0.85 for seniors or persons with disabilities. Express bus fares are \$5.00 for youth and adults, and \$2.50 for seniors or persons with disabilities. Monthly transit passes are also available for both types of service.

On July 1, 2011, Solano County Transit (SolTrans) officially took over the public transit program in Vallejo. As of August, 2011, transit service and fares in Vallejo have not changed since the transition.

Vine

Napa County VINE bus route 10 operates daily service along the project corridor. The characteristics of the VINE route are summarized in Table 2-3. The only VINE stop on the project corridor is located on Sonoma Boulevard just north of Couch Street. The fare is zone-based. The adult fares for traveling intrazone, one, and two zones are \$1.35, \$2.15, and \$2.90, respectively. The youth fares for traveling intrazone, one, and two zones are \$1.10, \$1.60, and \$2.00, respectively. The reduced fares for seniors and persons with disabilities traveling intrazone, one, and two zones are \$0.65, \$1.00, and \$1.25, respectively.

Amtrak

The Amtrak Thruway Bus Route 7 operates daily service in the northern section of the project corridor. The characteristics of the Amtrak route are summarized in Table 2-3. The Amtrak Thruway Bus stop is located on the west side of Sonoma Boulevard south of the SR-37 interchange and services Amtrak rail passengers between the Martinez Amtrak station and Napa or McKinleyville. The route schedule is timed with the arrival and departure of San Joaquin Amtrak trains. Northbound buses only discharge passengers at the Vallejo stop.

Baylink Ferry

The Baylink Ferry operates daily service for Vallejo and the North Bay Region to and from San Francisco. The Vallejo ferry terminal is located near the Sonoma Boulevard study corridor, five blocks west on Georgia Street where it terminates at Mare Island Way. It is accessible via public transit by the numerous bus lines that terminate at the Vallejo Transit Center located at Sacramento Street and York Street. The recently completed parking structure, which provides parking for both the ferry terminal and the Vallejo Transit Center, supplies 750 parking spaces under Phase I; with the completion of Phase II of the project, a total of 1,200 parking spaces will be provided. The adult fare for one-way travel to San Francisco is \$13.00. The fare is \$6.50 for youths, seniors, and persons with disabilities. The characteristics of the Baylink Ferry are summarized in Table 2-3.

2.3.5 Parking

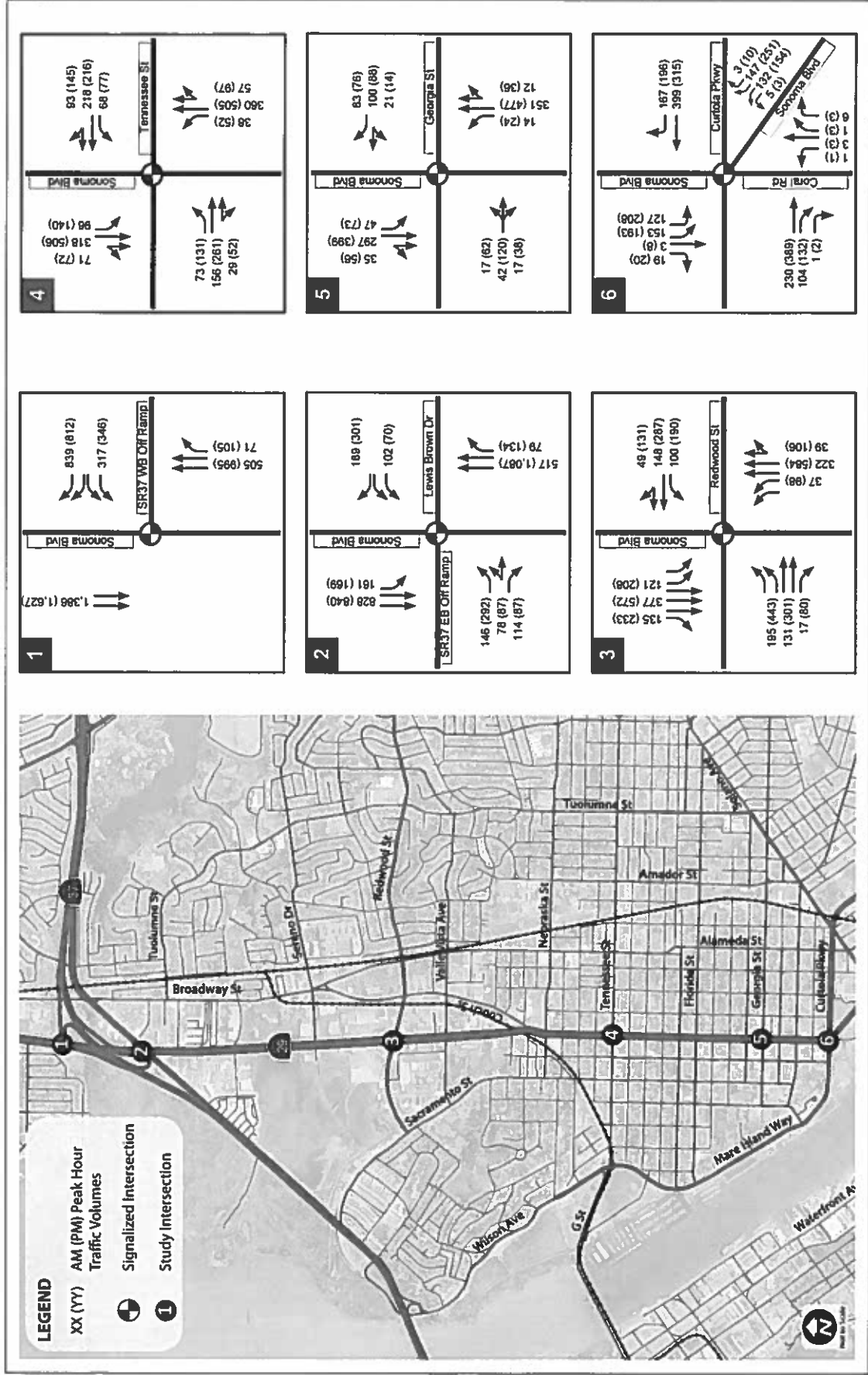
On-street parking along Sonoma Boulevard is provided via parallel parking. Parking is generally provided on Sonoma Boulevard south of Valle Vista Avenue. Parking is generally prohibited between Valle Vista Avenue and the SR-37 interchange. There are two segments along the northern portion of the project corridor that allow parking, both of which are on the west side: just north of Redwood Street and just south of the SR-37 eastbound ramps. Figure Z5 presents the locations of the various parking restrictions and street cleaning rules.

**TABLE 2-4
TRANSIT SERVICE SUMMARY**

Line	Route	Nearest Stop	Weekday		Weekend	
			Hours	Headway	Hours	Headway
<i>Local Routes</i>						
Vallejo Transit 1	South Vallejo to Rancho Vallejo	Various stops on Sonoma Blvd between Valle Vista Ave and SR-37	4:50 a.m. to 8:28 p.m.	30 minutes	5:50 a.m. to 10:58 p.m.	30 minutes (60 minutes for last bus)
Vallejo Transit 2	Northeast Vallejo to Downtown	Various stops on Sonoma Blvd between Valle Vista Ave and SR-37	5:17 a.m. to 7:58 p.m.	60 minutes	6:30 a.m. to 10:40 p.m. (Saturday only)	60 minutes
Vallejo Transit 4	Tuolumne Street to Downtown	Sonoma Blvd north of Redwood St, and at Jeffry St	6:51 a.m. to 6:57 p.m.	60 minutes	9:30 a.m. to 4:57 p.m. (Saturday only)	60 minutes
Vallejo Transit 5	Redwood Parkway to Gateway Plaza to Springs Road	Sonoma Blvd north of Redwood St	5:30 a.m. to 8:38 p.m.	30 minutes	6:27 a.m. (6:57 a.m. Sun) to 6:15 p.m.	60 minutes
Vallejo Transit 7	Springs Road to Gateway Plaza to Redwood Parkway	Sonoma Blvd north of Redwood St, at Jeffry St, and at Lozier Al	5:20 a.m. to 8:12 p.m.	30 minutes	7:30 a.m. to 8:12 p.m. (Saturday only)	30 minutes
<i>Regional Routes</i>						
Vallejo Transit 85	Vallejo to Fairfield	Various stops on Sonoma Blvd between Tennessee St and Sereno Dr	5:35 a.m. to 11:28 p.m.	30 minutes (a.m. peak) 60 minutes (all other times)	6:35 a.m. to 10:28 p.m. (Saturday) 8:35 a.m. to 8:28 p.m. (Sunday)	120 minutes
Vine Route 10	Vallejo to Calistoga	Sonoma Blvd at Couch St	5:07 a.m. to 9:43 p.m.	60 minutes	7:20 a.m. to 9:26 p.m. (Saturday) 8:19 a.m. to 6:46 p.m.	90 minutes
Amtrak Thruway Bus Route 7 Napa Loop	Martinez to Napa	West side of Sonoma Blvd south of SR-37	10:50 a.m., 3:50 p.m., 7:10 p.m. (Northbound discharge only) 12:55 p.m., 4:45 p.m. (Southbound)	n/a	10:50 a.m., 3:50 p.m., 7:10 p.m. (Northbound discharge only) 12:55 p.m., 4:45 p.m. (Southbound)	n/a
Amtrak Thruway Bus Route 7 McKinleyville	Martinez to McKinleyville	West side of Sonoma Blvd south of SR-37	10:50 a.m. (Northbound) 7:50 a.m., 9:20 a.m. (Southbound)	n/a	10:50 a.m. (Northbound) 7:50 a.m., 9:20 a.m. (Southbound)	n/a
Baylink Ferry	Vallejo to San Francisco	Vallejo Ferry Terminal, Mare Island Way at Georgia St	5:30 a.m. to 7:15 p.m.	~60 minutes (peak), 90-150 minutes (off-peak)	8:30 a.m. to 9:00 p.m.	90 minutes
Sources: Vallejo Transit, Napa County Transportation and Planning Agency, Amtrak, and Baylink Ferry (July, 2011)						

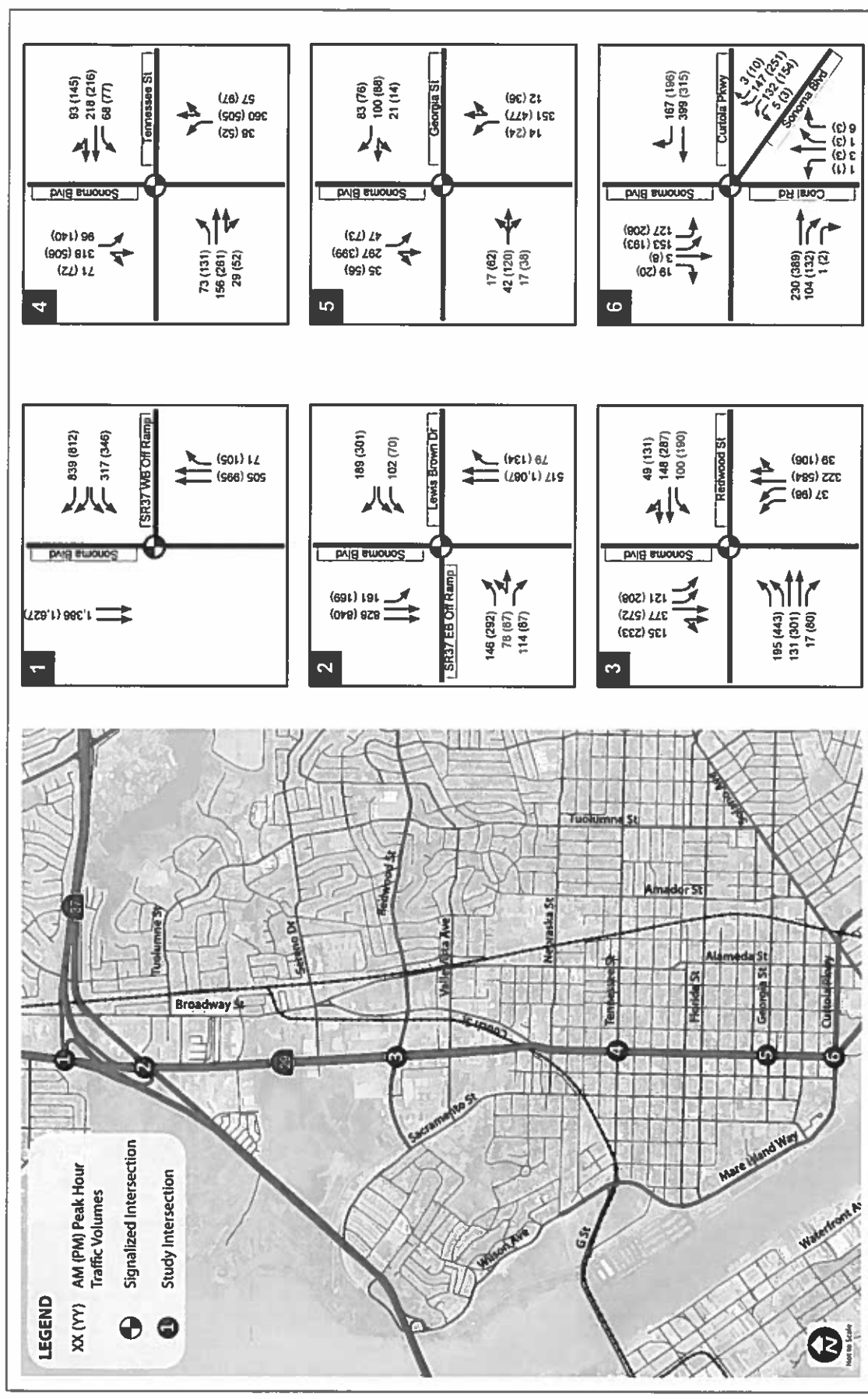


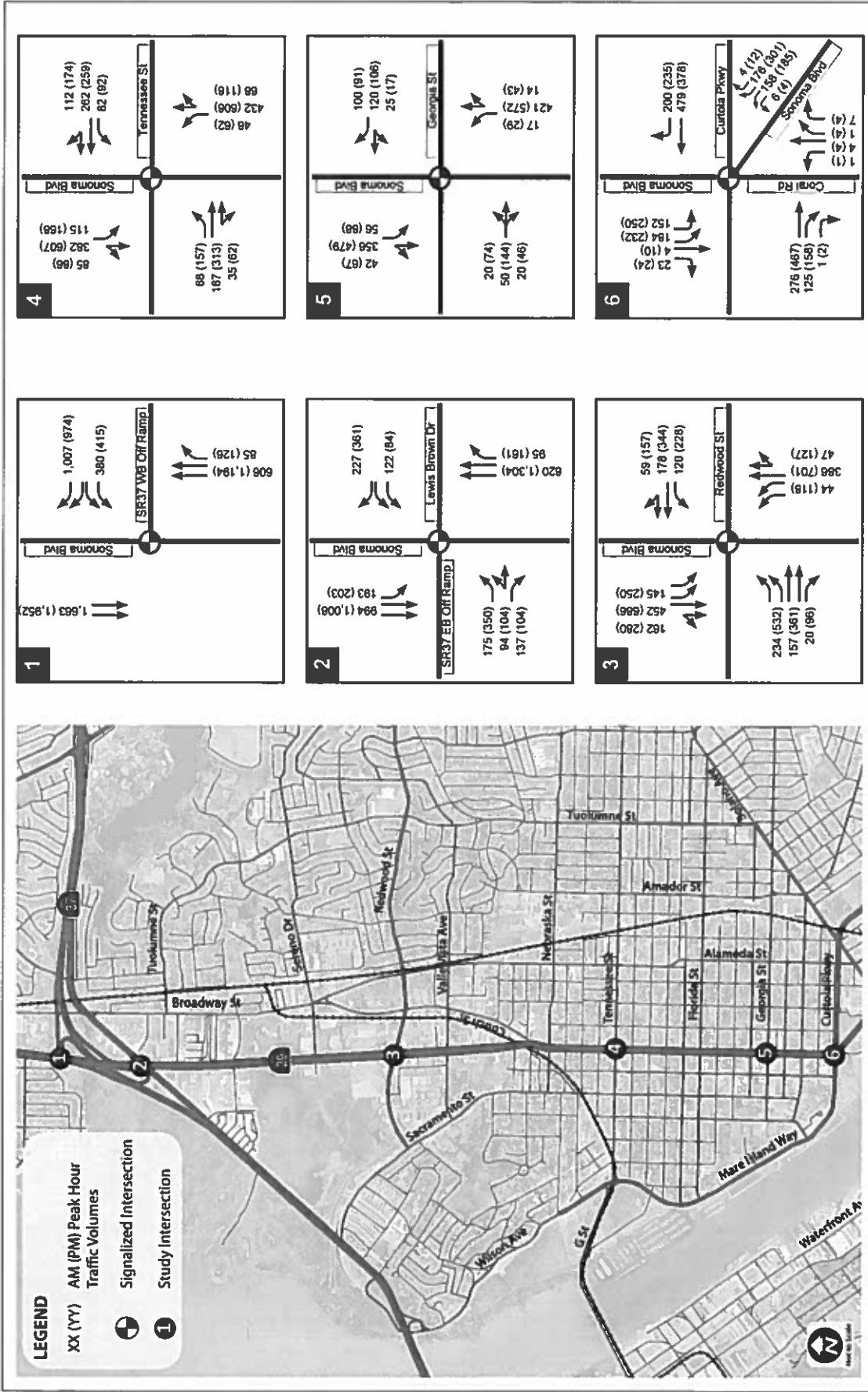
Sonoma Boulevard Corridor Design Plan



FEHR PEERS EXISTING CONDITIONS PEAK HOUR TURNING MOVEMENT VOLUMES, LANE CONFIGURATIONS AND TRAFFIC CONTROL **FIGURE 2**

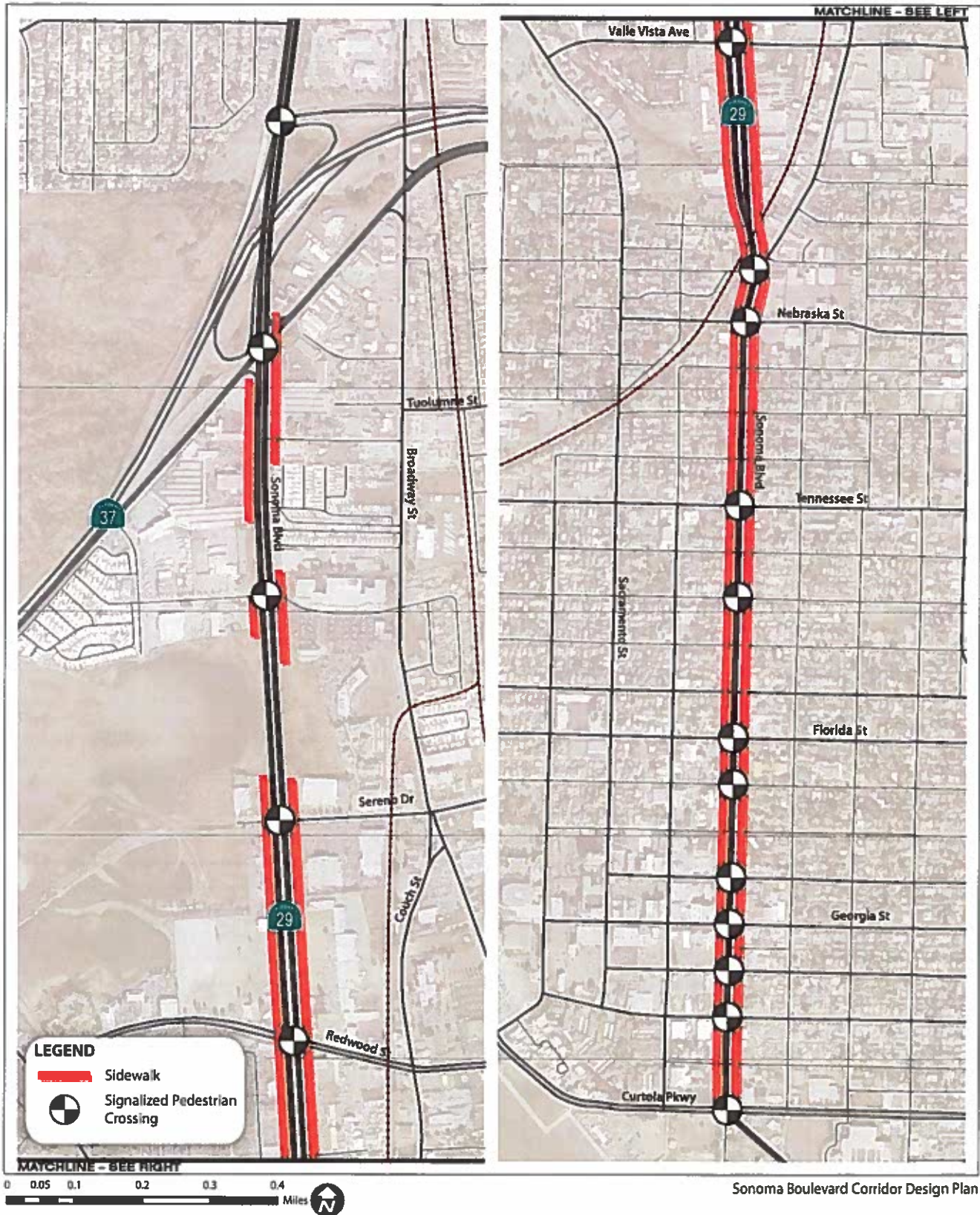
FEHR & PEERS EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES, LANE CONFIGURATIONS AND TRAFFIC CONTROL
FIGURE 3

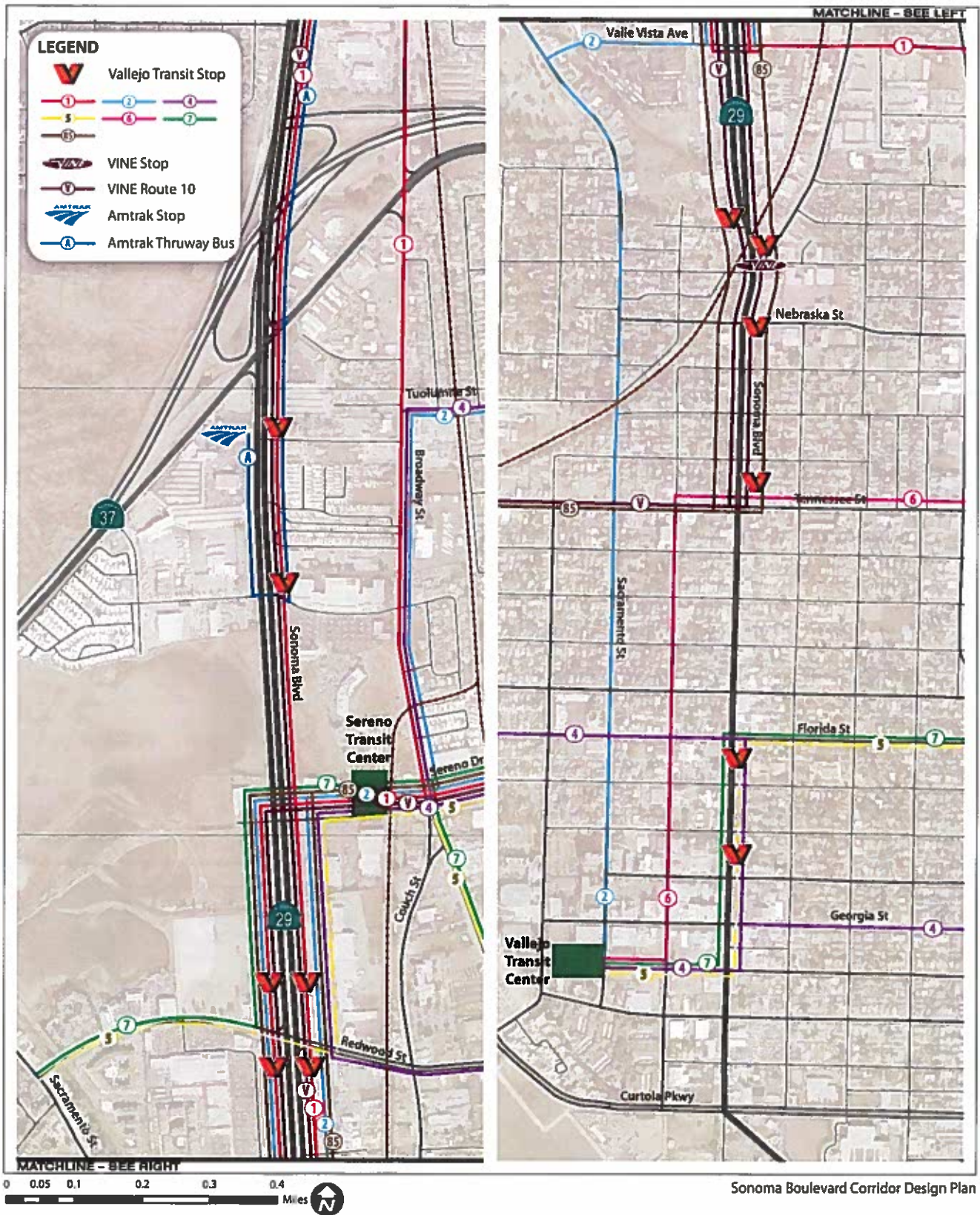




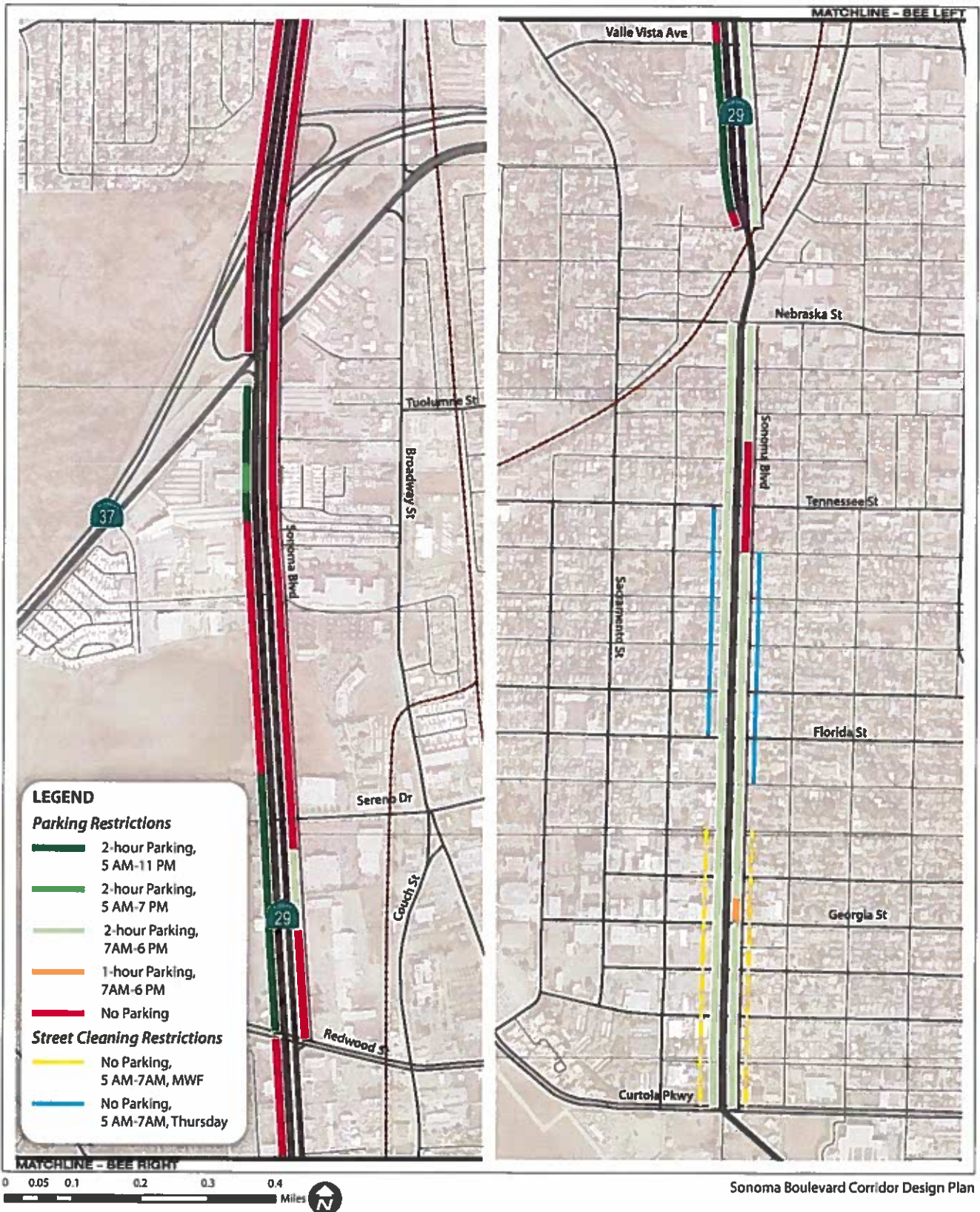
FEHR PEERS FUTURE PLUS PROJECT CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES, LANE CONFIGURATIONS AND TRAFFIC CONTROL
FIGURE 4

WC11-2837_4_FcPPWA





Sonoma Boulevard Corridor Design Plan



HSIP Sonoma Boulevard Road Diet project		
	SOUTHBOUND	
	AM	PM
CALTRANS requirement not to exceed	157	60
Virginia Street	4	15
Carolina Street	7	12

HSIP Sonoma Boulevard Road Diet project		
	NORTHBOUND	
	AM	PM
CALTRANS requirement not to exceed	100	78
Virginia Street	11	16
Carolina Street	17	11



SONOMA BLVD

AM (7)
PM (12)

AM (10) PEDS
PM (31) PEDS

AM (26) PEDS
PM (24) PEDS

CAROLINA

STREET

AM (17)
PM (11)

SONOMA BLVD. / CAROLINA ST.

CITY OF VALLEJO, CALIFORNIA

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

DWG. NO. E-1
DRAWN BY SVK
DATE 1/10/14
CHECKED ERP

SHEET 1 OF 2
FILE NO. XXXX
REF. -
SCALE 1" = 40'



HSPI SONOMA BLVD. ROAD DICT

SONOMA BLVD. / CAROLINA ST.

PLAN SHEET



SONOMA BLVD

AM (4)
PM (15)

AM (21) PEDS
PM (46) PEDS

AM (13) PEDS
PM (41) PEDS

VIRGINIA

STREET

AM (11)
PM (16)

SONOMA BLVD. / VIRGINIA ST.

CITY OF VALLEJO, CALIFORNIA

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

DWG. NO. E-2
DRAWN BY SVK
DATE 1/10/14
CHECKED ERP

SHEET 2 OF 2
FILE NO. XXXX
REF. -
SCALE 1" = 40'



HSPI SONOMA BLVD. ROAD DICT

SONOMA BLVD. / VIRGINIA ST.

PLAN SHEET




Public Works Department · 555 Santa Clara Street · Vallejo · CA · 94590 · 707.648.4433

Technical Memorandum
Sonoma Boulevard (SR 29) Road Diet

Subject: Sonoma Boulevard (SR 29)-Traffic Level of Service

Date: May 15, 2015

To: Emi Pearce, Project Manager

From: David Yatabe, Consultant Traffic Engineer 

Background

The proposed improvements on Sonoma Boulevard (SR 29) from Georgia Street to Florida Street:

- Re-stripping Sonoma Boulevard from the existing four (4) travel lanes with parking on both sides to two (2) travel lanes, a center turn lane, bike lanes in each direction and parking on both sides.
- This segment of Sonoma Boulevard is approximately 1,500 feet long, with traffic signal control at each end, and at the intersections of Carolina Street and Virginia Street.
- A traffic volume count was conducted in January 2015, approximately 15,900 vehicles per day travel along this segment. Lane configurations will transition one block in each direction.

Discussion

Providing a road diet on Sonoma Boulevard would provide the following benefits:

- Eliminate the speed differential due to having only one lane in each direction, which would improve safety for those trying to access Sonoma Boulevard from the side streets.
- Left turns from Sonoma Boulevard would be out of the through travel lane, which would improve safety by reducing the potential for rear end collisions.
- Pedestrian crossing distances would be decreased and reducing the number of lanes they have to cross will improve safety.
- Parking on Sonoma Boulevard would still be allowed.
- Bike lanes would be added in both directions on Sonoma Boulevard, which promotes alternative mode use and improves bicycle safety along the segment.
- The level of service on Sonoma Boulevard would be a "C" with or without the road diet (see attached Level of Service table from the city of Vallejo's 2014 Draft General Plan Update).
- A vehicle classification count was conducted in January 2015 and showed 0.8% trucks (4-axle and greater) using Sonoma Boulevard along this section.
- Construction impacts to implement the road diet:
 1. Re-stripping Sonoma Boulevard from 4 lanes to 2 lanes is estimated to take 3-4 days.

2. The work is planned for the summer (no school), with working hours from 8:30am to 4:30pm.
3. The contractor will be required to keep one lane of traffic open in each direction. Since the lane configuration (4 lanes) at the end points will remain the same, there should be no impacts/delay to those intersections.
4. The contractor will be required to place type II barricades the "no parking" signs 48 hours in advance of work.
5. There should be minimal traffic impact during the work, hourly volumes on the segment to not exceed 700 vehicles per hour in either direction. If delays do occur at the signalized intersections at the end of the segment, the contractor will be required to coordinate with city signal maintenance staff to adjust timing or manually operate the signal to reduce the delay.

If there are any questions or comments, please feel free to contact me.

provide more property access points than principal arterials, but are still more restricted than collectors or local streets.

- **Collector Streets** provide connectivity within the city, linking local roads to arterials. Collectors, along with local streets, provide the highest level of access from private property driveways. Collectors typically have lower speeds than arterials, and more closely spaced intersections than arterials.
- **Local Roadways** provide direct access to property, and typically have higher intersection spacing and lower speeds than the other roadway classes.

Table 4.2 presents the roadway capacities developed for the various roadway classes in the city.

Operational Class	Number of Lanes	A	B	C	D	E
Principal Arterial /State Route	2	-	-	12,800	20,800	23,200
	4	-	-	24,500	43,900	47,800
	6	-	-	41,000	67,300	72,500
City Arterial	2	-	-	10,900	18,900	21,700
	4	-	-	22,700	40,000	44,500
Collector	2	-	6,300	9,200	10,400	11,100
	4	-	13,700	19,600	21,400	22,800
Local Road	2	-	-	4,500	6,000	6,600
Two-Lane Highway	2	1,200	2,900	7,900	16,000	20,500
Freeway	4	22,200	40,200	57,600	71,400	80,200
	6	34,000	61,600	88,000	108,200	121,200
	5*	25,200	45,600	65,200	80,600	90,450
	6*	28,200	51,000	72,800	89,800	100,700
	7*	37,100	67,200	95,800	117,600	131,600
	8*	40,200	72,800	109,600	127,000	142,000
	11*	60,900	110,400	157,000	191,600	213,900

- indicates that LOS is not achievable.
 * 5 = 4 lanes plus auxiliary lane in one direction
 6 = 4 lanes plus auxiliary lane in both directions
 7 = 6 lanes plus auxiliary lane in one direction
 8 = 6 lanes plus auxiliary lane in both directions
 11 = 10 lanes plus auxiliary lane in one direction
 Source: Fehr & Peers, November 2014

The current traffic volumes on Vallejo roadway were determined with two-day counts conducted on 30 city roadway segments in May 2014, along with the most recent available data from Caltrans' Performance Measurement System (PeMS) traffic count database. Table 4.3 presents the volumes, maximum daily capacities, and the corresponding levels of service. Based on this analysis, most roadways operate at LOS



Volumes for: Tuesday, January 13, 2015

City: Vallejo

Project #: 15-7007-001

Location: Sonoma Boulevard between York Street and Kentucky Street

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	27	147			16	114				
12:15	16	133			16	126				
12:30	28	118			13	138				
12:45	8	136	79	534	10	112	55	490	134	1024
1:00	9	159			11	119				
1:15	17	156			13	118				
1:30	9	162			12	129				
1:45	9	148	44	625	18	112	54	478	98	1103
2:00	4	143			9	135				
2:15	4	147			6	140				
2:30	13	160			8	140				
2:45	5	150	26	600	7	139	30	554	56	1154
3:00	7	120			4	143				
3:15	10	158			7	137				
3:30	10	166			5	149				
3:45	7	154	34	598	8	148	24	577	58	1175
4:00	12	162			9	140				
4:15	11	165			18	143				
4:30	14	156			24	159				
4:45	17	177	54	660	20	135	71	577	125	1237
5:00	22	184			42	142				
5:15	27	171			46	134				
5:30	36	165			56	149				
5:45	47	151	132	671	70	126	214	551	346	1222
6:00	43	161			64	120				
6:15	35	169			93	143				
6:30	60	140			71	132				
6:45	50	108	188	578	81	103	309	498	497	1076
7:00	66	111			88	104				
7:15	74	97			94	101				
7:30	79	91			82	84				
7:45	107	93	326	392	89	98	353	387	679	779
8:00	90	86			91	81				
8:15	89	79			89	83				
8:30	120	76			82	65				
8:45	137	70	436	311	85	77	347	306	783	617
9:00	131	68			108	64				
9:15	116	51			121	55				
9:30	87	55			102	71	0			
9:45	121	42	455	216	114	49	445	239	900	455
10:00	110	61			109	43				
10:15	125	37			106	45				
10:30	120	34			115	42				
10:45	115	30	470	162	107	31	437	161	907	323
11:00	102	28			110	21				
11:15	136	27			125	19				
11:30	132	23			117	27				
11:45	135	18	505	96	114	22	466	89	971	185
Total	2749	5443	2749	5443	2805	4907	2805	4907	5554	10350
Combined Total	8192		8192		7712		7712		15904	
AM Peak	11:15 AM				11:45 AM					
Vol.	550				492					
P.H.F.	0.935				0.891					
PM Peak	4:45 PM				3:45 PM					
Vol.	697				590					
P.H.F.	0.955				0.928					
Percentage	33.6%	66.4%			36.4%	63.6%				

Class Report - Prepared by: NDS/ATD

Sonoma Boulevard between York Street and Kentucky Street (Outside Lanes Only)

Vallejo

Project #:15-7007-001s

Date: 1/13/2015

TUESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
	Bikes	Pasngr	Long											
12:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
12:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	43	11	0	0	0	0	0	0	0	0	0	0	54
1:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
1:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	25	8	0	0	0	0	0	0	0	0	0	0	33
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	16	2	0	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
Hour Total	0	15	5	0	0	1	0	0	0	0	0	0	0	21
4:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
4:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
4:30 AM	0	11	2	0	0	0	0	1	0	0	0	0	0	14
4:45 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	41	9	0	2	0	0	1	0	0	0	0	0	53
5:00 AM	0	15	7	1	0	1	0	0	0	0	0	0	0	24
5:15 AM	0	27	9	0	0	1	0	1	0	0	0	0	0	38
5:30 AM	0	30	9	2	1	2	0	0	0	0	1	0	0	45
5:45 AM	0	37	15	1	0	1	0	0	0	0	0	0	0	54
Hour Total	0	109	40	4	1	5	0	1	0	0	1	0	0	161
6:00 AM	0	32	11	2	1	1	0	0	0	0	0	0	0	47
6:15 AM	0	36	8	6	3	0	0	0	0	0	0	0	0	53
6:30 AM	0	44	12	0	1	0	0	0	0	0	0	0	0	57
6:45 AM	1	43	10	1	4	0	0	0	0	0	0	0	0	59
Hour Total	1	155	41	9	9	1	0	0	0	0	0	0	0	216
7:00 AM	0	45	17	0	3	1	0	0	0	0	0	0	0	66
7:15 AM	0	43	16	2	0	0	0	1	0	0	0	0	0	62
7:30 AM	0	43	21	1	1	1	0	0	0	0	0	0	0	67
7:45 AM	0	64	25	0	5	0	0	0	1	0	0	0	0	95
Hour Total	0	195	79	3	9	2	0	1	1	0	0	0	0	290

8:00 AM	0	58	17	0	2	0	0	1	0	0	0	0	0	78
8:15 AM	1	58	12	1	2	1	0	3	0	0	0	0	0	78
8:30 AM	0	79	13	3	3	1	0	2	1	0	0	0	0	102
8:45 AM	0	65	20	0	2	2	0	2	1	0	0	0	0	92
Hour Total	1	260	62	4	9	4	0	8	2	0	0	0	0	350
9:00 AM	1	80	24	2	5	0	0	1	0	0	0	0	0	113
9:15 AM	1	78	18	1	1	1	0	0	0	0	0	0	0	100
9:30 AM	1	57	30	1	1	0	0	0	0	0	0	0	0	90
9:45 AM	0	72	23	2	3	0	0	1	1	0	0	0	0	102
Hour Total	3	287	95	6	10	1	0	2	1	0	0	0	0	405
10:00 AM	1	68	26	1	1	1	0	0	1	0	0	0	0	99
10:15 AM	0	78	27	2	1	2	0	1	1	0	0	0	0	112
10:30 AM	1	78	29	0	4	1	0	0	0	0	0	0	0	113
10:45 AM	0	81	25	2	0	0	0	0	1	0	0	0	0	109
Hour Total	2	305	107	5	6	4	0	1	3	0	0	0	0	433
11:00 AM	1	60	21	1	1	0	0	0	0	0	0	0	0	84
11:15 AM	2	96	25	0	1	0	0	0	0	0	0	0	0	124
11:30 AM	0	86	26	0	1	1	0	0	0	0	0	0	0	114
11:45 AM	0	87	20	0	6	1	0	2	1	0	0	0	0	117
Hour Total	3	329	92	1	9	2	0	2	1	0	0	0	0	439
12:00 PM	2	71	32	2	3	0	0	1	0	0	0	0	0	111
12:15 PM	0	85	29	0	1	0	0	0	0	0	0	0	0	115
12:30 PM	2	83	19	2	3	0	0	0	0	0	0	0	0	109
12:45 PM	0	88	21	1	2	0	0	0	1	0	0	0	0	113
Hour Total	4	327	101	5	9	0	0	1	1	0	0	0	0	448
1:00 PM	0	92	24	0	1	0	0	1	0	0	0	0	0	118
1:15 PM	0	91	27	0	3	0	0	2	0	0	0	0	0	123
1:30 PM	1	94	21	1	3	1	0	1	0	0	0	0	0	122
1:45 PM	1	90	23	0	2	0	0	0	1	0	0	0	0	117
Hour Total	2	367	95	1	9	1	0	4	1	0	0	0	0	480
2:00 PM	2	81	22	2	3	0	0	1	0	0	0	0	0	111
2:15 PM	2	88	32	1	6	0	0	0	0	0	0	0	0	129
2:30 PM	1	103	30	2	2	1	0	0	0	0	0	0	0	139
2:45 PM	0	101	25	0	2	0	0	1	1	0	0	0	0	130
Hour Total	5	373	109	5	13	1	0	2	1	0	0	0	0	509
3:00 PM	0	83	20	3	1	0	0	0	1	0	0	0	0	108
3:15 PM	1	111	27	1	5	0	0	2	0	0	0	0	0	147
3:30 PM	3	99	27	1	1	2	0	0	1	0	0	0	0	134
3:45 PM	2	107	27	2	1	0	0	0	0	0	0	0	0	139
Hour Total	6	400	101	7	8	2	0	2	2	0	0	0	0	528

4:00 PM	0	111	25	1	3	0	0	1	0	0	0	0	141
4:15 PM	0	104	34	4	5	0	0	0	0	0	0	0	147
4:30 PM	1	113	22	1	2	0	0	0	0	0	0	0	139
4:45 PM	2	116	32	2	0	0	0	2	0	0	0	0	154
Hour Total	3	444	113	8	10	0	0	3	0	0	0	0	581
5:00 PM	0	106	33	4	1	0	0	1	1	0	0	0	146
5:15 PM	1	106	28	0	4	0	0	0	0	0	0	0	139
5:30 PM	1	111	31	1	1	0	0	1	0	0	0	0	146
5:45 PM	0	96	25	1	3	1	0	0	0	0	0	0	126
Hour Total	2	419	117	6	9	1	0	2	1	0	0	0	557
6:00 PM	1	98	22	2	0	2	0	0	1	0	0	0	126
6:15 PM	0	125	25	0	2	0	1	0	0	0	0	0	153
6:30 PM	0	112	13	0	0	0	1	0	0	0	0	0	126
6:45 PM	1	75	19	1	1	0	0	0	0	0	0	0	97
Hour Total	2	410	79	3	3	2	2	0	1	0	0	0	502
7:00 PM	1	78	24	0	0	0	0	0	0	0	0	0	103
7:15 PM	1	66	15	2	1	0	0	0	1	0	0	0	86
7:30 PM	1	55	19	1	0	0	0	1	0	0	0	0	77
7:45 PM	1	49	23	3	0	0	0	1	0	0	0	0	77
Hour Total	4	248	81	6	1	0	0	2	1	0	0	0	343
8:00 PM	0	58	14	1	0	0	0	0	0	0	0	0	73
8:15 PM	0	56	22	0	1	0	0	0	1	0	0	0	80
8:30 PM	0	51	16	1	1	0	0	0	0	0	0	0	69
8:45 PM	0	50	9	1	1	0	0	0	0	0	0	0	61
Hour Total	0	215	61	3	3	0	0	0	1	0	0	0	283
9:00 PM	0	44	6	0	2	0	0	1	0	0	0	0	53
9:15 PM	1	35	7	1	0	0	0	0	0	0	0	0	44
9:30 PM	0	37	8	1	0	0	0	0	0	0	0	0	46
9:45 PM	0	41	3	0	0	0	0	0	1	0	0	0	45
Hour Total	1	157	24	2	2	0	0	1	1	0	0	0	188
10:00 PM	0	29	13	0	0	0	0	0	0	0	0	0	42
10:15 PM	0	30	4	0	0	0	0	1	0	0	0	0	35
10:30 PM	0	27	4	0	0	0	0	0	0	0	0	0	31
10:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	18
Hour Total	0	103	22	0	0	0	0	1	0	0	0	0	126
11:00 PM	1	19	3	0	0	0	0	0	0	0	0	0	23
11:15 PM	0	12	7	1	0	0	0	0	0	0	0	0	20
11:30 PM	0	13	6	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	15	3	0	0	0	0	0	0	0	0	0	18
Hour Total	1	59	19	1	0	0	0	0	0	0	0	0	80
Totals	40	5302	1473	79	122	27	2	34	18	0	1	0	7098
Percent	0.6%	74.7%	20.8%	1.1%	1.7%	0.4%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%



HSIP Sonoma Boulevard (SR 29) Road Diet

Federal Project No. HSIPL-5030(057)
For the Air Quality Conformity Task Force

Presented by

Gary Cullen

Public Works – Engineering Division

Project Description

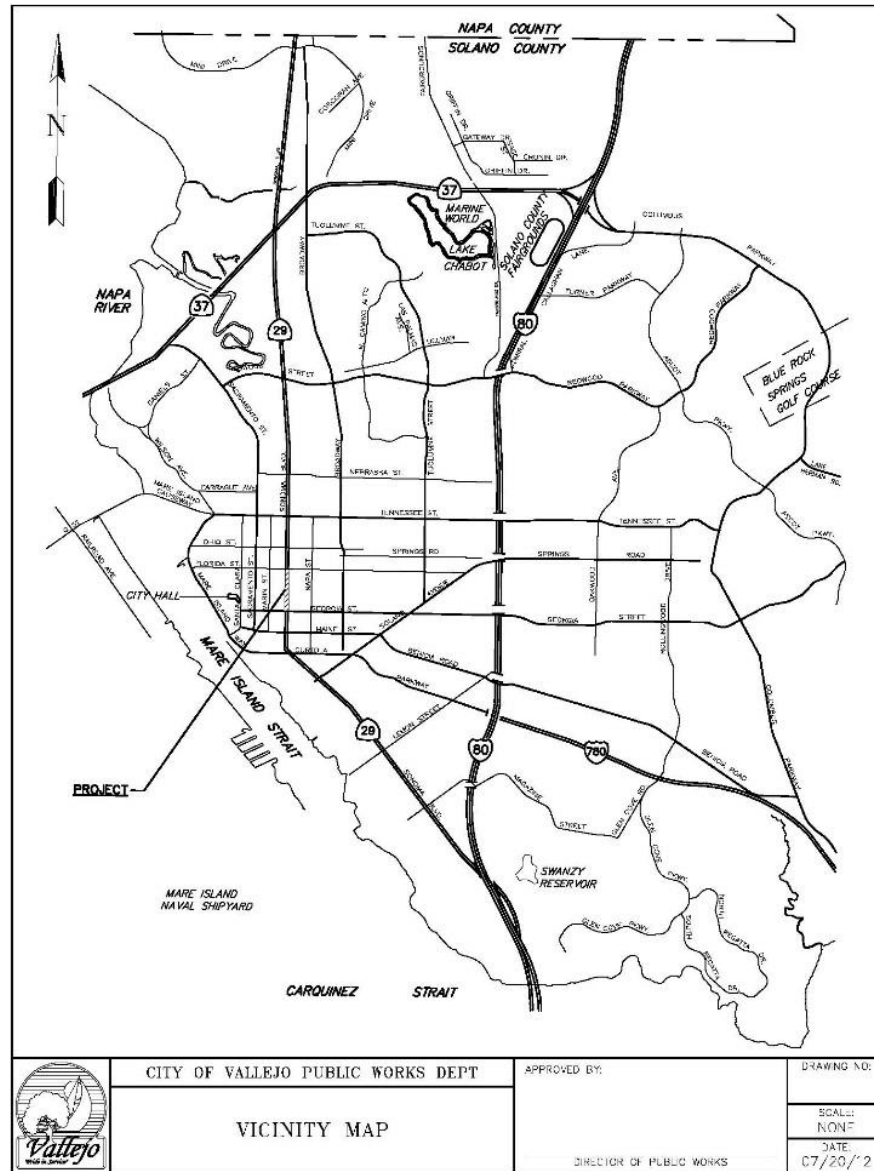
- Install a Road Diet and Bike Lanes on Sonoma Boulevard between York Street and Kentucky Street:
 - reduce the travelled lanes from 4 lanes to 2 lanes
(from two thru-lanes in each direction to one thru-lane in each direction)
 - add a parking lane and class II bicycle lane in each direction
 - Install a free-left-turn lane in the center of the roadway

Purpose and Need

- The project will improve safety for students and parents at the Lincoln Elementary School
- Students need a high visibility safe crosswalk and route along Sonoma Boulevard to bike and walk to school.
- Safer student pick-up and drop-off is a major goal
- The Sonoma Boulevard roadway diet will provide enhanced safety for Bike-to-School programs as well as the general cycling public

Project Location/Context

Attachment 1



- The project lies in a built-out Commercial area with front-on businesses on Sonoma Boulevard.
- Lincoln Elementary School lies within the project boundaries.
- Traffic generated in this area is predominantly passenger vehicles, and basic service vehicles such as delivery service, waste disposal, and fire response that serve all residential neighborhoods. Existing Average Daily Trips (ADT) in 2012 were 3700. Truck counts show less than 3% truck traffic.
- There are no foreseeable changes to land use that would affect diesel traffic percentages in the future on this route.

Existing Roadway Conditions



VERIFY SCALES

0 1 2 3
 3 INCHES ON ORIGINAL PLAN
 IF NOT THREE INCHES ON THIS SHEET, ADJUST SCALES ACCORDINGLY

SCALE: 1"=40'
 DATE: JAN. 2, 2014

HEI HARRISON ENGINEERING INC.
 399 TAYLOR BLVD., SUITE 100 • PLEASANT HILL, CA 94523
 PHONE (925) 891-0450 • FAX (925) 891-0480

CITY OF VALLEJO
 California

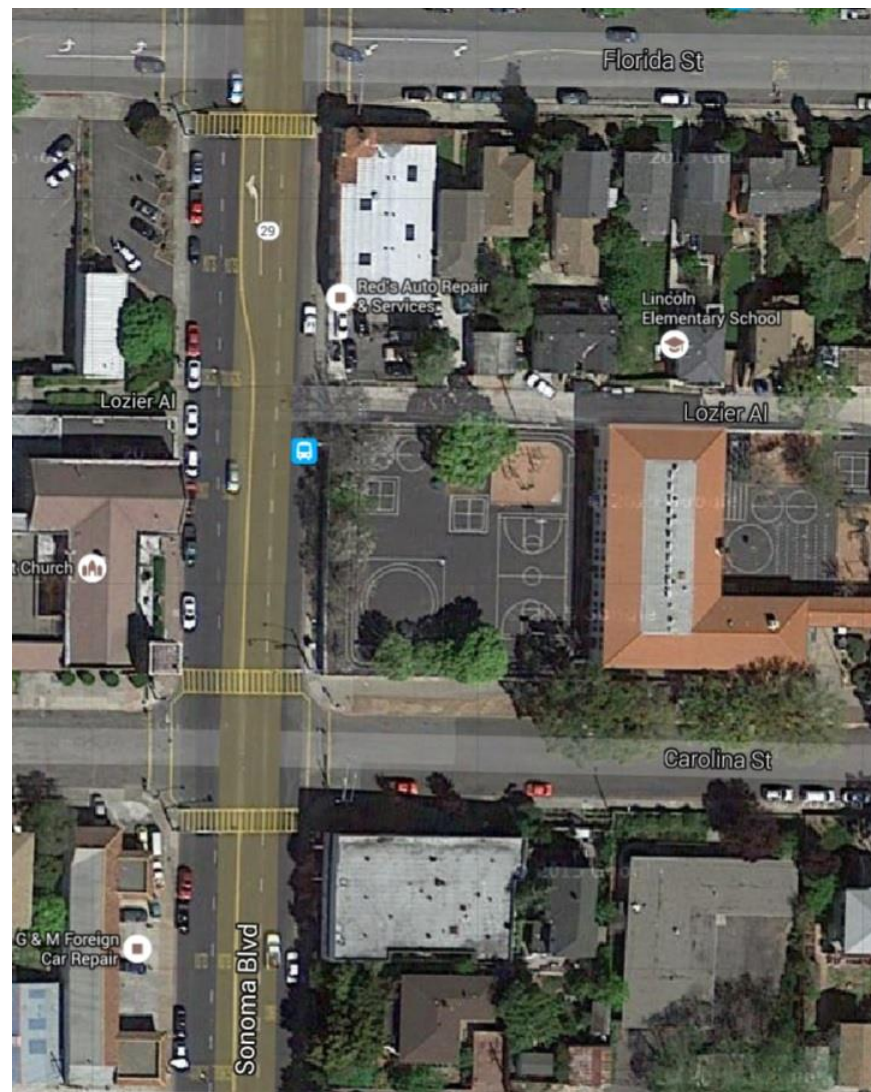
CITY OF VALLEJO
 555 SANTA CLARA STREET
 VALLEJO, CA 94590
 PHONE: (707) 648-4433

PROJECT FOOT PRINT MAP
 HSIP SONOMA BLVD PROJECT

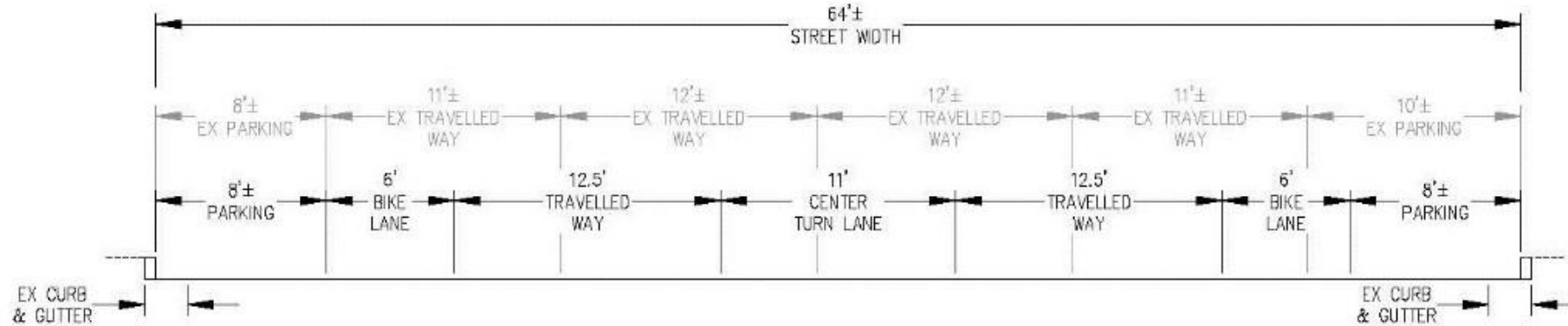
SHEET
 L-1
 1 OF 1

Lincoln School

- New highly visible crosswalk with flashing beacons
- Right-in/right-out travel into school entrance to reduce conflicts
- Added signing and road legends for school safety



Sonoma Boulevard (SR 29) Road Diet



STRIPING LAYOUT CROSS SECTION
(STA. 15+08 TO 25+92)
NOT TO SCALE

- The Road diet will install bike lanes between York Street and Kentucky Street by reducing the travelled lanes from 4 lanes (two in each direction) to 2 lanes (one in each direction) with a parking lane and class II bicycle lane in each direction, and free-left-turn lane in the center.
- This work includes bicycle signing and no changes to the curb lines along the road diet portion of the project.

Benefits of a Road Diet on Sonoma

- Eliminates the speed differential due to having only one lane in each direction, which improves safety for those trying to access Sonoma Boulevard (SR 29) from the side streets.
- Left turns from Sonoma Boulevard would not be made from the through-lane, which would improve safety by reducing the potential for rear end collisions on the state route.
- Pedestrian crossing distances would be decreased and reducing the number of lanes to cross improves pedestrian safety.
- Adding bike lanes on Sonoma Boulevard promotes use and improves safety by providing a dedicated lane for cyclists.

Status

- PES forms and documents have been approved, and the remaining item is air quality conformity determination.
- No comments received on air quality thus far
- Design of the plans and specifications are anticipated to be complete in Summer 2015.
- Construction is scheduled for 2015/16

Truck Traffic

- Traffic counts in May 2012 showed an ADT of 16,000 vehicles per day
- Truck traffic was less than 3%.
- AM Peak occurred at 11:15 AM with 303 vehicles
- PM Peak occurred at 3:00 PM with 349 vehicles
- School traffic at Lincoln Elementary has been identified as the biggest contributor to congestion on this portion of Sonoma Boulevard during school drop-off and pick-up times.

Not a Project of Air Quality Concern

- This Project will promote bicycling with new bicycle lanes
- The Project will also enhance ADA access by improving curb ramps at the intersection/entrance to Lincoln School
- The Vallejo HSIP Sonoma Boulevard (SR 29) Project has no direct impact on traffic volumes or truck traffic
- No added idle or cold start times will be affected



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Memorandum

TO: Air Quality Conformity Task Force

DATE: August 27, 2015

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2015 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications. Staff is not requesting a review of the project-level air quality conformity implications of these projects through this item. Details of each project and category of projects under review is as follows:

Adding the PE phase only of a non-exempt project to the 2015 TIP

Staff is proposing to add only the PE phase of Marin County Transit District's Relocate Transit Maintenance Facility project to the 2015 TIP through amendment 2015-17. The description of the project in the proposed project listing is as follows:

Project Description: In Marin County: Relocate contractor maintenance facilities in a centralized location, including bus parking and three maintenance bays. This project listing includes only the PE phase of this project.

Expanded Project Description: In Marin County: Relocate contractor maintenance facilities in a centralized location, including bus parking and three maintenance bays. This project listing includes only the PE phase of this project.

As FTA has not yet determined that the project meets the requirements for a Categorical Exclusion (CE) under 23 CFR 771, this project cannot currently be classified as exempt from regional air quality conformity under 40 CFR 93.126 or 40 CFR 93.127. As such, staff proposes to add this project to the 2015 TIP as a regionally non-exempt project.

However, as PE is not a capital phase, staff is requesting the Task Force's concurrence that the addition of this phase to the 2015 TIP will not require an update to the air quality conformity analysis.

If the FTA determines that the project does qualify for a CE under 23 CFR 771, staff will update the TIP to reflect that the project is exempt from regional air quality conformity under 40 CFR

93.126 under the Mass Transit – Constuction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771 category after consultation with the Task Force.

The capital phases of this project are expected to be added to the TIP through a future update or revision. This project will be brought back to the Task Force for consultation on the regional air quality conformity implications of the project at that time.

New Projects Staff is Proposing to Include or Revise in the 2015 TIP

Staff has also received requests from sponsors to revise the description of one individually listed project and add a number of new exempt projects to the 2015 TIP as part of grouped listings. Attachment A includes a list of these projects along with the regional air quality category that staff believes best describes the projects.

Item 3a - Attachment A: Proposed New and Revised Projects for Regional Air Quality Conformity Status Review

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Napa	NAP110028	Napa	California Boulevard Roundabouts	City of Napa: At at First Street/ California Blvd. and Second Street/ California Blvd: Construct roundabouts Caltrans: Construct roundabout at Northbound off-ramp of SR 29 and First Street	City of Napa: At at First Street/ California Blvd. and Second Street/ California Blvd: Construct roundabouts Caltrans to construct a third roundabout at SR 29 northbound off-ramp and First Street.	EXEMPT (40 CFR 93.127) - Intersection channelization projects
New Project Proposed as Part of Grouped Listings						
San Francisco	VAR110003	Caltrans		In the city and county of San Francisco: US101 from Van Ness Avenue to Lyon Street: Rehabilitate Pavement	In the city and county of San Francisco: US101 from Van Ness Avenue to Lyon Street: Rehabilitate Pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Alameda	VAR110004	Caltrans		In Alameda County in various cities, at various locations on Route 580. Also, on Route 680 at various locations (PM M0.1/R12.4). Upgrade transition railing.	In Alameda County in various cities, at various locations on Route 580. Also, on Route 680 at various locations (PM M0.1/R12.4). Upgrade transition railing.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Alameda	VAR110004	Caltrans		In Alameda County in various cities, at various locations on Route 580. Also, on Route 680 at various locations (PM M3.1/R21.8). Upgrade transition railing.	In Alameda County in various cities, at various locations on Route 580. Also, on Route 680 at various locations (PM M3.1/R21.8). Upgrade transition railing.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Alameda	VAR110004	Caltrans		At the McCosker property on East Bay Regional Parks District (EBRPD) land. Required environmental mitigation (site 2) for EA 17240, EFIS 04 0000 0455, PPNO 0086Z.	At the McCosker property on East Bay Regional Parks District (EBRPD) land. Required environmental mitigation (site 2) for EA 17240, EFIS 04 0000 0455, PPNO 0086Z.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Alameda	VAR110004	Caltrans		In Berkeley, at Bancroft Way. Install traffic signal.	In Berkeley, at Bancroft Way. Install traffic signal.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections
Contra Costa	VAR110004	Caltrans		I-680: Near Martinez, from East Martinez Underpass to 0.2 mile south of Marina Vista Avenue at various locations. Upgrade metal beam guard railing transitions to bridges and walls at 7 locations to meet current standards.	I-680: Near Martinez, from East Martinez Underpass to 0.2 mile south of Marina Vista Avenue at various locations. Upgrade metal beam guard railing transitions to bridges and walls at 7 locations to meet current standards.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Contra Costa	VAR110004	Caltrans		Contra Costa County, on Routes 80 and 580 at various locations. Upgrade metal beam guard railing transitions to bridges and walls at 55 locations to meet current standards.	Contra Costa County, on Routes 80 and 580 at various locations. Upgrade metal beam guard railing transitions to bridges and walls at 55 locations to meet current standards.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Contra Costa	VAR110004	Caltrans		I-80: In and near Richmond, Pinole and Hercules, from El Portal Drive to Hercules Overhead at various locations. Upgrade metal beam guard railing transitions to bridges and walls at 4 locations to meet current standards.	I-80: In and near Richmond, Pinole and Hercules, from El Portal Drive to Hercules Overhead at various locations. Upgrade metal beam guard railing transitions to bridges and walls at 4 locations to meet current standards.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions

Item 3a - Attachment A: Proposed New and Revised Projects for Regional Air Quality Conformity Status Review

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Napa	VAR110004	Caltrans		In Napa, at northbound SR-29 ramps and 1st Street. Construct roundabout.	In Napa, at northbound SR-29 ramps and 1st Street. Construct roundabout.	EXEMPT (40 CFR 93.127) - Intersection channelization projects
San Mateo	VAR110004	Caltrans		In San Mateo County, on Routes 1, 82, 101 and 280 at various locations. Replace metal beam guardrail with concrete guardrail.	In San Mateo County, on Routes 1, 82, 101 and 280 at various locations. Replace metal beam guardrail with concrete guardrail.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
San Mateo	VAR110004	Caltrans		In San Mateo County, on Routes 1, 82 and 84 at various locations. Install crosswalk safety enhancements.	In San Mateo County, on Routes 1, 82 and 84 at various locations. Install crosswalk safety enhancements.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Santa Clara	VAR110004	Caltrans		In Mountain View, from El Camino Real (Route 82) to east of Church Street. Install median barrier.	In Mountain View, from El Camino Real (Route 82) to east of Church Street. Install median barrier.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Solano	VAR110004	Caltrans		In Solano County, on Routes 80 and 680 at various location. Replace metal beam guardrail with concrete guardrail.	In Solano County, on Routes 80 and 680 at various location. Replace metal beam guardrail with concrete guardrail.	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions
Solano	VAR110004	Caltrans		In Solano County, at various locations. Install crosswalk safety enhancements.	In Solano County, at various locations. Install crosswalk safety enhancements.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Sonoma	VAR110004	Caltrans		In southern Sonoma County, along the San Pablo Bay shore, between Petaluma River and Tolay Creek. Required environmental mitigation (site 3) for EA 17240, EFIS 04 0000 0455, PPNO 0086Z.	In southern Sonoma County, along the San Pablo Bay shore, between Petaluma River and Tolay Creek. Required environmental mitigation (site 3) for EA 17240, EFIS 04 0000 0455, PPNO 0086Z.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc.
Alameda	VAR110042	Caltrans		In Berkeley, from Shattuck Avenue to 7th Street. Upgrade curb ramps and sidewalks.	In Berkeley, from Shattuck Avenue to 7th Street. Upgrade curb ramps and sidewalks.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Sonoma	VAR110044	Caltrans		Near Guerneville, at Russian River Viaducts #20-0071 and #20-0072. Retrofit bridges.	Near Guerneville, at Russian River Viaducts #20-0071 and #20-0072. Retrofit bridges.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Marin	VAR110044	Caltrans		Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge.	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Marin	VAR110044	Caltrans		Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114. Repair damaged embankment and construct retaining wall.	Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114. Repair damaged embankment and construct retaining wall.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature



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Memorandum

TO: Air Quality Conformity Task Force

DATE: August 14, 2015

FR: Harold Brazil

W.I.:

RE: Update on the Proposed Final Transportation Conformity Analysis for the Amended Plan Bay Area and 2015 Transportation Improvement Program

MTC staff completed the Proposed Final Transportation Air Quality Conformity Analysis (Conformity Analysis) for the amended Plan Bay Area and the 2015 Transportation Improvement Program (TIP). The Conformity Analysis includes I-580 access improvements to the Richmond-San Rafael (RSR) Bridge which will yield traffic congestion benefits (in the eastbound direction of I-580 in Marin County) and provide bicycle and pedestrian access between Contra Costa and Marin Counties.

The Draft Air Quality Conformity Analysis document was released for public review and comment beginning on June 19, 2015 and ending on July 20, 2015. The public comments received and MTC's responses to these comments are contained in **Section V and Appendix E** of the proposed final report.

Figure 3 of Appendix C of the Draft Conformity Analysis, in error, contained no content. This error has been corrected and no other revisions to the Proposed Final Conformity Analysis were needed in response to comments.

Next Steps

The final documents, comments received and the agency's responses are scheduled to be considered at the September 2015 Programming and Allocations Committee meeting. The final documents are scheduled to be presented for approval at the September 23, 2015 Commission meeting. Final federal approval of the 2015 TIP is expected in November 2015.

**Air Quality Conformity Task Force
Summary Meeting Notes
July 23, 2015**

Participants:

Andrea Gordon – BAAQMD
Amir Fanai – BAAQMD
Kevin Nguyendo – Caltrans
Rodney Tavitias – Caltrans
Lynn McIntyre – AECOM
Paul Krupka – Redwood City
Ginger Vagenas – EPA

Stew Sonnenberg – FHWA
Joseph Vaughn – FHWA
Ted Mately – FTA
Dick Fahey – Caltrans
Adam Crenshaw – MTC
Harold Brazil – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:35 am.

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. US 101/SR 84 (Woodside Road) Interchange Improvement Project

Ms. Lynn McIntyre (AECOM) began her description of the US 101/SR 84 (Woodside Road) Interchange Improvement project by stating that the project would:

- Reconfigure an existing interchange (with no change to US 101 mainline)
- Widen a 0.4-mile segment of SR 84 (Woodside Road) from 5 to 6 lanes
- Construct new flyover ramps between US 101 and Veterans Boulevard
- Improve the intersections of Woodside Road with Veterans Boulevard, Broadway, and Bay Road to the west of US 101, and Seaport Boulevard/East Bayshore Road/Blomquist Road to the east of US 101
- Construct additional pedestrian and bicycle facilities throughout the project area

Ms. McIntyre also indicated that the purpose of the US 101/SR 84 Interchange project is to improve:

- Peak-hour congestion at the US 101/Woodside Road interchange
- Traffic operations at nearby intersections along Woodside Road
- Bicycle and pedestrian access near the interchange

The consultant team's scoping meeting presentation was compiled into a video (no audio), which may be viewed at: <https://www.youtube.com/watch?v=c2Q9ieK07bE&feature=youtu.be>

Ms. McIntyre mentioned that the project area is less than a mile from a Bay Area Air Quality Management District (BAAQMD) monitor, Alternative 3A has been removed from the project analysis and that Redwood City is preparing a NEPA document for the project and will be available for public review later this year.

Ms. McIntyre concluded her presentation by stating that intersection at LOS D, E or F improve in the build alternative and that the project would not change truck travel demands or truck AADT percentages (compared to the No Build scenario).

Andrea Gordon (BAAQMD) asked Ms. McIntyre for clarification on what a “diverging diamond” interchange was and Ms. McIntyre stated that it was an interchange that has the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. Video for the diverging diamond interchange can be found at:
<https://www.youtube.com/v/WF9Cx0pMsbl%26autoplay=1>

Ginger Vagenas (EPA) asked about the truck type by axle tables in the assessment form, specifically the difference between less than 5 axles and 5 or more axles. Ms. McIntyre indicated she would follow up on this clarification after the meeting. Ms. Vagenas went on to say that she did not feel the project was of air quality concern because truck traffic did not increase between the build and no-build scenarios (regardless of the truck axle number definition information).

Amir Fanai (BAAQMD) mentioned that the truck AADT percentages on US 101 and SR 84 could be misleading (the higher truck percentages being on SR 84 and the lower truck percentages being on US 101 when the values should be the other way around). Ms. McIntyre stated that she would follow up with clarifying information after the meeting.

Ms. Vagenas also commented that if build scenarios cause increases in truck traffic (which is not the case with the US 101/SR 84 (Woodside Road) Interchange Improvement project), the Task Force will need 2-axle truck, gas versus diesel, fuel composition information.

Final Determination: With input from FTA, EPA and Caltrans, the Task Force concluded that the US 101/SR 84 (Woodside Road) Interchange Improvement project was not of air quality concern.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

Harold Brazil (MTC) heard no comments from the Task Force on the **2b_Exempt List 71015.pdf** list of projects.

Final Determination: With input from FHWA, FTA, EPA, Caltrans and MTC, the Task Force agreed that the project on the exempt list (**2b_Exempt List 71015.pdf**) is exempt from PM_{2.5} project level analysis.

3. Projects with Regional Air Quality Conformity Concerns

a. Review of the Regional Conformity Status for New and Revised Projects

Adam Crenshaw (MTC) discussed information to assist Task Force review of regional conformity status for new and revised projects:

[Non-Exempt, Not Regionally Significant Revision to San Francisco’s Great Highway Restoration Project \(SF-110005\)](#)

Mr. Crenshaw indicated that the San Francisco's Great Highway Restoration is currently included in the 2015 TIP as an emergency restoration project to stabilize a portion of the Great Highway in preparation to restore it to four automobile travel lanes following storm damage to the roadway. Mr. Crenshaw went on to say that staff is now proposing to update the scope of the project to include the permanent restoration phase of the project. Mr. Crenshaw also mentioned that the traffic volume on this segment of roadway is currently 9,500 vehicles in average daily traffic (ADT) and projected to be 10,900 ADT in 2040. (This approach is consistent with the Task Force's previous guidance on road diets) As such, staff requested the Task Force's concurrence that incorporating this change in scope into the 2015 TIP would not require an update to the conformity analysis.

New Projects Staff Propose to Include in the 2015 TIP

Mr. Crenshaw also stated that MTC staff had received requests from sponsors to add 35 new exempt projects to grouped listings in future revisions.

Mr. Crenshaw received no questions or comments on the above mentioned agenda items.

4. Release of Draft Transportation Conformity Analysis for the Amended Plan Bay Area and 2015 Transportation Improvement Program (Update)

Harold Brazil (MTC) updated the group on comments received to date on the conformity analysis for the Amended Plan Bay Area and 2015 Transportation Improvement Program and received no comments.

5. Providing Additional Guidance to Project Sponsors for Consultation Process

Harold Brazil (MTC) and Adam Crenshaw (MTC) discussed MTC staffing issues which are slowing updates to the existing guidance available to project sponsors for going through the project level conformity consultation process. Ginger Vagenas (EPA) commented that this item needs to remain on the backburner on the Task Force's "to do" list of activities.

6. Consent Calendar

a. June 18, 2015 Air Quality Conformity Task Force Meeting Summary

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.

7. Other Items

Harold Brazil (MTC) notified the Task Force that he would be following-up (via email) on two projects previously going through consultation:

- San Francisco Department of Public Works - Second Street Improvements Project; **SF-130011** (from 1-22-15 Task Force Meeting)