



ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station

Project #: 1457.001, Contract #: A15-0030



A presentation to the
MTC Air Quality Conformity Taskforce

Matt Bomberg, Alameda CTC

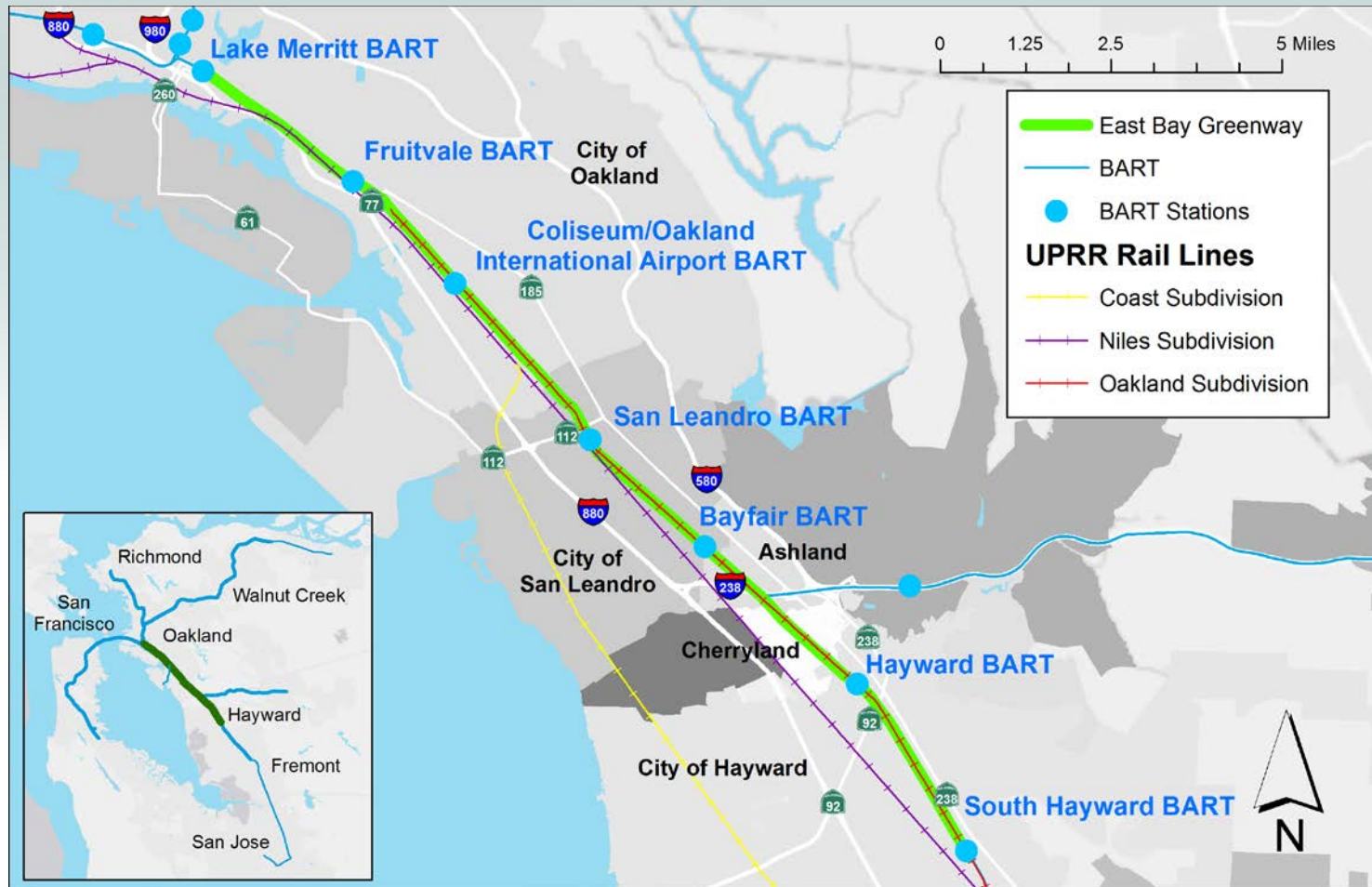
Mike Brady, ICF

May 25, 2017

East Bay Greenway Project Overview

- Proposed regional trail facility following BART alignment
- Alameda CTC conducting environmental analysis for section from Lake Merritt BART to South Hayward BART
 - 16 miles
 - Links seven BART stations
 - Connects four jurisdictions
- Significant portion of project corridor shared by an active freight rail line

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



Project Partners

- Alameda CTC (Project sponsor and CEQA lead)
- City of Oakland
- City of San Leandro
- City of Hayward
- Alameda County
- BART
- East Bay Regional Park District
- Caltrans (NEPA lead)

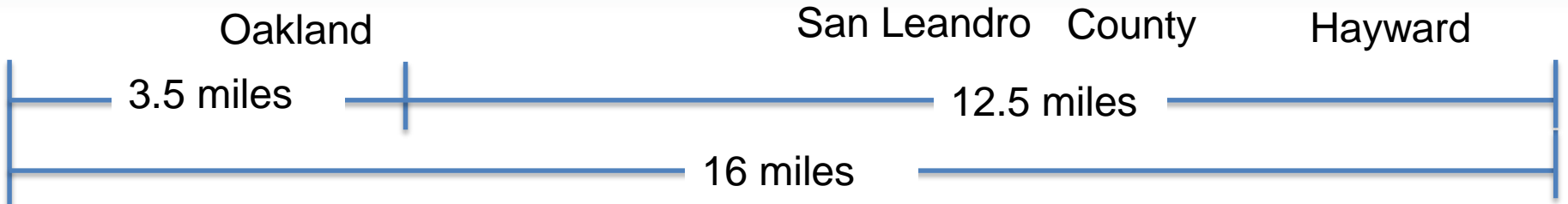
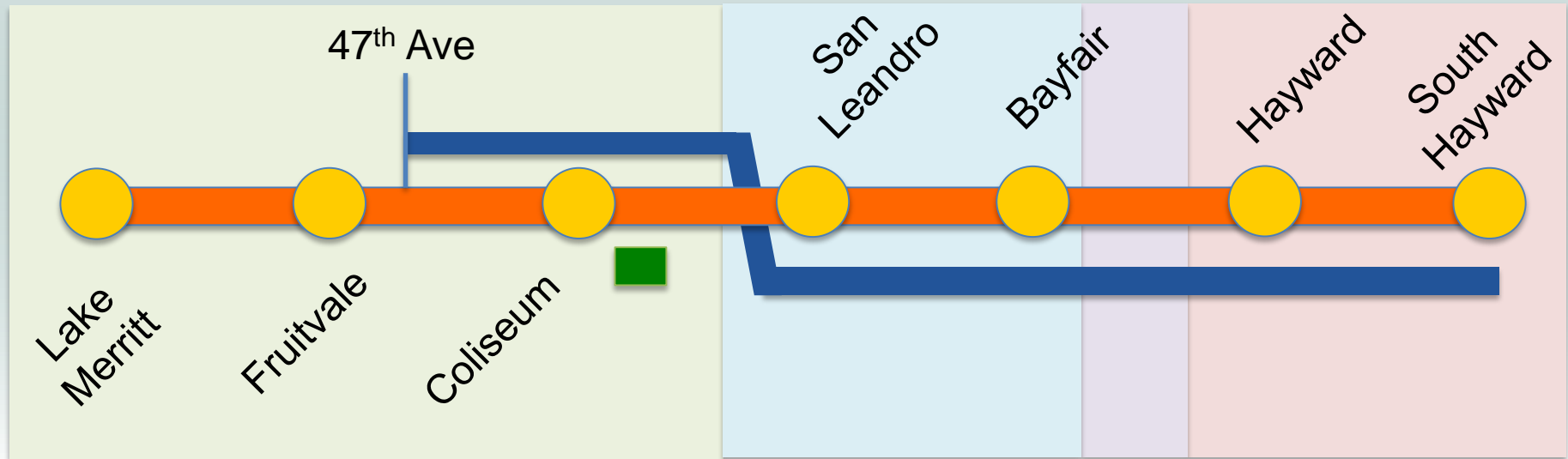
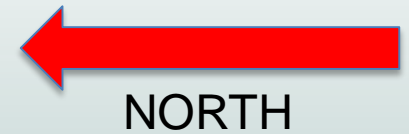
Project Purpose and Need


To provide for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on the trail corridor generally following BART and UPRR Oakland Subdivision corridor.

Project Design Options

- Single Build Alternative
 - “Bookend approach” to environmental analysis
 - Ultimate design may be between two options depending on ROW availability
 - Two different design options in portion of corridor where UPRR ROW present (southern 12.5 miles of corridor)
- Rail-to-trail option
 - Assumes full UPRR ROW available for multi-use pathway
- Rail-with-trail option
 - Minimize encroachment in UPRR ROW
 - Requires narrowing roadway and modifying intersections in some locations
 - Used for traffic and air quality analysis – more conservative

Project Corridor



 UPRR Oakland Subdivision

 BART

 East Bay Greenway Coliseum to 85th Ave

General Project Characteristics

- Where not fully in BART/UPRR ROW project uses E. 10th, E. 8th, E. 12th, and San Leandro Streets in Oakland, and San Leandro Blvd. in San Leandro
 - All but E. 10th (Major Collector) are classified as “Minor Arterials” in Caltrans Functional Classification maps
 - Existing 2-lane (E. 10th) and 4-lane streets
- Project does not add through lanes
- Intersection modifications for Class IV bikeway
 - New signal at minor cross streets, turn pocket/slip lane removal, signal phasing changes
- Two road diet segments
 - San Leandro St (0.66 mi) and San Leandro Blvd (0.44 mi)

Project-Level Conformity History

- The CTF previously concurred that the project was exempt (126) due to the project type (bike/ped)
- Intersection modifications are now needed, so it is returning to the CTF for review as exempt from regional analysis (127)
- Concurrence that it is Not a Project of Air Quality Concern (Not a POAQC) is requested.
 - Road diet segments were determined not to be Regionally Significant on March 23, 2017 by the CTF

Traffic Analysis Assumptions

- Baseline (opening) traffic volumes based on counts collected in Fall 2016 and recent counts from local jurisdictions
- Baseline (opening) intersection geometry includes two fully-funded, approved projects that are independent of this one
 - BRT project: at E. 8th St./E. 12th St./14th Ave.
 - Fruitvale Alive project: E. 12th St./Fruitvale Ave.

Intersection LOS Summary

- 28 intersections on & near the project were analyzed – baseline conditions
 - 16 of the 28 are at LOS A, B, or C and are remain unchanged
 - 2 would be at LOS D or worse at baseline and improve with the project
 - 6 would be at LOS D or worse at baseline and remain unchanged
 - 4 would decline to LOS D or worse
 - All have <35,000 AADT and 6% or less (all but one <4%) heavy vehicles

Horizon Year and Heavy Vehicles

- 2040 volumes examined for road diet locations
 - <20,000 AADT with 4% heavy vehicles at those locations
- Project not designed or intended to increase traffic or heavy vehicle (assume all diesel) volumes
 - Intersection modifications improve safety for bicyclists
 - No added through lanes
- The project would support modal shift to bicycle, pedestrian, and transit modes

POAQC Criteria

40 CFR 93.123(b)(1)

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles
 - Not a new or expanded highway
 - No increase in the number of through lanes
 - No change in land use due to the project that would increase diesel vehicle traffic

POAQC Criteria

40 CFR 93.123(b)(1)

- (ii) Projects affecting intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project
 - Heavy (assume all diesel) vehicles are 6% or less at all intersections, and mostly 4% or less
 - AADTs in baseline condition are <35,000, well under the volume commonly considered significant
 - While 4 intersections deteriorate to or below LOS D with the project, all have low truck volumes (AADT <35,000 and 2-3% heavy vehicle volume)
 - Based on analysis at road diet locations, large increases in AADT and truck volumes unlikely in the horizon year

POAQC Criteria

40 CFR 93.123(b)(1)

- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location
 - Not a new or expanded bus or rail terminal or transfer point

POAQC Criteria

40 CFR 93.123(b)(1)

- (v) Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10- applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation
 - The project site is neither in nor affects locations, areas, or categories of violation sites that are identified in a PM10 or PM2.5 implementation plan

Summary

- This project should not be a project of air quality concern
 - Does not meet criteria in EPA Rules and Guidance for being a Project of Air Quality Concern
 - Purpose of the project is not to provide increased motor vehicle capacity – improves bicycle, pedestrian, and transit connections



Thank you

For additional information, go to:
www.alamedactc.org/eastbaygreenway

Back-up slide

- [Rail-with-Trail Concept Plan](#)
- [Rail-to-Trail Concept Plan](#)