



Regional Planning Partnership

Item #3
Action

July 15, 2009

PM_{2.5} and PM₁₀ Qualitative Analysis—Arden Way Improvement Project

Issue: Would the Arden Way Improvement Project create a significant enough impact from particulate matter (PM_{2.5} and PM₁₀) emissions to find it to be a “project of air quality concern” (POAQC) which would require a qualitative hot spot analysis under Federal guidance?

Recommendation: That the Partnership, in its air quality conformity consultation role and using the criteria discussed below, make the finding that the Arden Way Improvement Project does not require a qualitative PM_{2.5} and PM₁₀ hot spot analysis (i.e., the project is not a project of air quality concern).

Discussion: Projects in Sacramento County—a non-attainment area for PM_{2.5} and PM₁₀—that are non-exempt from regional emissions analysis may require a qualitative hot spot analysis if they meet certain criteria associated with specific types of projects. The guidance issued by EPA and FHWA requires qualitative hot spot analysis for the five following types of projects:

- I. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- II. Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- 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; and
- V. Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project in question proposes installing a traffic signal on Arden Way at Mission Avenue. This project does not meet any of the criteria for a Project of Air Quality Concern as described in the EPA Final Rule of 3/10/2006 and the EPA Guidance of 3/29/2006.

Refugio Razo, Senior Civil Engineer (Sacramento County DOT) will be at the partnership meeting to discuss this item and answer questions.

JPC:gg
Attachment

Key Staff: Matt Carpenter, Director of Transportation Planning, (916) 340-6276
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RTIP ID# SAC24416 (VAR30000)				
Project Description <i>(clearly describe project)</i>				
<p>The Sacramento County Department of Transportation (SACDOT) proposes to improve the Arden Way Corridor between Eastern Avenue and Fair Oaks Boulevard.</p> <p>Major Project Improvements include: Improve access and mobility for pedestrians and bicyclists with new bicycle lanes and new sidewalk construction; improve pedestrian access in the area with the installation of sidewalk ramps compliant with ADA requirements, audible traffic signals, and countdown pedestrian signal devices; street improvements with new lighting and drainage inlets installation along the project limits; improve pedestrian safety at the Arden Way at Mission Ave intersection with the installation of a new signal; modify the signal at the of Arden Way at Fair Oaks Blvd intersection, improving the pavement condition at this intersection.</p> <p>This project is partially funded by Measure A Sales Tax and a Grant by the Sacramento Area Council of Governments (SACOG).</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Bicycle and pedestrian continuity project, add sidewalk and an installation of a new traffic signal at the intersection of Arden Way and Mission Avenue.				
County Sacramento	Narrative Location/Route & Postmiles: Caltrans Projects – EA# 03-928951L			
Lead Agency: Caltrans				
Contact Person Myriam Frausto	Phone# 916.874.5289	Fax# 916.874.7831	Email fraustom@saccounty.net	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: March 2007				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	8/2008	8/2009	N/A	3/2010
End	8/2009	10/2009	N/A	9/2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The Arden Way Project offers a great opportunity to address the integration of pedestrian and bicycle improvements that improve the air quality, access to transit, and healthy transportation alternatives for the residents who live along this older developed suburban corridor. Arden Way is identified in the new County Pedestrian & ADA Master Plans, and in the County Bicycle Master Plan. These improvements will help complete the streets and provide greater connectivity to existing pedestrian and bicycle facilities.

The Arden Way Improvement Project was ranked number one in the High Priority Pedestrian Upgrade category for pedestrian improvements in the *Regional Bicycle, Pedestrian and Trails Master Plan (Plan)*. This project will be the first phase of pedestrian and bicycle improvements for the entire length of the corridor as identified in the *Plan*. The funding will be used primarily for pedestrian improvements. Minor bicycle improvements have been added to take advantage of opportunities to improve safety by filling in remaining gaps along Class II Bicycle facility.

The traffic signal will increase safety of bicyclists, pedestrians and drivers at the offset intersection at Mission Avenue. The project facilities will allow residents to access shopping centers at both ends of the corridor without using motor vehicles and will also provide access to transit.

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

The project consists mainly of residential development. At the corners of Arden Way and Eastern as well as the corner at Fair Oaks there are shopping centers and other commercial facilities. A church is located on the corner of Arden at Mission; petitioners requested a traffic signal to be installed at this location.

Opening Year: Build and No Build LOS- AM 2-Hr, % and # trucks, truck AM 1-Hr of proposed facility			
2010	LOS	AM 2-Hr	Truck AM 2-Hr, % and #
Build	A	3060	N/A
No-Build	F	3060	N/A

RTP Horizon Year / Design Year: Build and No Build LOS, AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility			
2030	LOS	AM 2-Hr	Truck AM 2-Hr, % and #
Build	B	3760	N/A
No-Build	F	3760	N/A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT		
2010	LOS	ADT
Build	A	3550
No-Build	A	3550

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		
2030	LOS	ADT
Build	A	3700
No-Build	A	3700

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

While we do not anticipate significant increase of vehicular trips on Mission Avenue as a result of the proposed traffic signal on Arden Way at Mission Avenue, measures for traffic calming at Mission Street north of Arden Way were considered in response to the concerned residents. As a result, a speed table is proposed with this project to reduce the overall speed on Mission Avenue. The speed table would be located on Mission Avenue approximately 500 ft north of Arden Way.

Comments/Explanation/Details (*attach additional sheets as necessary*)

The Arden Way Improvement Project focus is bicycle and pedestrian continuity, the traffic signal installation at Mission Avenue is a results of petitions from residents and 2 warrants that were met since 2004 (Eight Hour Vehicle Volume and Four Hour Vehicle Volume). We do not anticipate any changes on the LOS on the project limits as a consequence of the proposed improvements.