

ID 04XXXXXXXXX / EA 04-2W480**I-80/Powell St. Interchange Transit Access Improvement Project**

Agency:	City of Emeryville	Responded By:	TYLin				
Review Unit:	See Below	Date Responded:	5/26/22				
Comments By:	Mayor John Bauter	JRT Meeting Date:					
Review Date:	AC Transit ILC Meeting						
TECHNICAL COMMENT REVIEW AND RESPONSE							
Submittal: Author: T.Y.Lin		Title: Single-Build Left Turn Alternative Geometry – AC Transit Meeting I-80/Powell St. Interchange Transit Access Improvement Project					
Revision Action Code: A -Will Comply; B -Consultant to Evaluate; C -Will Not Incorporate; D -MTC to Evaluate							
Item No.	Drawing or Page No.	Review Comments	Design Responses	Revision Action	Review Comments	JRT Disp.	Final Disp.
John Bauter, Mayor, City of Emeryville – Verbal comments captured during AC Transit ILC Meeting (March 9, 2022)							
1		Consider putting an EMS sign to alert drivers of “No Turn On Red” at the EB Off-ramp.	Will include EMS sign	A			
2		Enforcement for the left-turn Bus Only Lane.	The proposed “BUS ONLY” lane will be painted red. Only transit buses will be able to trigger the signal. Therefore, any other vehicle using the marked lane is in clear violation. The project does not include any enforcement beyond standard striping and signing. It is CHP’s responsibility to enforce violations within the State Highway System, as the location falls within the limits of the Caltrans right of Way.	C			

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3		Convert the WB diagonal on-ramp to a HOV Lane only.	Converting WB Diagonal on-ramp into a HOV lane would add additional traffic volumes at Powell St and W. Frontage Rd intersection and at W. Frontage Road toward the WB slip on-ramp intersection to I-80. All single passenger cars from EB Powell St. would be forced to make a left turn on to W. Frontage Road before they access the WB I-80 via slip on-ramp. The purpose of the project it not to redirect or modify existing traffic circulation movements, but to rather enhance transit reliability and travel time. Per the Traffic Operational Analysis Report, of the total 40 daily trips between Emeryville Capitol Corridor/Amtrack station and downtown San Francisco, 33 trips occur during the non-peak hrs and only 7 trips occur during the peak hrs (3 trips during am peak hour and 4 trips during pm peak hour prior to the COVID-19 pandemic). Per the recent conversation with the Caltrans Project Manager, conversion of the WB Powell Street diagonal on-ramp to a HOV only lane would require FHWA review and approval. In addition, the environmental document will be a minimum of Initial Study (IS) rather than a Categorical Exception (CE) which will require extensive time and public outreach. To maintain the efficiency of the project and stay on course for CEQA exemption under Senate Bill No. 288, we recommend the City's proposal of lane conversion to be carried out as a separate project to allow Caltrans and FHWA to fully evaluate the feasibility of implementation.	C			
4		Conduct a small workshop with the City of Emeryville to discuss the above.	A follow-up meeting/workshop with the City's staff was conducted on May 31, 2022.	A			