

The following table provides an assessment of the potential environmental effects resulting from changes in the definition of the East Bay BRT Project. The changes are relatively minor and include the elimination of a second through lane on International Boulevard (SR-185) between 73rd and 75th Streets and the elimination of three new traffic signals.

An aerial view of the proposed lane elimination is provided in Figure 1 and the proposed signal eliminations are shown in Figure 2.

TABLE 2: IMPACTS ASSESSMENT FOR PROPOSED INTERNATIONAL BOULEVARD STRIPING CHANGES AND SIGNAL ELIMINATION DESIGN CHANGES TO THE EAST BAY BRT PROJECT

Proposed Location	Change from FEIS/R	Description
<p>Lane elimination: International Boulevard (SR-185) between 73rd and 75th Streets, Oakland CA.</p> <p>Signal elimination: International Boulevard at the intersections of 13th and 12th Avenues and the intersection of 12th Street and 13th Avenue.</p>	Elimination of elements previously included in FEIS/R analysis	The proposed design changes to the East Bay BRT Project include the elimination of one of the through-lanes of traffic in the southbound direction of International Boulevard between 72 nd and 75 th Avenues in Oakland, California, and the addition of parking/delivery lane space and Class II bike lanes. These changes are shown in Figure 1 and Figure 2 and would be accomplished by restriping International Boulevard as proposed. No major construction work is required. The second proposed change is elimination of three new traffic signals planned for construction in the approved BRT Final Design, which have since been determined to be unnecessary for the projected traffic volumes (International Boulevard/13 th Avenue, International Boulevard/12 th Avenue, and 12 th Street/13 th Avenue). These changes are described in the memorandum by Fehr & Peers titled "7229 International Boulevard – Maria's Market and Deli" dated September 21, 2018.

Environmental Resource	FEIS/R Section	Potential Impacts of Change	Mitigation Summary
Transit Conditions	3.1	The proposed design changes would not alter ridership or functionality of the East Bay BRT Project. These changes would reduce the number of lanes along International Boulevard from two to one, while maintaining existing access to public transit. As discussed in Section 3.1 of the FEIS/R, implementation of the East Bay BRT Project would result in a net increase in total transit rideshare in the region by closing public transit availability and access gaps, which would result in fewer vehicles on the road and associated impacts to air quality, noise, and transportation and circulation. The proposed design changes to lane configuration and traffic signaling would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation is warranted.
Vehicular Traffic	3.2		
Roadway Volumes	3.2.3-7 & 3.2.9	Roadway capacity in the vicinity of the proposed design changes would be incrementally reduced. The first proposed design change includes the elimination of one of the through-lanes of traffic in the southbound direction of International Boulevard between 72 nd and 75 th Avenues and the addition of parking/delivery lane space and Class II bike lanes. These changes would be accomplished by restriping International Boulevard as proposed. The proposed changes would reduce the existing roadway capacity, a change that would reduce vehicle miles traveled (VMT) and is presumed to have a less than significant impact on transportation (DKS Associates 2019). As such, these changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of impacts is warranted.
Intersection Level of Service (LOS)/Vehicle Miles Traveled (VMT)	3.2.3-7 & 3.2.9	Section 3.2 of the FEIS/R states that an impacted intersection is one that falls below adopted local significance thresholds. To analyze transportation impacts throughout the BRT corridor, the FEIS/R applied City of Oakland criteria throughout the corridor. Since the publication of the FEIS/R, the City of Oakland has modernized its transportation impact criteria to be consistent with SB 743. The updated thresholds of significance replace level of service (LOS) criteria with vehicle miles travelled (VMT) criteria. Both development and transportation projects may have a significant impact if they cause substantial additional VMT or substantially induce automobile travel. Transit, active	No mitigation of impacts is warranted.

		<p>transportation, and road diet projects have a presumption of less than significant impact as stated in the 2019 traffic operations analysis memorandum prepared by DKS Associates (DKS Associates 2019). As stated therein:</p> <ul style="list-style-type: none"> Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed-use development. Reducing roadway capacity (i.e. a "road diet") will generally reduce VMT and therefore is presumed to cause a less than significant impact on transportation. <p>LOS is no longer the metric used to identify impacts, and transit, active transportation, and lane reduction projects are entitled to the presumption that VMT would be reduced. Therefore, while the intersection of International Boulevard and 73rd Avenue would result in LOS F during the PM peak hour, due to the City's updated significance criteria thresholds, this would not constitute a significant impact (DKS Associates 2019).</p>	
Neighborhood Traffic Effects	3.2.8	The proposed changes to the lane configuration along International Boulevard and the elimination of the planned traffic signals at various intersections would not substantially affect local access or traffic circulation. The proposed change to the street layout would not necessitate increased traffic through neighborhood areas. Therefore, the proposed design changes would result in no new or more severe impacts to nearby neighborhood traffic than previously identified in the FEIS/R for the East Bay BRT Project.	No additional mitigation measures are warranted.
Non-Motorized Transportation	3.3	The proposed change to the East Bay BRT Project would include restriping along International Boulevard to eliminate a lane in each direction and to add a Class II bike lane. This would improve bicycle safety and access along International Boulevard and through the intersection at 73 rd Avenue. Pedestrian access would be maintained along International Boulevard and no construction activities would occur that would result in impacts to non-motorized transportation as a result of the proposed changes. As the proposed design changes would enhance safety of non-motorized transportation in the immediate area, these changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation is warranted.
Parking	3.4	The proposed design changes involve restriping a section of International Boulevard from 72nd to 75th Avenues and eliminating planned traffic signals at three intersections, none of which would eliminate available parking spaces. The genesis of these proposed design changes resulted mainly from AC Transit's continuing outreach to communities and stakeholders along the BRT Project corridor and are undertaken to improve parking and delivery land space at businesses along International Boulevard. Therefore, parking would improve as a result of the proposed design changes and lane restriping and no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project would occur.	No mitigation is warranted.
Land Use	4.1	<p>The reduction in lanes along International Boulevard from two lanes to one would not adversely affect adjacent or nearby land uses. The specific areas on which the changes would be imposed are in the existing right-of-way (ROW) dedicated to transportation uses (along International Boulevard from 72nd to 75th Avenues).</p> <p>Land uses that surround the project alignment generally include commercial spaces and religious centers to the north and south along International Boulevard. Several small convenience stores and restaurants are located along the segment of International Boulevard where the project changes would occur, including Maria's Market & Deli at the corner of International Boulevard and 73rd Avenue. The business owners at this establishment were contacted and worked with to coordinate these changes to provide improved access along International Boulevard as a part of the East Bay BRT community outreach efforts.</p> <p>The proposed design changes would not affect the existing land uses along International Boulevard and have been recommended because of communication with the businesses surrounding the project alignment. In addition, as the proposed design changes would not substantially alter the East Bay BRT Project, it would remain consistent with</p>	No mitigation for land use effects of the proposed design changes is warranted.

		applicable planning goals and policies. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	
Growth Inducement	4.2	The proposed design changes would not affect growth patterns in the area. No facility would be constructed that would attract users or change mobility patterns of area residents or alter local access. The proposed design changes would not require additional permanent employees and would serve existing populations. Therefore, the proposed design changes would not induce growth and would have no impact related to growth-inducing effects.	No mitigation measures are warranted.
Farmlands/Ag Lands	4.3	There are no agricultural lands present in the vicinity of the project site, which is located in the fully urbanized area of downtown Oakland. The proposed design changes would have no impacts on farmlands or agricultural lands.	No mitigation measures are warranted.
Community Impacts	4.4		
Community Cohesion	4.4.1	The proposed design changes would not result in the division or require the relocation of an established community, nor would they interrupt developed commercial and residential land uses. Pedestrian pathways through the area would be maintained. Furthermore, the proposed design changes were the result of outreach and subsequent feedback from community businesses and stakeholders in the area. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of effects to the nearby residential and commercial neighborhoods is warranted.
Public Services and Community Facilities	4.4.2	The proposed design changes would not result in new construction or operation of facilities that would interfere with public services or community facilities. In addition, the installation of new Class II bike lanes along International Boulevard from 72nd and 75th Avenues would improve public safety in the area. Therefore, proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation measures are warranted.
Right-of-Way and Relocations	4.4.3	Elimination of lanes along International Boulevard would take place on public street ROW owned by the City of Oakland and ROW owned by the State of California (Caltrans). The proposed design changes would not involve new construction that would require acquisition of ROW or ROW relocations. Additionally, no residential units or businesses would be relocated. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation measures are warranted.
Economic and Business Impacts	4.4.4	The BRT project is anticipated to generate economic benefits overall for communities along its alignment over which revenue service would be operated. The proposed design changes would be located along the revenue service alignment of the project and would result in improved access to existing businesses. The proposed design changes to restripe along International Boulevard and provide delivery and parking access to existing businesses would result in an overall benefit to nearby development activity and private business location decisions or operations. Therefore, the proposed design changes would not result in new or more severe impacts than previously identified.	A net benefit to local economy is anticipated from implementation of the proposed design changes. No mitigation of effects is warranted.
Section 4(f)	4.4.5	As illustrated under the discussion below concerning potential impacts to historic resources, there would be no impacts to historic properties from the proposed design changes to the East Bay BRT Project. In addition, no parks or other publicly owned recreation areas would be affected by the proposed design changes. The nearest park to the project site is the Dolphin Mini Park, located at the corner of Hegenberger Road and 73rd Avenue and International Boulevard. The proposed design changes would be limited to restriping along International Boulevard. Restriping activities would not impact the nearby mini park at the project intersection and all recreational activities would be maintained. In addition, Class II bike lanes would be added along International Boulevard and would improve bicyclist safety through the intersection at 73rd Avenue and International Boulevard. All improvements are being made within existing public ROW and roadways already dedicated to public transportation uses. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No 4(f) resources are affected; therefore, no mitigation is warranted.
Utilities	4.5	The proposed design changes would not require changes to existing connections to electrical, water, and sewer facilities in the City of Oakland. Service interruptions to nearby land uses would not occur as a result of implementation of these changes. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No new mitigation measures are recommended.

Visual/ Aesthetics	4.6	The existing visual character of the corridor where the proposed design changes would occur consists of a built environment dominated International Boulevard and surrounding urban commercial uses. No construction activities would occur and restriping along International Boulevard would not substantially alter the existing visual character of the site. The proposed design changes would not introduce vertical structures that would obstruct the view of a visual or aesthetic resource and would eliminate planned construction of new traffic signals at three intersections. No additional lighting is proposed as a part of the design changes to the East Bay BRT Project. The proposed design changes would not require the removal of visually significant features, such as trees or buildings, and would not result in new or more severe impacts to visual and aesthetic resources beyond those previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of visual/aesthetics impacts is warranted.
Cultural Resources	4.7		
Archaeological	4.7.2	The proposed design changes along Industrial Boulevard and at three intersections along the BRT alignment are within the approved Area of Potential Effects (APE) for cultural, archaeological, and cultural archaeological resources. This APE, including revisions for the 2014 and 2016 environmental reevaluations, has been reviewed and approved by the State Historic Preservation Office (SHPO). Prior studies have not identified significant resources in the APE that would be adversely impacted by the Project. Archaeological and historic property resource reports completed for the FEIS/FEIR and subsequent Project changes have documented the findings for SHPO review. SHPO concurrence with the finding of no effect is available as part of the Project record. The District has nevertheless committed to monitor construction that disturbs previously undisturbed ground if historic cultural resources not previously identified are uncovered. The proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	AC Transit has committed to monitor construction activities that could affect archaeological sites. No further mitigation is warranted.
Historic Resources	4.7.3	As described in Section 4.7 of the FEIS/R, the construction activities required for construction and installation of the East Bay BRT Project are not considered to result in an adverse effect to historic properties outside of the ROW because such construction would not cause a change in the character or setting of historic properties (AC Transit 2012). As stated in Section 4.7.3.1 of the FEIS/R, the construction of BRT stations and reconstruction of roadways that include widening with the taking of new ROW could have the potential to result in the change in the setting of a historic architectural resource. However, the proposed design changes would not involve construction of a new BRT station or reconstruction of roadways, nor include taking new ROW. The proposed design changes include restriping an existing roadway and elimination of planned traffic signals. No historic properties would be affected by the proposed design changes to the East Bay BRT Project. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of impacts to historic properties is warranted.
Hydrology and Floodplains	4.8	The location of the proposed design changes is not in floodplain and is located in an area of minimal flood hazard (FEMA 2009) and is within an urbanized area. The proposed design changes would not affect ground or surface water conditions in the area. The proposed design changes would not result in an increase in impervious surface at the site, as it includes the elimination of a lane along an existing roadway where pavement currently exists and the elimination of planned traffic signals. No activity is proposed on site that would generate water use (e.g., vehicle or equipment washing) that could potentially affect the movement, distribution, or quality of water. No wastewater would be generated by the proposed design changes, as no new construction would occur. Because the proposed design changes would not result in a measurable increase in impervious surface, be placed in a floodplain, or potentially affect the movement, distribution, or quality of water, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation to reduce the impact of runoff on water resources is necessary.
Water Quality & Storm Water Run-off	4.9	New development or redevelopment projects that increase the extent of impervious surface above certain thresholds, thereby significantly increasing the level of stormwater runoff, are subject to various permanent control measures to reduce the long-term impact of development on stormwater quality, including runoff into creek channels. The measures have been established in accordance with federal and State law. In California, the Regional Water Quality Control Boards, in coordination with cities and counties, have prepared technical guidance for project sponsors to follow and ensure compliance with clean water regulations. In Alameda County, developments must comply with what is referred to as C.3 Stormwater Technical Guidance ("Provision C.3"). In addition, developers must comply with the	No specific water quality control measures are required.

		<p>federal Clean Water Act, California Porter-Cologne Water Quality Control Act, Municipal Separate Storm Sewer System Program, and provisions of the Construction General Permit (AC Transit 2012).</p> <p>As described under the discussion concerning potential impacts to hydrology and floodplains, the proposed design changes would not increase the amount of impervious surface. Therefore, requirements for implementation of storm water control measures would not be triggered. Stormwater would continue to be captured by the existing storm drain system along International Boulevard. No increase in runoff would occur due to the proposed design changes and capacity of the system would not be affected. The proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	
Geology/ Soils/ Seismic/ Topography	4.10	<p>The geologic setting and soil conditions in the area do not present special issues for proposed design changes along International Boulevard. No construction or grading would occur that would impact ground stability, geology or soils. No special ground stabilization or related measures would be necessary for the restriping activities under the proposed design changes to the East Bay BRT Project. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	No specific mitigation measures are warranted.
Hazardous Waste/ Materials	4.11	<p>The proposed design changes involve restriping a section of International Boulevard from 72nd to 75th Avenues and eliminating planned traffic signals at three intersections. The proposed design changes to the East Bay BRT Project would not result in ground disturbance that may mobilize soil and groundwater contaminants. No construction activities would occur and therefore no risk of hazardous waste or exposure to hazardous materials would occur as a result of the proposed changes. The proposed design changes would not create a significant hazard to the public or the environment through the routine handling of hazardous materials. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	No specific mitigation is warranted.
Air Quality	4.12	<p>The proposed design changes would not require construction activities that would produce air emissions along the Project corridor. Additionally, the proposed design changes involve restriping International Boulevard to eliminate a lane in each direction, thus reducing automobile travel along that section of the road. Road restriping would also add a Class II bike lane which would promote alternative modes of transportation in the area. This would help to reduce emissions from transportation and car idling. Additionally, the East Bay BRT Project is projected to produce a net overall decrease in vehicle emissions, which would be an air quality benefit. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	No mitigation of air quality impacts is warranted.
Noise and Vibration	4.13	<p>The proposed design changes involve restriping a section of International Boulevard from 72nd to 75th Avenues and eliminating planned traffic signals at three intersections. This would not require construction activities that would generate new noise or vibration along the Project corridor. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	The proposed design changes would not affect East Bay BRT Project related noise or vibration impacts relative to the original project. No mitigation of impacts is warranted.
Greenhouse Gas Emissions	4.14	<p>Greenhouse gas (GHG) emissions would be generated by operation of BRT buses. Generation of GHGs would occur in proportion to operational bus VMT. Section 4.14 of the FEIS/R concluded that the project would result in a 0.5 percent decrease in overall carbon dioxide emissions from drivers shifting to transit when the public transit system operates faster and is more convenient. The proposed design changes involve restriping a section of International Boulevard from 72nd to 75th Avenues and eliminating planned traffic signals at three intersections. The proposed design changes would not require construction activities that would produce GHG emissions along the Project corridor. Additionally, the proposed design changes involve restriping International Boulevard to eliminate a lane in each direction, thus reducing automobile travel along that section of the road. Road restriping would also add a Class II bike lane which would promote alternative modes of transportation in the area. This would help to reduce GHG emissions from transportation and car idling. Therefore, the proposed design changes would result in no new or more severe impacts regarding GHG emissions than previously identified in the FEIS/R for the East Bay BRT Project.</p>	Greenhouse gas emissions, as analyzed in the FEIS/R, would be reduced relative to the No Build condition. No mitigation of GHG emissions is warranted.

Energy	4.15	The energy analysis performed in Section 4.15 of the FEIS/R concluded that the energy impacts of the East Bay BRT Project are essentially neutral, and the proposed design changes would not change that conclusion. The proposed design changes involve restriping a section of International Boulevard from 72nd to 75th Avenues and eliminating planned traffic signals at three intersections. The restriping component to eliminate a lane in each direction along International Boulevard as well as add a Class II bike lane would reduce VMT and associated petroleum usage by automobiles. Therefore, the proposed design changes would result in no new or more severe energy impacts than previously identified in the FEIS/R for the East Bay BRT Project.	The proposed design changes would not result in a substantial increase in energy demand beyond that analyzed in the FEIS/R. No mitigation is warranted.
Biological Environment	4.16	Section 4.16.3.2 of the FEIS/R provides information on sensitive species occurring in Alameda County. None of these habitat types are present in the urbanized area of downtown Oakland where the proposed design changes would occur. The proposed design changes would involve roadway restriping in previously disturbed areas, and paved areas in the roadway that do not provide important habitat for animals or plants. As noted previously, no trees, which may provide habitat for nesting birds, are located near the proposed design changes. The proposed design changes would have no impact on biological resources.	No mitigation other than that previously identified in the FEIS/R is warranted.
Construction	4.17	The same mitigation measures recorded in the ROD would apply to activities associated with the proposed design changes. These mitigation measures, detailed in Section 4.17 of the FEIS/R, include noise and vibration reduction measures, dust control measures, and hazardous materials management. Project implementation would include roadway restriping to eliminate one lane in each direction along International Boulevard and add Class II bike lanes and additional delivery and parking space. These activities would not differ substantially from those analyzed in the FEIS/R, would be subject to the same mitigation measures contained in the FEIS/R, and would be limited in duration. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	Construction mitigation measures apply to all project improvements and do not change as a result of the proposed design changes.
Environmental Justice	4.18	The proposed design changes involve restriping a section of International Boulevard from 72nd to 75th Avenues and eliminating planned traffic signals at three intersections. The genesis of these proposed design changes resulted mainly from AC Transit's continuing outreach to communities and stakeholders along the BRT Project corridor and are undertaken to improve parking and delivery land space at businesses along International Boulevard. Additionally, the proposed changes do not have the potential to cause significant noise, air quality, or construction impacts in the surrounding area and neighborhoods. In addition, the East Bay BRT Project as a whole is expected to result in substantial benefits by providing higher quality transit service. Therefore, the proposed design changes would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation other than that previously identified in the FEIS/R is warranted.
References		<p>Alameda County Transit District (AC Transit). 2012. <i>AC Transit East Bay Bus Rapid Transit Project in Alameda County Final Environmental Impact Statement/Environmental Impact Report</i>. January 2012.</p> <p>DKS Associates. 2019. Traffic Operations Analysis Memo for Environmental Re-Evaluation Activities. Dated May 4, 2019.</p> <p>Federal Emergency Management Agency (FEMA). 2009. Map Panel 06001C0095G. Effective August 3, 2009.</p> <p>Fehr & Peers. 2018. 7229 International Boulevard – Maria's Market and Deli memorandum. Dated September 21, 2018.</p>	

Figure 1: International Boulevard Lane Elimination



Figure 2: Signal Elimination



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Fig 2 Signal Changes