RTIP ID# *(required)* RIV151217

TCWG Consideration Date September 26, 2016

Project Description *(clearly describe project)*
In the City of Coachella – Improve Avenue 48 from Jackson Street to Van Buren Street (app 1.0 mile) including traffic signal modifications, street lighting, drainage, sidewalk improvements, installation of bicycle lanes, and landscaping. Widen Avenue 48 from 3 to 6 lanes from approximately 250 feet west of Chaparrosa Street to Van Buren Street (1 lane east and 2 lanes west directions to 3 lanes each direction) to be consistent with number of lanes (6) west of this road segment.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles**
Riverside	Avenue 48 from Jackson Street to Van Buren Street. No postmiles available. **Caltrans Projects – EA#** RSTPL-5294 (014)

Lead Agency: City of Coachella

Contact Person	**Phone#**	**Fax#**	**Email**
Oscar Espinoza, PE	760-398-5744	760-398-8117	oespinoza@coachella.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** X **PM10** X

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	**Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	X **Section 326 –Categorical Exemption**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2013	2014	2016	2016
End	2016	2016	2016	2017

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Project Purpose: Avenue 48 is a widely traveled arterial that provides the Cities of Indio and Coachella access to Interstate 10 and State Route 86. The road is improved to 6 lanes west of the project but between Chaparrosa Street and Van Buren Street (approximately 0.4 mile), the road narrows to 3 lanes. The purpose of this project is to implement the improvements detailed for this roadway in the 2013 General Plan Mobility Element, that promotes alternative transportation through bicycle lanes and sidewalks, and will alleviate existing traffic issues through expanding the roadway for 3 to 6 lanes and signal modifications.

Need for Project: According to the Coachella Valley Association of Governments (CVAG) Transportation Project Prioritization Study 2010 Update (TPPS), Avenue 48 between Jackson Street and Van Buren Street currently operates at a level of service (LOS) of 'D' for the AM Peak Period, and 'F' for both the Midday and PM Peak Periods. In addition, according to the 2015 Traffic Census Report, prepared by CVAG, over the last 9 years, the average daily traffic (ADT) on Avenue 48 west of Van Buren has been growing at average annual rate of 3.2 percent per year and the ADT on Avenue 48 east of Jackson Ave has been growing at an average rate of 7.3 percent per year. The TPPS also found that the collision rate for this roadway segment is 6.62 per 100 million VMT, which is 5.4 times higher than the Statewide average of 1.22 per 100 million VMT for the year 2007. The proposed street improvements will accommodate projected growth, maintain a higher LOS, and increase the safety of pedestrians and bicyclists on the roadway.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The Avenue 48 corridor is surrounded primarily by residential uses, with an existing commercial retail development on the southeast corner of the intersection of Avenue 48 and Jackson Street and proposed commercial retail uses on the southwest corner of the intersection of Avenue 48 and Van Buren Street. The project is located in a suburban area and will not cause an increase in, or effect diesel traffic due to this project.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Traffic volumes on Avenue 48 would be similar for the Build and No Build scenarios and the existing AADT is shown in Table 1. The LOS would be improved and is shown in Table 2.

Table 1. Opening Year Annual Average Daily Traffic Volumes

Roadway	Road Segment	Existing AADT	Truck ADT (Based on 8% of AADT)
Avenue 48	West of Van Buren Street	14,372	1,150
Avenue 48	East of Jackson Street	17,157	1,373

Source: 2015 Traffic Census Report, CVAG, 2015

Table 2. Opening Year Level Of Service

Roadway	Peak Hour	No Build	Build
Avenue 48	AM	D	C
	Midday	F	D
	PM	F	D

Source: TPPS Report, CVAG, 2010 and City of Coachella.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The Horizon Year 2035 traffic volumes are provided in the Coachella General Plan Traffic Impact Study Draft Report that is shown in Table 3. Traffic volumes would be similar for the Build an No Build scenarios. No LOS data is available for the year 2035.

Table 3. Year 2035 Annual Average Daily Traffic Volumes

Roadway	Road Segment	2035 AADT	Truck ADT (Based on 8% of AADT)
Avenue 48	Jackson Street to Calhoun Street	31,930	2,554
Avenue 48	Calhoun Street to Van Buren Street	41,020	3,282

Source: Coachella General Plan Traffic Impact Study Report, June 2013.

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

Not applicable. Project is a road widening and improvement project.

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

Not applicable. Project is a road widening and improvement project.

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

No traffic redistribution is anticipated from implementation of the Build scenario. The improvements for this project are limited to the Avenue 48 corridor and related intersections. The project will address reducing congestion and vehicle delay due to the reduction in number of lanes from 6 to 3 between Chaparrosa Street and Van Buren Street.

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

The project was included in the regional emissions analysis conducted by Southern California Association of Governments (SCAG) for the conforming 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): towards a Sustainable Future. The project is also included in the 2015 Federal Transportation Improvement Program.

The following is used to determine whether the proposed project is considered to be a project of air quality concern (POAQC) for PM10 and PM2.5. According to the U.S. EPA Transportation Conformity Guidance (Final Rule), March 10, 2006 (which did not change in the 2010 Guidance), the following types of projects are considered POAQC:

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.

The proposed project would widen Avenue 48 from 3 to 6 lanes, however no change in traffic volumes or associated diesel truck volumes is anticipated from implementation of the Build Alternative. In addition, the existing land uses within the area are anticipated to remain unchanged as a result of implementing the proposed project and no redistribution of congestion relief is anticipated to occur on other roadways. Therefore, the proposed project would not result in a significant increase in diesel vehicles on Avenue 48.

(ii) Projects affecting intersections that are at 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;

A summary of changes in the AM, PM, and Midday Peak hour LOS is provided above in Table 2. Based on the delay data summarized above, the proposed project is anticipated to improve the LOS along Avenue 48. As stated above in (i), the proposed project would not increase the AADT on the study area roadways and is not anticipated to increase diesel truck volumes on the study area roadways.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

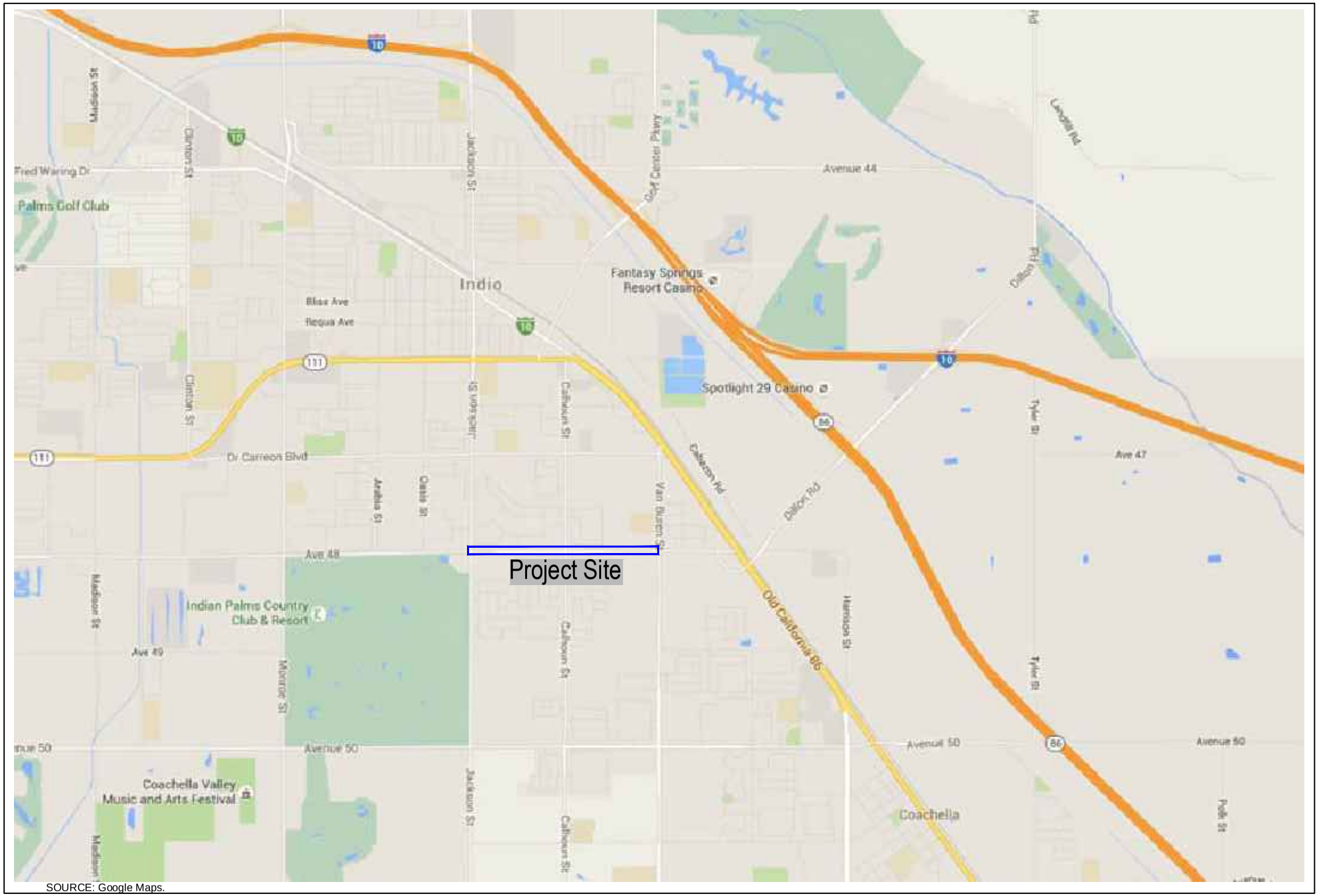
The proposed project does not include the construction of a new bus or rail terminal.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;

The proposed project does not expand an existing bus or rail terminal.

(v) Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.



SOURCE: Google Maps.

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VISTA ENVIRONMENTAL

Figure 1
Map of the Project Location

SOURCE: Google Earth

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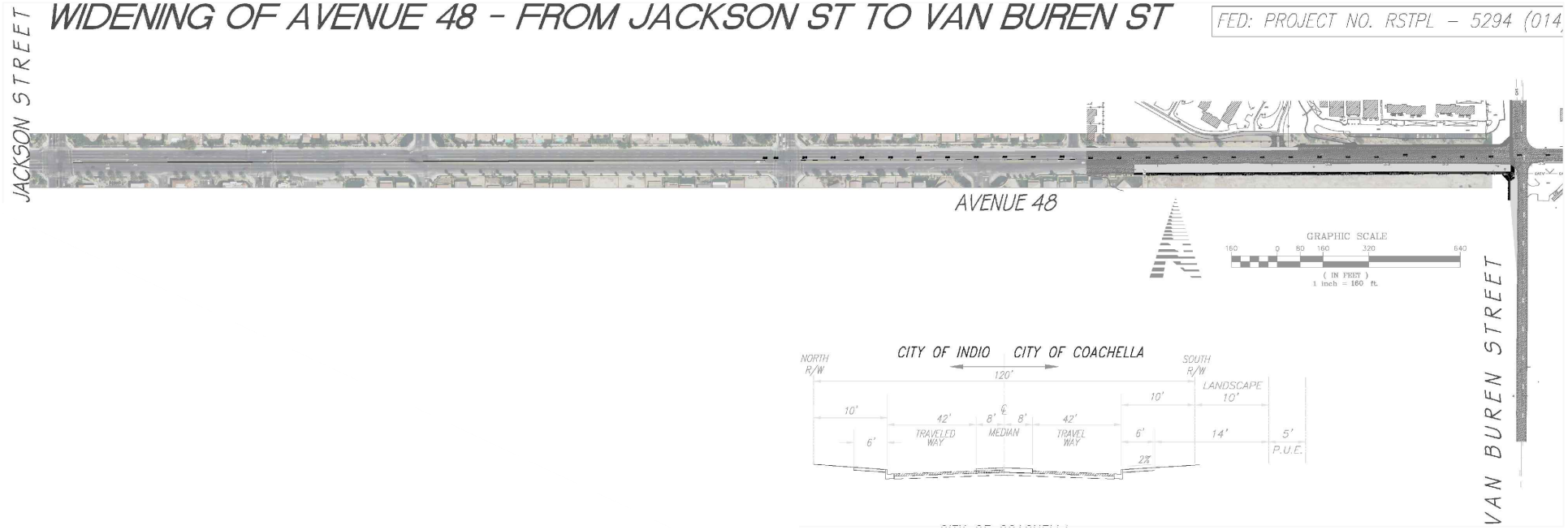
VISTA ENVIRONMENTAL

Figure 2
Aerial Photograph of the Project Location



SOURCE: City of Coachella

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VISTA ENVIRONMENTAL

Figure 3
Project Footprint