RTIP ID# *(required)* SCAG015

TCWG Consideration Date May 28, 2013

Project Description *(clearly describe project)*

The proposed action consists of construction activities associated with the widening of East Palm Canyon Drive and the provision of adequate pedestrian and bicycle facilities on this segment. The proposed project would widen the eastbound side of East Palm Canyon Drive approximately twenty-four (24) feet to match the existing approach and departure street sections. The widening length is approximately 760 feet, which would accommodate a standard left-turn lane area, and a third eastbound through lane. Outside of the proposed curb and gutter, the proposed construction would also include a meandering sidewalk for pedestrian and recreational uses.

The improvements would increase visibility, sight distance, and provide adequate lane and shoulder width to maintain smooth flow of traffic, reduce the potential for collisions, and provide a safe route for pedestrians, persons with disabilities, and bicyclists. The proposed improvement plan for the East Palm Canyon Drive Widening Project is illustrated in Exhibit 1 (Project Site).

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

County	**Narrative Location/Route & Postmiles**
Riverside County	East Palm Canyon Drive between Canyon Plaza Drive and Perez Road in the City of Cathedral City **Caltrans Projects – EA#** HSIPL 5430 (027) (Federal Project Number)

Lead Agency: City of Cathedral City

Contact Person	**Phone#**	**Fax#**	**Email**
Bill Simons	760-770-0360	760-202-1460	BSimons@cathedralcity.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** **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	7/1/12	6/1/13	NA	6/1/14
End	11/1/13	1/1/14	NA	9/1/14

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

The purpose of the project is to improve the safety and operations of East Palm Canyon Drive for motorists, pedestrians, and bicyclists. The need for the project relates to safety and social demands.

Safety – Awareness of the severity of the safety issues was elevated as a result of the March 2007 fatal collision, when a bicycle rider lost control of her bike as a result of roadway conditions and reduced roadway width while riding through this section of East Palm Canyon Drive and was crushed to death when she fell under the wheels of a passing semi-truck and trailer.

Social Demands (Land Use Plans) – The roadway in the project area does not conform with local and regional plans and policies. The inadequacy of pedestrian and bicycle facilities are included as "Issues of Special Concern" (Circulation Element, p. III 53-56). Also, the Final Coachella Valley Association of Governments' Non-Motorized Transportation Plan Update (September 2010) lists bike lanes (Class II) on East Palm Canyon Drive from the western city limit to Cathedral City Drive, as a "Top Priority Bikeway Project" (Chapter 4: Local Bicycle Plans, p. 44).

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

The proposed project is located within Cathedral City and is immediately surrounded by commercial and residential uses. Diesel truck traffic makes up two percent of the total traffic volumes within the project limits. The proposed project would improve the safety and operations of the East Palm Canyon Drive for motorists, pedestrians, and bicyclists.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project would provide improvements to East Palm Canyon Drive to provide adequate pedestrian and bicycle facilities. As opening year traffic data is not available, Table 1 (Existing Traffic Volumes) depicts the existing traffic volumes along the roadway segment within the project limits. As shown in Table 1, the roadway has an existing traffic volume of 34,032 average daily traffic (ADT), which includes truck volumes of 681 ADT. The percentage of trucks along this corridor is 2 percent, which is below the national average of eight percent[1] and equates to substantially less than 10,000 vehicles. Roadway segment ADT would not increase with implementation of the project.

Table 1
Existing ADT

Roadway	Existing		
	ADT	% Trucks	# Trucks
East Palm Canyon Drive			
Canyon Plaza Drive to Perez Road	34,032	2	681
Source: RBF Consulting, *East Palm Canyon Drive Widening Project – Traffic Technical Memorandum*, April 9, 2013.			

Table 2 (Peak Hour Intersection Level of Service) summarizes the existing delay and corresponding Level of Service (LOS) within the project study intersections. As shown in Table 2, project implementation would slightly improve LOS in the AM peak period at the East Palm Canyon Drive/Canyon Plaza Drive intersection.

Table 2
Peak Hour Intersection Level of Service

Study Intersection	Existing		Existing + Project		Change in Delay[1]	
	AM Delay[1] – LOS	PM Delay – LOS	AM Delay[1] – LOS	PM Delay – LOS	AM	PM
East Palm Canyon Drive/Canyon Plaza Drive	12.1 – B	10.3 – B	11.9 – B	10.3 – B	-0.2	0.0
East Palm Canyon Drive/Perez Road	23.3 – C	24.1 – C	23.3 – C	24.1 – C	0.0	0.0
Note: Delay is in seconds.						
Source: RBF Consulting, *East Palm Canyon Drive Widening Project – Traffic Technical Memorandum*, April 9, 2013.						

The results of the existing plus project conditions daily roadway segment level of service analysis are presented in Table 3 (Existing Plus Project Daily Roadway Segment Level of Service). As shown in Table 3, the proposed project would improve daily operations on the study segment of East Palm Canyon Drive from a deficient LOS E to an acceptable LOS D under existing plus project conditions.

Table 3
Existing Plus Project Daily Roadway Segment Level of Service

Roadway Segment	ADT	Existing				Existing + Project			
		Class	LOS E Capacity	V/C	LOS	Class	LOS E Capacity	V/C	LOS
East Palm Canyon Drive									
Canyon Plaza Dr. to Perez Rd.	34,032	Major Highway (4)	38,000	0.896	E	Arterial Highway (5)	48,500	0.702	D
Note: Deficient segment operation indicated in **bold**.									
Source: RBF Consulting, *East Palm Canyon Drive Widening Project – Traffic Technical Memorandum*, April 9, 2013.									

[1] Federal Highway Administration, *Highway Statistics 2004*, March 2006.

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

Table 4 (Horizon Year 2030 ADT) depicts the Horizon Year 2030 traffic volumes along East Palm Canyon Drive. As shown in Table 4, traffic volumes within the project limits are well below 125,000 vehicles daily. There are two criteria to identify a "significant volume of diesel traffic," which include facilities with greater than 125,000 ADT and eight percent or more of said traffic volumes (i.e., approximately 10,000 vehicles or more). The percentage of trucks along this corridor would be 2 percent, which is below the national average of eight percent[2] and equates to substantially less than 10,000 vehicles.

Table 4
Horizon Year 2030 ADT

Roadway	Horizon Year (2030)		
	ADT	% Trucks	# Trucks
East Palm Canyon Drive			
Canyon Plaza Drive to Perez Road	51,700	2	1,034
Source: RBF Consulting, *East Palm Canyon Drive Widening Project – Traffic Technical Memorandum*, April 9, 2013.			

Additionally, Table 5 (Horizon Year Peak Hour Level of Service) summarizes the forecast horizon year 2030 delay and corresponding LOS within the project area. As shown in Table 5, project implementation would improve future LOS in the project area. The study intersections are forecast to operate at acceptable levels of service (LOS D or better) during the peak hours under Horizon Year conditions without and with the project.

Table 5
Horizon Year Peak Hour Intersection Level of Service

Study Intersection	Horizon Year Without Project		Horizon Year + Project		Change in Delay[1]	
	AM Delay – LOS	PM Delay – LOS	AM Delay – LOS	PM Delay – LOS	AM	PM
East Palm Canyon Drive/Canyon Plaza Drive	12.7 – B	12.6 – B	11.5 – B	12.0 – B	-1.2	-0.6
East Palm Canyon Drive/Perez Road	30.5 – C	35.8 – D	29.0 – C	35.1 – D	-1.5	-0.7
Note: Delay is in seconds.						
Source: RBF Consulting, *East Palm Canyon Drive Widening Project – Traffic Technical Memorandum*, April 9, 2013.						

The Horizon Year plus project conditions daily roadway segment level of service analysis are presented in Table 6 (Horizon Year Plus Project Daily Roadway Segment Level of Service). As shown in Table 6, East Palm Canyon Drive between Canyon Plaza Drive and Perez Road is forecast to operate at LOS F under Buildout Year 2030 conditions without and with the proposed project.

Table 6
Horizon Year Plus Project Daily Roadway Segment Level of Service

Roadway Segment	ADT	Horizon Year Without Project				Horizon Year + Project			
		Class	LOS E Capacity	V/C	LOS	Class	LOS E Capacity	V/C	LOS
East Palm Canyon Drive									
Canyon Plaza Dr. to Perez Rd.	51,700	Major Highway (4)	38,000	1.36	F	Arterial Highway (5)	48,500	1.07	F
Note: Deficient segment operation indicated in **bold**.									
Source: RBF Consulting, *East Palm Canyon Drive Widening Project – Traffic Technical Memorandum*, April 9, 2013.									

[2] Ibid.

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

See Above.

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

See Above.

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

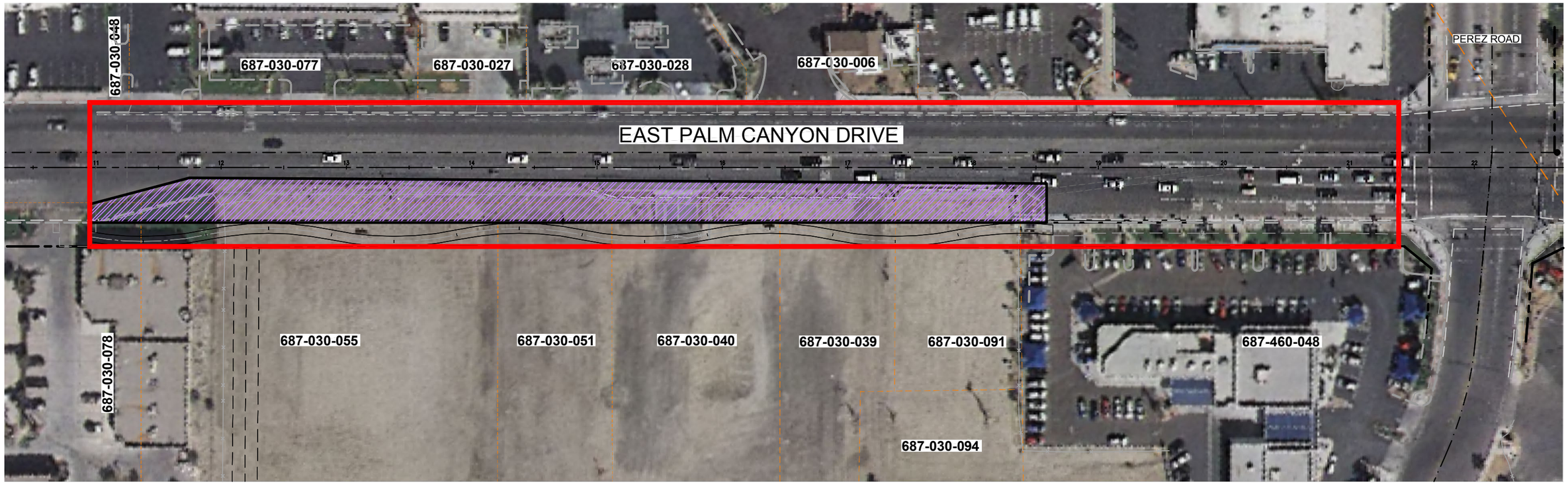
The proposed project would widen the eastbound side of East Palm Canyon Drive approximately twenty-four (24) feet to match the existing approach and departure street sections. The widening length is approximately 760 feet, which would accommodate a standard left-turn lane area, and a third eastbound through lane. Outside of the proposed curb and gutter, the proposed construction would also include a meandering sidewalk for pedestrian and recreational uses. The proposed project would not divert to other routes, and the travel demand volume is not predicted to vary significantly between the build and no-build conditions. Thus, local traffic would not be significantly redistributed.

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

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Federal Transportation Improvement Program (FTIP) (FTIP ID SGAG015) and is intended to meet the traffic needs in the area based on local land use plans.

Per the criteria under 40 CFR 93.123(b)(1), the proposed project does not qualify as project of local air quality concern (POAQC). The proposed project is not a new or expanded highway project that would have a significant number or increase in the number of diesel vehicles. Traffic volumes along East Palm Canyon Road are well below 125,000 vehicles daily and the percentage of trucks along this corridor is less than two percent, which is below the national average of eight percent. The project also would not increase the percentage of heavy trucks in the study area. Therefore, implementation of the proposed project would not cause a significant increase of diesel vehicles (trucks).

Based on the information provided above, the proposed project would not introduce significant amounts of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the FTIP. Therefore, the project meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1).



LEGEND:

- Project Limits
- XXX-XXX-XXX Parcel Number
- Section Line
- Parcel Line
- Proposed Widening

0 80' APPROXIMATE

5/9/13 JN 130581-19298 MAS

EAST PALM CANYON DRIVE WIDENING
AIR QUALITY ASSESSMENT

Project Site

Federal Project # HSIPL 5430 (030)

Exhibit 1