Chapter 6 California Environmental Quality Act Evaluation

This chapter describes environmental effects identified in Chapters 3 and 4 that would be considered significant under the California Environmental Quality Act (CEQA).

6.1 The Relationship between NEPA and CEQA

This combined environmental document complies with National Environmental Policy Act (NEPA) requirements for the preparation of an Environmental Impact Statement (EIS), and with CEQA requirements for an Environmental Impact Report (EIR). Use of the term "significant" differs under these two laws. While CEQA requires that a determination of significant impacts be stated in an EIR, the National Environmental Policy Act (NEPA) does not require such a determination in an EIS. Under NEPA, significance is used to determine whether an EIS or some other level of documentation is required, and once a decision to prepare an EIS is made, the EIS reports all impacts, regardless of significance, and proposes mitigation wherever it is feasible to do so. For this reason, CEQA significance criteria and the determination of significant impacts have not been included in every section of this combined NEPA/CEQA EIS/EIR. Instead, those criteria and determinations have been grouped in this chapter.

Although the presence of mitigation creates a presumption of significant impacts under CEQA, NEPA anticipates that mitigation will be provided for the impacts of a project where it is feasible to do so. For this reason, some mitigation measures described in other chapters in this document are wholly appropriate under NEPA, although the impacts they address may not be considered significant under CEQA. Note that Chapter 3 (Transportation Analysis) and Chapter 4 (Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures), which describe project impacts, present mitigation measures without regard to CEQA significance.

6.2 Significance of the Proposed Project's Impacts under CEQA

This section presents CEQA significance criteria and identifies impacts of the East Bay BRT Project that would be considered potentially significant under CEQA before proposed mitigation measures are applied.

6.2.1 CEQA Criteria of Significance

CEQA requires that an EIR identify the significant environmental effects of the project (CEQA Guidelines Section 15126), but does not promulgate specific thresholds for significance. Instead, CEQA Guidelines Section 15064(b) states that "the determination...calls for careful judgment on the part of the public agency involved..." and that "an ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting." CEQA encourages lead agencies to develop and publish their own thresholds of significance for the purpose of determining the significant effects of their projects. The fundamental definition of significant effect under CEQA is "a substantial adverse change in physical conditions." This criterion underlies the evaluation of

environmental impacts for most of the impact issues identified in the CEQA Environmental Checklist Form (Guidelines Appendix G).

Some impact categories lend themselves to scientific or mathematical analysis, and therefore to quantification. Some categories have significance thresholds established by regulatory agencies, such as the California Department of Conservation or the regional air quality management district. For other impact categories that are more qualitative or are entirely dependent on the immediate setting, a hard-and-fast threshold is not generally feasible, and the "substantial adverse change in physical conditions" is applied as the significance criterion. In the current analysis, AC Transit has given careful consideration to the issue of significance and has applied the significance criteria shown in Table 6.2-1 to evaluate the significance of the effects of the East Bay BRT Project under CEQA.

CEQA does not require a discussion of socioeconomic effects except where they would result in physical changes, and states that social or economic effects shall not be treated as significant effects (see CEQA Guidelines Sections 15064(f) and 15131). Thus, criteria of significance for socioeconomic impact categories are not included in Table 6.2-1.

6.2.2 CEQA Mandatory Findings of Significance

CEQA identifies several mandatory findings of significance, the presence of which requires preparation of an EIR. These are:

- The project has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- The project has potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The project has possible environmental impacts that are individually limited, but cumulatively considerable.
- The project has environmental effects that will cause substantially adverse effects on human beings, either directly or indirectly.

Based on a preliminary assessment that project alternatives evaluated herein could have the potential to generate significant traffic impacts, AC Transit determined to prepare and circulate an EIR for the project. Most of the potentially significant traffic impacts of the Build Alternatives would be reduced to a less than significant level by application of mitigation measures, as described in Chapter 3, Traffic and Transportation, and summarized in Section 6.3.

Mitigation of AM peak traffic impacts to below the threshold for significance is possible at all or all but one intersection—depending on the alignment variation selected for the Berkeley segment of the project. Mitigation of PM peak traffic impacts to below the threshold for significance is possible at all but two roadway segments and between three and four intersections, depending on the alignment variation selected for the Berkeley segment of the project. The combined total AM and PM peak

Table 6.2-1: CEQA Significance Threshold for Selected Environmental Impact Categories

DEIS/ DEIR Sec. Nos.	Impact Category	Explanation of CEQA Significance Threshold	Source(s)
Chapter 3	Transportation/ Traffic	The project would have a significant impact if it would: (a) cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections), (b) exceed, either individually or cumulatively, a level of service (LOS) standard established by the county congestion management agency for designated roads or highways; (c) result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; (d) substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); (e) result in inadequate emergency access; (f) result in inadequate parking capacity; (g) conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	State CEQA Guidelines Appendix G Checklist
		The criteria for identifying significant impacts to signalized intersections under the Build Alternatives are as follows: • For intersections outside the downtown area[1] at LOS D or better under 2025 No-Build conditions, degradation to LOS E or F. • For intersections within the downtown area at LOS E or better under 2025 No-Build conditions, degradation to LOS F. • For intersections outside the downtown area at LOS E under 2025 No-Build conditions, an increase in total intersection average delay of four seconds or more, or degradation to LOS F. • For intersections at LOS E under 2025 No-Build conditions, an increase in average delay for any of the critical movements of six seconds or more. • For intersections at LOS F, (a) an increase in total intersection average vehicle delay of two or more seconds, or (b) an increase in average delay for any of the critical movements of four seconds or more, or (c) the volume-to-capacity (v/c) ratio increase exceeds three percent (but only if delay values cannot be measured accurately).	Adapted from *CEQA Thresholds of Significance,* City of Oakland, 2002[2]
4.1	Land Use and Planning	A significant impact would occur if the project would (a) physically divide an established community; (b) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; or (c) conflict with any applicable habitat conservation plan or natural community conservation plan.	State CEQA Guidelines Appendix G Checklist
4.1, 4.4	Population and Housing	A significant impact would occur if the project would (a) induce substantial population growth in an area, either directly or indirectly; (b) displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere.	State CEQA Guidelines, Appendix G Checklist
4.3	Agricultural	The project would have a significant effect on the environment if it would (a) convert Prime Farmland, Unique	State CEQA

Table 6.2-1: CEQA Significance Threshold for Selected Environmental Impact Categories

DEIS/ DEIR Sec. Nos.	Impact Category	Explanation of CEQA Significance Threshold	Source(s)
	Resources	Farmland, or Farmland of Statewide Importance to non-agricultural use; (b) conflict with existing zoning for agricultural use, or a Williamson Act contract; (c) involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.	Guidelines Appendix G Checklist
4.4	Recreation	A significant impact would occur if the project would (a) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; (b) include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.	State CEQA Guidelines Appendix G Checklist
4.4	Public Services and Facilities	A significant impact would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities.	State CEQA Guidelines Appendix G Checklist
4.6	Aesthetics	The project would have a significant effect on the environment if it would (a) have a substantial adverse effect on a scenic vista; (b) substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; (c) substantially degrade the existing visual character or quality of the site and its surroundings; or (d) create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	State CEQA Guidelines, Appendix G Checklist
4.7	Cultural & Historic Resources	A significant impact would occur if the project would cause a substantial adverse change in the significance of a historical or archaeological resource as defined in Public Resources Code Section 15064.5; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries. No quantitative threshold exists.	State CEQA Guidelines, Appendix G Checklist, and CEQA Sec. 21084.1.
4.8 and 4.9	Hydrology, Floodplain, Water Quality	A significant impact would (a) violate any water quality standards or waste discharge requirements; (b) substantially deplete groundwater supplies or interfere substantially with groundwater recharge; (c) substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site; (d) substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; (e) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; (f) otherwise substantially degrade water quality; (g) place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; (h) place within a 100-year flood hazard area structures	State CEQA Guidelines, Appendix G Checklist

Table 6.2-1: CEQA Significance Threshold for Selected Environmental Impact Categories

DEIS/ DEIR Sec. Nos.	Impact Category	Explanation of CEQA Significance Threshold	Source(s)
		which would impede or redirect flood flows; or (i) expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam or (j) inundation by seiche, tsunami, or mudflow.	
4.10	Geology/ Seismicity	A significant impact would occur if the project would (a) expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving (i) rupture of a known earthquake fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides; (b) result in substantial soil erosion or loss of topsoil; (c) be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or (d) be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	State CEQA Guidelines, Appendix G Checklist
4.11	Hazards and Hazardous Materials	A significant impact would occur if the project would (a) create a significant hazard to the public or the environment through the routine transport, use or disposal or hazardous materials; (b) create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; (c) emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school; (d) be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, created significant hazard to the public or the environment; (e) result in a safety hazard for people residing or working in the project vicinity; (f) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; (g) expose people or structures to a significant risk of loss, injury or death involving wildland fires.	Derived from State CEQA Guidelines, Appendix G Checklist
4.12	Air Quality	A significant impact would occur if the project would violate any ambient air quality standard (NAAQS or CAAQS); increase the number or frequency of violations; contribute substantially to an existing or projected air quality violation; conflict with or obstruct implementation of the applicable air quality plan; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people.	State CEQA Guidelines, Appendix G Checklist; US EPA; BAAQMD
4.13	Noise	A significant noise impact would occur if the project would result in (a) exposure of persons to or generation of noise levels in excess of standards established in local general plans or noise ordinances; (b) exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (vibration of 76 VdB is generally considered intrusive for residential uses); (c) a substantial	State CEQA Guidelines, Appendix G Checklist

Table 6.2-1: CEQA Significance Threshold for Selected Environmental Impact Categories

DEIS/ DEIR Sec. Nos.	Impact Category	Explanation of CEQA Significance Threshold	Source(s)
		permanent increase in ambient noise in the project vicinity (an increase of 10 db, perceived as a doubling of noise, is generally considered substantial); (d) a substantial temporary or periodic increase in ambient noise levels in the project vicinity; (e) for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels. (See Section 4.13 for a discussion of the FTA noise criteria, which determine "impact" and "severe impact" under NEPA.)	
4.15	Biological Resources	A significant impact would occur if the project would (a) have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS); (b) have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by CDFG or USFWS; (c) have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the Clean Water Act; (d) interfere substantially with the movement of native resident or migratory fish or wildlife species, wildlife corridors, or wildlife nursery sites; (e) conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; (f) conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	State CEQA Guidelines, Appendix G Checklist
4.16	Temporary Construction Period Effects	Construction phase impacts on traffic, transit, noise, air quality, and the visual environment would generally not be considered significant since construction-related changes are by their nature temporary. A significant impact would occur only if temporary effects substantially affected accessibility to an area for a long period of time, caused the loss or relocation of substantial numbers of businesses or residences, or posed a severe health or safety threat.	Derived from State CEQA Guidelines, Section 15382

Notes:
[1] As defined by the City of Oakland, Downtown Oakland refers to the area generally bounded by West Grand Avenue to the north, Lake Merritt and Channel Park to the east, the Oakland Estuary to the south, and I-980/Brush Street to the west.
[2] With the concurrence of the cities of Berkeley and San Leandro, criteria of significance determined by the City of Oakland were applied in evaluating traffic impacts. The cities of Berkeley and San Leandro did not have specific, applicable thresholds at the time the traffic analysis was performed.

Source: Parsons, 2006

intersections experiencing significant impacts would also range from three to four because the fourth intersection-Fulton Street at Bancroft Way-experiences impacts in both the a.m. and p.m. periods. Impacts on traffic operations that cannot be mitigated to below the threshold for significance are summarized in Section 6.4, Unavoidable Significant Effects under CEQA. The project would not result in other significant impacts under CEQA.

6.3 Mitigation Measures for Significant Impacts under CEQA

The AC Transit East Bay BRT Project would result in traffic operational impacts that would exceed significance criteria under CEQA. These impacts, their level of significance before mitigation with respect to CEQA criteria of significance, the mitigation measures proposed to reduce the impacts to a level below significance, and their level of significance after mitigation is applied are presented in Tables 6.3-1, through 3, which are derived from Chapter 3, Section 3.2.4, Avoidance, Minimization, and/or Mitigation Measures. Environmental categories not listed in the table, such as air quality, noise, energy, water quality, and community impacts, among others, have beneficial, less than significant, or no impacts under CEQA. The analysis of impacts in those categories is presented in Chapter 4: Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures.

6.3.1 Responsible Agencies

CEQA provides that measures must be taken to limit or avoid significant adverse environmental impacts, whenever feasible. These measures may include conditions on project approvals, revisions to the project, and in some instances, identification and approval of an alternative project. Where measures are proposed for a project, a program for implementation, monitoring and reporting compliance is required.[1] The mitigation measures proposed in Tables 6.3-1 through 3, if approved by the affected parties at the conclusion of the environmental process for the East Bay Project, would become part of a monitoring and/or reporting program. As the local agency project sponsor, AC Transit would be responsible for establishing this program, including funding implementation of approved mitigation measures.

Implementation of mitigation measures would, in many instances, involve the cooperation and technical assistance of affected local and regional agencies. The following identifies the responsible agencies, besides AC Transit, for implementation of the measures in Tables 6.3-1 through 3.

<u>Roadways (apart from intersections)</u>

- No mitigations are proposed that would require local/regional assistance.

[1] Section 21081.6 of the California Public Resources code "requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a mitigated negative declaration or an environmental impact report (EIR). The monitoring or reporting program must ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environment impacts identified…." [Tracking CEQA Mitigation Measures Under AB3180, CEQA Technical Advice Service, 3rd Edition, March 1996]

Table 6.3-1: Summary of Potentially Significant Impacts and Significance After Mitigation: Roadway Operations, PM Peak

City	Roadway Segment	Significance	Key Intersection	Mitigation	Significance After Mitigation
Alternatives 1-4[1]					
Berkeley	Shattuck Avenue near Dwight Way	S	Shattuck Avenue/ Dwight Way	Mitigation for impacts to roadway segments typically requires acquisition of new right-of-way to enable roadway widening. Because the project corridor is entirely developed, this mitigation measure is generally impracticable. As a result, mitigation of roadway impacts would focus on reducing delay at intersections near affected roadway segments. Upon evaluation of intersection LOS and application of intersection mitigation measures, as summarized in Table 6.3-2 and Table 6.3-3, traffic impacts would be less than significant on all but two of the affected roadway segments.	LS
	Telegraph Avenue near Dwight Way	S	Telegraph Avenue/ Dwight Way		LS
	College Avenue near Dwight Way	S	College Avenue/ Dwight Way		LS
	Adeline Street near Alcatraz Avenue	S	Adeline Street/ Alcatraz Avenue		LS
Oakland	Telegraph Avenue near Alcatraz Avenue	S	Telegraph Avenue/ Alcatraz Avenue		S
	International Boulevard near High Street	S	International Boulevard/ High Street		S
	International Boulevard near 73rd Avenue	S	International Boulevard/ 73rd Avenue		LS
Alternatives 1 and 3					
San Leandro	East 14th Street near 150th Avenue[2]	S	East 14th Street/ 150th Avenue and East 14th Street/ Hesperian		LS

Notes:
S = Significant
LS = Less than significant
[1] Alternatives include: Alt 1: Separate BRT and Local Service to BayFair BART; Alt 2: Separate BRT and Local Service to San Leandro BART; Alt 3: Combined BRT and Local Service to BayFair BART; Alt 4: Combined BRT and Local Service to San Leandro BART
[2] There would be no significant impacts at this roadway segment under Alternatives 2 and 4.
Source: Parsons, 2006

Table 6.3-2: Summary of Potentially Significant Impacts and Significance After Mitigation: Intersection Operations, AM Peak

City	Intersection		AM Peak LOS (2025)			Significance before Mitigation	Mitigation Approach	Significance after Mitigation
			No-Build (Without BRT)	Build Alternatives	Build Alternatives Mitigated			
Alternatives 1-4[1]								
Berkeley	Fulton Street/ Bancroft Way [2]	*Two-Way Transitway via Shattuck Avenue*	C	F	D	S	Add exclusive right-turn lane on WB Bancroft Way	LS
		One-way Transitway via Shattuck Avenue/ Oxford Street	C	F	E	S	Add exclusive right-turn lane on WB Bancroft Way; however, unable to mitigate below significance.	S
		Two-Way Transitway via Bancroft Way[3]	C	F	D	S	Add WB right-turn-only lane on Bancroft Way	LS
		One-way Transitway via Bancroft Way – Durant Avenue Couplet	C	F	C	S	Add second exclusive right-turn lane on WB Bancroft Way.	LS
Oakland	College Avenue/Claremont Avenue		D	E	D	S	Adjust signal timing.	LS
	International Boulevard/ 42nd Avenue		D	E	D	S	Add NB right-turn-only lane on International Blvd. and EB/WB right-turn-only lanes on 42nd Ave.	LS
	International Boulevard/ 73rd Avenue		D	E	D	S	Add second NB and SB through-lanes on International Blvd. and second EB and WB left-turn-only lanes on 73rd Ave.	LS
	International Boulevard/ 98th Avenue		D	F	D	S	Add second NB and SB through-lanes on International Blvd.	LS
Alternatives 1 and 3								
San Leandro	East 14th Street/Dutton Avenue[4]		E	F	D	S	Add NB right-turn-only lane on East 14th St. and WB left-turn only lane on Dutton Ave.	LS

Notes:
S = Significant
LS = Less than significant
[1] Alternatives include: Alt 1: Separate BRT and Local Service to BayFair BART; Alt 2: Separate BRT and Local Service to San Leandro BART; Alt 3: Combined BRT and Local Service to BayFair BART; Alt 4: Combined BRT and Local Service to San Leandro BART
[2] Project-related impacts at the Fulton Street/Bancroft Way intersection would vary depending on the alignment variation selected. Intersection impacts could be mitigated to below the threshold for significant under all but the *One-Way Transitway via Shattuck Avenue/Oxford Street* variation. Alignment variations are described in Chapter 2, Project Alternatives.
[3] There would be no significant impacts at this intersection under the *Two-Way Transitway via Restricted Bancroft* variation.
[4] There would be no significant impacts at this intersection under Alternatives 2 and 4.
Source: Parsons, 2006

Table 6.3-3: Summary of Potentially Significant Impacts and Significance After Mitigation: Intersection Operations, PM Peak

City	Intersection		PM Peak LOS (2025)			Significance before Mitigation	Mitigation	Significance after Mitigation
			No-Build Alternative	Build Alternatives	Build Alternatives, with Mitigation			
Alternatives 1-4[1]								
Berkeley	Fulton Street/ Bancroft Way[2]	*Two-Way Transitway via Shattuck Avenue*	C	F	D	S	Add WB right-turn-only lane on Bancroft Way	LS
		One-way Transitway via Shattuck Avenue–Oxford Street Loop	C	F	F	S	Add WB right-turn-only lane on Bancroft Way; however, unable to mitigate below significance.	S
		Two-Way Transitway via Bancroft Way[3]	C	F	D	S	Add WB right-turn-only lane on Bancroft Way.	LS
		One-way Transitway via Bancroft Way – Durant Avenue Couplet	C	F	D	S	Add second right-turn-only lane on WB Bancroft Way.	LS
	Adeline Street/Ashby Avenue		E	F	E	S	Adjust signal timing	LS
	Adeline Street/Alcatraz Avenue		F (average vehicle delay 199.2 sec.)	F (average vehicle delay 201.6 sec.)	F (average vehicle delay reduced to 180.3 sec.)	S	Adjust signal timing	LS
	College Avenue/Ashby Avenue		D	E	C	S	Add SB left-turn lane to College Ave	LS
Oakland	Telegraph Avenue/Alcatraz Avenue		D	F	F	S	Unable to mitigate	S
	Telegraph Avenue/45th Street		B	E	B	S	Add second NB through-lane on Telegraph Ave.	LS
	Telegraph Avenue/40th Street		D	F	D	S	Add a SB right-turn-only lane.	LS
	Telegraph Avenue/ MacArthur Boulevard		E	F	E	S	Add second NB left-turn lane.	LS
	MLK Way/52nd Street		D	E	D	S	Increase cycle length.	LS
	MLK Way/55th Street		E	E	D	S	Adjust signal timing.	LS
	Shattuck Avenue/55th Street		F (average vehicle delay 169.0 sec.)	F (average vehicle delay 200.0 sec.)	F (average vehicle delay reduced to 165.5 sec.)	S	Adjust signal timing.	LS
	Broadway/West Grand Avenue		E	F	E	S	Add second NB left-turn only lane.	LS
	International Boulevard/ Fruitvale Avenue		C	E	D	S	Add WB right-turn-only lane on Fruitvale Ave.	LS
	International Boulevard/ 42nd Avenue		D	F	D	S	Add NB right-turn-only lane on International Blvd. Add EB, WB right-turn-only lanes on 42nd Ave.	LS
	International Boulevard/High Street		C	F	F	S	Unable to mitigate.	S

Table 6.3-3: Summary of Potentially Significant Impacts and Significance After Mitigation: Intersection Operations, PM Peak

City	Intersection	PM Peak LOS (2025)			Significance before Mitigation	Mitigation	Significance after Mitigation
		No-Build Alternative	Build Alternatives	Build Alternatives, with Mitigation			
	International Boulevard/ Seminary Avenue	D	F	D	S	Add second NB through-lane on International Blvd. Add EB/WB left-turn-only lanes on Seminary Ave.	LS
	International Boulevard/ 73rd Avenue	E	F	E	S	Add second NB and SB through-lanes on International Blvd. Add second EB and WB left-turn-only lanes on 73rd Ave.	LS
	International Boulevard/ 98th Avenue	F	F	E	S	Add second NB and SB through-lanes on International Blvd.	LS
	Foothill Boulevard/ Fruitvale Avenue	F (average vehicle delay 275.6 sec.)	F (average vehicle delay 322.8 sec.)	F (average vehicle delay reduced to 155.5 sec.)	S	Adjust signal timing.	LS
	Foothill Boulevard/High Street	D	F	D	S	Adjust signal timing.	LS
	San Leandro Street/High Street	D	F	F	S	Unable to mitigate.	S
	San Leandro Street/98th Ave.	F (average vehicle delay 143.1 sec.)	F (average vehicle delay 193.9 sec.)	F (average vehicle delay reduced to 127.3 sec.)	S	Adjust signal timing.	LS
Alternatives 1 and 3							
San Leandro	E 14th Street/Dutton Avenue[4]	F (average vehicle delay 172.0 sec.)	F (average vehicle delay 217.9 sec.)	F (average vehicle delay reduced to 99.4 sec.)	S	Add NB right-turn-only lane on East 14th St. and WB left-turn-only lanes on Dutton Ave.	LS
	E 14th Street/143rd Avenue[4]	B	E	C	S	Add second SB through-lane on East 14th St.	LS
	E 14th Street/150th Avenue[4]	C	E	D	S	Add NB right-turn-only lane and second SB through-lane on East 14th St.	LS
	East 14th Street/Fairmont Drive[4]	E	F	E	S	Add second SB through-lane and second NB left-turn lane on East.14th St. Add third EB through-lane on Fairmont Ave.	LS

Notes:
S = Significant
LS = Less than significant
[1] Alternatives include: Alt 1: Separate BRT and Local Service to BayFair BART; Alt 2: Separate BRT and Local Service to San Leandro BART; Alt 3: Combined BRT and Local Service to BayFair BART; Alt 4: Combined BRT and Local Service to San Leandro BART
[2] Project-related impacts at the Fulton Street/Bancroft Way intersection would vary depending on the alignment variation selected. Intersection impacts could be mitigated to below the threshold for significant under all but the *One-Way Transitway via Shattuck Avenue/Oxford Street* variation. Alignment variations are described in Chapter 2, Project Alternatives.
[3] There would be no significant impacts at this intersection under the *Two-Way Transitway via Restricted Bancroft* variation.
[4] There would be no significant impacts at this intersection under Alternatives 2 and 4.
Source: Parsons, 2006

Intersections

- Intersection timing and/or geometric improvements in the City of Berkeley would be the responsibility of the City of Berkeley.
- Intersection timing and/or geometric improvements in the City of Oakland, except for International Boulevard from 42nd Street Avenue south (State Route 185), would be the responsibility of the City of Oakland. Improvements along International Boulevard from 42nd Avenue south (SR 185) would be the responsibility of Caltrans and the City of Oakland.
- Intersection timing and/or geometric improvements along East 14th Street in the City of San Leandro would be the responsibility of Caltrans and the City of San Leandro.

AC Transit would ensure that adopted mitigation measures are accomplished.

6.4 Unavoidable Significant Effects under CEQA

Roadway Unavoidable Significant Impacts: The proposed project would result in unavoidable and not mitigable significant adverse impacts at the following roadway segments during the evening peak hour:

- Oakland (Alternatives 1-4)
    - Telegraph Avenue near Alcatraz Avenue
    - International Boulevard near High Street

Intersection Unavoidable Significant Impacts: The proposed project would result in unavoidable and not mitigable significant adverse impacts at the following intersections:

- Berkeley (Alternatives 1-4)
    - Fulton Street/Bancroft Way (only under the Shattuck Avenue/Oxford Street Loop Variation)—AM and PM peak hours.
- Oakland (Alternatives 1-4)
    - Telegraph Avenue/Alcatraz Avenue—PM only.
    - International Boulevard/High Street—PM only.
    - San Leandro Street/High Street—PM only.

All other significant impacts would be reduced to a less than significant level with the proposed avoidance or mitigation measures. The measures proposed to mitigate the significant impacts of the project are summarized in Section 6.3, Mitigation Measures for Potentially Significant Impacts under CEQA.