

RTIP ID# (required) ORA170007					
TCWG Consideration Date May 28, 2019					
<p>Project Description (clearly describe project) The City of Santa Ana (City), in cooperation with Caltrans District 12, proposes to widen Fairview Street between 9th Street and 16th Street, including the Fairview Street Bridge (Bridge No. 55-0513) over the Santa Ana River. The proposed bridge would be expanded from approximately 52 feet (ft) to 100 ft in width to improve pedestrian and bike safety, and provide adequate vehicular capacity, replacing the existing 4-lane bridge with a 6-lane bridge.</p> <p>Existing Condition. South of 9th Street, Fairview Street provides three lanes in each direction which are reduced to two lanes in each direction north of 9th Street, across the existing four-lane bridge, to 16th Street. The Fairview Street segment between 9th Street and 16th Street is the only constraint for Fairview Street to be built out to its planned width of six lanes. This condition causes a traffic “bottleneck” during peak hours. In addition, there are no sidewalks, bikeways, or lighting on the existing bridge. Pedestrians and bicyclists currently use the narrow roadway shoulder to cross the bridge.</p> <p>Alternative 1. No Build Alternative.</p> <p>Alternative 2. The existing four-lane bridge would be replaced with a new six-lane bridge (three lanes in each direction), including a complete bridge deck with barrier rails, sidewalks, bicycle lanes, a raised median, and lighting. The eight pier walls that support the existing bridge would be removed, and four new pier walls would be constructed to support the new bridge. The bridge will be striped with a 4-foot raised median, three 12-foot inside lanes, two 6-foot shoulders that can accommodate a Class II bike lane, and two 6-foot sidewalks from vehicular traffic.</p>					
<p>Type of Project (use Table 1 on instruction sheet) Change to existing regionally significant street.</p>					
County Orange	<p>Narrative Location/Route & Postmiles Fairview Street is classified as north-south Major Arterial per the City’s General Plan Circulations Element (GPCE) and the County of Orange’s Master Plan of Arterial Highway (MPAH). The City of Santa Ana is proposing to widen Fairview Street between 9th Street and 16th Street from a four-lane roadway to a 6-lane arterial to provide adequate vehicular capacity within the City’s northern limits (Bridge #55-0513). Federal Project ID - BRLS 5063 (184)</p>				
Lead Agency: City of Santa Ana					
Contact Person Kenny Nguyen	Phone# (714) 647-5632	Fax# (714) 647-	Email KNguyen@Santa-Ana.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: September 2019					
NEPA Assignment – Project Type (check appropriate box)					
Exempt		Section 326 – Categorical Exemption		X	Section 327 – Non-Categorical Exemption
Current Programming Dates (as appropriate)					
	PE/Environmental	ENG	ROW	CON	
Start	November 2017	November 2017	2018	2020	
End	March 2020	May 2020	2020	2023	

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

The Project Area has a history of traffic congestion; however, the proposed Project would improve traffic flow and alleviate congestion in this area. The proposed Project would also increase pedestrian safety at Fairview Street Bridge by constructing new barrier rails, sidewalks, bicycle lanes, a raised median, and lighting on the proposed bridge structure.

Purpose

The purpose of the proposed Project is to improve public safety and traffic flow on and in the vicinity of Fairview Street Bridge. The following goals/objectives have been identified for the proposed Project:

- Provide for adequate vehicular capacity and greater pedestrian and bike safety on Fairview Street Bridge; and
- Make the Fairview Street Bridge design and capacity consistent with the Orange County Master Plan of Arterial Highways and the City of Santa Ana General Plan Circulation Element.

Need

The existing Fairview Street Bridge has insufficient capacity to handle existing and projected traffic levels in the Project Area and is operating with the following deficiencies within the Project limits:

- Congestion on and around the existing bridge due to high traffic demands and a limited number of lanes relative to areas north and south of the bridge; and
- No sidewalks, bike lanes, center median or barrier, or lighting.

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

Existing land uses in the Project Area include single-family and multifamily residences, a medical office, a park (Fairview Triangle), a multi-use trail, vacant land, and office, commercial, and light industrial uses.

1. Land uses east of Fairview Street and south of the Santa Ana River include single-family residences, vacant land, and commercial uses.
2. Land uses west of Fairview Street and south of the Santa Ana River include single-family and multifamily residences, a medical office, Fairview Triangle trailside rest area, Santa Ana River Trail (SART), and office uses.
3. Land uses east of Fairview Street and north of the Santa Ana River include single-family residences and commercial and light industrial uses.
4. Land uses west of Fairview Street and north of the Santa Ana River include single-family residences, vacant land, and commercial and light industrial uses.

Truck percentages on Fairview Street are below those in EPA's examples of projects that may require PM hot spot analyses, as defined in Appendix B of *the Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas*. The project does not involve any other facilities with significant numbers of diesel vehicles.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Fairview Street Improvements – Opening Year 2021.

Alternative 1 (No Build Alt) ADT=42,350, Truck ADT=1,530 (3.6%), LOS F [4-lane undivided Capacity 25,000]

Alternative 2. (Build Alt) ADT=43,050, Truck ADT=1,550 (3.6%), LOS C [6-lane undivided Capacity 34,100]

Table 1. Summary of Opening Year Build and No Build Traffic Conditions.

Scenario/ Analysis Year	Location	AADT		% Truck	VMT (mi)	LOS
		Total	Truck			
Build Opening Year 2021	Fairview Street between 17 th St and 16 th St	43,620	1,570	3.6	4,798	F
	Fairview Street between 16 th St and 12 th St	43,050	1,550	3.6	10,763	C
	Fairview Street between 12 th St and 9 th St	42,110	1,520	3.6	7,159	C
	Fairview Street between 9 th St and Civic Center Drive	42,880	1,540	3.6	3,002	C
No Build Opening Year 2021	Fairview Street between 17 th St and 16 th St	42,910	1,540	3.6	4,720	F
	Fairview Street between 16 th St and 12 th St	42,350	1,530	3.6	10,588	F
	Fairview Street between 12 th St and 9 th St	41,430	1,490	3.6	7,043	F
	Fairview Street between 9 th St and Civic Center Drive	42,180	1,520	3.6	2,953	C

Source: LSA 2018. Traffic Impact Analysis Fairview Street Improvements from 9th Street to 16th Street and Bridge Replacement.

Based on the Traffic Impact Analysis for the Fairview Street Improvements from 9th Street to 16th Street and Bridge Replacement Project (LSA 2018), the proposed Build Alternatives during Opening year 2021 would increase the capacity of Fairview Street from 41,890 to 43,050 vehicle trips per day. However, the estimated 43,050 daily traffic volumes during Opening Year 2021 for both Build and No Build Alternatives would not exceed the 125,000 average daily trips criteria for a POAQC. In addition, truck volumes represent approximately 3.6 percent of the overall traffic volumes on Fairview Street and would not exceed the 8 percent criteria, and the total truck average annual daily traffic (AADT) would not exceed the 10,000-vehicle criteria for POAQC. In summary, LOS would generally improve (i.e., delay would be reduced) and no significant project impacts would occur.

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

Fairview Street Improvements

Alternative 1 (No Build Alt) ADT=44,540 Truck ADT=1,600 (3.6%), LOS F [4-lane undivided Capacity 25,000]

Alternative 2. (Build Alt) ADT=48,560 Truck ADT=1,750 (3.6%), LOS D [6-lane undivided Capacity 56,300]

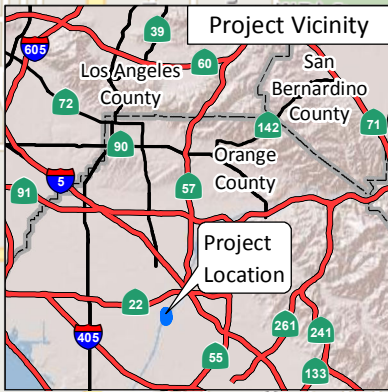
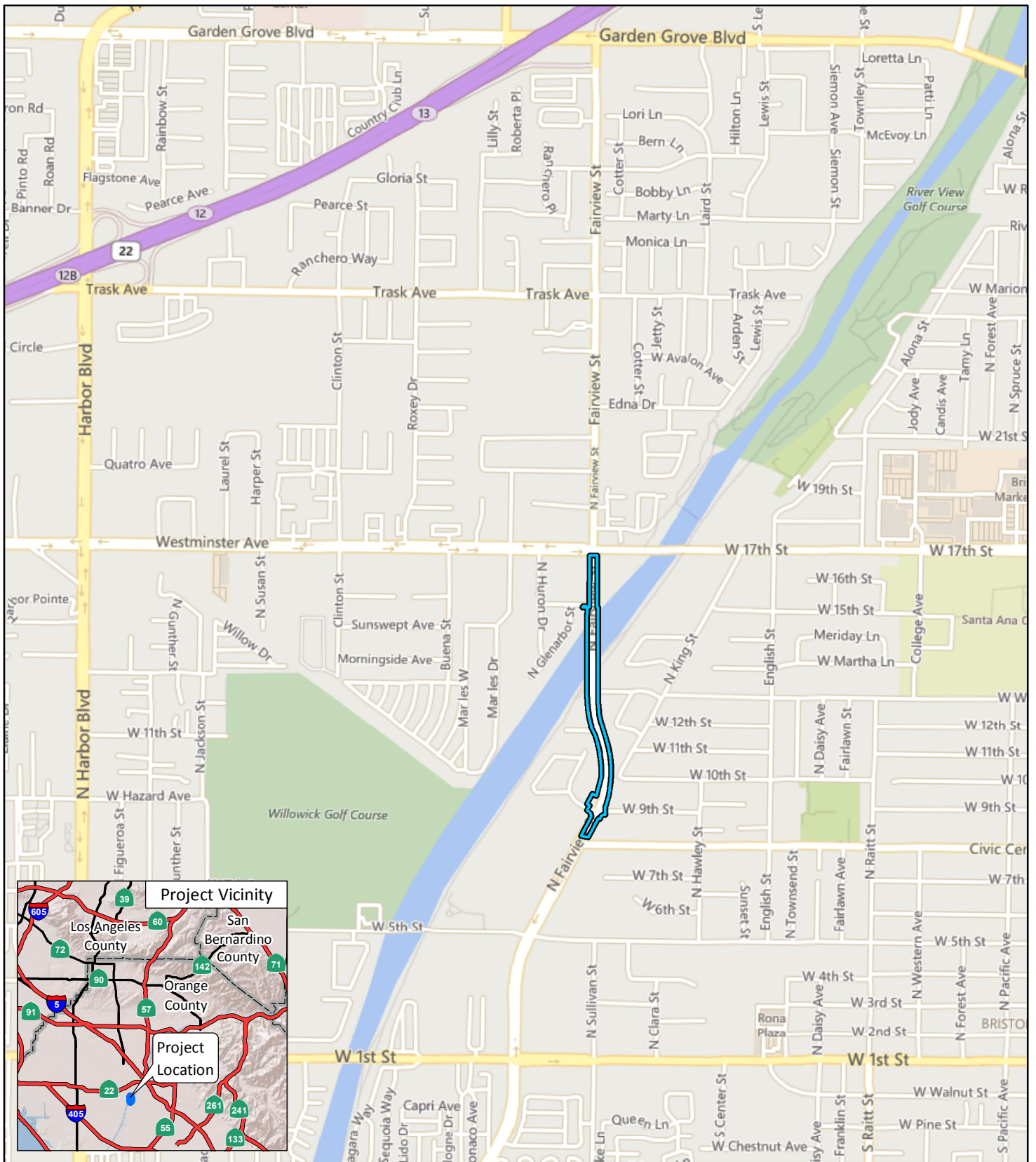
Table 2. Summary of Opening Year Build and No Build Traffic Conditions.

Scenario/ Analysis Year	Location	AADT		% Truck	VMT (mi)	LOS
		Total	Truck			
Build Horizon Year 2040	Fairview Street between 17 th St and 16 th St	49,200	1,770	3.6	5,412	F
	Fairview Street between 16 th St and 12 th St	48,560	1,750	3.6	12,140	D
	Fairview Street between 12 th St and 9 th St	47,510	1,710	3.6	8,077	D
	Fairview Street between 9 th St and Civic Center Drive	48,360	1,740	3.6	3,385	D
No Build Horizon Year 2040	Fairview Street between 17 th St and 16 th St	45,130	1,630	3.6	4,964	F
	Fairview Street between 16 th St and 12 th St	44,540	1,600	3.6	11,135	F
	Fairview Street between 12 th St and 9 th St	43,580	1,570	3.6	7,409	F
	Fairview Street between 9 th St and Civic Center Drive	44,360	1,600	3.6	3,105	C

Source: LSA 2018. Traffic Impact Analysis Fairview Street Improvements from 9th Street to 16th Street and Bridge Replacement.

Based on the Traffic Impact Analysis for the Fairview Street Improvements from 9th Street to 16th Street and Bridge Replacement Project (LSA 2018), Both Build and No Build Alternatives during Horizon Year 2040 would operating at adverse levels of service along Fairview Street. However, the estimated 48,560 daily traffic volumes during Horizon Year 2040 would not exceed the 125,000 average daily trips criteria for a POAQC. In addition, truck volumes represent approximately 4.5 percent of the overall traffic volumes on Fairview Street and would not exceed the 8 percent criteria, and the total truck average annual daily traffic (AADT) would not exceed the 10,000-vehicle criteria for POAQC. Please note that while these Fairview Street segments operate at adverse levels of service, the LOS improves under the (Build) conditions due to the widening of the bridge and adjoining roadway to six lanes.

<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Not Applicable. Facility is not an interchange or intersection.</p> <p>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. Facility is not an interchange or intersection.</p>
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities) Fairview Street in its ultimate condition will consist of 6 lanes and be widened along with the Fairview Street Bridge. The limited nature and type of proposed roadway widening not expected to result in a redistribution of traffic from the mainline or arterials to other facilities.</p>
<p>Comments/Explanation/Details (attach additional sheets as necessary)</p> <p>The proposed project would not conflict with an applicable plan, policy, or regulations of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of governments (SCAG) Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) (RTP and FTIP ID RIV111203) and is intended to meet the traffic needs in the area based on local land use plans. The proposed project is located within a nonattainment area for federal PM_{2.5} standard and maintenance area for federal PM₁₀ standard. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:</p> <ol style="list-style-type: none">1. The proposed project is not a new or expanded highway project. The proposed project is a street improvement and bridge replacement project (Fairview Street Improvements Project) that would increase the future capacity of the Fairview Street. This type of project improves the roadway operations by increasing the capacity of the street and bridge and accommodating the increased vehicle operations throughout the City. Based on the Traffic Impact Analysis for the Fairview Street Improvements Project (LSA 2018), the proposed Build Alternatives during Opening year 2021 would increase the capacity of Fairview Street from 41,890 to 43,050 vehicle trips per day. However, the estimated 43,050 daily traffic volumes during Opening Year 2021 would not exceed the 125,000 average daily trips criteria for a POAQC. In addition, truck volumes represent approximately 3.6 percent of the overall traffic volumes on Fairview Street and would not exceed the 8 percent criteria, and the total truck average annual daily traffic (AADT) would not exceed the 10,000-vehicle criteria for POAQC. The estimated truck percentage was obtained from the Traffic Impact Analysis for the Fairview Street Improvements Project (LSA 2018).2. The proposed project does include interchanges or intersections.3. The proposed project does not include the construction of a new bus or rail terminal.4. The proposed project does not expand an existing bus or rail terminal.5. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. <p>Therefore, the proposed Build Alternative met the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed Build Alternative would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation. The proposed project does not have the potential to be a PQAQC.</p>



LSA

LEGEND

 Project Area



0 700 1400
FEET

SOURCE: Bing (2015)

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FIGURE 1

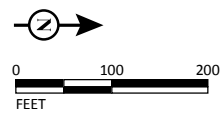
Fairview Street Widening and Bridge Replacement
Project Location



FIGURE 1-2

LEGEND

- | | | |
|--------------------------------|-------------------------------|------------------------------|
| Project Area | Reconstruction of Access Road | Proposed Construction Access |
| Proposed Right of Way | Potential Detour in River | Potential Noise Barriers |
| Proposed Roadway Widening | Grading / Revegetation / BMPS | |
| Proposed Roadway Modifications | Construction Staging Area | |
| Proposed Bridge Piers | | |



SOURCE: WKE (3/2018); Google (2016)

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Fairview Street Improvements
from 9th Street to 16th
Street and Bridge Replacement Project
Proposed Project