



State of California - Department of Fish and Wildlife  
**2023 ENVIRONMENTAL DOCUMENT FILING FEE**  
**CASH RECEIPT**  
 DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

AC RECEIPT #: 3535252

RECEIPT NUMBER:  
 01-12/11/2023-366  
 STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY:

LEAD AGENCY ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC TRANSIT)	LEAD AGENCY EMAIL	DATE 12/11/2023
COUNTY/STATE AGENCY OF FILING ALAMEDA	DOCUMENT NUMBER 23 - 366	

PROJECT TITLE  
 DURANT AVENUE, MACARTHUR BOULEVARD, SACRAMENTO STREET/ASHBY AVENUE,  
 AND INTERNATIONAL BOULEVARD QUICK BUILD PROJECT

PROJECT APPLICANT NAME KATHRYN VO	PROJECT APPLICANT EMAIL	PHONE NUMBER (510) 891-7262
PROJECT APPLICANT ADDRESS 1600 FRANKLIN STREET	CITY OAKLAND	STATE CA
		ZIP CODE 94612

PROJECT APPLICANT (Check appropriate box)

Local Public Agency    
  School District    
  Other Special District    
  State Agency    
  Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,839.25	\$	0.00
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,764.00	\$	0.00
<input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,305.25	\$	0.00


- Exempt from fee  
      Notice of Exemption (attach)  
      CDFW No Effect Determination (attach)  
 Fee previously paid (attach previously issued cash receipt copy)

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
<input checked="" type="checkbox"/> County documentary handling fee		\$	50.00
<input type="checkbox"/> Other		\$	

PAYMENT METHOD:

- Cash    
  Credit    
  Check    
  Other

TOTAL RECEIVED \$ 50.00

SIGNATURE 	AGENCY OF FILING PRINTED NAME AND TITLE A.CAMACHO, DEPUTY CLERK
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# \*ENVIRONMENTAL DECLARATION

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

## LEAD AGENCY NAME AND ADDRESS

## FOR COUNTY CLERK USE ONLY

Alameda-Contra Costa Transit District (AC Transit)  
1600 Franklin Street  
Oakland, CA 94612

**ENDORSED  
FILED  
ALAMEDA COUNTY**

**DEC 11 2023**

FILE NO:

*23-3106*

MELISSA WILK, County Clerk  
By *[Signature]* Deputy

## CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

(PLEASE MARK ONLY ONE CLASSIFICATION)

### 1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

A - STATUTORILY OR CATEGORICALLY EXEMPT

\$ 50.00 - COUNTY CLERK HANDLING FEE

### 2. NOTICE OF DETERMINATION (NOD)

A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)

\$ 2,764.00 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

B - ENVIRONMENTAL IMPACT REPORT (EIR)

\$ 3,839.25 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

### 3. OTHER: \_\_\_\_\_

**\*\*\*A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.\*\*\***

#### BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

#### IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

**ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.**

FEES ARE EFFECTIVE JANUARY 1, 2023

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: Alameda
1221 Oak Street, Suite 555
Oakland, CA 94612

From: (Public Agency): AC Transit
1600 Franklin Street
Oakland, CA 94612
(Address)

ENDORSED
FILED
ALAMEDA COUNTY

DEC 11 2023

MELISSA WILK, County Clerk
By [Signature] Deputy

Project Title: Durant Avenue, MacArthur Boulevard, Sacramento Street/Ashby Avenue, and International Boulevard Quick Build Project

Project Applicant: Alameda-Contra Costa Transit District (AC Transit)

Project Location - Specific:

Multiple street locations in the City of Oakland (2) and the City of Berkeley (2).

Project Location - City: Oakland and Berkeley Project Location - County: Alameda

Description of Nature, Purpose and Beneficiaries of Project:

The project will relocate two bus stops, implement a new bus shelter and a new sidewalk, and make other street improvements to improve pedestrian safety, transit reliability, promote transit use, improve transit experience, and improve pedestrian safety for local transit riders. Please see attached project description.

Name of Public Agency Approving Project: AC Transit

Name of Person or Agency Carrying Out Project: Kathryn Vo, Project Manager

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
Categorical Exemption. State type and section number: Section 15301 (c) &(d), Section 15302(c), Section 15303 (c) and Section 15060 (c)(2)
Statutory Exemptions. State code number:

Reasons why project is exempt:

This project is categorically exempt from further environmental review pursuant to Class 1, Section 15301- Operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion, Class 2, Section 15302 - Replacement or reconstruction of existing structures and facilities, and Class 3, Section 15303 - Construction and location of limited numbers of new, small facilities or structures.

Lead Agency [Signature]
Contact Person: Kathryn Vo Area Code/Telephone/Extension: 510-891-7262

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 12/6/23 Title: Sr. Transportation Planner

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

# Attachment A

## AC Transit Quick Build Project CEQA Exemption Information Form

### Alameda County

#### Overview

Quick Build projects are typically swift installs, with minimal disruption to the community, and near-term cost-effective roadway treatments to streets. Quick Build projects generally have less construction impacts than typical roadway reconstruction projects or other capital projects. For clarification the AC Transit 2023 Quick Build Project is broken up into four distinct project components based on location, see *Figure 1: Regional Map*. The following is an overview of the individual project components.

#### Project Location

The project is located within the cities of Oakland and Berkeley and within Alameda County, in California. Specifically, the project is broken up into four distinct project components:

##### ***MacArthur Boulevard and Alma Avenue Component***

Project improvements would take place in the City of Oakland on MacArthur Boulevard, from just before Alma Drive to before MacArthur Boulevard northwest bound lane turns into a bridge. See *Figure 2: MacArthur Boulevard and Alma Avenue Component Vicinity Map*.

##### ***Durant Avenue Component***

Project improvements would take place in the City of Berkeley on Durant Avenue between Fulton Street and College Avenue. See *Figure 3: Durant Avenue Component Vicinity Map*.

##### ***International Boulevard Component***

The project limits of the study area are in the City of Oakland on International Blvd from 14th Avenue and 107th Avenue. The project has been divided into two focus areas due to the size and ownership of the roadway. The first is 14th Avenue to 42nd Avenue which is City of Oakland owned and maintained. The second is from 42nd Avenue to 107th Avenue which is Caltrans owned but City of Oakland maintained. See *Figure 4: International Boulevard Component Vicinity Map*.

##### ***Ashby Avenue and Sacramento Street Intersection Component***

Project improvements would be located within Caltrans right-of-way at the west leg of the Ashby Avenue and Sacramento Street intersection. See *Figure 5: Ashby Avenue and Sacramento Street Intersection Component Vicinity Map*.

#### Proposed Improvements/Description

The purpose of the AC Transit 2023 Quick Build Project is to enhance transit operations and amenities, improve transit time reliability, reduce conflicts between transit and general-purpose vehicles, improve bus stop quality and safety, streamline pick-up and drop-off operations, promote transit use, promote safety and accessibility, and reduce double parking.

### ***MacArthur Boulevard and Alma Avenue Component***

MacArthur Boulevard has been identified as one of the major transit corridors in the City of Oakland. The bus stops at the MacArthur Boulevard and Alma Avenue intersection are vital in serving local residents and Oakland High School students with multiple AC Transit school bus lines (653, 657, 658, 680, and 688), a local bus line (57), a Transbay bus line (NX), and an all-nighter bus line (805). The current bus stop locations on the west side of the intersection contribute to a vulnerable pedestrian crossing for students due to restricted visibility at this uncontrolled intersection (for MacArthur Boulevard approaches).

This Quick Build project, led by AC Transit, will relocate the two bus stops to the east side of Alma Avenue, implement new sidewalk on the north side of MacArthur Boulevard, and install a pedestrian bulb-out on the northwest corner of the intersection. These modifications aim to enhance safety by increasing pedestrian visibility, reduce the crossing length across MacArthur Boulevard, and improve bus loading operations by providing sufficient bus stop loading zone distance. See *Figure 6: MacArthur Boulevard and Alma Avenue Proposed Configuration*.

### ***Durant Avenue Quick Build Component***

AC Transit and the City of Berkeley recognize the importance of providing and promoting quality transit operations along this corridor and in the Southside neighborhood, and Durant Avenue is a key transit corridor in this area. Current transit service along Durant Avenue consists of multiple AC Transit local lines, school bus lines, and an all-nighter bus line (6, 36, 51B, 79, 604, 605 and 851), which connect students, educators, visitors, and residents from the University and the Southside area to downtown Oakland, Emeryville, Alameda, and El Cerrito. The corridor is also one of the most vibrant neighborhoods in Berkeley, home to restaurants, bars, shops, student housing, and campus buildings, among many others. The dynamic mixed traffic flow and parking behavior along this corridor often cause delays to transit service schedule, diminishing transit service reliability and impeding rider access.

The Durant Avenue Quick Build project, led by AC Transit, will deliver roadway reconfigurations, bus stop improvements, traffic signal modifications, parking reconfiguration to Durant Avenue between Fulton Street and College Avenue. These improvements aim to reduce traffic congestion, improve transit reliability, promote transit use, and promote safety and accessibility, while enhancing the public space and supporting local businesses. See *Figure 7: Durant Avenue Proposed Configuration*.

### ***International Boulevard Component***

AC Transit and the City of Oakland have partnered on the International Blvd Quick Build Project to enhance Line 1T operational service and improve corridor safety along International Blvd. This project will evaluate and deliver quick build roadway treatments that target illegal driving within Tempo's bus only lanes and other illegal behavior along the corridor. Quick build treatments are characterized by their lower costs and faster installation time than typical roadway construction projects.

The project limits of the study area are International Blvd from 14th Avenue and 107th Avenue. The project has been divided into two focus areas due to the size and ownership of the roadway. The first is 14th Avenue to 42nd Avenue which is City of Oakland owned and maintained. The second is from 42nd Avenue to 107th Avenue which is Caltrans owned but City of Oakland maintained. Within each focus area approximately eight total blocks will be targeted for quick build treatments. These include but are not limited to flexible plastic posts or bollards, preformed concrete or plastic barriers, extruded asphalt, roadway paint and markings, and signs. See *Figure 8: International Boulevard Proposed Elements*.

### ***Ashby Avenue and Sacramento Street Intersection Component***

AC Transit has observed bus operation maneuvering constraints at the intersection of Ashby Avenue and Sacramento Street for its Transbay Line J since implementing this route. Buses moving southbound on Sacramento Street turning right onto Ashby Avenue (SR 13) are geometrical constrained by the operating width in the Ashby Avenue westbound and often make non-standard maneuvers to clear the intersection, maneuvers that cause considerable delays to buses and other vehicles moving through the intersection.

The Ashby Avenue Quick Build Project, led by AC Transit, will deliver pavement marking changes to the west leg of the intersection which aim to allow buses to proceed, unconstrained, through the right-hand turn from Sacramento Street when they have a green indication. This modification will aim to reduce traffic congestion, improve transit reliability, and promote safety. See *Figure 9: Ashby Avenue and Sacramento Street Intersection Proposed Configuration*.

### **Reasons Why Project is Exempt**

The proposed project is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section Class 1, Section 15301 (c) and (d), Section 15302 (c), and Section 15303 (c).

Section 15301, Class 1, is a categorical exemption (CE) which consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. (Cal. Code Regs., tit. 14, § 15303.) Subsection (c) provides that additions to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes would be exempt. Additionally, subsection (d) can also qualify as a CE which states that restoration and rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.

- The proposed project is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section 15301, Class 1 (c). The key consideration for this exemption is that alterations to bicycle facilities, pedestrian crossings, transit improvements, sidewalks, gutters, etc. do not create additional automobile lanes. As described in the above project description, the proposed project would make improvements to existing sidewalks and pavement, modify existing traffic signals, and reconfigure current parking. Therefore, the project would be considered exempt under Class 1 (c).
- In addition to subsection (c) of Class 1, subsection (d) allows for a CE based on the previously mentioned criteria. This project aims to make pedestrian access to the individual bus stops safer. As described previously, the proposed project would install flexible plastic posts or bollards, preformed concrete or plastic barriers, extruded asphalt, roadway paint and markings, and signs which would make pedestrians safer. Also, the proposed project would install a pedestrian bulb-out and new sidewalk which would increase pedestrian visibility, reduce the crossing length for pedestrians to the bus stops, and improve bus loading operations by providing sufficient bus stop loading zone distance. Additionally, the proposed project would deliver pavement marking changes that would allow buses to proceed unconstrained. Therefore, the project would be considered exempt under Class 1 (d).

Section 15302 (c), Class 2 is a CE which consists of the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. Specifically, subsection (c) involves the replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.

- Most of the proposed project would not include expanding structures or facilities. Rather, the proposed project would reconstruct much of the facilities that already exist. These existing facilities include sidewalks, bus stops, parking lots, pavement, traffic signals, signs, and roadway paint. Therefore, the project would be considered exempt under Class 2 (c).

Section 15303 (c), Class 3 is a CE which consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. Specifically, subsection (c) involves a store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

- The proposed project is in a highly urbanized area within the cities of Oakland and Berkeley. The project is proposing to build one new bus shelter at the MacArthur Boulevard and Alma Avenue Component area. The bus shelter would be below the allowable floor area in an urbanized area. Additionally, the new bus shelter would not involve the use of significant amounts of hazardous substances. Therefore, the project would be considered exempt under Class 3 (c).

### Exceptions to Exemptions

CEQA Section 15300.2 (a through f) presents a list of exceptions to the use of an exemption. The proposed project does not meet any of the exceptions as discussed below:

- a) Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the proposed project is to be located – a project that is ordinarily insignificant in its impact on the environment may be in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- The proposed project does rely on a Class 3 exemption. However, the proposed project site is in a highly urbanized area that does not contain an environmental resource of hazardous or critical concern. Therefore, the project would not have an impact on an environmental resource of hazardous or critical concern.

The proposed project does not rely on a Class 3, 4, 5, 6, or 11 exemption and therefore this exception does not apply.

- b) Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

- The proposed project is in a highly urbanized area in the cities of Oakland and Berkeley. The proposed project aims to improve public transportation and pedestrian facilities and infrastructure. As a result, the project would not have significant cumulative environmental impact because the public transportation and pedestrian facilities and infrastructure improvements are in an area that has already been heavily developed and has the potential to increase reliance on public transportation and other forms of non-automotive transportation, locally. Therefore, the project would not have significant cumulative environmental impact.
  - The proposed project is consistent with the existing planning and intent of the City of Berkeley and Oakland for use of the site. By complying with existing planning within the County's Guidelines and General Plan, and the above applicant proposed design measures, the proposed project would not result in any impacts to the environment and would not make a cumulative contribution to an environmental impact or loss of resources.
- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- The proposed project would not have a significant effect on the environment because the locations of the proposed project are in a highly urbanized area. The proposed project consists of enhancing transit operations and amenities, improving transit time reliability, reducing conflicts between transit and general-purpose vehicles, improving bus stop quality and safety, streamlining pick-up and drop-off operations, promoting transit use, promoting safety and accessibility, and reducing double parking. The surrounding areas at each of the locations contain a mix of mostly commercial and residential uses, with small additional amounts of light industrial uses located at the International Boulevard Quick Build Component project site. The proposed improvements would support the existing transportation infrastructure and would be contained within the City's Right of Ways. None of the proposed project locations have any unusual environmental circumstances. Therefore, there is not, within a reasonable amount of possibility, an activity that would have a significant effect on the environment due to unusual circumstances.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.
- The proposed project would occur entirely within an area already developed with public facilities and would not damage any historic structures or scenic resources. The project sites are not located within a designated scenic highway. However, the proposed project location at MacArthur Boulevard and Alma Avenue, is approximately 200 feet from a designated scenic highway, MacArthur Freeway. This portion of the proposed project would have the potential to remove only one tree of the trees that currently hide the intersection MacArthur Boulevard and Alma Avenue from the freeway. Additionally, the proposed improvements would match the existing use and landscape. Therefore, this project is not likely to result in any impacts to scenic routes.



- e) Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- According to the Geotracker database, the following hazardous materials site were identified. Immediately adjacent to the Durant Avenue project area are two LUST Cleanup sites. Both sites have undergone remediation and are completed and closed. Immediately adjacent to the MacArthur Boulevard project area is one LUST Cleanup Site that has been remediated and is completed and closed. Immediately adjacent to the International Boulevard project area are 14 completed and closed LUST Cleanup Sites, 1 open LUST Cleanup Site at 1647 International Boulevard where two underground gasoline storage tanks were removed, 1 open and eligible for closure LUST Cleanup Site at 10151 International Boulevard, 1 open long term management site at 4200 International Boulevard, 2 completed and closed Cleanup Program Sites, 1 at 4200 International Boulevard and 1 at 9400-9500 International Boulevard, and 1 open Cleanup Program Site at 2227 International Boulevard. Immediately adjacent to the Ashby Avenue and Sacramento Street project area, there is 1 open LUST Cleanup Site at 1441 Ashby Avenue where four underground gasoline storage tanks were removed, 1 completed and closed LUST Cleanup Site at 1440 Ashby Avenue, 1 open Cleanup Program Site at 2979 Sacramento Street where three underground storage tanks with gasoline and one with waste oil were removed, and 1 completed and closed Cleanup Program Site at 3000 Sacramento Street. Although, there are no known areas that have had hazardous materials incidents within the project alignment, nearby and adjacent areas do have recognized environmental conditions (REC's), some of which are upgradient of the project alignment. Based on the localized database research, construction activities are not anticipated to encounter any hazardous materials or result in upset conditions. As applicable the project would be required to comply with the following regulations which would reduce potential affects caused by project construction.
    - Worker education and training (Hazard Communication Standard) 29 CFR 1910.1200, 1915.1200, 1917.28, 1918.90, and 1926.59, 1910.1018 (inorganic arsenic)
    - Construction Safety Orders 8 CCR Division 1, Chapter 4
    - Lead in Construction 8 CCR 1532.1
    - General Industry Safety Orders 8 CCR 5214. Inorganic Arsenic.
    - Environmental Health Standards for Management of Hazardous Waste 22 CCR Division 4.5

Therefore, the project is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

- f) Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. The proposed improvements to would not impact any buildings or structures that are older than 45 years.
- The project proposes to enhance transit operations and amenities, improve transit time reliability, reduce conflicts between transit and general-purpose vehicles, improve bus stop quality and safety, streamline pick-up and drop-off operations, promote transit use, promote safety and accessibility, and reduce double parking. The proposed improvements would be contained within the City's Right of Way and would not impact any buildings or structures that are older than 45 years and is not proposing to replace, demolish, or alter any existing buildings. Therefore, no historical resources would be affected.

**Conclusion**

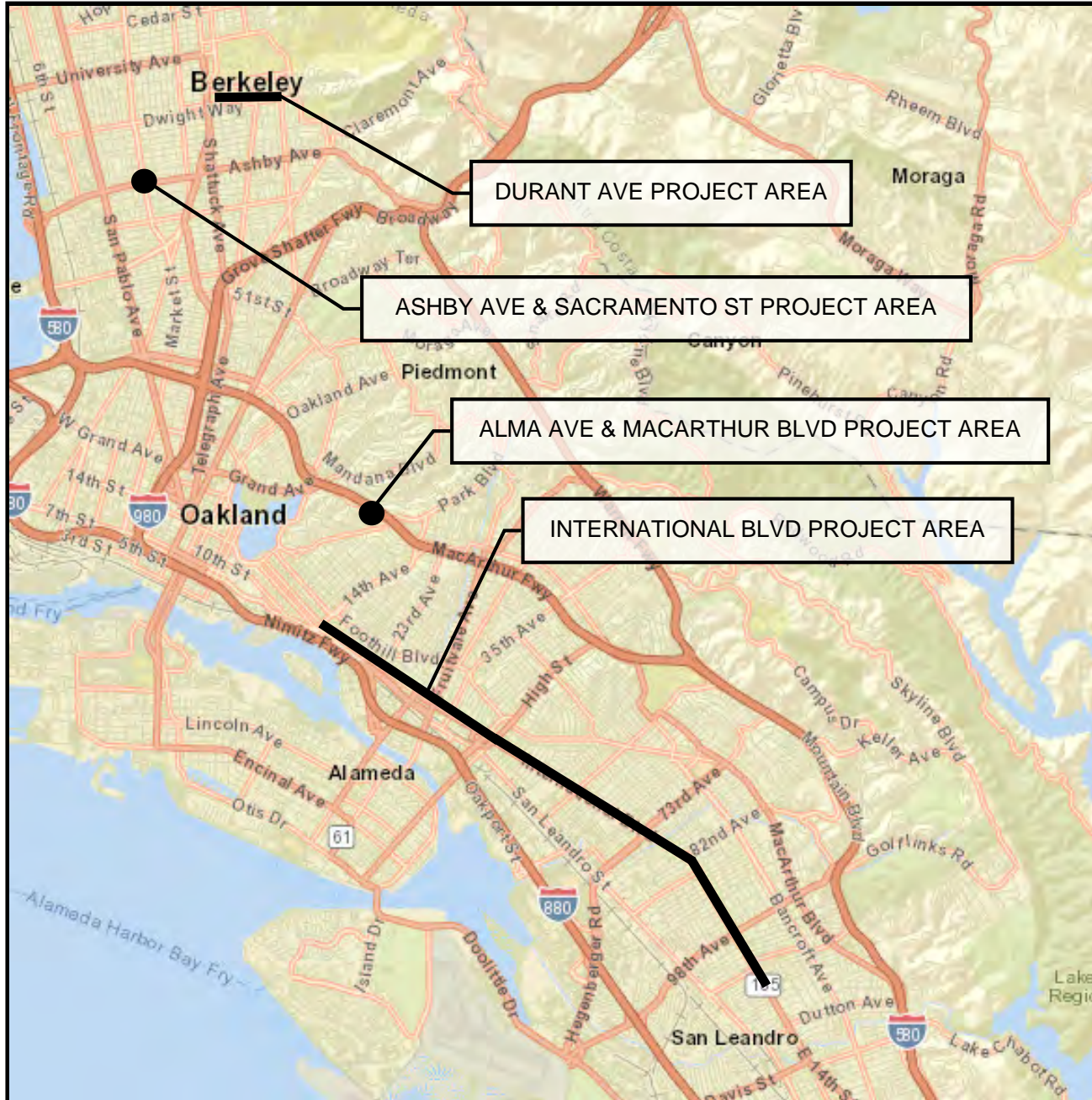
The proposed project is consistent with State CEQA Exemptions Class 1 - Existing Facilities (c) & (d), Class 2 – Replacement or Reconstruction (c), and Class 3 – New Construction or Conversion of Small Structures (c). With the addition of standard permitting conditions and the applicant proposed design guidelines, the proposed project would not result in any substantial changes to the environment. As discussed above, no exceptions to the exemptions detailed in §15300.2 would be applicable or occur.

**References**

State of California Department of Toxic Substances Control. 2022. *EnviroStor*. Available at <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Search>. Accessed April 20, 2023.

State Water Resources Control Board. 2022. *GeoTracker*. State of California. Available at <https://geotracker.waterboards.ca.gov/>. April 20, 2023.

California Department of Transportation (Caltrans), 2018, California State Scenic Highway System Map, Available at <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed April 20, 2023.

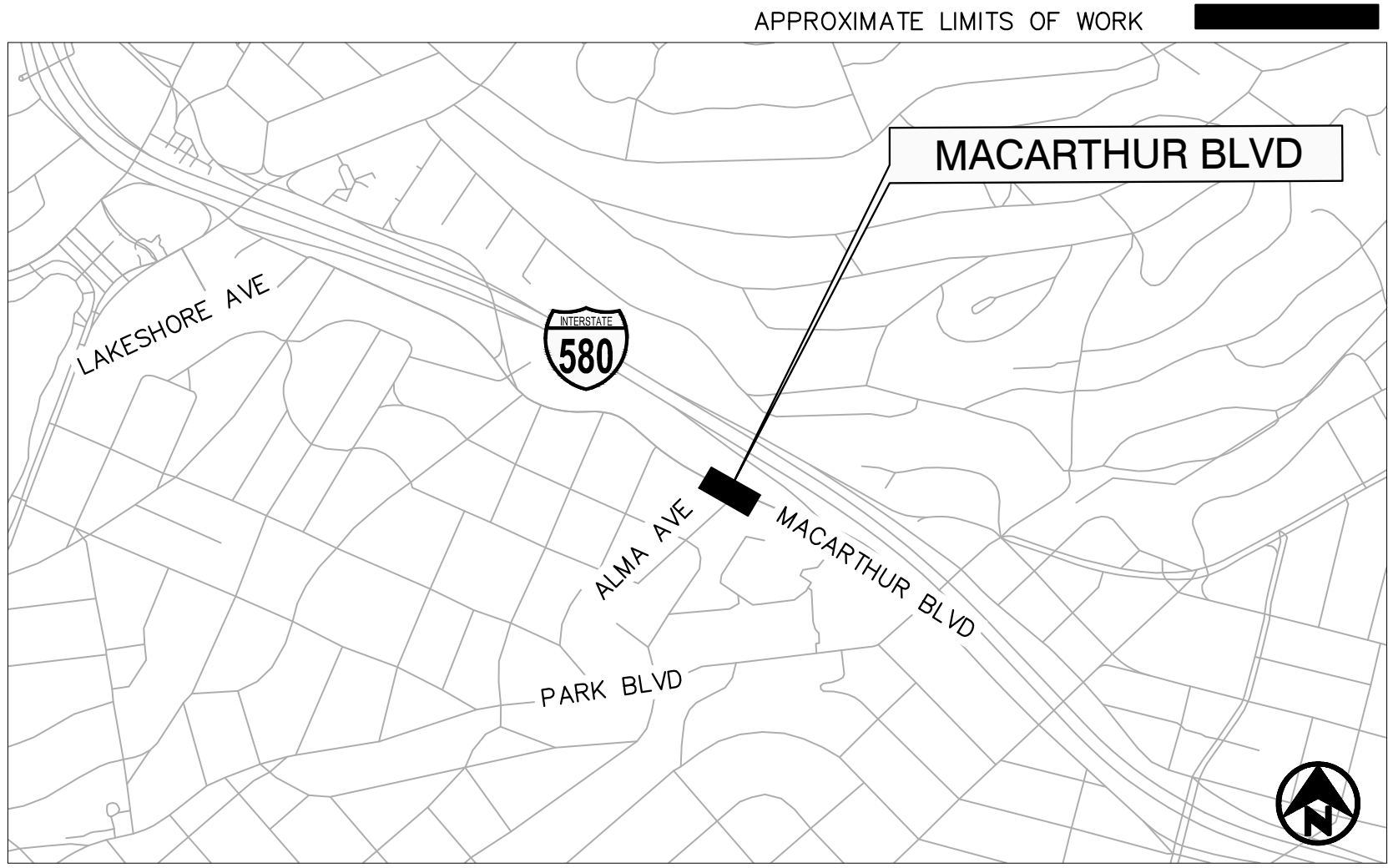


**Figure 1: Regional Map**

AC Transit Quick Build Project  
 Attachment A, AC Transit Quick Build Detailed Project Description



Not to scale



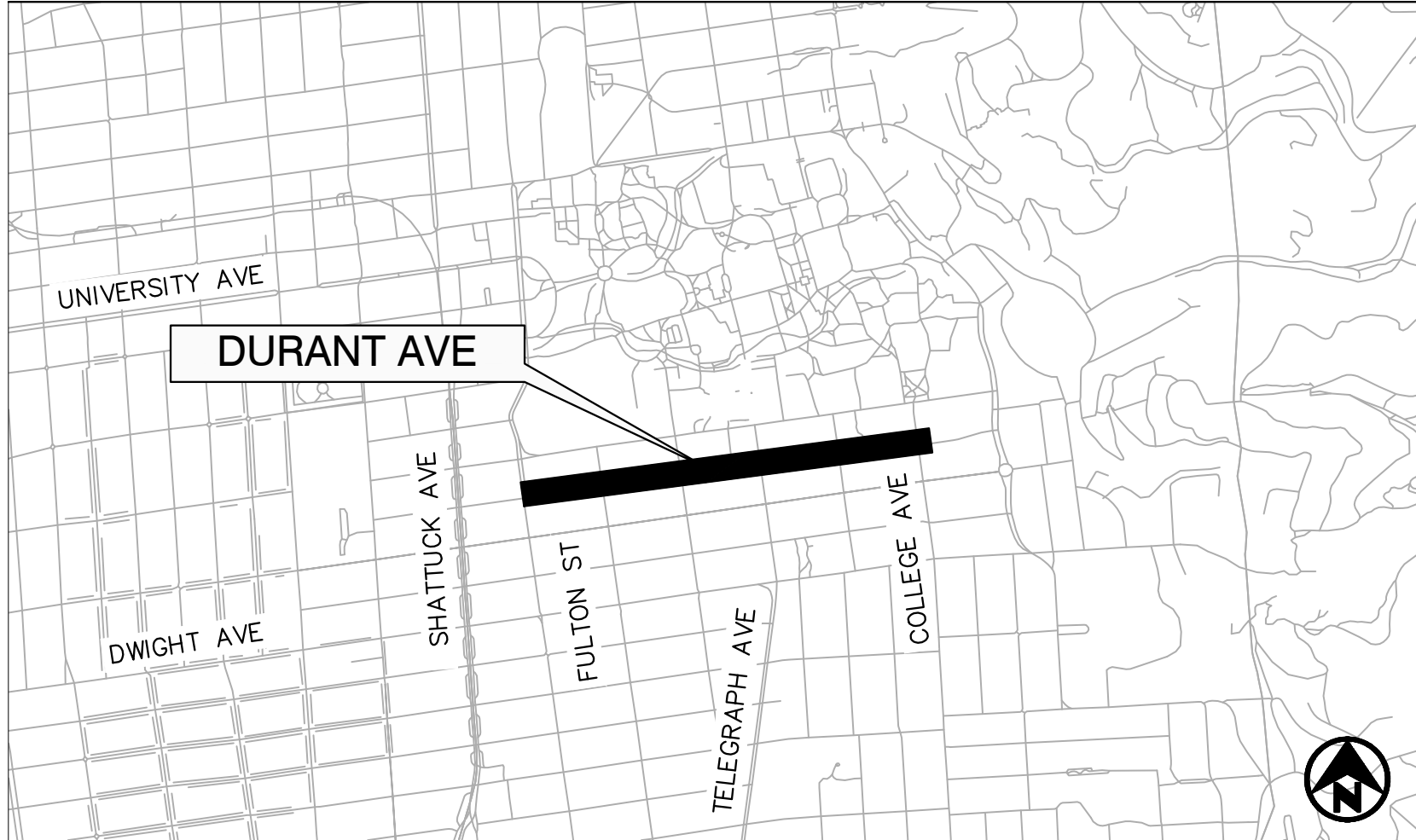
**CITY OF OAKLAND - AREA MAP #1**

NTS

**Figure 2: MacArthur Boulevard and Alma Avenue Component Vicinity Map**

AC Transit Quick Build Project  
 Attachment A, AC Transit Quick Build Detailed Project Description

APPROXIMATE LIMITS OF WORK

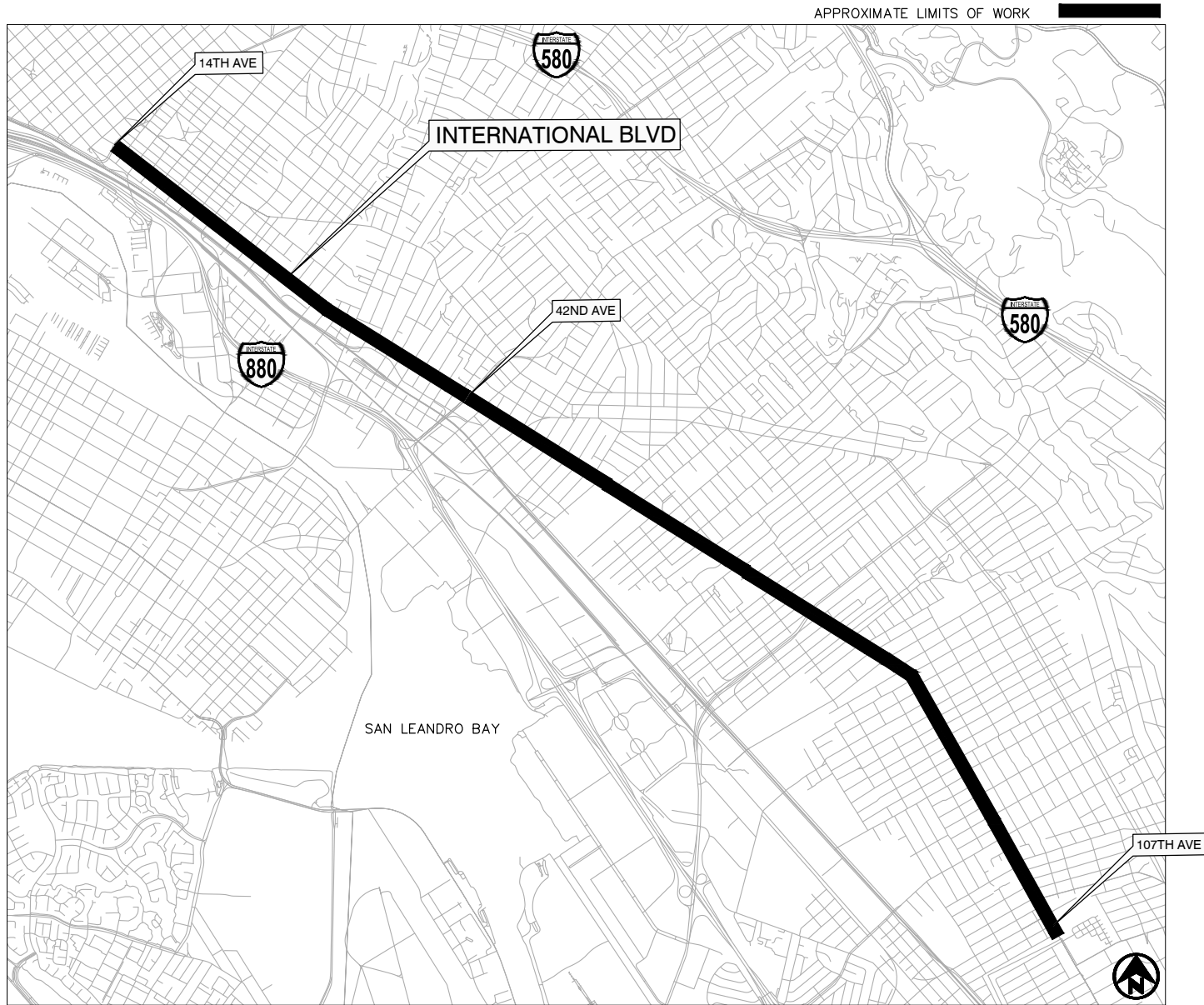


## CITY OF BERKELEY- AREA MAP #1

NTS

**Figure 3: Durant Avenue Component Vicinity Map**

AC Transit Quick Build Project  
Attachment A, AC Transit Quick Build Detailed Project Description



**CITY OF OAKLAND - AREA MAP**

NTS

**Figure 4: International Boulevard Component Vicinity Map**

AC Transit Quick Build Project  
 Attachment A, AC Transit Quick Build Detailed Project Description

APPROXIMATE LIMITS OF WORK



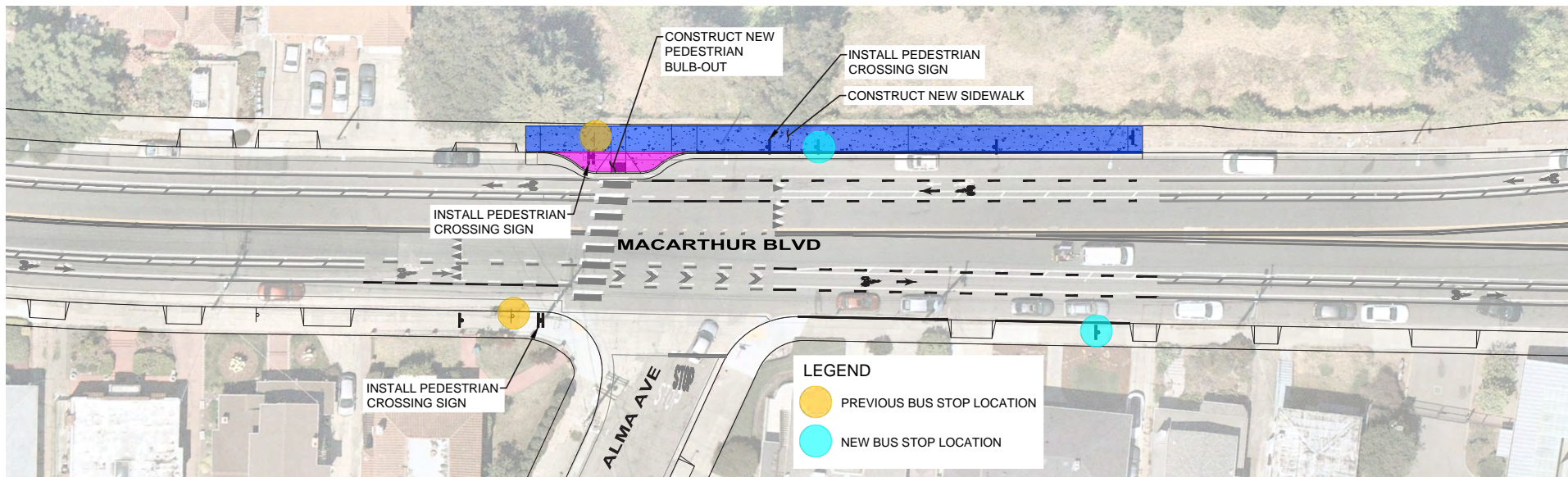
### CITY OF BERKELEY- AREA MAP #2

NTS

Figure 5: Ashby Avenue and Sacramento Street Intersection Component Vicinity Map

AC Transit Quick Build Project  
Attachment A, AC Transit Quick Build Detailed Project Description

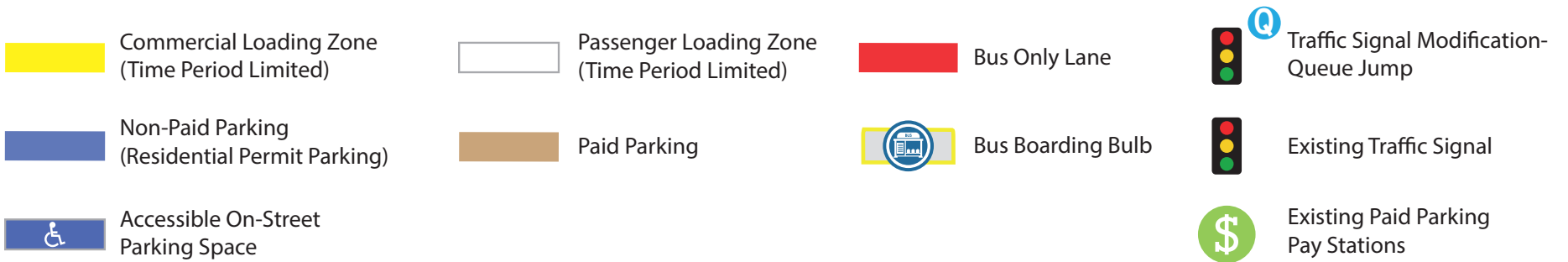
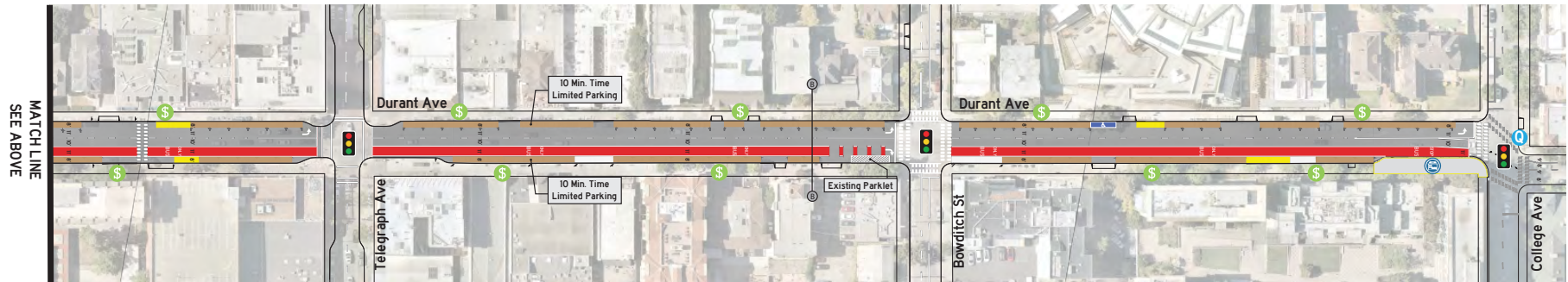
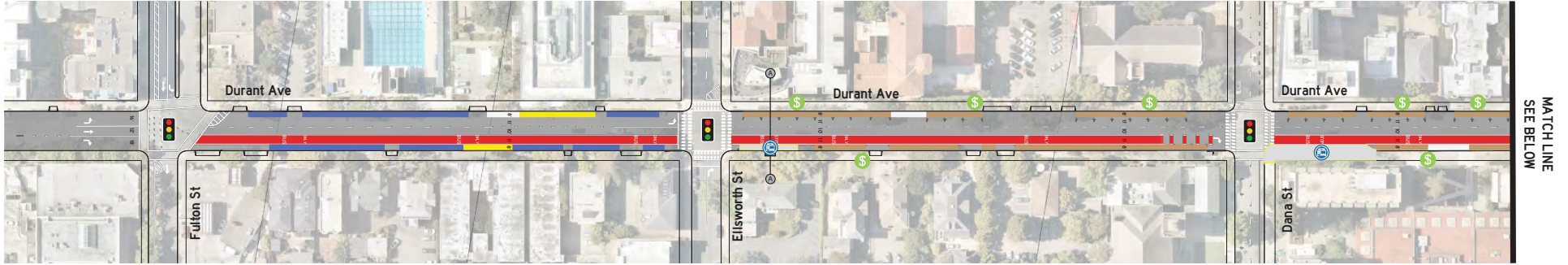




**Figure 6: MacArthur Boulevard and Alma Avenue Proposed Configuration**

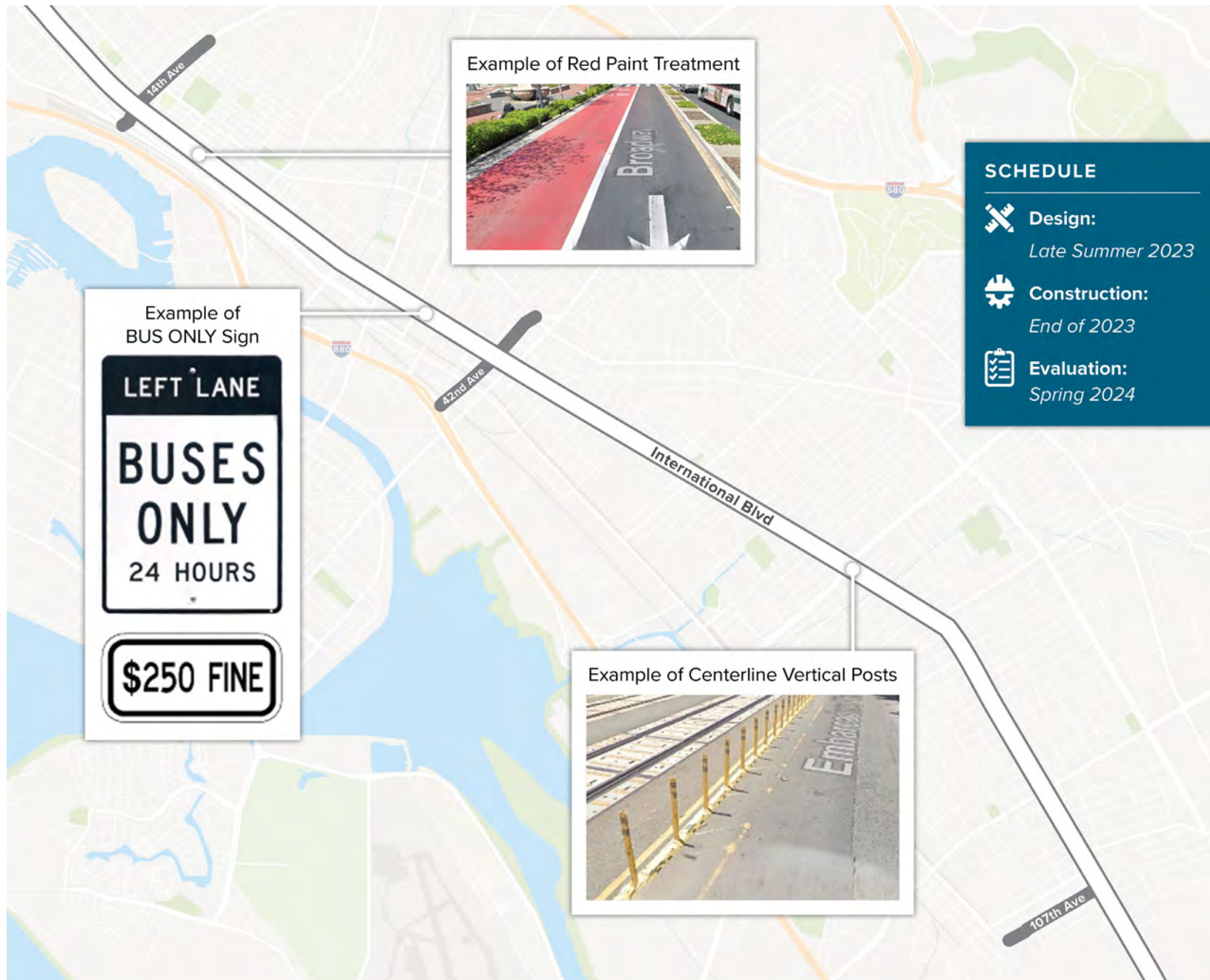
AC Transit Quick Build Project  
 Attachment A, AC Transit Quick Build Detailed Project Description





**Figure 7: Durant Avenue Proposed Configuration**

AC Transit Quick Build Project  
Attachment A, AC Transit Quick Build Detailed Project Description

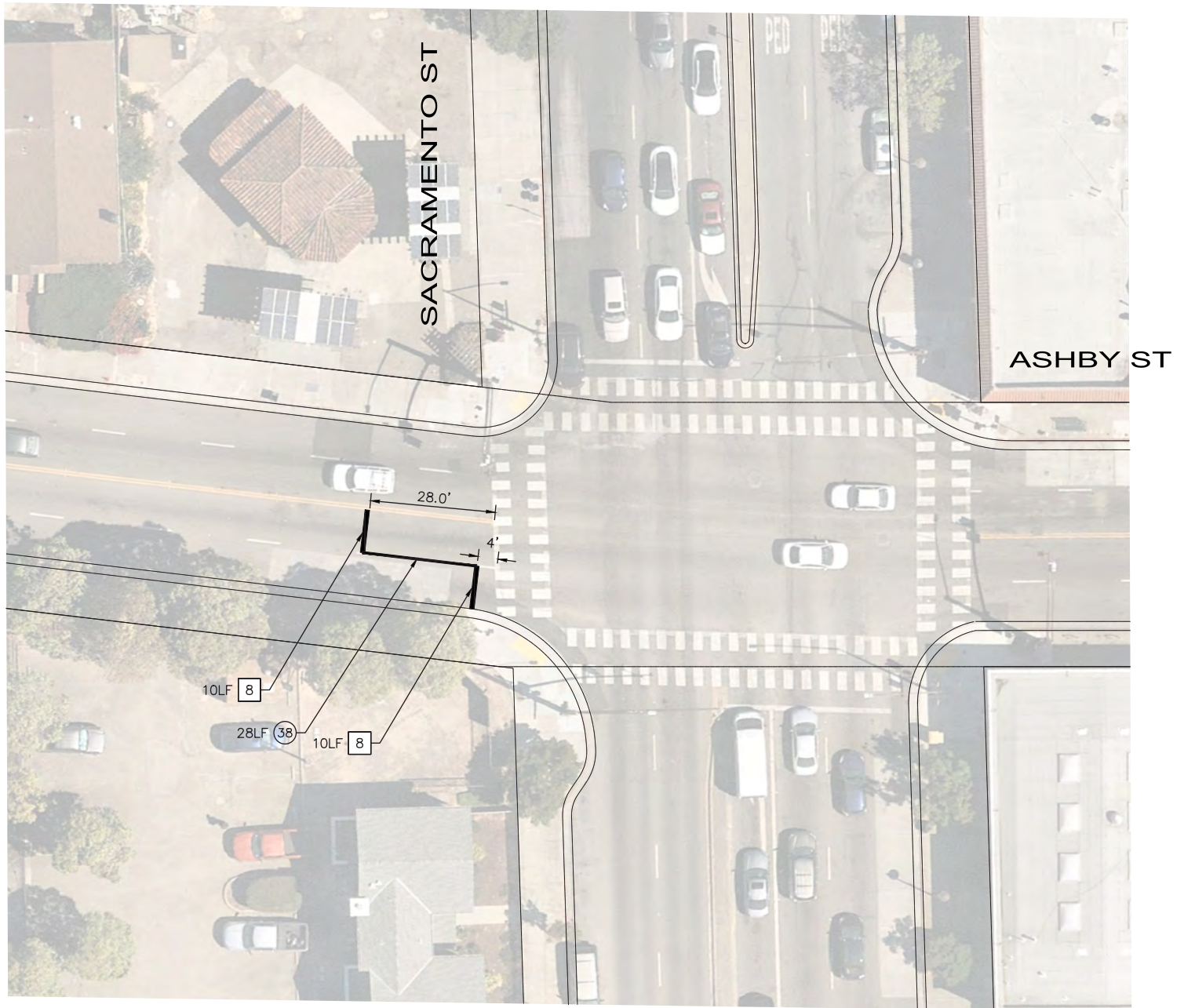


**Figure 8: International Boulevard Proposed Elements**

AC Transit Quick Build Project  
Attachment A, AC Transit Quick Build Detailed Project Description



Not to scale



**Figure 9: Ashby Avenue and Sacramento Street Intersection Proposed Configuration**

AC Transit Quick Build Project  
Attachment A, AC Transit Quick Build Detailed Project Description



Not to scale